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RESUMPTION

Mr. SPEAKER: Good morning Honourable Members, this Sitting is resumed. Last evening when the suspension was taken we were in Committee of Supply with respect to Order No. 21 and to that we shall return.

ORDER No. 21 (RESUMED)

COMMITTEE OF SUPPLY (RESUMED)

Mr. CHAIRMAN: This House is in Committee of Supply. The Honourable Member for St. Philip North.

Hon. M. A. LASHLEY: Thank you, Mr. Chairman. I want to speak to what was mentioned by the last speaker last night in relation to the Transport Board and the evolution of public transport.

Mr. Chairman, the Government of the day at that particular time before the service was nationalised... In fact, I do recall in my readings and just brief contact, you have a number of private companies operating in Barbados. The Rocklyn Bus Company was a company that was charged with the responsibility of public transport, and I think there was some dissatisfaction in the fact that there was very much unreliability in terms of service satisfaction and the fact too that, they being driven by the profit motive, at certain hours transport was not accessible, and that gave birth to the passing of the Transport Act, Cap. 297 in 1955 which set out the powers of the Transport Board and which purpose basically was to provide a form of transport and to establish a Transport Board basically concerned with transport and to specify their powers and for related matters.

Mr. Chairman, we established the Transport Board which took over public transport in Barbados but sometime during the course of that period we saw the evolution of private vans. I recall that at the time some small Suzuki vans operated throughout the country and they were then regulated. I do not know if by the former Honourable Member for St. George North or other Transport Ministers, but they too were unregulated at the time and then they became regulated and at the same time work alongside public transport in Barbados. That is the model that we have adopted since then. Mr. Chairman, we then had challenges over time with public transport in relation to high expenditure and the fact that the maintenance of such a model was still sustainable or to that effect.

Mr. Chairman, I have done some readings and looked as Minister of Transport and Works at other areas how we could improve the model of public transport and making it more accessible to the public. In some jurisdictions, I do not recall the country, but I was reading that they moved from a form of the Government indulging or creating the framework for private transport and called it contracting out the routes where the Government would contract out the routes, have control over the assets and include private operators to operate on their assets and thereby providing the regulatory framework. This leads me, of course, to the model that we were adopting or that we are still adopting now, that is, the TASI Project. It is a model that I believe can be modified. The TASI the Transport Authority Service Integration Pilot Project which was launched in December 01, 2015.

Mr. Chairman, this is the first time that we are seeking to place the public service vehicles on a scheduled service or what we call on a timed basis and to bring them in under one umbrella working alongside the Transport Board working with the Transport Authority and of course being obligated to accept the terms and condition within the contract for them to provide the service to the public. The objective of that project basically is to improve service reliability through an enhanced bus frequency and to

monitor the service provider under an integration project by including monitors on the routes to monitor the performance of the project and to use the feedback that we get from the customers to build on the same integration project and, of course, to enhance and enrich the image and confidence in public transportation namely the PSVs operators because we felt that not only would it be beneficial to the customer but it would also enhance the perception or the reputation of the public service vehicle operators and putting them in a managed environment and give them the opportunity to operate to times, to operate to schedule service.

We know that any private business person is driven by a profit motive and obviously he would like to operate at times he believes would be more efficient to him to operate or more profitable to him to operate rather than operating at off peak periods. What we found interesting in this project is that yes, to use the Bajan term, there is a lot of hullabaloo out there about the recklessness, and the behaviour of this type of vehicle the ZRs and the minibuses and in fact, there is some apprehension to ride on these vehicles, but what we found is that bringing the PSVs operators into that environment, in Fairchild Street terminal, pensioners that would be at a bus stop or would refuse to drive on one of those vehicles got on the vehicle and felt comfortable because of the training that we provided to those operators. That is on the Edey Village route that I pick up that. Mr. Chairman, we tried to create that environment to improve the standards not directly or indirectly but to bring them into an environment... That is one of the benefits of this project.

As I said, it is being conducted over a six-month period. The bus route originates from the Fairchild Street and the Princess Alice Bus Terminals and there were selected from an expression of interest. (S2) Mr. Chairman, the key measure of the project, that the Transport Authority would be responsible for providing the schedule of services to all bus operators. All service providers will be required to operate seven days a week, although we have already had some challenges with that, given the fact that private operators believe that on weekends there are many off-peak periods and that it would not be profitable for them to operate. Sir that is the challenge that we now have to sit down and speak to because the challenge is...

Mr. Chairman, in fact, one person drew to me that the Transport Board buses have to operate to a scheduled service, whereas private vehicle work to about 1:00, 2:00, 3:00 o'clock, take their vans off the road and then they come back out at peak hours.

Sir, we have to look at ways now on how we are going to incentivise these operators to get them involved in the integration project. Sir, if we are seeking to bring expenditure down, if we are seeking to include or to build a

new class of operators, here is the chance again for a new form of enfranchisement on a different level, creating standards in public sector transport and really now seeking to move this model on further.

Mr. Chairman, I just want to put this on the table so that we can have further discussions on it. My understanding is that the ridership in the Edey Village project has increased, we have to go into the various routes to speak to commuters about the project, about what it involves. One of the good things is that they issue tickets to the commuters and so we have a system now where we can now manually count the passengers, rides and be able to have a more accurate plan in terms of ridership. We will then be able to have the information so that we can further build on.

Mr. Chairman, within a couple of weeks we are seeking to introduce technology into this project because the issue with private sector vehicles is the fact, and the Honourable Member for St. Thomas raised it, that a lot of them go off routes, again driven by the profit motive if they believe that passengers are in a certain location. They believe it is off route but that it is just a minor excursion off route, they still do it.

Mr. Chairman, I am saying that if we are seeking to have an assessable and reliable public transport, we have to put systems in place, the use of technology, the use of GPS tracking so that the Transport Authority would be able to say that they know that a particular van is in a particular location, that it is following the particular schedule and time. That is where we are seeking to go on that platform, Mr. Chairman.

Mr. Chairman, I think we can develop this further but I want to move on to the other issue that was raised by the Honourable Member for St. Michael Central that is vending off the highway. We have a mandate of road safety. We are not saying that we are stopping young people or Barbadians from plying a trade or from developing their own business, instead what we are doing is that we are creating opportunities for them off the highway. This Government went to Cabinet some time in I believe 2012 or thereabout, conscious of the implications of what vending would have in terms of the safety on our highways, a proposal was placed before Cabinet for the establishment of a small number of vending facilities. Cabinet again subsequently agreed to three location: Wildey, Rendezvous, the Old Haggatts Hall Road, and Graeme Hall East.

The Ministry having discussions with the technocrats on this matter decided to do a pilot project that is vending off the highway at Graeme Hall Christ Church. An application was made to the Chief Town Planner and an approval was granted, under certain conditions: (1), that

vending facilities during the week, Monday through Friday, shall be outside of the 7:30--9.30 a.m. peak hour morning traffic, (2), provision should be made for adequate side culverts in the area of the ditch. (3) Surface water, parking area shall be delineated and made up to the satisfaction of the Chief Town Planner, the necessary facilities to ensure that certain health standards are maintained and kept.

Mr. Chairman that is one of the projects that hopefully we were seeking to launch in this financial year. We have some moneys allocated for that. This is a project about which I am excited because again you are not only creating employment opportunities but you are also keeping the mandate that you have signed onto, that is the mandate of road safety and other safety measures on our highway.

Mr. Chairman, I thank you.

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

Mr. G. A. CLARKE: Mr. Chairman, I rise in this debate, I listened very carefully to the Honourable Member for St. Philip North, as well as the Honourable Member for St. Michael North West speaking last night. I believe that this debate is important because it sets the stage for a shift in Government thinking, as well as helping the public to understand the nature of where we are.

Mr. Speaker, I believe the intervention of the Honourable Member was timely in which the Honourable Member said that the State has moved from capitalism to socialism, that the welfare State as we know it, which came about in the 1950s, but today we must move away from that position where the State controls everything.

Mr. Chairman, I have been at pains to point out that we need to have a mix where the State manages the resources and provides the equity between labour and capital. Mr. Chairman, I want to warn the Minister because I heard the Minister making the point a while ago that he is about to introduce a programme where you are going to set the private sector to operate seven days a week. I want to remind the Honourable Member that being a monopoly within the transport industry, it is a dangerous thing to set the quality and the price as well, so that there is a small line between saying you have to operate seven days a week, yet the price remains the same and so you have to be very careful with that.

Mr. Chairman, but the State must manage the affairs of the transportation system of this country. In fact, the Transport Authority Act does give the power to the Transport Authority not only to set the routes but also to control and to ensure that persons who flout the law are brought before some form of disciplinary committee.(S3)

Mr. Chairman, it is important for us at this juncture to look at state financing for our transportation. The State cannot continue to provide 100 per cent financing for the Transport Board or for the private individuals. The State has to be able to manage the affairs by involving the private sector. In this year's Estimates you are providing \$21 million for the Transport Board. That, in my mind, cannot supply the new buses, pay wages as well as insurance, and buy spare parts and all of those things, so the State has to be able to ensure that it has a mix. That is why I made the point that we have moved away from a situation when, in 1955, the State nationalised the bus service, but in those days you had a private concessionaire as well, so that the private concessionaires also managed to look at the various routes. He talked about the Rocklyn and the St. George bus services and others like Diamond. These were bus services that provided valuable service to the community, and we have to be able to mix.

Someone asked me recently if it is important for us to take over, because some people believe the State should take over and accumulate all the minibuses, ZRs and so on. I believe we should not go that route. I believe the route that the present Minister is attracting, where you have a mixture of private and public partnership, is important. Mr. Chairman, you must have this mix, but the Transport Authority must be empowered to do their job. Only this morning I saw a minibus coming down there by Government Hill. The traffic was built up and he decided he was going to go through somebody's backyard to get onto the next street; so you understand the problem that we have. I am saying, Mr. Chairman, that the Transport Authority must do its job. The inspectorate. They must bring the regulations as well. If you travel between Baxters Road and Eagle Hall any day, it is all congested and you cannot move. It is very unfair, so therefore my view is that we need to look carefully at what the Transport Authority is doing. The Transport Authority must continue to educate and enlighten the public about what they are doing.

I was the one who brought the Transport Authority here and it was set up based on the Canadian model. Mr. Chairman, in Toronto you have a situation where the public does not control the transport system. It is controlled by the transit authority and it has all transportation, whether it is the Greyhound, the Mississauga Transit, the Toronto locals or the train lines, they are all run by boards, and there are a mixture of private and public, but the Government controls the routing and the time. If you control the time and you say, for instance, that the private sector does a morning shift, then you cannot say the private sector has to do the full day. You do 12 hours out of a day or three hours, four and so on. That is why I say that you cannot have a situation where you increase supply and price as well. You must do one or the other; not both. It is not fair. You cannot. It is not logical.

The second point I want to make is that the Government has refused to manage the traffic. If this is a failing of the Government, the traffic management of this country is at a halt. In fact, Mr. Chairman, I daresay that it is still at the same level as 2007 when we left. There were 125 000 vehicles on the road. You still cannot move them quickly and, only this morning it took me 45 minutes to get from Norman Niles to Government House, so we have to manage traffic. There was a time when in peak hours you would put the traffic signals on fast track or whatever so that people could move. We do not do that now. The Government needs to focus on traffic management.

It was the Government which fired the company 3S. We were looking at flyovers as a means of solving some of the traffic problems. The Government decided it did not want to have that. That is fair, but what have you put in place? The Government has not put anything in place. My view is it was very costly, but of course the private sector was involved in that exercise. You took flyovers off the table. No problem, but what do you put in place? You put nothing in place, so we now have a situation of congestion. I know that in cities like London, there are certain times, based on your number plate, when you can get into the City. That was tried there but I am not sure if it was successful, but at least we need to have a trial. Let me say what traffic congestion does: It leads to downtime in your economy. If you cannot have traffic moving, do you know how much frustration you get on the roads? People become frustrated, you go to work sweaty, you get to work late, and so on. There are lots of problems that we encounter on our roads, and I believe that we have to put our heads together. I am not saying that the flyovers must come. If the Government has taken that off, bring something else to replace them or do something. In my time, we had to widen the highways because we wanted to increase capacity on the roads. We had to put sidewalks because we wanted to separate the traffic from the pedestrians. These are things that we tried.

MR. CHAIRMAN: Honourable Member for Christ Church South.

Hon. J.D.E. BOYCE: The Honourable Member is misleading the Chamber. The Honourable Member is a former Minister of Transport. All these ideas would have been put to him. I know they were put to him as Minister of Transport. He implemented none of them. The only one he is guilty of is trying is to widen the ABC Highway. The Honourable Member therefore must not give the impression that the failure or the weaknesses in our transport system are as a result of actions by this Government. That is the point I am trying make.

MR. CHAIRMAN: Proceed, Honourable Member.

Mr. G.A. CLARKE: Mr. Chairman, it is on record that I had the glorious days in public works. The glorious days. In other words, the best days we had. Let me explain to him. The Road Traffic Amendment, the plastic licence that you now carry in your pocket...

Hon. J.D.E. BOYCE: On a Point of Order, Mr. Chairman. The Road Traffic Amendment is still the outstanding amendment we are discussing today. The Member did not complete the Road Traffic Amendment Bill.

MR. CHAIRMAN: Honourable Member, proceed please.

Mr. G.A. CLARKE: The 2006 Road Traffic Amendment came here, it went to a Committee of Parliament and many of the things were taken out. The present Minister and the former Minister, the present Attorney General and the former Attorney General did not bring the regulations, and that is where it is. We were able, Mr. Chairman, in five short years to do a number of things to increase the capacity of our roads. It is on record. We were able to do that. Seat belts. All those are things we introduced. I have not seen one thing with the naked eye, nothing coming from the Ministry when the Member for Christ Church South was there. I am now seeing for the first time something being done by the Minister, the Member for St. Philip North. At least there is a change in idea.

Mr. Chairman, I also had a pilot project for the school bus. Do you realise that this Government decided, out of the blue one morning, the former Prime Minister decided "I want to have a school bus system" and said "as of tomorrow the school bus system will be free"? We started to do a dedicated school bus system, and I have spoken to the Minister. You cannot take the buses off the normal routes and then say, "I must have people moving at the same time". One will fall, so you must have a dedicated school bus system. (S4) Therefore, you must have a dedicated school bus system. I have spoken to the Minister about that. You need to continue the consultancies that we started and you need to look at the private sector as well because I know there are private people out there who are willing to help the Government in terms of providing a dedicated school bus system, which would work. Sir, if you want to make Barbados a first world country, then you have to move forward.

Mr. Speaker, I have made the point that your intervention last night was important because you felt that the State cannot control everything but the State has to manage the affairs of this country in a way that the private sector would be involved. The only work of the State is to ensure that you manage the affairs of the country, not participate in everything. Sir that is the point we will have

debate in this country. We are still into this welfare state, where the State must control everything but, Sir, the State must manage and give incentives that is what it is supposed to do. Sir, the State cannot and then expect us to move forward. I am saying that the slow pace of this economy is because Government wants to do everything. The Government wants to govern and to put money in everything.

Asides.

Mr. G. CLARKE: Sir, the reason why the Minister of Sports cannot get the sporting fields out there cut is because they want to cut all but you are not empowering other people to help cut some. You want to transport all the people but you cannot do it. You do not have buses, you do not have spare parts. You have 1 000 buses lined up at the depot and there are people in this country who are not fair. When you try to move the buses and give them to the private sector, people complain and I do not agree with that. I agree that the private sector must be involved but, Sir, the whole question of procurement must be debated here.

Mr. Speaker, do you know why? Sir, maybe this side was guilty of it too but The Government since the 50s ensured that a partisan element came in and because of that partisan element, we have not looked at proper procurement and, therefore, you took whatever you get and we have a situation today where the cost of insurance has escalated at the Transport Board, the cost of spare parts and the cost of all these things have escalated.

Hon. A.D. BRATHWAITE: Mr. Chairman, on a point of order. The Honourable Member is misleading this Chamber in suggesting that this Government has gone away from proper procurement practices. In fact, the procurement practice that this Government has been doing over the last seven or eight years are the same ones that we have had as a country for years and, indeed, we have gone further by committing to modernizing the procurement system and we are going to bring the necessary legislation to this Parliament within the next couple of months to improve the procurement system, something that his administration never did in 14 years.

Mr. G. A. CLARKE: Mr. Chairman, I am glad that the Attorney-General has spoken. I heard from since 2008 that we are going to have a better procurement system where 40 per cent of the public will get involved. I have not seen anything in the Press setting out the insurance, for the batteries, for the spare parts. I have not seen it with the naked eye. I do not know if the Minister can show me but it has to be done. Sir, whether we did and you are continuing to do it, I am saying that it has to be done if we are supposed to get value for our money.

Mr. Chairman, the last point I want to make is the part that the Honourable Member for St. Philip North talked about. He talked about the vending on the street, which is important. Sir, I have seen it and many of us have seen it. We know that we want to encourage participation by vendors but they must ensure that this country is kept tidy.

Mr. Chairman, I must compliment the Honourable Member St. Michael South Central, who has been trying to implement and bring tourists here but how can you bring tourists here to a dirty society. The environment speaks to what he has to do. We have to be able to ensure that those vendors clean up after they have plied their trade. I want to send a message to them that we want to encourage them but, at the same time, they have to abide by the regulations and the rules of this country.

Mr. Chairman, I am obliged to you.

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

Hon. D. KELLMAN: Mr. Chairman, I enter this debate to make the point that there is no doubt that vending is very important to Barbados. I have advocated now for over 22 years that vending is one of the ways that we should look towards to not only employment but also to increase production. Sir, so much so, I told the Honourable Member who just sat and the Minister of Finance at the time that vending is so important to Barbados that we should stop bad-mouthing those persons who sell on the highway and look to a solution for the simple reason that whenever I pass, I can see them selling local produce of Barbados but the lobbyists on the other side are always criticizing them because they do not sell foreign products and they allow other persons to bad-mouth them and then they come in here and bad-mouth them too without recognizing that the solution to a problem is not how well we can bad-mouth someone but how you can find the solution to the particular problem.

Mr. Speaker that is why this Government in being so proactive has identified and allocated areas and a Ministry to look at it. Sir, the solution to the problem is not to have a piecemeal approach to vending but to recognise that you need to bring all vendors together and create what we would call a land-based on the ground mall. Sir, for example, all those persons at the present moment that are vending around Bridgetown, we need to see how we can find a piece of land so that we can bring them altogether in one location and create an attractive situation. Sir, not only that but a feasibility study has been carried out because when I was the Minister of Industry Small Business and Rural Development, I was given the mandate to do it and then I was quickly switch to Ministry of Housing, Lands and Rural Development but it would cost about \$3 500 for

one of those persons to be outfitted. Sir, not only outfitted but you have standardization and something that is pleasant to the eye and the customers appreciate it. I am saying that we have to recognise that these people are persons too. They always pass and talk about Moon Town but some of them need to adopt the Moon Town style instead of coming in here and using Parliament to talk about what should be done for them because the Moon Town style is that we adopt a highway and we ensure that particular highway is clean, painted and the garbage is removed but we do not come in here and talk about it, so do not talk about Moon Town without talking about the positive things that occur in that particular area.

Mr. Speaker, on top of that, we also clean the beach. We turn around and clean the market facilities and the beach facilities in the particular location but we do not come in here and talk about it for the simple reason that we recognise the importance of location, the important of how attract a place should be and, Sir, we lead by example.

Mr. Speaker, what I will say today is that places like Moon Town and Meridian who also ensure that they look after the highway next to the St. Lucy Church and they help debush a very bushy area next to the St. Lucy's Rectory on my advice that more people should copy what we are doing and use it. Sir, I heard in here yesterday that small people should be given the opportunity to adopt the highways. (S5) You do not have to wait, just apply and do the necessary which we want and we have sought permission. When you travel Kellman's Road - and that was not named by me - ask the Honourable Member for St. Andrew, he was so impressed with the work that I was doing in St. Lucy that he named a road after me so his hope is that if it is Kellman's Road it must be kept like Kellman.

Asides.

Hon. D. St.E. KELLMAN: It is obvious, you did not know that?

Mr. Chairman, I also heard in here this morning about widening highways but the truth is we need to stop and think about these things. Every time you build a highway and you then set about to widen it, from the time you build the highway you are going to increase the cost of the land in the area so if you increase the cost of the land in the area, and you seek to widen the highway, then the cost is going to be substantial. Mr. Chairman, right now on my desk, on a short piece of highway, the acquisition cost is over \$18 million of which the Minister of Finance is going to have to find just to complete that acquisition that when they come in here and badmouth the Government what they do not tell the public is that the costs of the acquisitions, one square foot of land is \$100, but I want to make this point.

It is clear in this House and clear in Barbados that when Government has to buy the price is high but when Government has to sell nobody thinks that the Government land has value. I want to put a lie to that because as long as I am Minister of Housing and Lands people must appreciate the value of the property that Government owns. The days when people take Government land and give it away, let me tell you this, those days are over. We have a policy where we would subsidise land for those that we have the social contract with and that is the masses of the people in Barbados, but when people want to sell land to us at \$100 per square foot and they want to buy land in the same said area come with you wallets opened to pay the same \$100 or more. There are a lot of people who believe that Government should buy land very expensive but when they sell land it should be given at a cheap price. I want to say that those days are over.

Mr. Chairman, new buses. I am glad to hear that the Minister of Transport and Works is interested in buying new buses and this would be the first time for a long time that any Government would be buying new buses for Barbados because all the previous buses were just new to Barbados. We had buses coming into Barbados and when they went to the workshop, the workshop had to take off the tyres because the tyres were old. Let them deny it because I have the evidence.

Mr. G. A. CLARKE: On a point of order, Mr. Chairman, the Honourable Member is misleading the House. Completely brand new buses were brought in 2006 and 2007 so he must not say so, we bought new buses.

Asides.

Hon. D. St.E. KELLMAN: As I said, Mr. Chairman, the buses were new to Barbados but they were not new. If you doubt me go to the Barbados Transport Board Workshop and ask the workmen. Not only the Barbados Transport Board, it also happened and Sanitation Services Authority (SSA). Those trucks that came to Sanitation Services Authority (SSA) were new to Barbados but not new. Do not tell me do not say so, go to the depots and you will see that we came in here and voted large sums of money for equipment to outfit all the depots in less than one year's time, they could not use the equipment, and they come in here to lecture somebody on good governance? A Government that allowed people to bring equipment to Barbados that was either used already under the guise of being new and then equipment that was in people's workshops and showrooms for a long time, could not be sold, then people went and bought the equipment, brought them to the island, and then saying 2006/2007 when, in truth and in fact, it was 1999/2000 and they come in here to lecture people. You cannot be serious.

Mr. Chairman, I am saying that instead of widening the highways, we need to stop and wonder if it would not be cheaper to build an additional highway on virgin land where the cost is not as substantial for the acquisition of the land and then build out because the more you widen a highway, the more traffic you pull to that highway and the more congestion you create. Whereas, if you build parallel roads what you would do is ease the traffic from the particularly highway, splitting the traffic and you ease the congestion in the country. Why should I have to tell that to anybody? That is what you call simply commonsense.

Mr. Chairman, I am hearing in here now that we must privatise everything. I heard it from the Honourable Member for St. George North, but it does not seem to be a north thing because I also heard it from Honourable Member for St. Michael North, the Honourable Member for St. Michael North East and I heard it from Honourable Member for St. James North too, but yet they are going to tell you to privatise everything and if you are foolish enough to go and privatise everything the next thing they will be telling people in the campaign is, you see what I tell you, they want you to pay for everything. Listen, stop and think. Free secondary education and free bus fares was introduced as far back as 1962. It was introduced in a time so that my old man who, at the time was not empowered would have the ease to send to school his children. Fifty years after, they are saying that we should continue a policy for them even though they are working for substantial sums of money to send to school their children and to give their children free bus fare. I am saying, it cannot be so. We cannot be arguing that we are an independent country, that we have educated our people, we are a developed people and yet expect to get everything free from the State. If that is true, then everything that I said before cannot be correct because it means that if we are in 2016 to behaviour as if we are in still 1962 it is telling me that the country has not developed and I am saying, Mr. Chairman, that the country has developed and if the country has developed, then we have to move on. I sent my son overseas to study I did not have a problem with that because I felt that the State should not have to educate my children after educating me.

Asides.

Hon. D. St.E. KELLMAN: We believe that the State must do everything for us but I disagree. I believe that the only way you will know that a country is independent, is when the people are independent but when one hears that about independence, that is what is the true sign of independence, where the people have the capacity to support themselves but they come in here and speak about independence and they do not understand the real meaning of independence. Yes, the time is right for new buses and the time is right for the whole transportation system to be regularised. There is a relationship between new buses and

the conditions of the road that is why I said yesterday in the House that I have many roads in the constituency of which I am proud to represent on behalf of the people of St. Lucy, whom I am grateful to, that is why I have no apologies for anyone and anyone can talk about Moon Town but Moon Town started the development of St. Lucy and it will continue the development of St. Lucy because the interests of the people of St. Lucy must be served and they must not beg anybody but development must come to them like anybody else. If it means that my family has to contribute to the development I do not have a problem. The problem is that there are too many Parliamentarians in here who feel that they do not have to give back anything to their constituency. My family has always contributed to the development of St. Lucy and we will continue to do it. I think my son will have to do it too because we have a proud record when it comes to development in our part of the vineyard and it must be continued. (S6) That is why we do not have a problem in looking after the public baths, public markets or beaches, anything like that because we do not expect to call on people to do things and do not lead by example.

Mr. CHAIRMAN: Honourable Member please wrap up.

Hon. D. St.E. KELLMAN: Mr. Chairman, as you know, I have said over and over that I honestly believe the only thing a vendor should look for is to have a health licence to vend. We have to recognise that if we are to sell the local produce in Barbados, the people who will move the local produce for us are the people who vend. On top of that, it does not make sense to only give farmers the right to have duty free vehicles when they should be in the field managing the production. The most important aspect of it is, not to have the right to those same concessions, because if you have produce, you must allow the people who vend to go to the houses of the people of Barbados. The way people can sit in their dining room, go on the internet and order from overseas, send the produce right to their doorstep so that we could reduce this large support bill of which we support. We support local produce.

I want to thank you very much, Mr. Chairman for the limited which I have.

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

Miss C.Y. FORDE: Thank you, Mr. Chairman. The Honourable Member for St. Lucy in his presentation just now seems to me to have been casting aspersions on the reputation of those businesses that were an integral part of the importation of the buses between 2006 and 2007, when he speaks about the buses not being new, and I would not want to be a part of any discussion that would be following that line, Sir, because the same companies that were an

integral part then are the same companies with which the Government is transacting business now.

I however, Sir, would like to ask the Honourable Minister, through you, to make haste to put that roundabout of which he spoke, by Combermere School, into a roundabout. It is losing...

Asides.

Miss C.Y. FORDE: Mr. Chairman, the Honourable Member had to speak to advertise his business. I am not going to interrupt him. I did not, from the Floor.

I just want to say that the roundabout is working well, but it is beginning to look tacky. Some of the polls and so on have fallen apart, and I think it is about time we make it into full-fledged roundabout so that motorists would be able to maneuver in a way that is acceptable and safe.

The other thing I would like to ask the Honourable Minister to pay urgent attention to is that Waterford road. Waterford road now is just as bad as Vaucluse road, in St. Thomas. It is an artery that carries thousands of vehicles on a daily basis, and it began to sink in about four different areas. If you are not a careful driver or you are not used to using that road, you will believe you are in a rollercoaster. I see a lot of damage as a result of poor drainage in that area. I know there is a bridge there, but it seems to me as though there are blockages in that water course and it is having that serious impact.

Sir, to be without the Waterford road any working day will create tremendous challenges and backup of traffic. I believe if there is any money, I do not know, if it can be tackled in the summertime when children are out of school, it will make a lot of sense if it cannot be fully rehabilitated, at least deal with those areas where it has sunken to the extent that it is creating a lot of challenges for road users, passengers, pedestrians and motorists alike.

I think, too, that signage in Barbados is really now at an all-time low. There are some signs that are tacky, some are faded, and many are falling or have fallen. When you go into areas especially those areas where we have our tourist attractions, it is extremely difficult to read a lot of them, especially the big ones that are like billboards. The termites seemed to have eaten a lot of the plywood on which many of them are written, where it tells you how to get to Jackson, Highway 2A and so on. I think that urgent attention needs to be paid to that. I know that some of the workers at the Prospect location have been trying hard to put the lines in the road to ensure that motorist conform to the standards.

The only comment I would wish to make, I know I have spoken to one of the senior people in MTW in the past, and I see it still as a big problem, it might really need some urgent attention and reconsideration. Those pedestrian crossings that are in the roundabouts where two vehicles could be in the roundabout and then there is a backup, especially the one by Warrens Polyclinic. That is extremely dangerous. A lot of accidents have been happening there, people are running into the back of others. I think that one and the others need further reexamination.

The way we had to change from a two lane highway into a four lane, I believe if we examine it, step back about 20 feet from the roundabout, because when one roundabout becomes congested, those coming from all the other directions are congested and it creates some concern.

Now, the Honourable Minister would have spoken about the TASI Project. The Honourable Member was kind enough to say... yes, I have bought into it when I heard about, because of the tremendous challenges we had in St. Thomas previous to 2003/2004, when the Transport Board bus took up the Sturges route again. The residents there have complained, they sent letters, they have been calling and they have been bombarding, not only me, even the call-in programme, because it is great idea. I believe that persons in the private sector being brought in would help to make a difference, because we understand the Transport Board buses cannot do it all and still maintain the bus routes for the school children and so on, but I am said to let you know, Mr. Chairman, that some of those buses that have come into the project are road unworthy. Is that the correct expression? There are not fit for running on the road, and I am wonder, through you, Sir, to the Honourable Minister, if when they take the buses for inspection, if they borrow tires and if they do different to pass the inspection and then they put back on the old tires. There is absolutely no way, Mr. Chairman, that buses traveling on the Sturges route would have a flat tire and no spare, in a lonesome road to take people up to Welchman Hall, Allen View and Lion Castle area, and then the dislocation of the passengers. Sir, for it to happen twice in one week with the same bus, then for the brakes of the bus to let go, good luck that bus was on a level road and not coming down Ashford hill, heaven knows what would have happened.

Previously there were about 8 buses, B mini buses, no ZRs that plied the route. While I agree that the loud music was sometimes a problem in some of them, or the behaviour of the workers on the buses was inappropriate, people still traveled on them feeling a little more comfortable, but these new ones that have come are really creating some challenges. Many of them are not following the schedule that has been offered by the Transport Authority. I thought it was a great idea to try to pilot because I see that this can permeate throughout the rest of the country if it is working well, but I believe it is time for

a reexamination of the one at Sturges. I do not know for sure what is happening at Edey Village.

The drivers are going into the bus stand, at Princess Alice, and at 2 O'clock, some of them, not all- there is one marked B16 that I have seen traveled the exact route that is designated. It is going through Lion Castle, weaving through Bryans Road and so on, sometimes at 5 O'clock in the morning, because I do a little walking as well and I see it, but there are many others that are going on the straight highway. People in Lion Castle are waiting from 5 O'clock cannot see a bus sometimes until a quarter to seven. They have to walk out on the main road. The roads are so tacky. I cannot find words to express what is happening in Lion Castle, Stoney Gully, and those roads, but those people still have to come out rain fall or sun shine to get a regular bus coming from Shorey Village or one of the same mini buses that is traveling on the main road in order to get to their work.(7) Now, you know, Mr. Chairman, times are hard and when persons who have jobs are at the bus stop, or waiting in the village at 5 O'clock knowing this project is in vogue, but at 6.30 a.m. no bus and a forced to walk to the main road, which is another 10 to 15 minutes, by the time they reach work the boss is going to say "you mean every morning like that"? You cannot tell a boss every day, "Sir, I am late because of a bus or because of transportation." It really is unfair to them to have to be suffering in that way.

The other thing is, when people go into the bus stand, as I was saying, at 2 O'clock in the afternoon, you get into one of the designated buses in the project, where you see faces you do not know. Then the driver says "Do not get in here now because we are going to Speightstown." I got the impression all along that the ZRs, private vehicles and so on, were always regulated. If you have a permit or licence, I do not know what it is called, you are allowed to work only on that designated route.

How can you change the bus route from Sturges to Speightstown at 2 O'clock because that is a lucrative route? How can you go from Bridgetown to Hillaby when you know your route is Sturges? Then they are not obeying the instructions from whoever is supervising, so a Transport Board bus leaves the bus stand, but the other bus quickly overtakes the Transport Board bus to pick up all the passengers, making it difficult for the Transport Board to make any money.

Sir, disorderly behaviour in this country has me bothered. No wonder the young man said to me this morning when I got to the Jackson roundabout, "Don't think the mini bus men and the ZR, we got to live too. I was working at NCC and the Minister sent me home, so I got to feed my family." I said to him, "I do not care who sent you home. I think you got the job through me but I am telling you if you are disorderly on the road, I want the

police to pick you up, because if any of you hit me crapaud smoke your pipe."

I think it is wrong. If you have to do your daily work, do it with pride. My mother worked in the agricultural belt, Mr. Chairman. My father drove a bus and on mornings he had to be out of his bed at 3 O'clock to get to the Rocklyn Bus Company in St. Andrew, but he did it with pride. I do not understand why we have to take pride out of the work we say we want to do, to raise our children and to survive.

Therefore, I am asking the Honourable Minister to take some of the suffering off our hands. We have disabled people in those communities. We have very aged women and so on who are trying to take the bus to get too and fro, because they do not have to pay that fare, but I do not think they should be treated in a manner where they have to wait, like a dog awaiting a bone from the master, and the dog is chained. It is wrong, and I want a reexamination of it. If that project is not working, Mr. Chairman, through you, Honourable Minister put back the buses we had before. We became accustomed to them. I believe working with them in other forms of training, at the Barbados Community College or wherever, will help to bring them up to scratch, and we will be happier without disorderly people, or vehicles that are not road worthy, that are creating challenges and will threaten our lives as a whole.

I also want to ask the Honourable Minister, Sir, through you, if there is a protocol in the Ministry of Public Works? I knew there was before, where when utility companies were to be working in communities which involved excavation and so on, they would communicate. I knew in the Estimates each of those ministries would have been provided funding. If the Barbados Water Authority has to be digging up the road occasionally because of a burst main or whatever, there was a protocol in place where the Barbados Water Authority would make contact with the Ministry of Public Works. Similarly, the gas works and so on, would make an arrangement where you do not have to wait three or four months where that new road, or what used to be a smooth road, now having big humps. I find that after the excavation they are not infilling that road to make it as passable. I just want to find out if those protocols are in place, and if there are, for them to be adhered to because we are seeing too many roads where there is poor signage as well. How do you do excavation and not put up signage where at nightfall some communities are so dark, we cannot get a street light, so you do not even see there is big chasm in the road that the Barbados Water Authority, the National Petroleum Corporation, the telephone or other utility companies would have left. There is no flashing light. There is no can. There is no florescent to alert you about the danger on the horizon. I believe that if this done, once that process is

pursued through communication with the ministries and the agencies, it would make a difference.

Sir, the final thing I wish to raise here, perhaps the Honourable Minister would like to give us word as to what is the current situation of the Highway 2A expansion project at this time. I am not criticizing from that point of view. I just want to know what is happening because I too have a challenge with the distance between the Simpsons Motors roundabout, and what is happening at Redman Village.

Mr. CHAIRMAN: Honourable Member please wrap up.

Miss C.Y. FORDE: Yes, Sir.

The final comment I wish make is to do with the Depots. I know in 2005/2006, each of the Depots was equipped with a bobcat, a patching truck, roller, tools and some basic equipment. I know last year there was an article in the newspaper and other forms of the media, where we saw lots of photographs of equipment that is out of operation, or awaiting to be maintained. I want to know what the status of that equipment is. I know Bagatelle sometimes gets some hot mix and other materials, but then there is no truck. They have to wait to borrow a truck from some other Depot. Yes, I understand the constraints now we are going through this economic crisis, but if there are trucks lying down, and if there is this rumour that there was \$80 000 in parts that were to be installed in some of those vehicles and the money is gone, but there are no parts and they are still there, I want to know what is happening with the accountability.

I am saying, nobody else in here is saying it. Mr. Chairman, as I close, perhaps the Honourable Minister needs to look at the relationship of some members of the staff in that department to make sure that the Government's property, that all of us the taxpayers are pooling into is well spent, and the equipment is properly serviced to the advantage of all Barbadians who are the road users of this country.

I want to thank you, Mr. Chairman.

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

Hon. S.A. LASHLEY: Thank you very much. Mr. Chairman, I re-enter this debate to really make a few observations in relation to our public transportation system. I believe, Sir, as we continue to look at improving our system it is going to be very important to keep our eyes on a few things. Therefore, I want to make a few observations.

The last speaker, of course, referred to a rumour and I think we should be very careful about seeking to raise questions that are only based on rumour. Therefore, it is important to really come to the House with facts as opposed to rumour.

Mr. Chairman, our transportation system, of course, is in a state of evolution. I believe that this Place is where we have to pool our collective thought processes in relation to how we could improve what currently exists. I believe, Mr. Chairman, certainly the role of Government is to provide the enabling environment upon which much of this can be done. I did hear the Honourable Member for St. George North make the point that one of the problems we encounter in terms of transport, and not being able to manage our transportation environment is that the Government wants to do everything, but I think upon sober reflection the Honourable Member would perhaps want to rephrase that. Certainly we have seen already a very interesting project which the Government has pursued, which relates to the Adopt the Highway Project. That is not certainly an indicator that the Government wants to do everything.

In fact, it has been already explained that through that project the Government has been able through private sector collaboration to get a significant section of the highway periodically maintained without any need for the public funds to be utilized. Of course, with the understanding, as you have seen, Barbadian labour (S8) is being used on that project.

Similarly, Mr. Chairman, the Honourable Member did make a little swipe at what is happening in terms of the maintenance of our public fields and public facilities under the National Sports Council, and I would say that we have some work to do in terms of ensuring that our facilities are properly maintained, but I would like to say to the Honourable Member and assure the Honourable Member that we are, as I speak, rolling out a very proactive maintenance plan to ensure that the island can see a more regular and aggressive approach to the maintenance of our fields. I am sure that in due course once we are ready to fully roll that out we would be able to give more details on that. Mr. Chairman, what I can say though is that particular exercise will see the involvement of communities also taking charge of helping to maintain the sports facilities in their environment, so that again is another example where the Government recognise that it cannot do everything on its own and that it has to seek partnerships with the community but obviously governed and managed by a proper policy framework. The policy framework is being looked at by the National Sports Council Board and the intention is to roll that out in the not too distant future to ensure that that partnership between the Government and the community's particularly sporting clubs can redound to

the benefit of ensuring that our sporting facilities are maintained.

I also want to say, Mr. Speaker, in relation to our transportation system that I believe that it is clear that it will be necessary to look not only at the specific issues that we face in our various constituencies, I am saying that those are important, but within the context of the modernising of the Barbadian economy there has got to be a keen understanding of how we are going to roll out and evolve our transport infrastructure.

We have had the idea in the past of having flyovers in response to the congestion at our roundabouts. Of course the Barbados Labour Party model of doing the flyovers really did not make any sense because you are talking about moving traffic from one section of the highway to the other without recognising that you are simply dumping traffic over roundabout but not making provision for the diversion of the traffic. I am sure that the Ministry of Transport and Works would have to look at this particular issue because if you look any part of the world where you have flyovers you recognise that practice has never been followed.

Mr. CHAIRMAN: Yes, the Honourable Member for St. James Central.

Mr. K. D. SYMMONDS: On a point of order. Mr. Chairman, it is with the greatest reluctance that I rise on a point of order because the Honourable Member is misleading the House. Sir, at no stage was the plan for there just to be dumping traffic from one side of a highway to another. In fact, to the contrary there were in the plans specifically designated lanes for you to pick an entrance onto the so-called flyover which really was just a little bridge over the roundabout and then a designated lane for you to come off and rejoin the highway. Sir, if the Honourable Member does not know what transpired, the files should be available to him and he can read, but he cannot continue to persist in this mythology.

Mr. CHAIRMAN: Honourable Member proceed please.

Hon. S. A. LASHLEY: Thank you very much, Mr. Chairman. I want to thank the Honourable Member for confirming the accuracy and the veracity of what I said because I was certainly in this House when we looked at that fiasco called the highway flyover project. In fact, it would have led to the late Right Honourable Prime Minister having to make the wise decision of putting an end to what was totally financial madness, a very poor road planning. Indeed, the point I am making is that certainly I do not believe that this Honourable Member is not averse to the whole idea of flyovers but you must have a flyover

that take traffic off of the highway and not bring it back on the same highway that does not make any sense.

Mr. CHAIRMAN: Honourable Member for St. James Central, what is the point of order?

Mr. K. D. SYMMONDS: On a point of order. On point of order again because the Honourable Member persists in misleading himself and this House. Sir, to make it simple even for this Honourable Member to understand there is a concept known as a rotary junction, that is what we call a roundabout, you go around circuitously the roundabout to pick up another direction. What we were saying is that you aerially go over the junction thereby removing the need to be backed up in traffic as we now do every morning at Sagcor/Life of Barbados Roundabout and several others in Barbados that is what it was about. Even in the worn eaten nutshell that the Honourable Member calls a brain he should be able to understand that.

Mr. CHAIRMAN: Honourable Member come on. Let us proceed.

Hon. S. A. LASHLEY: Thank you, Mr. Chairman. The Honourable Member is accustomed to internalising his own ignorance and then what comes out is further ignorance but I was saying and I continue to insist on the point that I am making that the model of a roundabout of a flyover which was put by the Barbados Labour Party basically called for traffic being moved from one section of the same highway and being dumped on the same highway, and therefore it was not feasible, not me Mr. Chairman, but the technical people came to the wise conclusion that is kind of madness was not feasible and therefore to utilise the public funds to create even further craziness was a wise decision as far as I am concerned.

I am, Mr. Chairman, that the issue has got to be revisited and that we have to look more holistically at a number of solutions designed to meet what I believe has certainly evolved to be a rapid modernising of where we are going in relation to our road network projects.

Mr. Chairman, we have advocated in the past and I hope that we can revisit this model, we have a highway that of course we had to expand but most of the traffic which ends up in Bridgetown does at some point in time connect with our highway. We have looked at the idea of perhaps the park and ride solution. I think that the idea of placing along the highway a number of high-rise car parks designed to offer motorists an opportunity to safely park their vehicles at that junction and then of course take a park and ride option into Bridgetown... Now, obviously that will call for an outlay of funding and so on and I believe that certainly it is an option for us to pursue.

I also believe, Mr. Chairman, that given the typography of Barbados certainly the Bridgetown area entering into the city is really where most of the traffic congestion occur, and I believe that the option of utilising a mono-rail which can be a circle connecting the highway into Bridgetown and out of Bridgetown is perhaps a solution that we have to realistically look at in term of the future development of our road network infrastructure. Mr. Chairman, I certainly that will bring some kind of stability in terms of how our traffic can move from one section of the island to the other.

One of the things, Mr. Chairman, is that we have also have to plan with the emerging developments in mind. Over the past 10 years, 15 years I am sure, we have had the development of several housing developments in various parts of Barbados. Certainly, if you look at St. Philip you would recognise that the population density of places such as St. Philip and Christ Church have increased significantly. (S9) Therefore, the planning of transport system and how we are going to ensure that our traffic can flow in a way that does not create congestion -- as I heard the Honourable Member say -- would have to be a major factor placed within the context of how we sit down and strategise.

Mr. Chairman, I want to say that one of the other observations I want to make has to do with road safety in Barbados. I think this is a very important area, we have had several developments in Barbados in relation to our road safety environment. Mr. Chairman, I would like to say that one of the things we have to do is that we have to find more innovative ways to sensitize our road travelling public in relation to ensuring that our safety environment can be improved along our highways.

Mr. Chairman, one of the things that I have observed, and I am sure that Honourable Members do observe, is that particularly on mornings in the heavy traffic that persons are travelling in their vehicles with their children and are not taking adequate measures to safeguard those children, either by means of seatbelt restraint or of course if the child is one who has to be in seatbelt. I think this is a development that is going to be particularly harmful and costly, if, of course, we do not pay attention to that.

Mr. Chairman, I wanted to simply intervene to make the point that planning our transportation development systems is really much bigger than what I call the smaller issues which of course impact all of us within our various communities, but we have got to look in terms of where the money would come from as well. We have to plan it out, we have to ensure that we have the wherewithal to ensure that we take our transportation systems from one stage of evolution to another, based on what is realistically sound and certainly what is affordable in Barbados.

Mr. Chairman, I think we should revisit, of course, the solution in relation to what happens at our roundabouts, the congestion, but I do not believe that the model put forward by the Barbados Labour Party really was feasible. I did hear the Honourable Member for St. Thomas speaking about the roundabout at Combermere. In other words, that roundabout is working extremely well.

Mr. CHAIRMAN: Honourable Member, please wrap up.

Hon. S. A. LASHLEY: Mr. Speaker, the Honourable Member is asking the Government put down some concrete, to spend some money at a junction that is being utilised. Sir, I have not heard any problems with it, but I do compliment the planners for coming up with that idea but I think that there are other nodes and other areas that we can use also to use that same model to test the efficacy of that solution in relation to the solution for our roundabouts. I am obliged to you, Sir.

Lt. Col. J. D. BOSTIC: Mr. Chairman, if I were able to speak immediately following the Honourable Member for St. Lucy, I would have dubbed this morning's proceedings, "The Rekindling of St. Elmo's Fire." I would have said then that I am not going to extinguish that fire this morning because to do so would take me away from the task at hand, which is to deal with the issue with regard to the Ministry of Transport and Works.

Mr. Chairman, I sat through last night's proceedings and I listened attentively to most of the speakers who dealt with road issues. Mr. Chairman, I can say that I could add to the wish list because when one looks at the Estimates of Revenue and Expenditure for the last few years one would see precious little in terms of the City of Bridgetown and road works.

Mr. Chairman, but I am not going to do that because of a reality. Mr. Chairman, that reality is that I believe we have about 1 600 kms of paved roads in this country and it does not matter who sits on this side or on that side, that is a reality and a challenge. I believe there was a speaker earlier who said that both Governments have done reasonably well in this regard, in terms of maintaining the network of roads that we have and I would like to associate myself with those remarks.

Mr. Chairman, for me I think this whole question of road works, I believe that we really have to deal with the issue of dealing with what I a monumental task, with very limited resources, so it has to do more with how we utilise those resources to do the task at hand. I believe Mr. Chairman that we need to start, first of all, in my view, with a rationalisation of the process for selecting areas for road works, a rationalisation that would see synthesis or a greater synthesis between the road programme of the

Ministry of Transport and Works and those of the Urban Development Commission and Rural Development Commission.

Mr. Chairman, I do not believe, for example, that areas where major road works are allocated should also be the beneficiaries of road works in both the Urban Development Commission and Rural Development Commission, I think there should be a spread of that work. I believe, Mr. Chairman, obviously the Ministry has a responsibility for dealing with the national road network. Obviously the Ministry might be concerned with connecting commercial areas, residential areas and coast to coast that is the purview of the Ministry of Transport and Works. Mr. Chairman, I believe strongly that with regards to the commissions, both the Urban Development Commission and Rural Development Commission that irrespective of who sits in these chairs and which side that we sit on, that Members of Parliament should be consulted when it comes to road work with in the constituencies, certainly at that local level. I strongly believe so.

Mr. Chairman, I believe that we should be consulted and asked to give our list of roads that we think should be fixed and then leave it up to the Commissions to make a determination, obviously based on cost and available resources, et cetera. I think in that way, then the country as a whole would benefit from a process like that. I do not think it makes sense at all, either party when in Government trying to exclude constituencies from the other side from being having road repairs. Sir, that makes no sense and I say that unapologetically. It makes no sense in terms of the overall development of the country, it means that we end up spending a lot of time and a lot of resources trying to correct what we consider to be wrongs when we do not look at the overall impact on the country at large. Sir, that is one of the things that I would certainly like to say at this point in time.

Mr. Chairman, the traffic management plan for Bridgetown I believe is something that has to be addressed. It has to be looked at in collaboration with an evacuation plan, if there is one, for the capital city because the two must go hand in hand, that for me is critical issue that has to be dealt with.

Mr. Chairman, I would also like to speak to the issue of lighting. I am happy to see certainly within Bridgetown that there has been some improvements with lighting in the city but I would like to see that spread not only throughout the city but the country as a whole because there are too many dark areas on the highway and other places that we have to look at safety in a very serious way. (S10) I am happy to see that some work was started on the River Bus Terminal. That is a very important project. This is work that is definitely required and I am really happy about that. I believe and hope that in the process, however, that the

work would be completed in as short a space of time as possible, and at the end of the day the project would be tastefully done for the benefit of the people who utilise the bus-stand, including those who work there, and also enhance the aesthetics within the historic City of Bridgetown. I also associate with the remarks from the Honourable Member for St. Thomas in terms of signage. That is something that has to be a national priority. I know some work has been done but we must intensify the effort with road signage throughout this country, and particularly in the historic City of Bridgetown.

Mr. Chairman, I also notice that some work has been allocated for Whitepark Road and that is good, but I have an issue, and the issue that I have, the concern I have -- and it is not to throw any cold water on anything I have said before because I sincerely believe in what I have said -- has to do with the fact that most of the projects that are undertaken within the City of Bridgetown tend to be concentrated within the commercial parts. I am just urging that some emphasis be placed on those areas where the people reside in the City of Bridgetown. I praised the River Terminal. I do so sincerely. It is absolutely necessary; but the people do not live in the River bus-stand. The people do not, generally speaking, live on Whitepark Road, which is mostly a commercial area with very few houses. I know it houses the Supreme Court but I would like to see the work extended into the heart of the City of Bridgetown itself.

The final thing I want to speak to, and I am happy to see that some work has started in Hunte Street off Baxters Road, I know the people in Hunte Street are very happy about that. There are some issues that the Ministry needs to deal with in relation to that. I have spoken to the Honourable Minister in this regard. I know that there will be some discomfort and dislocation any time you are doing a project of that nature but I think there are some issues that have to be addressed, and I would hope that the Honourable Minister would have listened attentively to those matters that I raised with him several weeks ago on behalf of the people of Hunte Street. Mr. Chairman, with those words I am obliged.

MR. CHAIRMAN: Honourable Member for St. Philip West.

Dr. Hon. DAVID C. ESTWICK: Mr. Chairman, please permit me to make a few remarks in regard to Head 40, and to set my remarks more at the macro level and not so much concentrate on parochial issues at the constituency level of whether we have roads to be repaired or not and how many, and whether we have a bus or not. What I think is more important is to understand how the public transportation sector and the road development sector dovetail with national development in general. It becomes the glue that integrates economic policy, housing and development policy, energy policy as well as

environmental policy, Mr. Chairman. The importance of that approach would be to say to my colleague to interpret the decisions in regard to where the physical development plan defines development and defines future development, and by extension, coordinates the road development strategy, Sir, as well as the strategies in relation to the transportation vis-à-vis those roads as it relates to residential development so planned, as well as commercial development also so planned, Mr. Chairman.

Mr. Chairman, the integration in regard to land use policy becomes very important as we would relate that how one defines where you place your commercial activity helps you to further determine not only your road network infrastructure, but the whole strategy becomes critical to helping the development to occur. In the final analysis, it is a matter of getting persons to that particular site, whether it is for commercial or recreational activity or whether it is for residential, home-related type activities. Dovetailing with the policies relating to energy, Mr. Chairman, relates to what is your national broader agenda. As we attempt to move away from broad fossil fuel usage and attempt to diminish our carbon footprint, it would be important for the Minister to always consider frontally how in his planning going forward he can have his equipment as well as the critical elements within his own capital development; that is whether he purchases buses, whether he builds new facilities like Seaview or other terminals to have those renewable energy-driven and to have the new buses managed with renewable fleet energy capabilities. These are the relationships that I think the Minister needs to bring into context with the broad national public policies. Sir, that also relates to the broad environmental policy that the Minister of the Environment would have spoken to; these being generally reducing your carbon footprint, reducing emissions, quality standards to make sure that you have appropriate air quality, as well as other qualities in terms of contaminants and so on, Mr. Chairman.

I think sometimes we misunderstand or misappreciate the significance of that transport sector to the environmental sector in its relationship, its nexus, as well as that of development, Mr. Chairman. I speak now to its relationship to national economic and social policy, because part of the critical elements of any development in Barbados is being able to access your development: how you get there and how you interact with it. We just have to look at what happened recently in regard to the Warrens development. When you needed to have increased commercial activity in the area, you had to first attempt to determine how to get the people there, and a new bus route and other types of relationships had to be evolved so that people could take advantage of the planned development and become an integral part of that development.

What is also important is that we need to be able to create an educational capability that allows Barbadians to

understand the value of a modern and efficient public transport system, to not only enhance productivity in general but also to enhance environmental capabilities within a country. (S12) Evidence suggests that when you speak to environment and productivity matters that a good public transport system not only decreases time for most commuters but it also decreases congestion on the road. Mr. Speaker, as a result, it decreases energy uses. It increases reliability once it is effectively planned out utilizing ICT infrastructure properly and in a large number of cases, it enhances road safety.

Mr. Chairman, I think the most critically important factor is that it gets people to work and you are not in a lot of ways stuck for two hours around a roundabout. Therefore, it enhances the general productivity within the national economy once you can get your people at work on time and also facilitate your educational objectives.

Mr. Chairman, that type of social development policy planning and appreciation has to be well appreciated and so on. I would have already linked that to dovetail with the environmental policy because as your vehicles are stuck on the road because of congestion, you would understand the impact of the various toxic gases, fumes and so on that would be emanating within those particular areas.

Mr. Chairman, I remember when I was studying in Trinidad, we used to be warned not to run around the Savannah around particular times in the morning and particular times in the evening simply because of the poor air quality because there is a large number of vehicles in that particular area. Sir, it becomes important for us to understand not only efficiency and productivity but the environmental impact in regards to when you have your public transport system planned but not operating as efficiently as it ought to be.

Mr. Chairman, in addition, the relationship to economic development not only in regards to the productivity increases and being able to access commercial sectors comes about from the perspective that the public transport in itself is very labour intensive and it provides significant opportunities for employment, not only employment from the perspective of those persons who are operators but from the perspective of the whole set of administrator that are required and support technical staff. Sir, also it becomes a major source of revenue for the Government from non-tax revenue category being in the area of license, registration renewals and fees for transportation service renewals and so on.

Mr. Chairman, the whole context of capital investment within a modern public sector transportation institution helps to drive national development. I was indeed quite pleased to hear the Minister speak of the introduction of new equipment creating an ICT

infrastructure platform for the new EVR capabilities and looking at buying new vehicles and the new pilot project that was spoken to in regards to attempting to integrate the private sector within the operations.

Mr. Speaker, these are elements of capital investment and that allows for increased efficiencies and by extension create overall national benefits to the country.

Mr. Chairman, the last area I would like to speak to is in regard to UCAL. Mr. Chairman, the way I perceive it is not so much an analysis of who is doing right, who is doing wrong, who gets a contract or bring this and that. What I am more concerned about is the policy in regards to how the national procurement is utilized to help drive economic development. If that becomes my base premise, I believe very strongly that part of the diversification and the development of small and medium size business necessitates that and public procurement helps to drive that policy frame work strategically. Sir, by extension then it means to me that where possible, businesses can be evolve, that where public procurement can support the policy frame based on the philosophy for me is established. What is required is for the technical personnel to devise the appropriate strategies and operational mechanisms to make it work efficiently.

Mr. Speaker, all that is being said is that possibly it is not working efficiently and maybe it is not working efficiently because of the organizational structure, lack of institutional strength, whether they be technical capability or whether it may be equipment. I have heard people say they do not have a hoist, they do not have this, and they do have that and so on. Sir, all that maybe true but that does not undermine the rationale and reasoning behind why entities like that cannot become important as we attempt to move along the development pathway and build small and medium size enterprises.

Mr. Speaker, I would want to say this in support. If one looks very carefully at what is happening in China as you are moving from State-owned enterprises more and more into smaller enterprises as they break up the State-owned enterprises, that same model is being duplicated more and more where those services that used to be carried and supplied by the State are now divested in business that are now for the short term linked to payment systems from the State. Sir, the philosophy behind it is solid but what we need to do is to work out the operational kinks and I believe that the Minister and his technical team are very capable in doing that.

Mr. Chairman, what I would end on saying is that the public sector and rural development policy integrates significantly with respect to our residential and commercial development strategies that are defined within our physical development plan and helps us to form elements of your

land use policy within that and that the sector and its policies help to support national economic development and helps to form and build out the energy and environmental policies nationally.

Mr. Chairman, with those few words, I want to thank you.

MADAM CHAIRMAN: The Honourable Member for Christ Church East.

Hon. Dr. D. LOWE: Mr. Chairman, I am obliged to you for giving me the opportunity to reenter this debate. Mr. Chairman, yesterday I sought to make a contribution to this discussion which I think is a very important discussion as the country continues to plod its development path along a continuum of sustainability and ensuring that of the relevant sectors are in line with the overall objectives of the Government's development strategy. Sir, Of course, I believe it has been established by the Ministry of Transport and Works that this particular sector has been pulled into the network of renewals as it relates to (S12) the movement of these sectors along that important continuum. Yesterday I sought to make the point and I was very meekly challenged by my friend, the Honourable Member for St. Michael East, that the issue of the environmental concerns raised were not relevant to a discussion on public transport. My friend, the Honourable Member for St. Philip West, has just delivered of himself another absolutely enlightening speech where he focused to some degree on the issue of the environmental impacts that can be caused as result of the operation of transport on the island and the truth is, Mr. Chairman, is that you cannot escape the reality that if you are running a transport system that is primarily driven by a fossil fuel based energy that you must have some sort of impact that may not be climate friendly and as the Honourable Member, who just took his seat, indicated particularly when you are operating in a space that tends, from time-to-time, perhaps more frequent than less frequent, have traffic clogs that causes traffic to idle for periods of time while covering short distances and as a result may tend to burn more fuel and emit more greenhouse gases. Why am I going back here? I am going back here because at the heart of sustainable development is the human condition and you do not develop just for system, you develop whether you are in a small island developing states or a developed country, you develop to create an environment where citizens, where human beings are able to advance their quality of life and enjoy a kind of quality of life that enhances their years and allow them to live, move and have their being in a society with minimal impact, particularly, in areas that they themselves cannot control except for the fact of in the production of waste and those kinds of things that are the result of the human activity. What we said and will continue to say is that energy consumption is accountable for 72 per cent of our nation's greenhouse gas emissions.

Mr. Chairman, energy. There are two streams of energy on the island. There is one that results in the production of electricity that accounts for 67 per cent of greenhouse gases and then there is the one that results from transportation that accounts for 33 per cent of greenhouse gas emissions in Barbados. We did say, that there is a link between emissions of greenhouse gases and human exposure to hazardous detrimental impacts on health and as a country contemplates is social development and what the Government determines as a socially balanced country not only from the perspective of human relations and human advancement but a socially balance society where all elements of human endeavour are built into the network of the nation's development strategy along the social continuum. The point has to be made and the Ministry of Transport and Works, the Minister and his officers must be complimented for moving the ministry along a journey that is compliant to both the mid- and long-term development strategies of the country. That is what is important. I do not believe that it would have made a lot of sense for the Ministry of Transport and Works (MTW) to come to this discussion under Head 40 just to talk about roads, they are things that are important, yes, but in order for us to achieve the bigger picture, I would like to think that we have to focus on those fundamental policy focal that become important to the advancement of the overall sustainable development of the country. The Ministry of Transport and Works is one of the largest consumers of energy in the public sector. In 2012, the ministry contributed to \$120 million to the economy, somewhere around 3 per cent of GDP as a result of its consumption of energy and part of the Ministry of Transport and Works (MTW) consumption of energy would obviously have to do with street lighting, which is a major consumer, and I believe that the Minister would have said or I do know that Minister is working towards ensuring that we look for a new strategy for lighting the country. We cannot continue on the old streetlight system, we have to put a more renewable-based system in place that allows us to continue to light the country while at the same time using an energy based that is consistent with out renewable and alternative energy strategies. The Minister and his team should be applauded for that because let us face it, the Ministry of Transport and Works (MTW) has a lot of very senior public servants who have given years of valuable service and have got years of experience and expertise to the whole sector and I believe that the legacy of those senior people must include helping the country to shift from the old system of public works and transportation to a modernised system where it fits within the context of good economics, good social balance, good environmental governance, and good governance as it relates to the management of this important sector so that we understand from the ministries work. For example, in April 2011, a solar electric system was installed at the Ministry's headquarters to power the administrative wing of the building. I am sure that when you drive pass an you look, then you can see it for display but it is not just for

style, it has an important function, a) in the reduction of the same greenhouse gases that we are talking about, b) in the enhancement of energy efficiency, and c) in the transformation of the energy sector in Barbados. You know that we have been talking about green energy and the Ministry of Environment has been one of the focal points for green energy. The Ministry of Energy, the lead Ministry in the Government are for energy and related issues have been out front in pushing that agenda but what is great that is happening in the Government is that the Government is becoming such an integrated whole that there are other sectors, like agriculture, for example, which has now become part of this green energy drive in an attempt to power the country and I believe that, whether oil goes down to \$0 per barrel, it is in the country's best interests to continue to pursue. It is in the Government's interest and I am happy to (S13) note that the Ministry of Transport and Works is in fact an integral part of that journey so that when we continue or discussion we have to acknowledge that there are some infrastructural challenges, acknowledge that it is the remit through its service provision of the Ministry of Transport and Works to manage those challenges as effectively as possible but perhaps most critically to acknowledge that there is a shift in the paradigm and that what we are now looking at is planning public works and transportation for Barbados way into the next, 20, 30, 40 or 50 years.

We may have longed passed by them but we do have a responsibility to pass on the next generation a Barbados much healthier than the one that we inherited ourselves. We are just sojourning through this land. We are not permanent occupants. We are here for a season and it has to be our preoccupation to ensure that what we worked to leave behind is much better than what we find.

We do not believe that national development is one political party, we do not believe that national development is one Minister on one side versus another Minister on the other side but it so happens that for a time such as now the Minister of Transport and Works in the person of the Honourable Member for St. Philip North has the responsibility to lead his team who would have been there before he came, before we came, along a pathway where at the end of the day they could look back and say we have moved public works in Barbados from where we found it to where it is and we are going to give it the energy to go forward.

I am looking forward certainly to the day when the Ministry of Transport and Works can reduce its overall dependency on hydrocarbon-based energy products and services. The Minister talked about electric vehicles. We know that there are challenges with electric vehicles, we know that there are some on the island, we know that there is a certain type of economic investment that would be required to put a substantial fleet on the island but I believe

that as we go forward and as we look at replenishment we have to look at certain types of energy mixes that can allow us to put certain types of vehicles on the road that would manage downwards the emission of greenhouse gases in on the island.

I also note with some interest that the Ministry of Transport and Works has adopted a two-pronged strategy, (1) the use of alternative sources of energy and (2) the increase in energy efficiency. What the Ministry of the Environment and Drainage hopes is that ministries across the Government will look at the issue of energy efficient not only from the perspective of encouraging householders and business houses to adopt those efficiency practices but that Government itself becomes more aggressive in pursuing policies to include certain energy efficiency measures.

One of my agencies, the National Conservation Commission, has done a tremendous job over the last five years in increasing its uptake on energy efficiency measures and now many of our properties out there are retrofitted with energy efficiency measures, even in term of water efficiency. That institution is also now pursuing and adopting water efficiency measures. Of course, in a society where greenhouse gas emissions are going up and where water availability is going down, these are the kinds of low hanging fruits that we must pluck to ensure that we are able to meet that demand.

I certainly gives the Minister of Transport and Works and his entire team my full support and my ministry' support as we continue to work out the strategies to achieve these important changes in our systems.

I thank you, Sir.

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

SUSPENSION

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that this Sitting be suspended until 11.55 a.m. today.

Hon. A. D. BRATHWAITE: I beg to second that, Sir. The question that the Sitting do now suspend until 11.55 a.m. was put and resolved in the affirmative without division and Mr. SPEAKER suspended the Sitting accordingly.

RESUMPTION

Mr. SPEAKER: Good afternoon, Honourable Members, this Sitting is resumed.

Hon. A. D. BRATHWAITE: Mr. Speaker, I rise on a point of privilege. This morning while perusing one of our local publications, in particular the Nation Newspaper, I came across an advertisement that states: "Barbados Labour Party public meeting, the truth must be told. Coming here who misled the House of Assembly..." among other things. Mr. Speaker, I believe that the publication that suggests that Honourable Members would have misled this Honourable Chamber is contemptuous and I am asking for this matter to be referred to a Committee of Privilege because I believe that the publication is contemptuous and that it should be examined by this Honourable Chamber. I am obliged to you, Sir.

Mr. SPEAKER: Honourable Members, I have just asked the Marshal to get me a copy of the paper so that I can have a quick look at it, another look at it. With respect to that, of course, it comes under Standing Order No.76 (2) which says:

"Any Member desiring to raise a matter under this Standing Order shall first obtain the leave of the Speaker..."

You did raise the matter. That, I believe was obtained just a moment ago. As indicated by the Honourable Member.

"Barbados Labour Party Public meeting, the truth must be told; come and hear who misled the House of Assembly and the people of Barbadian. Come and see who has the evidence. Come and hear the truth." And it goes on to state the time and of course there appears pictures of the Honourable Opposition Leader and other Members of Parliament from the Opposition side.

I have looked at it, I have also looked at the reading and I think that a prima facie case has been made out and in keeping with the Standing Order, I now rule that the matter should be referred to the Committee of Privileges for further investigation.

Mr. SPEAKER: Honourable Member, when the Suspension was taken the House was in Committee of Supply with respect to Order 21, the debate of the Appropriation Bill, and to that we shall now return.

Mr. SPEAKER VACATED THE CHAIR. Mr. CHAIRMAN ASSUMED THE CHAIR.

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

Mr. G. A. CLARKE: Mr. Chairman, I want to follow on from where the Honourable Member for Christ Church East left off. The Honourable Member spoke about emission control last evening and comes back today and speaks about greenhouse gases and the need for the Ministry to do something about it. The Honourable Member asked what is the bigger picture that we need to look at.

Mr. Chairman, it is fact that 99.9 per cent of the vehicles in Barbados use fossil fuels, very few of them are into the electronic age but I believe that most vehicles today are using fossil fuels and that it is cause for concern because of the emission and gases that are given off by these vehicles. Sir, truly it means that this department must look at various ways in managing the traffic. Sir, about eight years ago the Ministry was focusing on an Advanced Traffic Management System in which the flow of traffic could have been directed through a central located computer system within the Ministry of Transport and Works. That was all tied to the Bridgetown Road and Traffic System where we were hoping to use a number of traffic lights in order to move the traffic forward. I must say it was very advanced at the time but that eight years ago is a long time. I believe that most of that technology might be outdated but in that centrally located centre one could have seen how the traffic flowed and when it was backed up, what could be done.

Mr. Chairman, for example, the Ministry at the time was able to put traffic lights on green so that you could get the traffic moving faster at the time or if there is a downtime where there was no traffic on a certain road, the Ministry was able to allow for that side to stop, while fast-tracking the other side. That was called the Advanced Traffic Management System at the time.

Mr. Chairman, I believe that is one of the ways we could better manage the traffic; it is used in most advanced countries. In fact, it is so well-used in North

America that you could go into a number of let us say, one of the television stations, ABC or CNN, at any prime time before 8 o'clock or after 3 o'clock and you can see how the traffic was moving. I believe we were going in the right direction at the time and I hope that money could be found within the next couple of months in order to...

Asides.

Mr. G. A. CLARKE: If you are involved in that type of planning, then you should be able to see if you are going to go on a particular route or not, and that is why people use it. It can be used on the internet, in your phones because most phones are now high-tech, it could be used by most road users. Mr. Chairman, of course, if you are coming down Highway 5.(15) It could be used by most

road users so that, of course, if you are coming down Highway 5, it is very difficult to move from Highway 5 to Highway 7 in the morning, but we were able to use it effectively to manage the traffic. I am not sure what has happened to that system over the past eight years but we believe that it can be used and we are hoping that the Ministry would use it in order to have better and more effective traffic management in our country. The Member spoke about the downturn in the economy which can be caused by delays in traffic. We have noticed this. It is very important for us, Mr. Chairman, to manage the traffic in such a way that many persons get to work on time. Persons sometimes remain in traffic for so long, one hour in most cases, and it slows down the process of growth. In our society, we really need to look at a process in which we control the traffic flow. That is the big picture. The Member asked what the big picture is. The big picture for me is to ensure that our economy keeps moving to ensure that people get to work, get to play, get to their destinations on time, and to ensure that we have a situation where, yes, we would need to increase productivity because it is a known fact that when people get to work late, they cause productivity to decline in a lot of ways. We live in a more in a more labour-intensive society where we depend heavily on having workers produce, and therefore if we are supposed to be productive, if we are supposed to ensure that persons in our society produce as best as they can, then we need to improve the mechanism by which people are able to move, work and play, especially if you are saying that we depend heavily on tourism. We need to move persons around the country in a meaningful way. In fact, one of the reasons why the ABC Highway was built in the first place was to move the traffic from the airport to the sea port in a meaningful way. At the time, and that is over 30 years ago, and then when we increased capacity on the highway, it was a means of moving them even faster. Of course, we are into a situation now where ten years have passed. In my time, there were over 125 000 vehicles on the road. Today we have over 135 000 vehicles on the road but we have done very little. I am saying that the Ministry must continue to examine ways and means by which they can move the traffic faster, and of course control the various emissions and gases which the Member spoke about a while ago.

Mr. Chairman, I looked at the Estimates for 2006-2007 -- ten years ago -- and I have seen a number of programmes that were started in that year, and I can still see roads that were planned, money voted for, but no repairs. They are still in the same state. To the Ministry of Public Works, and I am glad the Chief Technical Officer is in this precinct, I want to find out if you plan a programme under one Government. We were in office at the time, 2007, and roads were planned. I want to find out if Ministries usually continue these processes or totally discard them. My view is that if the Ministry's team of technocrats and engineers, in terms of signage, graphic

engineers, civil engineers and all types of persons plan and develop programmes, and if these programs were essential in 2007, I want to find out if they are not more essential now. What programme would you put in place? I have seen in my own constituency, Mr. Chairman, roads have now got to such a state that they are cart roads again. Something is wrong. That is the only thing I can agree with the Member for St. Lucy on, because he was one of the persons who said to me years ago to get some equipment for the depots and allow them to do their own work within a programme. The Ministry must therefore develop a programme without the Member of Parliament. We have over 1 600 kilometres of road. The Ministry personnel are important.

I want to say that Government is a continuum. If a programme was developed ten years ago, what could cause this programme not to be implemented within ten, nine, eight or so years? If there is a well to be dug, if there is drainage to be completed, why would you want the Member of Parliament? It is a programme within the Ministry. In my time, I always allowed the Ministry to know this is your programme. That is why I find it difficult that it was the Ministry's staff that said to me on my first outing at the Ministry that these were the programmes. The advanced traffic management system was theirs, the Bridgetown road and safety project was theirs and the flyovers were theirs. I remember the very first time -- I do not know if Members remember this -- there used to be a traffic light by the Pine Hill Dairy at the top of Pine Hill, and one of the first things we did as a Ministry was to remove that traffic signal. That was a recommendation, as well as to turn the traffic down so that the traffic now comes up Pine Hill, turns left, and goes around the roundabout and back.

MR. CHAIRMAN: Honourable Member for Christ Church South.

Hon. J.D.E. BOYCE: Mr. Chairman, the Honourable Member is misleading the Chamber when he wants to suggest that any programme planned, say, in the year 2007, 2001 or even 2012, necessarily needs to be the programme we follow in 2016. The Honourable Member spent the earlier part of this debate recognising that priorities change and that, from time to time, technical staff and administrators have to change their priority listing according to the demands of the society. The Honourable Member is really defeating his own argument which he would have proffered yesterday, Sir.

Mr. G.A. CLARKE: Mr. Chairman, if a road was bad in 2006, at this time it would be worse if it has not been repaired. My argument is that if you say to me that something is wrong and you do not fix it, it gets worse. We have seen a situation within the country that the roads are getting worse. I spoke last evening of Highway 5. The

Prime Minister drives every day on Highway 5 from Ilaro Court; even if he comes from St. Philip it is Highway 5 from Six Roads. The Prime Minister must notice that congestion, and he must be concerned. He has a driver so he can relax and read his files on mornings. Honourable Prime Minister, this morning I sat on a highway for about ten minutes looking at some coconut trees, and I could not move backwards or forward. That was all I could do.

I could not move backward or go forward on Highway 5. Mr. Chairman, we have a slow process of growth. I took 45 minutes to one hour to get here. Sir, this is serious and the truth is, you have about 10 Cabinet Ministers living in the St. Philip area. The Minister of Finance passes there. The Ministry of Public Works passes there and Highway 5 is to be done. Sir, Highway 5 is listed in this book in 2007 but here it is that the Minister of Health was saying it was a priority in 2007 but they have changed it. He really wants the large number of Ministers who are not producing at their optimum to further reduce their inefficiency. I am of the view that you cannot do that. Do you realise that coming to a function at Parliament anytime in the evening, the Prime Minister can put on his siren but one afternoon I saw the Minister of Education trapped on Constitution Road and cannot move but he could not put on a siren, and we got here late. He got here just in front of me. Sir, I am saying that we have to be able to move the traffic faster than we are doing. Mr. Chairman, I thank you.

Mr. CHAIRMAN: The Honourable Member for St. Philip South.

Hon. A.D. BRATHWAITE: Mr. Chairman, I shall not be long. My colleague and friend the Honourable Member from St. Philip West in a very erudite presentation spoke at a macro level in terms of utilizing resources with the Ministry of Transport and Public Works to develop areas in particular looking at commercial opportunities but what I want to look at is at the micro level and why sometimes some of us, as I will do now, illustrate the importance of having certain areas in one's constituency or other areas attended to because at the end of the day it is a question of how do we best utilize the resources of our individual Ministries and our collective Ministries to improve the quality of lives of persons living and residing in Barbados. Sir, if I can use Six Roads as an example. Sir, Six Roads is a fast developing commercial centre and one may say a town centre and therefore the immediate environs one must pay particular attention to. There is the issue of transportation, how does the Ministry of Transport and Public Works ensure that persons going to Six Roads have the easiest possible access to Six Roads. Is it possible for someone from Speightstown St. Peter to take a bus to Six Roads. Can they go to Oistins and then take a bus because there is a Speightstown/Oistins bus which is very heavily utilized. Can they then take a bus from Oistins to

Six Road? Can it be done easily? Is it easy for someone living in St. Philip or Six Roads in particular to take a bus from Bridgetown to Oistins and then from Oistins to Six Road. Sir, the importance of having a well-developed infrastructure. The Honourable Member for St. Philip North in particular would know that on morning but on afternoons in particular that there is heavy traffic congestion in Six Roads, persons not only going into Six Roads but persons going beyond Six Road and, therefore, I should use some illustrations and, therefore, calling for the road in Train Road to be developed is not unreasonable because at this point in time, Train Road is in serious need of repair. It does not extend to Foursquare Factory but it really should extend to Foursquare Factory, so that someone who lives in Train Road who wants to go into Foursquare does not need to go into the traffic if possible but can go the 200 yards to the right into Foursquare and head down into Christ Church. If one calls for the repair of Train Road, yes, it may be parochial but in terms of the way of life for persons residing there, you can see how important it is. Similarly, Marchfield and Marchfield Village Road that are in need of urgent repair. If I call for them to be attended to, yes, it may appear to be parochial but it all consistent with utilizing resources of the Ministry and improving the quality of life of those residents.

Mr. Chairman, I can go on and mention Pounders in St. Philip south. I can go on and mention Ocean City that have lovely homes but if the roads are bad and the training is bad, persons' quality of lives are impacted. They are not as happy and the value of their homes may be diminished. Sir that is why I do not have a problem.

Mr. Chairman, from time to time with individuals raising questions of this nature in terms of repairs to particular roads, because it is all about improving the quality of lives of the residents in those areas.

Mr. Chairman, I have written, for example, to the Ministry and raised the question of having sleeping policemen in Emerald Park. In Emerald Park, there is lots of traffic coming through Emerald Park East from persons who do not want to go into Six Roads and because the road is so nice and smooth, there is a lot of traffic but right almost at the entrance of Emerald Park East, there is a playground and children are always crossing there.

Mr. Chairman, I think it would be a derilection of my duty if I did not continue to raise this issue because I cannot wait until one of these youngsters is injured because persons are traversing there at unreasonable speeds.

Mr. Chairman, that is my point in terms of understanding the importance of the macro issues but the micro issues are equally important because at the end of the day we are talking about how do we best utilize the resources of this Ministry to improve the quality of lives of

Barbados and in particular the quality of lives of our residents.

Mr. Chairman, I am simply saying that I want to use this opportunity to highlight the areas I have called because they are in need of urgent repair but moreover, the residents who reside there, the residents who use those particular areas would join with me in saying that to have them address would significantly enhance their way of life.

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

On the motion of Hon. J.D.E. BOYCE, seconded by Hon. R. D. JONES, Mr. Chairman reported progress to Mr. SPEAKER, ask for leave to sit again and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Hon. J.D.E. BOYCE: Mr. Speaker, Sir, I beg to move that this House be suspended until 2.00 p.m. today.

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

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

SUSPENSION

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that this Sitting be suspended for lunch until 2.00 p.m.

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

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

RESUMPTION

Mr. SPEAKER: Yes, Honourable Member, this Sitting of the House is resumed. When the suspension was taken we were in Committee of Supply discussing Order No. 21 and to that we shall now return.

ORDER NO. 21 (RESUMED)

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

COMMITTEE OF SUPPLY (RESUMED)

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

Mrs. M-J. M. THOMPSON: Thank you, Mr. Chairman, for giving me a few minutes of your time to cover these matters. Mr. Chairman, the bus shelter at Gall Hill, St. John has disappeared. I do not know when or how or why as I have not been given any explanations but I really do urge my parliamentary representative and colleague, the Honourable Member for St. Philip North, to look into the matter and please provide the people of St. John with the some sort of shelter from the elements at Gall Hill, which is really a rather densely populated area and many people stand up at that bus stop on a regular basis. If you just continue a little further down the road heading to town right after Verdun House, there is a bus stop on the left at that really could use a shelter because if the rain falls there no where even remotely close for anybody standing at that bus stop to get some sort of relief from the downpour.

Mr. Chairman, I did not stand just to complain about how many bus stops need shelters, I am really standing to speak on behalf of the people of St. John who frequently call me about the infrequency with which buses to or from St. John are travelling. I get complaints about going into the bus stand and they see all other buses taking off to all parts of the island and the Sergeant Street or the Kendal buses are not leaving, so as I said they are complaining about the infrequency and of late departures, and please I would like you to look into these buses and their schedules.

Mr. Chairman, as you know the new complex is up and running, and there is a bus stop but I think we need a pedestrian crossing to help people get across the road once they have disembarked or alighted from the bus.

There is also the ongoing issue of roads that need to be redone or resurface or even just patch. I do not expect that every road in St. John can be done or else all of us would stand up in here and call for all of the roads that we need done but really the roads are in a deplorable condition. Martins Bay, as you know, Mr. Chairman, is a wonderful spot on a Thursday where people from all over Barbados go to and the road going down into Martins Bay is horrific. I think that visitors to the parish are horrified and really would prefer if those things could be repaired. Going all down Newcastle and into Martins Bay is just destroying your vehicle.

Those are the matters that I wanted to raise, Sir. I thank the Honourable Member for St. Philip North for his efforts on behalf of the people of St. John.

I am obliged.

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

Hon. C. P. SINCKLER: Thank you very much. Mr. Chairman. I want, as I had indicated last night that I would re-enter the debate at some later stage, to make a couple points because I think that the Honourable Member for St. George North would have picked up on a couple of the things which I had spoken about and introduced in relation to the entire process of national public transport and the importance of it to the overall economy of Barbados and the development of our society.

Mr. Chairman, looking at some of the challenges which are confronting us in dealing with the demands of an ever growing and more sophisticated population and the limited resources which we have at our disposal to service those demands, I think that is perhaps the best place for me to use as my point of departure again in relation to this matter.

I am going to get back to the Transport Board issue because there are a couple things I want to say about that. I think that the Honourable Member for St. George North in his sincerity in his search for solutions to some of the challenges which we face with public transport had made some very interesting recommendations, let me put it that way, one of which is in relation to the question of - he did not put it that way but in terms of privatization, he did not say privatization - the mix between public interventions and private interventions in the provision of the service. The Honourable Member spoke generally about the structure of Government and the fact that Government cannot do all or should not be called upon to do all, which we, I think, all unreservedly support.

Government has limitation and Government ought to have limitations because even if you look at the discourse that takes place in a place like the United States of America it is ostensibly about the role of Government, one side believing that there should be as much Government as is desirable and their level of desire is much larger than the other group which says that there should be less Government. That has always been a debate where national development priorities are concerned so that is something we have to look at.

Mr. Chairman, I also fit it within the context of this discourse in Barbados about, and it a ...discourse in some respect in relation to the superiority of one set of actors as opposed to the other relative to the types of resources that are available. I was at a conference once and a guy, I believe he was an economists with the Commonwealth Secretariat, called Peter Pooley made the point in one of his interventions that across the Commonwealth and in particular in the commonwealth Caribbean that if there is one observation that keen students of economics, finance

and development would come to a conclusion on is that the private sector in many of our societies really needs privatising. He was making that point not to be facetious but to really make the point that the way in which our economic and commercial relations have developed over time, that by and large a lot of the private sector entities in our part of the world, substantially underdeveloped as we know them to be certainly within the context of capitalism, are really acting as appendages of the Government (S19) because such a large part of what they do is supported not I would put it by Government largesse but certainly from Government financial resources.

Mr. Chairman, let us take a classic example, and the Honourable Member for St. George South would know what I am speaking about because the Honourable Member was a former Minister of Transport and Works. In fact, all Ministers of Ministry of Transport and Works and any Minister of Government should know it even by observation even not practice, having not run that particular Ministry. Sir, it is that we have road builders in Barbados what we call the big ones are about five or six. We then have the medium ones and then we have others; but none -- big, medium or small -- can really survive without Government support in terms of Government work. Indeed, whenever the Government capital works programmes for infrastructural programme relative to roads and so forth has to be downsized, as has been the case in our area of economic stringency, many of these entities have to retrench or put on 3-days or whatever large portions of their staff because there is no work for them to do, because the substantial amount of the work that they get is from Government. Sir, that is why I always caution my private sector friends that when you are talking about downsizing Government you have to be careful what you wish for because you might downsize too much that you cannot survive in the context of the operations of a country like Barbados.

Sir, that runs through a number of other areas of exercise across our economy and therefore because of this there is this very tight hobbled spokes operation between our structure in the economic and commercial relationships between public and private sector, that at some junctures or at some time the conjuncture of those relationships is so intertwined that you really cannot distinguish between the private firm and the public firm. Indeed, in many ways a lot of them are structured almost alike because the source of their work, the source of their financing and in many respects the source of their talent, technical, really shifts between each other in a way that almost have them mirroring each other in terms of their operations.

Mr. Chairman and Honourable Members I make this point in slight contradistinction to the point that the Honourable Member for St. George North was making that the perfect solution in the structuring of economic

relationships is to downsize this thing we call government in the private sector and to shift these operations into what we call the private sector for them to carry on this work that apparently public sector operatives and structures cannot efficiently execute.

Mr. G. A. CLARKE: On a point of order. I do not think that it is so much that the Honourable Member is misleading this House, I think it is a matter of clarification. I did make the point that in 2006 I saw an operation that took place where the three large contractors were prepared to work with the Ministry of Transport and Works where they brought in the funds through the banks, the Ministry of Transport and Works just would manage the works that they want executed. Sir that is a matter of history that the funds were actually brought in and the banks were prepared to lend them the money and we repaid annually. Sir that is the arrangement the Honourable Member is talking about.

Hon. C. P. SINKLER: Mr. Chairman, I do not dispute that, I do not think that that dismisses the point I am making. In fact, I can go on to show how it strengthens the point that I am making and it is something that the last Government- well, the Administration did not last long enough after the experiments were done, to learn the lessons of why you have to be very careful with these relationships, but it does not dismiss the point I am making in relation to what has happened.

Mr. Chairman that is why the UCAL experience is such a classic example of what I am speaking about. I think the intent by the last Administration, of course, led ostensibly in this particular regard by the Right Honourable Member for St. Peter was a good intent. You want to empower people to take responsibility and to lead in a particular area, an area that you see they have certain degrees of competency if it is at a technical level, if not at the managerial or structural level, as the Honourable Member for St. Philip West would have made in his presentation about some of the weaknesses that might exist, but at least to have the interest and the technical skills. They can fix a bus, they can do the mechanical repairs and so forth, so you pull them out and put them into a structure to say that you are going to make an arrangement with them where I will guarantee them work from this public entity so that they can survive but that it has to be done in a context where you are putting them and you are putting your own Administration in terms of the Transport Board in an anti-competitive position.

Mr. Chairman, you are asking them to engage in a relationship that you know from the start does not lead to the type of efficiencies that you are saying intimately on implicitly, if not explicitly, that you want to achieve.

Asides.

Hon. C. P. SINKLER: Precisely, as the Honourable Members on that side have said it, for example, you say to them, I want you to fix the buses but I am going to source the parts. You are sourcing the parts at one particular price which may be higher than the market may give, if the person who is doing the work is allowed to source the part themselves. You then lock yourself into sending work to one entity when in fact you could get it done more competitively somewhere else.

Mr. Chairman, it is in all this mythology that there is a superiority nestled in the bosom of some group of people so long as they call themselves private. Sir, that is not necessarily the case because the truth is that the same inefficiencies that exist in what we call public, really can be transposed and find themselves in what we call private. What affects the public sector is that the public sector has certain social realities which it has to face and cater to. The private entity is not necessarily bound by that, so that they can free themselves to the extent that, for example, we heard it in here, a private operator will say that he is not running his bus past 8 o'clock. The Transport Board does not have the luxury of saying that because the old lady or workers from "X" or "Y" place who finishes work at 11 o'clock they must get a 12 o'clock bus to go home. Mr. Chairman, a fellow running a PSV said he does not have to worry about that, that Transport Board will take care of that.

The Transport Board has to run a bus at 2 o'clock because the pensioner who lives in St. Lucy needs to get to Bridgetown, to the National Insurance Scheme or wherever they need to get and a bus must be there on the hour, at the hour if possible to take them down. Further, the University of the West Indies SALISES has done an analysis on this. I really believe that these analyses should be shared with the public. (S20) They did a ridership analysis of the Transport Board, which demonstrated that we had buses running at odd hours and off-peak hours with very low ridership but having the same costs as if they were full. The cost expense is there but the cost recovery is low. With those social realities that you place on the public sector, you cannot expect that they are going to perform as efficiently as the guy who, if he does not think he will get a bus load of passengers, says "I am not going" or may even go off-route in some respects. I make this point to say this: I am not dismissing -- understand what I am saying, Mr. Chairman -- the point of the need to look to restructure Government. Government has to be restructured. We cannot come and vote \$60 million and \$40 million every year for the Transport Board. We cannot do it. We have to find an appropriate structure. However, I sincerely believe that whoever went in and distorted the public transport system of Barbados -- not the Transport Board -- those of us who have inherited it must intervene with equal vigour to rebalance that public transport system. Notice I say the system and not the Board.

Asides.

Hon. C.P. SINCKLER: We have to go back to where everybody is treated as an agent in the public transport system operating, as the Member for St. George North has said, under certain regulated guidelines. I have said to the Minister before - I know he understands and he agrees - as I have said to other colleagues who I believe have said to me as well, Barbados is too small an island to have anything called a long-haul route. It should not exist. All routes in Barbados should be short-haul, and both public and private should be made to share in the delivery of a public transport system designed on the basis of short routes, whether it is from Bridgetown to Oistins, Oistins to the rest of the south and the east, Bridgetown to Holetown and Holetown to Speightstown to the rest of the north and northeast or wherever you want to put the hub, and that all of the actors must be given and granted fair distribution of those routes so that they meet a fair input of cost and they get a fair return. If we continue to have a situation where a bus has to go from Bridgetown to Connell Town and then to Josey Hill, where some people can run from here to Silver Hill or from here to Deacons or Grazettes and turn around and fill the bus and be happy; and the Transport Board is made to carry the loss of having to run these so-called long-haul routes, the wear-and-tear, the diesel, the fuel, the staff costs, everything that has to go with it, and then on top of that you are saying to them that you cannot have - because we all want to be reasonable in this economy - a fair return fare for the costs that you are doing, then we are going to have to come here every year and vote exceedingly large chunks of money to service that operation.

I think that the reform of the public transport system should be led by the Transport Authority, led by the Ministry of Transport and Works and including the Transport Board and the private actors.

MR. CHAIRMAN: Honourable Member, you have five minutes.

Asides.

Hon. C.P. SINCKLER: I believe, for example, that new rules need to be designed, where there are no issuances of new permits, no more minibus permits or anything like that, just loosely like that. We have to start redesigning the system. When they come to be renewed, we have to be able to have a system designed where you can say to people, "If you have five short-haul routes and you want a new one, take another one of the routes too". Before Greece imploded in terms of its economy, they went to that routing; they went to a division of the routes, including helping previous staff of the national transport system to be able to participate in the process, and they divided the routes. If you get two short-haul or money-

making routes, you get a loss-making one, so you cover yourself and you would be able to recover. That worked beautifully for them, and then of course somebody else got into office and switched it back to the old system and the whole thing collapsed. I am saying that we have to look at ways in which we can work this thing together, and I believe we can be successful in doing so, Mr. Chairman. I am obliged to you. I will come back.

MR. CHAIRMAN: Honourable Member for St. James Central.

Mr. K.D. SYMMONDS: Mr. Chairman, I rise to make a brief intervention here because I am hearing a number of things, as what is truly now a debate starts to reveal itself and unfold. I welcome the candour of the Minister of Finance at this stage, but, Sir, we have to make sure that we put things in their correct historical perspective. It was only three short years ago that the Barbados Labour Party, still in Opposition, was trying to explain to this Government that the happy-go-lucky, carefree and whimsical way in which it was proceeding with respect to the management and financing of public transport in this country was likely to be unsustainable. The easy road was taken. Some would say the low road to high office was taken, where you play on the heart strings and the fears of the innocent and the unsuspecting, and you put a little old lady on the television to lament all the possible woes and misfortunes that could befall her and others if you came to the point of privatisation.

Sir, what the country failed to benefit from -- let us be frank now because we have finally come to the hour of judgement -- was that which we heard yesterday from the Attorney General, that which we heard yesterday from the Minister of Finance, and that which we are now hearing again from the Minister of Finance for a second time over: The flying of the kite with respect to the unsustainability of the financing mechanism. I put many things down to coincidence, Sir, but they are never in the realm of politics. I have never come across a political coincidence yet, and I do not consider it to be a coincidence that the Minister of Finance and the Attorney General both talked about \$5 being the substantive cost, and I am not going to suggest that it is Cabinet's intended policy either, but it is interesting and it is noteworthy that the figure of \$5 or \$6 for a fare is what is being floated around this Parliament over the course of the last 24 hours. Sir, I put that in the back part of my pipe to smoke upon it later.

The point is, Mr. Chairman, there is some merit in the discussion about transforming the way in which the public service transportation sector is financed and managed. We as the Barbados Labour Party Opposition have been at this point for a long time. (S20) Mr. Speaker, I hear the Minister suggests stages and again I urge that you go there with great caution because it is all too easy to say

that you introduce stages but let me say to you as a person who represents a semi-rural constituency and I certainly have not had the opportunity to canvass this with friends of mine, for example, the Honourable Member for St. Joseph and the Honourable Member for St. Thomas but it is also very clear to me that the rural constituencies and the people who reside in them, if we just implemented stages in a willy-nilly way and charging higher fares for persons who are in the rural part of the country. Indeed, the Minister of Transport himself represents a very rural constituency. We would be placing a disproportionate burden on those folks and we need to think this thing through.

Mr. Chairman, I am not saying that it is not correct to say that there are other parts of the world where you do not have the stages approach implemented but I say to the Government that perhaps, this is one of the opportunities that we have for us to have a Committee which is bipartisan in nature and let us talk this thing through because it was a willy-nilly approach, a very off the cuff approach that started this process about the short-haul routes being divested. Sir, if you look at the history of it and I think the Minister of Finance is right, it was all too easy to get rid of the short-haul routes because they were the most lucrative routes to take. Sir, from here in Bridgetown to Howell's and Ivy and back, you can do that 150 times a days and find a lot of people to move back and forward. Sir, rush hour traffic on morning, especially when you somewhere like Community college and so on, you would make a killing but the fellows who are on a longer haul cannot possibly compete. The way it was done, is that all of the short haul routes were divested primarily to the private sector vehicles and then the Transport Board was left to manage with the longer haul routes which were far less lucrative, far longer turnaround times, far more wear and tear on the vehicles et cetera and Government although it presided over the process across both Parties, which is why I say that this is a glorious opportunity for the parties now to forget being partisan for a little while and let us speak to national development on this issue.

Mr. Chairman, as best as is possible with the Ministry of Health in our midst, we can try to be less partisan but we have to realise that the way in which this unfolded, unfolded to the detriment of the Transport Board which is now trying to close the stable door after the proverbial horse had fled.

Mr. Chairman, there is also a very interesting part of this discussion that has to be looked at yet again. I raised it yesterday as I was ending my second or third intervention under this Head, that is the 24-hour economy and how the Transport Board is going to be messed to the new demands that are expected of it. We have passed a piece of legislation which, as have said before is an excellent piece of legislation in terms of its opening a whole a raft of financial and commercial opportunities to especially small

businesses in Barbados. Sir, let us face facts. It is people who have a supermarket or some such entity who would now be inclined to use extended hours because that is what the legislation today that they did not have before. There are people in the food and beverage sector, who already work extended hours but would now be looking at even further, night life, et cetera there would be even more of that.

Mr. Chairman, we are going to have opportunities especially in the malls and so on around Barbados where people will now find that a lot more business is being done at nine, ten, eleven and twelve o'clock in the night and if it is that a partnership is going to evolve in my view between the Transport Board and the private sector entities, then that partnership must as early as now be so structured as to make certain requirement mandatory and one of those requirements is the point that the Minister of Finance just spoke to, that in Barbados today transportation is seen from the Government's side as a public good. The Government side treats to it like how we used to treat to education. It is a public good and, therefore, you make it available, you do the subsidization and it is there for the little old lady to get home late at night et cetera. The private sector. The private sector does not bring that perspective to it, the private sector is in it for commercial profit and, therefore, if a fellow has a long haul route for example, and he does his assessment and by seven o'clock in the evening there is not a lot of traffic on the road, there is really no benefit to him to being on the road, so he is done with that. Sir, Government and the private sector cannot partner but have too visions of what the end result is going to be without the fare-paying public suffering as a result of that. Sir, part of what we have to do if we are going to speak holistically to the developmental opportunity that the 24-hour economy legislation presents for business in Barbados is to make sure that the partnership arrangements demand the same level of contribution and input from the private sector as it is expecting historically from the public sector vehicles.

Mr. Chairman, in that regards I can tell you that in my constituency for example, which as have said is semi-rural, we have an outlying district like Arch Hall which would be struggling to see regular bus services even though schedules are put out but many a time I hear the complaints and the concerns that at six o'clock in the evening people cannot get a bus to leave from town and so on and so forth. We want to make sure that there is greater regularity in the servicing of the schedules. Again, this is part and parcel of what I feel is an opportunity that is before us to get past some of the difficulties that have humbug people for a long time.

Mr. Chairman, I have had the benefit of seeing life by visiting a number of countries around the world both in the eastern and western hemisphere and, Sir, there are some parts of the world, island like ours, where the usage of

motor vehicles for personal transportation is substantially restricted and there is no big loss to anybody because the bus service is so well scheduled and is so reliable that all and sundry can hop on to a bus and get to virtually any destination that they want to get because of the fact that there is this certainty of incidence. It may not only be the buses but in some parts of the world, it is trains and so on but let us just say the public sector transportation sector. This is a point that I think we must thrive towards reaching.

Mr. Chairman, I have listened with interest to the Minister with responsibility for the environment on these matter. Sir, the Minister spoke sensibly to it and also the Honourable Member for St. Philip West last night. There is an environmental consequence of the amount of vehicles that we are having on the road and there is not a discussion taking place in Barbados about the fact that we are going to come to some point where sustainable, how much carrying capacity is there. We already have two-car and three-car families in this country and you can go on and on, and perhaps, that maybe the ambition but at some point you are going to come to a point where enough is enough and you cannot realistically carry anymore. We see that problem already in Bridgetown, where the traffic into Bridgetown... You can talk as much about flyovers or any other solution you want. Bridgetown and its sub-urban environment has been so developed that there is not a lot of opportunities now to change the realities. There are narrow roads acting as major arteries into the city coming from all directions of the country and the fact of the matter is there is heavy congestion, almost impossible congestion. The Honourable Member for St. North made the point that you can sit in traffic for 45 minutes or one hour on mornings and if you are unfortunate sometimes longer. Sir, I have experience it at Warrens, I have experience it at Life of Barbados, I have experience it in Bay Street and it is a humbug. Sir, part of what we have to do to try to overcome that is to come to a point where public transportation is so reliable that on a 15 minute interval, I know if I leave my house, there is a bus at the bus pole near me (S22) and we have to come to a point where you are at such a quality of public service vehicle that whether you are a young boy or an old lady, that getting on the public service vehicle has a standard that is acceptable and it is like if you would say, I am going into the church, or I am going into the hospital, or somewhere else where you are not immediately offended by the presence of what you find there. Mr. Chairman, I think that is perhaps the direction that we have to go in if we are going to have a public transport system that can adequately meet the demands of the economy that we are talking about building out. In that regard, it also goes hand-in-hand to be able to maintain and build out because again, I suppose that there has been some element of amusement by some tourists. I have heard some people suggests it as an object of wonder and amazement the experience of riding on a minibus or a ZR in Jamaica...

Mr. CHAIRMAN: Honourable Member, please wind up.

Mr. K. D. SYMMONDS: ... was something of a culture shock to me. The Honourable Member for St. Philip North and myself would have gone through that for a little bit in Trinidad and it was a little bit of a culture shock. Sir, Barbados is becoming rapidly to the point that would have been the culture shock thing and, in my judgement, we have to try to get an acceptable standard of what is taking place on the roads of this country in such a way that visitors to the island as well as locals can feel very comfortable in using the facility of public transportation services that are available to us.

These are things, Sir, which, as I said, we need to be talking and thinking through but I would urge the Government not to rush headlong into stages because stages will cause a level of disproportionate inconvenience to rural life in Barbados as opposed to urban life in Barbados that you may wish to think long and hard about before you introduce it.

I am obliged to you, Sir.

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

Hon. J. D. E. BOYCE: Mr. Chairman, I just want to make a brief comment as is my right to do during the discussions in Committee of Heads. I think we have gone very deeply into the whole idea of private and public transport. We have shared a number of ideas of which, if put in place after correct judgment and consideration, could probably see some positive results. The Honourable Member who just took his seat made the point that he had travelled all over the world and other places, I suppose, and he had been able to encounter different cities and different methods of overcoming transport issues. He said he had a long wait at the Garfield Sobers roundabout and in Bay Street, Sir, he mentioned Bay Street in particular. I do not know if he has ever waited around Piccadilly Circus in London or tried to drive down the N1 from Newton to go into work in Highbury, for instance, or Park Royal, or indeed if he has ever tried to catch the number 53 on Oxford Street because the truth is, the last time I attempted, especially boarding a bus on Oxford Street I asked the conductor where the bus was going and his response was, Sir, the way things are, this bus is not going anywhere in a hurry but you may board. The point is, there is congestion but let us try to find the reasons for this congestion.

I received a letter from a constituent recently about a little back up of traffic on Highway 7. If you come down from Oistins on morning and you get to anywhere around 1st Avenue Maxwell, you are going to have to wait as you manoeuvre the roundabout at Top Rock and we often take

diversions, either throw Dover itself but at the end you still come up to the point of congestion. It has been proffered that the school at St. Lawrence contributes somewhat to this congestion, but I will contact the constituent and share his views and my views, and we all have to understand that we are in a society that is emerging. When we leave home on mornings or when we leave work in the evening, we need to leave with some level of tolerance and patience and indeed give ourselves time for the expected journey. It does not mean that I am condoning deliberate congestion, et cetera, but I believe that when we get to the next Head which we hope to consider, that is the Head of the Attorney General, we would have the opportunity to probably speak to one of the areas which contributes to tremendous congestion. There is a car right, if it has not been moved yet, there is a vehicle right now parked outside St. Michael's School with its hazard lights on. It has been there since this morning and it caused tremendous congestion this morning along Martindale's Road, all along from the two roundabouts in front of the Queen Elizabeth Hospital (QEH) and it will again shortly unless someone has been able to move that vehicle. The Attorney General (AG) and myself share the fact that, for instance, from the time we have a fender bender, a little knock on our vehicle, we all get out, we call the police and the insurance agency and we wait and obviously, in an environment where the streets are essentially two lanes, one up and one down, there will be resultant congestion. There are some answer which I believe lie within the grasp of the managers of this situation and by that I do not mean the managers that is why I am cautious about this Bipartisan Select Committee and all that kind of thing because it lies with the grasp of the Transport Authority, it lies within the grasp of the Chief Technical Officers and the police administration in Barbados, I think, to expedite a lot of the congestion that does occur. Someone already this morning spoke to the question of the management of the roundabouts and I have made that point in here before so we do not necessarily, I am not speaking against the idea proffered that we have this select committee, Sir, but I am suggesting that a lot of the solutions for this little island, Barbados, lie firmly within our grasp and we need to embrace them.

The Honourable Member also referred to some hint on This Side that we were supporting some \$6 bus fare. The Honourable Member has a way of dropping these little, I call them nasty remarks, I do not know if this is permissible, Sir, in the Chamber, but some little snide remarks to impress people that somebody is setting out to render evil unto them. I heard the Minister of Finance make some general suggestions as to what solutions may be considered and I have heard that before. Everybody in Barbados knows by now that the Barbados Transport Board provides something like 24 million rides per year, it collects \$2 per ride so it not rocket science to calculate that the Barbados Transport Board \$48 million. I gather that is something like 30 or 40 per cent of the transport revenue so

the rest we assume goes to the private sector. The point is the Barbados Transport Board costs us \$80 million to \$90 million to operate so we have to put the other \$48 million so we need to seek efficiencies within that operation which will see us reduce the need for that \$48 million recognising that there is a social justice in terms of the setting of bus fare (\$23), and in fairness to successive Governments we have played by this rule. There is a social responsibility which we cannot lose track of, so if I say to the Chamber that we need to look at toll roads as a possible solution to some of our congestions, we need to look at these things because we can then make a decision whether we use the toll roads or we wait in line to use the public road, which we will remember I am not forgetting my promise that we would put in place solutions to move traffic so the congestion would be reduced, but indeed if you want to as the Minister of Finance said to be able to attract these road builders to get into business to build roads, to create better access around our country, this may be one of the solutions which we can put in place.

Sir, over the next week or so beginning on Sunday we are going to be celebrating the Annual Oistins Fish Festival. This is a particularly important event for the people of Christ Church South especially the Oistins community. Indeed, I want to take the opportunity to invite all Honourable Members to share with me and my colleagues a good time at the festival. It opens on Sunday with our church service at the Bethlehem Moravian Church in Maxwell. We have our Annual Tattoo on Thursday evening. The official opening with all of the entertainment including the grease pole, which I saw the Honourable Member for St. James Central took part in last year but he got about half way up and then slipped right down to the bottom, trousers and all, so he did not get a prize.

Sir, I want to mention that another special event on Wednesday evening, that is, the Harold Bernard St. John Memorial Lecture. I want to invite again my colleagues on the other side to join us at the Church Hall for this lecture. It is going to be delivered by Ambassador Robert "Bobby" Morris. I am sure that Ambassador Morris, especially given his political history, would have a lot to say about the person whom we honour that evening.

Mr. Chairman, let me go to the connection with the festival and transport and the whole development of our road structure. We have been able to create a sidewalk which starts at Top Rock and can get you straight into Oistins, so we have found locals and visitors now who walk from their hotels in the Dover area and calmly and safely walk right into the heart of Oistins. Of course, we got a little bit of problem up there now, I have already mentioned it to the Minister responsible for the Barbados Water Authority and I have mentioned it to my colleagues in the Barbados Water Authority and hopefully we could

get a little burst pipe we have up there repaired before that event, but there are challenges.

We are all aware of the challenges at the Barbados Water Authority at present but I trust that good sense would allow us to get that and any other leaks that may have sprung even during this very tough period repaired.

Mr. Chairman, the point I want to get to is that even as we built that pedestrian sidewalk, we had to compromise from time to time where lands were not owned or where lands were not given freely so that the sidewalk is not necessarily as generous as we would have loved it. I think the law allow for a five-foot verge along all developments but of course there are some residences and businesses which predate these regulations and hence do not naturally fall under that kind of special attention. We have achieved that to some extent but there are still areas where that sidewalk narrows into less than what we would consider useful. The point I want to make is that reserve I think not necessarily managed as well as could be by the authorities that be.

Of course, as members of the public we want to quarrel with the Town and Country Planning Department when they say it must be provided. They tell us we must not utilise it with any fixtures, yet we put up our plants, our poles and our pots.

The truth is I think the time has come where as we consider developments going forward that we make sure that those reserves are properly managed and available for the use especially of our utility companies our water, gas if there is gas, electricity because most of the electricity installations are moving towards underground installations, telephones, if there are telephones in the future there may not be any telephone lines because we might be totally on WiFi and that kind of things. Sir, the point is we need to move to a regime where that provision is clear and we can really begin to develop an orderly society. Most of us in here, with the exception of the Honourable Member for St. Michael South East probably, will not necessarily be around to see such a development unfold but it is something which we can aim towards for the future.

Sir, especially when I look, for instance, at the new infrastructural programme which the Barbados Water Authority is pursuing so aggressively, and that is the metre laying project et cetera. The truth is when you look at where they have had to place some of these metres albeit exactly where the old metres were but it is less than satisfactory. They are totally exposed to vandalism, to accident and to damage. I do not think that we can continue this way. We need to really start insisting that this ordered development takes place. The provision of sidewalks is extremely important. We at the Ministry of Health keep pushing the idea of daily exercise and adequate exercise. It

is true that this idea has been taken on very vigorously by a number of Barbadians but we would love to see more Barbadians take part in exercise, early morning exercise, afternoon, and even at night. Mr. Chairman, walking or running on our roads is a very challenging experience and I beg those who use our roadways for exercise to do so with extreme caution and do so with in groups too so that you can be offered assistance and be warned et cetera and of course wear the kind of clothing that is reflective and that our vehicle users can see easily and therefore identify the potential issues.

Sir, again I think that we have had a lot of ideas put forward on transport solutions. Barbados is a small island state so this idea of large trains and setting up train lines and large park and rides, we are a culture who is accustomed using our own private vehicle so we need to bear all these in mind as we roll out our solution. I think that it is clear we need a strong public transport system. I encourage the Minister to continue with his development of the merger between the private sector and the public sector in rolling out this solution to try to bring a more uniform service.

I hear the pleas especially in the rural area about the inadequacy of the transport. We heard the Honourable Member for St. John, the Honourable Member for St. Philip North, the Honourable Member for St. Philip South and the Honourable Member for St. Lucy. There are a number of our rural districts which need a much stronger, the Honourable Member for St. Thomas makes the point all the time, who need a much stronger transport service, a reliable service, get the private sector partners to recognise their role in satisfying the social need NS not only considering the profit-making end of it. Sir, I made those few comments and I am grateful to you and if the opportunity so arises, I will come back again. I thank you. (S24)

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

Mr. E. D. HINKSON: Mr. Chairman, I just wish to intervene for the second time in this debate just to bring to the Floor of Parliament, as I have done on many occasion, the plight of persons with disabilities as it comes to accessibility in Barbados on our public roads and in our public places. The issue of sidewalk accommodation for persons with disabilities in the public areas is of prime importance to them. I would wish to remind the Honourable Member to consider this very important segment of our population in any of his policies, programmes and projects.

Mr. Chairman, on at least two occasions within recent times persons with disabilities have actually demonstrated their plight, for example, the difficulty of

traversing Bridgetown in terms of the sidewalks and any Government needs to plan the physically challenged in their programmes in addressing issues of public works and transportation.

Mr. Chairman, right now persons with disabilities and their organisations have a petition which it is hoped would be delivered to the Right Honourable Prime Minister at the end of this month calling for amendments to the Road Traffic Act. I do not know if the Honourable Member is aware of it, I know that the Right Honourable Prime Minister is aware of it, to legislate for parking for persons with disabilities in all major public places, certainly. We know that some private sector groups have done that.

The thing is, Mr. Chairman, we have been hearing about that from the Honourable Member for years now, the amendment to the Road Traffic Act. Sir, one thing about the Honourable Member is that the Honourable Member speaks about what he plans to do but he does not do it, nor do you see it. It is the same thing with the Honourable Attorney-General who speaks about bring legislation to Parliament in the next two Sessions or that he is bringing it next month or next two months while those amendments have not even reached draft stage, nor not even yet on the Order Paper.

Mr. Chairman, the Road Traffic Act is one of those plethora pieces of legislation which have been promised by this Democratic Labour Party Government and which have not reached the Floor of Parliament. Sir, accommodation for persons with disabilities is certainly one. There is also the issue of providing curbs for persons with disabilities, according to international standards where there are pavements provided. The petition will certainly ask for the amendments to the Road Traffic Act to penalise persons who park in places reserved for people with disabilities.

Mr. Chairman, secondly, the issue of clamping down on persons who do not pay road taxes, vehicle insurance and drivers licence fees has come to the fore in the debate. Of course, I am now directly seated opposite my friend whose Ministry I shadow, the Ministry of Education, Science and Technology, and Innovation and I now look directly at him on this particular issue. Mr. Speaker, I think it was announced by the Honourable Attorney-General yesterday that about 25 per cent of persons in Barbados do not pay their road taxes. I suspect that it is more than that that does not pay their vehicle insurance either. Certainly from my law practice, personal injuries is one of my major areas of law, there are too many vehicles and I suspect that at least 30 per cent of them are on the road without having paid insurance.

This is certainly a problem because when motor vehicular accidents occur, there is no insurance to pay, the people do not have the money to pay out of pockets when

through their negligence injuries are caused in the accident. Sir, this is a serious problem and society and the State ultimately bears the cost. Therefore we on this side would wish to urge... Again what we have heard from both the Honourable Attorney-General and the Honourable Member for St. James South in terms of Electronic Vehicle Registration System coming in whereby it would be easier to detect persons who either willfully, negligently or unintentionally have not paid their road tax, vehicle insurance and driver's licence fees to detect this and to penalise them quickly for failure to pay.

Mr. Chairman, certainly again as attorney-at-law you visit Magistrate's Courts, you visit the Eric Holder Complex in the constituency of the parish of my learned colleague, the Honourable Member for St. Joseph, you go there on a traffic day to find hundreds of people there and you say to yourself that this is an absolute waste of time, that you did come here expecting to pay \$100 and as the Minister of Industry, International Business, Commerce and Small Business Development said there is the Magistrate, about three court Clerks, the prosecutor, about 10 police and hundreds of people standing up outside to pay that.

Mr. Chairman, you may appreciate these days I go because there may be a constituent who may have asked me but invariably there are going to be maybe six other people who will see me and would ask me to have their cases called, that they cannot wait until 3 o'clock, that he or she has to pay their workers. Mr. Chairman, in this age of 2016 we must be able to find a better way to deal with this issue.

Mr. Chairman, my colleague, the Honourable Member for St. George North raised the issue of the continuing lack of a building code in place in Barbados and of course Mr. Chairman, this is something that we have heard of for years. I was Deputy Chairman of a Committee between 1999 and 2003 and when we demitted office from that position in 2003 we had a full draft building code on the table. That was 13 years ago, so I think that the Minister of Transport and Works needs to account, and the Ministry of Housing, Lands and Rural Development need to account as to why there is not a building code in place, certainly in terms of public places.

Mr. Chairman, again I would want to urge that persons with disabilities taken into account fully in terms of the accommodation of that building code.

Mr. Chairman, I believe that the maintenance of Government buildings falls under the Ministry of Transport and Works as well. This has nothing to do now with blame in terms of any particular party, both political parties have been guilty of this over the years, the failure to maintain Government buildings. It seems to be easier to allow the

Government building to fall into derelict condition then to have to move and build a new building spending millions and millions of dollars to replace this new building rather than voting in the Estimates of Revenue and Expenditure every year moneys to maintain Government buildings properly.

Mr. Chairman, even the Magistrate's Court at Holetown, for example, has not been maintained. (S25) That whole Holetown complex that used to be a beautiful place is, of course, part of the history of Barbados because that is said to be the first place the British settlers landed in Barbados in 1625 or 1627, and we have not maintained it. Mr. Chairman, we have also raised during this debate the issue of the widening of the ABC Highway. I wish to say that this question would not be a debate here in a 2016 Estimates if the vision of the Right Honourable Tom Adams as Prime Minister of Barbados had been followed. His vision was that the ABC Highway would be four-lane from the start, but the Democratic Labour Party said that it was a criminal act to build the highway in the first place. Now, we parliamentarians over 30 years after are here paying the price for that, because of course the cost now of widening some sections from two to four lanes has been astronomically increased, because of a failure to understand the vision of the Right Honourable Tom Adams and the Barbados Labour Party Government of the time. That is the price Barbados pays for visionless political leadership and myopic political leaders.

Mr. Chairman, we have had raised by the Honourable Member for St. James Central again an issue where your own dog is going to bite you, where the Democratic Labour Party puts an old woman on the bus last election to help them win, and said that the Barbados Labour Party wanted to privatise everything and people would have to pay bus fare, children would have to pay for school meals and all of that, to win an election. Narrow, naked political gain, and what are we hearing now here today? What do we hear from the Honourable Member for St. James South and the Honourable Minister of Finance other than we need now to rationalise - that is the word that is used -- statutory corporations, and we will have to amalgamate and look at privatisation and public-private partnerships and all of that, when it is that side that put an old woman on the bus and used her shamelessly to win an election, Mr. Chairman.

Mr. Chairman, I have not heard after almost two days of debate emanating from the side of the Government any clear strategy on the Transport Board. Almost two days in this Parliament starting from 9:30, the whole Front Bench Cabinet, except the Right Honourable Prime Minister, contributed, and I am not hearing any clear or definable strategy that I could carry to my constituency tomorrow when I am canvassing to tell them this is what the Government is planning for the Transport Board. We

hear of painting for a pedestrian crossing supplied by the private sector. I am glad because the private sector does help out, and we have to recognise that because the Government seems not to even have money to provide paint for pedestrian crossings. When I asked for a pedestrian crossing at St. Boniface Nursery School across Highway 2A by Sion Hill, I was told, "Mr. Hinkson, we want to put this pedestrian crossing for you so that the little children going to the nursery would not get knocked down, but we can only put it when we get the paint". I am therefore glad to hear that the Honourable Minister of Transport has found the paint from the private sector to put that pedestrian crossing.

MR. CHAIRMAN: Honourable Member, your time has expired.

Mr. E.G. HINKSON: Mr. Chairman, I am grateful to you and obliged.

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

Hon. M.A. LASHLEY: Mr. Chairman, I rise to wind up the debate on this side. First, I want to thank all Honourable Members for contributing sensibly to this debate. The Member who just spoke I do not know how I would characterise his contribution, but certainly he made no contact with the issues in relation to public transportation except, of course, raising an issue that we took some time in bringing amendments to the Road Traffic Act. In fact, if you read the debate on the Transport Authority legislation which came here in 2006-2007, the Member for St. George North was lamenting about the time it took to bring the Transport Authority Act to this House, and they brought it without regulations, brought it naked. Very naked. The Road Traffic Act went to Select Committee and was very badly drafted, in fact.

The Honourable Member for St. James North would do well to meet me after this debate and let me lend him the debate that the Member for St. George North contributed to in a way that I cannot really describe, but of course he spoke to the Transport Authority Act and the length of time it took to bring that piece of legislation. Suffice it to say, however, the 1994 Manifesto of the Democratic Labour Party mentioned that a Democratic Labour Party Government would introduce a Barbados transport public authority to regulate public transport in this country. I recognise that the Member for St. George North is trying to claim it or say it is a Barbados Labour Party view and objective, but it was conceptualised by the Democratic Labour Party and, in fact, the public transport study was started by the Democratic Labour Party. After the Democratic Labour Party left office, that study was taken up by the Government and carried on.

I do not want to get partisan in this debate but I just want to go to the issue of UCAL. The impression was given that this Government is treating UCAL in a different way from the present Opposition. The fact is that we are being accused of taking work away from UCAL. Mr. Chairman, I want to refer to a letter dated December 23, 2004, and I will make it a document of this House. Mr. Chairman, this is a letter from UCAL two days before Christmas 2004.

Asides.

Hon. M.A. LASHLEY: Mr. Chairman, the letter was sent to the then Chairman and the heading is "Re: Malicious Breach of contract". This is what it said in the opening line, written by Leroy Trotman as he then was, Chairman of UCAL, copied to the Right Honourable Owen Arthur, Honourable Anthony Wood, Minister of Public Works and Transport, Managing Director of UCAL, directors of UCAL.

The Chairman I believe is now a fellow who tried unsuccessfully to get into the Honourable the House of Assembly many times but this is what the letter says. Sir, they try to make it that we treat UCAL different from the Barbados Labour Party and this is what the letter says. It is dated December 23, 2004, two days before Christmas. When the fellows at UCAL wanted ham to carry home for Christmas, this is what was happening.

"Re Malicious Breach of Contract"

to (3:26)

Sir, there is a lot more here too. Sir, at that time you were retained as legal counsel for the Transport Board and, Of course, you were well retained by the Transport Board and you gave some good legal advice on whether UCAL can block Transport Board buses from coming into ...

Mr. E. HINCKSON: Mr. Chairman, on a point of order. The Honourable Member is misleading this Chamber. I was never asked to advise on any issue dealing with UCAL. I was an outside counsel, never required to advise on that. The Honourable Member, if he does his research, would know that as well, so he is misleading the House.

Hon. M.A. LASHLEY: Mr. Chairman, let me say that he was junior counsel to one of the leading Queens Counsels in the matter.

Mr. Chairman, let me say that the contractual relationship with UCAL and the Transport Board we have to take a look at it again. We have to examine the relationship and we have to look at a plan in moving forward in relation to the relationship between UCAL and

the Transport Board. We cannot continue along the path. We cannot continue with the terms and conditions in the contract. In fact, the contract was signed in 1999 and expired in 2007 or thereabout so we now have to meet as parties and try to come to a Resolution to the benefit of both parties and the interest of the taxpayers of this country. We have to come to a solution and, I believe very shortly.

Mr. Chairman, I know that the Transport Board and its directors are meeting with UCAL. I know we have had regular meetings with them and there is no issue of farming out work. They still occupy the Transport Board yard and they still have work in there and they are still paid by the Transport Board. The Ministry of Finance have decided to deal with the accounts in terms of the payment of wages.

Mr. Chairman, let me say in relation to our capital works programme. Sir, during this financial year, we hope to start our capital works programme, the IDB programme and the CDB programme and to bring some capital works and stimulate and bring about some economic activity, create jobs and rehabilitate our road infrastructure. The funding is there and we have actually signed the terms and conditions and very shortly the project execution unit at the Ministry of Transport and Works would be able to execute those projects. In relation to our legislative programme, again yes, time and time again, we have mentioned the amendments to the Road Traffic Act and the Road Traffic regulations. It is customary that you cannot rush amendments to the law. You have to take your time, you have to speak to stakeholders that the law would affect, the various interest groups. I am saying that about two months or three months ago, we have had discussions with the Attorney-General and we have decided to look at the low-hanging fruits that we can bring as soon as possible to Parliament. There are other areas and, in fact, there needs to be a consolidation of all the pieces of legislation that impact on public transport. The Road Traffic Act and the Transport Authority Act in some instances have similar provisions and in some way clash. Sir, based on the instructions from the CPC, we have decided as a Ministry to let us move forward with those low hanging fruits and we intend to deal with those pieces of amendments.

Mr. Chairman, particularly mentioned the Honourable Member for St. James North, we are going to include provisions in the amendments that would prohibit (S27) parking in places designated as places for the disabled to park.

As I said before, the registration or manufacturers of license plates, production of insurance certificate at a specified police location, random alcohol and drug testing, driving under the influence of drugs and alcohol in relation to the breathalyser test and no littering on the highway, all of these amendments we are looking to place within the

Road Traffic Act and, of course, in the Road Traffic Regulations provisions relating to the annual inspection of vehicles five years or older, provisions for public with respect to emergency vehicles, illegal speed trials. Of course, we have an issue with the motorcyclist on even particularly on weekends, illegal stunts, we are specifying that in the legislation because of the dangers that it post to the members of the travelling public. Mr. Chairman, we will continue with our road safety mandate and, of course, the construction of more roundabouts. When we look at what has happened at the turnpike roundabout, it is an extremely dangerous junction and we have to now see how we can either work with the private sector to see how we can get the roundabout constructed there, or find some other funding because of the complaints and the challenges at turnpike.

Mr. Chairman, the use of technology in the ministry, as I mentioned before, the EVR which we are excited about given the fact that we have a very significant amount of persons who are non-compliant with their obligations on the Road Traffic Act and we believe that this will now bring about further compliance under the Act. Mr. Chairman, as I said, the way forward is we want to use technology training of our personnel so that we can really uplift and really have quality personnel in the Ministry to move in the way forward. I have mentioned a clean transport policy, that again on the findings from the green scope and study, particularly the transport sector, we are guided by that and we are crafting our clean transport study around that.

Mr. Chairman, in relation to the Barbados Licensing Authority (BLA) as it stands, hopefully, very shortly we will have in place, electronic weigh bridge which will bring about some further efficiencies. The weigh bridge up there is really outdated and really, really, really in the dark days and we have made a recommendation to get an electronic weigh bridge and I have been reliably informed that should be in place very shortly so, Mr. Chairman, again I want to thank all Honourable Members.

The Barbados Transport Board has a committee that is looking, in terms of the restructuring of the Barbados Transport Board and public transport, we want to continue with the integration of the private sector in public transport. The development of a public transport system further, again a partnership with the private sector, in terms of helping with our infrastructure. The Honourable Member for St. James North pooh-pooh the idea of involving the private sector. It is not a matter of the Ministry not having resources but, of course, if we can partner with the private sector which would cause the Ministry some savings we obvious would take that route. Mr. Chairman, with those few remarks, I move that Head 40 stand part.

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

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

HEAD #

Mr. CHAIRMAN: The Honourable Member for St. Phillip South.

Hon. A. D. BRATHWAITE: Thank you, Mr. Chairman. I believe we probably have about three hours left to discuss various Heads. Under the Office of the Attorney General, as you know, Sir, there are several departments and I will not go into all of them in depth, I will see how the debate goes but there is one area, in particular, that I wanted to spend some time on initially which is the Anti-money Laundering Authority. Just for the benefit of Honourable Members, under the Office of the Attorney General you have the Registration Department, the Courts, the Forensic Science Centre, the Criminal Justice Research Unit, the Royal Barbados Police Force (RBPF) that most of our funding is allocated to, the Police Complaints Authority, the Solicitor General's Office, the Director of Public Prosecution Office, and the Chief Parliamentary Counsel's Office.

Earlier this week the Honourable Member for St. Peter raised the issue of correspondent banking and I said that it was worthy of some serious discussion by this Parliament given the potential damage it can cause to our economy if we were not in a position to tackle that issue and ensure that we did not lose our correspondent banking relationship. In that regard, I wanted to share with Parliament one article that I came across recently that sets out how the author of the article though of the region and why, in fact, the region is having the challenges that it is having in terms of access to correspondent banking relationship because in some quarters it is seen as though we do not have an effective anti-money laundering regime across the Caribbean. The author of this article said that the increasing trans-national nature of criminal activity through money laundering in the Caribbean requires critical attention. It goes on to say that while critics may want to argue that money laundering is a result of globalisation or the impact of casinos on the development of the tourism sector or even the impact of modern technology, attention must also be diverted to the surging economic citizenship programme that is not unleashing a rush in money laundering activities in the Caribbean. It goes on to say that whereas FBI law enforcement bulletin contends that money laundering have demoralising consequences on the security of financial institutions and weaken the political stability of democratic nations, until now the pillaging of State financing through the economic citizenship programme by those in power in the Caribbean is now continuing to

increase at an alarming rate. It says, whereas the US State Department documents reports that the Caribbean islands of - and I do not mind calling the islands because this is public based on the US Report so I am not criticising the islands, I am only reporting what the US Report had said at the time - Antigua and Barbuda, Bahamas, Belize, Haiti, The British Virgin Islands and the Cayman Islands, are among major money laundering countries and jurisdictions in the Caribbean. New evidence also points to Government appointed attorneys and financial advisors in other Caribbean. (S28) New evidence also points to Government appointed attorneys and financial advisors than other Caribbean states as a new source of money launderers, extending their influence throughout the legal economy with no fear of legal action.

The article goes on to say that in fact that the Caribbean needed urgently to look at its anti-money laundering regimes and ensure that it is accorded with best practices as outlined by the Financial Action Task Force in its 40 recommendations. The article called upon all states in the Caribbean to take urgent action to ensure compliance.

I started there because as life would have it, we are in the process here in Barbados of having our Fourth Round Mutual Evaluation, that is, that our anti-money laundering regime is being looked at against the 40 recommendations of the Financial Action Task Force and the 22 recommendations of the Caribbean Financial Action Task Force. We have therefore had to place in our Budget not only in 2015-2016 but also this year considerable resources to ensure that we are able to have a successful Fourth Round Mutual Evaluation. Why is that important? It is important because if we do not have our anti-money laundering regime to accepted Financial Action Task Force standards and Caribbean Financial Action Task Force standards, then it gives the opportunity for third party institutions and in particular the same correspondent banks that we are having issues with to say that we cannot do business with you because you do not have the requisite minimum international accepted standards.

In that regard come next week, for example, we would be having here a workshop in Barbados to start looking at our process. One of the things that we are doing is that we are having a national risk assessment. What that is going to do is to look at where we operate in the financial services sphere, whether it be banking, insurance and non-financial institutions, and look at where the risks are, at our legislative programme but also at our reporting requirement, our overall framework, to see that we have those standards. The objective of this national risk assessment is to determine and understand the sources and scale and proceeds of crime in Barbados, to determine and understand the weaknesses in the economic, legal and institutional environment that make the country attractive

to money laundering and terrorist financing, to identify emerging money laundering and terrorists financing trends and to facilitate the prioritisation and efficient allocation of anti-money laundering and terrorist financing resources and efforts to inform or provide inputs into the anti-money laundering and terrorist financing risk assessments of financing institutions and non-financial institution.

This national risk assessment is important because, as I said, we need to have a clear picture of where we are in terms of our anti-money laundering framework and then we will go on then to have a further look at our requirements in terms of our neutral evaluation and in that regard we would need to have many of the actors involved in these activities on board.

By way of example and for information purposes, in terms of our mutual evaluation we are going to need to have the Anti-money Laundering Authority, the Central Bank of Barbados, the Royal Barbados Police Force, the Customs and Excise Department, the Barbados Revenue Authority, the International Business Unit, the Financial Services Commission, the Director of Public Prosecutions, the Chief Parliamentary Counsel and the Solicitor General the Financial Intelligence Unit. In other words, to bring all of the actors who may be involved in financial transactions whether providing services or investigating on board and to see how they interact in terms of our anti-money laundering regime.

This may seem like a stale topic but it is in fact an area that if we do not get right will touch significantly every other area within which we operate because if we cannot provide banking facilities to our tourism partners, they are affected, if we cannot provide banking facilities for the international business sector, they are affected. If my brother in Alabama cannot send me the \$100 that he owes me, I am affected. The point is that even remittances into and out of the country can have some very very serious consequences to us as a country.

Mr. Chairman, I dare say that in fact that of all the areas that as a ministry that we are tackling this year, this to me is probably the most important initiative that we have to address over the next year. We will always have the issues that impact upon the Royal Barbados Police Force, et cetera but as an issue that the general public may not necessarily be able to touch or even Parliament unless it was brought to Parliament's attention, that you may not appreciate the significance of this process and how important it is for us to get it right as a country.

I agree with the Honourable Member for St. Peter that in fact as a Parliament and as a country we need to be unified in terms of our vision in terms of what needs to be done to ensure that we can protect our correspondent banking relationships. More importantly, because I heard

my friend and colleague from St. Philip West in an aside saying that the commentary you hear from the Caribbean that in fact that when one really reads about the significant money laundering hauls that they are usually not in the Caribbean, they are usually in the first world territories, they are usually in the United States of America, Europe, et cetera, but that has always been the lot that has befallen us.

We are a small developing nation. As a region we are small and we all remember that we have had the various fights over the years with the International Monetary Fund, the Organisation for Economic Cooperation and Development, et cetera. Notwithstanding the fact that we believe in many instances that Barbados has been unfairly blamed and unfairly targeted, it is a lot that has befallen us and it is a battle that we have to fight on a continuous basis.

The area in particular that we are going to have to spend some time on is the area of the designated non-financial institutions, that is, if I could use lawyers as an example, in some jurisdictions where lawyers have been asked to have an anti-money laundering policy in place to know their clients and to have some minimum documentation on file, there has been some resistance. In some jurisdictions where real estate agents have been called upon to have some minimum anti-money laundering documentation on file, there has been some resistance.

We all know over the last couple of years that we have had an issue in Barbados, for example, in terms of Cash for Gold. We came to Parliament and amended the legislation to require persons involved in that business to have certain minimum standards, and I dare say that to the best of my knowledge since we have tightened that regime in particular, since we have required them to have some minimum documentation, there seems to have been a reduction in crime involving the stealing of jewellery and its disposition, et cetera. The same thing obtains in terms of metals. (S29) this is one area that we are going to have all those actors involved because generally what one finds is that the person who acquires the illegal wealth finds some avenue to make that wealth licit and usually it is through the acquisition of real estate, jewellery, et cetera and then trying to convert the cash out of those legitimate businesses so that it then becomes clean money. It is therefore important for us in particular to have this regime and for us to have all of those actors that I have not made an exhaustive list but to have that regime in place and to have all of those actors involved. Indeed, we will have far and wide consultation in that regard.

Mr. Chairman, we are going to be spending some money with the anti-money laundering authority to ensure that they have the necessary resources. One of the things that we have identified that will be required is that we probably will be having a consultant to manage this

process. I have already spoken to the Minister of Finance and Economic Affairs to have a move-in under this Head because we probably will need an additional \$500 000 to the Financial Intelligence Unit so that we can address this Mutual Evaluation this year and this National Risk Assessment.

Mr. Chairman, I want to spend some time on the Anti-money Laundering Authority because I felt that this was important to bring to the attention of Parliament and to bring to the attention in particular to the Members of the other side who may not have had the time to explain this particular issue and the challenges that we have been having as a country.

Just to touch on a few areas, we have been working with the Registration Department who has had some weaknesses over the years, they have had weaknesses in particular with their IT platform. We recognised that the old way of doing business, this heavy dependency on paper and on various individuals having to record transactions that we need to move away from that. We have been doing some training. We have had some resistance in that regard because we all appreciate that not everyone responds well to change but we reckoned that we want to move as far as possible to be having an almost paperless environment.

Mr. Chairman, a couple of days ago the Honourable Member for St. Michael South raised the issue in terms of how easy it seemed to have been for some individuals to change their names. We are proposing an amendment to the Change of Name Act, to ensure that the Registration Department will have ownership of that process. That should remove what presently obtains with someone being able to do a depose and basically change their name without the necessary verification from the authorities, that should be on its way very soon. Within the Registration Department we have had some challenges in particular with the Court Processing Office. I can say it is a question of volume and an issue in terms of staffing. From what I am told they could use a few more bodies but I think it is also a question of attitude in some areas.

I would have said from time to time that it has been suggested to me that we would want to contract private individuals to assist with the processing. The irony is that by innuendo you hear that some Marshals do find time to do the private processing themselves, but there is some weakness that we have to address.

Mr. Chairman, I am not going to spend a lot of time on the courts themselves, I will see where we will go with that but suffice it to say that again we are trying to modernise the court system particularly the Magistrates Court where we want to ensure that electronic platform is as up to date as possible. Right now there is too much transcription done in particular by Magistrates. We want to

change that completely. Just yesterday I would have referred Parliament to the number of traffic cases, for example, that passes through the magistrate's courts on a yearly basis. We want to move away from that and that is why I asked my brother and colleague, the Honourable Member for St. Philip North to let us see how we could work together to find an electronic platform that would enable us that only the most serious of traffic matters can be addressed by the courts.

Similarly, we are introducing mediation, we should have mediation in place by the end of April. Again the idea of mediation is that we want to move to a situation where only the most serious of matters will actually be dealt with by judges and magistrates and that other matters can then be dealt with by mediators.

Mr. Chairman, as I speak to you I can assure you that Madam Registrar has assured me that they have already started the process of calling in litigants looking at old matters that had been filed and trying to determine which matters really should still be in the system. Sir, one of the issues that we had is that we had a situation where everyone accepts that we had a backlog but no one could say the extent of the backlog, so you had to begin by doing the research to determine which cases should actually be still in the system, which cases actually are still 'live' case and that process has started.

Mr. Chairman, there is not an immediate solution. In other words, given the sheer volume of cases, and I will demonstrate that a bit later, it is not a situation that I can give this Honourable House the assurance that we would be rid of our backlog by the end of this year or by the end of next year. We have to spend some time going through case by case and trying to make a determination as to which cases are still actually 'live'. In the meantime, however, what we are doing with the newer cases is that we are trying to move more individuals into mediation and then just trying to have the more serious of cases before a judge.

We have done some additional training with judgments, we are trying to encourage a more speedy delivery of judgments, and we are trying to have more oral judgments, for example. Quite often in matters what litigants want is a decision. Once they have a decision they can make a determination whether or not an appeal will follow or whether or not they actually need a written judgment.

Mr. Chairman, the training is being done. We are seeing some improvement. I can say that because I have been looking at the number of judgments being issued. On the criminal side we are seeing again an increase in the number of cases going before the courts. We have had some issues, I can think of one judge, for example, who has complained about the number of times that she has turned

up for work and could not start matters because either the prosecution was not ready or the witnesses could not be located, et cetera.

We are looking at our processes to ensure that when a file comes to the High Court that they are in the best possible conditions so we are doing the training at the police level and also at the level of the Office of the Director of Public Prosecutions. (S30) We are in the process of drafting plea bargaining legislation. We believe that if there was an introduction of plea bargaining into our system, it may allow us to have a reduction in some matters that presently go through the complete trial process. I had promised Parliament that we would bring legislation to eliminate preliminary enquiries and, let me say this, Mr. Chairman, as Attorney General: Once I have given an undertaking to Parliament, I tend to keep my word. It is for that reason that I tend not to add timelines, because I cannot give timelines to the drafters. Certainly, I never give Parliament assurances that I have no intention of keeping. If I say, for example, that legislation is in draft stage, and this is for the benefit of the Member for St. James North, rest assured that it is in a draft stage. Anyone who wants to call me out on it is free to do so because I will simply bring the information. I do not mislead this Parliament. That is not how I operate.

Therefore, Mr. Chairman, I can tell you that within the next couple of weeks, in fact I have certified the requisite legislation so that we can move toward the abolition of preliminary enquiries. This is again an initiative that we hope would assist in terms of the backlog in criminal matters. I saw your signal, Mr. Chairman. With those few words, I beg to move then that Head 30 stand part, and I will of course come back.

MR. CHAIRMAN: Honourable Member for St. Joseph.

Mr. D.D. MARSHALL: Many of the Members on my side are chomping at the bit. I am going to be brief. It is interesting that the Attorney General would have started with money laundering and the *raison d'être*, as far as he was concerned, was that unless we get those elements right, we will find that our international financial services and the offshore sector will grind to a halt. Sir, I have to say that I agree with him, but it is curious to me that he would focus on that element, especially when we see that the entire judicial system has been grinding slowly to a halt. The Attorney General spends 20 of his 25 minutes talking about the money laundering framework and the move-in and all those kinds of stuff. Mr. Chairman, if I had, as they say, my brothers, and certainly speaking on behalf of my constituents and constituents served quite ably by Members on this side, we would have preferred to hear about those things that more immediately and more directly affect our constituents. There is no doubt in my mind that the anti-

money laundering regime is important, but Mr. Chairman, I do not have anybody in Horse Hill who is faced with any issue in relation to money laundering, because in the last eight years any money that they had in the bank is gone. Broke people do not have any money to launder.

However, what they do have are cases in the High Court of this island but those cases are not being heard. Mr. Chairman, much of my own practice is in litigation and I am well aware that I may incur the wrath of some of the judges before whom I have to appear. However, I have said it before and I will say it again, those judges did not send me to Parliament. I have not come here to speak on their behalf, so as they say, they could be vexed or they could be pleased. The Attorney General could be vexed or he could be pleased, Sir.

How can we have a judicial system where thousands of cases are filed every year and the number of written decisions which serve to dispose of those actions is significantly less than 200? How can we have a judicial system, Mr. Chairman, where judges are compelled to inform litigants and their lawyers that they cannot allocate any judicial space for them until the year 2019, Mr. Chairman? Mr. Chairman, can you imagine that you have a case before the court? It may be a personal injury matter where you hope to recover some dollars for damages, or it might be a commercial institution that is dependent on a speedy decision in order to be able to determine its strategic direction, but faces the prospect of being told by the court, "I cannot allocate you judicial time until 2019". Mr. Chairman, those are not lazy judges. That is because the system is failing, and the sooner we recognise that the system is failing, then the sooner we can seriously set about the business of putting it right.

Mr. Chairman, we have spent millions and millions of dollars on a brand new building. We have done that, but we now have to seriously deal with how we make the most use of the facility in terms of the delivery of justice. We now have Magistrate's Courts that have been closed and that traffic has now been shunted toward the new Supreme Court of Judicature building. We are not snobs. I certainly am not, and I do not think the Honourable Members are, but certainly, Mr. Chairman, we must recognise that by shunting all of that additional traffic through the new building, what we are doing, Sir, is forcing that building to deal with matters that it was not designed for. We are not talking about the physical design. When the building was planned out, there was space planned out for all kinds of functions associated with the Supreme Court work that now has to be dedicated to Magistrate's Court work. We are therefore not getting the most out of it.

In terms of technology, Mr. Chairman, we have a system where, for example, documents are filed and should be scanned but the people at the Registry are forced to use

a tabletop scanner, and some documents are 100 pages in length. Again, an inefficiency that could easily be dealt with. The time has come when all of our judges should have a full-time dedicated judicial assistant. Mr. Chairman, in other jurisdictions attorneys get great mileage by being able to say, "I was the clerk for Mr. Justice Scalia" or "I was the clerk for Mr. Justice So-and-so". Great mileage. We have brilliant judges and, especially at a time when more and more cases are coming into the system and there is a pressing need to have more and more cases pushed through at the other end, we are not implementing those obvious things that we need to implement. If every court had the capacity to have the simultaneous transcription recorder, then Mr. Chairman, we would have provided a new building and given our judicial officers the tools they need in order to be able to make decisions and to satisfy justice.

Mr. Speaker, when the Honourable Member for St. Philip South, the Attorney-General is able to say that we have all our anti-money laundering stuff up to speed but a company recognizes that if it has a dispute, it has to wait nine years before it gets a decision, then it still will not come to Barbados. It is plain and simple, Mr. Chairman. We have the nice curtains at the window but inside there is nothing going on in the House.

Hon. A.D. BRATHWAITE: Mr. Speaker, on a point of order. The Honourable Member is misleading this Chamber. I made it clear that the anti-money laundering issues were fundamental to our basis way of life that the banks may have to close. Sir, that is why I made the point about international business and the ordinary man et cetera. Sir, this is not about international business. It is about whether or not First Caribbean can operate in. It is about whether or not Bank of Nova Scotia can operate in Barbados. It is about whether or not Royal Bank can operate in Barbados. It is about the banking sector.

Mr. D. MARSHALL: Sir, it is the first time I know somebody makes a Mr. Speaker, on a point of order. The Honourable Member is misleading this Chamber in light of the person have spoken and agreed with him. I agree that all these things are interconnected but I am also saying that the very commercial bank whose life blood he is trying to protect, will have cases in our judicial system of such vintage that by the time it is heard the people who were working at the bank when the problem arose have retired and gone home.

Mr. Chairman, this is not a matter we can speak glibly of. Sir, every single department in my friend, the Attorney-General Ministry is falling apart. It is almost like the reverse Midas touch. Sir, the police are complaining they do not have anything to work with. We have almost lost St. Lucy, given the level of gun violence in St. Lucy. We have almost lost St. Lucy and people are frightened to go

into St. Lucy now but the Minister wants to circumvent all those things. Sir, that is why at ten past four today, we are now getting into the Heads dealing with the Attorney-General.

Hon. D. KELLMAN: Mr. Chairman, on a point of order. The Honourable Member is misleading this Chamber by giving the impression that St. Lucy is such a violent place that you cannot go. Sir, that is not true. I do not think that at a time when we are in our winter season that the Honourable Member should be so alarmist with a statement like that because I do not think it is fair. The Honourable Member knows that there are many areas in St. Lucy you can go and not have a problem.

Mr. D. MARSHALL: Mr. Chairman, there are vital issues that are affecting us. The Barbadian way of life is falling apart and even the Minister of Tourism should be concerned because, again, we are talking about the interconnectivity of all these things. Sir, some years ago, there was a spate of criminal activity in St. Lawrence Gap and because of that spate of criminal activity people stopped going to St. Lawrence Gap and businesses in St. Lawrence Gap started to die. Sir, let us talk about the connectivity. We do not dispute there is a connectivity. Sir, that is the nature of life and commerce but please, let us give focus not just to the anti-money laundering. Let us talk about the things that affect my constituents. My constituents are broke and for a man who does not have four cents, it does not matter to him if First Caribbean closes or not, it does not. He is unemployed, where is he going to get money from.

Asides.

Mr. D. MARSHALL: Yes, we pay attention to those things but let us come in here on the occasion of the Estimates and pay attention to the things that are vital to the people that we serve. Sir, when I spoke in my Second Reading speech I said that names of every hungry, homeless person is written in these Estimates. Sir, I do not want to talk about anti-money laundering, I want to talk about those people.

Mr. Chairman, I am obliged to you.

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

Mr. E. HINCKSON: Mr. Chairman, I am happy to enter this debate to support many of the issues and sentiments expressed by my colleague the Honourable Member for St. Joseph. I felt that the Honourable Attorney-General really and truly missed an opportunity in his opening spending a lot of time on anti-money laundering which does not affect the price of rice here today or anybody getting any rice on their tables tomorrow, or any

of our constituents certainly not in St. James North. The administration of justice is a key factor bothering many people in this country. There has to be a process whereby the justice system as my learned colleague from St. Joseph said, the justice system itself is approved. I, myself, a practicing law for 30 years now in this country but the people of St. James North sent me and members of the judiciary might feel a bit peeved by what I have to say but I have to service the people of St. James North and the wider people of this country and it is an embarrassment to the this country in its 50th year of Independence that virtually every decision, every case taken before the highest court in this country, the Caribbean Court of Justice, the judicial system and the judges of this country are criticized severely by that court on the length...

Hon. A.D. BRATHWAITE: Mr. Chairman, on a point of order. The Honourable Member for St. James North is misleading this Chamber. There are, in fact, only three cases where the Caribbean Court of Justice have criticized the courts of Barbados in terms of what he is referring to as tardiness. Sir, three cases out of the many other cases that the court has had to pronounce on. Sir, there were only three cases.

Mr. E. HINCKSON: Mr. Chairman, my memory serves me very well in this life. The very first case that went to the Caribbean Court of Justice from Barbados met with severe criticism and continuing on that, it is certainly more than three and even if it were only three, that is three too many. The fact of the matter is that too many cases take too long to come to trial in the first place in this country and then after they are heard they take years in many cases for judges to give a decision.

Mr. Chairman, I remember one time a judge took three and a quarter years to give a decision and one of the newspapers said he took four and half years and the next year the judge came and said he did not take four and a half years, that he took three and three quarter years. The reality is that we take too long. I agree with the learned Attorney-General that more decisions should be orally delivered if some judges have a problem in terms of writing and of producing written decision. We want decisions even on preliminary point, points made illumine. I certainly have matter before the courts where judges after a year and half, after two years have not delivered decision. The Guyana Parliament in 2009 passed a Time Limit for Judicial Decisions Act (S32) whereby judges, in fact, the Guyana constitution was amended earlier to provide for the removal of judges on grounds of persist and continuous failure to give decisions and reasons therefore. Then in 2009, the Guyana Parliament unanimously, both sides agreed for a time limit for Judicial Decision Act whereby a judge has to give a decision within six month. If they know within three weeks before the six months comes up that they cannot give a decision they have to go before a commission, give

reasons why they cannot give it, there is all of that. India and Nigerian also have that legislation. There is absolutely no reason why a judicial, why a judge, well paid in this country, as far as I am concerned, entertainment allowances, travel allowance, big top of the line vehicles like what many of the Cabinet ministers are driving right now, why they cannot give a decision within six months. In fact, I must commend the newest appointed judge who has said that she will try to give decisions within three months. I commend her on that and I pray to the Lord Almighty that when she gets into the system she does not change in that determination because that is what should happen. The best and easiest time for a judge to write a decision is as soon as the case is finished when the evidence is fresh in their minds, when the demeanor and character of the witnesses who have come before that judge are clearly evident but the longer a judge takes to write a decision, the more difficulty they are going to get and that is what is happening in Barbados and we have face that fact, Mr. Learned Attorney General. I agree with him that we need to expand the process of mediation in this country. Not everything could go to Court and tie up a Court system and we, as a Government, need to encourage and put in place the processes to deal with mediation and to make it more beneficial for mediation to come rather than rushing to Court all the time. The Court system also needs to penalise attorneys-at-law for unreasonable delays in cases and for foolishness that a lot of lawyers do. Again, certainly last year the Caribbean Court of Justice (CCJ) has criticise two attorneys-at-law, on that particular issue and has penalised them with cost. One of them was a candid for the Democratic Labour Party (DLP) and a former ambassador of the Democratic Labour Party (DLP) and correctly penalised for unreasonable delays in cases. This kind of nonsense has to stop. Mr. Chairman, we also have to deal with amendments to the Legal Profession Act. The Attorney General (AG) has recently given to the Bar Association a draft Legal Profession Act and after years again of so promising, I wish to grant him that finally we have reached the stage where a draft amendment to the Legal Profession Act is being circulated to the stakeholders. Let us grant him that do not mind it has been too long in coming. Again, we would have time to study it and I know that the Bar Association at a meeting on Tuesday decided to write the Attorney General (AG) to ask for more time to study but certainly I would want to associate with some issues in terms of the draft. Yes, we need to put in place provisions for attorneys-at-law to file audited financial statements annually to be able to practice, I have no problem with that. I have been speaking about it for a long time, that attorneys-at-law should have a certain minimum legal training every year and should be required to attend courses, seminars, programmes and receive certifications to be able to practice. I believe the Honourable Member for St. James South has said that before and certainly I do that every year, regardless. International Bar Association Conferences, I was a senior

member with that and I would certainly want to associate myself with that thinking as expressed in what is before the stakeholders in draft right now. We need to increase the membership of the disciplinary committee. That disciplinary committee of the Bar Association has not been reformed for more than 40 years when the profession was fused when there was by far less than 100 attorneys-at-law, now there are over 1 000 I believe on record so you need to increase the membership of the disciplinary committee from seven, I believe it is now. I was a member of it one time and really and truly it was totally inadequate to deal with the complaints and the need to bring on non-lawyers on the committee, I agree. Again I agree with the Honourable Minister of International Business on that point so these are all matters that need to be addressed because justice delayed is justice denied and the administration of justice is key to this country. The Barbados Labour Party (BLP) had plans and programmes to establish Barbados as an arbitration centre and that would have brought in well desired foreign exchange. Where did that go to? I have not heard about that policy since the Democratic Labour Party (DLP) came into office eight years ago. Countries such as India and Singapore have made tremendous economic tries by being arbitration centres in commercial matters, shipping matters, et cetera, and that is something that the Government ought to look at. We need to advance ourselves in terms of the commercial law area because if we have delays and inefficiencies in terms of the administration of justice and delivery of judicial decisions, the investors that we are talking about getting and entrepreneurs and non-Barbadians seeking to come and put money in Barbados would not do so if they feel that if they have a dispute that it could not be resolved in a speedy manner before the Courts of Barbados. Mr. Chairman, all of this is also tied in as well in terms of freedom of information. Again that is something that the Democratic Labour Party (DLP) stands tremendously indicted for because in the 2008 Manifesto and in their election campaign they went around the length and breadth of the country promising freedom of information, legislation and to increase the transparency and accountability of Government. I totally agree that we should have freedom of information legislation in this country which would allow greater access to documentation and information by the public of Barbados in whose name we serve.

In 2012, Honourable the Minister of Education, at that time he was also Minister of Human Resources, promised that freedom of information legislation would be brought before this Parliament before the end of that year. We have not heard any statement from any Cabinet minister since then almost four years ago on freedom of information. All of these are issues that a Government and indeed a Parliament should be looking at in its 50th year of independence in order to strengthen our democracy, our accountability and our parliamentary democracy rather than feting and spending \$7 million on Democratic Labour

Party (DLP) campaign causes to try to win an election. (33) The Right Honourable Prime Minister himself in 2006, before the Democratic Labour Party Conference, spoke about the Barbados Labour Party looking to turn Barbados in a fete country, that every month there was a fete and he talked about disingenuity, and what are we having here in this Barbados today. The issue of campaign financing, political party funding...

Mr. CHAIRMAN: Honourable Member, first of all, I believe your time has expired.

Mr. E. G. HINKSON: Can I wrap up this point?

Mr. CHAIRMAN: Hold on a minute. Before you wrap up though, under the Rules you are supposed to be relevant.

Mr. E. G. HINKSON: But Sir.

Mr. CHAIRMAN: Hold on, let me finish, please. You will get a chance. I am saying that whatever you do, your arguments, has to be relevant to the subject. Not only that, I have noticed our repetitious nature in some of the arguments, and again the Rules point to that, so I just want you to be conscious of that when you are speaking, that there is a framework within which the speech has to be delivered. If in my interpretation it does not fit the Rules, I have a right to draw that to your attention, that I want you to recognise. You now have one minute to wrap up please, go ahead.

Mr. E. G. HINKSON: Thank you, Sir, for that advice but I am under the impression that the Attorney-General Ministry deals with legislation and all of this is legislative changes that I am pleading for, but to wrap up the issue of maintenance of magistrates' courts is also something that we would wish to urge the Attorney-General and his ministry to look at. Again we are into a situation where many of the magistrates' courts in Barbados are not properly maintained and are falling into disarray, and we really need to address that issue. It is no use talking about whether the Barbados Labour Party used to maintain them or not, that does not help us going into that. The Democratic Labour Party came into office in 2008 promising...

Mr. CHAIRMAN: Your time has expired.

Mr. E. G. HINKSON: Yes, Mr. Chairman, I am obliged to you.

Mr. CHAIRMAN: The Honourable Member for St. Michael South.

Hon. F. J. STUART: Mr. Chairman, just a very brief intervention on this issue in Committee of Supply, the

Head of the Attorney-General. This is second Head we are debating in the Estimates. We have debated the Ministry of Transport and Works and of course I want to formally congratulate the Ministry of Transport and Works for the excellent way in which he piloted the Head and for the way in which he explained the policies of the Government, but we are now on the Head of the Attorney-General, and I have heard the Attorney-General introduction and the response to it. I do not mean the response of the Honourable Member for St. James North because as I have said before this is the Lenten Season and I have given him up for Lent.

Mr. CHAIRMAN: Honourable Member, what is the point?

Mr. E. G. HINKSON: On a point of order. The Right Honourable Prime Minister is misleading the House. I feel honoured that the Right Honourable Prime Minister only gives me up for Lent because, he gave up the vast majority of Barbadians for the whole year.

Mr. CHAIRMAN: Honourable Member, proceed.

Hon. F. J. STUART: My statement stands, Mr. Chairman, I have given up the Honourable Member for Lent.

Mr. Chairman, the issue of the justice system in Barbados will continue to be a topical issue because quite frankly the issue of justice systems all across the world are topical issues. I have said on the Floor on this House before or said it somewhere else that Shakespeare wrote his play "Hamlet" some time in the late 16th or early 17th Centuries, and in Hamlet, Shakespeare put it in the mouth of his character Hamlet to contemplate the laws delayed because as far back as the 17th Century issues of delayed in the law were current. There is nothing new about delays. I hear about how the Caribbean Court of Justice has been pronouncing on delays in the Barbados justice system, and I am glad that they have a chance to do that because they cannot do it for Jamaica, Antigua and Barbuda, St. Kitts, St. Vincent and the Grenadines or St. Lucia. They can do it for Barbados because Barbados was an original signatory to the Agreement establishing the Caribbean Court of Justice. It is the Judicial Committee of the Privy Council that pronounces on delays in those other jurisdictions, not the Caribbean Court of Justice, the Caribbean Court of Justice cannot do it, and they can do it for Barbados. I personally read decisions coming out of the Judicial Committee of the Privy Council pronouncing on issues of delay in the other jurisdictions. We are proud that it is the Caribbean Court of Justice, our own court, that can pronounce on Barbados and that we do not have to wait for people 4 000 miles away to pronounce on what is going on in the jurisprudence of Barbados. That is not another way of saying that partious delays are to be tolerated. The

system has to do its best to have justice dispensed as quickly as possible.

I can speak from a pinnacle of authority in this matter because the plaque out there on that new building bears the name of the Prime Minister of Barbados and that Prime Minister is the person who is speaking to you now, Mr. Chairman. I sat down and wrote every word of the speech that was delivered that evening myself and I said then that we are moving into a new building, that we are having new Rules and that we are having new technology and I said but if we have all of these things and the attitudes that we condemned or have been condemning are brought from the former location to the new one, the people of Barbados are not going to be any better off. I am on record of saying that. We introduced new Rules. I heard them hailed all over the place, the new building was hailed all over the place, the new technology was hailed all over the place, and I said if after of these new things old attitudes survive, then we are going to be no better off, and I have sat back and I have watched it.

Now, I do not believe that we have a bad slate of judicial officers in the High Court or in the Court of Appeal of Barbados. All of them are graduates of the University of the West Indies at Cave Hill as far as I am aware. There used to be delays in the past as well. The truth is the system was not as clogged then as it is now, and I am not going to be heard standing up and condemning the new outfit of the University of the West Indies graduates who have now been elevated to judicial office and to give the impression that somehow we are barbaric by comparison with anybody who has gone before, not me, but I do conceive that the system needs to be properly lubricated and needs to be made to function more efficiently and we all have to work on that.

The issue of judicial assistants, as far as I am aware, because I have to deal with these matters, every single High Court Judge has access to a Judicial Assistant. Now, every single High Court Judge benefits from the services of a Judicial Assistant. Now, if the argument is that because two judges may have to share a Judicial Assistant, that there is something wrong with that and that each judge should have a Judicial Assistant, such representations have never been made to me in my capacity as Minister of the Civil Service.

When an increase was required the representation was made to me and I approved the increase. I just asked to have it justified, I was given a proper justification and I approved it, because I have been an officer of the court for upwards of 30 years now. I have worked in the system, I have seen its strengths and I have seen its weaknesses. But let us face the reality that delays in justice systems are as old as mankind. As I said, anybody who goes and reads that famous speech in Hamlet, "To be or not to be, that's

the question” will see that one of the things Hamlet contemplated was the laws’ delay, that has been since the 17th century, so when we get in here and talk about how long it takes, these are old problems that human beings, mankind has been struggling with for a long time.

There is a decision coming out of the courts of Canada where an engineer professor at a university out there got up one day and tried to kill everybody around him in the university and elsewhere. He went into court and was unrepresented by a lawyer and I think the case took about 70 days, the judge had to stop him because that is how court systems can function, and we just have to do the best we can, as the weaknesses reveal themselves we have to try and deal with those weaknesses.

Mr. Chairman, the other point I want to make is this, I heard comment made about the Legal Profession Act and all of that. Before I assumed the Office of Prime Minister, I was Attorney-General and one of the first meetings I had as Attorney-General was with the then President of the Barbados Bar Association and his outfit, his other officers. We discussed the Legal Profession Act, the need for a new Legal Profession Act. At the time there was a report, of which I am sure the present Attorney-General is aware, done by Sir Roy Marshall making recommendations on what the new Legal Profession Act should look like.

At that first meeting in 2008, the then Executive of the Barbados Bar Association said to me they wanted time to study Sir Roy Marshall’s report so that they could make recommendations to me as Attorney-General as to what they thought the new Legal Profession Act should look like.

All I can say is that I served as Attorney-General for two years and I believe ten months and I never received those recommendations, although I called about them over and over again. I do not know when or if the present Attorney-General received them but I am very glad to hear that there is in existence now a draft new Legal Profession Act and that the Barbados Bar Association is asking for additional time to study it, but I do know that for two years and ten months I waited to hear, at their request, to hear what recommendations they wanted to make after studying the report of Sir Roy Marshall in terms of what should be in a new Legal Profession Act.

Mr. Chairman, we try to do our best in these matters and we do not condone the weaknesses in the system, we do not turn our backs on them and say, well, it is as it is, we try our best to improve things but this whole business of giving the impression that the Office of the Attorney-General does not care about the justice system or that the Attorney-General himself does not care about the justice system, or that the Democratic Labour Party does not care about the justice system. Mr. Chairman, that is really

infantile and puerile, that is the product of a retarded intellect, and it is foolishness.

Now, other delays in the system have to do with attorneys-at-law. I have felt for some time, as a lawyer practising in the system, I have felt that many things that end up in court need not go there if lawyers or some lawyers would be a little more frank with their clients.

Mr. Chairman, you will hear quite a few of them say: “I don’t believe it should be in court but I am only following my client’s instructions.” When a client goes to a lawyer that client goes for advice and guidance, no client can give any lawyer instructions simpliciter, the client goes for advice and guidance and that advice and guidance has to come from the lawyer; just putting matters in court, matters that can be resolved, in many cases, amicably, is an abuse of the system, and I would hope -- I do not know what happens at the Hugh Wooding Law School nowadays, I know when I was there many years ago that these things were emphasised.

I do not know what happens now but the truth is, if you have a client that is not taking your advice, and if the issue preoccupying your mind is the charge of a legal fee, the simple thing to do is to write that client a comprehensive legal opinion and charge him for it, that is representing him too. If having seen the opinion he decides that he still wants to go in some perverse direction, he can take the opinion and his file and go elsewhere, after he has paid you, but do not allow a client who is totally untrained in the law, who is actuated only by emotion, to take control of you as a lawyer and you meekly go before a judge or meekly tell your colleagues, “I agree with you but you know, I have to carry out my client’s instructions.” Carry out what client’s instructions what, the client has come for guidance, the client has come for leadership and you have to provide that leadership.

Mr. Chairman, a lot of matters that are ending up in the system should not really be there, these are matters that lawyers could sit down across a table with their clients and discuss and resolve, letting each side understand that compromise is the price you have to pay for getting the matter disposed of now and if you do not get it disposed of now, you may have to wait for either three, four or five years before you can get it disposed of. (S35) Mr. Chairman, I do not think that we should be taking our justice system and making an issue out of it in this way. We need to comment critically on it. As I have said in this House before, quoting Lord Atkin in that famous case, *Ambard versus the Attorney General of the Trinidad and Tobago*: “Justice is not a cloistered virtue. She must be allowed the scrutiny and the respectful, though outspoken, comments of ordinary men.” I am not saying that we should not criticise these things but do not cheapen it by giving the impression that that side or this side does not

care about the justice system, that there is some conspiracy on the part of people on this side or people anywhere else to make sure that the system does not work. We all know that justice delayed is justice denied. I do not think that any lawyer has any vested interest in having any case delayed, because lawyers get their money from having matters finished, not from having them drag on. Therefore, we all have to do our part in trying to make the system work a little more efficiently than it has been working. These are old problems that have taken on a new face, and it is incumbent on all of us, Mr. Chairman, to try and do the best we can to make our justice system work.

I want to take this opportunity to pay public tribute to our hardworking judiciary, as I said, certainly the ones in the High Court and in the Court of Appeal, the overwhelming majority being graduates of the University of the West Indies at Cave Hill and doing their very best to make our system work. I think from where we sit here in this House, we have to give them all the support they need because when we fail people, when things out there in the society fail them, it is to the courts that they will ultimately go. If, by the things we say or do not say, we ever reach the stage where people lose faith in going across to Whitepark Road to get their disputes settled, Barbados is going to descend into ungovernable chaos, and we cannot afford that. The life of the law, Mr. Chairman, is not logic; it is experience, as Justice Oliver Wendell Holmes said. Let us bear in mind that we have a duty in this matter as well. I am obliged to you.

MR. CHAIRMAN: Honourable Member for St. James Central.

Mr. K.D. SYMMONDS: Mr. Chairman, I think that as I listened to the presentation of the Right Honourable Member for St. Michael South, it becomes clear that there is perhaps a mis-appreciation of the thrust of the argument that has come from the Opposition benches thus far. Sir, when I made my Second Reading speech in this Chamber, I was at pains to point out and I actually drew an analogy with reference to the matters that fall under the jurisdiction of the learned Attorney General of Barbados. I think the analogy I gave was a very man-on-the-street approach, things that are happening, for argument's sake, with the obtaining of a Police Certificate of Character, but I rooted my concerns, Sir, in the fact that this country's economic difficulties -- anaemic growth, low foreign exchange earnings, high debt levels, under-productivity, are all but economic concepts. While our hands may be continually tied and the noose around the hand becomes more and more tied by the lack of what is called fiscal space and policy space, there are some things that we have control over.

I think that when the Honourable Member for St. Joseph, and indeed the Honourable Member for St. James

North, spoke from these benches, what they were trying to convey, Sir, is indeed that which the Right Honourable Member for St. Michael South refers us to; that noted decision by Lord Atkin in 1936 in *Ambard versus the Attorney General of Trinidad and Tobago*. "Justice is not a cloistered virtue", and through the lips of those Honourable Members, Sir, she was being made to suffer the scrutiny and the respectful, though outspoken, comment of ordinary men. Sir, what I think the Opposition is trying to say to the Government, whether you use the language of the international business sector and say "better business facilitation", whether you use the language of the university lecturers at Cave Hill and say "the drivers and facilitators of growth and economic performance", or whether you use the language, Sir, of the lawyers, there are certain realities that have to be confronted and, simply, we cannot rest back on laurels or appear to be resting comfortably on laurels, and saying, "these problems existed in the 17th Century", which they did, because we no longer live in the 17th Century.

We have to be careful that that perspective - and I understand where the Prime Minister is going and I have no difficulty in understanding what the Right Honourable Member is saying - must not be misinterpreted, as I fear he often is, by saying that there is implicit in that the opportunity for Barbados to relax a little bit. My view, Sir, and I think the Opposition's view, is that there is no room for the relaxation. There is no room for resting on the laurels. There is no room for the enthronement of mediocrity; and that with every living, passing moment, we grow more and more perilously close to disaster.

Sir, the reality is that right now cases are being given dates in the High Court of Barbados for 2019. That is a fact. If you go before certain High Court judges now, you are being told 2019 is your date. I go further, Sir, to say that the national community confronted an issue last November when Banks Holdings Limited was being taken over by this company called Ambev, and under a Certificate of Urgency, a matter was litigated relating to that. It was an interlocutory matter in the Court of Appeal. Though the facts on the ground may have overtaken the case that decision has still not been given. The concerns we have, Sir, is that there is no room for the State to have to pay out more money now because a defence was not filed in the Arch Cot matter. Not that the jurisprudence was strong and that is what won the matter at Arch Cot, but that the country is faced with a situation where, with jurisprudence that has not been litigated at all, a decision is made because no defence has been entered in a matter of substantial import where one would have expected better to be done. The point that we make, Mr. Chairman, is that we do not feel comfortable with a state of affairs in which lethargy is treated as acceptable. Sir, I also feel there is a mis-appreciation of the position that the learned Attorney

General led with; and let me say, Sir, through you, that I concur.

4.59 p.m.

Friday, March 18, 2016

Mr. K. SYMMONDS: (Seq 36)

Sir, let me say through you that I concur with the views advanced by the Attorney-General on the matter of what he calls correspondent banking which, really quite frankly, needs better be called de-risking of correspondent banking because the combatting of financial crime is a matter that we have to be concerned about. It is integral to the integrity of this country's economy. It is integral to the integrity of the safety of this country financial system. Sir, having said that, we all know that the Attorney-General what he was trying to convey today, and I want to assure him that I accept it. What I understand him to be conveying today is that he is committed to fight to preserve the security of this country's economy. Sir, the reality is this, a tension exists between the prevention of financial crime arising out of counter terrorism and the financing of terrorism and money laundering. On one hand, there is the prevention of financial crime and on the other hand there is a need to safeguard those public sector policy initiatives that we have historically held dear and that in a developing economy such as ours must continue to be able to enjoy. Among those public sector policy initiatives would be things like financial inclusion. We have to be part of a financial system internationally. We cannot be excluded from it. I think that the real threat that face a country like Belize when it was de-risk is that it came face to face one good morning with the difficulty of its citizens being told virtually that they may not be able to do business overseas. You may have child overseas that you want to send money to at university and cannot get the money there. Sir, you may want to have funds remitted from the United States of America to a poor family in need of it in Belize and you cannot get the remittances done. The impact is one of economic development and stability. We understand those things but, Sir, let us be frank about it. There are risks that the country has to talk about. I am glad that the Attorney-General has used the Floor of Parliament now to raise this matter but may I say that where I differ with the learned Attorney-General is that I feel he should have come here a long time ago. I have said to him on the matter of Foreign Account Tax Compliance Act (FATCA) that came out of the United States of America which we were pretty much commandeered to sign on to, and he and I went to a society of trust and estate practitioner's lecture or discussion together.

Asides.

Mr. K. SYMMONDS: Sir, this issue was this, and I said to him then, as I say now that there is in many things an opportunity of this nature for the political sides to be discussing the way forward together and more importantly to use it as a teachable moment to lift the horizon of the country and for many months now this issue of de-risking has been bandied about in the Caribbean and I frankly feel that the danger in Barbados is that over 90 per cent of our population do not fully understand the danger that lurks at the door step and we, on this side, feels that on these matters there is no difficulty whatsoever with joining with the Government for the purpose of making Barbadians understand the difficulty.

Mr. Chairman, I want the Attorney-General not to mis-appreciate what the Honourable Member for St. Joseph has said but I think that the Honourable Member for St. Joseph was trying to place his emphasis on the day to day administration of justice but let us also understand that there are very serious risks that face Barbados among them is the fact that a bank can now face the difficulty of being confronted with administrative or a judicial finding that it has violated certain standards. Sir, that is only one side, that is the administrative side but the penalty may be the loss of a banking licence, which means the bank cannot function any more. It may be substantial fees and when banks speak of substantial fees, that industry talks in tens and twenties and hundreds of millions of dollars, not in thousands or hundreds. Sir, a correspondent bank, which is really a bank that is functioning outside of Barbados and allowing, say for example, you want to send money through the Bank of America to somewhere to Europe, but there is no Bank of America here on these shores, so you have to use the correspondent bank to get out there and say, look, we have a certain risk profile. They would tell First Caribbean Bank or Bank of Nova Scotia, what you know about your customer. What do you know about customer's customer? What do you know about the people who are the beneficiaries of the account that you are moving the money from and when they start to realise that there is not a lot of knowledge about those things, then the correspondent is going to say, this is not worth my while because I might lose my licence. I might be penalize to the tune of millions and millions of dollars, so I would prefer not to...

Asides.

Mr. K. SYMMONDS: No, I read it and that is why I tell you it has been floating about for a long time and I wish that you and I could have sat, or some other member and let us try to find creative ways of alerting the country to these difficulties. Sir, the fact of the matter is, if we understand it, then we understand why we as a country, first but as a region secondly, have to be able now to start to articulate the way forward in terms of solutions.

Madam Chairman, Barbados is not part of what they call the Financial Action Task Force, the international supervisory body. Jamaica is not part of it, none of us in the region are part of that but when they set standards, they determine without consultation for us how pretty much the business that transpires in our economy is going to be conducted. I think that the Opposition must say from the Floor of Parliament that we understand that this is one of those areas where Government just cannot be blamed by itself. I appreciate that point because this Government, or the Trinidadian Government or the Jamaican Government or any of the regional Governments really are pretty much powerless and the only strength that we have is via advocacy at a regional level first of all, and hopefully at an international level if our voices can be cohesive. I use the FACTA example. The Attorney-General knows well how I feel that we could have been far more resistant to the FACTA but that is a different debate for a different time. Sir, unless we are prepared just to lie down prostrate, adopt a position and be rolled over, then you have to put some resistance to these things.

Asides.

Mr. K. SYMMONDS: Mr. Chairman, it is amazing how easy you House become titillated. There is no shared view on the way in which we strike the balance between mitigating financial crime risks on one hand and supporting remittances and humanitarian on the other. Sir, that is something we have to have advocacy about because increasingly, and I use the example of a visit I pay to Washington, D.C., when I was in the foreign Ministry. A set of CARICOM foreign Ministers had gone to meet with the Secretary of State and also the Secretary of the Treasury at the time and, Mr. Chairman, St. Vincent and the Grenadines, Jamaica, Dominica, all of them indicated that one of their main sources of foreign exchange was via remittances. Well, today, under this correspondent banking de-risking issue, you would not be able to get remittances coming down to the Caribbean which means that you lose a major source of your revenue, which means that you pauperise entire communities. (S37) We are perhaps a little bit more sophisticated in Barbados and do not rely as much on remittances historically, but I suspect that if you drill down deeply into what has happened since harder economic times have come across the land, you will find - and this is not being pejorative - that there are more and more people especially in rural communities and the poorer parts of urban Barbados that are relying on that kind of assistance and that is just a matter of reality. Sir, there has to be discussion about these things and discussion about the need for consistent application of standards, you cannot have a set of standards today in the international world change the standards tomorrow and expect that we can fall in line and then you change them the next day and expect the same thing again. It cannot work and that is why Barbados as a country and the region as a whole have to

have a common voice in this matter. Sir, I do not want the Attorney General (AG) to labour under the misapprehension that we are not on board with him. I want him to appreciate that we appreciate the difficulty but that by further extension, Sir, we feel that this is all part and parcel of a need for us to be even more vigorous in controlling the things we have control over, such as the day, today, day-by-day management of the legal affairs of Barbados.

I am obliged to you, Mr. Chairman.

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

Hon M. A. LASHLEY: Mr. Chairman, I rise to enter this debate and I want to support the learned Attorney General (AG) in his initiatives and, of course, I want to centre my contribution by looking at the administration of justice, particularly the criminal justice system. Mr. Chairman, the Honourable Member for St. James North placed a lot of emphasise on delays and tried to bring a link to the cause of the delays in the administration of justice - well he did not mention the criminal justice system but particularly the administration of justice to Government's action or inaction.

Mr. Chairman, I do recall - and I believe that he would have been a member of the Barbados Labour Party (BLP) at the time - that the then Government at the time commissioned a Law and Order Report to really examine the administration of justice in this country and, of course, the component of the criminal justice system and throughout that report the mention of delays and the fact that the delays in the system would cause a lost of confidence in the administration of justice and particularly the criminal justice system. Like what the Right Honourable Prime Minister said, it is nothing new in relation to delays but what I thought that the Honourable Member for St. James North would have done is from his years of experience as a practitioner at the Bar, and of course, now a Member of Parliament (MP) that he would advance some solutions or say to the Honourable Attorney General (AG), this is what I believe we should do to prevent the delays in the criminal justice system or the delays in the system. I thought that he fell there and I believe that he would come back again and expand scholarly on those pronouncements.

Mr. Chairman, I do recall that let me say from the outset, that a criminal justice system is govern by the Magistrates' Court, the High Court and the Court of Appeal and delays really span across those three Courts. The fact is, and I believe still to this day, a Magistrate doing an indictable trial still have to take the notes by pen and after each witness gives his evidence, still have to read over single word, line by line and word by word to that witness,

then to be signed by the witness and signed by the Clerk of the Court and then you have to prepare a deposition, with no use of a stenographer, to prepare the deposition to be ready for High Court. That is coupled with the numerous delays, the availability of witnesses, lawyers and the prosecution. That is why I had a little difficulty with it at times because I was aiming towards the fair trial provisions but I know some jurisdictions have abolished preliminary inquiries (PIs) so that you really ease the load off the Magistrates' Court and you go directly basically by an indictable charge to the High Court so that you have a trial there and then. You ease up the Magistrates' Court because the magistrate now would be able to deal with the summary trials and continue with other matters because, Mr. Chairman, what we have done over time, we have actually amended the Magistrates' Court Act and expanded the jurisdictions of the magistrates but we did not recognise that we were increasing the workload of the magistrates. I am saying, Mr. Chairman, that we wanted to hear these solutions coming forth so that we can treat to these delays in the criminal justice system that persons would have ready access to justice, because that was another principle, access to justice, and that we really look at these matters seriously. I really want and I know for a fact that the Honourable Attorney General (AG) is looking at ways, means and initiatives so as to ease up the Court. I read recently of even the fact of bail hearings at the High Court to ease up again the load and to save time by video conference instead of using the time of prison officers having to bring them down to the Court, you use a video conference and you do a hearing there and then and that saves a lot of time. I do recall, as a lawyer specialising in criminal law, practicing in the criminal courts that having to wait at High Court, being called to Court at 9 o'clock and when you get to a High Court and you are ready to proceed with your matter, to be told that the prison van has not gotten there as yet, that the Court is not ready, the persecutor is not ready, all of these delays and once you have a video conferencing that would ease some of the pressure off the Court and really bring about some efficiency.

Asides.

Hon M. A. LASHLEY: Yes, another successful initiative of the learned Attorney General (AG) (S38) Mr. Chairman, I say this all the time, I know that it is my pet topic, I would like to see the day that we expand the Community Legal Aid Scheme. I want to see Community Legal Aid Scheme expand - I am not going to be controversial Attorney-General - particularly in relation to matters before trial.

Asides.

Hon. M. A. LASHLEY: Honourable Member for St. James Central, you do not need legal aid, you have a large practice. You do not represent people that need legal aid.

Mr. CHAIRMAN: The Honourable Member for St. James Central.

Mr. K. D. SYMMONDS: On a point of order. The Honourable Member is misleading the House. Sir, I continue to be on the Community Legal Aid list albeit that there are no resources to pay me for my services.

Mr. CHAIRMAN: Honourable Member, please continue.

Hon. M. A. LASHLEY: Mr. Chairman, I know many lawyers that were on the Community Legal Aid list. You go to the Community Legal Aid Office and you choose the lawyer who you believe could represent you the best. The Honourable Member for St. James Central would have to tell me how many times he got called for Legal Aid matters. I know that I have done some matters with him under the Community Legal Aid Scheme.

I am saying, Mr. Chairman, that in terms of reforms of the criminal justice system, I certainly believe and respectfully submit that a person that is charged with a capital offence who cannot afford the services of a lawyer at the private Bar and is taken into custody and interrogated should have access to legal advice from the State through the Community Legal Aid Scheme at the point of interrogation to protect his rights and also to protect the State too. Now, might not be the time but I believe we are moving forward in terms of reforming the criminal justice system. I certainly that is the way we need to go.

Finally, Mr. Chairman, because I just wanted to make a brief intervention, we have seen the release recently of persons who were on death row back into the society. Of course, I recognise too that the families of the victims were questioning the fact that they were not notified upon the release. We know that there is no obligation to on the State to notify the families of the victims or but we certainly hope some time in the future that the we put a protocol or of course ground it in whatever amendment we make to ensure that the victims' families are properly notified of the release because the reliving of the trauma.

Mr. Chairman, when I was practising at the Bar, I do recall instances where accused men plead guilty to capital offences, that is manslaughter and sometimes the family would see you as an attorney-at-law and would mutter certain things to you given the fact that it seems as if you met with the Prosecutor and came up with some plot but it is not so. It is the fact that the wheels of the administration of justice had to go on, so if your client is there and you are there and the State offers the plea and once you the consent

to take the plea, then you have to move forward with your matter.

I want to say, Mr. Chairman, that I am pleased that this Government is not sitting back. We understand that there are delays in the justice system. We understand that there are issues out there that we have to deal with. We understand also that we have to treat very swiftly to the availability of sentencing reports because most of the delays too comes from the after trial in relation to the provision and the supply so sentencing reports. Sometimes it take some time to prepare that probation report or prepare whatever report is necessary there under the Penal Reform Act to assist the judge in sentencing the individual. Mr. Chairman, in that part we have to look at how we can make it more efficient in terms of getting Probation Officers or what not for moving forward.

Mr. Chairman, the issue is the fact that we have matters that come before the court and then to find witnesses, that is the serving of summonses to witnesses, is another issue because of course the strain on the resources on the Marshals' Department.

Mr. CHAIRMAN: Honourable Member, please wrap up.

Hon. M. A. LASHLEY: I believe certainly that we have to look at the Court Process Act and obviously make some amendment to the Court Process Act and give some private persons or go back to the original form, that is, allowing police officers to serve matters and of course private bailiffs to be engaged once they are certified and accepted by the Chambers of the Attorney-General.

I will come back, again. Thank you, Mr. Chairman.

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

SUSPENSION

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that this Sitting be suspended until 5.45 p.m. today.

Hon. A. D. BRATHWAITE: I beg to second that, Sir. The question that the Sitting do now suspend until 5.45 p.m. was put and resolved in the affirmative without division and Mr. SPEAKER suspended the Sitting accordingly.

RESUMPTION

Mr. SPEAKER: Good afternoon, Honourable Members, this Sitting is resumed.

GOVERNMENT BUSINESS (RESUMED)

Hon. J.D.E. BOYCE: I beg to give notice of the following Resolution:

“ResolUION TO GRANT the sum of THIRTY-SEVEN MILLION, ONE HUNDRED AND SIXTY-NINE THOUSAND, FOUR HUNDRED AND SEVENTY--SIX DOLLARS from the Consolidated Fund and be placed at the disposal of the Government to supplement the Estimates 2015-2016 as shown in the Supplementary Estimates No. 11/2015-2016 which form the Schedule to this resolution.”

mR. SPEAKER: Honourable Members, wwhen the Suspension was taken we were in Committee of Supply. With that we shall continue.

Mr. SPEAKER VACATED THE CHAIR. Mr. CHAIRMAN ASSUMED THE CHAIR.

mr. chairman: The Honourable Member for St. Michael North.

Mr. R. St.C. TOPPIN: Mr. Chairman, I just want to intervene to make a few briefs comment. I want to join the issue of the delay in the delivery of proper judicial services, administrative services, because for me it is really an area of grave concern. I heard the Right Honourable Prime Minister make the point this afternoon that, yes, we are being commented upon negatively by the Caribbean Court of Justice and that is undeniably so, but the Right Honourable Prime Minister mentioned that so are a number of other territories.

Mr. Chairman, a number of other countries are also being negatively commented on by the Caribbean Court of Justice.

Asides.

Mr. R. St.C. TOPPIN: Mr. Chairman, I thought the Honourable Member said that because it is my view that Barbados really has never been known to be a country that is...

Asides.

Mr. R. St.C. TOPPIN: By the Privy Council, sorry, but Barbados is not a country that is known to be running pari passu with other countries and so now that we find ourselves running with a set of people with whom we used

to be ahead of is only a consolation prize but it is not the target that we should set for attainment.

Mr. Chairman, it is really sad, we stand here in 2016 to say that we have not really advanced in the area of the prompt administration of justice in this country because this Government would have the benefit of reports that the last Administration would have prepared and should by now have been able to make proper assessments and indeed implement proper programmes to ensure that the process of the dispensation of justice is more swift. Mr. Chairman, by now the Government must know that we need more judges, that is one of the issues that strike here, we need more judges than we have now to properly enforce the laws and to dispense justice.

Mr. Chairman, we were detained in this Honourable Chamber, I remember on one occasion to 3.00 a.m. for legislation to be amended because it was felt by the then Honourable Attorney-General and certainly the Right Honourable Prime Minister as well that we had finally discovered the right man for this job.

Mr. Chairman, I do not question the competence of the individual who was brought it but if you go to those lengths Mr. Chairman, really and truly, you expect to see that we were expecting improvements in the delivery of justice in this country. Sir, this is important, this has to be prioritized because not only are you being hit by the behaviour of the court system, but you are also finding that a number of good attorneys-at-law who could get involved in litigation had made the conscious decision that they were no longer going to get involved because of the frustrations associated with being in the system. It is no easy task to tell attorney-at-law/ first of all, to sit and wait forever to get a court date but then to go to court for you to hear that the matter is going to be adjourned again and again and again. I did not really know what Honourable Member for St. James Central had said but if it is true, and I have to assume that it is, that you are now getting court dates for 2019, this is really, Mr. Chairman, abominable, this is unbelievable that you are thinking three years from now for a court date.

Mr. Chairman, I myself last year appeared in court in a matter and it was mentioned to the Ministry of Transport and Works, a simple Summons for Case Management was adjourned in July last year and to this day as I speak to you Mr. Chairman, I have not gotten a date for a relatively simple matter. Sir, it is not only in the dispensation of justice but even in relation to other things, things take so long. Do you believe that to get a birth certificate you apply the beginning of the month and you are told you cannot come back until the end of the month, an entire month to get either a birth or marriage certificate, so something is wrong with the administration of the various arms of justice in this country.

Mr. Chairman, I am asking the Government, really, having had eight years now to really cure this ill, it is unfortunate that the more we hear the more we realise that we have not really been progressing in the way that we would have thought, but the fact that we now have these problems in the contentious arena brings to the fore, in my view, the need for more mediation to be playing a role in the administration of our justice.

Mr. Speaker, in fact, I am inclining to the position that before a matter could go to court that it really should have to pass through the stage of mediation. Now I know that right now....

Asides.

Mr. R. St.C. TOPPIN: No, it is being said that yes, but there are no mediators as yet. When I was last told I was told that the training was going on and that they would shortly... Perhaps, the Honourable Attorney-General in his windup then could tell us how many cases have been sent to mediation and what has been the outcomes because I am not aware that any has gone, but I stand to be corrected so if that is so, please let me know, but in my view it should be compulsory now to first go. Even before the matter is advanced to the stage of case management or anything, to go to case management and be told you will go to mediation, to me is even prolonging that process. If you are going to mediation it should be almost up front, it should be frontloaded issue.

Mr. Chairman, I should also urge that mediations be chosen with care. You do not want to put some of the most contentious people under the sun to function as mediators and I fear from what I have been hearing that we may well be in a position like that but I would just urge the powers-that-be.(S41) It says that the conduct of Her Majesty The Queen, members of the Royal Family, His Excellency the Governor General, Members of either House of Parliament, judges or the performance of judicial functions by any person may not be referred to except upon a substantive motion. I am listening to the debate, and I am wondering to what extent that particular rule may be violated as a result of the discussions being conducted here. I am a lay person in that respect, but if I am feeling uncomfortable as far as that is concerned, I am just wondering the extent to which references are being made even to individual judges, or whatever, whether or not we might not be contravening the intent of the Rule. I will ask Members to be careful in their comments, and recognise that the Rule is there and that it was there for a particular purpose. Proceed.

Mr. R.ST.C. TOPPIN: Mr. Chairman, I was following the trend of the debate so far speaking of the length of time taken to dispense justice.

MR. CHAIRMAN: There were other references made. All I am saying is that just be careful in your references.

Mr. R.ST.C TOPPIN: Thank you, Mr. Chairman. My point is that we need to move to mediation, particularly as we are having serious issues with the length of time taken in the judicial system and the general administration of justice. I do not intend to prolong the Chamber but I just want to make one reference as well to the whole issue of money laundering and, quite frankly, what I call the paranoia of some banking institutions. I am well aware of the obligations that we have signed onto. I am aware of the organisations that play a role in ensuring that money laundering is closely monitored and detected, and the like. I know that commercial banks run a very serious risk of being delisted and so on if they do not comply with certain standards and prudential norms, and I fully appreciate all of that. However, there are times I think really that it goes a bit too far. I remember speaking to personnel highly involved in this process many years ago, and one person said to me that really and truly the issue between the behaviour of the bank was to be governed by the know-your-customer principle moreso than any strict, hard-and-fast blind approach to “fill out this form, fill out that form, let me know this and let me know that”.

Perhaps we should not blame the banks; maybe or maybe not. I think maybe there should be a full educational programme for banks to understand exactly what they are supposed to do in ensuring and trying to detect money laundering. I will give a couple of examples. I remember some years ago, I closed one account I had in a commercial bank. I had two accounts and I decided to consolidate them into one, and I closed the account that I had which had more than \$10 000 in it; so I got a banker's cheque made out to me to deposit into the other account. Upon telling the same teller that I wished to deposit it into the other account, I was presented with a form for a source of funds. Could you imagine that? The same teller. They were so insistent on taking it that I took up the phone and called the then Parliamentary Counsel Shirley Belle and asked, “What are you all doing? How is it that a bank does not know that this does not make sense?” She gave me the assurance that they would take any necessary steps to ensure that more educational programmes are undertaken to ensure that this could not happen again. The next experience I had, although this seems now to have become more “accepted” but which I still cannot understand, was that upon withdrawing funds from my account which exceeded \$10 000 -- on the rare occasion that an account of mine had in more than \$10 000 -- I was being told to fill out a source-of-funds form. They asked how I planned to spend the money. Yes, that was back in the late 1990s or so, and to be honest, I blew it and lost my cool. I used some words I could not possibly repeat in here now, but only recently, upon opening an account I realised now that with the form

you are being asked to fill out, people are asking you where are you going to get the money from to put into the account, how much you are expected to be depositing every month, how many deposits and withdrawals you are expected to make every month, and when you withdraw any money how do you plan to spend it. This is really absurd. It is really carrying paranoia to a frightening level for people to be asking how you intend to spend your money.

It seems to me that Members on that side are being taken by surprise at this, and therefore it now lies in your hand, the Government's hands, to really make due investigation and verify this, and ensure that, yes, prudential norms are to be maintained but there is something called privacy to which you have a constitutional right. For somebody to be asking you how you plan to spend your money when you take it from a bank is out of order, Mr. Chairman. With those remarks, I am obliged to you.

MR. CHAIRMAN: Honourable Member, just note that we will probably proceed now to allot ten minutes to the speeches rather than the normal 15 minutes. Honourable Member for St. Lucy.

Hon. D.ST.E. KELLMAN: Mr. Chairman, I join this debate to make the point that as far back as the year 2000 I warned this same said House in an Estimates debate that we as a sovereign country had to be very careful how we allowed large organisations and agencies to dictate to us. At that time when I made the comment, it was around a time when we were having problems with the OECD (Organisation for Economic Co-Operation and Development), et cetera. The Right Honourable Member for St. Peter was the Prime Minister at the time, and he told the House that all the Honourable Member for St. Lucy could do was badmouth large organisations and agencies. I lived to see that by August of that same year while I was going to a conference in the Bahamas that the same The Right Honourable Member for St. Peter shouted across the Floor and asked me to curse the agencies for them. I went to the Bahamas and I did not curse them, but I told them how I felt about them and what they were doing to small countries. That captured the attention of CNN which carried it as a lead story.

Mr. Chairman, there is no doubt that it is a policy of these international agencies to ensure that whenever small developing countries appear to be dominating, that they have to find a way to stop them. It was Bretton Woods, the OECD, you name it. Every time. They either try to stop you as it relates to services, trade or the movement of cash. Now we are back. A couple years ago it had to do with services. Before that, it had to do with trade, and in the earlier years it had to do with cash. Today, we are back with the movement of cash, and it all has to do with the

maintaining of dominance in the world by a too-few countries which believe that small developing countries should not dominate. I am saying, Mr. Chairman, that small countries have to learn how to come together and to ensure that they put up a defence against these groupings who believe that they must continue to have a market share and that their market share cannot decrease but must increase at all times.

Mr. Chairman, I also want to make the point that as far back as the 90s when Sir David Symmonds was the Attorney-General in this country, he brought a proposal to this Parliament asking this Parliament to close the police station at Crab Hill and I told the Honourable Member at the time that Crabb Hill Police Station had to deal with crime at a very low level because the number were not great but he had to remember that police station was located there for a specific reason not only to deal with crime on land but when you consider that the constituency of St. Lucy has water on three sides, that you could not ignore a police station like Crab Hill. He agreed and that is why Crab Hill Police Station was not closed because he understood the point that was being made. Today, I am told in this House that St. Lucy is a place of crime but that is not true. St. Lucy is not a place of crime. There are certain locations where you have a little friction and the friction that occurred in St. Lucy as stated by the Honourable Member for St. Joseph had to do with something that did not occur within in St. Lucy but was left in St. Lucy and the wrong people got their hands on it. Sir, that is why there are a lot of people who do not understand that the only way to deal with those issues that you have to tackle the affected areas and once you put activity within those areas, you lessen the possibility of crime.

Mr. Chairman, a lot of people speak but they do not understand the social problems that some Members of Parliament and because they do not go on the top of the roof and shout but you have to ensure that when you are confronted with a particular problem that you find the solution and quietly solve the solution. Sir, that is exactly what we have been trying to do, is to ensure that we have found the solution and ensure that you build out the areas, stop them from being deserted and create human activity. Sri, there are some people who will not understand that and that is why you would hear the Opposition making these negative comments. Sir, they also know why they are making the negative comments because there are some people who believe that if they cannot beat in a fair way that they have to try to beat you in ways that are not known to be fair.

Mr. Chairman, a lot of crime that has occurred within that constituency you can easily point your finger and know who are the one encouraging it but the day of reckoning will come. Sir, that is why the former Attorney-General for the Barbados Labour Party could have made

that comment today because he understands quite well what is happening in St. Lucy but I also want him to know that I know. This 'find off' has not been ignored by the people of St. Lucy and we understand who are the one pushing the crime. The same way the ... was used against the Honourable Member Christ Church West, it has been trying to use itself against me and it has encouraged people in St. Lucy to do wrong things but the day of reckoning will come.

Mr. Chairman, you have asked me to short and I am short on this particular matter. I want this House to understand that wherever there are negatives, I will counter the negative. I want this House to know that we will also collect the 'find off' when it relates to crime in this country.

Mr. Chairman, I thank you.

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

MR. E.D. HINKSON: Thank you, Mr. Chairman. I wish to start this intervention by saying that it in my opinion, you really should not put a price on justice and the administration of justice. I would have thought that both sides agree that we should have continuous law reform in Barbados. Again, the Democratic Labour Party in his Manifesto of 2013 spoke about the need for a standing law reform Commission to advice Cabinet on areas of need of legal reform and to make recommendations but yet we have the position of the learned Attorney-General in a statement this month saying that it is a question of priorities and he had to shelf a law revision section in his Ministry because it called for some additional resources. If this is indeed the position of the Attorney-General, it is aa very unfortunate position because continuous law reform is something which is required and the public views should be canvassed as well on this issue and I would really wish to agree with the Democratic Labour Party Manifesto and not agree with the Attorney-General where it says that we commit to the implementation...

Hon. A.D. BRATHWAITE: Mr. Chairman, on a point of order. The Honourable Member is misleading this Chamber. I never said that we were not going forward with the Law Review Commission. It is quite ironic that the Honourable Member for St. James North has raised this point. I said that I heard certain members on the other side asking about anti-corruption legislation and I said that were I to have my way and given our fiscal challenges I would place more emphasis on a Law Reform/Law Review Commission which I think is more important at this point in time for Barbados. Sir that is what I have said and the legislation is in draft stage and we will do it.

MR. E.D. HINKSON: Mr. Chairman, I would wish to agree with the sentiments of the Right Honourable Prime Minister and other members and certainly the Honourable Member for St. Michael North on the issue of mediation that we need to emphasize this more as one of the solution to the long delays in the administration of justice. I certainly want to agree with the Right Honourable Member for St. Michael South when he said that lawyers have to take some of the blame and that some lawyers need to be more forthright with their clients and let them know that they do not have a good case and put it in writing and move on. If a client disagree with that, they have the option to go to another lawyer, just like how you have another option if a doctor tells you something which you do not want to hear that your heart is bad, you go to another doctor for a second opinion.

Mr. Chairman, the issue of the Community Legal Aid Scheme was raised by the Honourable Member for St. Philip North and this is a very important scheme within the context of the administration of justice. The unfortunate thing is that the Government has not been financing it properly. The Bar Association took a decision this week not to do any more legal aid work. It is very good that we have just been handed a Supplementary here which I assume will be debated here tonight for the Community Legal Aid Scheme but it should not come to that, where the Bar Association has to take a decision on this issue because of non-payment by the Government of lawyers for Community Legal Aid Service to come before Parliament to vote money for it.

Mr. Chairman, my final point before I sit down is on the issue on the anti-corruption stance taken by the learned Attorney-General. Sir, ironically, he mentioned it just now. Sir, anti-corruption must be a prime part of any Government's dealing in terms of law and order and we have to face that fact. It is no use saying that corruption is minimal here. I do not believe that is so because corruption takes a lot of forms.(S43)The reality of the matter is that again, the Democratic Labour Party (DLP) had a mandate in 2008 to deal with the issue legislatively, to bring in a prevention of corruption Act which they said they would have brought in immediately ...

Mr. CHAIRMAN: Honourable Member, wrap up.

Mr. E. G. HINKSON: Yes, Mr. Chairman. We have heard all kinds of excuses as to why the Prevention of Corruption Act which was passed in this Parliament in 2012 has not been proclaimed. We have heard from the Right Honourable Prime Minister that it conflicts with the Integrity in Life Act or the Integrity in Life Act conflicts with that Act and the Integrity in Life Act is not even draft so that argument in my submission is disingenuous and the ...

Rt. Hon. F. J. STUART: On a point of order, Mr. Chairman. I did not want to interrupt the Honourable Member but I think he is misleading the Chamber. What I did say was that when we came to discuss the Integrity in Public Life Act or whatever it was, that the technocrats at the Office of the Attorney General advised that there was going to be substantial overlap between the Prevention and Corruption Act and that other piece of legislation and they advised that it was unnecessary duplication and that we could achieve the same objectives by just having that one piece of legislation and I took their advice.

Mr. CHAIRMAN: Honourable Member, your time has expired.

Mr. E. G. HINKSON: Sir, can I at least finish off that sentence?

Mr. CHAIRMAN: Your time has expired. The Honourable Member for St. James South.

Hon. D. O'N. INNIS: Thank you, Mr. Chairman, I am very mindful of the time and I would be rather brief. I really do not plan to get into the discussion about corruption in public life and the court system.

Certain remarks made by the Honourable Member for St. James South and Honourable Member for St. James North were ordered expunged from the record by Mr. Chairman.

Mr. CHAIRMAN: I would hope that in the future that we do not have a repetition of that incident on Both Sides.

Hon. D. O'N. INNIS: Thank you, Mr. Chairman, I am so guided but there is much more to this particular head than what has transpired so far. Let me say that I totally support the Attorney General (AG) in respect to the matter of correspondent banking and I do not need to dwell on that.

Mr. Chairman, just two issues that I think that we ought to, in the few minutes allocated to me, wrap our minds around. One, is that there is the realisation that the Government has sought to address the issues of deviant behaviour outside of the traditional judicial system and I think, for example, the fact that we have much attempts being made in respect of those youngsters who are involved in drugs and the way they are being treated, not through the court system itself, but even in terms of the support mechanism granted by other ministries such as the Ministry of Social Care, Constituency Empowerment and Community Development, the Minister of Culture, Sports and Youth and such like because the thinking is that as many young people as we can get leading wholesome lives, avoiding the surge of illegal drugs, seeking not to engage in

negative behaviour, then the less burdensome it is, not on the court system, but on society on the whole. I think that these are deeply imbedded in our Estimates and Financial Statements this year, some of what we call the softest things in life. On This Side, we have always said that Barbados is not just an economy, it is a society and that is deeply manifested in the way in which we treat our young people, in particular. The debate under the Attorney General Head cannot be just about law and order from the perspective of arresting people and the court system and such like but it is how we are dealing with those mothers, for example, who have challenges in receiving support from their child fathers, the things that are being done in the Ministry of Social Care, Constituency Empowerment and Community Development to emphasis the importance of the family unit in our society, the things that are being done for the boys on the block, for example, who would be the fathers of tomorrow and all of these things, Mr. Chairman, must be weighed into the equation so it cannot be just about what is happening in the Court and who are judges and their performances, et cetera, and the fact that they are all or most appointed by Opposition Benches when they were there. Mr. Chairman, those things are not of great substance at this point and time.

The other point I need to mention that is very clear in the Estimates this year 2016/17, it is the commitment of the Government to provide better accommodation for those police officers in this country. Mr. Chairman, we have committed to construct a public centre complex at Cane Garden in the constituency of St. Thomas, and I hope the Honourable Member for St. Thomas gives support to this, the construction of a new Hastings/Worthing Police Station at Hastings and anybody who drives along there now can see the barricade up and the work going on. These are the things, Mr. Chairman, that makes the profound difference in our police officers ability to do their jobs and a manifestation of the continuing importance that the Government places on accommodation for public officers. A construction of a purpose built headquarters facility at Wildey, St. Michael, many people today do not realise that the headquarters of the Royal Barbados Police Force (RBPF) is in a rented building over here, the old Barclays Bank building at the corner of Palmetto and Roebuck Streets. The Government is committed to building a new, and not just new in terms of structure, but modern in terms of the telecommunications infrastructure and all of the things necessary to have a 21st century police headquarters and that is on the way in Wildey, Mr. Chairman.

We have also started the relocation of the police, post office and welfare agency, the Elaine Scantlebury Home in St. Andrew. The the Honourable Member for St. Andrew has not graced us with his presence today, but had he done that he would certainly have recognised that under this particular head, we are doing work for the people in St. Andrew as well. Likewise, the construction of a civic

Centre at Six Roads, St. Philip, because the State - and I believe the former Government may have done a bit of it too - have recognised that we need to build facilities, not just police stations but all of the other support mechanisms and organisations that they think are necessary to provide that kind of support for the families around here. What is being done at Six Roads, and that is estimated to take 40 months of construction, repairs to the old male barracks at the Central Police Station to be done in 12 months, refurbishment and alterations to the former Black Rock Police Station to allow it to be used as a Truth Verification and Family Conflict Units, nine months.

Here again, Mr. Chairman, is an excellent example of how we are really taking policing and taking the work of law and order to a different level in this country bringing it in sync with the Government thrust or pulse really to create the focus on the family. Likewise, Mr. Chairman, I could speak several other things but the bottom line about it is that it is not just about what is going on in the court system. I am, Mr. Chairman, that I am going to end on this point that if the Government or any Government continues to focus on the court system, we would never build a strong family unit that we need to build in this society. We must stop thinking that the majority of our young people are criminally minded, they are not and we really need to start focussing on how we can get so many, from a very tender age, going in the right direction instead of seeking to deploy more and more resources to more judges, more motor cars, more security, et cetera.

Mr. Chairman, I am obliged to you.

Mr. CHAIRMAN: The Honourable Member for St. Philip South.

Hon. A. D. BRATHWAITE: Thank you, Mr. Chairman. Mr. Chairman, when I began my discourse this afternoon I made it quite clear that in fact that the reason why I raise the issue of our banking sector was because I believed that was a threat to our very way of life and it was not, as was suggested by the Honourable Member for St. Joseph, that I was afraid to discuss other areas.

Indeed, when this Head was called, it was quite obvious to me which areas would have been raised by the Opposition and I was not disappointed, so I did not think that in my initial second reading that I needed to raise those issues because as I said I was quite sure that the issues of delays in our court system would have been raised. The Honourable Member for St. Joseph did not disappoint in terms of crime in Barbados and the police being short of resources, et cetera, so I knew that was the direction they were going in but I thought that it was more important for me to raise that fundamental issue.

Mr. Chairman, on this side, as Ministers, our ministries have but one goal, the protection of our way of life and the development of Barbados along the four teaches that we have said as a Government that we are committed to and in that regard the Office of the Attorney-General has a responsibility to ensure that citizens can go about their business as much as possible freely and, of course, then those who then break the law that the law responds appropriately. In that regard therefore let me make a couple of points.

The police: Mr. Chairman, since I have been Attorney-General I do not believe that any point in time that we have had to come back to this Chamber for a supplementary. Why is that important? It is important because almost every year the Royal Barbados Police Force is given probably 80 per cent of the funds allocated to the ministry, that is the first point. The second point is that at no point in time since I have been Attorney-General have they spent all of the money, so when I hear cries about the police being short of resources, et cetera, the last time I heard this I actually challenged the individual who made the statement and I said openly and I say publicly please tell me what resources were required that were not made available.

I have said as I will say now that when we go to the Ministry of Finance that in fact generally the Minister of Finance and his team takes an approach that says police, law and order, security, no we cannot touch that. He makes the usual comments about why you need new vehicles, et cetera, but we generally receive what we asked for, so it is not accurate for anyone to say that in fact that we have starved the Royal Barbados Police Force of resources, on the contrary we have been consistent in the amount of funds allocated to them.

You would have heard from the Honourable Member for St. James South about our citizens security initiatives, I am not going to go back over that but I will respond to the Honourable Member for St. James North who have called for the maintenance of the Magistrates' courts cetera. Now again, all of the magistrates' court on a continuous basis have been subjected to some form of maintenance. The issue at District "A" is because of the nature of the building, the soft stone. Those of you who are familiar with soft stone know that over time that the water seeps into it and as much as you plaster it, et cetera at some point in time it becomes necessary to do additional repairs, that is the nature of the soft stone. It might look pretty but by its very porous nature it will absorb all of the water and moisture and at some point in time it would need maintenance, so that is what happened, so it was not a case of neglect, it was a case of that in spite of our efforts over time it needed some additional work.

We took the decision that we could not do the work with the court ongoing and the Lord Chief Justice said the magistrates' court is free to come to the Supreme Court. The Supreme Court building is for the people's business, it is not just for the High Court so you could have the court here while the work go on. Again in this year's Estimates, there is provision for work at Holetown, Oistins and St. Matthias. In spite of our challenges we have accepted that the court system must be given the support and we have continued a maintenance programme for all of the courts. To the Honourable Member, my comment simply to you is if you are under the impression that there have been some neglect, on the contrary there has been continuous effort at maintenance. Moreover, with the advent of our citizens security programme you can see that we are taking citizens security to a completely different level, so that is my response.

On the issue of delays, we have heard from various Honourable Members in terms of the root causes of delays. I have said, as I will repeat now, that we accept there are delays in the system. We are not saying that because there are delays across the Commonwealth that is acceptable. What we are saying is that there are complex reasons why it is so challenging and we are taking various initiatives. We have said that we would address preliminary inquiries, you have heard that we have brought video-conferencing in in particular for bail applications, I have said that we are doing some improvements in terms of the IT infrastructure, we have spent a considerable amount of time and money on training, and that will continue, and I have said that we are advised that by the end of April that we should have court annex mediation introduced.

The Honourable Member for St. Michael North asked the question in terms of how many trained mediators there are. Unfortunately, I do not recall at this point in time but I can do my best to let you have the information next time I see you or I would call and let you know. What I will say is that to the best of my knowledge, I am going to tell you that about 50 cases were assigned to the mediators but it could be less or more. The point is that about 75 per cent of cases that were assigned to the mediators were settled so that is why the Chief Justice feels okay fine not only has there been a period of training for the mediators but they have actually dealt with some cases themselves, and that is why the end of April has been given as the green light in terms of that we should have court annex mediation initiated.

I heard your concern about the nature of the individuals chosen. I cannot comment on the temperament of the individuals because I do not know all of them but certainly you cannot be a good mediator unless you have the requisite temperament that you could hear both sides and make free and impartial judgements, so I cannot comment on that. Notwithstanding the fact that there will

be a court annex mediation as the product direction is in train I can say to you that there is paper presently before the Governance Committee of Cabinet with respect to a Mediation Bill in Barbados.

To the Honourable Member for St. James North again, I heard your comments about the Legal Profession Act. What I would say is that sometimes too much dialogue is a bad thing.(S45) In that regard, given the fact that the Legal Profession Act directly impacts on lawyers, I felt that it was important to ensure that the Barbados Bar Association was involved, as they have been from day one. The speed with which certain members moved maybe was not exactly the best.

Mr. Chairman, we are where we are and we did not agree, for example, on some things. I remember a previous President of the Barbados Bar Association not agreeing that we should have audited financial statements. His concern was that he did not trust that auditors would come in, look at his files and not disclose who his clients were, et cetera, and so we are going too and fro about lots of matters.

Mr. Chairman, we are here, the Bar has asked for additional time, they have asked if they can have until the end of June to come back to us. Once they come back to us I can assure you that we will work with alacrity to have it done because this is one of the areas that I have committed that as Honourable Attorney-General I will all within my power to have a modernised Act but more importantly in the areas where the public has been most concerned, areas such as discipline, that we can have a scenario where the public feels that the Disciplinary Committee of the Barbados Barr Association is not a closed shop, so that there are others that we are addressing and so have no fear.

Mr. Chairman, I will give my commitment to this Honourable Chamber again because sometimes we say things in the heat of battle without realising the repercussions to those listening in the public. When I give my word that we are working on a matter, when I give my word that we have legislation in draft, it is in draft. What I cannot do, because I am not the type of Honourable Attorney-General that goes to the drafters and say I want this by 30th March, et cetera. I will go to the Office of the Chief Parliamentary Counsel or Acting Office of the Chief Parliamentary Counsel and say, can you please give this your best attention? Can you ensure that I have the draft as soon as possible? Then I will ask what is the best case scenario but I do not give directives, but as I said, once I give my word you can rest assured that my word is good.

Mr. Chairman, in the area of court reform you would have known by now that we have had the first cohort from the Drug Treatment Court a couple of weeks ago. We were committed to implementing problem-solving courts and the Drug Treatment Court is the first one. These were for

adults but we are now looking to see if we cannot have juveniles also in the drug treatment court or drug treatment court that deals with juveniles.

Mr. Chairman, I have committed and we have committed that we are going to try to have a Family Court. The reason that is important is that we want family matters to be dealt with, with the same level of professionalism regardless of whoever the litigants are. We are doing the requisite training and have gotten support from for example, United Nation Women. We have a Memorandum of Understanding executed with them and part of the proceeds of that Memorandum of Understanding will be to do some training.

I am also committed to having an enhanced juvenile court, again because we are doing a reform of our juvenile legislation, we are bringing a new Bill to this Parliament and out of that I will like to see a court that only deals with juvenile related matters. Mr. Chairman, not only the court but certainly we need to address the issue of training because we want the necessary sensitivity to be utilised when dealing with juvenile matters.

Mr. Chairman, I want to thank the Honourable Member for St. James Central for his contribution and his recognising that the issues I raised in terms of our anti-money laundering platform were in my eyes they were issues with respect to the core day of life activities in Barbados.

Mr. Chairman, there is one comment the Honourable Member did make and I would like to thank him for it, his comment was with respect to the Arch Cot matter, that delays in the response of the Solicitor-General Chambers has led to a judgment being issued against the Crown. In his comments I noted the Honourable Member did say that the jurisprudence in that matter on the other side was not strong, and I wish to agree with him, but given the fact that matter remains before the court I will not say any more.

Mr. Chairman, what I will say, however, is that the number of matters being handled by the Solicitor-General Office continue to climb from year to year and even though we have 22 officers assigned, we are seeing more and more the challenges in terms of how do we address the large number of matters that are coming before us. Sir, hand-in-hand with that is the fact that quite often officers are asked to act out of Chambers and sometimes officers also go off on training, some on sick leave, some on holiday, et cetera so that we are stretched in terms of bodies sometimes in office. Sir, as I have said, the more fundamental point is the large number of contracts and other matters that are before us from time to time.

Mr. Chairman, we are reforming the Police Complaint Authority, we are doing a new Act. One of the

fundamental changes to the Act is that in particular in matters related to police related shootings, that in fact we are giving the Authority power to initiate investigation. That is important because many of these matters persons have been concerned about the police investigating themselves but we are giving the Authority the power in the proposed draft, that the Authority can initiate investigations themselves because at the end of the day we want the public to appreciate and feel that the Police Complaints Authority is an impartial body and that they are free to come to the Police Complaints Authority and that they will receive the requisite impartial attention.

Mr. Chairman, the Office of the Chief Parliamentary Counsel continues to do a tremendous job. The number of pieces of legislation that we require of them and the complexity have been increasing from year to year. We have had, as you know, an automated system which has assisted us in terms of the ease of which we can now do drafts and update legislation. At the same time we have done some training. One of the areas of concern that we have had was with respect to instructions given by Ministries to have their legislation drafted. As you may recall, we have a Justice Improvement Project ongoing and one of the areas that we had some training was with respect to how do you issue drafting instruction, because as I said one, of the issues that we have had from time to time is the lack of clarity of depth with drafting instructions given to the Office of the Chief Parliamentary Counsel. Mr. Chairman, all in all, that department continuous to do a tremendous job.

Mr. Chairman, I have said all I want to say with respect to law reform, law reviews and conviction. Again, that Act should be coming to me in short course and I will bring the requisite legislation to Parliament.

Overall, Mr. Chairman, notwithstanding the comments that you would hear from certain commentators, notwithstanding the fact that on one or two individuals within Parliament make political headway out of the crime situation in Barbados, the fact is that we have not had a runaway crime situation. Yes there was an increase in crime last year from the year before but that was against the background of a significant decrease in 2014.

There have been challenges in certain areas, we appreciate that there have been challenges in certain areas. (S46) We appreciate that there have been these challenges. I heard the Honourable Member for St. Joseph single out St. Lucy, but just last Saturday I was at a function where the Northern Division which includes St. Lucy was celebrating the success of 2015 and, in fact, overall crime in the Northern Division which would include St. The Right Honourable Member for St. Peter, St. Andrew, St. Joseph and St. Thomas. They were celebrating that crime overall in the Northern Division -- and I am not from the

north - was in fact down by three or four per cent. Yes, we have had some challenges in one or two areas of St. Lucy, and we all know the history of those challenges, and yes, as a country we have had some challenges in particular in gun-related crimes from last year. So far for this year, I think things seem to be going quite well. As I used to say as a child, knock on wood and, hopefully, things will continue at the pace that they are going at.

I know that the Right Honourable Prime Minister has spoken to the Honourable Member for St. James North with respect to whether or not we needed to legislate the issue of the timeline within which judgements are issued. There is presently a code of ethics issued to judges in Barbados. We appreciate that but they are honourable men and women. The time may very well come when we might have to consider legislating it, but for now there is that code of ethics and, as I said earlier, we are seeing some improvements in terms of the issuance of judgements. We are trying to have more oral judgements done. We are trying to ensure that judges, in fact, issue judgements within that six-month window that we are aiming for. It may be a question of confidence and support. As you heard, we have increased the number of judicial assistants. We have not heard any cry for additional resources. This is an area where I can give the assurance to this Honourable Chamber that, in fact, if additional resources are required, I believe the Right Honourable Prime Minister, who also has responsibility for the Civil Service and understand the importance of the judiciary to our way of life, will provide the necessary resources.

One of the issues raised was the use of equipment. Ironically, and I made a comment earlier in terms of training, you have a situation where you had scanners made available, and you had the photocopiers which can also scan and, believe it or not, you had many officers not utilising the equipment. Last year we had discussions in terms of how we could utilise the justice improvement project to assist us in terms of our backlog. That has been slightly derailed but we are still committed. In fact, we have actually started, as I said earlier, looking at the number of cases that we have and those cases that need not be in the system. Mr. Chairman, I am satisfied that we are making steps in the right direction but it needs buy-in from all parties. More importantly, if I can quote the Member for St. Michael North East -- and I do not often have the chance to quote that Honourable Member and agree with her -- one of the issues that we have in our judicial system is this "cuddear" approach. In other words, everyone knows each other and everyone is everyone's friend, et cetera, so you can come into court, ask for adjournments which are granted, and then two months later the other side comes and asks for an adjournment which is granted. That all contributes to why some matters take so long.

We need to have a system that ensures that there is a penalty attached for the wastage of the court's time, and if that is adhered to, we should see a reduction in the number of adjournments and, hopefully this will lead to speedier resolution of matters. I would have said some time ago that one of the challenges that we had is that we actually tried to run a parallel system. We need to do what the rules require; that from the time a matter is lodged in the court it is assigned to a judge who takes the matter from cradle-to-grave, as it were. More often than not, what has been happening is that a judge receives a matter and has to look over the papers and so on, and has to sit and hear the matter in a couple of days; a matter that may have been in the system for two or three years, which the lawyers have been dealing with but for which the judge now has to sit and listen to arguments for two or three days. However, if the judge had the matter from inception, he or she might only have to spend two hours listening since the judge would have had time to determine which matters really were in need of further edification.

The issues are complex. They are not insurmountable. We have not put our hands up and said that we do not accept the challenge. We have accepted the challenge. We recognise the need for training. Additional training is being provided. I am not speaking in particular about the court system. Training is being provided for judges, legal assistants and court officers all across the board. I am consistently in contact with Madam Registrar to ask how things are going. Where challenges are, if my Office can assist, I can assure this Honourable Chamber that I have been rendering assistance and we will continue to do so.

Mr. Chairman, all in all I can assure this Honourable Chamber that in fact, yes, there are issues in the court system; yes, there are issues in the criminal justice system; but there is no court system or criminal justice system in the world where there are not issues. Our challenges are not insurmountable. In various departments, the relevant officials are doing a tremendous job. I will end on this note, because I said it previously and I want to say it again: One of the good things about Barbados, for example, is that when one commits a crime in this country, chances are that the crime will be solved. The Royal Barbados Police Force has a very high detection rate. Yes, there are challenges in terms of getting the matters into the court system.

One final point, I think, was raised by my colleague from St. Philip North. Recently, a couple of individuals were released from Her Majesty's Prisons after appealing to the Mercy Committee, and there is a question as to whether or not the families should have been advised previously and so on. I am sure how deeply I can comment on this, except for the fact that I can assure you that the Mercy Committee is very conscious of that issue, and I have had various discussions on it, but it is not as easy as it

might appear to be. I will certainly raise it again. With those words, I beg to move then that Head 30, as amended, stand part.

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

The question that Head 30 stand part was put by Mr. CHAIRMAN and was resolved in the affirmative without division.

On the separate motion of HON. J.D.E. BOYCE, seconded by Hon. A.D. BRATHWAITE, the question was put that Mr. CHAIRMAN report progress to His Honour THE SPEAKER and ask for leave to sit again.

This question was resolved in the affirmative without division, and Mr. CHAIRMAN reported accordingly.

COMMITTEE OF SUPPLY

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

HEAD 10

GOVERNOR-GENERAL

\$638 018

Hon. J. D. E. BOYCE: Mr. Chairman, I beg to move that Head 10 stand part.

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

The question that Head 10 stand part was put and resolved in the affirmative without division.

HEAD 12 (AS AMENDED)

PARLIAMENT

\$11 775 708

Hon. J. D. E. BOYCE: Mr. Chairman, I beg to move that Head 12 as amended stand part.

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

The question that Head 12 as amended stand part was put and resolved in the affirmative without division.

HEAD 13 (AS AMENDED)

PRIME MINISTER OFFICE

\$141 738 186

Rt. Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 13 as amended stand part.

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

The question that Head 13 as amended stand part was put and resolved in the affirmative without division.

HEAD 15

CABINET OFFICE

\$12 274 656

Rt. Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 15 stand part.

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

The question that Head 15 stand part was put and resolved in the affirmative without division.

HEAD 16

MINISTRY OF THE CIVIL SERVICE

\$10 959 801

Rt. Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 16 stand part.

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

The question that Head 16 stand part was put and resolved in the affirmative without division.

HEAD 17

OMBUDSMAN

\$420 615

Rt. Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 17 stand part.

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

The question that Head 17 stand part was put and resolved in the affirmative without division.

HEAD 18

AUDIT

\$1 236 384

Hon. C. P. SINCKLER: Mr. Chairman, I beg to move that Head 18 stand part.

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

The question that Head 18 stand part was put and resolved in the affirmative without division.

HEAD 19

TREASURY

\$10 959 801

Hon. C. P. SINCKLER: Mr. Chairman, I beg to move that Head 19 stand part.

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

The question that Head 19 stand part was put and resolved in the affirmative without division.

HEAD 21 (AS AMENDED)

MINISTRY OF FINANCE AND ECONOMIC AFFAIRS

\$129 681 241

Hon. C. P. SINCKLER: Mr. Chairman, I beg to move that Head 21 as amended stand part.

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

The question that Head 21 as amended stand part was put and resolved in the affirmative without division.

HEAD 23

MINISTRY OF HEALTH

\$251 779 175

Hon. J. D. E. BOYCE: Mr. Chairman, I beg to move that Head 23 stand part.

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

The question that Head 23 as amended stand part was put and resolved in the affirmative without division.

HEAD 27

MINISTRY OF TOURISM AND INTERNATIONAL TRANSPORT (AS AMENDED)

\$234 206 428

Hon. R. L. SEALY: Mr. Chairman, I beg to move that Head 27 as amended stand part.

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

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

HEAD 28

MINISTRY OF HOME AFFAIRS

\$34 823 378

Hon. A. D. BRATHWAITE: Mr. Chairman, I beg to move that Head 28 stand part.

Hon. D. O'N. INNISS: I beg to second that, Sir.

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

HEAD 29

OFFICE OF THE DIRECTOR OF PUBLIC PROSECUTIONS

\$338 294

Hon. A. D. BRATHWAITE: Mr. Chairman, I beg to move that Head 29 stand part.

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

The question that Head 29 stand part was put and resolved in the affirmative without division.

HEAD 30 (RECOMMITTED) (AS AMENDED)

\$66 840 017

Hon. A. D. BRATHWAITE: Mr. Chairman, I beg to move that Head 30 as amended stand part.

Hon. D. O'N. INNISS: I beg to second that, Sir.

The question that Head 30 as amended stand part was put and resolved in the affirmative without division.

HEAD 32

MINISTRY OF FOREIGN AFFAIRS AND FOREIGN TRADE

\$47 229 502

Rt. Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 32 stand part.

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

The question that Head 32 stand part was put and resolved in the affirmative without division.

HEAD 42

MINISTRY OF SOCIAL CARE, CONSTITUENCY EMPOWERMENT AND COMMUNITY DEVELOPMENT

\$67 380 483

Hon. S. D. BLACKETT: Mr. Chairman, I beg to move that Head 42 stand part.

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

The question that Head 42 stand part was put and resolved in the affirmative without division.

HEAD 50

POST OFFICE

\$10 231 172

Hon. A. D. BRATHWAITE: Mr. Chairman, I beg to move that Head 50 stand part.

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

The question that Head 50 stand part was put and resolved in the affirmative without division.

HEAD 72

MINISTRY OF AGRICULTURE, FOOD, FISHERIES
AND WATER RESOURCE MANAGEMENT

S49)HEAD 72 (AS AMENDED)

MINISTRY OF AGRICULTURE, FOOD, FISHERIES
AND WATER RESOURCE MANAGEMENT

\$91 681 241

Dr. the Hon. D. C. ESTWICK: Mr. Chairman, I beg to move that Head 72 as amended stand part.

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

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

HEAD 73

MINISTRY OF THE ENVIRONMENT AND
DRAINAGE

\$99 369 817

Dr. the Hon. D. S. LOWE: Mr. Chairman, I beg to move that Head 73 stand part.

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

The question that Head 73 stand part was put and resolved in the affirmative without division.

HEAD 75

MINISTRY OF HOUSING, LANDS AND RURAL
DEVELOPMENT

\$100 027 866

Hon. D. St.E. KELLMAN: Mr. Chairman, I beg to move that Head 75 stand part.

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

The question that Head 75 stand part was put and resolved in the affirmative without division.

HEAD 76 (AS AMENDED)

MINISTRY OF LABOUR, SOCIAL SECURITY AND
HUMAN RESOURCE DEVELOPMENT

\$64 584 142

Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 76 as amended stand part.

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

The question that Head 76 as amended stand part was put and resolved in the affirmative without division.

HEAD 77

MINISTRY OF EDUCATION, SCIENCE,
TECHNOLOGY
AND INNOVATION

\$282 325 145

Hon. R. D. JONES: Mr. Chairman, I beg to move that Head 77 stand part.

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

The question that Head 77 stand part was put and resolved in the affirmative without division.

HEAD 78

MINISTRY OF CULTURE, SPORTS AND YOUTH

\$41 589 029

Hon. S. A. LASHLEY: Mr. Chairman, I beg to move that Head 78 stand part.

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

The question that Head 78 stand part was put and resolved in the affirmative without division.

HEAD 79

MINISTRY OF INDUSTRY, INTERNATIONAL
BUSINESS, COMMERCE AND SMALL
BUSINESS DEVELOPMENT

\$27 079 844

Hon. F. J. STUART: Mr. Chairman, I beg to move that Head 79 stand part.

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

The question that Head 79 stand part was put and resolved in the affirmative without division.

Clause 1 was called and passed.

Clause 2 as amended was called and passed.

Clauses 3 - 4 were called and passed.

The Schedule as amended was called.

Hon. C. P. SINCKLER: Mr. Chairman, before I beg to move that the Schedule be passed, I want to alert the Honourable Chamber that there is in fact an error in the Memoranda on the Table 4 for the Estimates of current revenue by standard account code under revised Estimates for 2015-2016. It is actually a repeat of the 2014-2015 Table, and therefore for purposes of clarity, between when we passed this and bring back the approved final Estimates, so that anybody who might be utilising the document in the printed form, since we would make the adjustments on the Accountant General's website so that the actual correct table would be found, would be aware that Table should reflect the actual projections for 2015-2016 as opposed to the 2014-2015 projections. That obviously has come because I think they just take out the tables and put in the new numbers in the printed form of the document, so I just wanted to correct that and of course to express our appreciation to the Leader of the Opposition for drawing it to our attention this evening.

The Schedule as amended was passed.

Mr. Chairman, for purposes to Honourable Members of the House, you would note that under Head 27, I believe, it is, the Ministry of Tourism and International Transport, there is a fairly significant increase in the adjustment which we put there for \$14 700 000. That is a move-in account for the replenishment of the Barbados Tourism Investment Inc. account for the bond payment which they would have made at December 31, 2015 for a bond which was borrowed in 2002, I believe it was, and be matured at that time.

The Barbados Tourism Investment Inc. had the resources in its account and the bond was facilitated by the Barbados Tourism Investment Inc. on the behalf of the Government of Barbados so they made the payment because the sinking fund did not have enough resources to redeem the full amount of the bond, so on instruction from the Ministry of Finance, they would have facilitated the balance of that money which would been the \$14.7 million to make that payment. Just so for purposes of transparency, the money which they would have used is the money that they would have on account for the payment of the sale of the Almond. I know that the Leader of the Opposition had asked where some of that money has gone and that is what it went to do, to redeem a bond payment and now the ministry is going to replenish their account so that they can make right for the National Insurance Board. The balance of the money is in the Barbados Tourism Investment Inc. account so once those resources are passed over, then the National Insurance Board would be made whole in that

respect.(S50) Mr. Chairman, with those few words, I beg to move that the Schedule, as amended, be the Schedule to the Bill.

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

The question that the Schedule, as amended, stand part was put and resolved in the affirmative without division.

On the motion of Hon. C. P. SINKLER, seconded by Hon. J.D.E. BOYCE, Mr. CHAIRMAN reported to His Honour the Speaker the passage of one Bill, as amended, in Committee of Supply and Mr. SPEAKER assumed the Chair and reported accordingly.

On the motion of Hon. C. P. SINKLER, seconded by Hon. J.D.E. BOYCE, the Bill was read a third time and passed and cited as the Appropriation Act, 2016.

RESOLUTION

To move that the House resolve itself into Committee of

Supply to consider the grant of sums of money for the service of this Island.

On the Motion of Hon. J.D.E. BOYCE, seconded by Hon. A. D. BRATHWAITE the House resolved itself into Committee of Supply for the granting of sums for the service of this Island.

COMMITTEE OF SUPPLY

THE CLERK: Mr. Chairman, as we are in Committee of Supply, we will deal with Orders Nos. 22, 23 and 24, which will represent Supplementaries Nos. 9, 10 and 11.

RESOLUTION TO APPROVE THE SUM OF \$41 588 983 BE GRANTED FROM THE CONSOLIDATION FUND AND BE PLACED AT THE DISPOSAL OF THE GOVERNMENT TO SUPPLEMENT THE ESTIMATES 2015-2016, AS SHOWN IN THE SUPPLEMENTARY ESTIMATES NO. 9/2015-2016, WHICH FORM THE SCHEDULE TO THE RESOLUTION.

HEAD 40

Ministry of Transport and Works

\$21 352 993

Mr. CHAIRMAN: The Honourable Member for St. Philip South.

Hon. M. A. LASHLEY: Mr. Chairman, the sum of

\$21 352 993 is required to service debt payments, to pay outstanding amounts owed to creditors, and meet further operational requirements for the remainder of the financial year 2015-2016; to further improvement to public transport; and the sum of \$600 000 is required to pay the outstanding debt for security services for the Transport Authority.

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

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

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

Mr. CHAIRMAN: The Honourable Member for St. Michael North East.

Hon. Miss M. A. MOTTLEY: Mr. Chairman, I am not going to delay this Honourable House but I would appreciate an undertaking from the Minister that the Honourable Member would provide us with the breakdown of what the money is for. I do not think that that is unreasonable, it is a capital transfer to a statutory board, it is a substantial amount of money. I happen to know that the Honourable Member has promised that \$3 million out of this money will go to UCAL, because the Honourable Member told me that, and therefore I appreciate that but I would just like the Honourable Member to give us, even if not tonight, the breakdown of the bills that will be paid. That is all I am asking for. Thank you.

Mr. CHAIRMAN: Please continue, Honourable Member.

Hon. M. A. LASHLEY: Mr. Chairman, the sums allocated are for as follows:

1. Simpson Motors \$10 million;
2. TransTec \$ 1 million;
3. Insurances \$ 4 million;
4. Funds advanced to UCAL
by Treasury \$3 852 467 million;
5. QCBN \$750 000;
6. Amalgamated Security \$600 000

The breakdown is as follows, Mr. Chairman: National Insurance Scheme \$1.7 million, Simpson Motors \$10 million, Transtech \$1 million, insurances \$4 million, funds advanced in UCAL with the Treasury \$3 852 467, QCBM \$750 000, Amalgamated Security in relation to

Transport Authority for payment of security services at the terminal \$600 000. I beg to move that Head 40 stand part.

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

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

HEAD 72

MINISTRY OF AGRICULTURE, FOOD, FISHERIES AND WATER RESOURCE MANAGEMENT \$18 636 000.

Dr. Hon. DAVID C. ESTWICK: Mr. Chairman, this amount of \$18 million is monies required for the Barbados Agricultural Management Company (BAMC), which is the usual last-quarter support for the BAMC to carry out its normal daily operations and to make preparations and continuations for the ongoing crops, and to cover some of its debt service and internal operations in regard to salaries, wages and pension payments. I beg to move, Sir, that Head 72 stand part.

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

The question that Head 72 stand part was put by Mr. CHAIRMAN, and was resolved in the affirmative without division.

HEAD 78

MINISTRY OF CULTURE, SPORTS AND YOUTH \$1 MILLION

Hon. STEPHEN A. LASHLEY: Mr. Chairman, the sum of \$1 million is required to clear outstanding payables accumulated by Kensington Oval Management Incorporated over the period ending December 31, 2015. I therefore beg to move that Head 78 stands part.

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

The question that Head 78 stand part was put by Mr. CHAIRMAN, as was resolved in the affirmative without division.

ORDER NO. 23

A Resolution to grant the sum of \$63 881 565 to the Consolidated Fund and place it at the disposal of the Government to supplement the Estimates 2015-2016 as shown in the Supplementary Estimates No. 10, 2016, which Fund is Scheduled to the Resolution.

HEAD 12

OPERATIONS OF PARLIAMENT \$943 289.

Hon. J.D.E. BOYCE: Mr. Chairman, Sir, under Head 12 some \$943 289 is being sought to supplement the Estimates 2015-2016 for the operations of Parliament. This money is required to ensure the smooth continuation of the programmes and the very important work done here at Parliament, so the \$943 289, as I have indicated, is to supplement the Estimates that would have been provided for 2015-2016. Sir, I beg to move that Head 12 stand part.

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

The question that Head 12 stand part was put by Mr. CHAIRMAN, and was resolved in the affirmative without division.

HEAD 43

MINISTRY OF SOCIAL CARE, CONSTITUENCY
EMPOWERMENT AND COMMUNITY
DEVELOPMENT \$949 850.

Hon. S.D. BLACKETT: Thank you very much, Mr. Chairman. The funds in the amount of \$949 850 represents money to be used in the Poverty Alleviation and Reduction Programme to, first of all, address the interventions that we prescribe through the Identification Stabilisation Enablement and Empowerment (ISEE) Bridge programme. I would have explained in the past about that programme, which is an adaptation of the Chilean Puente Programme. WE have just finished the first phase of that programme and we have entered the second phase, and most of these funds are to go toward the clients in that particular programme. What we are also allocating some of the funds toward are the payment of arrears of utilities, the payment of house and land rent arrears, grants to several community groups for assistance with the feeding programme, and general assistance to our disadvantaged citizens. Mr. Chairman, I beg to move that Head 42 stand part.

MR. CHAIRMAN: Honourable Member for St. Thomas.

Miss C.Y. FORDE: Thank you, Mr. Chairman. I would just like to ask through you, Sir, of the Honourable Minister about the fact that we are not seeing that amount in the Estimates this time. It says grants and on-profit organisations, and I would just like to query from him which non-profit organisations would benefit and how much in this particular instance, please.

It says here on the document but we are not seeing anything in the Explanatory Notes that speaks to it but it says at 415 -- Grants to Non-Profit Organisation. I just

wanted to find out which organization because there was none allocated last year or the year before.

Hon. S.D. BLACKETT: Mr. Chairman, the funds that we are speaking of here are funds that are allocated for the I.C. Bridge Programme. These funds are normally allocated as our facilitators intervene in the 30 households that were in the first phase of the programme. As have said, we have just entered a second phase with 30 households again and those funds go towards alleviating the situations with those particular household and there are also allocated to individual groups who embarked on programme, providing feeding programmes and general assistance to the disadvantaged in Barbados.

Mr. CHAIRMAN: The Honourable Member for St. Michael South East.

Miss S.O. BRADSHAW: I have heard the explanation set out by the Honourable Minister but I do believe that perhaps, he may need to refer to the actual Estimates document. I am sure that he is actually referring to a different Head because it speaks specifically to the Code 314. I think that is what he is referring to, Grants to Individuals which has to do with the I.C. Bridge Project but this one is specific to 415, which is Grants to Non-Profit Organisations, so that has nothing whatsoever to do with grants to individuals. If the learned Minister would be so kind as to let us know which non-profit organizations the monies have been disbursed to and the actual sums which have been disbursed.

Mr. CHAIRMAN: The Honourable Member for St. Michael North East.

Miss M.A. MOTTLEY: I do not think this ought to delay us long. The Minister is speaking has asked this House to agree to a sum of money for the purposes of rent, for the purpose of a programme, for the purposes of households. Sir, none of those items are items allowed under Code 415. It think the Minister of Finance may be able to advise him that if he wants the money for those purposes, then he need to ask the Cabinet and the Minister of Finance to change the Code. He has asked this Parliament specifically to vote money for non-profit organisations. Sir, traditionally, money would have been voted in the past for the Israel Lovell, Pinelands and other organisations and we do not have a difficulty with that but tell us who we are voting for and how much particularly since no money was voted for those organisations in 2014/2015. This is just a simple query. If, however, it is not non-profit organisation and it is in fact for 30 households and it is in fact the I.C. Bridge Programme then he needs to amend the Code. Sir, that is all we are saying.

Mr. CHAIRMAN: The Honourable Member for St. Michael North West,

Hon. C.P. SINKLER: Mr. Chairman, if I may assist a little bit here. I think what is happening here is a re-designation of the vote for the Head. It was incorrectly posted in the previous Estimates as Grants to Non-Profit Organisation -- 315. This amount was erroneously allocated under that particular Head and a reclassification of the expenditure is now being requested in order to meet the expenditure under standard account Code 415 -- Grants to Non-Profit Organisations Sub Item CGN 100. It is really a cleaning up of the vote as opposed to fresh money that is being voted.

Miss M.A. MOTTLEY: Just for absolute clarity because 315 would in fact be recurring expenditure and 415 is a capital one-off vote, so perhaps, the Minister now can tell us what is the amount for the various organisations. The only difficult that we have is that \$1.2 million would have been voted and the question is: Has that \$1.2 million under 315 been spent, in which case what we should have had is a deletion of the Programme 315 - \$1.2 million and then a lesser amount because it is a lesser amount than the \$1.2 million coming in under 415. Perhaps, the Minister might want to delete 315 and this would make it absolutely clear and, in truth and in fact, the amount is therefore \$252 000 less than was voted for last March, if that is correct.

Asides.

Miss M.A. MOTTLEY: Mr. Chairman, the House could not just vote as amended because as amended would mean that we are adding \$949 850 to a vote already of \$1.823577 million. As I understand the Minister of Finance what is in fact happening is that the new figure is in fact \$949 850 plus the \$623 577 for the operating expenses since the grant of \$1.2 million is no longer applicable. You would have to specifically delete the \$1.2 million.

Hon. C.P. SINKLER: I think you may have misunderstood me because I probably did not speak clear enough. The vote under Programme 643 -- Poverty Alleviation and Reduction Programme, Subprogramme 0341, Alleviation and Reduction of Poverty. There is an additional sum being voted in that programme. I think what the Minister was trying to explain is that is as a result of the I.C. Bridge Programme because the monies for that in addition to other things is taken out of that particular vote under poverty reduction because that is what the programme is done for. It is a poverty programme. What happened is that it was discovered that savings could be had from under the 315 because a figure was incorrectly posted under there. What we are doing is taking that money from that account and posting it into this additional account (\$53) had from under the 315 because a figure was incorrectly posted under there so what we are doing is taking that money from that account and posting it into this additional because the Ministry of Finance always says to

ministries, if you are coming for a supplementary find savings and this is where it was identified.

Hon. Miss M. A. MOTTLEY: Mr. Chairman, we would just like the Minister to give us the accounts for the non-profit organisations now, the amounts allocated to non-profits that he wants the 30 Honourable Member of Parliament to agree to.

Hon. S. D. BLACKETT: I would like to oblige the Honourable Leader of the Opposition but I do not have the break down with me at this time.

Hon. Miss M. A. MOTTLEY: Can the Minister please give a formal undertaking on the Floor of the House to provide that to the Honourable Member for St. Thomas, please? Next week, thank you.

Hon. Miss M. A. MOTTLEY: Mr. Chairman, most definitely I will.

Mr. CHAIRMAN: Honourable Member, can you put the question again please?

Hon. S. D. BLACKETT: Mr. Chairman, I beg to move that Head 42 Stand Part.

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

The question that Head 42 stand part was put and resolved in the affirmative without division.

HEAD 72

MINISTER OF AGRICULTURE, FOOD, FISHERIES AND WATER RESOURCE MANAGEMENT

\$49 320 140

Dr. the Hon. D. C. ESTWICK: Mr. Chairman, there are two provisions under consideration and one of them is the provision to Southern Meats to the tune of \$183 882. This would be supplement an earlier supplementary of \$600 000 but this is to take care of Southern Meats normal, day-to-day operations covering salaries, utilities, et cetera, so that vote is essentially just to carry out its normal support to our Southern Meats facility.

In regards to the larger sum of \$49 million, this represents funds to the Barbados Water Authority (BWA). These funds to the Barbados Water Authority (BWA), Mr. Chairman, are funds that are voted in relation to expenditure to ongoing projects at the Barbados Water Authority (BWA), these being the Canadian-Barbados Water Authority (BWA) Smart Metre Project and also the continuation of the IDB Smart Metre Project category Phase A and B. As per usual, Mr. Chairman, these are in

and out transactions where you can only draw down the funds after you have voted for these sums within the Estimates so that this would be a neck and out situation and would not therefore have that impact on the fiscal deficit position. Mr. Chairman, that is what these funds are being voted for so that we can continue those particular projects and bring those projects to a conclusion within the financial year until we vote other funds in the following financial year.

I therefore move the Head 72 Stand Part.

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

The question that Head 72 stand part was put and resolved in the affirmative without division.

HEAD 75

MINISTRY OF HOUSING, LANDS AND RURAL DEVELOPMENT

\$12 668 186

Hon. D. St.E. KELLMAN: Mr. Chairman, I beg that Head 75 stand part.

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

The question that Head 75 stand part was put and resolved in the affirmative without division.

HEAD 23

MINISTRY OF HEALTH

\$10 500 000

Hon. J. D. E. BOYCE: Mr. Chairman, this amount of \$10 500 000, we have discussed this during our formal consideration of the Appropriation Bill and the Schedule attached therefore, we are all aware that this is the final top up for the Queen Elizabeth Hospital (QEH) transfer to maintain its operations given all the funds already passed over to the Queen Elizabeth Hospital (QEH) for the financial year 2015/2016. With that, Sir, I beg to move that Head 23 stand part.

Mr. J. D. PAUL: I beg to second that, Sir.

The question that Head 23 stand part was put and resolved in the affirmative without division.

HEAD 13

Attorney General

\$1 147 360

Hon. A. D. BRATHWAITE: Mr. Chairman, I just feel obliged to make a comment on this Head because my understanding is that the Barbados Bar Association at a meeting held 14th March, discussed the matter of outstanding fees to attorneys under the Legal Aid Scheme and resolved not to accept any further certificates until all outstanding moneys are paid.

Consequently, I am told that there is an article circulating in one of our daily newspapers that would suggest that the Government is running to Parliament to make these funds available as a consequence of that meeting on 14th March. The director of the Community Legal Aid Department, at the beginning of this year, came to us and said that there were outstanding funds due to attorneys-at-law and based on moneys in the budget that they would have been able to meet these commitments. I said then to the director, in the presence of the Permanent Secretary for the Office of the Attorney General, please do an analysis of what is outstanding. We are in our budgetary process and when we go to the Ministry of Finance we will ask for a supplementary. We went to the Ministry of Finance and I explained to my colleague and the officials there what the issue was and we were told immediately, please bring the supplementary. If one looks at the file in front of me one would see that there was a draft supplementary which I approved since 8th February this year, (\$53) so there was never any issue from our perspective in terms of ensuring that these moneys are paid. This scheme is important to us and to the administration of justice in this country. Of course, the Community Legal Services Department can only estimate the amount of moneys that are due and payable and can only do so based on past performance and until attorneys-at-law submit the requisite invoices. What some attorneys have been doing, and hopefully we can get this thing right, because they had moneys outstanding, they have decided there is some money outstanding to them and they are not going to submit any other invoices until they are paid, et cetera, so there is no certainty on both sides.

My point, Mr. Chairman, is that the genesis of this supplementary has nothing to do what the Special General Meeting of the Bar Association or the article that I am told that appeared in one of our newspapers. It had all to do with the director and her department saying these moneys are due to attorneys, to the Ministry of Finance and the office of Attorney-General saying yes we have to pay them bring the supplementary and thus the supplementary is here tonight.

With those few words, I beg to move that Head 30 stand part.

Hon. F. J. STUART: I beg to second that, Sir.

The question that Head 30 stand part was put and resolved in the affirmative without division.

HEAD 77

Ministry of Education, Science, Technology and Innovation

\$25 522 116

Hon. R. D. JONES: Mr. Chairman, of the amount mentioned, \$22 571 162 is to cover the economic cost for Barbadians students at the University of the West Indies, mainly Cave Hill, and \$2 950 954 would be under subprogramme 028, Higher Educational Awards and Grants to individuals which is account code 314 which would be to cover some aspect of tuition fees and other payments due to the University of the West Indies.

I beg to move Head 77 stand part.

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

The question that Head 77 stand part was put and resolved in the affirmative without division.

On the motion of Hon. J. D. E. BOYCE, seconded by Hon. A. D. BRATHWAITE, Mr. CHAIRMAN, reported to His Honour the SPEAKER the passing of three Money Resolutions in Committee of Supply and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. J. D. E. BOYCE, seconded by Hon. A. D. BRATHWAITE, the Resolutions were read a first and second time and passed.

ADJOURNMENT

Hon. J. D. E. BOYCE: Mr. Speaker, we have come to the end of Government Business for today and I beg to move that this House do now adjourn until Tuesday, April 19, 2016 at 10.00 a.m.

Sir, speaking on the adjournment, I want to express my appreciation to all Honourable Members on both sides for their commitment to this very important work that we took part in over the past week. Certainly the country is now in a position to move into the new financial year with moneys made available in the approved manner.

Sir, I want to thank the Clerk and his officers at the Table, the Marshal and the Deputy Marshal of the House, the Hansard Editors, the auxiliary staff of Parliament who do a tremendous job in supporting us with the details of the work we have to complete, these include of course the staff of Cabinet Office and the Ministry of Finance on this particular occasion because of the intensity of this Appropriation Bill. Of course, the ministries were represented from time to time as the Heads were taken and we want to thank them too for their participation. We also want to thank the members of the Royal Barbados Police Force who provide security along with the local security of Parliament, the caterers and of course the staff that our caterer employs to provide that important sustenance for those Honourable Members who take part. Of course, we want to thank our visitors from time to time for their support they give at our Galleries.

Mr. Chairman, as the intervening period would include the celebration of Easter, let me also wish all Honourable Members and indeed the entire country a happy Easter. I look forward to seeing you at the Oistins Fish Festival.

Mr. Speaker, during the early part of the Estimates comments were made to the extent that the way the Appropriation Bill is handled, we would like to see some changes. Let me indicate that this matter will be handled by the Commission of Parliament. I have already indicated to you that there would be some discussions as to what changes would be made. Certainly at the level of this Cabinet the Right Honourable Prime Minister and the Ministers have already been looking at the way we do business in the Honourable House of Assembly in respect to the fact that those Standing Orders which we suspend prevent us in truth from being a much more active Parliament and these would be looked at certainly in consultation with the Leader of the Opposition and any officer who she appoints of Leader of the Opposition business as it has become known. We will work to make sure that questions that are asked by parliamentarians, et cetera are answered, so that would allow for the changing the Standing Orders that we suspend that can allow for question time to be created.

Sir, with those few words and certainly with the best wishes for the Easter season to all, I beg to move that this Sitting adjourn until Tuesday, April 19, 2016 at 10.00 a.m.

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

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

Miss S. J. O. BRADSHAW: Thank you, Mr. Speaker, I too would wish to echo similar sentiments on

behalf of the Barbados Labour Party Opposition. I do so, Sir, appreciative of the fact that the last comments from the Leader of the Opposition would have indicated that this exercise that we have spent the last five days doing that reform is on the horizon, and I am glad that he has responded to my call and certainly other Honourable Members on this side for change because I do believe that it is long overdue. (S55) I am glad that the Honourable Member has responded to certainly my call for change and certainly other Honourable Members on this side, because I do believe that it is long overdue. Obviously the test will be in actually seeing this come to fruition and I gave the Leader of Government Business the assurance that we will cooperate in whatever way is necessary to be able to ensure that that reform actually takes place.

Mr. Speaker, I would want to just thank the Leader of the Opposition Barbados Labour Party for working with us on this side, certainly through these Estimates of Revenue and Expenditure. Also to all of my Parliamentary colleagues who would have made their contributions in this debate. Also to the Clerk and Staff of Parliament for assisting us through the last five days, and also to the Marshals, to the Staff in the diningroom for assisting us with our catering. To the Royal Barbados Police Force, I would also like to extend thank you, and to the public servants who I know have assisted diligently in the preparation of these Estimates of Revenue and Expenditure.

Mr. Speaker, I would close by wishing each and every one a blessed and peaceful Easter and certainly I would invite all Honourable Members, including those on the other side, to attend the Barbados Labour Party meeting tomorrow night for the truth to be told. We know that many of you on the other side do listen to the streams and sometimes are parked in the side roads but we do extend an invitation to you to hear the Barbados Labour Party speak tomorrow night.

Mr. Speaker, with that, Sir, I wish all of you an enjoyable Easter. I thank you.

Mr. SPEAKER: Honourable Members, let me lend my voice so as to express my gratitude to the staff and all those who would have made this process possible. Let me also wish you, particularly the people of the constituency of St. Michael West a very blessed Easter.

ADJOURNMENT

Hon. J.D.E. BOYCE: Mr. Speaker, I beg to move that this Honourable Sitting be now adjourned until Tuesday April 19th, 2016, at 10.00 a.m.

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

The question the Honourable Sitting be now adjourned until Tuesday April 19th, 2016, was put to the Honourable the House and was resolved in the affirmative, without division and Mr. Speaker adjourned the Sitting accordingly.

END OF THE FIFTH DAY'S SITTING

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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. Masthead and date. No sitting date was found in the text of the source; the date is taken from the file name. Please confirm.

Q3. Suspension until 2.00 p.m.. The source records the luncheon suspension twice in succession: once moved by Hon. J. D. E. Boyce and seconded by Hon. R. D. Jones, and again moved by Hon. J. D. E. Boyce and seconded by Hon. A. D. Brathwaite. Both are printed as in the source. Please confirm which is correct.

Q4. Committee of Supply, Head 40, before the luncheon suspension. Mr. Chairman calls ‘The Honourable Member for St. Michael North West’, but no speech follows and the next entry is the report of progress. A passage may be missing. Printed as in the source.

Q5. Order No. 22, Head 40, Supplementary Estimates No. 9. The itemised list omits the National Insurance Scheme sum of \$1.7 million that appears in the Minister’s restatement, gives the UCAL item as ‘\$3 852 467 million’, and spells two names ‘TransTec’/‘Transtech’ and ‘QCBN’/‘QCBM’. Mr. Chairman also calls ‘The Honourable Member for St. Philip South’ before the Minister, Hon. M. A. Lashley, speaks. Printed as in the source.

Q6. Order No. 23, Head 43. The Head is announced as ‘HEAD 43, Ministry of Social Care, Constituency Empowerment and Community Development’, but the Minister moves, and the question is put, that ‘Head 42’ stand part. Printed as in the source.

Q7. Order No. 23, Head 43, undertaking. In reply to the request ‘Can the Minister please give a formal undertaking...’, the answer ‘Mr. Chairman, most definitely I will.’ is labelled ‘Hon. Miss M. A. MOTTLEY’ rather than Hon. S. D. Blackett. Printed as in the source. Please confirm the speaker.

Q8. Supplementary Estimates, Head 13. The Head is announced as ‘HEAD 13, Attorney General, \$1 147 360’, but Hon. A. D. Brathwaite moves, and the question is put, that ‘Head 30’ stand part. Printed as in the source.

Q9. Committee of Supply, Head 23. Hon. J. D. E. Boyce moves that ‘Head 23 stand part’, but the question is recorded as ‘Head 23 as amended stand part’. Printed as in the source.

Q10. Headings. A Head heading in the Committee of Supply reads ‘S49)HEAD 72 (AS AMENDED)’, and the final heading reads ‘END OF THE FIFTH DAY’S SITTING’. Printed as in the source.

DEBATE SUMMARY

(Editorial summary — not part of the record.)

The House of Assembly resumed on Friday, 18th March, 2016, the fifth day of the Estimates, with Mr. Speaker in the Chair, and went back into Committee of Supply on Order No. 21, the Appropriation Bill, 2016, continuing the debate on Head 40, the Ministry of Transport and Works. Hon. M. A. Lashley traced the history of public transport from private companies such as the Rocklyn Bus Company. Mr. G. A. Clarke spoke on the 2006 Road Traffic Amendment and roads in disrepair, drawing points of order from Hon. J. D. E. Boyce. Hon. D. St.E. Kellman said he had advocated vending for over 22 years and called for a land-based market. Miss C. Y. Forde, Hon. S. A. Lashley, Lt. Col. J. D. Bostic, Dr. the Hon. D. C. Estwick, who spoke at the macro level on land use policy, and Dr. the Hon. D. S. Lowe, who said electricity accounted for 67 per cent and transport 33 per cent of greenhouse gas emissions, followed.

On the resumption at midday, Hon. A. D. Brathwaite raised a point of privilege about a Nation Newspaper advertisement for a Barbados Labour Party meeting promising to show ‘who misled the House of Assembly’. Mr. Speaker, citing Standing Order No. 76 (2), ruled that a prima facie case had been made out and referred the matter to the Committee of Privileges. The debate on Head 40 continued with Mr. G. A. Clarke, who said that 99.9 per cent of vehicles used fossil fuels, Hon. A. D. Brathwaite, Mrs. M-J. M. Thompson, who raised the disappearance of the bus shelter at Gall Hill, St. John, Hon. C. P. Sinckler, Mr. K. D. Symmonds, Hon. J. D. E. Boyce and Mr. E. D. Hinkson, who raised access for persons with disabilities. Hon. M. A. Lashley replied and Head 40 was agreed to.

Hon. A. D. Brathwaite then opened the Attorney General’s Head with the threat to correspondent banking and the need for anti-money laundering regimes in line with the Financial Action Task Force’s 40 recommendations. Mr. D. D. Marshall, Mr. E. G. Hinkson and Mr. R. St.C. Toppin pressed the delays in the courts, Mr. Toppin calling for mediation. Hon. F. J. Stuart said that

justice systems were topical everywhere and spoke of the new court building whose opening speech he had written himself; Mr. K. D. Symmonds cited Lord Atkin in *Ambard* versus the Attorney-General, and Hon. M. A. Lashley, Hon. D. St.E. Kellman, Hon. D. O’N. Inniss and the Attorney General in reply also spoke. During this debate Hon. J. D. E. Boyce gave notice of a Resolution to grant \$37 169 476 under Supplementary Estimates No. 11/2015-2016. Head 30 was agreed to.

The remaining Heads were then put and agreed to without debate, among them Head 10, Governor-General (\$638 018), Head 23, Ministry of Health (\$251 779 175), Head 30 as recommitted and amended (\$66 840 017) and Head 72, Agriculture (\$91 681 241). Before the Schedule was passed, Hon. C. P. Sinckler drew attention to an error in Table 4 of the Memoranda, a repeat of the 2014-2015 table, and explained an adjustment of \$14 700 000 under Head 27 to replenish the Barbados Tourism Investment Inc. account for a bond payment. The Bill was reported with amendments and passed as the Appropriation Act, 2016.

In Committee of Supply on Supplementary Estimates Nos. 9, 10 and 11, Hon. M. A. Lashley gave the breakdown of \$21 352 993 for Head 40, including \$10

million for Simpson Motors, at the request of Hon. Miss M. A. Mottley. Dr. the Hon. D. C. Estwick explained \$18 636 000 for the Barbados Agricultural Management Company and later \$49 320 140 including funds for the Barbados Water Authority’s smart meter projects, and Hon. S. A. Lashley \$1 million for Kensington Oval Management Incorporated. On the Social Care vote of \$949 850, Miss C. Y. Forde, Miss S. J. O. Bradshaw and Hon. Miss M. A. Mottley questioned its posting under Code 415, Hon. C. P. Sinckler explained it as a reclassification, and Hon. S. D. Blackett undertook to supply the breakdown. Hon. A. D. Brathwaite said that the \$1 147 360 for legal aid fees had nothing to do with the Bar Association’s meeting of 14th March, and Hon. R. D. Jones explained \$25 522 116 for the University of the West Indies. The three Money Resolutions were reported and passed.

On the adjournment, Hon. J. D. E. Boyce thanked the staff and wished Members a happy Easter, saying that changes to the handling of the Appropriation Bill would go to the Commission of Parliament; Miss S. J. O. Bradshaw added the Opposition’s thanks and Mr. Speaker his own. The House was adjourned until Tuesday, 19th April, 2016 at 10.00 a.m.