
THE SENATE DEBATES

(UNOFFICIAL REPORT)

PARLIAMENT 2013 – 2018

THE SENATE

Wednesday, July 6, 2016

Wednesday, JULY 6, 2016

THE 65TH SITTING OF THE SENATE

The Senate met in the Senate Chamber, Parliament Buildings on Wednesday, the 6th day of July, 2016, at 11:30 in the morning. PRESENT Her Honour Senator Miss Kerryann F. Ifill, B.Sc (Hons.), M.B.A. (President) His Honour Senator the Very Reverend H.E. Crichlow, G.C.M., B.A. (Hons.) Dunelm (Deputy President). Senator Dr. the Hon. E. R. Byer Suckoo, M.B., B.S. (Minister of Labour, Social Security and Human Resource Development) Senator the Hon. P. M. T. Todd, B.Sc. (Minister of State in the Office of the Prime Minister) Senator H. A. Husbands, M.L.I.R., B.Sc. (Public Administration) (Hons.), Ed. Cert. (U.W.I.) (Parliamentary Secretary, Ministry of Education, Science, Technology and Innovation) Senator Mrs. V. I. Sandiford-Garner, M.B.A., C.I.M., Dip. Mng., (Parliamentary Secretary, Ministry of Tourism) Senator J. Ince, J.P., B.B.A., M.B.A., DIP (Mgmt.) (Parliamentary Secretary, Ministry of Finance and Economic Affairs) Senator R. A. Hunte, J.P. Senator A. R. Worrell, B.A. (Hons.) Senator Dr. J. X. Walcott, M.B., B.S., F.R.C.S. (Edin.), J.P. Senator W. A. Abrahams, LL.B. (Hons.) Senator Sir Roy Trotman, K.A., M.A. Senator Prof. Emeritus Sir Henry Fraser, K.A., G.C.M., B.Sc., M.B., B.S., Ph.D., FACP, FRCP. Senator Dr. Sir Trevor Carmichael, K.A., L.V.O., Q.C., B.Sc. (Econ.), M.A., Ph.D. Senator A. A. Adams, J.P., B.A., Ed. Cert., M.Sc. Ed. Senator J. A. Watson. ABSENT Senator the Hon. Miss M.P.O. McClean, B.Sc. (Hons.), M.A., M.B.A. (Minister of Foreign Affairs and Foreign Trade) (Leader of the Senate). Senator the Hon. D.W. Boyce, B.Sc. (Econ.), M.B.A. (Fin.), CMA, F.C.A. (Minister in the Office of the Prime Minister). Senator Rev. Dr. D.L. Durant, D.D. (Hons.) Senator Dr. Carol Lady Haynes, M.B., B.S. Senator Miss V. A. G. DePeiza, B.Sc. (Hons.), LL.M. (Merit) Prayers were led by Rev. Canon Errington Massiah. ANNOUNCEMENTS BY

HER HONOUR THE PRESIDENT Madam President announced that she was in receipt of excuses for absence from Senator Hon. Ms. M.P.O. McCLEAN, Senator Hon. D.W. BOYCE, Senator Rev. Dr. D.L. DURANT and Senator Dr. CAROL Lady HAYNES. MINUTES The Minutes of the meeting of Wednesday, June 29, 2016 were confirmed.

MADAM PRESIDENT: The Senate is now in Session.

PUBLIC BUSINESS

ORDER NO. 2 – SECOND READING

The Civil Aviation (Amendment) Bill, 2016.

MADAM PRESIDENT: Senator Sandiford-Garner, you have the Floor.

Senator Mrs. V.I. SANDIFORD-GARNER: Thank you very much, Madam President. These Amendments are basically Barbados' efforts to facilitate our international obligations within the civil aviation environment. When Barbadians hear the term "civil aviation", they usually think specifically of the Grantley Adams International Airport and aeroplanes, but civil aviation really is much wider and broader than that. The Civil Aviation Department is the technical department which addresses all of the nuts and bolts, literally and figuratively, of the industry, or the industry that we would wish to have in civil aviation. The Amendments are pretty straightforward; they are changes to terminology and functions, and so on, but before I go to them I wanted to explain very briefly what the objectives of the Department are. The Civil Aviation Department is now within the Ministry of Tourism and International Transport; that is the international transport element of the Ministry. We have civil aviation and we have the maritime department, so air and sea transportation are under the aegis of the International Transport Division, and then you have Tourism.

The Civil Aviation Department would have outlined that its main objective is to provide advice and guidance to the Ministry to ensure that both the private and public sector agencies operate within the standards and recommended practices of the Convention on International Civil Aviation, as published in its annexes and technical documents and also within the Civil Aviation Act and Regulations of Barbados. This is the Act which we will be amending; the Bill is to amend certain provisions in that Act. The Department is to advise on the notification and compliance with protocols and conventions related to international civil aviation. We participate and sit on varying bodies to assist in harmonising the orderly development of civil aviation through continued assessment and revision to aerodrome operating standards and procedures. We advise on and ensure the timely implementation of these items of the ICAO, which is the International Civil Aviation Organisation.

The ICAO's regional air navigation plan relates to Barbados, and they work closely with national, regional and international authorities to ensure maximum aviation safety and security, and to promote cost-effective and efficient use of our services. They develop and implement procedures, programmes, services and facilities to promote and enhance the skills, knowledge and proficiency of persons employed by the Civil Aviation Department. They also develop amendments to existing regulations, manuals, standards, practices and procedures as necessary, and ensure the implementation of these measures, new regulations, standards, practices, procedures and other necessary documentation to ensure the effective and efficient regulation of civil aviation in Barbados. They develop regulations, standards, practices and procedures for aviation security and safety oversight in accordance with the provisions and intent of ICAO Assembly resolutions, and the Barbados civil aviation legislation. They provide plans and programmes to support compliance with internationally and regionally accepted standards and practices for the safe and orderly operation of aircraft, and ensure the implementation of these measures. The ICAO therefore acts as a monitoring body.

The Department continues the promotion of the local aircraft registry in accordance with established criteria for ongoing airworthiness and operations control. They monitor and regulate, as required, the operation of foreign-registered aircraft flying through Barbados' airspace or on the ground at the airport. They liaise with the Air Transport Licensing Authority and Chief Technical Officer to ensure compliance with established criteria for scheduled and nonscheduled operations. We have scheduled airlines coming into Barbados, and now and then you have requests for a nonscheduled stop-over or nonscheduled flight to come in. That Department, with its little team -- a very small team -- has the authority to deny or approve the landing of any aeroplane or any type of facility coming

through our airspace. It liaises with the Air Transport Licensing Authority and Chief Technical Officer to ensure compliance with established criteria and is also positioning the Barbados Civil Aviation Training Centre to become the regional aviation training centre and to be developed into a self-sustained and paying concern.

They are positioning it actually to become the Regional Aviation Training Centre and to be developed into a self-sustained and paying concern. I do not know if many of you know, but we do have a Civil Aviation Training Centre in Barbados. They implement programme and provide services and facilities to ensure compliance with internationally accepted personnel, licensing and air worthiness requirements. The institution plans and implements procedures to regulate civil aviation in Barbados in accordance with international standards. They regulate the operations of the Grantley Adams International Airport to ensure compliance with local and international standards with respect to safety and security. They regulate aviation security operations and procedures in Barbados.

Madam President, this is a weighty burden for a department which I call one of Cinderellas of the international transport and tourism and probably most other Government departments in Barbados. I do not think that very many people in Barbados understand what the responsibility of that department is and how important it is. We go to the airport, we get on an airplane, we expect that plane will get us to our destination on time and safely. We expect that when we come to Barbados there is space on the ramp for our business to be conducted, that there space on the apron for us to turn around and go back out. We take a lot for granted but our safety and security and efficiently of travel depends heavily on these people who make up the department of civil aviation at the Ministry of Tourism.

Madam President, I would just wish to say here that there are not without their challenges. We have heard of the challenges of the air traffic controllers, long-standing challenges. When we came into office we heard of the challenges in accommodation for those persons who are responsible for our safety and security in the air and, Madam, to tell you the truth, when I saw the facilities within which those persons function at the time, I was appalled. Madam, we always hear about the substandard conditions within which Government officers work but I will tell you that conditions under which the staff at the Civil Aviation Department worked were definitely appalling and substandard and in some cases even sub-human.

Madam President, one of our first task was to seek adequate accommodation for them and I am pleased to say that this Government on coming to office ensured that a new civil aviation building was constructed for those employees. It came in on budget and it came in on time and

they have facilities now to work in. Madam, it was not an easy task for us to do that given the economic constraints of the time but there are certain priorities which you have to address. I do believe that the Minister, in his wisdom, understood that these people functions are that important that we would seek to make their functions more amenable every day.

Madam President, we are also addressing the issues of the air traffic controllers who would have withdrawn their services up to October of last year. Madam, some of these issues were outstanding for nearly 20 years. They also work in some very trying conditions and these are the people who navigate the planes into Barbados and out of Barbados. The safety and security of 30 000 landing we would have had within the past year and they are the ones who have ensured that we have not had one mishap, touch wood, on Barbados' soil yet when you watch or saw the type of conditions they had to work under, it was embarrassing. There were faulty air-conditioning units, faulty elevators, and you had almost 200 steps to climb up and come back down every day. Madam, they do not work set times, they work shifts. There were faulty environmental conditions and many of them would have had respiratory problems and we had to roll up our sleeves as a Ministry and decide that we were going to tackle this head on because obviously the political will had to be there to do it and, Madam, we had it, and we it.

Madam President, we have now hired a consultant who is also seeking to take the country to Category 1 status but this gentleman, a former pilot, has taken those issues in hand and we now have monthly reports on the conditions, half monthly status reports to find out where we are with certain things, how far we are getting with them, what has started, what has been completed and we are monitoring at a very micro level, the situation in that air traffic control tower, so that we do not have a recurrence of what would have happened over the past couple of years because most of the work stoppages were due to frustration. The staff did not feel that their issues were being addressed adequately and they felt they were suffering for far too long. I am pleased to say that we have also sat down with the union and thing workers. I was at one of the meetings during one of the strikes and we have come to an understanding that these things take time and there are convinced and assured that this Government has taken their issues seriously and, as I have said, we are working issue by issue to ensure that this matter, as our leader sometimes would say, is wrestled to the ground once and for all.

Madam President, there is a critical shortage of staff within the Civil Aviation Department and it presents a challenge in meeting the day to day responsibilities of that department and the obligations of that department but one would never know it because they continue to function at maximum capacity and continue to function efficiently but

there are certain challenges in some area. The air traffic control services and the regulatory section are particularly short of staff and the Barbados Civil aviation Training Centre does not have the human resources to provide the training for the new air traffic control recruits in the numbers required, so we would wish to have a greater volume of recruits but we can only train what the facility can accommodate so we are now looking at a cost effective restructuring programme. They were advised to look at a cost-effective restructuring programme, so that we can provide refresher courses on a more frequent basis and offer different types of training for our air traffic controllers. The restructuring programme to review the daily operations has been completed. Madam, this is why I speak about hands-on monitoring and rolling up your sleeves and getting down to the micro level in terms of managing situations and instead of allowing them to blow out of proportion and this Government has sought to do that methodology and we have now completed the restructuring programme to address the daily operations and it is with the Ministry of Civil Service for further action. Madam, a comprehensive restructuring White Paper was completed in 2012 and it now with the parent Ministry and the implementation of which is expected to address the current challenges which we have. Madam, the issues are being addressed and they are being addressed in a very practical manner.

Madam President, I spoke about the 30 000 landings and I spoke about the traffic that we have coming through the skies of this country and I just wanted to say that our major markets are again up. We would have had one down month which was April but for the first six months of this year Barbados is seeing again a record amount of traffic flying in and out of this country in a record amount of visitors coming here. Madam, in January, you would have seen that we were up 11.3 per cent; in February 5.5 per cent. Madam, let me speak about them in total arrivals so that you get an idea of the amount of people who come through this country.

Madam President, in January 2016, you are looking at 62 485 people; in February there were 61 000 people; in March there were 60 000 people; in April, we were down to 49 000 people and in May, we were up again, 9.6 per cent over the previous period and we were looking at 44 935 people and up until June 24, 2016, we saw 33 026 people come in to Barbados.

That is no small feat and I would wish to personally congratulate those persons who ensure the safety and security of those visitors to this country because they are working under tremendous and, as I said, they are doing it and they are doing it efficiently.

The brief on the changes is what I will give to you now. We are looking to amend certain elements of the

regulations and as I said, we are signatory to ICAO and the Convention on International Civil Aviation which provides for the adoption of international standards and recommended practices to regulate air navigation in Barbados. During February 2009, the International Civil Aviation Organisation (ICAO) would have conducted a universal safety oversight audit on Barbados' civil aviation and as a result of the audit they recommended that we make certain changes which would require us to amend our regulations. It was also necessary to conform certain of our annexes to the ICAO Convention so in this regard the Civil Airport Certification Regulations 2007 were repealed and replaced by the Civil Aviation (Aerodrome Certification) Regulations, 2016. This Act, CAP 288(B) is being amended to really reflect a substitution of the word "aerodrome" for "airport". The word "airport" is now passé and we are now looking at having an aerodrome because when we reach the category 1 status which we are aiming for and when we reach the stage where we will have a serviceable aviation industry the word aerodrome is going to be very relevant and this encompasses all areas where all aircrafts, airplanes, helicopters, et cetera, can land.

We wish now to clarify definitions for the terms "air operator certificate" and "certificate of airworthiness". The CPC prepared the Civil Aviation (Amendment) Act, 2016 to remove the word airport wherever it appears in the Act and replaced it with the word "aerodrome" in keeping with the ICAO convention. We also prepared these regulations, the Civil Aviation Training (Amendment) Regulations, 2016; Civil Aviation Approved Maintenance Organisation (Amendment) in the regulations of 2016; Civil Aviation Air Operator Certification and Administration, 2016; Civil Aviation Air Worthiness (Amendment), 2016; Civil Aviation Safety Management Regulations, 2016; Civil Aviation Aircraft Accident and Incident Investigation Regulations, 2016; Civil Aviation Air Navigation Services Regulations, 2016; and Civil Aviation Aerodrome Certification Regulations, 2016. To explain very clearly what we are doing, we are looking at amending Section 7 of CAP 288(B). Section 7 of the Civil Aviation Act referred to as the principal Act and it is amended by deleting the shoulder note of that Section and substituting the following line: Duties of the Director of Civil Aviation. We are amending Section 10 which will see us amending Subsection 1 by deleting the paragraph and substituting the application of the Convention and the implementation of the obligations of Barbados under the convention and an amendment of Section 86 of CAP 288(B) which we are looking at section 86 of the principle Act where we will put in "air operator certificate" which means a certificate issued under the Civil Aviation air Operators Certification and Administration Regulations that authorises the hold-up of the certificate to operate an aircraft for the purpose of public transport. The Certificate of air worthiness means a certificate issued under the Civil Aviation Air Worthiness Regulation 2007. Amendment number 5 under Section 1,

the Civil Aviation Act is amended also by deleting the word "airport", as I said before, wherever it appears and substituting the word "aerodrome" but in number 2 because number 2 says that notwithstanding that subsection 1 where "airport" shall not be substituted when referring to the Grantley Adams International Airport. It will not be called the Grantley Adams International Aerodrome, it will still remain the Grantley Adams International Airport and we have made sure that this has been included in the legislation so that there is no second guess regarding the name of that esteemed facility.

Given the environment within which we are working or function in or travelling in Barbados today, I thought it necessary to give you a little insight into the security measures which the Civil Aviation department has been working on. We know of the legislation which was introduced or the regulations controlling the airdromes, the drones that are so popular nowadays which were causing such a concern but we are also looking at the restructuring of the Adams Air Space.

In 2002, ICAO would have instituted what they call a gate-to-gate concept which really comprises of efforts to reduce the taxi time of plans and to facilitate the introduction of continuous climb and descent operations because, as you know, that does not happen here. We wait until one takes off and then you come in. We also now have to wait for space because we have outgrown the space on the tarmac for much of the planes which come in but they are looking at providing for continuous climb and descent operations and providing a more efficient routing of the aircraft utilising airspace and these objectives are intended to bring benefits in several areas including safety, capacity, reduce carbon emission and fuel efficiency and economy.

The International Airline Industry has spent billions of dollars to upgrade all of their aircraft with modern flight management systems enabling them to navigate using what they call performance-based navigation which utilises satellite navigation and existing ground-based navigational aids and a requirement for all states, air-navigational service providers of which we are one, are to upgrade their airspace to accommodate this new development and this was introduced by ICAO. Failure to comply with these requirements within stipulated time frames may result in airlines being more attracted, obviously, to destinations which have complied and we cannot afford to lose that revenue because they are destinations which are using the modern flight assessment systems because they alleviate delays and they prove to be more economical.

We established a PBM committee which has been collaborating with Mr. Blair Bertram, a cartographer, and a procedure designer regarding the work of restructuring the airspace. We have awarded a contract to a company which

will be looking at providing the new surveillance systems slated for Barbados. I am just telling you that to let you know that we are up-to-date in facilitating the modernisation of the airspace. That may sound like a pretty, and again pardon the pun, airy-fairy concept but airspace has to be regulated just as we regulate the highways of this country. I applaud the young people because many of the people who work within this department are babies. They are millennials and they are the brains behind the advancement of the civil aviation industry in this country, they are guided by a very seasoned technical cadre but little by little, the department is being taken over by younger brains and it is really heart-warming to listen to them and to see the passion behind what they do for this small country.

We are also looking at updating and enhancing our aviation security. Madam President, security procedures are vitally important. I am not going to stand here and reveal too much because I do not want to give potential lawbreakers any ideas or any information that later could be used against us as a country. Suffice it to say, aviation security meetings are convened to discuss and update security procedures. The thing about security is that many times the security breaches happened outside of Barbados, and this speaks to the efficiency of what we have on the ground here. Much of what happens lands here as you would have noted in the last incident we would have had on board the Air Canada flight. That did not begin here. That security breach or that security challenge began outside of Barbados. Much of the contraband and so on which enters this country would first have to be placed on an aeroplane or an aircraft outside of Barbados to get here, so we understand the importance of updating and enhancing our security.

Security is the most topical and pressing topic within the aviation industry at this time especially after 9/11. Security arrangements change every day. As long as there is a threat, there is a change and Barbados recognises that it has to be up to date and it has to have its hands on the systems and we are now looking at the Upstream Security Programme.

Each state that has signed on to the International Civil Aviation Organisation is required to screen departing and in-transit passengers to ensure that no unauthorised weapons are allowed on aircrafts or in the terminal buildings. Barbados, during the 2012 International Civil Aviation Organisation Audit Assessment, the concern was, not for having any breaches occur, but that given the construct of the airport, we had incoming and departing passengers mixing, and that provided a serious concern because that should not happen.

The layout of that airport is really bizarre to an extent because it does not make provision for 21st Century

security or 21st Century travel. You have that example where they would have been concerned, but we all know of the challenge with the air bridges. Some people would say that landing in a tropical country and enjoying the sunshine when you come off the aeroplane is an experience that you would not wish to deprive our returning nationals of. That is one way to look at it if you are making excuses for a deficiency but when you are coming in on a flight that was delayed for four hours, and you have babies and elderly people on board sleeping, so they get in at 2 or 3 o'clock in the morning when they should be getting in at 9 or 10 o'clock and they get in when the rain is falling and the shift for the driver of the bus to come to the aircraft has ended and those persons have to get out and come walk through the rain, then you have another experience that you need to look.

I like to bring these examples for the persons who would wish to deny that the absence of air-bridges was a serious omission. They are necessary in 21st Century travel. We need them. I love to feel the sun when I land but when I land at 2 o'clock in the morning I do not want to get wet. I saw it happened where babies and little children were getting wet. They would have to get up out of their sleep first of all to get off the flight, mummy and daddy lifting them off, but they have to come through the drizzle, so that is one practical reason why we need to have those air bridges.

I know that in the Other Place the Honourable Minister would have announced that we will be working on those. I know for a fact that we would have sought funding. I was with the party which toured the airport last year with a prospective funder and I know that we are assiduously working on having those bridges put in place, so that was an aside.

The mixing of the departing passengers with arriving passengers was a problem and the handling of transfer passengers and their baggage, so we immediately sought to address those deficiencies. There in Annex 17 in Standards 4.4.3 and 4.5.4, the upstream screening is arranged whereby Barbados agrees by way of a Memorandum of Understanding with other states where inspections are done on a reciprocal basis to avoid the rescreening of the in-transit passengers so if your in-transit passengers are coming from St. Vincent or St. Lucia, we have an agreement that they will be screened at their point of departure and then at successive destinations.

We are looking to enter into agreements with some other Caribbean states to exchange security assessment visits in order to accept the level of security screening being implemented by them. I will not name the states but we have asked that we be allowed to enter certain areas in certain airports within the region to examine their screening processes to ensure that they are in accordance with what

we have set as our standards in Barbados. Of course, LIAT and Caribbean Airlines will benefit tremendously from the arrangement and they have agreed in principle to assist in the travel of Security Inspectors from Barbados to go down there and investigate. The Government now would just have to look at the accommodation fees for those inspectors.

We have states that have been compliant and are immediately included in the upstream programme, that is, Guyana, Trinidad and Grenada. They all have direct flights to Barbados and they have also amended their legislation to ensure that the process can work. We do it continuously with Guyana and Trinidad and it has been working very well, and every four months an inspector from Barbados would go down to Guyana and Trinidad and inspect their security arrangements and we have a reciprocal agreement, and that is what I call Caribbean community cooperation. Without any discussion, we have had compliance with those countries.

The Eastern Caribbean Civil Aviation Authority is now working with the Organisation of Economic Corporation and Development to implement a one-stop security system which would assist Barbados in implementing our upstream programme collectively within those states.

We are also looking at a Memorandum of Understanding with the TSA, which is the Transport Security Administration, of the United States of America. Now, most of us know the TSA as those people in the blue who make you take off your shoes and go through every inch of your luggage whenever you pass through any port of entry in the United States of America. I do not know that they are the best friends of travellers at all. Whenever the TSA upgrades its security screening equipment they usually make the replaced equipment available for reuse elsewhere and they have made an offer to lend Barbados some equipment, I would not say what type of screening equipment it is, which would upgrade our present measures. The grant of this equipment requires us to sign a Memorandum of Understanding with the TSA prior to the execution of the loan of the equipment. Now, we have examined the legal issues which could evolve from signing the agreement and we are reviewing those issues. The Grantley Adams International Airport is aware of the offer and they are looking at the maintenance of the equipment so that when it comes we can maintain it and it would continue to work.

We are upgrading our security to a very sophisticated level in this country so it just means that we need the cooperation and compliance of those on the ground who would be charged with the responsibility of operating that equipment to ensure that our ports of entry remain safe or as safe as we possibly can make them. That

is as much as I would say on that matter without divulging the details of what that equipment will be.

In essence, Madam President, I have sought to outline to you what the Civil Aviation Department does and I have outlined to you what are the Amendments

I know that there are some amongst us who would wish me to touch on the issue of the seas which would have been mentioned in the media and in the Other Place, about the fees for the use of the airspace. I saw a headline in one of the online dailies about a CARICOM air war and I wondered if sometimes our media understands the difference between a responsible media and a rag.

Madam President, I was trained, I worked in the media for over 10 years and I am appalled at how we find time... How should I say it? I am just appalled at the way that we approach serious issues. We always knew there were serious newspapers, that there were serious media houses and that there are not so serious ones. The ones that were not so serious cost less, the ones that were serious cost a little more and they embodied more substance and the reporting was of a different type, but more and more I am seeing these types of headlines. Ma'am, there is no war.

Madam President, I would just wish to outline very briefly, because I am not going to delve too deeply in it, but I wish to explain the theory behind what would have been announced in the Other Place and what would have been discussed by the Trinidadian Minister who would have responded to the queries from the local reporters. Ma'am, since 2005, through its subsidiary company, the Caribbean Air Navigation and Advisory Services, the Trinidad and Tobago Civil Aviation Authority has been collecting air navigation fees charged to aircraft operating or transiting through the upper airspace known as the Piarco Fare. Ma'am, States of the Eastern Caribbean dispute Trinidad and Tobago current claim to the collection, management and control of the funds thus collected. Indeed, it is the strong assertion of the Eastern Caribbean States, not just Barbados, it is in dispute that the benefits derived from the revenue collected by the Caribbean Air Navigation Authority be shared equitably amongst the territories that form part of the Piarco Fare.

Madam President, numerous efforts by Regional Directors of Civil Aviation -- and this did not start yesterday, this has been an ongoing discussion -- including appeals to CARICOM Heads of Government at the conference level have failed to bring satisfactory resolution to the matter. The matter was again raised recently at recently concluded Directors of Civil Aviation Meeting in December, 2015, in New Orleans, the United States of America, where it was agreed - and this is not again Barbados but the Eastern Caribbean States, including Trinidad and Tobago - that:

(1) By December 18, 2015, Barbados, France, the United Kingdom and the Organisation of Eastern States inform Trinidad and Tobago on its concerns and other issues to be included in agreements related to the issue;

(2) Provide suggestions, propose solutions on the way forward by December, 18, 2015;

(3) Based on the foregoing, develop an Action Plan for development of the Agreement by January, 15, 2016, informing the International Civil Aviation Organisation (ICAO) and the Caribbean Air Navigations Advisory Services, and all other interested party of such an Action Plan.”

Madam President, the amount they came up with was that Trinidad and Tobago was reported to be collecting in excess of TT\$200 million per annum in air navigation fees, and that is fact not fiction. Madam President, I just felt that I would outline in detail what has been discussed, that I would outline what is on the table, and that I would outline to this Honourable Chamber that it is not only Barbados that is agitating for a cheque to come our way, we are speaking about the Eastern Caribbean, France, the United Kingdom and other countries outside of Barbados. Madam President, with that being said, I have concluded my introduction to this Bill. I now beg to move that this Bill be read a second time.

MADAM PRESIDENT: Senator Walcott, you have the Floor.

Senator Dr. J.X. WALCOTT: Madam President, I rise to offer support for this Bill, a simple but very important Bill. I am pleased in how the Honourable Senator gave the overview of the activities of the Civil Aviation Authority, a very important department at this point in time. I note that the Honourable Senator found it possible to insert the tourist arrivals as part of the activities and as part of this Bill. I also noted that the Honourable Senator spoke repeatedly about the Civil Aviation Authority working in conjunction with the International Civil Aviation Organisation (ICAO) and I was pleased to hear this.

Madam President, through you I would want that perhaps when the Honourable Senator is wrapping up if the Honourable Senator can answer a few queries that I do have. I note the working with the International Civil Aviation Organisation (ICAO) but I am concerned that the International Civil Aviation Organisation (ICAO) has a category system which they do in conjunction with the International Aviation Safety Assessment (IASA) and that based on that safety assessment system, the International Civil Aviation Organisation (ICAO) determines which countries -- and I said countries -- meet its standards and which do not.

Madam President, it is clear in the Tables that Category One countries meet the International Civil Aviation Organisation (ICAO) standards and Category Two countries do not. The most recent figures for 2015, I note that Category One countries included in this region, Barbados, the Cayman Islands, Jamaica, Antigua and Trinidad and Tobago. Barbados is stated as a Category Two country. I understand the work that is being done but I would like in her wrap-up if the Honourable Senator could give us some details in terms of the efforts and what is being done in terms of moving our category to Category One status, so that we might then meet the International Civil Aviation Organisation (ICAO) standards. I am obliged to you, Madam President.

MADAM PRESIDENT: Senator Ince, you have the Floor.

Senator J. INCE: Madam President, I rise to support the Civil Aviation (Amendment) Bill, 2016, that is before this Honourable Chamber. Madam President, it is a Bill that is timely, as clearly explained by Senator Sandiford-Garner, Parliamentary Secretary in the Ministry of Tourism. Ma'am, not only is it timely, it also seeks to explain not only to this Senate but to the people of Barbados what this Administration has been doing when we speak to restructuring and diversifying an economy. We have said to the people of Barbados on more than one occasion that we were going to restructure and diversify the economy of Barbados, not only in the sectors of tourism and energy, but that we were also going to make the necessary amendments to the legislation, because you cannot restructure and diversify an economy and do not make what I term the necessary critical amendments to the legislation that help drive the sectors of the economy.

Madam President, one would have recognised that we did carry out major restructuring and diversification of the tourism product in Barbados and we are now seeing the results of that work that was done through the Ministry. Therefore, as a result of that, if you are going to then have a diversified tourism product where the end result is going to be increased passenger travel, then it is critical and important that you do have the necessary infrastructure, both at your airport and seaport, that is a conduit to passenger travel. It is also important that you seek to minimise those exposures that would create a level of dislocation, if not dealt with. Madam President, what we are saying here today is that those amendments would now prepare the ground work.

I heard of questions being asked about a Category 1 status and information being read, which I am confident my colleague, Senator Sandiford-Garner, would be able to answer. Let me say here that if those questions were answered when there were 14 years of Barbados Labour Party rule, we would not have to be here asking about

Category 1 and Category 2. Madam President, those questions were asked back in 2005. They were asked in 2005, and here we are in 2016 when they had all the money, all of the resources to deal with it, nothing was dealt with, worse conditions for the officers at the Airport, but now you are going to hear questions being asked, Oh I would like to know if we are in Category 1 or Category 2, when they allowed the horse to bolt from the stables and now this Democratic Labour Party is now reining them in, when we are now making all the attempts to close the stable doors and you are going to hear question now about, Oh I would like to know, when the Senator who is asking the questions sat in a pivotal role in a Government that could have dealt with this, but now want to ask us. We are dealing with it. It is clear.

We heard the Senator speak about a consultant and we are going to have that Category 1 status under the Democratic Labour Party. That is what we are doing. So there is no need to ask questions about category. We know where we are and if you know where you are, then you should know where you are going. So we know where we are on this side. If they do not know where they were, on that side, then that is problem for them, but we know where we are going as far as tourism and civil aviation are concerned, that is why these amendments are being made today to let the people of Barbados know, to let persons involved in air transport know that this Government, as we have said before when we spoke to the whole idea of restructuring and diversifying, we are creating a Barbados that we said is socially balanced, environmentally sound, economically viable and characterized by good governance. When we say good governance we speak to amending the critical legislation that would carry this country forward. It cannot be done overnight. So we are not going to get tied up in any questions being asked. They had enough time to do it. They had 14 years to do it and nothing was done. They had VAT. They had excise tax. They had foreign direct investment. They had all the professionals and it was not done, Madam President, and we are doing it today.

With those few words I am obliged.

Madam PRESIDENT: Senator Carmichael you have the Floor.

SENATOR Dr. Sir TREVOR A. CARMICHAEL: Madam President, I did not plan to speak on what is before us this morning because there are welcomed, as our friend Senator Walcott indicate, and indeed the importance of an airport for our tourist business, for our international arrivals, for our domestic and for all these reasons, we indeed for all of us who need to leave the little rock for a short while and decide to do so by plane rather than by sailing, an airport is a sine qua non and a functioning one.

I would like to commend Senator Sandifor-Garner for having indicated all of the improvements which are taking place to take us into Category 1 status. I do not think one can underscore that Category 1 status too strongly because, as the Senator would have explained, with that status comes a lot of advantages. I am sure the jet bridges would help in bringing us to that status as well. If not already functioning at least a commitment to have those jet bridges, because I have always said on more than one occasion that the absence of the jet bridges in the airport was possibly one of the biggest disasters that this country has ever experienced. I say that in strong terms because I would not say that I know, but I heard a little of the history why those jet bridges never appeared in the first, should we say presentation of the airport to us as users, and its a tragedy because the cost of jet bridges now is phenomenally high when you consider it may have been like 5% to have put them in at the time of the original construction of the airport. I am delighted that efforts are being made to put them in albeit at a very high cost. There should have been there before. We have to do it.

Madam President, to reach a Category 1 status we are aware there are at least five important features that are required. We have to have the necessary laws and regulations to support the certification and oversight of the air carriers according to what the US considers to be minimum international standards. I think that amending this legislation as we are doing will add substantially in that regard.

Secondly, they looked to see that the Civil Aviation Authority has the technical resources, expertise and organization to licence and oversee the aircraft carrier operations. I think we can safely say we have those. Thirdly, they looked to recognise that the Civil Aviation Authority has adequately trained and qualified technical personnel. Again, Barbados is fortunate because in so many areas we have always provided technically sound and efficient people to supervise our operations.

I remember so well, even growing up as a youngster, it was a proud -- how should we say -- one was a proud student or a proud friend to know that one had association or knowledge of someone who worked as An Air Traffic Controller. This is one of these cases where we felt that we rose in stature by association with the right person. So you could say my friend is an Air Traffic Controller. I am sure people remember the days of the late Junie Belle and those guys who were forerunners in that profession.

Fourthly, the United States awarding Category 1 status will often look to make sure and to ensure that the Civil Aviation Authority provides adequate inspection guidance to ensure enforcement of the compliance of the minimum international standards. Again, we are fortunate in that area.

Fifthly, they would have looked to make sure that we have sufficient documentation and records of certification and adequate continuing oversight and surveillance of air carrier operation.

The reason I enumerated these features is simply, Madam President, to indicate that in many respects we are very close to being so certified. I am therefore delighted that the Senator has so adeptly brought these amendments here, so that we can pass them and pass them quickly. I will ensure I do not speak too long so we can pass them quickly, so we can pass them and we can move further and further into the Category 1 status, which is, as we say, I would not call it a tabular rosa, but I would say it is really one of those necessary steps if we are going to improve the ability to get maximum use of our airport.

There are many other areas I can talk about in terms of the innovative welcomes, which some of the new airports are doing. To use Air France as a very up-dated and special welcoming scheme, I know a lot of these things are within the purview of the ministry because, indeed, a lot of these are within the study which the ministry itself commissioned many years ago, as well as within the tourism masterplan study which has been a very sound and useful document for guidance, as we proposed to conduct our further tourism business of which civil aviation is an integral part.

Madam President, this was really just a small intervention primarily maybe to get off my chest the matter of the jet bridges, because whenever I have an opportunity I will do so. I am sure all of my friends here do too, irrespective of whatever Party persuasion you belong to. In my view it is one of those sad part of our history where you could build a modern airport and do not have a jet bridge in it. You have people who are disabled, and for a disable to get out of an aircraft you have to send the facilities which are used for loading the food on the plane, and then the person comes down a hatch in some kind of novel method in which they are then seeking to avoiding a further disability. Anyhow, I got that off my chest, Madam President, and I also got the ability here to welcome these amendments which will improve our airport facilities, which will also improve our tourism product and which will improve the quality of life for all of us Barbadian.

Madam President, I am obliged to you.

MADAM PRESIDENT: Senator Todd you have the Floor.

SENATOR TODD: Thank you, Madam President.

I rise to support the passage of this Civil Aviation Amendment Bill, 2016. In my brief presentation I would wish to congratulate this Democratic Labour Party

administration for working assiduously to ensure that these issues relating to civil aviation are kept on the front burner, so there are no bottlenecks in terms of the development of tourism which is the major source of foreign exchange. When we talk about increase airlift the logistics at the ports of entry be it our airport or seaport are very critical to ensure

there is a seamless transition of arriving and departing passengers to and from our country.

Just to take up from where the distinguished Senator Dr. Trevor Carmichael ended in his presentation, I fully support the fact that this administration is pressing ahead to ensure the jet bridges become a reality. Madam President, as other Senators mentioned, this facilitates the smooth movement of passengers to and from arriving and departing aircraft.

Madam President, I do recall, on the occasions that I was able to travel, noting that the steps which would be utilized to take passengers from the tarmac to the aircraft and vice versa are often metallic structures which are very precarious and very liable for persons to actually slide while negotiating these stairs especially when exposed to the elements, be it rain or even dew. There are very slippery and even able-bodied persons have to be very careful negotiating these steps, which are often very steep, given the size of many large aircraft today, be it the 747s or large airbus jet, aircraft that are very high off the level of the ground, Madam President. These jet bridges would definitely eliminate those hazards, which thousands of passengers on a daily basis have to expose themselves in the absence of these modern amenities that is the jet bridges.

Madam President, we talk about disable persons. I know that the disable community, persons with disabilities I should say, in Barbados through various associations are promoting the concept of fully assessable Barbados where they team up with the tourist sector and others to ensure that be it the streets or hotel rooms are fully assessable to persons with disabilities, persons who use wheelchairs, persons who are visibly impaired and hearing impaired and so on. This in essence, Madam President, ensures that we can tap into this niche of tourism involving persons with disabilities. Persons with disabilities do travel and do have money to spend in terms of the tourist product. So these jet bridges will ensure we can tap in more fully as a country to this market of persons with disabilities traveling as tourists or generally persons traveling who may need medical attention, who have mobility issues. Coming to destinations such as Barbados to get medical procedures, having the jet bridges would facilitate their movement on and off the aircraft.

Madam President, this also leads me to the whole issue of airport security. Again, I congratulate this administration for ensuring that the facilities at both ports of entry particularly the international airport are up to par. I am just old enough to remember in the 1970s at the old Seawell Airport where we went to see people were traveling off. We would often have to stand on a balcony which overlooked the tarmac, and therefore there were security challenges, as unscrupulous persons could throw packages to persons who had already cleared the Security and Customs. With a modern airport terminal constructed -- I remember this Democratic Labour Party Government actually did a lot of the groundwork in terms of security and the financing from Canada.

I remember in the early to mid-1970s that, as a young lad going to The Lodge School, I used to take a bus going past the airport, via Pennyhole, onto Six Roads and on to The Lodge School. I remember in those mid-70s the new terminus, which we saw being constructed, was built with the assistance of concessionary loan financing from the Government of Canada. The then Prime Minister, the late Pierre Trudeau, was a personal friend of the late Right Excellent Errol Walton Barrow. They used to sail in the Grenadines often, and that friendship with Canada continues today. Their Governor General had paid a state visit to Barbados in the early years, so that we really must, as a country, remember the generosity of the Canadian Government and people in assisting us in terms of providing access to concessionary financing to modernise our airport. Therefore, I congratulate this Democratic Labour Party Administration of today for being assiduous in securing, again, concessionary financing to support the construction of these air bridges and the general improvement in the infrastructure at our lone airport facility, Madam President.

This will go a long way in ensuring that, as we seek to achieve Category 1 status, this is actually a realistic proposal. Of course, it goes beyond the old infrastructure but, as other Senators mentioned, the whole administrative framework in terms of regulatory arrangements and best practices are critical in achieving Category 1 status. We talked about staff, but as I understand it, there are some jurisdictions in the region which, because of the high costs of providing that technically trained cadre of civil aviation personnel as part of the Category 1 status requirements, have had to actually utilise consultants in a large measure. To support that cadre of staff is very expensive. I am very happy that we have been able to secure the services of a consultant who I would have met in the early 1990s, and who I know to be very professional, having served for many years in the regional airline transport sector. I know that person is very well respected by those in the industry, and that would definitely ensure that there is significant buy-in toward this national drive to achieve Category 1 status, Madam President.

Madam President, this also reminds me, and those of us old enough to remember, of what occurred in the early 1980s in terms of the air traffic control sector, where there was a strike in the United States of America. Ronald Reagan was President at the time. That strike was protracted and ended with President Reagan firing a whole set of air traffic controllers and replacing them with others. Madam President, I am just saying that as we as a country look at this sector going forward, I fully support the thrust of this Administration in ensuring that we have effectively excess capacity in the sector of air traffic control personnel. Madam President, we cannot afford to have bottlenecks in terms of not having sufficient persons trained in this area. In order to ensure that we do not have situations where there may be a shortage of air traffic control operators and challenges are created in being able to service the number of aircraft coming into our country, we must ensure that we have this excess capacity, because there is an international demand. We hear about this brain drain, so it is better to have an excess than to have a shortage, Madam President. Therefore, I congratulate this Administration for putting the necessary framework in place to ensure that these persons are trained. I know at least two persons who I would have studied with at the University of the West Indies, and who are longstanding air traffic control personnel. I also hear on the Government Information Service advertisements daily that the Government is opening opportunities for young trainees to enter that sector; and it is a very technical sector. Not just any type of CXCs are required but one must have competence in mathematics and, I think, even Physics.

As I said, I will be very brief. I have other issues which I can mention but I will leave those for another day and really congratulate this Democratic Labour Party Administration for taking civil aviation matters very seriously in order to ensure that tourism, the country's most important foreign exchange earner, is not at all constrained by lack of facilities at the airport. As we seek to homeport, we are now having tens of thousands of passengers arriving by aircraft from Europe and North America and then being transported to the Port. What I am saying is that increased airlift can only be facilitated and strengthened if we have the necessary infrastructure in terms of a modern, state-of-the-art airport terminus. This is what this Administration is committed to. I thank you, Madam President, and I fully support the passage of this Bill.

MADAM PRESIDENT: Senator Sandiford-Garner, you have the Floor.

Senator Mrs. V.I. SANDIFORD-GARNER: Thank you very much, Madam President, and I thank all of my colleagues here this morning for their interventions which were timely and relevant. In my wrap-up, then, I would just wish to address the query by my colleague on the other side, who wanted details regarding what is being done to move Barbados to ICAO (International Civil Aviation

Organisation) Category 1 standards. I can understand his impatience in receiving information on this topic, because it has been outstanding since 2005 and, as my colleague on this side would have outlined, nothing was done. I do not know if there was the will or if there was the foresight that was lacking but, that being said, what we are doing is relevant today and I would just like to outline what we are doing in this Ministry. I earlier spoke about a practical approach to issues in the Ministry of Tourism and International Transport, and an approach such as the one I will outline requires visionary thinking and political will. It also requires the manpower to sit down and thrash out the issues and move projects forward, because Category 1 status is a project and it is not something we can leave to the everyday run-of-the-mill functions of a department which is already understaffed. It is understaffed. They do very well with the little they have but we viewed it as a project and we needed that type of concept to drive the purpose or to drive the initiative forward.

As has been mentioned more than once, the first thing we did was to hire a consultant. He is a civil aviation expert and not only is he an expert technically, but he is also adept at garnering buy-in from his colleagues; because in Government it is important that when you bring in non-governmental personalities or non-civil service personalities they have the cooperation of civil servants. That is why consultants do not do very well in Government, because most civil servants view them with a jaundiced eye, and when that happens then you do not get the sort of teamwork and buy-in that you should get for that individual to proceed with whatever assignment that individual is given. I can attest to the fact that the person is very adept at human relations, working with other people and teamwork. I say that because he actually received a baptism of fire in October last year when we had one of the strikes. It was the last withdrawal that we would have had too, and he was called in to sit with the air traffic controllers to lend credence to my argument or assurance that we were examining their concerns and doing so seriously. With the consultant there who is also one of them, there was this immediate convergence of views and we all seemed to be in alignment with what we were trying to do and it was amazing and, Madam, that is important and a critical element so Barbadians can rest assured that we have hired the right personality and the right technically competent individual to manage this process.

Madam President, the department is working diligently to reach and maintain those international safety oversight standards which would carry us to the Category 1 status. I just wanted to give some technical information so that when I am done there are no more queries.

Madam President, under the International Aviation Safety Assessment Programme, United States of America and the Federal Aviation Administration determines

whether another countries oversight of its carrier that operate into the United States of America comply with safety standards established by the IKO. The ISA determines compliance with these standards by focusing on what we call the eight critical elements. Madam, Senator Dr. Carmichael would have outlined some of them and I would just like to go back to that.

Madam, the effective aviation oversight authority specified the critical elements as having primary aviation legislation, which Barbados has; specific operating regulations, which we are here today to amend, so we are keeping our regulations current; state civil aviation system and safety oversight function, which we certainly have, technical personnel qualification and training, which we have and we are enhancing that area; technical guidance tools and provision of safety critical information, we also have that; licensing certification authorization and approval obligation, I have outlined that earlier and we have a department which does that, surveillance obligation and the Resolution of safety concerns, which we do on a consistent basis.

Madam President, through you I would like to assure my colleagues on the other side that Barbados continues to strive to achieve compliance with the eight critical elements that I would have outlined before and to this end, the consultant is there and have been hired to assist with that Category 1 status achievement and with the establishment of what we want. We also wish to have a Civil Aviation Authority. Madam President, as I keep saying, we roll up our sleeves and we get down to the micro element of what it takes to get things done.

Madam President, with that said, I am obliged.

Madam President, 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 Mrs. V. IRENE SANDIFORD-GARNER, the SENATE resolved itself into Committee on the Bill, Mr. DEPUTY PRESIDENT in the Chair.

COMMITTEE

Mr. DEPUTY PRESIDENT: The Senate is in Committee.

Clauses 1 - 5 inclusive were called and passed.

On the motion of Senator I. SANDIFORD-GARNER, Mr. DEPUTY PRESIDENT reported the passing of one Bill in Committee and Madam PRESIDENT resumed the Chair and reported accordingly.

On the separate motion of Senator I. SANDIFORD-GARNER, the Bill was read a third time and passed and cited as the Civil Aviation (Amendment) Act, 2016.

ORDER NO. 1 – EXCISE TAX VALIDATION OF FEES
BILL, 2016

MADAM PRESIDENT: Senator Byer-Suckoo, you have the Floor.

Senator Dr. the Hon. E. R. BYER-SUCKOO: Madam President, thank you very much. This item is a rather straight forward item and I do not propose to detain my colleagues and yourself too legislation ongoing. This is The Excise Tax Validation of Fees Bill, 2016.

This is for validation of license fees. Madam, back in December of 2015, last December the Excise Tax Act was passed and it was gazetted in that month. However, that Act was supposed to come into effect by proclamation and we have been advised that proclamation did not take place until May 17, 2016. Madam, further the regulations also would have had to be gazetted for them to come into effect and the regulations too were not gazetted until this year but Section 5 of that Act, speaks to taxable goods, being spirits, beer, tobacco and so on. Madam, in Section 5, when it speaks to taxable goods it says that:

“No person shall unless license to do so, manufacture these taxable goods or use any utensil, machinery or apparatus for the carrying on the manufacture of these goods”.

Sequence 9

Wednesday, May 25, 2016

Senate C 31 Seq 10 12.49 p.m.

Senator Dr. the Hon. E. R. BYER-SUCKOO: ... utensil, machinery or apparatus for the carrying on the manufacture of these goods and Section 6 goes on to say that a license has to be issued and we issued annually, on the first of April of each year. The regulations which is, I said, were prepared but were not gazetted until May, those regulations stipulated a license fee of \$5 000 so what happened, Madam President, is that at April of this year when the Act says the license is to be renewed, at April this year, licenses were issued for the \$5 000 but because the Act which we passed in December was not proclaimed and the regulations were not gazetted at that time we need now to validate those license fees that were collected between 1st April and now so, Madam President, that is straightforward and that is all we are here to do so we are asking that we pass this Bill so that those fees collected under the Excise Tax Regulations for 2016 which were pursuant to the Excise Tax Act of 2015, that the collection

of those fees be validated. I do not know that there is any more to say than that so, Madam President, I beg to move that this Bill be read a second time.

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

Senator Dr. the Hon. E. R. BYER-SUCKOO: Madam President, I beg to move that you do now leave the Chair and the Senate resolve itself into Committee for further consideration of the Bill.

The question that the Senate resolve itself into Committee was put and resolved in the affirmative without division, His Honour Deputy President, assumed the Chair.

COMMITTEE

Mr. DEPUTY PRESIDENT: This Senate is now in Committee.

Clauses 1 - 2 were cited and passed.

Senator Dr. the Hon. E. R. BYER-SUCKOO: Mr. Deputy President, I beg to move that you do now report to Her Honour the President the passing of one Bill in Committee.

The question was put and resolved in the affirmative without division, Madam President, resumed the Chair.

MADAM PRESIDENT: His Honour the Deputy President has reported the passing of one Bill in Committee.

Senator Dr. the Hon. E. R. BYER-SUCKOO: Madam President, I beg to move that this Bill be read a third time.

The question that the Bill be read a third time was put and resolved in the affirmative without division, cited and passed.

ADJOURNMENT

Senator Dr. the Hon. E. R. BYER-SUCKOO: Madam President, that brings us to the end of Government Business for today. I therefore beg to move that the Senate do now adjourn sine die.

The question that the Senate do now adjourn sine die was put and resolved in the affirmative without division and MADAM PRESIDENT adjourned the Senate accordingly.

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SPEAKERS IN THIS ISSUE

BYER-SUCKOO, Senator Dr. the Hon. E. R.
CARMICHAEL, Senator Dr. Sir TREVOR A.
INCE, Senator J.
SANDIFORD-GARNER, Senator Mrs. V.I.
TODD, Senator
WALCOTT, Senator Dr. J.X.

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EDITORIAL NOTES — NOT PART OF THE REPORT

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

EDITORIAL QUERIES

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

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

Q2. Masthead and date. No sitting date was found in the text of the source; the date is taken from the file name. Please confirm.

Q3. Opening. The source does give the date in its opening lines ('Wednesday, JULY 6, 2016', 'THE 65TH SITTING OF THE SENATE' and 'The Senate met ... on Wednesday, the 6th day of July, 2016, at 11:30 in the morning'), which agrees with the date taken from the file name. In this report the convening sentence, the PRESENT list and the ABSENT list run together as a single paragraph. Please confirm the layout.

Q4. Order No. 1, take-slip Senate C 31, Sequences 9-10 (12.49 p.m.). The take-slip is dated 'Wednesday, May 25, 2016' in this sitting of 6th July, 2016, and the text after it begins '... utensil, machinery or apparatus', repeating the end of the quotation just read. Printed as in the source.

Q5. Order No. 2, Senator Mrs. V. I. Sandiford-Garner's speech. The Senator refers to 'the issue of the seas which would have been mentioned in the media', apparently meaning the fees for the use of the airspace, and lists Barbados, France, the United Kingdom and 'the Organisation of Eastern States'. Printed as in the source.

DEBATE SUMMARY

(Editorial summary — not part of the record.)

The Senate held its 65th sitting on Wednesday, 6th July, 2016 at 11.30 a.m., with Her Honour Senator Miss Kerryann F. Ifill, President, in the Chair. Senator the Hon. Miss M. P. O. McClean was recorded as absent. The sitting took two Bills.

Under Order No. 2, Senator Mrs. V. I. Sandiford-Garner, Parliamentary Secretary in the Ministry of

Tourism, moved the second reading of the Civil Aviation (Amendment) Bill, 2016, which updates the regulations in line with the Convention on International Civil Aviation, clarifying the definitions of 'air operator certificate' and 'certificate of airworthiness' and replacing the word 'airport' in the Act. She described the work of the Civil Aviation Department, its shortage of staff, the new civil aviation building, the air traffic controllers' long-standing issues, a consultant hired to seek Category 1 status, monthly arrivals (62 485 in January 2016, falling to 49 000 in April before a 9.6 per cent rise in May), the restructuring of the airspace for performance-based navigation, upstream security screening with Guyana, Trinidad and Grenada, a proposed agreement with the TSA, the need for air-bridges, and reports that Trinidad and Tobago collected over TT\$200 million a year in air navigation fees.

Senator Dr. J. X. Walcott supported the Bill and asked about progress towards Category 1 status under the US safety assessment programme. Senator J. Ince said the Democratic Labour Party would achieve Category 1 status. Senator Dr. Sir Trevor A. Carmichael set out five features required for Category 1 status, said Barbados was close to certification, and pressed again for jet bridges. Senator Todd supported jet bridges for passengers, including persons with disabilities, and recalled the 1980s air traffic controllers' strike in the United States. In reply Senator Sandiford-Garner explained the eight critical elements of an effective oversight system and the consultant's role. The Bill passed through Committee, with Mr. Deputy President in the Chair, and was read a third time as the Civil Aviation (Amendment) Act, 2016.

Under Order No. 1, Senator Dr. the Hon. E. R. Byer-Suckoo moved the Excise Tax Validation of Fees Bill, 2016. She explained that the Excise Tax Act passed and gazetted in December 2015 was to come into force by proclamation, which was not made until 17th May, while licences to manufacture taxable goods are issued each year on 1st April, so the fees collected in the meantime needed validation. The Bill was read a second time, passed in Committee with the Deputy President in the Chair, and was read a third time.

On the motion of Senator Dr. the Hon. E. R. Byer-Suckoo, the Senate was adjourned sine die.