
THE SENATE DEBATES

(OFFICIAL REPORT)

FIRST SESSION 1991 - 96

SENATE

Friday, February 14, 1992.

The Senate met in the Senate Chamber, Parliament Buildings, on Friday, February 14, 1992, at 11.15 a.m.

PRESENT

His Honour Senator M. deL. JORDAN, (Deputy President);

Senator the Honourable L. V. H. LEWIS (Minister of Agriculture, Food and Fisheries), (Leader of the Senate);

Senator A. MORRISON;

Senator Mrs. V. C. FRASER, B.S.S., J.P., M.C.F.A.;

Senator A. J. N. PHILLIPS;

Senator Dr. Frank W. ALLEYNE;

Senator Miss Y. V. WALKES;

Senator Mrs. M. BARKER-WELCH;

Senator Mrs. M. WALCOTT;

Senator the Rev. Canon J. L. SPRINGER;

Senator J. G. BELLAMY;

Senator J. A. F. COLE;

Senator Miss M. A. MOTTLEY.

Prayers were led by Father Errington Massiah.

PRESENTATION OF PAPERS

Mr. DEPUTY PRESIDENT: Senator Lewis.

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

The Annual Report and Financial Statement of the Barbados National Standards Institution for the year 1986-87 and also for the year 1987 to 1988.

MOTIONS RELATING TO THE BUSINESS OR SITTINGS OF THE SENATE AND MOVED BY A MINISTER

Mr. DEPUTY PRESIDENT: Senator Lewis.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I beg to move the suspension of Standing Order 45:2 to enable this Honourable Senate to deal with Item 3 on the Order Paper.

The question was put to the Senate and agreed to.

FIRST READINGS OF BILLS

Mr. DEPUTY PRESIDENT: Senator Lewis.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I beg to move the First Reading of a Bill entitled an Act to amend the Customs Act.

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

PUBLIC BUSINESS

RESOLUTION TO APPROVE THE COMPULSORY ACQUISITION OF LAND AT HAGGATT HALL, SAINT MICHAEL FOR THE PURPOSE OF ROAD IMPROVEMENT

Order No. 2 was called – To move the passing of a Resolution to approve the compulsory acquisition of land at Haggatt Hall, Saint Michael for the purpose of road improvement.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, the Resolution before this Chamber is brought before us in order that for certain lands which were

utilized in 1981 and 1982 for the purpose of road widening, the position may now be regularized. These three parcels of land at Haggatt Hall, St. Michael were used for the purpose of road improvement. They measure some 2 812 square metres, 6 194 square metres and 128.4 square metres respectively. They are the property of the Estate of the late Clarence Dowding. They, along with other parcels of land, were utilized in the course of certain improvement works which were carried out in the Haggatt Hall area.

They were not in the first instance included among the parcels of land which it was thought would be necessary for these purposes. In addition it has been discovered that some of the lands acquired will also have to be returned to the owners since there is no intention to use them for Government purposes anymore.

As the first step towards redressing the situation, approval of Cabinet was sought for the compulsory acquisition and this Resolution now before us would put the cap on the regularizing of this problem. The lands have been utilized, as I said before, and this is now to put the matter in its true legal perspective.

I beg to move that the Resolution do now pass.

The question was put to the Senate and agreed to.

ORDER NO. 1 – RESOLUTION TO APPROVE THE
LEASE BY THE CROWN UNDER SECTION 5 OF
THE CROWN LANDS (VESTING AND DISPO-
SAL) ACT, CAP. 225 TO BRITISH AIR-
WAYS PLC OF A PARCEL OF LAND
SITUATE AT THE GRANTLEY
ADAMS INTERNATIONAL
AIRPORT

Order No. 1 was called – To move the passing of a Resolution to approve the lease of land at the Grantley Adams International Airport to British Airways PLC.

Mr. DEPUTY PRESIDENT: Senator Lewis.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, the Resolution seeks to give legal force to an arrangement whereby lands in the proximity of the airport, part of the airport compound, may be utilized for the purposes of development and provision of facilities and services for aviation. The proposed lease of some 2 465 square metres of land at the Grantley Adams Airport is in response to an approach by British Airways PLC to lease land for the purpose of construction and engineering facilities. The land area falls within that section of the airport identified as suitable for airsite commercial use in the land use plan which was developed in consultation with the Caribbean Airports Authority Project.
11.25 a.m.

When the engineering facility is completely erected it will provide for aircraft maintenance and ancillary offices, as well as storage space. In addition land will have to be utilised for the purpose of providing an access road to the engineering facility so that the proposal in toto is to lease 2 465 square metres of land to British Airways under a lease agreement which will be for a period of 15 years in the first instance with an option to renew for a further 15 years subject to terms and conditions to be agreed upon.

The initial rent is to be \$9 600 per annum. The rent will be subject to review every five years, and the lessee, British Airways, will be responsible for all development costs, including that of providing and maintaining the access road of 333 square metres.

They will also accept full responsibility for any repairs to the roadways and buildings and for insurance thereof, as well as responsibility for any taxes, charges and payments arising out of use of the premises.

On termination of the lease, after the maximum 30 years of the lease, the buildings on the site will revert to the Crown for zero consideration.

There can be no doubt to any Government that it will in the interest of the country, Barbados, seek to provide opportunities for recognised international airlines to utilise services at the airport. Indeed it is not farfetched to consider that in years to come, not only British Airways but BWIA and others may contemplate the construction of the sort of facilities at the Airport which, apart from providing employment opportunities to Barbadians, will also offer other services which are worthy of an international airport of the standing of the Grantley Adams International Airport.

With those considerations in mind, I beg to move that this Resolution be passed.

SENATOR Miss M. A. MOTTLEY: Sir, I have no hesitation in supporting this Resolution. I believe the last few words by the Honourable Senator sum up quite well a general trend in international circles and an approach by most Governments, namely that the question of airline services very much to date is dealt with by the airlines themselves and the days of Government constructing a vast amount of buildings for airlines has long past. Many airlines today are taking up the responsibility of providing a lot of services for themselves.

Anyone who visits any airport in North America would understand that quite well, but it is a trend which has developed now outside of North America and is really going at a rapid pace.

I will agree with the Honourable Senator that one would hope, given the business, because one can only do

it when one is successful and making money, that BWIA and other airlines would in the future contemplate their own construction of such buildings. The only thing which bothers me is that it is really a question of which airlines will remain constant with us in the next 10 to 15 years given the general flux of things, especially since the last two years have seen the demise of Eastern Airlines and Pan American Airlines.

Indeed, Sir, if one were to look at the Annual Report of 1990 from the Air Transport Licensing Authority it would clearly show that in 1990 there was a decrease of 3.5 per cent in the number of visitors arriving from the United States of America from the previous year of 1989. I believe, Sir, while not wanting to be presumptuous that the results, given the current state of things and given facts that have been released by the Honourable Minister for Civil Aviation and indeed the other Minister with responsibility for Tourism, show that we have lost one hundred and ten thousand seats in the last year to eighteen months, so that one can expect a further decrease in the number of visitors coming. This decrease in seats has led to Government feverishly seeking for a replacement of those seats.

It is with a sense of concern that I note, not the fact that other airlines, for example, like Trump may be flying in here, because I welcome anybody who is bringing seats, but I note the terms under which we have sought to attract these airlines into Barbados and they have me greatly concerned.

Indeed, as the days unfold we learn more and more about the arrangements entered into by Trump with the Barbados Government. We know, Sir, that the \$1.2 million, which is made up by \$600 000 from the Government, \$300 000 from the Hotel Association and \$300 000 from the Tourism Investment Council which is the private sector body, I believe, has caused a great deal of concern to airlines like the same British Airways whom this Resolution is seeking to deal with to allow them to be able to expand their operation. One can see reports from British Airways and from British West Indian Airways. Their representatives have expressed a great deal of concern at the move by the Government to enter into such an arrangement with an airline that has absolutely no track record in this region and with an airline that is presently undergoing negotiations with US Air when therefore one does not know the likely future of that airline as the separate entity that presently exists.

Sir, one cannot help but remember and feel that in almost everything that has been negotiated internationally, where this Government has been under pressure to do so, we have come out with the short end of the stick time and time again. Indeed, I do not think I will be going far wrong if I say that Government has been emasculated, in my opinion, in its bargaining and in terms of the results and

the dealings with Trump Airlines. That begs the question, Sir. Some five years ago the present Minister of International Transport, in Independence Square, made a statement saying that Caribbean Airways would fly again and the Barbados Labour Party at the time received a lot of criticism for the fact that it was subsidising to some extent the losses being incurred by Caribbean Airways. 11.35 a.m.

But that was because there was a belief and a position taken by the Barbados Labour Party Government at the time and indeed by the former Prime Minister, Mr. St. John, that if tourism was your primary foreign exchange earner and this was a means of acquiring the airline seats, Barbados had to do everything possible to ensure that it had the maximum capacity of airline seats coming through here. If part of that meant subsidising losses in local Barbados dollars so that Caribbean Airways could bring in the people who constituted the earnings of foreign exchange, then the Barbados Government was prepared to subsidise the losses within reason.

We received a lot of criticism for that decision, Sir, indeed, one wonders from what basis because, as we have seen, we have almost reached crisis proportion in terms of our ability to get seats into Barbados. The decision and the terms accepted by this Government, I would say, Sir, are terms which would cause one to come to the conclusion that this Government was so emasculated in its bargaining with them, Sir. What disturbs me, Sir, is that the likely demise of Pan Am was known worldwide since early last year. Despite that fact, it was only at the end of November or December that the Honourable Ministers for Tourism and Civil Aviation got into a panic and all of a sudden were holding meetings in Atlanta and New York all over the Christmas season. This should have been in the pipeline and planned for from the time it took Caribbean Airways out of the air and Eastern Airlines stopped operating.

Indeed, as I quote from the Barbados Labour Party's Manifesto of 1991 – I believe this is a document of the House – it is clear in the first paragraph dealing with International Transport that from the time this was published in 1990 the question of airline seats were already in crisis, Sir. I quote:

"With the withdrawal of services by Caribbean Airways and Eastern Airlines and the cessation of direct flights to the USA by American Airlines, our tourist trade now suffers from a shortage of airline seats from our major tourism market at a crucial time and the first order of the day was to increase the number of available airline seats to Barbados to attract the tourism market."

Sir, I am at a loss as to why a company like Caribbean Airways can operate a duty free shop for liquor at the airport but we have not sought to use the same

Caribbean Airways to increase the number of visitors coming out of the United States and Europe, Sir. One will remember that Caribbean Airways had flights into Boston, Sir. I think that was when I believe it was run by Laker and had landing rights. But one is at a loss, Sir, as to why all of this effort has been made with Trump Airlines and the same Caribbean Airways who were bringing people in here did not receive the kind of attention from the Government that merits its ability to function properly and to bring tourists into this country. Yet, Sir, we can enter into an arrangement with Trump Airlines.

As I said, Sir, I welcome all additional seats but I get worried when I look at the terms under which we have entered into the arrangement to do so. Sir, the whole question also begs itself in this Resolution as to the development of Barbados as a mini-hub. That is one of the reasons why I have no difficulty in supporting this Resolution given Barbados' geographic position between the European mainland and South American mainland. Indeed, that was one of the provisions that was made in the same Barbados Labour Party Manifesto, as I quoted earlier, at page 19 where it was cited that we would seek to promote Grantley Adams International Airport as a mini-hub for a tourist stop for interested transatlantic carriers coming from Europe, Africa, and Central America, Sir. With the expansion, Sir, of British Airways facilities, one would hope that this would put them in a better position to contract services from other airlines who may not have the same capital available to erect the type of infrastructure that British Airways is able to erect, Sir.

Sir, concerning the whole question of the U. S. market, we have heard in the last few days many criticisms coming from various people working in the airline industry, Sir. One of the justifications of this Government in relation to the permission and the terms of the agreement between Trump Airlines and the Barbados Government is that we need to get people out of the United States and it is a way of assisting the Barbados tourist product as well as Trump Airlines. Sir, but that is like trying to seal a hole in a bucket when all of the water has gone out of the bucket. I say that because we have, for 3 or 4 years, neglected marketing in the United States and Europe. Indeed, it was common knowledge that neither the office in London nor New York had a manager and, therefore, there was no proper coordination of marketing and no proper thrust into the market place. Barbados' tourist product has suffered as a result of this.

Therefore, the mere fact that you have to enter into an arrangement such as this shows that Barbados has definitely lost the pride and place in the European and North American markets that we once enjoyed. If they felt that people wanted to come to Barbados we would have to be fighting them off, not begging them to come. We are now trying to attract tourists by trying to provide the marketing at a late stage and also the airlines to bring them

here. Sir, once again it results from a lack of foresight, from ad hoc management, and a lack of proper liaison within the tourism industry and the Ministry of International Transport responsible for Civil Aviation.

Indeed, Sir, I am one of those who believe that it is really a reserve of resources, manpower and time to have separate Ministries for International Transport and Tourism given the fact that tourism receives its lifeline for the most part from the activities of the Ministry of International Transport. I would hope that, if this Government does any re-altering of its portfolio, Sir, it would address that fact and ensure that there is always the kind of tourism and international transport to ensure proper planning in the market place for an industry that is our primary foreign exchange earner.

Sir, there is also the view that there is an absence of general liaison to do with the tourism and civil aviation rights in this country. I hope, Sir, for the sake of all of us in this country, that something is done about it, because if we allow ourselves to go too low into the market place, believe you me, St. Lucia is out there waiting. In fact, St. Lucia has already started to take up a lot of our business that we would normally have as a mini hub in this region. St. Lucia will quite willingly service the other routes in the Eastern Caribbean as a mini hub in a way that Barbados virtually had the monopoly of it 10 or 15 years ago.
11.45 a.m.

Another question which has to be addressed in relation to any policy relating to international transport has to do with ensuring that one has a judicious blend of scheduled and chartered flights and that there is not an inordinately high reliance placed on that of chartered airlines, because we in the past have also suffered from the demise of quite a few chartered airlines and, while wanting the business from it, one would not want to place the survival of our tourism product exclusively in the hands of chartered airlines. One hopes that, in the general consideration of policy for international transport, Sir, cognisance is taken of the fact that there must be that judicious blend between the need for scheduled airlines and chartered tours.

In essence, Sir, I am calling for a proper co-ordination of the international transport policy of this Government with that of the tourism plant, with any development of tourism. I am also calling for a discontinuation of the constant embarrassment or the loss of pride any time the Barbados Government has to enter into negotiations with anybody overseas over anything. I am heartened to see that at least with this British Airways deal – I do not know if it was negotiated locally – there is some merit and justice in it. But in a number of other deals that have been negotiated, or arrangements that have been negotiated with overseas bodies and negotiated at the last minute when we are under pressure, this Government has

been emasculated in its dealings with them, Sir. I am calling for proper planning, for proper co-ordination which will eliminate that kind of thing and will eliminate us having our name smeared in the international market place and, indeed, people laughing at us. That is the case where a number of other Caribbean islands feel that we have single-handedly allowed the demise of our tourism product and disadvantaged ourselves in international transport with the loss of those seats and by not doing anything sooner to recover from it.

I am appealing to this Government to get our tourism product and our international transport policy co-ordinated and back on firm and equal footing. We have already seen that in January this year the tourism figures reveal a further decline. I have already referred to the decline from the Air Transport Licensing Authority Report, and it is expected that the figures for February will be down as well on last year. Yet these are the areas we thought might help us to get through the present economic difficulties we are now experiencing, and indeed to eliminate the need for any further harsher measures to get this economy corrected. It is critical, therefore, that this Government pays paramount attention to the co-ordination of its international transport policy and its tourism development policy. I am making that call in the strongest possible terms, Sir, and I sincerely hope that it is a call that will be supported by other Members of this Honourable Chamber.

I believe, Sir, as I said, that we are heading in the right direction in terms of the expansion of facilities by the airlines themselves and not by the Governments involved. I believe that if we continue to head in that direction it may well be possible to regain and to re-establish Barbados as the mini hub for this part of the world. If there is anything and any further direction in which Government should go in relation to its direct dealings with the airlines, I would hope that would be part and parcel of it.

Thank you, Sir.

SENATOR A. MORRISON: Mr. Deputy President, I rise to support this Resolution and to advert to certain remarks as regards our aviation policy, even though it is a matter dealing with land being made available for British Airways in this whole exercise. I think it is timely that I should give a brief rundown about our aviation policy and to bring Senators up to date on the new thrust which has been carried on by this Government since 1987 in the area of aviation.

Barbados has been pursuing an air transport policy whereby it has sought to use air transport as a primary tool in our tourism development. As part of this policy our Government has developed liberal and flexible air transport arrangements having regard to the turbulent state of the international airline industry and the prevailing economic circumstances in the different market areas.

Over the past five years this Government has been engaged in ongoing discussions with carriers serving Barbados from all major market areas, and has taken a number of initiatives together with the Ministry and Board of Tourism in attracting new entrants to the Barbados market. Unfortunately, Sir, the state of the international airline industry, which we all know is quite dismal, has made the success of a number of these approaches somewhat difficult especially in terms of scheduled operations. Notwithstanding this, however, there have been a number of successes in the U.K. and European markets which currently are the most vibrant economically and a number of these operations are taking place at the moment.

Our Ministry is also currently leading a joint public/private sector effort aimed at meeting our short, medium and long-term air transport/tourism requirements in a way which will reflect specific strategies from each market area. I am pleased to say that this joint group which is headed by the Minister responsible for International Transport has had positive responses in relation to new air carrier prospects in the U.K., European and North American markets, with the distinct purpose of encouraging investment of marketing areas in the United Kingdom other than London, and to give some level of protection to the scheduled services. The moratorium was viewed from time to time, especially where requests were made to operate out of London Airport. For example, Sir, a series of charters have been allowed to operate out of the other airports beyond the London area, such as Stansted and Luton.
11.55 a.m.

The moratorium has operated quite successfully as Barbados has been able to see the development of the Manchester area to the extent where one of the scheduled carriers, British Airways, also mounted scheduled services out of Manchester. Under the most recent review of this policy charters are again being allowed to operate out of Gatwick airport.

The only European carrier to operate scheduled services into Barbados out of Europe during the past decade, Sir, was Scandinavian Airline System and then only during the winter months. BWIA operates into many European cities, such as Cologne, Frankfurt, Munich, Stockholm, Copenhagen and Zurich. A number of BWIA operations to European cities are under air services arrangements supported by the Government of Barbados.

Sir, we know that we have to keep scheduled services going, but in order to obtain new markets we always start by allowing charters at first. When you have okayed charters, the charters eventually open up new markets for you, Sir. We have not been pursuing new charters at the expense of scheduled services because it is out of charters that you get a regular service developing because you have explored the possibility of that area of marketing in order to have the charters.

My Government's policy over the past few years is to seek to attract as many European carriers to operate into Barbados as possible. That is why we have Caribbean Airways and as a matter of fact we have grounded Caribbean Airways but it has been able to show a profit in the last few years now it is on the ground. It has been very successful. Having that name, Sir, Caribbean Airways has also been useful as a vehicle to facilitate operations out of both the United Kingdom and European cities where a local – to Europe – carrier was not able to undertake the services. We still had Caribbean Airways to provide that kind of service when the local airlines in the particular area were not able to do anything. Caribbean Airways is still functioning. It is not dead. For example, the current services out of Italy are being performed under Caribbean Airways licence by an Austrian carrier, and follows specific initiatives by the Government of Barbados in relation to aeropolitical support. Other carriers operating multiple charter services out of Europe are Sterling Airways and Scanair out of Scandinavia and Finnair out of Finland.

Recently, the Government concluded discussions on an air services agreement with the Government of the Kingdom of the Netherlands to govern the operation of air services between Barbados and the Netherlands. Air Holland, the Dutch carrier, was operating charter services on the route and had hoped to commence the scheduled services last November when the company went bankrupt. Currently, discussions are taking place with other Dutch carriers to fill that void.

The United States market, Sir. Government has always sought to interest new US airlines to operate from various US cities into Barbados. In fact, the liberal Air Services Agreement between Barbados and the USA allows for any number of US airlines to enter the USA/Barbados market whenever they so desire. Discussions have been held with Delta Airlines since September 1987, and at the moment these discussions are continuing.

The Ministry of International Transport in cooperation with the Ministry and Board of Tourism has been having ongoing discussions with practically all of the major US airlines over the past two to three years. The current state of the US economy, coupled with the state of the US airline industry over the past few years where all but three carriers have faced financial difficulty with most going into bankruptcy, has not helped the situation. The demise over the past two years of both Eastern and Pan Am and the cessation of direct services by American Airlines has resulted in an immense loss of seats out of the USA, and in poor tourism figures in respect to the USA market considerable hardship to many hotels in Barbados, especially the small properties dependent on USA repeat visitors.

Sir, I don't think any of us here could have even imagined or forecast the rapid demise of Pan Am which

appeared at that time to be holding its own and looked as if they would continue their flights to Barbados when all of a sudden they went out of the skies with the resultant loss of those seats. These things, Sir, are not within our mental grasp to comprehend. Given, however, the size and importance of the US market to Barbados and the decline in this market in 1991 to most people, we were forced – not ad hoc because we have been talking with Delta for a long time – to look for some kind of aircraft to come to Barbados to promote tourism and we came up with certain arrangements which we hope – some people coming are better than no people coming – in that respect, we have Trump Air. It is a new airline and as far as marketing is concerned it is reasonable to expect that if we went to attract tourists the airline with a new route to Barbados would not be able to canvass for itself. One would expect that the tourism people would have to put in a bit of money in order to help promote the airline in the initial stages. I don't think that is unreasonable. It is part of our tourism thrust.

I don't think tourism has suffered because the two sections of International Transport and Tourism are divorced. Whatever has been done in the Ministry of Tourism, has been done in the full knowledge of International Transport. We have actually geared our policy to the complete promotion of tourism. We had a joint mission last year, when faced with the abrupt closure of Pan Am. We had the Minister of Tourism and the Minister of International Transport on one mission to the United States, to Atlanta and various other cities trying to put a deal together in order to keep the tourists coming to Barbados.

I think that the present arrangement has worked well and we continue to look for markets and airplane seats, but there is a recession throughout the world. People are not travelling and airlines are going into bankruptcy. We have always supported the local carrier of BWIA.
12.05 p.m.

Whatever air routes BWIA now enjoys out of London is because of the vigorous position that has been taken by the Barbados Government in the field of aviation with the British authorities. We have stuck to our guns even in the area of the multilateral arrangements which we have been working with over the past three years as set by the Air Transport Mission in Caricom where some countries seemed to think that they need not go along and talk with the British Government and get certain concessions. It does not work that way. We have been sticking to our guns even in the Caribbean with the whole multilateral Air Transport Agreement which has been worked out between the Governments of the Caribbean.

Barbados has been the leader. We have told the British Government how we see it. It is one of those things which we see as important to this region to bring in any

amount of airlines but they are only concerned about our bringing one airline into Britain which is BWIA. That cannot work. This is a position taken by the Barbados Government and the Minister of Civil Aviation even when the St. Lucia Government went behind our backs and tried to establish an air agreement by themselves.

All of the flights that have been obtained in the Caribbean have been due to the strong airport transportation policy pursued in these matters by the Minister. He has not given up. He has been very persistent. He has kept his ground. We want the tourists. The whole aviation policy that has emerged in this country has always been in favour and for the benefit of the tourism sector in Barbados. We have always enunciated our policy and provided a policy which tends to give more support to tourism itself than it has been wont to do in the operation of the overseas markets. There is nothing wrong in having the two things in two different Ministries. That is what we are here to do. We have to promote tourism.

There are certain things in aviation which are very technical. There is not much expertise around in either Government or Opposition when it comes to aviation matters. The last Prime Minister, Errol Barrow, was an aviation expert. The last Prime Minister of the Barbados Labour Party, Hon. H. B. St. John, was an aviation man. There are not many people in either party who are good at aviation matters. One cannot fault the policy which has been enunciated in the last five years in this Government as regards aviation matters nor the complete support and all-out agitation to help the tourism industry and to tell the civil aviation authorities in the other countries how Barbados sees itself in these aviation matters.

We have been assisting BWIA all the time. Whatever has been done has redounded to the credit and help of BWIA. We are the ones who have been telling England to give BWIA the rights to operate out of Heathrow. Even though we had an arrangement going with the British Government and we went into Manchester with charters, we had to forego certain things we had gained by way of the agreement with the British Government because we saw that Manchester was a good market to operate from to the extent that BA also went into Manchester itself. After we went into Manchester BA went in and then came back out. It meant that it was a right decision we took to promote those air tours out of Manchester. The idea was to bring people to Barbados. You can only explore markets by having chartered flights and when you establish the markets for charter flights then you can get the scheduled flights coming on stream. The two things are not opposed to each other. They are part and parcel of the same thing. They are more or less complementary. You initiate the markets by allowing charters and eventually go into scheduled flights.

We will continue to look about the world. We have Lauda Air coming through Caribbean Airways. We will

continue to look for those kinds of airlines which we would like to bring people to Barbados. That has been our policy for the past six years, Sir. Upon that account I think no one could find fault with our policy. Some time later when we have a full debate on international transport, I will be able to outline the whole policy as it relates not only to tourism but our whole international air transport policy which we have been pursuing and which the public will be likely to hear about, especially the Caribbean Air Transport Project which has given us a blueprint for the next 25 years as to how we are going to utilise the land at the Airport for the benefit of all Barbadians.

With those remarks, Sir, I beg to support this Resolution.

SENATOR Dr. F. W. ALLEYNE: Mr. Deputy President, I rise to support this Resolution. I shall be very brief. The particular feature of this Resolution which attracts me is the fact that private enterprise has provided the capital to develop this particular facility. I think more of this should be encouraged in Barbados. It also tells me that, in spite of what has been said in Barbados in the last year or so about the unattractiveness of Barbados as an investment destination, some companies still have confidence in Barbados.

I notice the last speaker, Senator Morrison, made the point about more efficient use of lands at the Airport. I would also wish to appeal for more efficient use of the airport facility itself. We have an excellent facility, one of the best facilities in this part of the Caribbean, northern as well as southern Caribbean. I think it redounds well to the credit of the people who are responsible for the maintenance of the Airport that our facility is kept relatively clean. It is one of the cleaner facilities I have come across in the entire English speaking Caribbean.

Now, I believe that it is common knowledge that there is a lot of unutilised space in our airport facility. I said earlier, it is an excellent facility and I would like to see a better utilisation of space. I am referring to the fact that when one uses that facility and goes to the upper floor, one finds there are a lot of empty spaces which could be utilised by people who have goods to sell. I am referring particularly to producers of locally made goods. I am not talking about people who import goods and wish to use the Airport to sell them. I believe that a show-piece like the Grantley Adams International Airport should be a prime outlet for goods which are produced by Barbadians.
12.15 p.m.

In the course of the debate some points were made about our tourism and weakness of the Government's policy. Just to say this, Mr. Deputy President, that I am not persuaded by the argument with respect to the weakness of co-ordination to the desirability of combining International Transport and Tourism.

If I understand what Cabinet Government is about, the reason why you have the Cabinet is that co-ordination should take place at the level of policy in that Cabinet. I believe that any set of arguments can be made for combining Ministries, especially in a small country like Barbados. I do not think there is any particular virtue in bringing together international transport and tourism because, as long as the Cabinet is carrying out the function which it is supposed to do, the special argument about bringing International Transport and Tourism together that has no special merit.

I have heard several arguments about the Government's tourism policy. I have heard them within this Chamber and I have heard them outside, particularly since Trump Airlines has entered into some marketing arrangement so as to enable it to fly from the United States to Barbados. What strikes me when I examine the arguments on all sides is that it highlights conflicts between companies, private companies, in this case the airlines, and it also demonstrates, quite clearly, the divergence of interest between a country and a private firm. The interest of Barbados' tourism and the interest of the airlines are not identical. As long as that is so one would expect to see some kind of conflict emerging. That is essentially what the thing is about. It does not mean that the Government does not know what it is doing by assisting Trump Airlines. It does not mean that at all. It would only mean that to the simple minded. What it means and highlights is the fact that the interest of a country and the interest of a private firm diverge. There is nothing which says that that is wrong. I would expect each side to protect its interest. In this particular case I would expect the Government of Barbados to protect the interest of Barbados and push for whatever will advance the interest of tourism in our country.

I am not minded to enter into the inter-company arguments. Let the international airlines settle their business among themselves. What I think we have to be interested in in Barbados is that we get the kind of airline support which will ensure that our tourism industry will start to see an upward movement again. I hope I have made myself quite clear that the counter arguments which we have witnessed in the public domain, particularly emanating from the airlines, does not mean that the Government's policy is flawed. It just serves to highlight the divergence of interest between a country and a private firm.

While I am on that point, Mr. Deputy President, let me also say that I am very mindful, and I believe all Senators are mindful, of the very weak performance of the airline industry in the 1990s. Some major air carriers have collapsed in the 1990s. I need not go into the reasons for the collapse because it is not necessary in this debate. But the fact of the matter is that airlines do not come to your country because they love your country. An airline is a business and it is established for the purpose of making a

profit for its shareholders. It is when the directors decide that it is in the interest of their firm to fly to a particular destination that it will do so. I think this is the way in which I can find a rational explanation to help me to understand why those airlines which have been flying to Barbados for several years continue to fly to Barbados without a subsidy from the Board of Tourism or the Barbados Tourism Investment Corporation or the Barbados Hotel Association.

Let me qualify quite quickly this notion of a subsidy. As I understand it the \$1.2 million which is being put up is a contribution to the promotion of Barbados. It is part of a marketing programme. It is not money, a cheque which Barbados is writing and giving to Trump Airlines and say: Take that, you are a good fellow for coming to Barbados. It is part of marketing promotion expenditure. That is the way I understand it.

If I were to put myself in the position of decision maker with Trump Airlines and felt that when I had completed a survey of the Barbados operation it was a marginal operation, I would have to be persuaded. I am saying if you wish to persuade me you need to push me past the threshold. If Barbados' contribution to marketing promotion will push that decision to come to Barbados past the threshold I see nothing at all wrong with that decision.

Let me say that I have heard some comments about tourism policy and most of those comments are without foundation. One thing you cannot do is hide the hard information in relation to statistics. If you check the most recent annual statistical digest put out by the Central Bank of Barbados, the one for 1991, and you check the economic and financial statistics put out by the Central Bank of Barbados you will see that in 1989 the number of long stay visitors in Barbados reached a record level. If my memory serves me correctly the figure was 461 259. If you go back to 1986 – I am talking about the period before this Government took office – you will find that the highest figure reached was nowhere in that area. Mr. Deputy President, that particular performance was not achieved by chance. I think we must have respect for evidence and we have got to try to be fair irrespective of which Government is in office. It does not say much for us when we try to deny people the credit which is due to them. The most successful administration ever, in the history of Barbados, with respect to tourism policy and the results of that policy, has been this administration. The evidence is there for everybody to see. That is so with respect to long stay visitors and it is also true with respect to short term or cruise ship visitors.

12.25 p.m.

This is not to say, Mr. Deputy President, that I am unmindful that there are certain dangers which threaten our tourism. I refer to the spread of serious crime. I believe I have referred to this before in this Chamber. I believe

one of the most dangerous threats to our tourism is not necessarily the weak North American market, but the way in which we, in Barbados, continue to shoot ourselves in our feet. We do that when we fail to restrain thuggery and violent crime and when we fail to provide proper service.

Again, I wish to make the point that the most successful administration ever in the history of this country with respect to promotion of tourism, and I am not denying what the hoteliers have contributed because they have a share in it, but the evidence will show that the most successful administration has been this present administration.

I need not go into the details. The difficulties in our tourism industry did not begin in 1991. One just has to go back and see what was happening in the New England States in late 1989 when there was that dramatic cut back in the armaments industry and how many businesses went bankrupt as a result of that dramatic cutback. That is the main catchment area for us in the United States. Ever since then the Board of Tourism, the Hotel Association and all of the interests in tourism have come together to try to bring to Barbados tourists from non-traditional areas. It is not true to say that the Government and the other interests in tourism sat down and watched idly by while the industry was collapsing. In fact, I would say that if Government and the partners involved in tourism had not acted, the condition of the industry today would be far more perilous than it is.

I think, Mr. Deputy President, tourism, we have to agree is the short term lifeline of the country. Everything has to be done within available resources to make sure that we cushion any adverse threats to the industry. We have to do that.

I believe that at the right time all the parties involved should sit down with the airlines and discuss what is the best strategy in the interest of Barbados and of the airlines to get the maximum amount of airline seats for the country. In short, what I am suggesting is that, while I recognise this divergence of interest between the country's interest and the airlines' interest, the Government has to take the initiative to close that gap which I recognise exists.

I believe that given the performance of the Government in tourism in the last six years it is not too much to expect that the Government is aware of the necessity to sit down with its partners in the airline industry and in tourism to make sure that the interest of Barbados is advanced.

Again, Mr. Deputy President, I repeat, I am heartened by the decision of British Airways to show some confidence in Barbados and I hope other international companies will do likewise. Thank you, Mr. Deputy President.

SENATOR J. G. BELLAMY: Mr. Deputy President, the motion before us deals with some land at the Airport for a purpose that British Airways has identified. It always amazes me, since I have had the honour of sitting in this Honourable Chamber, how much time can be spent in talking about areas that are ancillary to the motion that is before us, as important as they may be. I fully recognise that when we are in a situation where we have politicians or political interests these interests must be made known and we will have adversary comments depending on which side we are on.

My reason for standing is because I fully support this motion. I support it from the point of view that the type of facility that I envisage to be constructed – not having any real knowledge of what it would be – will, I hope, influence others to consider Barbados for the skill that we possess here. We have highly educated people, highly trained people and, especially in light of our prevailing economic difficulties, it is obvious that we have to make certain changes in direction in the marketing of Barbados and the skills of our people.

This type of facility goes into an area of technology service of a very highly skilled nature. I am quite convinced that Barbadians will rise to the task and will provide a work ethic and work ability that would be comparable to any anywhere else in the world. I hope that, as a result, this may be the start of more to follow.

Like Senator Alleyne, I am also impressed by the fact that this facility will be constructed at no cost to the public purse in Barbados. The finance for it will be provided by the private enterprise of British Airways which is even more significant since not too many years ago, British Airways was a state run corporation that was later privatised. It is interesting that this sort of partnership is the one that we will be getting into now.

The contributions to the debate have dwelt a lot on tourism. The reasons why airlines come to Barbados in the main are as a result of tourism so one cannot divorce tourism in general from the operation of an airline.

I must confess that I have some concerns when I hear Senator Morrison referring to the fact that the Government has been in discussions with Delta since 1987 and five years later we have not reached a resolve.

It is unfortunate that we saw the demise of Eastern Airlines and more recently the demise of Pan American, who in their heyday were two of the biggest airlines in the world, and from my point of view, I believe it to be preferable for Barbados to be easily identified in the operation of substantial international airlines.

I fully appreciate the value of charters as Senator Morrison mentioned to be used as tools of exploring new areas for potential tourists. But Barbados is not new in this case. We have been in it for many, many years and I would like to feel that we can, in the not too distant future, see more of the large airlines who are still viable, who are still operating, on the ground when we go to the Grantley Adams International Airport. I believe that in the long term that sort of arrangement, when achieved, will be much more beneficial for Barbados and this is the direction I am pleased to hear our overall international aviation policy is moving along.

At this point in time in Barbados, perhaps conditioned by the economic downturn, some people may be expecting magic wands to be waved and results to be achieved overnight. This is not practical in the real world in which we live. I hope that we will see that come to fruition in due course. Senator Alleyne also mentioned a point which relates to tourism and directly has a bearing on the operation of any airline coming into Barbados. It is probably the point that concerns most Barbadians today more than anything else. It is the continual rise in crime. If we do not address and solve this problem, there will be little point in attracting any airline to Barbados because nobody will wish to fly on it to come to Barbados. We must address that with all seriousness.

12.35 p.m.

In that regard, I have a personal peeve at present with the media in that I am very concerned to see headlines in newspapers or listen to news commentators on television referring to the perpetrators of these dastardly acts as being bold or courageous. I really cannot understand the linking of that type of qualification to what is the most worrying and dastardly situation that we have going on in Barbados at present. I sincerely hope that they will address this situation and treat these people in the manner that they truly deserve rather than preparing to create some sort of folk hero which is only going to make the situation worse.

Senator Mottley called for support for coordination of International Transport and Tourism. I take Senator Alleyne's point about the Cabinet operation. It must be obvious that for tourism to be successful in an Island like Barbados the policy of International Transport must be very closely monitored and linked to the objectives of the tourist plant in a very real way after we know the areas that we are targeting and from where we need to source the people.

We have some periods during the year in Barbados which are peak travelling periods for different reasons. Two that readily come to mind are the periods over Christmas and Crop-Over during which a significant proportion of the air seats into Barbados are occupied by Barbadians who either reside abroad or are being educated abroad, or are abroad for other reasons and seek to return home to enjoy the festivities of the season. This is a good

thing. Nobody would wish to discourage that. But I think that these are areas which are now well known and it is at these times that I become concerned when I hear continually both over Crop-Over and Christmas that there are tourists who cannot get to Barbados. There are significant numbers of people who would like to come. The hotels in Barbados can accommodate them because they are not full, but they quite frankly cannot get here. It is this sort of problem that I hope we are paying the most serious attention to in resolving these difficulties with a view to tourism being still the number one industry here. In the short term and perhaps even in the long term, it is absolutely important that we deal with it from that basis.

I just rose to make those comments, Mr. Deputy President, in the light of the way in which the debate has gone up to now and I am in full support of this motion. Thank you.

SENATOR Mrs. V. C. FRASER: Mr. Deputy President, in support of this particular Resolution, I am indeed very happy that at this stage of our development airlines like British Airways could see it fit to increase facilities in a small place like Barbados. To my mind, this is saying that British Airways has confidence in Barbados. From their past responses to Barbados and from their studies, they would conclude what destinations are suitable for further enhancement of their product. I do not think that an airline with that kind of experience would want to get itself involved in Barbados if Barbados were not suitable for them. Sir, I really have to laud them for this and it means, too, that Barbadians can take some comfort in the fact that everything we did was not bad.

I should also like to agree with Senator Alleyne and support him wholeheartedly, because this is something that I was thinking about and on which I have even had some discussion. I know that Senator Alleyne believes in a lot of things that I believe in too. Regarding the space at the airport and especially upstairs where he mentioned, I want to see not only up there but many more areas of that airport as a real highlight for the promotion of local goods. We have many local entrepreneurs who would welcome just a little space with a nice show window like the ones you see in many other airports throughout the world. They have only a glass case, one that is from the roof or something like that. They can expose all their wares there and they might have just a little counter selling the actual things well packaged and well presented. There is always something as you are going towards the aircraft to attract you in other parts of the world. You want to get rid of the money especially of that country and you drop it off there. You say let me buy a souvenir for somebody and you drop off that money there. We want that money.

Therefore, I think this is very necessary and I hope that the time will soon come because we have a number of small business people who are operating out of their houses

making trinkets and things suitable for tourists and Barbadians as well. I believe that if they can get a place where their products can be well seen and people can enquire for them that will do well for tourism.

I should like, Mr. Deputy President, to say that it is unfortunate that we get Barbadians, instead of trying to offer some kind of good advice or to look for some point that is positive to utilize the media which we have so freely, demeaning people here who can do all sorts of things.
12.45 p.m.

They can call in and, except it is something libelous, they are not cut off. I feel that it is time we stop this nonsense of trying to pull down Barbados. It is very disheartening to go abroad and, when you are talking about something, you find that people there know more of the negative situations than of the positive of Barbados. Our people do not seem to realise how the news is picked up and goes around the world. As they say, a lie goes around the world when the truth stays at home in its boots.

My appeal is that, when we have so many positive things going for us, we should try to sell some of these positive things about Barbados. This is our country, and I cannot say this enough, because I think too many negative things are being said. It is all right to talk when you are not wearing the shoes, but when you wear the shoes you will know how the shoes fit.

I also believe that, in trying to solve or to do something about crime, we as Barbadians have to give information to the police. I saw something that was very interesting. All of these various people knew what was going on about a recent crime we had in Barbados. Everybody could say what was happening and how they knew it was happening. They had seen this person and all of that. Why can't we give that same information to the police? It is going to affect all of us. Just don't talk about affecting tourism. I agree that these are some of the negative aspects and things that will affect tourism, but if we cut them out, nip them in the bud, if we pass on the information that we have - and we are talking about tourism which is bringing in a lot of money to your country, it is a money earner - and you know that there is something going on that will prevent that money earner from bringing in the money, or will slow it down or will stop it, it should be your duty as a loyal Barbadian to inform the police. Those of us who care and love our country, Barbados, do not like to see these things rearing their ugly heads.

Tourism is about people, and when you go somewhere and you feel uncomfortable, it changes your whole outlook about the place. If we want to do something about this, then we as Barbadians have to point those people with whom we come into contact on a one to one

basis to the positive things, while taking care of those negative things that will destroy a product which is beneficial to us. It is like having a good dog. If you do not care that good dog, you know what is going to happen to it. You are going to destroy that dog and still you were saying the dog looks after your house, the dog is a good dog.

Mr. Deputy President, I feel that no airline services in the world will want to come to any place where they do not have confidence. Over a period of years there have been people who have been more and more interested in Barbados, but one of the things I have observed, even recently while talking to some people from 62 countries at a gathering, is that quite a number of people say they would love to come to Barbados. Some of them have come before and they love it, but they have their own domestic problems in that some of them have been thrown out of work and they cannot afford a passage. This is one of the things we seem not to look at. A lot of people are saying that tourism has dropped back and this kind of thing. If a person has not got money and big companies lay off people, big companies have gone bankrupt, it means that people's travelling will be halted somewhat until they are able to get that money. They are now buying what is essential at home, just the bare essentials. Only the very rich can afford the luxury to which they are accustomed, so I think one of the things we have to look at very seriously is the question of trying to get to those persons who have the ability to travel.

I would like to congratulate the Board of Tourism, the Government and all those persons who are working very hard. People believe it is an easy thing. We talk about these things and when the Board of Tourism or the Government sends off a group of people, everybody starts saying: "Look how they are spending the taxpayers' money, they are going up there having a good time, they are having a ball," when in fact the people are going to work seriously, sometimes they do not even sleep. It is a very serious thing when you are going to work on these kinds of things. You have to be travelling up and down, you cannot even get time to change your clothes properly, because you are trying to negotiate with people who are very busy and you just have to catch them. I wish Barbadians would stop projecting this negative thing that people have only gone for a trip and all this sort of thing, and asking them what they did with the money. I think it is time we realise that if you are going to do promotions you have to spend money. When you go to international fairs and so on, whether it is an airline, a food fair or whatever, people spend a lot of money in publicising it. We have not got that kind of money to spend, so if we are getting airlines wherever they travel to tell people about Barbados, we have to be grateful for that.

I am not saying that we should have anything under any conditions. I believe the Ministry of International

Transport has some very capable and competent officers, who know what they are about. They have had experience and I do not see them negotiating anything in any hurly burly or any negative way or any way that would put Barbados in trouble. I know those officers and I know they work very hard. They take home a lot of work, they get phone calls at their own houses about business and they work unselfishly, behind the scenes in most cases, for this country, Barbados. I do not believe that the kind of criticism given to those officers is fair at all.

Mr. Deputy President, we are either going to be uplifting this country together or we all will have to pay for its downfall. We will pay very dearly indeed.

In closing I should like to admonish all of us to pass on to our friends some positive information about Barbados, also not to be involved in any devious activities but to inform the law enforcement personnel about anything we see that will destroy this country. It is our duty as citizens not to wait until after the fact. Prevention is better than cure.

Thank you, Mr. Deputy President.
12.55 p.m.

SENATOR Mrs. M. WALCOTT: While we are debating this morning the motion to lease land to British Airways, I understand that the facility has already been built and is functioning. The main thing is that it is an asset and is enhancing the Grantley Adams International Airport, and we hope that it will set a pattern to be followed by other airlines.

I think that Grantley Adams International Airport is most important to Barbados. It is one of our greatest assets, playing its part – and a big part – in our economy, our tourist industry and involving the business sector and prospective investors. So it is most imperative therefore that all systems at the airport are kept running with the greatest efficiency. This is the point of entry at which many people see Barbados and its people for the first time. So, the first impressions that they get there, both of the people and of what we are offering as a facility, will be indelible and are important to the future relationships with these people and Barbados. There should be a constant check to see that all services offered are in ship-shape and to see that any required improvements are put in place. This is especially relevant to the arrival area, baggage delivery and handling, Immigration and Customs.

There is no doubt that these services should be regularly upgraded to avoid long lines, long waits and delays especially coming after a long journey. They can take away from any other impression so we should make quite sure that all of these facilities are always up to date.

I support this Resolution.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, so much has been said that all I would wish to do is to confirm that it was in April 1989 that British Airways did in fact take possession of the site and over time constructed the facilities which we are debating. What we are doing, therefore, is putting in place the legal framework to allow the activities to continue and to ensure that the commitment made by British Airways is properly prosecuted.

I beg to move that the Resolution be now passed.

The question was put to the Senate and agreed to.

SUSPENSION

SENATOR THE HON. L. V. H. LEWIS: I beg to move that this sitting be now suspended for one hour and that we resume at five minutes to two o'clock.

The question was put to the Senate and agreed to.

RESUMPTION

Mr. DEPUTY PRESIDENT: This sitting is now resumed.

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I wish on resumption to move that Senator Joseph Payne be appointed to perform the duties of Deputy President for the remainder of today's sitting.

The question was put to the Senate and agreed to.

ORDER NO. 3 – TO MOVE THE SECOND READING OF A BILL TO AMEND THE CUSTOMS ACT, CAP. 66

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, this Bill seeks to amend the Customs Act, Cap. 66 so that valuation done by our customs department may be based on the GATT Customs Evaluation Code rather than the existing arrangements.

The Bill seeks to repeal and replace the existing section 117 of the Customs Act so that the value of imported goods instead of being based on the existing arrangement known as the Brussels Definition of Value or the Brussels Nomenclature which is one of the two international systems which are used for customs valuation and came into force in July 1953 may be changed as from January 1981. There has been in existence the GATT arrangement which is known as the General Agreement on Tariffs and Trade, referred to as the Agreement.

Now, the definition was evolved shortly after the second World War by a group of European countries one of which had successfully employed the system which

took full account of valuation principles laid down in the General Agreement on Tariffs and Trade at that time. Since then, Customs valuation legislation in many countries, including some countries in the Caribbean, has followed the newer approach referred to as the Agreement.

This move towards the Agreement was the result of certain multilateral trade negotiations entered into in 1979. They were aimed at eliminating non-tariff measures with restrictive effect on international trade and bringing such measures under more effective international control. The newer arrangement or the Agreement provides a detailed set of valuation rules expanding and giving even greater precision to the general principles established in GATT.

At present, goods entering Barbados are valued in accordance with methods contained in the Customs Act. More recently, the member countries of CARICOM except Antigua and Barbados have entered into the newer arrangement. However, all of the CARICOM countries have committed themselves to this newer agreement. I believe that the Barbados implementation was delayed because of our failure to computerise the Customs' activities and this is now in train. If Barbados is to move forward with the other CARICOM countries, it is necessary for us to implement this legislation.

I am told that there is not much basic difference between the two systems. The Brussels Definition uses the notional concept of value, that is, the price payable for goods in the open market while the Agreement, the one we propose to move to, takes the price actually paid for the goods, that is, the transaction value. Goods will still be valued at cost plus insurance and freight so that the Customs Department will not be able to add additional charges to those stated in the shipping advices without following a specific set of guidelines set out in the Schedule to the Bill. As I said before, although there are some differences between the two systems, my understanding is that these differences are marginal in nature and will not substantially affect the activities of the Customs Department, that is, they should not affect them adversely.

I beg to move that this Bill be now read a second time.
2.10 p.m.

SENATOR J. A. F. COLE: Mr. Deputy President, this matter pertains to the very complex world of Customs and Customs practices. This is a very specialised thing so I have had to do a little research and make some notes. I understand, as Senator Lewis has just said in introducing the Bill, that this brings us into line with what is happening in other parts of the world and in our region. As such we can only welcome it. I have learnt from my studies that there is something called the Harmonised System. This is used as a basis for identifying goods which I believe is one

of the reasons why we have so much trouble when we go to the Customs to get something because we have failed to identify it and put it under the proper head. We then have friction on either side of the counter.

This new GATT Customs Valuation Code is, I understand, and this is the description I have been given, a uniform international system that conforms to commercial realities and outlaws the use of arbitrary or fictitious Customs values. In other words, we are going into a worldwide system governing value with the same rules being applied by everybody. That should make it easier. It seems to me though, Sir, that in this new GATT system we will require a lot more rapport between Customs and the importer. That is where I see a problem because I think that quite often Customs is viewed as a cadre of people who are there to extract things from, and not necessarily to help you. This is an international view. If you are going to Heathrow you try to skirt the Customs. When people come here they try to see how they can go through the green line instead of the red. I do not think that can be changed until we change the very nature of human nature. I think we will have to have a little more rapport on both sides of the counter and this should help.

What I am really saying, Sir, is we have the HS system. We have the GATT system. I am thinking that we could have some improvement in the HR system, that is the human relations system. I think this is the most important of the three systems. You will not find it in the Act but it is there, nevertheless. We cannot do any business without the HR system. We hear that Customs is inefficient. We hear that they are inflexible. We hear that they display indifference when you try to get an entry passed. In fact, for most of the entries that go to the Customs the items are not properly identified and Customs quickly learn that, where certain people present them with their documents, that particular case is going to lead to a squabble, therefore they shy away from that particular Customs broker. Let us get it right from our side of the counter. Let Customs brokers go with their stuff properly headed up so that when they present them to the officer he sees that they are honest and not trying to hoodwink them. I think you would find that the rapport on either side of the counter would improve and that would make for easier transactions.

Years ago in my family company we imported a printing machine. We had been importing printing equipment for years. We never had any problems with the Customs. All of a sudden another company imported a case containing printing equipment and for some reason the Customs had a look at it. It was found that some of the equipment in this case of printing equipment was more suited to a night club because it was to do other things. Since then the whole printing industry, and I suppose any kind of importer of goods for manufacturing, has been looked at in a different light. All of this does not create confidence between the Customs and the importer. This

is where we are getting our friction. I think things would be much improved, never mind the new legislation, with the HR part of it. If we are a little more evenhanded in dealing with the Customs that way it would flow either way.

That is all I really have to say on this, Sir. The main thing is that I support the Bill totally. The HS and GATT is very nice but let us do our part in helping the smooth running of the department and improving the image of Customs *vis-a-vis* the commercial sector. I am sure this would help us to enjoy less stressful days at our work places.

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

APPOINTMENT OF A CHAIRMAN

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I beg to move that Senator A. Phillips be appointed to perform the duties of Chairman for the remainder of today's sitting.

The question was put to the Senate and agreed to.

On motion of SENATOR THE HON. L. V. H. LEWIS, Mr. DEPUTY PRESIDENT left the Chair and the

Senate went into Committee, SENATOR A. PHILLIPS in the Chair.

COMMITTEE

Mr. CHAIRMAN: The Senate is in committee.

Clauses 1 - 5 inclusive were called and passed.
2.20 p.m.

The Schedule was called and passed.

On the motion of SENATOR THE HON. L. V. H. LEWIS the Senate was resumed and Mr. CHAIRMAN reported the passing of one 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.

ADJOURNMENT

SENATOR THE HON. L. V. H. LEWIS: Mr. Deputy President, I beg to move that this Senate do now adjourn *sine die*.

The question was put to the Senate and agreed to and Mr. DEPUTY PRESIDENT adjourned the sitting accordingly.
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COLE, Senator J. A. F.
FRASER, Senator Mrs. V. C.
LEWIS, Senator Hon. L. V. H.
MORRISON, Senator A.
MOTTLEY, Senator Miss. M. A.
WALCOTT, Senator Mrs. M.