THE

SENATE DEBATES

(OFFICIAL REPORT)

FIRST SESSION 1986 – 91

THE SENATE

Wednesday, November 28, 1990.

The Senate met in the Senate Chamber, Parliament Buildings, on Wednesday, November 28, 1990, at 11.15 a.m.

PRESENT

His Honour Senator M. deL. JORDAN, (Deputy President);
Senator the Honourable L. V. H. LEWIS (Minister of State in the Prime Minister's Office), (Leader of the Senate);
Senator A. MORRISON;
Senator N. W. BOXILL;
Senator Mrs. V. C. FRASER, B.S.S., J.P., M.C.F.A.;
Senator A. J. N. PHILLIPS;
Senator T. A. PRESCOD;
Senator J. C. W. WICKHAM, M.B.E.;
Senator the Reverend Canon I. McK. JONES;
Senator L. A. WARD, G.C.M.;
Senator C. A. BLACKMAN, Q.C.;
Senator Mrs. P. Y. FORDE;
Senator J. S. GODDARD;
Senator Dr. L. L. SHOREY;
Senator the Honourable Dr. C. D. CLARKE (Minister of State in the Ministry of Finance and Economic Affairs);
Senator A. W. A. McCLEAN;
Senator Miss V. P. BRATHWAITE;
Senator Dr. F. W. ALLEYNE;
Senator T. C. ESTWICK and
SENATOR Miss Y. V. WALKES.

Prayers were led by Fr. Errington Massiah.

Mr. DEPUTY PRESIDENT: The Senate is in session.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I crave your indulgence, and indeed the indulgence of the Honourable the Senate to recommend that, as an act of sympathy and solidarity with the Deputy Clerk who recently lost a 10 year old son, this Senate as a mark of respect stand for a minute's silence.

Senators stood in their places and observed one minute's silence.

PRESENTATION OF PAPERS

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I am commanded to lay the following documents:

1. The Defence (Rate of Pay, Loans and Allowances) Regulations, 1990.

2. Twenty-first Annual Report of the Barbados Development Bank for the Financial Year ended 31st March, 1990.

3. The Road Traffic (Amendment) Regulations, 1990.

SUSPENSION OF STANDING ORDER

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, in order to facilitate today's business, I would wish to seek the approval of the Senate for the suspension of Standing Order No. 45(2) for the remainder of today's sitting.

The question was put to the Senate and agreed to.

APPOINTMENT OF CHAIRMAN

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I would also like to move that Senator John Wickham be appointed to act as Chairman for today's sitting.

The question was put to the Senate and agreed to.

INTRODUCTION OF BILLS

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, a note was circulated by the Clerk of Parliament indicating a wish to deal with some legislation today. I therefore wish to move the First Reading of a Bill to amend the Road Traffic Act, Cap. 295, a Bill to amend the Statutory Boards Casual Employees (Pensions) Act, the Statutory Boards (Pensions) Act, the National Conservation Commission Act, the Insurance Corporation of Barbados Act and the Industrial Development Corporation Act. Also, a Bill which would provide for provisional and temporary registration of nurses and the prescription of temporary registration fees for nurses.

I beg to move that those Bills be read a first time.

Mr. DEPUTY PRESIDENT: These Bills have now accordingly been read a first time.

PUBLIC BUSINESS

Order No. 1 – The Road Traffic (Amendment) Bill, 1990

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, the Bill to amend the Road Traffic Act makes provision, *inter alia,* for the clarification of the law with respect to the issuing of registration number plates for vehicles used by the staff of diplomatic missions of international and regional organisations, as well as for the use by law of licence plates for Government owned vehicles and those owned by Statutory bodies. In addition, amendments are made to the definitions of "minibus" and "motor omnibus" and provision is made for the introduction of a limousine service and for the issuing of driving instructor's certificates.

This new class of vehicle to be known as a limousine, Mr. Deputy President, has to be added to the existing list of public service vehicles and the registration numbers of such vehicles will be prefixed by the letters HL, not my initials, Sir.
11.25 a.m.

The background of the number plates will be of a dark red reflective nature with white letters and figures. Provision is made for fees for a permit to operate a limousine, for annual taxes to be paid on the limousines. The definition of a limousine as found in the new legislation will be a motor vehicle constructed or adapted to carry not less than 4 passengers and not more than 7 passengers. It could also include that a limousine could be kept at an establishment for hire or reward and when driven by a chauffeur in uniform for the exclusive use of the hirer. This is found in the Act.

Other provisions in the legislation include an amendment to Section 10 of the Act and this relates in the case of a public service vehicle provision for the use for which the vehicle is kept and which will be specified in column 1 of part 2 of the fourth Schedule.

The purpose for this legislation, Mr. Deputy President, is to regularise to a large extent the conduct of users of the road with specific reference to those vehicles which are used for the public which will need to be kept under strict control if some of the existing practices and several accidents which are presently taking place are to be minimised. Provision is made, as I said earlier, for the number plates of vehicles of Government and Statutory Boards. This was not previously provided for but through an administrative adaptation, the MP and ML number plates were used.

Provision is also now made to regularise and to ensure that there is clarity in the use of number plates for diplomatic and consular representatives. Provision is made for the insurance of vehicles. Incidentally, Mr. Deputy President, I think I should also give notice to the fact that in the other place – this was circulated – there were certain amendments to the original Act so that clauses 7 and 10 of the legislation originally circulated have been removed in the other place and, as a consequence, clause 8 had to be renumbered as Clause 7, Clause 9 had to be renumbered as Clause 8, Clause 11 as Clause 9 and all the other numbers are altered so that there are now 17 clauses in the Bill and the consequence of those amendments will be that the new Clause 17 will not include the original numbers of 8, 9. They will now delete 7 & 10 so that they will now read, Clauses 7 and 8.

Originally Clause 17 relating to commencement, Mr. Deputy President, read that section 7, 9, 10 and 11 of the Act shall come into operation on a date to be fixed by proclamation. It will now read that Section 8 and 9 of this Act shall come into operation on a date to be fixed by proclamation.

I believe, Mr. Deputy President, that this legislation will be welcomed by persons on both sides of the Senate as evidence of Government's wish to bring somewhat more regularity into the affairs relating to road traffic. I beg to move therefore that the Bill be read a second time.

SENATOR A. W. A. McCLEAN: Mr. Acting President, in rising to support the Bill, I would like to draw attention to the fact that whereas some years ago the minibus service was essentially a subsidiary service to that provided by the Transport Board, it is perhaps true that on the western side of the island and most certainly within reasonable proximity of Bridgetown the minibus service has become in the eyes of the public the dominant mode of public transport. It means, therefore, that this should lead to some rethinking of the service provided by the

perceived as merely 'stopping the gaps, fitting in where there was a perceived need for supplementary service, it has reached a stage now where the minibus has become the preferred mode of transport for many people. Therefore, perhaps at least on the western side of the island and most definitely within reasonable proximity, within the urban and suburban areas the Transport Board has to face up to the fact that things have changed and now has to consider organising its service in a manner which will be preferably complementary to but at least supplementary to that of the minibus operation.

I think basically this would indicate, looking again at the requirements for the areas for public transport and identifying that aspect which is not particularly well serviced and taking the necessary action to make provisions in those areas. I think part of the problem that exists in relation to public transport in Barbados at the moment has to do with the fact that although every area in Barbados is connected with public transport to the City of Bridgetown there are many areas in very close proximity that are not so connected. In my view, it does not take a lot of imagination to solve that problem and generate routes which would interlink with those communities surrounding Bridgetown and provide a service which is quite clearly needed and not provided now by anyone.

I am thinking of the idea of introducing something I have mentioned briefly on a previous occasion – what we can call circular routes which originate from a particular bus terminal in town and travel in a somewhat circular path back towards Bridgetown, not retracing the route from which it departed. Such routes can end up in the same terminus or it can start off, let us say, in Fairchild Street and end up in the Lower Green or start in the Lower Green and end up in Fairchild Street, having those types of routes. I think those circular routes are entirely needed.

The next thing is that the Transport Board should now see it as its primary obligation to provide adequate service for the eastern half of the island which is not so well serviced by the minibuses. Ever so often you hear of the woes of persons living in the eastern side of the island, the difficulties they experience in obtaining public transport.
11.35 a.m.

At the same time the Transport Board buses are travelling virtually empty up and down the west coast and a little distance into St. Michael. The Transport Board has to pay rather more attention to providing an adequate service for the eastern half of the Island. That service should also involve interconnecting routes across the eastern half of the Island.

The days when people have to leave one part of St. John, St. Philip or any outer parish to come to town and then take a bus to get into another section of the said parish ought to be long gone. In this modern age we recognise that people want to be able to get from any point in Barbados to another point with some facility. The Transport Board should accommodate this. If such routes are established I am certain that demand would develop in response to the availability of such routes as people perceive the convenience in using them.

In addition, I think the time has come for Government to address the question of losses in the Transport Board. The Transport Board will never be profitable if it is supposed to provide the service for which it is intended. At the same time there should be some reasonable upper limit to the loss. The losses should be necessary. In other words, the Transport Board has the responsibility to become as cost efficient as possible, to provide a good and proper service at the minimum feasible cost. That is not now the case for all sorts of reasons.

At the management level quite clearly there are difficulties in managing the system, but it is also quite clearly an involvement at the political level. I think the time has come for Governments to desist from viewing the Transport Board as an instrument of political patronage and see it solely as an organisation or corporation established to service the needs of the country, to do that in the most efficient way. If we depart from that notion and use it as an instrument of political patronage, we are going to find that it will never become cost efficient. We will be inflicting on the public a very high cost for that type of situation.

The Transport Board therefore has to review the type of fleet it has and the way in which it arranges the administration of its service. You will probably find that, perhaps, the time has come for smaller buses to travel certain areas than they now have. In other words, the time has probably come for the Transport Board also to have buses that could be classified as minibuses rather than having all larger buses which for most of the day travel fairly empty when they are travelling to the western side of the island.

The time has also come, perhaps, for the Transport Board to review the arrangements with the union in terms of the wage agreement which stipulates that the normal working week is 5 days, Monday to Friday. That was wrong from the time it was implemented. At that time I objected to it. Ever since then from time to time I have been drawing attention to it. It is not in the best interest of the country. It is not in the best interest of the workers.

It is in itself a situation where it is inordinately higher for the Transport Board to provide services on Saturdays and Sundays than on any other day of the week. There is no good reason to have a 5 day working week, Monday to Friday, for a service which you know you can work 7 days a week all year round. You can have a 5 day working week for the workers but those 5 days should be any 5 days out of 7.

In terms of having the present arrangement it means that the workers really cannot enjoy a 5 day working week anyhow because they have to put in those 5 days, Monday to Friday, and then they have to come and work overtime otherwise the buses would not be manned on Saturdays and Sundays. The workers are not right now in a position to enjoy a 5 day work week – what they get is overtime – to the extent that overtime does not alter the amount they get when they are on vacation and other benefits which they get which are related to their basic salary. That overtime situation is not to be preferred to a situation where they had a higher level of basic faith working for the standard 5 days per week, any 5 out of 7. I think that is a matter which should be addressed with particular urgency first by the Transport Board and the union. If not, if necessary, by the Government.

I thank you.

SENATOR Miss V. P. BRATHWAITE: Mr. Deputy President, in rising to support the Bill I wish first of all to state my support for my colleague, Senator McClean, who just took his seat particularly in the area surrounding the operations and management of the Transport Board.

I have already gone on record in this Honourable Chamber in an earlier debate drawing the attention of this Chamber to the losses incurred by the Transport Board as a result of the many buses which can be found lying around in its graveyard. I have asked the question whether or not in an attempt to curb some of those losses instead of buying new buses could it not be found possible to have those repaired or to use parts from buses which have been determined to be inoperable to serve and maintain other buses?

The point which Senator McClean made about political patronage at the Transport Board should not be ignored. Over the last few months persons who applied for positions in terms of cleaning the buses, sweeping them and making them in a general clean state, have been told to go back and bring a letter.

Mr. DEPUTY PRESIDENT: Senator Brathwaite, is this the Transport Board? What are you really debating? I am not clear here.

SENATOR Miss V. P. BRATHWAITE: Sir, the Bill before me, I am sure before yourself, relates to the Road Traffic Act. I am speaking generally in the area of road traffic and public transportation of which the Transport Board forms an integral part. The two points which I raised in relation to that matter are brief, the first one relating to the amount of disused buses and the second one in the area of political patronage in terms of persons being able to get employment in that agency.

Mr. DEPUTY PRESIDENT: Senator Brathwaite, political patronage and the Transport Board have nothing to do with this particular debate before us.

SENATOR Miss V. P. BRATHWAITE: If that is your ruling I shall abide by it. As I indicated earlier, they were two short points in that area which I intended to make. I have already made them and I shall proceed.

Now, Sir, this Bill before us in seeking to regularise and rationalise the position of the minibuses in the area of public transport.
11.45 a.m.

What I have failed to understand is how this now feeble attempt on the part of the Government to win voters' sympathy just before it is about to face the electorate can be hailed by Members on the Government side as some fundamental example of Government sticking to its Manifesto pledges. The fact that there has been indeed a long delay in bringing a measure which required no deep intellectual input or no important or difficult aspects of law or legal draughting. To my mind that should be an embarrassment to this Government which has taken since 1986 to bring this measure before us.

We have witnessed, Sir, within the last month a situation where the minibus drivers were brought before the Courts and even imprisoned for having standing passengers and this Government's conscience was not even pricked at an earlier time to deal with this matter. Such a simple matter, Sir, in spite of a clear 1986 pledge, Government has found itself in this embarrassing position where it must make a desperate attempt to attract votes.

This Government, Sir, has done just about everything that it could do to undermine the viability of this very necessary aspect of the public transportation system. We recall, Sir, the unnecessary increase in petroleum prices which had an effect on a Public Service agency. It has not been able to formulate any clear policy in this regard. It has taken them four and a half years to change the definition of minibuses. This is a clear indication, Sir, of a lack of policy, firstly in the area of transportation and, secondly, in the area of participation of private enterprise generally in this country on the part of this Government.

I am sure, Sir, that those persons who own and operate the minibuses will breathe a sigh of relief at last that Government has now seen fit to put in place measures which the Government led them to believe since 1986 would have been done at an earlier stage. It was not difficult. One must really wonder why it has taken so long. This is another instance, Sir, of conflicting signals being sent by Government to the private sector.

But Sir, I do not want to take my seat again unless I draw attention to the behaviour of these same minibus

drivers on the streets. They must recognize their social responsibility also to the persons who use their services as well to the country generally. We must send a very strong signal to those persons who endanger the lives of the persons who use those vehicles as well as themselves. This nonsense and danger of engaging in practices termed "rocking the baby" and the "milkshake" must stop. It must stop. It endangers the lives of all road users including the same drivers.

We must encourage those persons to recognize that they have a duty to set an example to these same school children. Not only should they ensure their safety, but they must make sure that they set proper examples in terms of proper standards of behaviour. The way they drive those vehicles on the road, Sir, some of them – not all of them, I believe, are guilty – leaves much to be desired. They have to recognize that they themselves have to be role models for the same children whom they transport. They have to recognize also that they have a duty to get these school children to school on time and not encourage them to joy ride long after school hours just for fun. To my mind, Sir, it is not funny. It is a very serious matter because those children are being encouraged to (1) stay away from school long after school hours and (2) to engage in socially unacceptable behaviour. We must ensure that a very strong measure is sent to them. Yes, there have been measures now put in place (too late to my mind) to enable them to ply their trade and to operate in a more viable and economically beneficial manner to themselves. But they have to bear in mind at all times their own social responsibility to themselves and to the children and country generally. Thank you, Sir.

SENATOR T. A. PRESCOD: Mr. Deputy President, very seldom I rise to speak on issues which are limited in depth. Unfortunately, today the two Members of the Opposition have provoked and irritated my spirit and I had no choice but to rise to defend some of the profound fallacies that came from the opposite side of this table. Unfortunately, people in this country masquerade as men of integrity and speak in forked tongues and keep their face looking very much like saints. But unfortunately I am forced today to refute persons like Senator McClean on a number of issues. In terms of being or in terms of being logical, he has scored zero. Unfortunately, he has touched on a number of issues that are not based on simply empty concepts and arithmetic to which he is so familiar. Whenever he has to deal with issues that come out of the area of economics because of his limitations on that mono-discipline, he disappears when someone has to respond to his speeches. The first point that I want to make and to refute is that the Transport Board has a number of workers consisting of over one thousand between conductors and drivers. You are talking about employing over 1 000 persons five days a week. The reality is that he is talking about the expenses in the parastatal bodies in Barbados. He is talking about cutting back Government expenses, but yet he is advancing an argument as though there is some principle within his party that he will look after 1 000 workers five days a week. Anyone who chooses to believe that believes that the moon is made up of cheese.

Another point is that out of these workers there is a fixed number that work no less than five days a week and sometimes those permanent workers go on to 6 to 7 days a week. So it is not true to say that nobody is receiving five days a week at the Transport Board. The minimum amount of time that anybody receives there on a weekly basis is three days a week and they have an option to extend that time over the three day period. The Transport Board is now in the process of increasing its staff. If the National Democratic Party that walks around this country impressing upon people that they have intentions of creating some economic miracle and extending employment in Barbados and on the other hand talking about cutting back expenditure in Government, if they can give you a logical reason how they are going to get these things done, then we can sit down here and remain silent and allow them to control this entire Chamber. But in my view it is a breach of commonsense for people to advance arguments of this kind and believe that other people can remain here as though they are moribund and cannot offer a counter position.
11.55 a.m.

It is not true to say that the Transport Board employs people less than five days a week. In addition to that, one is arguing that the Transport Board is losing a large sum of money on a weekly basis. The routes that the Honourable Member is suggesting to the Transport Board would increase that expenditure substantially. It is unlikely that those routes will be profitable, and if we are going to look at things we cannot just be superficial and attempt to attack Government on emotional aspects of our social and political life, like arguing about nepotism, patronage and all types of emotive words to impress upon people that we are saying something that is scientific. He might be an expert or a pseudo expert in the field of economics, I do not know, but I am sure when it comes to matters of this nature he is a neophyte and he must accept that role. I am here now to explain to him certain things that he does not understand.

When it comes to social issues in this country, he does not know anything about them. The Transport Board is providing a service to the country of Barbados, it is not thinking about profit. There are certain areas that the Transport Board must go into regardless of what the margin is, whether it is profit or loss, because it has to provide that service. If you suppress a parastatal body like the Transport Board and give some comfort to your philosophy on privatisation, to the exclusion of any kind of public system, what you are doing is denying the poor people of Barbados an opportunity to travel from St. Lucy after the hour of 10.00 p.m. into Bridgetown to a job, or to see a friend, or to a restaurant. No private man who is thinking about profit as his ultimate goal is going to provide a service from St.

Andrew, St. Joseph or St. Philip into Bridgetown after a certain hour at night. It means that anybody who is in need of a job in the urbanised areas of Barbados after a specific time cannot come to town by any form of transport, because no private person is going to bring a private bus from St. Lucy or from St. Andrew into Christ Church, around the hotel area, after a certain time at night. His incentive and main objective is maximum profit, not service to the community, and he must understand that his philosophical divisions must be very, very clear. He is either a firm believer in providing a service for the common good of all who are in need of it, or a service for those persons who are not in a position at present to provide a service for themselves. What is he saying?

We cannot put down the Transport Board or measure its contribution in terms of profit. I believe that the fundamental point about the Transport Board is that it provides a service for those unfortunate people who cannot provide means of transport for themselves at hours which are considered to be reasonable to the average Barbadian, not from 6.00 in the morning till 6.00 on evenings, when everything appears to be good in terms of profit. It has to go beyond that, so when one is talking about the Transport Board and using subterfuge, in my opinion, to impress upon people that he is saying something of importance, talking about patronage, he must be able to justify these charges. He left that one in the open and I was waiting for him to expand, because I wanted to indicate to him that that same kind of principle exists within his party. His party selects people according to their class association.

I am arguing on the basis of a principle that if you are going to say that you should not give a person a job or assistance because he belongs to a political organisation, is that a reason to deny a man a job? The reality is that this is a small society and there are people in this country that receives job as a result of their socialisation, as a result of their old school tie, as a result of their relationships coming up from youth. This is the reality in a small society that cannot be escaped, and no amount of rhetoric can change it. In the private enterprise men are selected because of their family relationships, their blood relationships. Men that are not qualified are given jobs as managers in Barbados simply because they are the sons of the proprietors of the business. This is a reality. Not that we are encouraging this type of system in the country, but do not try to give the impression that this type of behaviour exists within this regime and it does not exist within any party, or a party which has a dream about becoming a government, because we know better. We know that that party has selected candidates already and rejected others because of their class origin.

SENATOR Miss V. P. BRATHWAITE: On a point of order, Sir. Senator Prescod is misleading this Honourable Chamber. I wish to state quite emphatically, and without fear of contradiction from himself or any other Member on that side of the Table, that the National Democratic Party has not selected any candidates on the basis of their class structure or class affiliation or class association. Furthermore, Sir, I would expect that Senator Prescod should know better than to make such a remark, because he himself is in no position whatsoever to bring any evidence of any kind to justify his allegations.

SENATOR T. A. PRESCOD: Mr. Deputy President, I can clarify the statement, but I do not believe this is the appropriate place for me to do that. You must remember that Mr. Price is a friend of mine and Mr. Price has spent a lot of money in that party and was then rejected.

Mr. DEPUTY PRESIDENT: All right, please move on.

SENATOR T. A. PRESCOD: However, Sir, I am going to wrap this matter up. I just wanted to make a brief intervention on this matter and to clarify a few of the distortions that were made. I believe that any argument that is based on a distorted premise should be refuted by this party at all times.

On the basis of my contribution, I want to say thank you for listening to me so patiently and I give my full support to this matter.

Thank you.

SENATOR N. W. BOXILL: Mr. Deputy President, in dealing with this Bill before us there are a few points I wish to make. Fortunately, or unfortunately, I did not hear all of what Senators McClean and Brathwaite had to say. I did not hear some of what Senator McClean had to say because I was late, and I did not hear all of what Senator Brathwaite said because I was not listening. I will deal with that later, but let us get down to the matter before us.

I am going to support the Bill, naturally, but I would say that I do not think the Bill has gone far enough, for the simple reason that there are things which I will draw to the attention of this Chamber that I think should also be implemented. I see here on the first page, at (b), "by deleting the definition 'minibus' and substituting the following definition"

> " 'minibus' means a motor vehicle that is adapted or constructed to carry 11 to 24 sitting passengers and such number of standing passengers, not exceeding 7, as the Licensing Authority permits under regulations made under this Act."

What I would also like to see coming into this Act or in the regulations is that, as we all know, the minibuses though they are serving a useful purpose in the community, and I am not one to say that I will take them off the road, we cannot allow them to overrun this country willy nilly as

they would like, that is, by stopping here, there and everywhere. I saw one of these buses stop five times between Gertz Supermarket and above the AME Church, where the bus stop is, to pick up passengers.
12.05 p.m.

I counted the stops: five times, between Gertz supermarket and above the AME Church where there is a bus stop. Five times to pick up passengers. This is wrong. The Transport Board buses must stop at the bus stop. I don't see why the minibuses should be allowed to stop with impunity here, there and everywhere, around corners and all places and in the middle of the road. Not only that, as soon as they stop they put on their right indicator indicating that they are going to move off, so you are left behind them until they feel to move off.

What I would like to see in the regulations is that not only should the minibus driver be charged for picking up passengers other than at a bus stop but the passenger should also be charged as an accessory to the fact. He is also aiding and abetting. I have seen them many times when the bus stop is about 20 yards away; they can't walk there, they stop anywhere to pick up the minibus, and just beyond them there might be another minibus which has stopped to pick up passenger A and another picking up passenger B. This can cause an accident. The first three that are fined the rest will go straight to the bus stop to catch the minibus.

A scamp hit my car and arranged to pay and I said: "I know that you are trying to make a dollar. You go ahead. I will get the car fixed." And the result is that up to now I haven't been paid. Well, the worst person in the world to do anything so to is me, because I pray for you. I am one of those people who pray that nothing nice happens to you. The next time I saw him was in the newspapers; he had fifty charges. Now tell me why a bus driver or a licensed driver should have fifty charges for breaking the law and be still allowed to drive? For the first offence they should be fined heavy; the second the same; the third offence, revocation of their license for maybe a year or two. I am not against the poor, because I am poor; but we cannot allow that because a fellow is poor that he can continue to break the law. It seems to me that poor people break more laws than the rich. You rich people, (not we,) try to live within the law, because you are afraid of going up there, but these people break the law with impunity and I feel that the fines imposed should be heavier. Imagine a little minibus the other day had 47 people in it. I am talking about a minitaxi, you know. The driver was boasting that he was trying to get in fifty. They are making a joke of this whole thing and you know when we will get serious? As soon as one of them turns over and all the occupants die. Let's not wait until that happens. The time is now. Nearly all of us in here drive and I am sure that for the years that we have been driving most of us have not had as much as two reports for speeding or breaking the law. If we did get a report, most likely it would be for parking somewhere that you didn't know that you should not have parked. Therefore, if we are the makers of the law and we are keeping it, why should the people for whom we make it not keep it too? Are we going to sit here all the time because somebody is your friend and you don't want to offend a friend and allow this kind of nonsense to continue.

My view is that some stringent fines should be put on these people for overloading and anytime you are caught overloading two or three times, you should not be allowed to drive again under maybe five years. As I said already, you don't have to do it to everybody because the first two fellows who get hit hard will cause the rest to fall in line. I remember when there was a magistrate by the name of Perry and police officers by the name of Cyrus and Clarke who used to keep people in check and they are still living today. Nobody has done them anything. Somebody is saying that they couldn't do it nowadays. Why not? Are we going to sit down here and allow this country to run away because somebody feels it can't be done? It can be done and it has to be done because if we don't do it the next thing they will be riding into your backyard because they have no respect for law and order. We cannot go on running a country like that with people doing as they like because we think that if we put the imposition of the law on them that we will lose some friends. You will lose friends anyhow, because if they kill the people that I am talking about who are friends too, then they will have 'gone through the eddoes'. So stop them from killing your friends.

Another thing I have noted that I want to talk about is this noise nuisance. The time has come where, as I mentioned, we laymen suggest the law but it is for the lawyers to beat it into shape. Yesterday, at the corner of the Pine by the telephone company, one of these little Suzuki vans came behind me and I could not believe that it was a van for the amount of noise that it was keeping and the pounding was vibrating my car on the road. These are things that people must learn to stop doing. We are going to have to do something about this noise pollution which we are suffering.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, on a point of order. It is a fact that Senator Boxill would not have seen the regulations that were laid, but I would like to assure him that that is taken care of in the regulations just made by the Minister and laid today.

SENATOR N. W. BOXILL: Mr. Deputy President, I am grateful to the Honourable Minister. So, it means I didn't get a peek, because I wasn't going to peek at something and then come in here and pretend to talk about it to steal anybody's thunder. I am happy about it. The time has come when we have to stop this nonsense of allowing people to do what they like. The first thing you hear from supposedly responsible politicians is about the poor man. But you have to make laws and they are for everybody to

obey and there is no reason why we should sit her and allow the poor man to break the law.

Having made those points, let me get back now to straightening out something. Senator Brathwaite was talking about patronage at the Transport Board. I don't know if Senator Brathwaite is aware that I was Minister of the Transport Board, (probably the longest serving Minister up there), and, as far as I know, there is nobody who can tell you that I ever gave them a letter, but even if I did, what's wrong with that? I would not be giving any German a letter to go to the Transport Board and get a job. If I did do it, it would be a Bajan to whom I was giving a job. So, as Senator Prescod has asked, do you mean that because somebody supports a party that they are not to eat; they are not to live? What am I hearing in here at all? What kind of society is that? People must understand what they are talking and don't go running around talking a lot of nonsense. As Senator Prescod was pointing out, there are standards and class in every society because, if it weren't so, Cora Cumberbatch would have made a far better Senator than some of the other Senators that are sent in here and she was with them before. So, don't let us get onto the wrong foot. They send some of them in here because somebody is an economist, the next person is a thing. In here does not deal with economics, it deals with law.

As I said, I am grateful to the Minister about the noise pollution measure. There are a few small items I had to discuss. Mr. Deputy President, Sir, on page 8 of the Bill:

> "the Licensing Authority may on application to the Authority for a certificate of competence referred to under Subsection (1) issue the certificate to the applicant on payment of such fee as the Minister of Finance prescribes, certifying that the applicant has satisfied the Authority of his competence to perform the duties of driving inspector."

What I would like to ask the Minister is, if someone wants to teach his wife or daughter... You say it is explained on page 7? I am grateful to the Honourable Senator. Thank you Sir.

With those few remarks, Mr. Deputy President, I support the Bill but I would still like, and I would like the Minister to say, because I want it in the Press that the passenger should also be charged along with the driver for aiding and abetting. If the passenger wasn't there, the driver would not stop and if the driver didn't stop, the passenger would not board; so he is aiding and abetting.

With those few remarks, Mr. Deputy President, I beg to support this Bill.
12.15 a.m.

SENATOR Dr. F. W. ALLEYNE: Mr. Deputy President, I will be brief this morning. The main antagonist has run away.

On this Bill a couple points have been made with which I heartily disagree. Senators Prescod and Boxill have addressed the point of political patronage. All I wish to say on that point is that Senator Brathwaite has made an unsubstantiated charge. She has produced no evidence to this Chamber that there is patronage in the Transport Board. It is empty grandstanding. That is something we should avoid. We should not come inside here and deliberately try to mislead people. If there is political patronage at the Transport Board, I think Senator Brathwaite has a duty to come inside here and tell us who is involved in that patronage. Tell us how many people. Do not come inside here with foolishness.

I know Senator Dr. Shorey is amused at this but his time will come. We have to avoid these unsubstantiated empty charges when you are trying to pull down people and institutions. Senator Brathwaite knows the Minister is not here to answer. If the Minister was here she would not open her mouth – A lot of this empty talk about role models. Role models what?

This is 1990. This is not 1986. In the first week of June 1986 I know that at least one bus was towed back into the Transport Board yard by a jeep. It came from the north of this country. This is 1990. Those things are not happening now. Senator Brathwaite talks about locking up people for carrying standing passengers. I would ask where is her conscience when you can put 47 standing passengers on a minibus, not 7? This has been put in the newspapers and nobody has disputed it. A little van which is registered to carry 5 passengers recently brought 47 from St. George's Secondary School. Everybody knows this and Senator Brathwaite has the gall to come inside here to make lawless accusations. I am totally against it.

My position is, Mr. Deputy President, any time any minibus operator... You have a minibus which is registered to carry 5 persons and you put in excess of 42, I will give you 42 years. I will give you a year for each excess passenger you carry. You have no regard for the public. I am not interested in any cheap publicity. I leave that for Senator Brathwaite and her people. I am not interested in that. You talk about role models.

You have to be able to stand up for what is right and not stand up for what you believe is popular. I am against it. You can take that. Senator McClean can take that. I am against lawlessness. You cannot be running around in Barbados saying crime is too high and at the same time you are encouraging lawlessness. I call upon the Commissioner of Police, not the Attorney General...

SENATOR Miss V. P. BRATHWAITE: Mr. Deputy President, on a point of order. I am not quite sure whether Senator Alleyne is deliberately misconstruing my comments made earlier or whether he is doing so out of ignorance or misunderstanding. Nowhere have I stated whether in precise terms or by inference or implication that I condone lawlessness in any form. It is a deliberate attempt to mislead this Honourable Chamber that that was said by me whether in precise terms or that was the thrust of my intervention. It is simply not what I said. There is nothing that can be inferred from what I said.

SENATOR Dr. F. W. ALLEYNE: Mr. Deputy President, I have not misunderstood Senator Brathwaite. I have been here since March 19. I know Senator Brathwaite is an expert at using words which add up to nothing. I know that. I have to put a construction on what you say. An empty skillet cannot produce anything.

Mr. DEPUTY PRESIDENT: All right, Senator Alleyne. Please address the matter.

SENATOR Dr. F. W. ALLEYNE: I was speaking, Mr. Deputy President, to this matter of standing passengers. Senator Brathwaite addressed the point that people went to prison for carrying standing passengers. I am putting it to this Chamber that when they went to prison they were not put in prison for 7 passengers. Check the record.

Senator Brathwaite took the time out on this Bill – I am glad you did it – to talk about petroleum price increases. I am saying that it is unethical for Senator Brathwaite to make that point in this Chamber. I say so because Senator Brathwaite's husband was until recently employed with Mobil. It is unethical for her to get that kind of information because of that relationship with her husband and seek to harass Mobil Company. I am not defending Mobil.

SENATOR Miss V. P. BRATHWAITE: On a point of order, Mr. Deputy President. Where does the question of ethics or lack of ethics come in on a matter which has been in the public domain? The fact that petroleum prices have been increased in this country is a matter which everybody in this country is aware of. It is a matter in the public domain. Rather it is wicked of Senator Alleyne to be suggesting that I have published any information as a result of an association which my husband has or might have had with Mobil Oil or any other oil company in this country. Petroleum prices have been increased in this country. That is a fact.

Mr. DEPUTY PRESIDENT: All right. Thank you Senator Brathwaite. Senator Alleyne please proceed with the subject in hand.

SENATOR Dr. F. W. ALLEYNE: I will abide by your ruling. I am doing that because these are points which have been mentioned in this debate, Mr. Deputy President and I have to address them. Senator Brathwaite spoke on petroleum price increases and I am saying that it is unethical. I am not surprised that she as an Attorney-at-law is denying knowledge of ethics.

I am agreeing with her that this has been a point in the public domain but she has been one of the main protagonists. I am saying it is improper by any ethical standards for the Senator to be making these points given her close proximity, given her relationship with her husband, and the important position which he held in that company. It is improper.

I move now, Mr. Deputy President, to deal with these minibus operators. Everybody is saying small black businessmen. I am a firm believer in upholding the law. You either stand behind the law or you act in a lawless manner.

Senator Boxill referred to the way in which many of these minibus operators abuse the use of our roads. I need not retrace that ground. What I want to say is this. Since late 1988 many of these minibus operators have not complied with the provisions of the Social Security Act. They do not pay National Insurance for themselves. They do not pay for their employees either.

It is not only lawlessness in terms of use of our highways; several of them are not complying with the provisions of the Social Security Act. In time, in a short time, I am going to see to it that they are dealt with.
12.25 p.m.

I could give that assurance. I am not threatening anybody. We have done a study. We paid for the study. They have access to the study. They know what the law is and all we are saying is to abide by the law. If you do not abide by the law, the National Insurance Board will make sure that they abide by it.

One other concern that I have on this particular matter, Mr. Deputy President (but a footnote that I want to make to the last point) is the big concessionaires – those who have as many as 10 minibuses. These are the main culprits, not the person with one or two minibuses. The main culprits are those with 7 minibuses. I know of one who has 10 minibuses and does not pay for them and uses all kinds of subterfuge. Then he would get up and tell you that he is ready to take over the Transport Board. He will take it over and would not pay for the workers either.

Mr. Deputy President, there is one other matter which I want to touch on at this point. I firmly believe that the Licensing Authority should put a restriction in terms of one's experience before one is qualified to work as a driver of a minibus. I believe that you have today in Barbados persons driving minibuses who have had a driver's license

for no more than 12 months. I am saying that that is not good enough.

When you are driving a minibus, you have other peoples' lives in your hands and I feel the Licensing Authority should give very serious consideration in this matter and put a minimum time limit before you can qualify to be a driver of a public passenger vehicle. I think that is where a lot of our problems come from. You do not have to drive on minibuses to know who are the responsible minibus drivers. There are some very responsible minibus drivers in Barbados. Not all of them are that way. Unfortunately, the trade gets a bad name from the irresponsible and reckless ones in their midst. Not all of them are that way. I know the ones that I would take a chance to drive with. No! I know the ones and certainly the ones on the Christ Church route. I know at least two of them. I am not going to call their name. I am not going to advertise them. I will entrust my safety to them at anytime. One is a fellow who is about fifty somebody years old. I will put down my car and drive with him anytime. There is another one. I would not specify him.

What I am saying, Mr. Deputy President, is that the Government has kept its promise. The Government had a programme. It had five years to implement that programme. Unfortunately, there were some things which should have been done in five years and some people attempted them in two days and ran away. But in terms of wise Government, you know that it makes sense to phase your programme in and, in spite of the fact that Senator Brathwaite makes the point that it does not take any major work to bring down this particular law, one has to have priorities with respect to the use of your very limited draughting resources in the public sector. I know that for some three years we were working on that new Cooperatives Societies Bill and the thin provision of draughting resources held us up for quite sometime. So we must not come inside here and fool ourselves that with very thin provision of draughting resources in the public sector overnight you can come and bring down all kinds of Bills inside of here. A Government has to place some kind of priorities on the things it wishes to do and stay with those kinds of priorities. So I do not have a difficulty in terms of when this Bill was brought to this Parliament. The fact is that it is here and it is here before the next election.

Mr. Deputy President, I support this Bill.

Mr. DEPUTY PRESIDENT: Senator Fraser.

SENATOR Mrs. V. C. FRASER: Thank you, Mr. Deputy President. I wholeheartedly support this Bill. But one of the concerns that I have with regard to the minibuses is the lives of those school children. I am concerned with that in that Senator Brathwaite mentioned about the rocking and all this kind of foolishness. But I am more concerned when I see the school children actually on the side by the door of the bus and they are dancing up to the music enough to fall off. I have seen that several times. I have identified the uniform. I reported it to the particular school. I would like to put forward this point. I feel this can be discussed probably by the schools, minibus people, and Transport Board. We do not want to take away anything from people who are looking for a living. But at the same time we want the people to obey the law of the country and remember that they have children too. That is vitally important. I am of the opinion that something could be done on the routes where school children may not be able to get the Transport Board bus as readily to have the school engage in having two or three minibuses along with the school bus so that those children could get to school on time without the bus being crowded. There should be a strict rule that they must only carry the number of passengers of school children. There would not be any loud noises in those buses but they would have to conform to those rules and regulations and those minibus persons would have a clear assurance of having themselves some money from those school children and be assured of having passengers every single day. I think that something like this can be done to assist some of these school children who have to go long journeys and find it difficult with the other passengers in the bus stand.

I am saying this because I know that school buses are operated but sometimes children have to stay on at school to be involved in games and other activities. They are still in their school uniforms. They have to go down in the bus stands. On the other hand, we also have some children who are engaging in lawlessness. I have also had to report that to a particular Headmaster. I saw some standing out by Rediffusion and they allowed every single bus to pass. They were waiting for a particular minibus. I have seen them in Belmont Road waiting for a particular minibus and some of them were saying, "Man, let us wait for it so we could behave bad this evening". Now this is not the sort of behaviour we want and we feel that the minibus people need some training. The owners of the minibus should see it incumbent upon them to have some training sessions in how to behave and also how to treat people on the minibuses and obey the law of the land. That is vitally important. They should also not park in the middle of the road and prevent you from passing. That happened to us up until this morning and we had to wait until they were ready to pull off.

I am all for helping small business in this country. I am a firm believer and preacher in that. But at the same time I am also a person who believes in integrity and dignity. I believe that people should uphold the law of the land in which they live. This is vitally important whether you are a minibus driver, banker, or whoever. This is a country that has laws and you have to abide by them. Other than that, you have to suffer the penalty. Jesus Christ has laws and we have got to suffer the penalty if you do not obey them. Health has laws and if you disobey the laws of

health you are going to suffer as a result of that. I do not see why we are continuing to allow people to do as they please, according to Senator Boxill, and we seem not to be charging them.
12.35 p.m.

There seems to be some fear running through the community, which I do not understand, that people are to do as they please and then you are afraid of them. You are afraid to tell the school children: "Do not get on the minibus and behave like that, it is not becoming. If you are going to get on a minibus, sit down quietly." Or to tell the drivers that they must not overload those buses, and then you are afraid to punish them.

Mr. Deputy President, I support what Senators Boxill, Alleyne and Prescod said and I associate myself with their remarks, but I want to reiterate that I think something has to be worked out to protect our school children. If the agencies can get together, I think this would do Barbados well, because right now I am horrified every afternoon, when I am either going to CBC or Rediffusion, when the children are coming out from school and getting on these minibuses by the thousands and the kind of behaviour exhibited by them.

I hope that we can work out something for the benefit of this country, because the minibus people must realise that they are operating in a country, they are not operating in a forest. We know that they are Barbadians and we know they need to earn a living, but not at the expense of killing the children or the people of this nation. They are also killing themselves, because when they do all this foolishness their lives are at stake. If they do not have any respect for their lives, have some respect for other people's lives. As I reiterate, I am very concerned about the situation with the school children.

Recently there was a case where a headmaster sent back home a child and a lot of people were talking all sorts of nonsense. I think the principals of schools have to be very firm about some of these things, because if the children are going to wait for these minibuses and get to school at 10 o'clock, I think the principal has a right to send those children back home, or to do whatever the principal feels will encourage them on the next occasion to be more careful and to be more disciplined, because they are the future of this country. It is my understanding, from being associated with a school, that some of these children leave home as early as 6.30 in the morning, because some parents have to leave home at that time to get a bus or minibus, and the school bus and other buses pass and they wait for a particular minibus. We have to stop that in this society. We have to block it out, because that is endangering our children's lives, it is also endangering the behavioural patterns of this society, and if these children are going to continue with that it means that the principals of the schools will have to take some firm action as to what they will do about these children waiting for minibuses and getting to school late.

Mr. Deputy President, with that I again hope that something can be worked out, that some of these minibus people who, as Senator Alleyne raised, responsible people, could go to the schools and pick up children who they know would have difficulty in getting into other buses. If you get one or two school buses coming to a school, the school population might be so large that all those children cannot be accommodated. What we could in fact do is to try to see if there are some minibus people who the school, Transport Board and other authorities, like the Minibus Association, could sit down together and see whether they can work out a plan for the benefit of the school children, so that they get to school early and they are taken straight from school by these buses at the time school finishes and not loiter about the place. It would do the minibus people well, it would raise their morale and it would also show Barbados, as we are all Barbadians, that we can get things done as Barbadians if we co-operate.

Thank you very much, Mr. Deputy President.

The question that the Bill be read a second time was put to the Senate and agreed to.

On the motion of SENATOR THE HON. L. V. H. LEWIS, Mr. DEPUTY PRESIDENT left the Chair and the Senate went into Committee on the Bill, SENATOR J. C. W. WICKHAM in the Chair.

SENATOR THE HON. L. V. H. LEWIS: Mr. Chairman, unless there is objection, I should like to move that we take all 17 clauses in one fell swoop. Hearing no dissenting voices, I beg to move that clauses 1 to 17 of the Bill stand part.

Mr. CHAIRMAN: In view of the acceptance of the motion by the Leader of the Senate, it means therefore that any Senator can speak on any one of these 17 clauses.

The question that clauses 1 to 17 of the Bill stand part was put to the Senate and agreed to.

On the motion of SENATOR THE HON. L. V. H. LEWIS, Mr. CHAIRMAN reported the passing of the Bill in Committee, and Mr. DEPUTY PRESIDENT resumed the Chair and reported accordingly.
12.45 p.m.

On the motion of Senator the Hon. L. V. H. LEWIS the Bill was read a third time and passed.

NURSES AND MIDWIVES (REGISTRATION) (MISCELLANEOUS PROVISION) BILL, 1990

Order No. 3 – to move the second reading of a bill to provide for Provisional and Temporary Registration of Nurses and the Prescription of Temporary Registration Fees.

SENATOR THE HON. L. V. H. LEWIS: Mr. President, this Bill is very straightforward. As it is well known in Barbados, the attractions of North America have incited many of our trained nurses and midwives to climes where the remuneration is far more acceptable to them and as a consequence, Barbados has had to attract nurses from offshore to come and work on the island. There was no provision whereby such nurses would be permitted to work without remaining in the island for a period of time during which the appropriate authorities would require them to pass a test before they could be admitted to practise in the hospitals, and the provisions of this Act seek to permit the temporary registration of nurses and midwives, in a provisional manner and fees to be paid during that period and for the Registrar to temporarily register those persons until they have satisfied the Nursing Council that they are qualified to continue to practise in Barbados as nurses and midwives.

I beg to move that the Bill be read a second time.

SENATOR Miss V. P. BRATHWAITE: Mr. Deputy President, I wish to make contact with one of the points made by the Honourable Leader of the Senate and it has to do with the fact that nurses from Barbados have been attracted in growing numbers in more recent times to North American shores. I wish to point out, Sir, to the Leader and to the Minister that the fact of the attractiveness of North America and other climes is not the sole reason for nurses leaving Barbados. These nurses, Sir, – and I am sure that this is a fact which is in the public domain and if persons from the other side were honest with themselves they would recognise this – are in fact reacting to a situation in which they have to practise their profession. It is not only that North America offers perhaps better working conditions or better salaries but it is that they are retaliating and rebelling and reacting to an environment in which they cannot find their rightful place as far as practising their profession is concerned.

The poor conditions under which they have to operate, Sir, not only at the level of the physical plant in the Queen Elizabeth Hospital or the polyclinics or the Psychiatric Hospital or the Geriatric Hospital but also in terms of training and upward mobility in the profession. I am sure, Sir, that the Leader of the Senate has heard the complaints on many occasions that persons who are trained overseas and then return to Barbados to practise nursing have been given preference to those locally trained persons when it comes to the area of promotion. What is worse, Sir, is that we have not seen any attempt to rectify this position, to raise conditions generally. During the last salary reclassification, for example, hundreds of nurses at the bottom of the scale did not find themselves any better off in terms of disposable incomes. In fact some of them did not receive increases at all on paper. These are some of the things that the nurses are reacting to, and the fact that the Minister has seen as one possible answer to this problem is to offer a plane ticket to those who have left. Why incur that expense? Why not make sure that conditions are upgraded generally so that the nurses would not have had to leave in the first place? For them to shut the stable door after the horse has long bolted...

This Bill before us today, Sir, is just another attempt to cast away as it were the problem in this country facing nurses. We are now importing nurses to fill gaps caused by the exodus of our local nurses. Why not try to keep the local nurses here? I should think that that is a matter to which the Minister should turn his attention.

To move on, Sir, I would like to impress on this Government the need to rationalise the whole area of nursing assistants. It is my understanding that those persons in order to qualify to enter the nursing assistants' schools must have at least one "O" level in any subject whatsoever. There are many young women, Sir, who need work, who are willing to undergo a course of training which would qualify them to be nursing assistants, who have basic common sense, basic good communication skills, a good secondary well-rounded education, but who lack that one "O" level in whatever subject it might be. I think the time has come, Sir, when the entrance qualification for that nursing assistants course must be reviewed. Perhaps what might be required is for those persons desirous of undergoing this training to pass some proficiency test. We have had in this country, Sir, a history of persons who lacked formal academic qualification but who have made very good nursing assistants working alongside and supplementing and performing a very important role in the delivery of health care and therefore, Sir, I would like this matter to be looked at again and I think that the Government can pass some measure, certainly look at it and determine what can be done to remove that hurdle and allow these persons who are in dire need of employment, who want to work and who feel that they can give some service in this area to get past that hurdle.

The point is that the placement of this stringent requirement of one "O" level in any subject whatsoever, indicates that it is only really a barrier because to stipulate – I say stringent, Sir, because there are many persons who are trainable but who cannot get past this one "O" level and the point I want to make is this: If you stipulate that one "O" level in any subject whatsoever, Religious Knowledge, French, Latin whatever, what is the purpose, because that one subject on many occasions does not relate to the practice of nursing.

I want to make the point that these persons are trainable and can be trained and at a time when Barbadians are suffering so much from the effects of unemployment, at a time when nurses and nursing assistants are in great demand, perhaps this is a matter, and I will indeed urge Government that this is a matter, to which it can turn its attention.
12.55 p.m.

Sir, the conditions regarding the recruitment of nurses for the St. Joseph Hospital is also presenting some concern. I think that perhaps the Leader of the Senate might impress upon his Minister that the status of that project at this time should be revealed.

Mr. DEPUTY PRESIDENT: Senator Brathwaite, I do not think the status of the St. Joseph Hospital is in question at this time if I read this Bill correctly.

SENATOR Miss V. P. BRATHWAITE: If that is your ruling, Sir. That is my intervention. I thank you for listening.

SENATOR J. C. W. WICKHAM: Mr. Deputy President, I am delighted to take this opportunity to say a word on the behalf of the nurses at the Hospital. For the last almost 2 years I have had most intimate connections with the Hospital and its services. Therefore, anything in my view that can be done to improve the condition of the nurses who are, in fact, migrating in alarming numbers – there is hardly an Official Gazette which you open in which you do not see the resignation of a staff nurse – is to be welcome.

I cannot agree with Senator Brathwaite that qualifications are less important than a willingness to work. The subject of the "O" Level is not of importance. What it does represent is an ability to learn and an ability to subject oneself into the discipline of learning. Therefore to abolish it is to open the gate wide to people who are undisciplined. It would be dangerous indeed to lower the standard of the entry, at whatever level of nursing, especially at a time when we are anxious to improve the prestige of the profession.

Thank you, Mr. Deputy President.

SENATOR Mrs. V. C. FRASER: I should like to say that part of what the Senator who just sat has said is one of the things which I wholeheartedly support and agree with. I was rising on the point that one of the reasons why I find pleasure in supporting the particular Bill before us... I was raising in my mind looking at the whole situation and the reason why this has happened. It took me back to 10 years ago that the reason why this happened was because all training of nurses went on hold in the former regime. If we stop training it is obvious we would not have any. For 10 years you stopped training people. Do you expect to have any to work?

The question of attracting nurses abroad that has always been going on. That is nothing new. Many of our nurses have gone abroad whether it was attractive or not attractive. To some of them it did not turn out very attractive. Some of them had to return to Barbados because they found out when they had to pay their rents and utilities, they were not getting such a beautiful deal. Some of the hospitals that they went to were not all that plush and posh.

Here in the Queen Elizabeth we have equipment which can be associated with any hospital that is of a high standing in the world. We have nursing services which are extremely creditable. I should like to take this opportunity to congratulate the nurses for what they are doing in serving humanity. I think very often people forget that after the doctor the nurse has to be the person to lead you on to good health. Good nursing care is very essential.

We must make the point again that Senator Wickham made that we must attract disciplined people to a profession like nursing where people who are undisciplined can be easily frustrated, get annoyed, confused and therefore upset patients. You must have persons who are willing to learn, to carry out orders and discipline and willing to go the extra mile because that is what nursing demands. There is not everybody who could be a nurse. There are loads of people who tried it and did not continue because they did not have that sort of feeling within them.

There was a time in Barbados when we had sessional nurses. For 10 years many of these people had to go home and they could not come back to help out in the Casualty and those departments. This again brought about this confusion having to fill the places because we did not have enough nurses.

Also, we are now beginning to train midwives again. They stopped the training of midwives. Can you imagine such a valuable aspect of nursing people stopped training midwives? You stopped training nurses? It means now it is going to take you a few more years before we see the nursing stock being built back up. That is a commonsense thing. If you stop training a policeman and some are passing out or they are going abroad, do you expect to have them?

I want people to realise the injustice that has been done to Barbados and to the nursing service by stopping the training of nurses and midwives for that long period of time. We have to be coming with this Bill now because we have people there who have to be attended to. It is obvious this Government cares about the people who are sick. We are interested in health care so we have to try to get the people to fill in there until the set of nurses which I believe

in another year or so will come from the Community College. Then we will start building up again.

I wanted to remind people, Mr. Deputy President, that sometimes when people get power it goes to their heads and they do foolishness. They do not realise down the line how it is going to affect the country. I think that was the worst thing that could ever have been done in this country to stop the training of nurses, to stop recessional nurses who were retired, people who could come back in at the time, work in the Casualty and different departments to help the load that they had there and to stop training midwives. How could anybody who says that he or she loves a country be so wicked as to put the country in this kind of position?

I am happy now that we are moving forward with this present Government that we are training nurses in every area. We are also sending nurses to exchange visits to learn more about special things like burns, intensive care and all aspects of nursing.

Thank you, Mr. Deputy President.

SENATOR Dr. F. W. ALLEYNE: Mr. Deputy President, let me begin by declaring an interest. A nurse married me about 21 years ago. Much of the debate so far has not been placed in the right perspective. This talk about nurses migrating from Barbados in larger numbers than ever may be true but we have to understand why this is the case.
1.05 p.m.

Mr. Deputy President, in any set of circumstances, it is the more enterprising, more ambitious, and the more abled in our midst in any population who will seize the opportunities for migration. This is so in any population the world over. Those whom we would like to never leave. In fact, I had a Headmaster who had a way of saying, "The best will always go. Those whom I wish to bid me farewell will never leave". That is what an old Headmaster of mine used to say. Now I am not saying this to say that this is true of the nurses who remain. I know in Barbados we have some of the most dedicated you will find anywhere. I speak from experience. I know of a nurse who retired not so long ago who used to be in charge of that Antenatal Clinic, Sister Bradshaw. I would say that it is hard to find a more dedicated and more efficient nurse in any part of the world to beat that lady. She left at the level of a Sister. If I had any say in it, she would be way beyond Sister's level. It is hard to find anybody who will surpass her competence and dedication to her work.

So this talk about nurses leaving, we have to understand that it is the more ambitious people who are seeking opportunities in life to improve themselves who will grab those opportunities. Nursing like the legal profession, medical profession, accounting profession, and like any other profession, the nurses respond to these opportunities. It is just not true to say that the physical conditions in the nursing establishments have not improved substantially over the last four years. In fact, Mr. Deputy President, I make bold to say that anybody who says that is guilty of a blatant untruth.

In 1986, the nurses, hospital staff, and the patients who were in the Geriatric Hospital at night used to get wet in their heads by urine dropping from the floors above. In 1990, that is no longer happening. Thanks to the programme of this Government. I invite all Senators including you, Sir, to visit the Geriatric Hospital and see how it has been transformed over the last four years. In 1986, it was like a stinking hole. In 1990, it is like a hotel and I say that the acid test of how a society values its people can be found in its provision for the elderly. If it is one yardstick by which you can judge this Government, it is the way in which it cares for the elderly. Not only has the Geriatric been upgraded, but the Queen Elizabeth Hospital has gone through some substantial physical upgrading. It is there for everybody to see and anyone who would get up in this Senate and deny that is a stranger to the truth.

Our opponents have been running up and down the length of this country attacking this Government that they spend too much money. They are guilty of squandermania. But when we spend the money on the people to improve the quality of life for the people they come back and lie on us. This whole matter of training opportunities is something that has always worried me. I tell you that I am close to nursing. Nursing is close to me. For at least four consecutive years the training school at the QEH took in no new entrants. The school was almost closed down. That is a fact. Mr. Deputy President, it is a fact. The teaching staff at the school were demoralized. I am not talking from hearsay. They were demoralized and the then Administration was saying that the nurses are over-trained. Can you want a more silly statement than that? I am talking about the time when Miss Billie Miller was the Minister of Health. Her position was no more training for nurses. The nurses are over-trained and it is a very asinine position to take because knowledge is advancing by leaps and bounds everyday. For one to take a position that a nurse is over-trained is a failure to understand the sociology of knowledge. Fortunately, all that has been brought to them. Nurses are going to Jamaica again for training. They are going to Mandeville. There is accelerated training here in Barbados for their assistance as well as the professional nurses. There has been a large number of appointments of nurses in the last couple of years and on the whole the conditions of nurses have improved. Let me say that it is my view and it has always been my view that you cannot really remunerate a nurse adequately for the work they do. You cannot.

I hold the view that nurses should be better paid and not because my wife is a nurse. At present even if you paid them better my wife would not benefit very much because she works about four hours a day, five days a week. I saw

to that because I cannot have four children and tell me she can have a full-time job too.

So Mr. Deputy President, I am saying that the evidence is crystal clear that this Government inherited a demoralized staff in the health sector, a run down physical plant, and the Government has worked almost wonders in four years. The previous Administration had a way of saying that there were 600 nurses in the QEH and 600 beds in the QEH and, therefore, you had a nurse to a bed. That is to misunderstand the allocation of nursing staff. When you are making a relationship between the nurses who are operating on the wards and the beds, to take a kind of relationship as that drawn by Billie Miller of the number of nurses at the QEH and the number of beds and to say you have a one-to-one relationship is to display a level of ignorance which is incredible. For one, no more than 300 of those nurses are available for ward service because you have the Sisters, Senior Sisters, and those in the administration. The most they will come around and do is what you call a "ward round". The other thing is that you have at least three shifts in that hospital. You have the night shift which I think begins around 7 o'clock. You have the early one from 7 o'clock in the morning until 3 o'clock and you have the 2 p.m. to 9 p.m. So how can you get that one-to-one relationship?

So that what I am saying, Mr. Deputy President, is that this Administration inherited a health sector which was almost destroyed. It has done a great job in rebuilding it. Senator John Wickham made the point that the "O" level qualifications, small as it is, should not be removed and I heartily agree with him. I go further. What is one "O" level? You have children at 15 years who have 9 "O" levels. What is one "O" level? If you cannot get one "O" level, what do you want to do? Do you want to be a nurse with no "O" levels? One "O" level is nothing. So I do not understand what is the talk of one "O" level. I am amazed to see this reduction of standards in 1990. We are talking about reducing people to the lowest level. But I go further, Mr. Deputy President, and say that nursing is one of those vocations in which character and attitude are critical.
1.15 p.m.

If you are a person of bad character, I do not care how many 'O' levels you have, you should not be accepted into nursing, and if you get into nursing you should be evaluated during your training and if you do not display those attitudes which are so necessary in dealing with patients, you should be put out. This is done in the University Hospital at Mona. It is very important if you are going to protect the integrity of the profession.

Senator Brathwaite would have us believe that the QEH is in an incredibly bad physical condition, and I have to say to this Chamber that the last thing I would do is run down Barbados. I do not care which administration is in office, when it is run down I do not have anywhere to run, I still have to stay here. I cannot say that for my children, my children might live any part of the world. They are girls and a woman can never determine where she is going to live, but I hope to spend my old years here.

The Queen Elizabeth Hospital, Mr. Deputy President, is one of the best two equipped hospitals in the English speaking Caribbean. The only one which is better equipped than the Queen Elizabeth Hospital is the Mount Hope Hospital in Trinidad.

Aside.

SENATOR Dr. F. W. ALLEYNE: I am making the point, Mr. Deputy President, about the physical condition and the availability of equipment, and I am saying it is a fact which cannot be disputed, in spite of our resource limitations in Barbados, in spite of all the stresses which the nurses have to go through, and the Hospital staff, that the Queen Elizabeth Hospital is one of the best teaching hospitals in this Caribbean. I am not going to call the others by way of putting them down, but why do you think that as soon as the medical students in Jamaica complete two and a half years all of them flock to come down to the QEH? Because it is a run down hospital?

All I am pleading, Mr. Deputy President, is let us not run down our assets. I lived in Jamaica when the University Hospital in Jamaica was a leading hospital. I visited Jamaica a little more than a year ago and I was ashamed at what I saw, so let us not get in Barbados and try and pull down the place. The worst enemy you have is the enemy from within.

Mr. Deputy President, all is not rosy. The nurses and the people who work in the Hospital could do with some more opportunities for promotion. I have always felt that there are not enough opportunities for promotion among the nursing staff in that Hospital. I hold to the view that at least one third of the staff in an institution as big as the Queen Elizabeth Hospital should be in the category of senior staff, that is, Sister and above. I believe that that is the type of norm which certainly the National Union of Public Workers and the Government's Personnel Department should be working towards. If we are going to keep our young nurses in Barbados, we have to give them the opportunities for promotion and we have to provide opportunities for upgrading their knowledge. I am satisfied, Mr. Deputy President, that our nursing services are on the mend, they are not looking down.

I have great admiration for a Permanent Secretary, now retired, of that Ministry of Health, a Mr. Alison Daniel. I recall he was the type of person who never spoke unless he had something of substance to say. That is what I know about him. On his retirement I remember he said, and we can check it, but I distinctly recall the substance of what he

said. "Any administration which had O'Brien Trotman as a Minister was destined to destruction."

Mr. Deputy President, I support this Bill.

SENATOR THE HON. L. V. H. LEWIS: A lot more can be said about the nurses and the Hospital, but I am myself not certain how I should proceed. Therefore, I beg to move that this Bill be read a second time.

The question was put to the Senate and agreed to.

On the motion of SENATOR THE HON. L. V. H. LEWIS, Mr. DEPUTY PRESIDENT left the Chair and the Senate went into Committee on the Bill, SENATOR J. C. W. WICKHAM in the Chair.

Clauses 1 and 2 were called and passed.

SENATOR THE HON. L. V. H. LEWIS: I beg to move that the Schedule be the Schedule to the Bill.

The question was put to the Senate and agreed to.

On the motion of SENATOR THE HON. L. V. H. LEWIS, Mr. CHAIRMAN reported the passing of the Bill in Committee, and Mr. DEPUTY PRESIDENT resumed the Chair and reported accordingly.

On the separate motions of SENATOR THE HON. L. V. H. LEWIS, the Bill was read a third time and passed.
1.25 p.m.

ORDER NO. 2 – TO MOVE THE SECOND READING OF A BILL TO AMEND CERTAIN ENACTMENTS RELATING TO THE PAYMENT OF PENSIONS, GRATUITIES AND OTHER ALLOWANCES

SENATOR THE HON. L. V. H. LEWIS: Mr. President, ever since 1971 the policy of successive governments in the manner of pensions has been guided by the principle that wherever possible liability for a national pension should be taken over by the National Insurance Board under the National Insurance and Social Securities Scheme. However, it is possible that there could be some duplication of service pension and old age contributory pension under the National Insurance Scheme and it was agreed that these should be avoided. The policy in realisation of this concept of a national insurance pension has some effect in relation to the constitution of this country.

However, from time to time, in terms of civil service pensions it is Government's policy that the pension payable is adjusted so that the retiring benefits partially will be payable from National Insurance and where the salaries are in excess of $2600 persons will be entitled to other pension out of the public treasury. For the future there will be no duplication of pensions under the National Insurance Scheme or from the Civil Service Treasury or by way of statutory boards. There are presently about some 50 statutory boards including the boards of management of schools, some of which make provision in legislation for pensions of staff; in the case of others there was no pensionable provision and the purpose of this legislation is to ensure that employees of all statutory bodies will be entitled to pension in the same way that persons under civil establishment and under teachers' establishment orders are entitled to pensions.

I was prepared to make a very lengthy presentation today, Mr. Deputy President, but in view of certain circumstances which are well known to all persons here, I would only like to indicate that the provisions in this Bill affect the Barbados Board of Tourism, the Public Utilities Board, the National Assistance Board, the Export Promotion Corporation, the National Conservation Commission and its predecessors, the National Cultural Foundation, the National Sports Council, the Occupational Training Board and other similar boards. In certain cases the law is deemed to have always had effect and in some other cases will take effect from date in 1990. Provision is also made that in cases where some of the boards had made provision for pensions of staff and as a matter of Government policy were instructed to discontinue making those arrangements with private sector insurance companies that all employees of the board will now be entitled to a pension as a result of this legislation.

In the case of the Insurance Corporation of Barbados and the Industrial Development Corporation provision is also now made for officers who may have been employed in the public service to transfer to those bodies and to continue to be entitled to their pensionable status and for persons recruited by those bodies who may have transferred to the Civil Service to also continue to be entitled to whatever pensionable benefits they had or were entitled to at the beginning.

In the case of the Water Authority and two other boards, provision is being made for the Insurance Corporation and indeed, a trust deed has already been drawn up whereby the Barbados Water Authority and two other Boards will become pensionable under the scheme of pension that the Insurance Corporation of Barbados has presented to the appropriate Minister for consideration and which has not yet but will shortly be going to Cabinet to ensure that those persons who transfer from the Public Service to the Barbados Water Authority or who have been seconded to the Water Authority will be entitled to the pension on the basis calculated as if they had been in the Civil Service although they would have transferred to the Barbados Water Authority and to receive pensions based on the salaries that they would be working for at the Barbados Water Authority.

The whole purpose of the legislation is to bring about equality in terms of pensionable service and opportunities for those persons within the public sector. The other agencies affected besides the Barbados Water Authority by that provision and the Port Authority who had some people seconded to it are the Barbados National Bank and the Central Bank.

With that brief attempt at a fairly explicit explanation of what the intent of Government is, I beg to move that this Bill be read a second time.

SENATOR J. S. GODDARD: Thank you Mr. Deputy President, I should be very brief because I do support this Bill and the intention behind the Bill. I would just ask if Senator Lewis could later on clarify as to whether the pension plan is contributory or non-contributory. I assume that it is going to be a non-contributory plan.

Secondly, that arrangements have been made for past services and that they be amortised over a reasonable period of time. I raise these points because in introducing a pension plan the cost is usually in the vicinity of 12–15% of payroll costs. That can vary depending on the composition of the employees of a particular organization but 12–15% is a reasonable yardstick and this incurs an additional cost to each and every organization that is introducing a pension plan which means that the management of those organizations have to see where they can effect savings elsewhere, so that the total cost of that organisation does not increase unreasonably. I am only asking these questions for clarification. I thank you, Sir.

SENATOR Miss Y. V. WALKES: Mr. Deputy President, I rise to support this Bill and I want to say what an excellent step it is by the Government and that it is very necessary that workers in this country feel that their contribution is worthwhile even when they are retired. I am not going to be very long but I want to say that I see pensions as a right and not as a privilege and that pensions should be seen more as a deferred remuneration.

I want to say what an excellent thing this is by the Government, particularly, to state that workers should be able to continue having a reasonable standard of living even when they have retired and not feel that they cannot continue to be well taken care of.
1.35 p.m.

It is also important to see that Government has given this very good example. It has shown that it is superior because it is very necessary for workers if good industrial relations should continue in work situations and practices that they feel secure and comfortable. I want to say that since Government has shown this kind of example, it is important that the private sector take this example up and make sure that these workers out there also have pension plans.

For years the Barbados Workers' Union has been calling on various areas, the public sector and also the private sector to implement plans. They have been successful in a number of areas – for argument sake the Port workers and the sugar workers. There have been plans formulated for those workers. The private sector must play this very important role because it is necessary that workers feel a part of the work places and that no longer this master and servant situation exists where workers do not feel that they are part of their work places, that they are contributing and that it is recognised. Also there is a call for productivity to a great extent and if workers feel comfortable productivity will increase. Of course, this will assist in our economic growth. I am saying that we are going to benefit all round as a country.

I want to say, Mr. Deputy President, also that when Government is going into this pension plan there are certain things that should be in place for the workers. For argument sake, committees should be set up between the employers and the employees so that the pensions are done to the benefit of all. There should be a lot of discussion in terms of what form the pensions are going to take. Wide education should be given to the workers so that workers understand how the pensions are worked out, they know what is coming to them and when they retire they are not there in the cold wondering how much they are going to get being unsure whether they are going to get anything at all or to what extent they are going to benefit. This is very important. Whatever formula that is used should be made plain to the workers. The workers should have a copy of the plan. I think that if we can look at these then we are on our way to ensuring that workers feel very comfortable with this plan.

I once again want to say that I support this Bill. Thank you.

SENATOR C. A. BLACKMAN: I will be brief, Mr. Deputy President. The Bill is one which there cannot be any dispute that one should give its support. I just have two concerns.

There are a couple of institutions that I see not covered and that is the Community College and the St. Joseph Hospital. I am wondering perhaps whether the Act could not be looked at in terms of making provision for adding – it may not necessarily be all here – by Order other statutory corporations eventually that other institutions can come into the framework of this protection rather than have to bring a separate amending Bill.

SENATOR Dr. F. W. ALLEYNE: Mr. Deputy President, a matter pertaining to pensions could not pass my

attention. I have more than an interest in pensions, not that I am 65.

I fully accept the point made by Senator Goddard about funding of pensions. It can be a costly undertaking. I do not think that in Barbados we have given enough thought to this matter. We are paying pensions on a current basis. In short, there are no sinking funds set up to finance these liabilities as they fall due.

I wish to emphasise the necessity for forward planning to pay these pensions because as the size of the public sector, that is, those workers who are directly employed in the main stream public sector and the statutory boards as that population of workers increases the pension bill will also increase. To the extent that there is not that forward planning, some sinking fund provision, and the proper investment of those sinking funds to pay that bill it is not inconceivable that at some point in time this liability can be a very substantial burden on the recurrent budget. I think we have to notice that.

The other point I wish to note, Mr. Deputy President... And I am sure Senator Goddard would agree with me when I say that the best way the private sector can assist in pension provision is by all private sector employers making sure that they comply with the Social Security Act. I am sure that the firm of which Senator Goddard is a member does comply with that fully. I do not have a difficulty with Goddard Enterprise. That is a good corporate citizen.

The Act when it was conceived envisioned the development of a national pension plan for Barbados through the Social Security Scheme. Since 1982 we have run into the difficulty where that fund which should provide pensions for those who have contributed to it has been raided to pay the non-contributory pension. That has happened in 1982. It was done to hide the fiscal deficit at that time.

As Chairman of the National Insurance, I have made representation to the appropriate Minister. He has agreed with the wisdom of the point which we are making that a fund which is a contributory fund which should pay benefits in the future, that those funds should be properly invested so as to meet the liabilities arising from pensions when they fall due, otherwise we can get into a situation where if I live long enough to get a pension... And many men do not live long enough to get a pension, it is usually the women who draw pensions: that is the reality. Many men do not pass 65. The women have more sense. They live and draw the pensions. I am just cautioning that we need to heed the point raised by Senator Goddard about the necessity for funding and proper forward provision for paying these pensions.

With those brief remarks, Mr. Deputy President, I fully support this Bill.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, what the last speaker did not say is that the burden for many of these pensions which we are now providing for is going to fall fairly and squarely on the National Insurance and Social Security Scheme because it is only in excess of the $2 600 that the agencies will have to find money at the present time in order to fund the pensions which will be payable in the future. With that in view, that is one of the reasons why the Insurance Corporation of Barbados has already undertaken in collaboration with the Barbados Water Authority, the Barbados Port Authority, the National Petroleum Corporation, the Barbados Marketing Corporation, the Barbados Tourism Investment Corporation, the Caribbean Broadcasting Corporation, all of them are included in the plan which has been drawn up and has been in the works ever since 1980 by the Insurance Corporation of Barbados in an effort to respond to this pensionable situation which this Government has the honour now to implement.

I beg to move that the Bill be read a second time.

The question that the Bill be read a second time was put to the Senate and agreed to.

On the motion of SENATOR THE HON. L. V. H. LEWIS Mr. DEPUTY PRESIDENT left the Chair and the Senate went into Committee on the Bill, SENATOR WICKHAM in the Chair.
1.45 p.m.

COMMITTEE

Mr. CHAIRMAN: The Senate is in Committee.

Clause 1 was called.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, again in the interest of time, I would like to move if there is no objection that Clauses 1 to 5 of this Bill stand part.

Mr. CHAIRMAN: Mr. Clerk, if there is no objection to the proposal made by the Leader of the Senate, will you call Clauses 1 to 5 together?

Clauses 1 to 5 inclusive were called and passed.

The Schedule of the Bill was called and passed.

On the motion of SENATOR THE HON. L. V. H. LEWIS, Mr. CHAIRMAN reported the passing of one Bill in Committee, and Mr. CHAIRMAN resumed the Chair and reported accordingly.

On the motion of SENATOR THE HON. L. V. H. LEWIS, the Bill was read a third time forthwith and passed.

ADJOURNMENT

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, that takes care of Public Business for today. I beg to move that this Senate be adjourned *sine die.*

The question that the Senate be now adjourned sine die was put to the Senate and agreed to, and Mr. DEPUTY PRESIDENT adjourned the Senate accordingly at 2:00 p.m.
2.00 p.m.

CONTENTS

EXPRESSION OF SYMPATHY

SENATOR HON L. V. H. LEWIS 2007

PRESENTATION OF PAPERS

SENATOR HON. L. V. H. LEWIS 2007

1 The Defence (Rate of Pay, Loans and Allowances) Regulations, 1990.

2. Twenty-first Annual Report of the Barbados Development Bank for the Financial Year ended 31st March, 1990.

3. The Road Traffic (Amendment) Regulations, 1990.

SUSPENSION OF STANDING ORDERS 2007

SENATOR HON. L. V. H. LEWIS 2007

APPOINTMENT OF CHAIRMAN

SENATOR HON. L. V. H. LEWIS 2007

Appointment of Senator John Wickham.

INTRODUCTION OF BILLS

SENATOR HON. L. V. H. LEWIS 2008

1. A Bill to amend the Road Traffic Act, Cap. 295.

2. A Bill to amend the Statutory Boards Casual Employees (Pensions) Act.

3. The Statutory Boards (Pensions) Act.

4. The National Conservation Commission Act.

5. The Insurance Corporation of Barbados Act.

6. The Industrial Development Corporation Act.

7. A Bill to provide for the Provisional and Temporary Registration of Nurses and the Prescription of Temporary Registration Fees for Nurses.

PUBLIC BUSINESS

ROAD TRAFFIC (AMENDMENT) BILL 1990 2008

Senator Hon. L. V. H. Lewis, 2008; Senator A. W. A. McClean, 2008; Senator Miss V. P. Brathwaite, 2010; Senator T. A. Prescod, 2011, 2012; Senator N. W. Boxill, 2012, 2013; Senator Dr. F. W. Alleyne, 2014, 2015; Senator Mrs. V. C. Fraser, 2016.

A BILL TO PROVIDE FOR PROVISIONAL AND TEMPORARY REGISTRATION OF NURSES AND THE PRESCRIPTION OF TEMPORARY REGISTRATION FEES 2018

Senator Hon. L. V. H. Lewis, 2018; Senator Miss V. P. Brathwaite, 2018; Senator J. C. W. Wickham, 2019; Senator Mrs. V. C. Fraser, 2019; Senator Dr. F. W. Alleyne, 2020, 2021.

A BILL TO AMEND CERTAIN ENACTMENTS RELATING TO THE PAYMENT OF PENSIONS, GRATUITIES AND OTHER ALLOWANCES 2022

Senator Hon. L. V. H. Lewis, 2022, 2024; Senator J. S. Goddard, 2023; Senator Miss Y. V. Walkes, 2023; Senator C. A. Blackman, 2023; Senator Dr. F. W. Alleyne, 2023.

ADJOURNMENT 2025

Senator Hon. L. V. H. Lewis, 2025.

SPEAKERS IN THIS ISSUE

ALLEYNE, Senator Dr. F. W.
BLACKMAN, Senator C. A.
BOXILL, Senator N. W.
BRATHWAITE, Senator Miss V. P.
FRASER, Senator Mrs. V. C.
GODDARD, Senator J. S.
JORDON, His Hon. Senator M. deL.
LEWIS, Senator Hon. L. V. H.
McCLEAN, Senator A. W. A.
MORRISON, Senator A.
PRESCOD, Senator T. A.
WALKES, Senator Miss Y. V.
WICKHAM, Senator J. C. W.