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# THE

## House of Assembly Debates

(OFFICIAL REPORT)

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FIRST SESSION 1999 – 2004

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### HOUSE OF ASSEMBLY

*Tuesday, October 17, 2000*

Pursuant to the adjournment, the House of Assembly met at 11.15 a.m. on Tuesday, October 17, 2000.

#### PRESENT

His Honour I. A. ROETT, B.A., Dip. Ed. (Speaker)  
Hon. D. A. C. SIMMONS, Q.C., LL.M. (Attorney General and Minister of Home Affairs) (Leader of the House)

Mr. D. J. H. THOMPSON, LL.B. (Hons.) (Leader of the Opposition)

Hon. Sir HAROLD St. JOHN, K.A., Q.C., LL.B.

Mr. L. R. TULL, Q.C., M.A. (Oxon.)

Hon. Miss B. A. MILLER (Deputy Prime Minister, Minister of Foreign Affairs and Foreign Trade)

Mr. G. W. PAYNE, LL.B.

Hon. R. N. GREENIDGE, B.A., LL.B. (Minister of Labour, Sports and Public Sector Reform)

Hon. R. C. EASTMOND, J.P., B.A. (Hons.), Dip. Ed., LL.B. (Hons.), L.E.C. (Minister of the Environment, Energy and Natural Resources)

Mr. D. CARTER (Chairman of Committees)

Hon. G. A. CLARKE, B.Sc., Dip. Ed., J.P. (Minister of Housing and Lands)

Hon. H. F. LASHLEY, (Minister of Social Transformation)

Hon. R. St. C. TOPPIN, LL.B. (Minister of Commerce, Consumer Affairs and Business Development)

Mr. D. St. E. KELLMAN

Hon. Miss M. A. MOTTLEY, LL.B. (Minister of Education, Youth Affairs and Culture)

Mr. M. Z. WILLIAMS

Mr. D. T. GILL, B.Sc.

Hon. A. P. WOOD, J.P., B.Sc., M.Sc., M.Phil. (Minister of Agriculture and Rural Development)

*Prayers were taken by Canon Father Ivan Harewood.*

Mr. SPEAKER: The House is now in session.

#### MINUTES

Mr. SPEAKER: The Minutes of Tuesday, October 10, 2000.

Hon. D. A. C. SIMMONS: Mr. Speaker, I beg to move that the Minutes for the Honourable the House of Assembly for its meeting of Tuesday, October 10, 2000, which Minutes have been circulated, be taken as read.

Hon. R. N. GREENIDGE: I beg to second that, Sir.

Mr. SPEAKER: If there are no corrections or observations, then let these Minutes stand confirmed.

#### PAPERS

Hon. Miss. B. A. MILLER: Mr. Speaker, Sir, I am commanded to lay the following:

Barbados Economic and Social Report, 1999.

Hon. D. A. C. SIMMONS: Mr. Speaker, I am commanded to lay the following:

The Annual Report of the Chief Medical Officer for the years 1997 to 1999.

On behalf of the Ministry of Public Works & Transport, I beg to lay the following:

The Annual Report of the Transport Board for the years 1995 to 1996.

## ORAL REPLIES TO QUESTIONS

Hon. D. A. C. SIMMONS: Mr. Speaker, I am to advise that the replies to Parliamentary Questions Nos. 5, 6, 7 and 19 are ready.

## SUSPENSION OF STANDING ORDERS

Hon. D. A. C. SIMMONS: Mr. Speaker, I beg to move that the following Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 be suspended for the balance of today's sitting.

Hon. R. N. GREENIDGE: I beg to second that.

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

Mr. SPEAKER: Government Business is now the order of the day.

## GOVERNMENT BUSINESS

### ORDER NO. 6 – THE PIERHEAD DEVELOPMENT BILL, 2000

Hon. Miss B. A. MILLER: Mr. Speaker, I am delighted that the responsibility should fall to me this morning in this Honourable Chamber to be the person to introduce and pilot this Bill known as the Pierhead Development Bill, 2000. More than 24 years ago when I was a younger, greener, parliamentarian, I spoke to a vision for the restoration and rehabilitation of the City of Bridgetown and I was thought to be speaking as one who was young and green and did not know any better. I took it then that I was young enough to dream. The late Tom Adams once said to me, "You know Billie, in the end, you do what you want to do." I said to him, "Prime Minister, I thought you always understood that."

Mr. Speaker, Sir, I am one who believes that God helps those who try to help themselves. When I first came as a representative for the City of Bridgetown, I saw Bridgetown holistically, as a City in the full and true sense of the word, as an urban development which would have me as its representative to address, not only the needs and the priorities of that part of our capital City of Bridgetown where my constituents lived, worked and had their being, but Bridgetown as a capital city.

Mr. Speaker, those who would pursue Robert Shromberg's 'History of Barbados' and Warren Alleyne's writings about Barbados, those who would look at

publications and photographs of what Bridgetown used to look like a century ago would have some understanding of the importance of Bridgetown as a capital in the many years in these centuries before our time. In fact, Mr. Speaker, Sir, it is fair to say that Bridgetown is one of the oldest cities in this region and in this hemisphere in which we live.  
11.25 a.m.

I never tire of making the point in this House and everywhere else that I go and I love to make it in places like Canada and the United States which were settled many years after we were settled here in Barbados. They are celebrating bicentenaries. Bridgetown is a city in excess of 360 years old.

There was a time when Bridgetown was a thriving and vibrant and a lively capital to which people would come. The streets were full of shops. In many years gone by there were hotels, taverns and restaurants partly because in Barbados we hosted a massive Garrison which was barracked at St. Ann's Fort, we now call it the Garrison. That is the genesis of it.

What is now the Savannah was the parade ground and other activities were carried out there. The old main guard, which is sorely in need of restoration, was a focal point at those barracks. What is not so properly understood, Mr. Speaker, Sir, is that Barbados also hosted a massive naval installation. In those days travel was by sea. I am talking about 300 years ago and more. It was in the Caribbean Sea that many European inspired battles were fought.

Bridgetown used to be full of soldiers and sailors. From time to time members of the British Royalty would visit here. Sugar was king, in the centuries to which I refer, and there were huge sugar plantations all over Barbados. Unlike Fiji, Barbados was divided up into massive plantations rather than small peasant farmer lots. Many of the absentee and resident plantation owners, established town houses in and around Bridgetown and the remnants of those town houses are still to be found on River Road – there is only one left, the old Grotto owned by the Channery family. We see that George Street, Pine Road and the area known as Belleville have undergone radical change moving from residential to commercial in the past 20 years or so and still going in that direction. I believe that in the not-too-distant future it will be almost exclusively commercial.

We see, indeed, Bridgetown as a sprawling city. Bridgetown, like London, was not a city set out on a grid, as you would see in Trinidad and Martinique. In any of the countries where the French and Spanish were once the colonial masters, you will notice that the capital cities are set

out on a grid. There are streets moving north west crossed by streets moving east west crossed by streets moving north south. It is not so in Bridgetown.

Bridgetown is really a patchwork of villages which somehow grew into the town and the city as we now call it. London was developed in much the same way. Districts like Chelsea and a whole bunch of other small areas somehow grew together and came to be called the City of London. So too in Bridgetown districts like the New Orleans, Greenfields, Fontabelle, which was another area where middle class Barbadians of two centuries ago lived, even areas like Reed Street, Chapman Street and King Street, those were streets with really nice, typical Barbadian houses where the middle class used to live. So Bridgetown was the place to come.

History books will tell you that this was a town where silks, satin, fine wines and cheeses were to be bought in the shops and where people lived the life. Bridgetown was the only capital city outside of Kingston, Jamaica where there was a theatre. The Empire Theatre in Bridgetown and the Wharf Theatre in Jamaica, people went to theatre there.

The history of George Washington is now being closely looked at because we are in the process of trying to restore George Washington House and I discovered only last week that the first time George Washington, President of the United States of America, ever went to a theatre to see a play was here in Bridgetown in Barbados.

You are talking about a cosmopolitan city, a city that was the home of many important things connected with commerce, arts, slavery – do not let us forget that, Mr. Speaker, Sir. Barbados is the first landfall over the Atlantic. Many of the slave ships came first to Barbados and many slaves were sold here – auctioned on the block in this City of Bridgetown before being taken to other islands to work on other plantations there.

They are a lot of people who do not know the origin of the name Bridgetown. Long before this was a city, when the Arawaks settled here, there was a place to get across a river, which was very tidal and a very real river called the Constitution River, which is distinct from the Indian River. The Indian River used to be off Westbury Road running down onto what is now part of the ABC Highway.

*Asides.*

Hon. Miss B. A. MILLER: The Honourable Members, Sir, are commenting that they have to learn the history of Bridgetown. It is a wonderful, exciting and riveting history, I am well-steeped in it.

The slave aspect should not be surprising to anybody. The slave ships for the most part called here first and then slaves were transshipped to other colonies. It has that aspect of its history as well. It was to Bridgetown that sugar came to be shipped when sugar was king.

As I was saying about the name, Sir, there was a bridge. Ligon text, he describes the area just across National Heroes Square as a bog more than a sea. He suggested, way back in 1649, or there about, when he was writing, that if town planners and other such persons were going to plan a capital city for this island, the last place they would normally have looked, would be just where Bridgetown finds itself today. It just so happens that, in the history, that is where the trade began and it used to be called the Bridge. When the town began to form around it, it came to be called Bridgetown.

Many years ago, some may have heard me say this before but I will say it again for the record, a Major of Bridgetown, which is a town in Nova Scotia, came to see me. He asked for an opportunity to visit with me when he was visiting Barbados. I was then Minister of Education and I said yes that I would see him. He came, brought me gifts, a little flag and various other little mementoes, and he explained to me, at great length, about the massive trade that there used to be between Canada and Barbados. They bought our molasses and our rum, we bought their salted fish, which was used for centuries to feed the slaves as a main source of protein, dried and salted, and we bought their pine which built the chattel houses of earlier centuries. He said it was from Bridgetown, Nova Scotia and the sea captains in the trade that the town of Bridgetown, Barbados got its name.

I listened to him with great patience, I smiled and he could never have known why I was smiling. When he was finished, very carefully, very softly but very firmly and politely I explained to him that he had been woefully misinformed. Indeed, when Bridgetown was a thriving capital city, Bridgetown, Nova Scotia was not even in existence, Canada was not even yet a colony. He was shocked, to say the least.  
11.35 a.m.

Mr. Speaker, Sir, I would hope one day that we could do some sort of twinning between Bridgetown, Nova Scotia and Bridgetown, Barbados but that is not our priority at this time. In our lifetime we have come to see not only Bridgetown but Speightstown and Oistin Town too, as the Honourable Member for Christ Church South likes to refer to Oistins. I think that Barbados is extremely fortunate at this time to have three Members of this Honourable House who have the three major towns of this beautiful Barbados inscribed upon their hearts.

*Aside.*

Hon. Miss B. A. MILLER: No. Crab Town is not one of them.

Mr. Speaker, Sir, I have said before and I say it again, if you were to open the heart of the Honourable Member for Christ Church South, I believe that the word we would see written there is 'Oistin'. It was said of Mary, Queen of Scots you know, that if she had been opened upon her death that the word 'Calais' would have been written upon her heart. I know beyond any shadow of doubt that Bridgetown is written on mine and I have every good reason to believe that Speightstown is written upon the heart of the Right Honourable Prime Minister. Indeed, all three of us are at this time engaged in massive urban renewal but, Mr. Speaker, Sir, we have seen Bridgetown, Speightstown and Oistins come from a sorry past, in this 20<sup>th</sup> Century.

I remember as a child a bustling and very vibrant Bridgetown. It was a lovely place. I spent the first years of my life in Bridgetown, living above a shop where, my late father who did 18 unbroken years of service in this House for the parish of St. George, ran at that time, a battery repair shop. There are a lot of people who like to talk about a silver spoon but that is where I spent the first years of my life, in Baxters Road where the Sermac Laundry is now. I lived upstairs there and my father ran a shop downstairs and that was how a lot of people carried on business in Bridgetown in those days and for many years before. The living quarters would be upstairs but the business will be run downstairs, all along Tudor Street, Baxters Road, Roebuck Street, Pinfold Street, Maiden Lane, lanes and alleys that Honourable Members do not even know about. If you go just behind here in the Old City, Sir, and go along an alley called Malls Alley, Honourable Members would know what a mall is, for those who do not know they need to go to the dictionary, I am not helping anybody in this day and age to be literate, all along that area were beautiful houses with jalousie doors and overhanging galleries where quite well-to-do people lived and people who were in trade, lived and carried on Barbados business.

My grandfather lived in Reed Street and raised his large family there and in a place like Reed Street in the early part of this century, he ran a little dairy in the backyard. Sir, Bridgetown, in our time has been allowed to become a bedraggled place and a place where, in some parts of it, we should be embarrassed for visitors to see. Some of us Barbadians would prefer not to have to as well.

Sir, every great nation, big or small, every sovereign country, big or small, has a capital city, a main town, however you would choose to put it. For the most part that main town or capital city is made to be a show piece, it is

made to speak to what the rest of the country represents. But, we have allowed our capital city to become a dirty place, it is filthy, an ugly place in some respects, although there is beauty still there and we can make it shine through again.

Mr. Speaker, Sir, that is partly what this Pierhead development is about. This Government has dedicated itself to the restoration and rehabilitation of the three main cities. I have been given the overall lead responsibility for the monitoring of the redevelopment of Bridgetown but I have an interest that goes beyond Bridgetown, but within Bridgetown, there are many focal points and this is what I want to concentrate on today, Sir. There is no major centrepiece. I think it is fair to say that there will be more than one but certainly the largest centrepiece within Bridgetown for which rehabilitation and redevelopment is about to commence is the area known to us as the Pierhead.

The Pierhead is an interesting area. Like Needhams Point it is really a very small peninsula, you could hardly call it a peninsula. It really is a point. It lies at the foot of what used to be the Constitution River. When many of us in here were children, it was the place from which you would leave if you had to travel. The big ships stood in Carlisle Bay. We did not have a natural Deep Water Harbour in those days and if you had to travel to one of the islands on a schooner, you could board just here on the Wharf side but if you were going to England on one of the big boats, as we used to call them then, you had to go to the Baggage Warehouse, as it was then called and you would board a launch. Before there were launches, you would board a boat with oars that would take you out to the big ship and you would then climb up the gang plank and get into the big ships.

Mr. Speaker, Sir, it was the place also for all of the major warehouses for sugar which made Barbados a major jewel in the British Crown. In those days, Barbados was called the jewel in the crown when sugar was king and the massive warehouses were along what we now call the waterfront, on the far side of the outer Careenage. On the near side here, that is, the Broad Street side of the Careenage, there were massive warehouses where sugar was stored in huge crocus bags and strong men would put them on their backs and load them onto some huge boats called, 'lighters'.

*Aside.*

Hon. Miss B. A. MILLER: Well, try and learn something.

The lighters were big, deep, wooden boats that would go out past the Pierhead and load onto the ships.

In the early days when sugar was king, in order for there to be some balance in the ships coming out for the sugar, they would not only bring supplies for Barbados, they would put bricks to keep the balance. A lot of those bricks from England were used to build some of the warehouses, churches and other major buildings in and around Bridgetown. In fact, if you go into the Waterfront Café and you look at the walls where they did a similar thing to what I did in here, stripped away the ugly plaster so that you could see the natural beautiful coral stone, you will see some of those bricks which came out 300 years and more ago.  
11.45 a.m.

If you go as far up to the Garrison Hill to the Barbados Light and Power building there, you will see beautiful honey-gold bricks and some red bricks too that were brought out.

Mr. Speaker, the Pierhead was always a busy area and it was always a focal point for what was the major sector in the Barbados economy. Over the years, in my lifetime and yours, Sir, we have seen it changed. We have seen a lumberyard there. They used to store rum there. There is a story – I believe it to be true – that many years ago when they were preparing the lumberyard there, one of the workman's pickaxe or shovel or whatever implement he was using hit metal and when he called the supervisor of the works to say, look, there is a big metal something here, it was discovered that it was a huge tank underground. Somehow it had been forgotten that it was there but it was full of rum and that is how the very special old reserve came into being. It may be apocrypha but I am reliably informed that that has happened not so many years ago.

So when sugar was king and when rum was king – 'kill devil' as it used to be called – the Pierhead was a centre of activity. We had a dry dock there. With the amount of naval activity going on, Barbados being an island with many merchant ships coming – and that is true to this day – around the Pierhead, particularly, during the First and the Second World War, there was a Screw Dock.

When I was a child, you used to see the schooners being careened in what used to be the Careenage. They would turn them over on one side and you would see the fellows scraping the barnacles, re-caulking and repainting them and then they would lean them over on the other side. These were the big master vessels but then steam vessels were overtaken by motor vessels and so on and then there were sail vessels although I can vaguely remember sail. I remember sail at Tent Bay. I remember sail coming down from Speightstown to Bridgetown. I remember massive vessels under sail in the Careenage and schooners in the Careenage and that whole area has always spoken, as I have said, to what was the major sector in our economy and then it became a lumberyard.

In more modern times, you have an outlet of Dacosta Manning which is part of the Barbados Shipping and Trading conglomerate. Now, the reality is that the Government and people of Barbados own a sizeable chunk of land in the area of the Pierhead, all of that area which used to be the old baggage warehouse and which has been home for the Barbados Coast Guard for many years, which is a very ill-considered location for its home.

We can remember in more recent times, in stormy weather – sometimes hurricanes passing mercifully away from us – what damage has ensued. We have seen Coast Guard vessels being badly damaged. It is a poor location even for ordinary shipping in stormy weather. We know what it is to wake up a morning and look into the Careenage and see just wood of what used to be a boat floating. So if I could go back a moment to the Screw Dock, that was where ships were lifted out and repairs were done. It is really a dry dock but it is described as a Screw Dock, which had to do, I think, with the way in which ships were rigged up.

The reality is that the Screw Dock at Bridgetown in Barbados at the Pierhead is the only one of its kind left in the world and it is proposed that it will be restored and that it will become the centerpiece of a maritime museum because we have a lot of scope for a maritime museum. The Maritime history of Barbados is rich. I am hoping too that it could become a home for an admiral who has been away from the dockyard for too long because he needs to go to a dockyard where, as an admiral, he would be comfortable. He will still have a view out over Carlisle Bay and the Careenage.

To get now more closely to the point, the Barbados Government owns, as I said, a considerable quantity of land at the Pierhead and so does the Barbados Shipping and Trading Co. Ltd. The Barbados Shipping and Trading Co. Ltd. has conceptualised for the Pierhead a very spectacular development project and it is something to which I think all Barbadians need to turn their attention. The Barbados Shipping and Trading Co. Ltd. approached the Government and what has emerged now as the so-called Pierhead Development Project is a joint venture between the Barbados Government and Barbados Shipping and Trading Company Limited which is the so-called agent of an overseas investor known as SeaTech. The Government's agent in this joint venture is the Barbados Tourism Investment Inc. known as the BTII.

This area of land is triangular in shape and is some 11 acres. We are talking about four hundred and eighty thousand and a half square feet. The Pierhead is an interesting place. It is surrounded on three sides by water, Carlisle Bay to the south which stretches all up to the Esplanade and to the west and the Careenage on the north.

Developers, architects, engineers and town planners for years have pointed out to me that Bridgetown as a capital city is unique in the world in that it has on two sides, two spectacular white sand beaches where people actually go to relax, to swim and engage in all kinds of water sport activities. We take these things for granted but there is no where else in the world like it. On the northern most end of Bridgetown beyond the Bridgetown Port you have the Brandon/Brighton Beach. Not only cruise passengers have discovered it, but also the crew of cruise ships. Sometimes when you see a big cruise ship like the Fascination come in here with 2 700 passengers, they have a crew of a 1 000 and they have long ago discovered – as have the crews of most to the ships coming into the Bridgetown Port – the beauty and the therapeutic usefulness of the Brandon/Brighton Beach.

Quietly and silently on the southern end of Bridgetown and particularly the Pierhead area, is a beach that is one of the widest in Barbados with white, fine sand, delightful, clear, clean, unpolluted water which has developed stretching from the Moor Head of the Pierhead which is the very tip of the Pierhead right up to the site of the Hilton on Needhams Point. For too long we have allowed this beautiful secret to lay hidden undeveloped and unexploited in the best sense.

Well we have begun to see the kind of development that is taking place along the Brandon/Brighton Beach which was opened up when we built the Spring Garden Highway in an earlier administration. Now is the turn of the fantastic beach on the other side, hidden now by some fairly scruffy-looking buildings of no historical or architectural interest.

Now, everywhere else in the world where I have gone, there is at least one beach like that, Ipanema in Rio de Janeiro, Brazil, and so many others that I could name where building is not allowed on the waterfront so that you have a large open window that everybody can enjoy. Let it not be said that Barbadians do not enjoy this natural gift, they do. 11.55 a.m.

Mr. Speaker, as I have said, we are hiding this gem. Barbadians enjoy it because from 4:30 in the morning, not only at Brightons and Brandons but along Bay Street and particularly where the old Gas Works used to be and where the Coastal Zone Unit now has its offices, all behind the Esplanade you will find people exercising on the beach, people swimming in the sea, people snorkeling and engaging in all kinds of water sports activities.

The Ministry of Environment has engineered for us a wonderful underwater park. I do not know if people are

aware of that. The Discovery TV Channel is, in a little while I gather, going to be airing a wonderful documentary on Barbados. There are one or two in here, I am not one of them, Sir, who may be able to remember when the Cornwallis was torpedoed in Carlisle Bay. As a child I remember my father telling us how he was at his workshop and he heard the sound. He used to tell us that it went “shoodunn” and everybody ran to the Pierhead, towards the sound.

In the last World War the British had put up torpedo nets all across Carlisle Bay to help to protect the merchant shipping. In the middle of the day this ship was torpedoed by a German submarine. I am told that one of the torpedo heads used to be kept somewhere in the precinct of Harrison College. Boys who went to Harrison College may well remember that.

*Asides.*

Hon. Miss B. A. MILLER: Two Harrison College boys dived it up, the Honourable Member for Christ Church South tells me.

The hull of the Cornwallis remained off Carlisle Bay for all of these years since the early 1940s. What the Ministry of Environment did was to relocate it. Mr. Speaker, there are many wrecks in Carlisle Bay, if you stand up on the Esplanade, you would not be able to see them but they are many wrecks. You will see people out there scuba diving all the time and that is what they are doing. They are diving the wrecks. Barbados has become a major dive destination. People come from Australia, New Zealand, they come from the South Pacific generally, they come from the Far East, people come from all over the world to dive in Barbados. A very popular window is Carlisle Bay because a few wrecks are there.

In order that the area does not become over-dived and over-polluted what the environmentalists have sought to do is to relocate the hull of the Cornwallis closer to the wrecks so that you have just one big area and people do not pollute too many areas because you know, Sir, as humans, we are natural polluters, just breathing and being there we pollute everything.

They have done a documentary which is very fascinating and I have had the privilege of seeing it. They are talking about the role of Barbados in the Second World War and what kind of shipping came through here. Sir, a lot of Jews came here, you know, hiding in the guts of boats on their way to Brazil and other places in Latin America. The maritime history of Barbados is replete with fascinating

stories about all kinds of things. The entire stretch is now having its turn, for what we hope will be sensitive development which will allow us to exploit Barbados' capital city in a way that we have not done in the past.

Let us face the facts, Mr. Speaker, the tourists who come to Barbados for sun, sand and sea could go to any other island in the Caribbean, any island in the Indian Ocean, any island in the South Pacific. We are not the only one portraying sun, sand and sea in pristine conditions. We have to be facing the fact of where the interests in tourism are going. We have to look to see what is in vogue and what is known as heritage tourism is very much in vogue. People are interested in their antecedents, in the antecedents of others, in the history of cities, in the history of towns, in the history of countries, in the history of people and all sorts of things. The naval history, the military history, you name it and we have it. People are interested in the history of flora and fauna, in the history of undersea life and in the history of our coral reefs.

Mr. Speaker, Sir, looking at that and recognising the rise in the importance, at long last, of the preservation and the conservation of our natural and built environment, it virtually follows that the restoration and rehabilitation of Bridgetown as this Administration is conceiving it, working very much in collaboration and in cooperation with the private sector, was bound to happen.

The Barbados Shipping and Trading with its overseas investors SeaTech have conceptualised a fascinating development for the Pierhead. This will fit very well, Mr. Speaker, Sir, into the other plans that the Government of Barbados has for the redevelopment of Bridgetown. At the Pierhead, starting at the arch, that whole area as the plan shows us, will open up and be beautifully paved. It is believed that as you go across the Swing Bridge you will be able to see right to the water for what is planned there. Very upmarket townhouses and condominiums will be built there. After all, you could not expect to put anything less upmarket than what already exists at the London Bourne Towers, Mr. Speaker, Sir. I mean, that is upmarket public housing, a concept unheard of until now. There are people who come here and say that these are penthouses and I say, "yes, they are penthouses here too, it is just that ordinary working-class Barbadians live in them."

The Barbados Shipping and Trading together with the Barbados Tourism Inc. have conceptualised that there will be very upmarket condominiums there looking out to sea. They are going to be restaurants, boutiques and attractive shopping areas where people can walk and really spend an evening or afternoon, where people can come off the cruise ship and spend half a day. There is a plan for a design centre.

There is going to be a nice area with umbrellas and so on so that vendors selling products which are typical of Barbados, will be able to set up their businesses. At the very tip I am hoping to see a lighthouse-looking structure – I am dreaming of a revolving restaurant. All of these ideas are thrown out for the private sector to invest. This is what the Barbados Shipping and Trading and its overseas investor has done and I have to give great credit to them for conceptualising this.

12.05 p.m.

The Government has done the infrastructural work which it had to do. Bridgetown is sewerred, it has fibre optic cabling, Bridgetown has, for years before some countries even existed, pipe water, electricity and so forth. More and more you are going to see all of that ugly wire crap coming down in central Bridgetown and going underground. The only major infrastructural work left to be done is that the old Swing Bridge which has rusted into place will have to be replaced.

That Swing Bridge for those who do not remember it used to swing out to allow the traffic to past through into the inner Careenage. It is proposed that the new bridge will be a lift bridge which will allow the traffic to go into the inner Careenage and the Government has many plans for the inner Careenage.

The Government, having done its infrastructural work, has thereby shown the private sector and investors both at home and abroad that it was serious. The private sector, naturally, has the plan and as it is happening, has come forward with its ideas. There are several and I want to touch on some of them before I sit down in this debate, which would be for a little time yet.

This morning I am concentrating on the Pierhead Redevelopment. In response to what is an obvious cry indeed, to restore that part of Bridgetown, this Pierhead Development Project has been conceptualised.

Sir, let me say that from the outset, the Barbados National Trust has been very much consulted, cooperating and collaborating in this because there are many buildings of important architectural and historic significance in the general area and the project needs to conserve, as far as is possible, that feel and look in and around the Pierhead – the over-hanging galleries, jalousie doors and windows among other features which speak to the Bridgetown that we recall. It is hoped that when the Screw Dock is restored and the Maritime Museum becomes a reality that one tall ship would be on display in that area. You would have to go to London Bridge, you could go to California, I think it is, where the

Queen Mary is and you could go to Portsmouth in the United Kingdom where tall ships draw hundreds and thousands of tourists on a daily basis. It is hoped that this will become a major tourist attraction as well as an area where a lot of business will carry on. The waterfront, along the outer Careenage, has virtually been transformed into a marina as anybody can see. The boardwalk is an added feature and I am going to speak about that a little later on.

In this context then of urban rehabilitation, Mr. Speaker, we have now this Pierhead Project. The Government has taken the decision to be an equity investor in the project. All of the Government's land in and around that area, including roadways – you may not know about Parfitts Alley and a few other alleys in and around that area, but some of those will be included in the project area as well – will be vested or are already vested in the Barbados Tourism Investment Inc.

The vision that we have for the Pierhead is a vibrant mixed-use area – shopping, entertainment and up-market housing. I believe that in the future people may get interested again in a small hotel for the centre of Bridgetown.

In the days of Rachel Pringle there were many small hotels. In fact when I was a child the Trafalgar Hotel just yonder behind this Honourable Chamber on the north what we call the Old City area. The bus stop used to be outside the Trafalgar Hotel and the Route 24 bus, the National Bus Company, Mr. Percy Stuart's bus company – that is how I used to get to school. The bus stop used to be outside the Trafalgar Hotel. You would get up, get out, walk up through Amen Alley, through Church Village, and up Constitution Road to school.

The old Trafalgar Hotel, I think, was probably the last of the old city hotels to go from within Bridgetown. It would not be a bad thing if a few small hotels would come back again close to the centre of Bridgetown so that the rich maritime heritage, the unique, historic, architectural artefacts lying wasting now in the Pierhead area will come to life again.

The concept here, when we look at other waterfront developments in Baltimore, Cape Town, South Africa, California, New Zealand and Australia is to develop what is described as waterfront festival retail, a bringing together of not only retail businesses but a festive kind of area.

Mr. Speaker, Sir, Bridgetown is one of the few major cities where after 5 p.m. Bridgetown closes down and literally goes to sleep, nothing happens. We need to move

away from this business that business houses close their doors at 5 o'clock because there is going to be a new way of doing business in the early 21<sup>st</sup> century and thereafter.

But just look at what has happened in the past ten to fifteen years. They only needed one person in the form of the Waterfront Café to have faith and confidence in this concept for the renewal of Bridgetown to set up business to see how it can virtually transform that little area on the Waterfront. You only needed the Boatyard operation on Lower Bay Street, to see how one little operation, again, can, at the weekends, and in the late evenings, transform a whole area. 12.15 p.m.

Can we then imagine Sir, what a massive redevelopment project like the Pierhead Redevelopment project could do to transform all of southern Bridgetown, so to speak, and a lot of other interesting things are going to be going on there, and I will advert to that a little later. But if I could just say a little bit more about the project. The estimated construction cost is running now at U.S. \$120 million.

I believe that at the end of it, it would be much more than that. You are going to be talking more like US \$200 million because as soon as the work starts, all kinds of people are going to get invited. A lot of people who are not now on board are going to jump into the project in one way or another, so that we are going to have a domino effect. It happens always, it happens always.

Already, businesses are indicating their interest; either, to Shipping and Trading, and through them to their overseas investors, or to the Barbados Tourism Inc., and we welcome and encourage this.

The estimated construction period, I would think is one that would run for, at the very least, five years, but I see this in terms of fifteen years, even twenty. That is how I see it, because, as I have said Sir, it is going to spread, it is going to spread, and I would describe a whole course of other infrastructural things that the Government will be doing, which will be an incentive to private sector interest. But that, at the minimum is what the project is looking like today; US \$120 million over a five-year period.

I believe that in terms of increased tax revenue, increased cruise and land-based visitors, including returning nationals, coming back here on holiday, from time to time, possible relocation for Kadooment, and I am inviting the Minister of Culture to consider that, because Bay Street is going to become a four-lane highway, as part and parcel of the redevelopment project – but do not let me get up there yet, do not let me get up there yet, I am still staying in the

Pierhead. But, increased cruise and land-based visitors, that could mean increased employment. We could be looking, possibly, at the very least, two thousand jobs spinning out of this development.

In the project itself, as it stands now, 170 residential units are planned. Condominium and apartment complexes to be offered for sale, and it is hoped that an internationally-recognised hotel group will manage the leasing of these units for short-term rental to tourist who come to Barbados.

There are commercial ...

*Asides.*

Hon. Miss B. A. MILLER: Yes, easily – yes, you are talking about possible direct tax – and this is coming to me direct from the technical advisors at the Ministry of Finance and Economic Affairs, direct tax revenue estimated at US \$11 million per annum. That is exclusive of increased land tax revenue from the surrounding areas, because, as I say, that is lifting up, even now, and I am going to come to it. I am going to tell you what Bethel Methodist Church is planning, I am going to tell you what the Barbados National Bank is planning to be investing in, and a whole bunch of other things that we are planning for that part of Bridgetown.

I have not gotten to the Lower Green yet, Sir, so you would understand that I would be coming back after lunch. But...

*Asides.*

Hon. Miss B. A. MILLER: No, no, no, I've waited twenty-four years for this Sir, twenty-four years. What is two hours or three hours to talk about it.

So, we are also talking, within the Pierhead Project Sir, of commercial building, including office complexes. I am talking about state-of-the-art, modern office complexes. I am talking about mariner facilities to be offered for the use of visiting yachts and also Barbadian with yachts, and you better believe that there is a growing number of Barbadians, now, who own yachts, and also it is meant to enhance facilities for those people who are already using the existing mariner facilities, across from the Waterfront.

It is proposed that a break-water will be built and I am planning that the break-water will be part of the boardwalk which will run from the Pierhead to the Hilton. Now that boardwalk will look different from the Wickham Lewis boardwalk which we have here on Wharf Road, in that it will take a different form as it goes along.

When it is at the Pierhead Project, it will be like a Waterfront/Esplanade kind of thing; where people can go

and relax and walk, and really do nice things, where vendors will be – when it gets behind what is going up on the old Bridge/Harbour Police Station and behind the Boatyard, obviously it will reflect the activities going on there.

At the Esplanade it will always be open-window, and Mr. Speaker, Sir, I want Barbadians to have the courage; not only this Government, I want Barbadians to have the courage, to have the Government acquire all of the land from the open-window opposite London Bourne Towers, right up to, but not including the Savoy which is worthy of restoration and which I gather is the subject of some negotiation at this time, but to acquire those properties, knock them down, and open up Bay Street, virtually then from London Bourne Towers up to the Esplanade. Only already the Town Planner has advised me, that for years, only Tourism-related businesses are being approved for along that strip, but that is the vision that I have, Sir, with Bay Street now, as a four-lane Highway running along there, but fantastic development will then be taking place on the land side of Bay Street.

Indeed, I know, I am aware that the process of acquisition on both sides of Bay Street are underway at this time in order to allow Bay Street, which is a major artery into Bridgetown to become a four-lane Highway.

In the first phase, it will move from the Arch to Jemmotts Lane and then the second phase will go up to the bottom of Garrison Hill. But I would like to think that in Barbados, we would have the courage to do that and really will be able then to showcase Bridgetown, or that part of Bridgetown.

I have spoken to the Maritime Museum which will be part of the project and that will showcase the screw-dock, and as I said I would like to think that within that project you see a modern museum nowadays; all kinds of uses of the modern technology to be able to show us, in a visual way, the history, the maritime history of Barbados. This would do a lot for school children in Barbados and it will do a lot as a tourist attraction as well; not to mention the tall ships or as we used to call them “schooners” in the screw-dock as a wonderful place where you could entertain as well. You could entertain as well.

The Government does a lot of entertaining, the Private Sector does a lot of entertaining. You can have some of your cocktail do's in the restored screw-dock, on board the schooner, if necessary. These things are not far-fetched, Mr. Speaker Sir, not far-fetched.

Built into the project too, at the steps where the old baggage warehouse used to be is a location for a Water Taxi service stop.

In the larger redevelopment of Bridgetown, we already have a location designated beyond where the Helicopter service now operates, and bearing in mind that the Fortress Company has approached with a view to developing Carlisle House and putting nice retail on the ground floor, making a kind of courtyard there, they are offering to extend the Wickham Lewis boardwalk at their expense. I have no difficulty with that, and I believe that Barbados Tourism Inc., has no difficulty with that. So that, at the very end of the boardwalk, just as you are coming now to the reclaimed land area, is a location already designated as a water taxi service stop.

12.25 p.m.

Again this is not anything new. Already Almond Beach Resorts has a water taxi service coming into Bridgetown. Some of the water sports operators like the Atlantis are operating already. You do not realise what you are seeing when you pass by. People are getting on and off there but what I would like to think is that not too many years from now, you can get a nice ferry service of one kind or another.

There are hydrofoils and all kinds of modern vessels for carrying people. I would like to see that moving from Hometown, Speightstown, and what the Honourable Member for St. Lucy is now calling Moon Town, and moving from Oistin Town, as the Honourable Member for Christ Church South always calls Oistins, 'Oistin Town' into Bridgetown and plying trade. Vendors who have to come to Bridgetown and who are not going to be moving around a lot, who can afford to park and leave their cars and bring their produce or whatever other business they are doing, would come in by ferry. It would do a lot to ease the traffic and I am going to speak to that as well. That is what is proposed for the outer ring and the inner traffic ring around Bridgetown and the need for multi-storey car parking and a series of rest rooms around the City. All of these things I am going to touch on, Sir, but I am concentrating on the Pierhead at this time. So that, you will have a water taxi service as well coming from the south and west coasts. It appeals to me because it is a nice traditional feeling that you are getting off a water craft, again, on the Baggage Warehouse's steps. It is a nice feeling about that for those of us who can remember when the Baggage Warehouse was operational.

*Aside.*

Hon. Miss B. A. MILLER: Yes, many Barbadians went from there to England to live. The Honourable Attorney General is making the point that he went from there to study. I came home there to it as a student. I came home to Barbados to the Baggage Warehouse.

*Asides.*

Hon. Miss B. A. MILLER: Oh yes, I remember those ships that took so many of us.

*Asides.*

Hon. Miss B. A. MILLER: That is right, and the 'lady' boats used to ply their trade, the Lady Nelson and the Lady Rodney and so on, but all of that is part of this project. Duty free shopping, particularly catering to the cruise and long-stay tourists will obviously be an important element of the Pierhead development: nice shops, nice cobblestone, nice designs, again as I say, allowing the traditional Barbadian architecture to resonate wherever possible and genuinely so.

There is a lot of pseudo nonsense happening and we have to be careful that we do not send the wrong message. There are people who have a genuine and real interest in these things and they can tell what is genuine and what is not genuine. These jalousie windows that we see here in this Honourable Chamber, Sir, this is the real article but there are a lot of people out there doing a lot of fake nonsense and we have to look to that too.

The provision of vending facilities is very important and certainly from the Government's point of view, I have insisted upon this and this is going to be beautifully done, using the old box carts that you used to see with the long ends and the coconuts on them, and so on and other push carts.

*Asides.*

Hon. Miss B. A. MILLER: Yes, the old box carts that can be painted beautifully and look nice and from which items can be dispensed...the ladies with the trays with the sugar cakes, glassies and the nut cakes and so on. We take these things for granted and have moved onto a lot of imported inferior stuff, if I may say so, Mr. Speaker, Sir, and we need to go back to those.

Some years ago there was a lady well known to me who used to have her tray and she only used to come out on weekends, down at the corner where the Mutual Bank is now on lower Broad Street and within a few hours her tray would be empty. No one could not make sugar cakes, glassies like her.

I do not know what people think about these things. If you go to Government House to dinner, that is what is offered as a sweet after dinner. When in Barbados, you must do as the Barbadians do. When you are London, England and Washington you can have all of the fancy chocolates and so on but we eat our own. If you go to Tyrol Cot Village, you can buy them there.

*Asides.*

Hon. Miss B. A. MILLER: Yes, at Government House that is what you are offered at the table as an after dinner sweet and that is entirely as it should be. You are better off eating sugar cakes than some of these imported so-called sweets. Vendors will be provided with nice, bright umbrellas and everything is going to be clean and attractive to the eye so that people will want to go there to do business.

Then there are going to be restaurants and café-type operations. There are going to be beach club facilities as well so that if people want to swim they can. If they want to go into water sports activities, they can do that as well at the residential units. These upmarket town houses and condominiums and so on, will have beach club facilities as well.

Mr. Speaker, Sir, many Barbadians do not recognise it but one of the most fantastic beaches in Barbados is hidden right now from view by those buildings like Stokes and Bynoe and DaCosta Manning on the Pierhead. The most fabulous beach has grown up there.

There are also going to be amusement, recreational and other entertainment facilities. I would like to think that this is an area where we are going to see evening concerts of one kind or another. There is provision for a design centre which is very important too in the general scheme of things too in Barbados and of course, like every major development in and around Bridgetown in the early 21<sup>st</sup> Century, the project will call for multi-storey car parking.

Multi-storey car parking is not something you are going to put on commercial road frontage or good beach frontage but nestled into the heart of this project on both sides of lower Bay Street, the Barbados Shipping and Trading/tech investors have plans for multi-storey car parking. It is important too because, Mr. Speaker, Sir, it has always concerned me that almost from its inception, we can assign our Independence Square to a scruffy car park. I have never seen that anywhere in the world.

Independence squares are places for statues of heroes, for trees, for nice benches where people can sit and enjoy, look across the inner Careenage. In the inner Careenage, I want to have a *jet d'eau*. If you go to Geneva you will see the *jet d'eau*. All it is a special kind of fountain, a floating device on the water which takes the water up in beautiful columns and you can place lights on it. I want to see a floating platform where at Christmas, Easter and Independence, choirs can go and sing and dancers can go and dance and everybody can go and stand up in Independence Square and National Heroes Square and actually watch

performances on the water, just a floating stage, that is all. The Opera House in Sydney will not have anything on Bridgetown when we are finished with it.

Mr. Speaker, Sir, already we see how Barbadians and visitors to Barbados have virtually taken over the boardwalk. They love it and so they should because it means that they have an appreciation of the fact that we understand what their needs are. This need has always been there for those denizens of Bridgetown such as myself. Throughout the years at 5 o'clock and 6 o'clock when the sun is dying you see the little old folks standing up on the Pierhead...  
12.35 p.m.

There was a time when they used to stand up on the reef, then after the Deep Water Harbour was built, and there was no more reef to stand up on, they came and stood up on the Pierhead and one or two old gents will throw out a line. Some of them do something called night fishing. Now, I see young boys fishing again and old folks taking the breeze and I approve of it. Everything is right about that. A city should be a place where you can breathe and feel good in and I want to believe that Barbadians can enjoy their city.

Now, there are many cultural and social infrastructural improvements, as I have said, which go to the project. The point of Pierhead itself was really made into a fort – Fort Willoughby. Barbadians of more recent vintage may be familiar with a Coast Guard vessel that used to be called Fort Willoughby but that used to be a fort.

In the days when we had this big naval installation and a big Garrison here, there were many forts around Barbados. There was Fort Rupert and Fort Denmark down in the Speightstown area. At Oistins there was a fort. Around Bridgetown there were many forts. St. Ann's Fort, where the Barbados Defence Force has its headquarters now, Charles Fort which is still there even though the Hilton Hotel has been removed – the old fort was left because that is going to be incorporated into the new building – and there was also Fort Willoughby at the Pierhead. The old walls of that fort are going to be reconstructed and all of that is going to be incorporated into the Pierhead Project. That will also be part of a sea defence wall which will take the form of a public esplanade on the top of it, something like the seawall in Guyana, along that western side of the project.

There are other rehabilitation works which have to be carried out, as I have said, and Independence Square is one. Before I get to describing what we are going to do along the Constitution River, what we are going to do with the market and so on and so forth, Independence Square and the Empire Theatre, just let me speak a little more to the Pierhead Development Bill which is before this House.

We have within this Bill, as Members will see, three Schedules, the first of which speaks to the description of the project area which comprises all that portion of land and so on and so on, from the western tip of Fort Willoughby, and it goes on and on down to the southern boundary of Fort Willoughby and then back to the starting point. The description of the project is the substance of the First Schedule.

The Second Schedule speaks to the several activities that I have been talking about already this morning and the Third Schedule which is in more than one part speaks to the waiver of duties and taxes and in Part II to allowances.

Now, the Government is of the view that the Pierhead Development Project as conceptualised is so massive and so comprehensive a project that it will virtually – as we are here before this House – require its own separate piece of legislation in much the same way as the Port St. Charles Marina and Development which was the subject of a separate piece of legislation.

Mr. Speaker, the Pierhead Development Project is so comprehensive that it is unlike any other ever seen in Barbados. It has a housing component, it has an entertainment component, it has a commercial component, it has an historic component, it has a hospitality component and it has a retail component, so that this legislation and particularly this Third Schedule of it, speaks to the waiver of various duties and taxes.

Duty free exemptions have been granted to the company from Import Duties, Value Added Tax and Environmental Levy in respect of materials and equipments purchased here in Barbados or imported in respect of the construction of new buildings and the renovation or refurbishment of existing buildings falling under the project. In many respects, this very closely resembled what obtains in respect of the Port St. Charles.

Exemption from the payment of Value Added Tax payable in respect of the provision of services that directly relate to the construction, renovation and refurbishment activities of the project. The company is going to be exempted from the payment of duties and taxes in respect of vessels to be used exclusively by it in connection with the operation of the project, and I speak here specifically of the schooner or the tall ship for display in the Marina's Museum and for vessels for which the Minister of Finance will give his consent in writing for use exclusively with the operation of a water taxi service.

The company is also going to be entitled to import into Barbados free of import duty and environmental levy articles

and equipments to be used exclusively for the purposes and the objects of the Marine Museum.

Mr. Speaker, I would expect that the Maritime Museum or the Marine Museum, in fairly short order, may well rival the Barbados Museum at the Garrison in size, content and its public appeal. I would want that now to be an incentive for the Barbados Museum to begin to widen its horizon as well.

The waivers also speak to personal and household effects that are imported into Barbados during the construction of the project by non-resident employees of any business enterprise contracted to work on the project. This is nothing new, this is true in respect of many other projects in Barbados and applies also to dependents of those employees who are not citizens, permanent residents or immigrants of Barbados. They should not be subject to the payment of any duties or taxes.

Qualified merchants operating duty free shopping facilities within the project area will be subject to and must comply with the provisions of Customs which will be known as the Pierhead Development Sale of Goods under the In Bond Scheme Regulations 2000. I am sure the Attorney General will be able to speak to that.

Income tax exemptions are also being granted in respect of where an investor makes a loan to the Pierhead Development Inc. of any sum of money raised for the purposes of financing any works during the development period. The amount of interest received by the investors in respect of that loan shall be exempt. All of this, Mr. Speaker, Sir, is to be found in the Third Schedule.

The tax holiday of a period of 10 years is nothing unknown to Barbados. On completion of the tax holiday, the company shall pay corporation tax at a rate the lesser of 30 per cent and the prevailing corporation tax rate for a period of 10 years.

Allowances: where an investor has invested additional capital into the Project at the end of the tax holiday, then the company for the purposes of the Income Tax Act, would be allowed a deduction or a set-off against interest arising or accruing to the company equal to 50 per cent of the expenditure incurred with the additional investment. None of these is new.

It is important that with a project as large, as complex and as comprehensive as this one, that the Bill before us is almost like a one-stop shop-type operation where everything to do with the project is to be found in this Bill so that

investors, potential investors, residents of Barbados or nobody can be in any doubt as to what obtains in respect of this project.

Commercial building allowances are built in here as well as charges on the repatriation of interest and capital for the duration of the concession.

Land tax concessions: during the period of the concessions, the company would be exempt from the payment of land tax on the improved value of the land. Then there is property transfer tax concessions.  
12.45 p.m.

Mr. Speaker, these are incentives and concessions which you offer to make an investment attractive. We are very much aware in Barbados of that and I speak here now wearing my hat as Minister responsible for Foreign Trade. We are looking at the major sectors of the Barbados economy. I do not think that anybody is in any doubt as to what the future of sugar can be. We are never going to get back to the days of 150 000 tonnes and seven and eight sugar factories. Sir, we are never going to get back to that, although there is a future for sugar and derivatives of sugar and Barbados rum. We have to learn how to brand these products so that they are competitive out there because the days of protection, special arrangements and special concessions are gone, gone, gone.

Only a few months ago, Barbados as part of the African, Caribbean and Pacific States known as the ACP was represented by our Ambassador at Brussels. I did not go to that meeting in Cotonou where the successor to LOMÉ 4 was signed, sealed and tied up. It is now known as the Cotonou Partnership Agreement. As part of that agreement, we stated that the European Commission would not enter into any arrangements or agreements or do anything in anyway to detract from the agreement which the ACP was signing with them.

The ink is barely dry on the paper, Mr. Speaker, Sir, and we can hear now that the European Union, which the Cotonou Agreement requires and without consultation with the ACP, has decided that all LDCs in the world will now have duty free access into the European Union.

Mr. Speaker, now that is a very serious matter and the trade ministers who are going to the meeting in St. Kitts tomorrow morning will have to get up early in the morning and get a plane to St. Kitts for a CARI-4 Meeting where this matter will be put on the agenda at my insistence because the Europeans are coming to that meeting as well. It is really a meeting to discuss the eight European Development Fund dispensations. This matter has to go on the agenda because it is urgent. There are 38 LDCs in the world. Now in fairness

I have to say that the majority and at least two-thirds of the world's LDCs are to be found among the African, Caribbean and Pacific States. Some of the LDCs which do not belong to the ACP can do great damage to these commodities which still mean survival to us.

Sir, let us take rice. Rice is an important commodity still for Guyana. There is a rice protocol in the ACP between the ACP and the European Union. If you are going to give duty free access now to all LDCs, it means countries like Bangladesh, Cambodia, Lagos which David just spoke of in his article of last week will have access. Guyana is going to be in big trouble and wherever else rice is produced in the Caribbean.

It seems to me that only a couple of weeks ago that the West Indies Rum and Spirit Producers met with the French Spirit Producers here in Barbados at Sherbourne. I went and opened the session that morning. After a lot of fighting, I have to give a lot of credit to the rum producers of the Caribbean. They are highly organised. They went out there at their own expense and they are now sitting down on a regular basis negotiating with their European competitors because it is in their strategic interest to do that. We thought now we had a little breathing space so that we would be able to now, in this little interval, brand Caribbean rums and spirits and make them more competitive on the open market as the WTO rules would have it. We have to wake up now and hear that the ACP has agreed that all LDCs in the world, without consulting with us and flying in the face of the just-signed agreement, are to have duty free entry. This does not look good for Caribbean rums nor for sugar. Well, we know where bananas are already.

Sir, I am sorry that I digressed in that area but it was not so much a digression as laying the groundwork to make this statement. We know where sugar is going. All thinking people in here and outside of this Chamber know. We know the threat to the financial services. An earlier Barbados Administration took a conscious and deliberate decision 20 years ago that that would be one of the areas into which we would diversify around sugar and we have invested heavily in that area only to have now the OECD telling us a lot of foolishness about unfair tax competition. What is unfair? Unfair to whom?

When I look at the balance of trade between the United States and Barbados and between England and Barbados... and to all of those conservatives who now are sprouting up in Barbados talking about what England does for us, I would like them to show it to me with the eye. Between France and Barbados and apart from the OECS when I look at the balance of trade, I do not hear anybody talking about unfair. All of a sudden because we have become competitive in the

new technologies and financial services area, we are going to hear that little Barbados and other smaller economies like ours are into unfair competition. These were the people who told us thirty years ago that you have to diversify and become competitive. Competition is going to be the way of the new century. Reciprocity is going to be the way of the new century. These are the people who are telling us that we have to liberalize but who are still busy protecting their markets.

Sir, we have to be very cautious and careful as to how we do this when it is the nature of the world in which we live. If it is now globalisation, it was capitalism in another age. I mean that is the way of the world and we have to negotiate our way very carefully and cleverly within it if we are to survive. To make matters worse, Sir, those countries in the Caribbean who have not espoused financial services in the way that we have, need to understand that. Just as with bananas, we showed solidarity with them and Prime Minister Owen Arthur was invited on more than one occasion and, in fact, on one occasion he went to Washington, to help make the case there for bananas. Just as we show solidarity with them, they must understand that they have to show solidarity with us when it comes to the financial services because financial services, Mr. Speaker, Sir, are only one of many services within that basket. Telecommunications is in that basket but so is tourism. The reality is that for us in the early 21<sup>st</sup> century, service is the way in which the world is going, not only in Barbados, not only in the Caribbean but in the entire world.  
12.55 p.m.

Mr. Speaker, tourism is the service which anchors all of us. Seventy per cent of foreign exchange earned in Barbados is earned out of tourism and now we are hearing in Washington and I am seeing written reports about tax policy in respect of tourism. They are beginning to have difficulties now with the ten-year tax holidays and other tax concessions that we give. Mr. Speaker, Sir, we have to deal with that.

All of those who are mute now and cannot be heard to be in solidarity with us better open their mouths and show solidarity with us because tourism is next on the list. These are the realities of trade in the new century. Barbados, not being endowed with too many natural resources, has to keep its head on and be looking for other areas of diversification. This Pierhead Development Project, Mr. Speaker, Sir, represents one of those areas.

Bridgetown can again become a centre, not only in the Caribbean but I would venture to say, Mr. Speaker, Sir, in this hemisphere, to attract people not only for leisure purposes but for business and other purposes. To be able to do that you have to have an infrastructure that is attractive

and which would encourage people to want to come here to do the kind of business and to make the kind of investment which we see is now about to be made in a project like the Pierhead Development Project.

Mr. Speaker, Sir, I see that the hour is one o'clock and I will give way to the Leader of the House at this time.

Hon. D. A. C. SIMMONS: Mr. Speaker, I beg to move that further consideration of this matter be postponed.

Hon. R. N. GREENIDGE: I beg to second that.

#### SUSPENSION

Hon. D. A. C. SIMMONS: Mr. Speaker, Sir, I beg to move that this House be suspended until 2.00 p.m.

Hon. R. N. GREENIDGE: I beg to second that.

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

#### RESUMPTION

Mr. SPEAKER: This House is now in session.

Hon. Miss B. A. MILLER: Mr. Speaker, with respect to this Pierhead Development Project, I think I have given Honourable Members a picture at least by this time in their minds, as to what it could look like. This project, as I have said, in respect of the waiver of taxes and duties is not at all unlike the Port St. Charles Project and the Royal Westmoreland Project. In many respects, they are virtually on par except, of course, that the Pierhead Development Project is a far more complex and comprehensive project and has more elements in it than Port St. Charles had. In common, of course, they have the residential elements, they have the entertainment and hospitality element and they have matters to do with the acquisition of land which would attract land and property transfer taxes and so on.

The other historic, cultural and retail elements which are part and parcel of the Pierhead Project would distinguish it to the extent that it would be unique to the Barbadian landscape.

Mr. Speaker, it would not do to have a pristine, sparking new Pierhead development then to find that it would be surrounded by squalor and untidy development to

detract from it. As I said at the beginning, we have to recognise that this is a component within a larger redevelopment of Bridgetown. The development of Bridgetown has turned into a series of projects all inter-related.

The fact, for instance, that the Government has now embarked on the building of the outer ring road and work will soon be starting also on the inner ring road, which would speak to the better regulation of the movement of vehicular traffic in and around Bridgetown, is all part and parcel of it. The work that is going on at Eagle Hall that will come up through Westbury Road, down Passage Road and up Roebuck Street is all part of the outer ring road.

There will be a smaller inner ring road within Bridgetown which will go along the Wharf and that is why it was important, in my judgment, that the Wickham Lewis Boardwalk had to be cantilevered over the outer Careenage because we needed as much of the existing roadway as we could get, bearing in mind that on the land side of the Wharf Road, as you can see, we have already put in a sidewalk and that sidewalk is going to be colonnaded and there are going to be plants.

*Asides.*

Hon. Miss B. A. MILLER: It really is going to be very beautiful and will shade all of the retail outlets which, I have no doubt, will appear along the landside of the Wharf Road. We need good double carriageway there as far as we could secure it.

Sir, that road, as far as I understand it, will go down along the Wharf as it does now, along Hincks Street for a little way, turn across in front of the old Barbados Mutual Building and instead of going up Broad Street, traffic will then go straight across into Chapel Street. Straight across means going between the Mutual Bank and the new Bridgetown Co-op Building turning right into Chapel Street, then left onto Milk Market and instead of coming up Milk Market, traffic will now go northward down Milk Market, northward down Tudor Street until it comes to Sobers Lane where it will turn up Sobers Lane.

*Asides.*

Hon. Miss B. A. MILLER: This is the inner circle. I was very much obliged that the Ministry of Public Works invited me to a site meeting last week. In fact, I went to a number of site meetings but this one at Sobers Lane was to be able to show the alignment of the widened Sobers Lane. I think that not more than two houses are going to be moved because on the northern side of Sobers Lane there are more than enough lands available for the widening to be able to

take a double lane one way up Sobers Lane. It will then go along Lower Roebuck Street and form part of the inner ring around Bridgetown. That is part and parcel of it as well.  
2.05 p.m.

I spoke earlier, Mr. Speaker, of a boardwalk that would move eventually from Willoughby Fort of the Pierhead along Bay Street taking different forms as it moved along to the Hilton.

I want to turn the attention of the House to boardwalking, of a different kind, moving up the river, so to speak.

The new lift bridge, I am advised by the Public Works Department technicians, will be a non-vehicular bridge. That would be meant for pedestrian traffic only and it also has to do with the choke that tends to take place once the traffic gets over the swing bridge at the junction going down the Wharf Road.

It is proposed that, over time, it may be possible that we would add another lane to the Duncan O'Neal Bridge but that is not immediately within the contemplation. It is felt that the Duncan O'Neal Bridge can take the traffic and you can see the experiments that are taking place, which were announced this week, along Lower Bay Street and Independence Square.

A few weeks ago I conducted a site visit moving from the Duncan O'Neal Bridge walking along the embankment, or what used to be the embankment of the Constitution River, up to the Governor's Gate of Queen's Park. On both sides there is a lot of embankment area they were made of old peatbog. There is a pedestrian bridge, so to speak, near to the River Bus Stand. That area is a terrible public health nightmare. It is unsightly, a partial illegal garbage dump. Everything negative that you could say could be said about that area.

We looked at it because what I want to do is to have on the embankment, on both sides of the now canalised Constitution River, landscaping but also raised boardwalk-type embankments. On the side of the Queen Elizabeth Hospital it would be exclusively pedestrian. So that you take all of that pedestrian traffic coming down from the hospital off River Road, which has to be resurfaced, and which is another major artery coming down from Collymore Rock and Martindales Road into Bridgetown. We need as much width as we can get there and we need to take the pedestrian traffic off it.

On the other side of the canalisation, the boardwalk there would be a kind of an enhancement of the River Bus Stand there for vendor outlets and for small café-type

arrangements. We had hoped that we would have been able to do that on this Wickham Lewis Boardwalk but the way in which it was overtaken by Barbadians and visitors alike, when the Town Planner looked at it he ruled that it has to be exclusively pedestrian. I have to say that I think that he is correct in that matter and I would support it.

We are designing something now which would cause the River Bus Stand to be enhanced. The bus stand is prone to flooding and it needs to be properly redesigned and upgraded because it will continue to function as a bus stand at that location.

The five or six houses along Riverside Drive are going to be relocated when Church Village residents are relocated and that will allow better access into the River Bus Stand. The River Bus Stand is going to undergo massive refurbishment and you are going to have a beautiful boardwalk going right on up to Queens Park.

I would like to think that at some point Ellis Village residents will have to be relocated. I notice that in the work in the pilot project that is going on now, the Public Works Department has virtually made the very narrow road through Ellis Village, which is a kind of feeder road onto Constitution Road, part of the project. I can see that becoming a major artery in due course – a feeder road onto Halls Road.

For years the people there have been the victims of flooding and the truth is it is ripe for relocation because that area needs to be developed as a motor way to allow for the choke that comes down off Belmont Road. The major arteries in the Bridgetown area are well known and I think that any driver in Barbados will tell you that in Barbados we virtually arrive at gridlock in the mornings and in the afternoons after work you can tell where the gridlock is and where the choke is. I think that the Public Works Department is working on that.

Mr. Speaker, Sir, on Lower Bay Street, as I have said earlier, I gather that the proposals are that it would become a four-lane highway. The acquisitions in respect of that will soon be on the way. Before we get onto Lower Bay Street itself, Members will recall that earlier this year when the Right Honourable Prime Minister opened the spanking new Headquarters of the Barbados National Bank, he charged it with responsibility to assist in the financing and refurbishment of Independence Square and the Empire Theatre.

The Empire Theatre is a historic building and I know that the Ministry of Culture has had a Cuban architect

looking at plans for it. I have no doubt that the Minister will speak to this in her own time. The bank, I know, is getting itself ready to look to see what the architects will recommend for the resurrection of Independence Square as a proper Independence Square. A green area with nice trees, with the hope of statues of national heroes and so on which we would be proud to call Independence Square which retains its definition as a square built to celebrate our independence and that it will do something to enhance the art which is really lost in what is going on in that part of Bridgetown.

It would be a foolish thing to expect that you can take the cars off Independence Square and make no accommodation for them elsewhere. The plan for the redevelopment of Bridgetown is calling for at least four multi-storey car parks. In my judgment, six would be more like it. I have written a letter to the Governor of the Central Bank suggesting to her that she should, perhaps, have her board consider that a part of the Church Village site which will come to the Central Bank once that village relocated, might be considered investment as a multi-storey car park. The bank already has some semblance of multi-storey car parking there but there is a great demand.

You could hardly drive that street when cars are parked on one side of it and when the parking for the bank employees is used up. In the evenings when you go to the Frank Collymore Hall or to functions at the Grand Salle, parking is not always an easy thing. Although we know that parking meters will come to Bridgetown and other arrangements such as the inner ring road and the outer ring road will, we hope, alleviate some of the choke of the roads, especially at peak hours, multi-storey car parking, in my view, is obligatory.

I cannot imagine that Town and Country Planning would give permission for the building of any multi-storey building in Bridgetown now without it showing some accommodation for multi-storey car parking. I know that it is proposed that on the Princess Alice Highway, across the street from the Fisheries Division, what is now a one-storey car park is going to be converted into a multi-storey car park as part of the accommodation which has to be provided once the Cheapside Market is rebuilt. That building, it is hoped, would be started at the beginning of next year. It is part of the plan for the Bethel Methodist Church as well, and I am still in the general precincts of the Pierhead and Lower Bay Street.

2.15 p.m.

It is proposed by the Bethel Methodist Church that the considerable land which it owns... I was surprised to discover that the Church owns virtually the entire block,

going back to Wellington Street and not quite back to Nelson Street. The property on Nelson Street, which runs onto the street are not on properties of the Church, but all of the other land there belong to the Church. I think Barbadians will see already that had they extended the car parking, they would have paid car parking available there. I believe that their master plan includes multi-storied car parking as well as an office complex to be built there.

I gather that the least of their problems is money to be invested, because they do have investors, but the start-up depends to some extent, on the relocation of the buses which park of Probyn Street, and certain road works which will go on along that junction with Jordan Lane and Probyn Street. So, that is another possibility for car parking.

I know that BS&T has land on the other side of Lower Bay Street, and I have seen on the plan a proposal for a multi-storied car park in the back of No. 1 Record Shop and those shops, so that you are not using up good commercial frontage for the purpose of multi-storied car parking. It worked wonderfully well down at the City Centre car park, near the St. Mary's Church and I believe that several more of these will shoot up in and around Bridgetown to accommodate traffic.

I believe that Barbadians have already seen what is happening on Swan Street, and I think that they will observe also that the merchants on Broad Street now are looking with a little envious eye, and they have started, at their own expense, to do something. We see period lighting going up. Swan Street is really going to be very beautiful when it is finished once all the drainage works have been completed and the paving of the road is completed and the lighting has gone up. There is only street furniture to go in now, some fully grown trees to be transplanted in there and nice signage to be put up. I believe that we are hoping for Independence, and certainly by Christmas when Prime Minister Arthur turns on the lights, as is now his custom, that Swan Street is going to light up in a way that we have never seen it before, and so will the Boardwalk be officially named at that time in a few weeks from now. So that, in the general area, a great deal of redevelopment and of urban renewal are going on.

In respect of the Fairchild Street Bus Stand, there is money which has been available for some time and it has been thought that in order to accommodate the relocation of existing vendors, that we would rebuild the Cheapside Market and as soon as that was finished then we would start on the Fairchild Street facility.

Cheapside was so late in coming on stream that we cannot wait for Fairchild Street, and the proposal is that we would start work on rebuilding Fairchild Street Bus Stand,

and what I am seeing in Fairchild Street, as at Cheapside, is a really attractive food court.

At Cheapside, for those who do not know it, from the time there was a Cheapside Market there was a beautiful atrium. You could look right up through to the sky, and the food court – although we did not call it a food court in those days, that is what it was – all the snackettes and the canteens, and so on, were around this atrium, and this is where people would eat and have a snack, and sometime people would go there for lunch, and so on. When the market is rebuilt that atrium will be retained as a feature with the food court around it.

With Fairchild Street, I am suggesting to the architects that they need to put a food court that will look onto the river, to the embankment, because, as I said, we are going to build nice boardwalks, and so the food court at Fairchild Street would have a nice prospect to look along, and would have an access to people, and that would have a food court where people going to and from the River Bus Stand, people shopping in and around the Fairchild Street Market, and moving in and around Independence Square, could go and have a drink, a light meal, just sit down, cool out in the evenings, and so on.

So that, Fairchild Street Market is also going to be refurbished and in that process we will spruce up the bus stand there as well.

I was so pleased to see Mr. Al Gilkes, sometime last year, I think it was, wrote a very interesting piece in his column in the newspaper, and he was very critical, and rightly so, of the way in which predominantly Barbadian men, but we have a few women too, feel that they can urinate any and every where. It is a very sad thing.

Now, in fairness to the human body, you cannot always plan when you are going to do that kind of business and in fairness to Barbadians and visitors to Barbados, alike, we have not provided rest rooms. If you do not provide such facilities, what do you expect that people will do? It is like litter bins; if you do not provide litter bins, people will throw litter on the streets, but we have seen that in Barbados, like on Broad Street and other streets where nice litter bins are provided people use them, they really do. In fact, when they become full, then you begin to see litter in the street around the litter bins.

The same goes for rest rooms. When I was a child Sir, there were – you would not call them rest rooms, they were public toilets – and they were not nice. There was one big thick structure just behind your Chair Sir, in the Old City there, and in the days before air conditioning, you could

smell it from in here. It was not a nice place and it was not a place to which ladies went; only men went there. There were other public toilets, nothing in the nature of a rest room, and we have got to cure that.

It is not good that shops in Bridgetown have got to be used as public rest rooms, and that you go into a shop and you have to hope that whether you are buying something in the shop or not, you will have access to a rest room, and some are not very well appointed either. You have to go behind a lot of boxes and ease around a little corridor and go up a lot of wooden steps and so on to use these toilets...

*Asides.*

Hon. Miss B. A. MILLER: It is not fair, and it is not in the best traditions of public health that we should operate in this way, and so, it is proposed that at strategic locations, in and around Bridgetown, we would have decent public rest rooms with an attendant who will keep them clean and that people must be prepared to spend a little more than a penny to have the use of such a facility, as they would anywhere else in the world.

I know that the Barbados Tourism Investment Inc., is looking into the context of properties already owned by it, or vested in it, which it holds on behalf of the Government and people of Barbados to locate a few and I am aware that the Minister of Health, through the Sanitation Service Authority is planning to rebuild a number of public rest room facilities in Bridgetown. There are plans for one in Jubilee Square, that is, giving onto the Lower Green, Jubilee Gardens down near St. Mary's Church and others planned for Beckwith Square, Independence Square, Baxters Road, Tudor Street and on the Wharf side. We are talking here about self-cleaning toilets and urinals with proper access for the disabled and the elderly, as more and more of them will wish to have access to these facilities, also, about facilities which will be able to accommodate mothers with small children. If mothers want to change a diaper quickly and that kind of thing, if a child needs to go to the bathroom, just as you see in other public facilities such as airports, train stations and so on, even on air planes, facilities with just a little pull down shelf where a mother could change a child, sometimes an entire change of clothes, if the child has been throwing up and stuff like that these modern, clean facilities, Sir, are being planned.

2.25 p.m.

I believe that the Minister of Health is going to come to the Cabinet with this proposal within the next two weeks so that with the Ministry of Health working in tandem with the Barbados Tourism Authority what will happen is that at strategic intervals, so that you do not have to be running

from one end of Bridgetown to the other to get to a facility, these much-needed amenities will be brought to the City centre and its environs.

The Lower Green, Sir, is another focal point within the City and there is a great plan for that. In fact, the beginning of it, and it pleases me that again, as with BS&T, the private sector, has been willing to take an initiative, the Caribbean Commercial Bank has undertaken, the maintenance and care of those little City gardens as has the insurance company across from the Montefiore Gardens which are immediately in front of the Carnegie Public Library and the court buildings. They make a big difference. They have some nice *spathodea campanulata* trees at the Montefiore drinking fountain and they have planted flowering shrubs and located park benches and so on to make that little area outside the library a nice place where folks can sit out sometimes when it is not so hot. It has lifted an area which is really a very historic part of Bridgetown and which includes the Carnegie Public Library, the old Town Hall which is now the High Court, Central Police Station and the Jewish Synagogue. That is really a historic zone so to speak and that has made a big difference.

Sir, the Caribbean Commercial Bank has adopted the Jubilee Gardens, that little triangle at the end of what used to be the Lower Green. They have cleaned up the trees there, replanted grass, fixed up the pathways and put in a few benches.

I was going to keep it a secret but I cannot keep it a secret any longer and it is getting close to Christmas but I have asked a certain shipping line in Barbados to help me to get a big Christmas Tree here. It will be a gift and the Caribbean Commercial Bank has agreed that it will undertake the decoration and the lighting of it so in their little Jubilee Gardens there is going to be a beautiful Christmas Tree. We have other trees like the evergreen tree here in the yard, Sir, which with your permission are lighted every Christmas and Independence along with other trees in this part of Bridgetown. But, the other part of Bridgetown does not get much by way of decoration and we have never had a real Christmas tree. A really super big one is what we are hoping we can begin with this Christmas.

The other part of the Lower Green where you have buses, it is proposed that those buses will be relocated to the bus stand north of the Post Office so that you have one bus stand and that again will have a nice little parade of shops for vendors. That process is about to get underway. It is going to have nice, public rest rooms and we are going to retain – this is another site visit that I was invited to last week – as many of the trees as there are now as they can, but that bus stand will then take all of the public and private sector vehicles.

The Temple Yard, Rastafarian crafts people, are going to be temporarily relocated along with the market vendors from Cheapside, an area has been located. The plan which is about three or four years old, for a special venue for Rastafarian craft vendors, will lead onto Cheapside and also lead onto Pelican Village, which is now being refurbished by BIDC as everyone can see. Some tourists coming up from the south gate of the Port, will come along Trevor's Way and that is all going to be re-landscaped. There is a huge landscaping plan, what is called 'the landscaping corridor' which runs from the park gate up to the Hilton so we are going to see far more trees and greenery in Bridgetown than we have ever seen before.

In fact, Bridgetown used to be a greener place. Old photographs show beautiful old, big, evergreen trees used to be all here and what used to be called the 'Upper Green' but over time, we have cut them down. Well, we are going to return a lot more greenery to Bridgetown.

I opened CTC 24 yesterday morning at Sherbourne, Sir. The rain came down hard and by the time I got to Government House the road was flooded but by the time I got into central Bridgetown it was dry as a bone. Sir, that partly has to do with the fact that we do not have enough trees to pull the rain down and why the rain will always go over. The clouds go over Bridgetown and fall in the sea.

Bridgetown is naked in terms of greenery when compared to other cities and we are going to put that right so that the bus stand will be a nice looking place. It will be an orderly place, it will have amenities so that in the event of rain, people will have somewhere to shelter. There will be proper rest rooms. There will be somewhere where people could have a bite to eat if they are eating on the run and the Rastafarian crafts people will be beautifully located. Tourist who come through Pelican can then go right through their village and come pass the bus stand up through Cheapside market on both sides, the Cheapside side and Princess Alice side and go right up Hincks Street but what we want to do is to make the Lower Green green again and to restore the town hall.

Sir, the Government has acquired all of the lands with the exception of those owned by R. Furniture Ltd. All of those wonderful locations like 'To Hell and Back' where my grandparents used to hold 'singings'...Mr. Erskine Sandiford once came and started one of my 'singings'. He brought down a crowd from St. Michael South. Needless to say, the City out sang them because we are supported by good singers from the St. Mary's Church Choir and the Cathedral Choir and so on but we have had many a good 'singing'. You would sit down around the pool table with a white sheet over it, get a keyboard. We had many a good 'singing' at the joint called 'To Hell and Back'. Alas, Sir, it is no more.

It is proposed that the town hall will be restored and that will become part of the new square which used to be

known as the Lower Green and which some people think might be described as a 'motley place'. Do you like the sound of that? But it needs to be green again and we hope that on weekends, Thursdays, Fridays and Saturdays artists will come with their easels and potters would come with their wheels, show their wares and sell their products and that it will be a place again where it will be a little green lump in that part of Bridgetown so that it would be a beautiful sight to see.

Mr. Speaker, Sir, what I am doing is really painting a picture of a restored Bridgetown. Fifty to 100 years ago that is what Bridgetown was like. Already, I am aware that some businesses which have moved away from the City centre are contemplating a return to a City that will be more welcoming, more amenable and clearly a place where there is going to be a lot more business than when they left it.

The taxis that sit on Broad Street will operate like the ones on Lower Broad Street and the taxis at the airport and seaport. They will be in a line and have a checker and everybody will get their turn like they do elsewhere.  
2.35 p.m.

It is proposed that they would be located along Nile Street and other streets there so that Broad Street itself will become partially a pedestrian area. It will be cut by traffic flowing into Chapel Street but traffic will continue to pass along Prince William Henry Street where Woolworth is – people do not know it by name for the most part – and, of course, along High Street.

So that in the early 21<sup>st</sup> century, Bridgetown will be refurbished and it would be a place where I believe the early morning business that you used to see will return. People used to come into Bridgetown and eat breakfast. There was a place called "The Spark" on Roebuck Street next to the Barbados Labour Party headquarters and there was a "Spark" on Tudor Street near to Edwin Zephrin's Bakery where working men used to come and have their hot breakfast in town.

*Asides.*

Hon. Miss B. A. MILLER: No, it might not look like "The Spark", people are more into café-type arrangements now.

*Asides.*

Hon. Miss B. A. MILLER: It does not matter, but workers would think nothing of coming and having breakfast in town. The Waterfront Café offers breakfast, and there was an early morning life to Barbados.

Of course, part of this, and I know this is the favourite part for the Leader of the Opposition, Sir, he keeps asking me about it, will be the Baxters Road clan. Well, he will be very pleased to hear that last month I invited many of the captains of industry who would have an interest in the refurbishment of Baxters Road to a meeting and on the 27<sup>th</sup> of October, I am inviting owners and proprietors to have a similar meeting. We are ready now.

The proposal is that we are going to try to recreate the frontages and the façades of yesteryear. You will see the traditional jalousie doors downstairs and the overhanging galleries again. We are going to take down “The Wire Escape”. You see we were waiting for the work to be done at the four cross but I just cannot wait anymore. When they finish the work with the four cross though – that is the four cross with Barbarees Hill, Passage Road, Westbury Road and Baxters Road – we are going to have a nice fry fish facility. The market share that went to Oistins is going to be reclaimed. We are going to have nicely tiled counters with storage space and running water and nice umbrella-covered seating area there for patrons of the ladies who fry fish and offer other accompaniments, so that Baxters Road will be claiming back its market share in respect of the fry fish business.

In Baxters Road, “The Street that Never Sleeps”, we are planning that on different nights of the week you will highlight different activities. Pool is a popular game in and around Baxters Road and so the committee of proprietors and owners there will promote a night when pool is the game that people are going to play. There will be nights during festivals and big sporting events where we are going to use all kinds of incentives to encourage people to come to Baxters Road, you know, like buy one, get one free or whatever.

*Asides.*

Hon. Miss B. A. MILLER: We are getting ready for that now and there is a lot of excitement generated now and when we are finished with the refurbishment of Baxters Road, then we would hope to do a similar thing in Nelson Street. In fact, there are more properties in better condition for restoration on Nelson Street than they are on Baxters Road.

I am happy to say that Design Collaborative who are the architects and advisers in this connection are giving their services free of charge to the owners and operators there in terms of just providing an outline of what a building could look like. They have taken photographs of each building, you know what it’s like and just show how not at tremendous

expense... you are talking maybe between \$7 000 and \$10 000 per property.

Many of the companies who would do business there, the paint companies, liquor companies and food companies of one kind or another who have shown an interest are willing to help in this, so that Baxters Road becomes an interesting place again and that sometimes we could seek permission or they could seek permission – the owners and the proprietors that is – to have the road closed off and do a nice street operation there, as I think, was done a few times during the Crop Over festival and so on.

So there is going to be a lot of upliftment there. I think Barbadians can already see what is happening on Roebuck Street and there is going to be more and more urban renewal going on in Roebuck Street so that Bridgetown will become again a capital city that people would be anxious to go to in the early mornings, for business or during the day. A lot of people now who are having business lunches and so on tend to go out of Bridgetown. They go up to Hastings, they go as far up as St. Lawrence Gap and they go down as far as Holetown.

We want to think that private sector enterprise will develop so that they will again be many enticing places in Bridgetown where you would want to take somebody to lunch, to have a little working lunch or to relax in the evenings and have a drink before you move from one form of activity to another.

Mr. Speaker, that is what I would have to describe as a thumbnail sketch, virtually, of the context in which the Pierhead Development is going to be a pioneer and a leading development. I think that when you bear in mind that the average person needs to see something actually standing up... People’s imagination cannot operate in two dimensions like this. Some people just cannot visualise it, they have to see it and I think that now that works have started and people are beginning to see things standing up, they are beginning to get a feel for it and I think that generally speaking Barbadians and visitors to Barbados are pleased at what they are seeing leading to the total urban renewal of Bridgetown.

Not only Bridgetown, Sir, but as you are aware, there are great plans already underway in Speightstown which is our second city. Indeed, it was a time when Speightstown was the first city if you are talking about how and where business was done. We also know that there are plans for expansion and urban renewal in the Oistins area as well.

I do not think that we have any proper appreciation, Sir, of how well what is being done is being received,

how well-received it is by Barbadians, the ordinary, average-man-in-the-street Barbadian. I think it was not until we saw how people took to the Boardwalk – literally took to it – that we began to understand that this does not have to be a pull-down and tear-up society. We are too much into that. It sickens me every time people tell me they hope the people at the London Bourne Towers will care the facilities. Why should they not care it? They are no different from the people who are at Kensington Lodge where after 16 years, I could see in the newspaper last Sunday one of the units being featured. It could have been in any glossy magazine anywhere in the world.

Angela Kirton, daughter of “Poochin”, well-known to us on all sides in here has a beautiful place. The Minister of Housing on another site visit to Kensington Lodge was shocked at what he saw. There were some matters which had to be dealt with, including the removal of asbestos roofs and I took him to a site visit there. He was shocked at what he saw. The indoor/outdoor carpeting, the fountain, the bird bath, the beautiful flowering plants, nice wrought iron fencing and so on. It was utterly beautiful. The people at Kensington Lodge can give some tips to people at Eden Lodge.  
2.45 p.m.

*Asides.*

Hon. Miss B. A. MILLER: This was work done by people at their own expense because they are hoping at a very soon date that they are going to become owners and so they are exhibiting the behaviour of owners. We know how human nature works. You only need on a street, Mr. Speaker, one person to fix up their house and within the next year or eighteen months you will notice that one after the other people are fixing up on that street, that is how human nature is, Mr. Speaker, that is how it will be in Bridgetown.

I continue always to make the point that a city is a living dynamic entity, a very living thing. I do not know of any city where people do not live in the city and that is what was partly responsible for the dereliction of Bridgetown. When Bridgetown, Speightstown and Holetown in our time started to literally go to sleep and disappear as towns and cities it had to do largely with the fact that people had moved away and people move away when there is no business or trade around which they could function because that is what defines the city. The business comes and then the residences follow.

Mr. Speaker, some very interesting things have been disclosed. Many well-to-do people, some of the earliest settlers in Bridgetown, lived in Suttle Street because

everything had to be within walking distance before the days of carriages. Suttle Street then became a very tired, unhappy, rowdy kind of street although I used to think it was a beautiful place when I was a child. In the eyes of a ten-year-old child on a Saturday morning, the smells and the looks of Suttle Street were wonderful. Somehow, I suppose at nine and ten I did not smell the gutters. I used to smell the charcoal, the nutmeg, all the spices, the garlic and all of the things that the ladies from Dominica, St. Lucia and St. Vincent used to be selling along there. It is still in existence to some extent and we want to encourage that more and more.

Indeed, last year and year before when a house was removed from Suttle Street an archeologist and some people who are interested in archeology in Barbados were doing a dig and they discovered some very interesting things like gold pocket watches and so on which tells you of how well-to-do people were who lived on Chapel Street in the days when Suttle Street and Chapel Street were residential. All of that, I hope, will be the subject of restoration and it is happening.

I do not know how recently anybody here has been to Suttle Street but I think that if you go there you will begin to see that in Suttle Street owners and proprietors are beginning to ‘catch the fever’ so to speak and there is some voluntary restoration starting along there.

If people would walk around Bridgetown for the sake of walking around Bridgetown as I sometimes do, if they were to go down an alley that they have not gone down in a long time like Hope Alley and they do so just because they had not done it a long time, they will see many interesting things beginning to happen because people can see that a new life is coming to Bridgetown. In doing these little walk-about it might give a little insight into where tourists go. I am sometimes intrigued at the way in which I can meet tourists in a place like Suttle Street or a place like Malls Alley where the fruit wholesalers operate. I am sure they see the dirt, litter and so on but some of them can look beyond that to get an idea of what a past Bridgetown could have looked like.

Mr. Speaker, signage is important and I am hoping that on Swan Street to begin with and eventually on all other streets that the street signs would not just say for example, “Whites Alley”, but to have a little writing underneath that says why it was called Whites Alley and what is the history of Whites Alley. Even Swan Street which used to be called Jew Street and why it used to be called Jew Street. Mr. Warren Alleyne has written a little volume call ‘Historic Bridgetown’. I do not think it is in print at this moment. The last copy I got was literally a pack of cards that was bought at the second hand shop.

*Asides.*

Hon. Miss B. A. MILLER: I have a copy here in my desk but you cannot tell people these things because it will disappear. I hope it has not been removed because I am not seeing it now but there is this volume call 'Historic Bridgetown' where Warren Alleyne, very sensitively I think, and with a great sense of imagination gives us a little history of what happened in the streets and why streets came to be where they were, why they were called what they were called.

People drive along Synagogue Lane. Do they understand that it was called Synagogue Lane because the second oldest Jewish Synagogue in the Western Hemisphere is still in existence now, well restored, much visited, not only by Jewish people but by non-Jews as well simply because the restoration work is so well done?

Mr. Speaker, if you were able to speak in this debate, I think you might be able to speak to the number of tourists who come to visit this building. I am hoping the day is coming soon when the House will publish a booklet which it could hand to visitors for a small fee if necessary so that we can understand the magnificent history of the institution of Parliament in Barbados. Not necessarily this building alone but the institution of Parliament. The institution of Parliament in Barbados is older than 360 years.

It was not always a democratic Parliament as we know it today. It was not always a black Parliament as we know it today. It was not always a Parliament looking as distinguished as we know it today. It was not always a Parliament on this location as we know it today. The history needs to be told because people come here all the time and I hear them with my two ears. I hear them and they say, "this is a beautiful building, can we see it".

Sometimes I know that the Clerks will allow people inside. I gather that in here they do not like them to take photographs but they are intrigued when they see this wonderful carving work which is not very old and was part of a restoration effort during the past twenty years. This wonderful mahogany carving work was done by the prisoners of Barbados who can do beautiful work. These chairs were made by the prisoners of Barbados.

These stained glass windows are historic and very valuable. These were cleaned and restored by a Barbadian painter who, with the great foresight of the Anglican church was sent to England to learn how to make stained glass and how to repair, clean and maintain it. We did not have to send outside of Barbados for any of the restoration work that

you see done in here. This was all done by high class, dedicated, committed, producing Barbadian craft people.

When we were children, this building was plastered and painted in what I call hospital green and it was horrible, dark and ugly. I well remember the late Kenneth Gardiner was the architect, very controversial but he was a good architect, whatever else might have been said about him. I came in here and I said to him, "The first thing you will do is take down the plaster". He said, "Minister, ahm, ahm, ahm". I said, "Mr. Gardiner, the plaster has to come down, there is beautiful, old Barbadian saw stone underneath and all I am asking is for it to be exposed". Nobody was willing to do it and I said to the stone mason, "Give me the axe". I went over to the wall and with these two hands I delivered the first ten strokes myself and I said, "Now, take down the rest". Within two weeks, Mr. Speaker, Sir, of the plaster coming down in this Chamber and in the Other Place nobody could remember what it used to look like but that is human nature.

*Asides.*

Hon. Miss B. A. MILLER: It is wonderful and you do not have to spend a penny painting for the rest of all time. It is beautiful, natural, it is ours and it lightens up the place. This House – these big old gas light fittings were retained because they are beautiful.  
2.55 p.m.

There are people who would desperately love to be able to tour this building. The other Chamber is a beautiful place. It has, perhaps, the largest mahogany table that I have ever seen anywhere in the world. We take these things for granted. The West Wing, unhappily it is taking a long time but it is coming close to closure now. The Leader of the Opposition and myself are members of a committee which does not meet too often but it is coming close to closure now.

*Asides.*

Hon. Miss B. A. MILLER : Our problem now is that the Committee is threatening to resign.

The fact is, that the roof is on and there is some minor internal work which has to be done to bring that to a closure.

*Asides.*

Hon. Miss B. A. MILLER: The fact is, this is a building that tourists would come to in droves if they were

invited and if it was listed. I am looking forward to a time, Mr. Speaker, Sir, when tour operators in Barbados would list a walking tour of Bridgetown.

*Asides.*

Hon. Miss B. A. MILLER: If people want to see historic Bridgetown they would go out to the library, the synagogue and they would come here as well. There would be a time when they would want to see the green areas of Bridgetown and they would go to Queen's Park and the Lower Green. There are many interesting features about this city which we take for granted, which we overlook, which we allowed to become rundown. Other people revere their capitals, uplift their capitals and their capitals pay back.

When the Attorney General, the Honourable Member for Christ Church South, the Honourable Member for St. Michael North East and the Leader of the Opposition, were students and lived in England, Mr. Speaker, Sir, London was nothing. The City of London, which is the capital was nothing like the London that we see today.

Do you know what is the biggest industry now? Tourism. You cannot get a hotel bed in London and they charge whatever they like. Regardless, they know that they are going to fill the beds. Do you know how much money is spent in London restoring historic buildings, managing and upkeeping parks and other green spaces, providing cultural outlets? It pays – this is not just a dream of a Representative of the City of Bridgetown. This is something which will not only pay for itself, and in a very short time, but will help, perhaps to carry along other towns in Barbados as well because there are linkages and we have to start exploiting those too.

Mr. Speaker, Sir, what I have been speaking to over these past few hours is what I conceive as a high point. It is not the beginning, but a very high point in the efforts at early restoration of Bridgetown as a capital city which I genuinely do believe will redound to the benefit of all Barbados and particularly to the other towns like Speightstown, Holetown and Oistins. I believe, the restoration will give a new impetus to the tourism product of Barbados and there are tourists who would come in greater numbers to Bridgetown if we would make it more attractive to them to come here. I believe it will help to return some element of commerce and business to Bridgetown, our capital city.

I am saying that the ripple effect, of what is happening here is very significant. The way in which the private sector has literally stepped up to the wicket to make its contribution, you may say that it is in their self-interest.

*Asides.*

Hon. Miss B. A. MILLER: Of course, it has to be. That is the nature of business but we could not do it without private sector cooperation and collaboration.

I am pleased to see that earlier this morning the head of the private sector agency was here to listen and that other officials in that sector are following the debate.

Mr. Speaker, Sir, having just sketched out this thumbnail sketch because if I really had to go into great detail on these matters, I would be here for several days.

*Asides.*

Hon. Miss B. A. MILLER: I do not know how the other Members of Parliament feel. The Honourable Member for St. Lucy is asking how the other Members of Parliament feel. I know one Member of Parliament has said that he believes that I am going to become a bag lady in Bridgetown.

If fate should so deem it, I am not afraid to become a bag lady in Bridgetown, I am sure that one of the supermarkets in Bridgetown will give me one of its old trolleys. I promise you that if that should happen to me I am going to come to the gates here every Tuesday and humbug all of who coming in here and do a lot of talking. I will be able to go down on the boardwalk and cool out when evening comes and nobody would not be able to stop me. Do you understand? All of these things that I am talking about, I will be able to participate in them. The Salvation Army, I believe, will give me little bed and shelter at night. I am not afraid of that.

I really do believe that Barbados cannot seriously and sensibly expect to go in the direction which we hear all Members speak of, from time to time, with a capital city that is shabby, dirty and not at all reflecting what is best about this Barbados that we live in.

With those few words, Mr. Speaker, Sir, I beg to move that this Bill be now read a second time.

Hon. D. A. C. SIMMONS: I beg to second that, Sir. That is an excellent Bill.  
3.05 p.m.

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

Mr. D. J. H. THOMPSON: Mr. Speaker, Sir, let me begin by congratulating the Honourable Member for the City for delivering, despite the statement of the Prime Minister, the real Budget for the year 2000-2001 for Barbados.

I congratulate her, because when I first entered this House, the Economic Report was laid on Budget Day and whilst she was speaking, the Economic Report for 1999 was laid. She is the Acting Prime Minister, she has delivered a presentation in here today which would have granted more concessions than any other Minister of Finance in the history of this country.

She has delivered a presentation in here today which has identified a capital project which, by her estimation, far exceeds probably any of the capital Budgets overseen by her colleague the Honourable Member for Christ Church South and for his entire period as Prime Minister, mine as a Minister of Finance, and perhaps, the present Prime Minister for his entire period in office. So that I compliment the Honourable Member for the City for delivering the real Budget in which she has indicated that the value is about US\$120 million, 240 million Barbados dollars initially, but that by her estimation, overall, it will far exceed that. Once it goes past the \$350 million, the market will exceed the project at Westmoreland which was estimated to be about \$350 million dollars project overall. It would exceed all of the other major capital works projects undertaken in Barbados.

The Honourable Member spoke of tax revenue of US\$11 million per year. She did not talk about the value of the tax concession, but if you were to go through the list you would see that it takes up about... so the actual concessions in terms of stages probably exceeds the length of the Act. The Act is about three pages and the concessions themselves, are about five pages, including a variety of taxes and duties.

So that, in every sense of the word, the Honourable Member for the City has assumed the role of Honourable Minister of Finance, she has decided today, to deliver a Budget, which is a desirable tool. It is a great regret to Barbadians that her leader has opted to avoid delivering a Budget this year and also to leave it to the Honourable Member, by virtue of his absence for today's debate.

Hon. D. A. C. Simmons: On a point of order Sir. It is not fair for the Honourable Member to say that the Prime Minister has opted this year not to deliver a Budget. I took him behind the Speaker's Chair today and told him that next Tuesday, the Budgetary presentation will be made. We will be here at 4:30 p.m. next Tuesday. When the House is adjourned it will be until that date. You must be honest.

Hon. D. J. H. THOMPSON: Mr Speaker, Sir, the Honourable Member is misleading the House. I am not on a point of order, he knows that that is incorrect. The Honourable Member for St. Peter said, publicly, that he is not delivering a Budget. He told me that he is delivering an

Economic Statement and there will be no Budget this year. That is why I am saying that what has been delivered today is the Budget. It is true that only one major person or corporate individual will benefit from it initially, as all of the concessions are targeted at one corporate entity in terms of the initial investment, but as I say, to all intents and purposes, it is a Budget.

Let me now move to congratulate the principal architect of the Pierhead project, because the Honourable Member for the City has roamed far and wide today, which she is perfectly entitled to do, once your Honour permits her. She started somewhere in Belleville, and she got all the way up to Spring Garden Highway, to Brighton, and therefore, the impression may be given that she was talking about \$120 million in new investments throughout the entire City of Bridgetown.

But we are really dealing with the project on the Pierhead. It has not gone to Needham Point yet. It has not even gone past the bridge. It is the Pierhead, and I compliment the company, which is the main promoter of this project which brought it to my attention many years ago, and I believe to the attention of other Members of this House, for being able to get the Government to focus so assiduously on their needs, and on their vision, to go as far as to bring a special piece of legislation, unique to our recent history because its predecessor would have been the Port St. Charles legislation, and that in that legislation, has been identified all of these concessions and benefits which would flow to the developer of this project.

It would take an extremely influential corporate citizen in Barbados to be able to achieve this feat, and one should only compliment Barbados Shipping and Trading for having that level of influence in the Barbadian society.

I should probably have complimented the other individuals before for having the same level of influence that they needs and supplications to the Minister of Finance have been met so fulsomely in this piece of legislation.

The Government, itself, beyond giving the tax concession, has also agreed to give certain property to the developer and that will obviously be valued, and will become equity in the project.

So that, not only does the developer, Barbados Shipping and Trading and overseas partners, benefit from these concessions, but they are also going to be given various roads and pieces of land owned by the Government of Barbados which the Government is willing to risk in this project, as indicated by the Honourable Member for the City.

So, I think that Barbadians need to understand the extent of the project, they need to understand who needs to be credited. They need to understand the background to the project, and as much as I admired the Honourable Member's knowledge of other parts of Bridgetown, perhaps it would have done the investor much better had she focused more on the specifics of the legislation before us, which as I say, affects directly, a very small area of Bridgetown, in my view, than to focus also on the influence of the promoter of this project. I do today, on behalf of the Opposition congratulate them for being able to wield that kind of influence in terms of Government's financial agenda in Barbados.

3.15 p.m.

If I were to compare this to 1993 when I sat over there – I never sat that high up, I sat at the end – and I introduced measures in here to facilitate the sale of Heywoods to that company, when I introduced measures to grant a list of tax concessions, not as generous as these, to the developers of Westmoreland Limited, in those days, Mr. Speaker, Sir, Barbadians were told that when we sold Heywoods and we got more than \$20 million in our hand that was giving away the family silver. Today, Sir, the Honourable Member for the City is giving land and roads with no immediate return because it becomes equity.

Hon. Miss B. A. MILLER: On a point of order, Sir, I am not giving away anything because I do not own anything. The lands owned by the Government and the people of Barbados go into this project as equity. We are not giving away anything.

Mr. D. J. H. THOMPSON: Mr. Speaker, Sir, I know that equity means risk. You do not get money in your hands. You get some shares and whether they have value at the end of the day depends on how the investment goes. If the investment collapses, you lose everything or recover very little. If it is successful, you get something.

I am only saying that in 1993 the Honourable Member for the City was not as charitable to me as I am being to her because even though we got money in our hands for assets owned by the Government and took no risk and gave fewer concessions, the accusation was being made that the Democratic Labour Party was selling the family silver and, Mr. Speaker, Sir, we gave away nothing in that deal. Everything was paid for upfront and the investor took the full risk.

I am only saying how times have changed and I compliment again, Barbados Shipping and Trading for being able to influence the Government, the Honourable Member for City, the Minister of Finance, the Cabinet, all of the Members on that Side and the overseas investors, if you wish to add them in – to take this risk which involves taking up

the Government's property and exchanging it for equity, better known as risks or venture capital, if you want to put it that way, or you could put in a number of epithets to describe it, the success of which will be dependent on the success of the enterprise.

Sir, I compliment them and I want to say that up front. I compliment the Honourable Member for the City for being able to escape the strictures, even of the Opposition because I am not even going to throw the kind of criticism at Members on that Side, that they would have thrown at us. I think we understand what times we are living in now, Mr. Speaker, and I do not get any satisfaction talking to politicians. Sir, there are those who believe that by talking to those in here, they are impressing the public. When we have something to say, we will find the appropriate forum to say it in so I will issue compliments today.

Sir, we would have heard in 1993 that selling to BS&T was selling, not risking, not giving away to, selling to a white corporate giant, was a sellout of the family silver and the then Government was getting into bed with the rich capitalists and oppressors in the country, *et cetera*. All that flowed from the Honourable Member for City's mouth today as she spoke in here in that lovely yellow apparel, like the girl from Ipanema, she talked about Ipanema, there is jazz standard, the Honourable Member for St. Thomas will know it when...

*Asides.*

Mr. D. J. H. THOMPSON: ...young and lovely. That is why I said like the girl from Ipanema and as she spoke, all that flowed was milk and honey and I reflected on what the Honourable Member for City would have been saying, Sir, in 1992 and 1993 when even the saw stone which she complimented in here, started to wear away at the blast of criticisms which were flowing from this Side over to the then Government, when it was undertaking similar investments.

Again I say, when I look at Westmoreland and the concessions granted there and compare them to the concessions which are granted here, property transfer tax which has just been increased on every Barbadian vendor in the last Budget, will be waived in respect of certain transactions here.

Land tax which the Prime Minister has not found the time yet to remove from the people on whom he said he erroneously imposed it in the last Budget has been waived here. The VAT which the Government said it cannot touch, the environmental levy which we were told everybody in Barbados would have to pay because of the importance of our environment, all of the duties...

*Aside.*

Mr. D. J. H. THOMPSON: No, it would not include the bound rates because the bound rates apply to the average consumer in respect of the items they are buying in the supermarkets now and are finding so expensive and almost impossible to feed their families. It does not include those, it is true but almost every other conceivable tax and duty which is applicable on the citizens of Barbados on a daily basis: income tax, corporation tax, every tax has been in some way varied in respect of this particular investment and that is why I say that one has to compliment the Honourable Member for the City.

We heard there will be no other reduction in taxes because we have to wait and see how the revenue performs that is, when the pleas are being made on behalf of the people who have to bury their relatives with the VAT. You hear that when people complain as diabetics that they have to buy certain types of foodstuff but you cannot waive the VAT for them. You hear those kinds of complaints about not being able to touch the tax system in Barbados, in respect of people living at the 'baller'. Particularly middle-class Barbadians who are paying for mortgages, school fees, motor cars and who in their way, like the people in Kensington Lodge, are trying to improve their circumstances and what you hear is that we cannot touch those taxes because we are waiting to see how they perform.

I compliment Barbados Shipping and Trading, Sir, and its partners in this enterprise which will include the Government. In fact, when the Honourable Member for the City was finished, you could not make a distinction between them for being able to give this the kind of priority that this, obviously in the view of the Government, deserves. I lament the fact that this political awakening has perhaps taken so long that it has not erased even one line of the criticism that was thrown at the previous Government, when any form of tax concession was granted and when assets were sold, not for equity or risk or potential failure but were sold for hard cash to enhance the living standards of Barbadians.  
3.25 p.m.

The entire investment debate in Barbados is characterized by Government's own schizophrenia. The Honourable Member for St. Peter, every time he gets up to speak on the west coast and within the privileged investments or the investments of the privileged, his statement is that Barbadians are resentful of foreign investments. He is annoyed that we are resentful of foreign investments because his philosophy is that everybody wants to go to heaven but nobody wants to die. He recognises obviously that quite a few people will have to die for a few and it has only been two so far to get to heaven because only two entities are enjoying the heavenly sweets of the

concessions, waivers and benefits which are within his power alone to bestow even though the Honourable Member for the City today took on that responsibility as acting Prime Minister.

Whenever you criticise any kind of development or you talk about rising land value – and we are watching it carefully, Mr. Speaker, Sir, what is happening in Barbados – then you get accused of being schizophrenic, paranoid and hypocritical by other Members on that Side including the Honourable Member for the City to quote her words, not mine. This has been what the debate about foreign investment coming from the other Side has been about.

Hon. Miss B. A. MILLER: Mr. Speaker, on a point of order. I do not recall using the word schizophrenic or paranoid.

*Asides.*

Mr. D. J. H. THOMPSON: It is not my job to help the Honourable Member with her memory...

*Asides.*

Mr. D. J. H. THOMPSON: I said that the debate about foreign investments has been characterised by that and may I remind her that those were words that she used in a speech at Grand Barbados to characterise Barbadians who had criticized persons who were buying up land on the west coast.

*Asides.*

Mr. D. J. H. THOMPSON: I was just explaining, Mr. Speaker, Sir, that that is part of the schizophrenia of the Government itself which is accusing everybody else of being schizophrenic in relation to this issue.

Mr. Speaker, Sir, we have a development model in Barbados right now that is going to call for high levels of foreign direct investments. The Honourable Members on that Side of the House are not willing to tell the public that. They are not going to let the public know that the productive sectors in Barbados are so under-performing and the foreign exchange traded sectors of the Barbados economy are so under-performing that if this country does not attract high levels of foreign direct investments which in itself if not carefully monitored and if the flows are not carefully understood would have a deleterious effect on the Barbados economy, on which we are so dependent that you are going to see over time under this Government, more and more of these kinds of approaches in relation to foreign investment

because this development could not have taken place, according to the developers, without a foreign partner.

They made it quite clear, they were not looking for local partners because they already had the Government and once you have the Government, you have the best local partner in anything because when it collapses the taxpayers absorbs the cost as they did with the sugar industry and CMFC and I could list all the other projects which over time in the history of Barbados have been absorbed by the taxpayers of this country. So they had the Government but they still needed a foreign enterprise to put up additional capital for this project to see the light of day and even though we are all proud that we can attract foreign direct investment into our country, the point is that we have reached the stage in Barbados that because of the way our economy is structured and is becoming more and more rigid that we are going to have to depend more and more on this unless we revisit our development model.

It is a pity that nobody in this House not even those persons on the other Side who understand what effect this is having is addressing the strait-jacket into which Barbados is having to function because it is going to come into direct clash and conflict with the aspirations of the average, educated young Barbadian. I am warning that from now and we are seeing as I said more of it every day.

We have never had a piece of significant legislation like this prior to the Port St. Charles Development to facilitate some of the other projects that are being undertaken in Barbados and there must be a reason for that and I will need to examine it.

But let me go on to the issue of the performance of the productive sectors, and it was not I who said so, in fact, all you need to do is reflect on what the Honourable Member for the City said because she had basically sounded the death knell for the international business and financial services sector.

Hon. Miss B. A. MILLER: On a point of order. Mr. Speaker, that is as far from the truth as it is possible to be. Prime Minister Arthur, the Attorney General and myself have, over the past year and will continue as long as it takes, to be out there in the international arena fighting to make a case to protect our financial services sector. I am not sounding any death knell. What I want Barbadians to face up to are the realities, that it is not easy and the Opposition should be putting its shoulder to the wheel to help us and should not be making pejorative statements like that. That is as far from the truth as it is possible to get. There is no death knell. It is because we are so competitive and doing so well that we are in this difficulty.

*Asides.*

Mr. D. J. H. THOMPSON: Mr. Speaker, I am not even going to go down that road because the Honourable Member does not read financial statistics that is why she kept so far from the Bill because the Bill had a lot of heavy financial jargon in it like set-offs on capital and so on which would have confused her. The Honourable Member for the City would have kept very far from that and for a good reason and I support her keeping far from that...

Hon. Miss B. A. MILLER: On a point of order. Mr. Speaker, I presided over the Committee that produced the Bill.

Mr. D. J. H. THOMPSON: Mr. Speaker, Sir, we are now dealing with reality as well. There is nothing that the Honourable Member for the City said in here today... When she got into LOMÉ, she went to Cotonou, she went to Africa, she went to Europe, she talked about bananas and sugar, and all the Honourable Member for the City did essentially as is the case with almost every other foreign investor and business person in this country, is to paint an exceedingly gloomy picture, not a positive one, of countries battling against trends that even collectively it appears they do not have the ability or the will to stop.

Because the Honourable Member for the City speaks on something and tries to resist it, it does not add up to anything much at the end of the day because these institutions, despite all the money that is spent sending the Honourable Member for the City to every single conference that occurs on this globe, despite the teams that she carries with her, – almost, I should add in the word ‘almost’, she tries to attend every one but I should say almost every conference that takes place around the globe – these things are still happening. Despite the fact that the Honourable Member for the City was not at a meeting, they signed on to something and then took a decision which would have had the effect, according to the Honourable Member for the City, of negating the very signing of the agreement.  
3.35 p.m.

At the end of the day the sugar sector in Barbados, despite what the Honourable Member for St. Philip South is telling us, is in further decline. I can tell you, Mr. Speaker, Sir, why I am fortified in that view. The Honourable Member for St. Peter answered some questions in here last week. It is the first time he has answered any since 1994, but I was very grateful for small mercies. In answering those questions, he pointed out that the owners of sugar estates in Barbados who did not have any money in 1994 to buy back their sugar plantations have been able to raise the money in the past two or so years to purchase back a number of sugar plantations in Barbados.

Now the majority of them are not interested in producing sugar. I challenge anybody to contradict that statement. The majority of them are not interested in producing sugar. They are repurchasing those estates because they anticipate, as does the Minister of Agriculture, that there will be no sugar industry shortly in Barbados and that when there is no sugar industry those lands will have to find alternative uses. Any use alternative to sugar is obviously going to be more profitable. In fact, even bush will be more profitable.

*Aside.*

Mr. D. J. H. THOMPSON: Any kind. I mean bush, Bajan bush, bush in your yard. When we say that the land needs debushing, that kind of bush would be more profitable than sugar. It is a fact. Let us understand it. I know that the Honourable Member for Christ Church South in another capacity when I was Minister of Finance always used to tell me do not worry your head. This land is going to appreciate in value. That has to happen in Barbados and I stake my reputation on it. That view is now permeating those who own it. They are going to find the money. They are going to buy it back and they are going to look forward to that land being developed in golf courses, luxury houses and all kinds of other usages. You can consider at that level we are moving away from a successful sugar industry in Barbados. In fact, agriculture as a whole is therefore going to be under threat because we all understand in here that for any other form of agriculture to take place it has basically to revolve around the sugar industry. We understand that.

Sir, it is a pity, but this is the stark reality. When the Honourable Member for the City is talking about what is going to happen to sugar, before that happens something is going to happen in Barbados to sugar at the rate we are going. We do not have to wait on what happens to sugar internationally because I can see it already occurring.

When we look at the manufacturing sector, they have come up with a programme of incentives and benefits which they want to see introduced but which, based on Government's own agenda, are not going to be introduced. They say that if these things are not in the next year or so the manufacturing sector will not turn around in Barbados and Sir Neville Nicholls' prediction that we will not have a manufacturing sector will come true. So that is two sectors of the Barbados economy which can earn foreign exchange, employ Barbadians and ensure that our economic base is reasonably diversified.

Sir, we need to look at the international business and financial services. I return to that again because at the end of the day, Mr. Speaker, Sir, even the officials in the Ministry

of International Business are recommending to financial service providers that they diversify out of financial services and that they seek to invest and provide services in other areas as well. In other words, one lawyer told me that, when he left a meeting which the Director of International Business and the Minister addressed the other day, he felt that they were recommending that he should go and raise cows or undertake manufacturing because they basically sent a clear message that the entire sector was under severe and serious threat.

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, these matters are too important to be trifled with. The Honourable Member deliberately uttered the words "diversify out of". What he ought to have said, and he knows that he ought to have said, was "diversify around". You are talking about sending a negative message to the sector.

Mr. D. J. H. THOMPSON: Well, you have not sent a positive one. So I am looking at reality which is what the Honourable Member asked us to do. Mr. Speaker, Sir, we are looking at reality. If you read this Economic Report which has been laid in here, you will see that the trading sectors are not making the kind of contribution that they should be making to economic growth in Barbados and the prospects for them to make that contribution are dim. That is what we are saying. That is why I am saying that it is therefore so important for this Government to attract this level of foreign direct investment. Without this, Mr. Speaker, Sir, and without foreign borrowing which the Government has undertaken at record levels in the past two fiscal years in this country the Barbados economy would be in trouble.

This Government borrowed \$300 million on the capital markets within one year. I am talking about capital market borrowing which is essentially the balance of payments support. In fact, for the first time in the history of Barbados the Minister of Finance said that it is the balance of payments support because he is going to segregate it into an account. If there are problems, he will use that money to finance the adjustment period into full trade liberalisation and to soften the impact of the open market in our economy. You had that level of foreign borrowing.

The second thing that this Government desperately needs is major inflows of foreign exchange by way of foreign direct investment. So that the Honourable Member for the City would therefore understand that this Government very badly needs to have legislation like this. This Government is going to very badly have to accommodate more and more every single foreign investor who comes to Barbados and wants to invest in real estate. That is where a significant portion of the foreign exchange that is going to be necessary to sustain this economy is going to come from.

I am saying that a particular development model at some point is going to come into direct conflict and clash with the aspirations of Barbadians who also want to make investments and also want to find space of their own in this economy but who are not able to do so because these kinds of benefits do not apply to them.

At the end of the day, I truly wonder whether the Government of Barbados would have brought legislation like this today if BS&T had not been able to find a foreign partner to undertake this development. BS&T said it could not undertake it without a foreign partner. The big question is whether the Government of Barbados would have been willing to offer all of these concessions if there was not a significant amount of foreign direct investment that is anticipated in this project.

Sir, essentially what you do is that you consign indigenous investment in the Barbados economy and indigenous talent and creativity to the back burner and you are forced to pursue a policy in which you attract significant sums of foreign investment. That is the state that Barbados is in today. I say that, Mr. Speaker, at the end of the day if we are not careful this particular development model pursued in an aggressive and rapacious way will have a very negative impact on the culture and the aspirations of Barbadians. Let us not doubt it, Errol Barrow said foreign direct investment is important and we went out and sought foreign direct investment in the Barbados economy but that was against a background of a sugar industry which was still king, of investment in the tourism sector which was by and large in the hands of Barbadians such as small hotels on the south coast and properties on the west coast some of which were owned by Barbadians.

3.45 p.m.

There was a vibrant distributive sector that was not under threat from the Price Smarts and the other discounters and I am not even getting into that debate because we need to compare the pro Price Smart position to the criticisms in 1994 about KMart but we will get to that in due course. It shows how quickly people can change their mouths or speak out of both sides of their mouth at the same time or demonstrate such level of hypocrisy, Mr. Speaker, Sir.

Mr. Speaker, we are not dealing with that, we are dealing with the fact that at the time when that level of foreign investment was coming in the 60s and 70s and even in the 80s it was against a background of that diversification.

The Honourable Member today spoke about the movement towards the international business and financial services sector because the then Minister of Finance obviously recognised that it was not enough to go out there

and try to attract people who would come to Barbados and build \$50 million houses to spend two weeks here but that we needed to create the kind of enterprises and industries in Barbados which would provide good jobs and would attract the creativity and the ingenuity of our young people, not just in building houses for people. We need to understand that the more mendicant we become, the more we attract those investors, who by the movement of money overnight could almost destroy this economy and the more fragile the Barbadian psyche is going to become.

There are two features of globalisation that differ from the period of mercantilism and all of the other periods of expansion of ideas which make them distinct from those periods and those two features are the ability to move capital and the information technology revolution. A country like Barbados gets itself into a very dependent position when three, four or five major investors .....

*Asides.*

Mr. D. J. H. THOMPSON: Let me give you an example of what could happen. The Honourable Member for the City needs to understand this. A man could come in here tomorrow and offer to purchase Barbados Shipping and Trading or do a take-over bid and all of this talk about economic democracy and all of those hundred of people who own shares in Barbados Shipping and Trading that we think have control over it, what power would a Ministry of Finance have to stop that kind of development taking place in our economy? The person would now own the Pierhead.

*Asides.*

Mr. D. J. H. THOMPSON: That is not so? If the person came and bought the company that owns the Pierhead and Government is a minority shareholder and it is a take-over bid, what happens? You better go and read the Companies Act. Understand that we have to be very careful in the kind of world in which we live because these things can happen overnight.

I urge the Honourable Member for St. George North to understand that the world has changed. We have the Companies Act in Barbados that even when you are a minority shareholder as long as the price that is offered is the fair market value, there are circumstances in which you are required to sell your shares in a take-over bid.

*Asides.*

Mr. D. J. H. THOMPSON: It is a fact so do not tell me that Government does not have to because Government is a shareholder like anybody else and the Companies Act

will apply. This is not a statutory corporation. Understand how the world is changing. Understand that the company that owns Port St. Charles could be taken over tomorrow. Understand that while we are dealing in this day and age with investors that we know and because of the way capital is being moved around the world that we may not know who they are tomorrow.

If the Honourable Member for Christ Church South can get the Government to guarantee the money to replace the Hilton Hotel without making us beholden to some major investment from overseas over which, we do not have any influence at all, I would urge him to pursue that too even though I have some Parliamentary Questions about that development which I hope to be asking shortly.

We are, as I said, living in an era where we are going to be forced to liberalise even further in relation to foreign exchange and the platform for those kinds of activities is not going to be New York or London because once you enter Protocol 2 as soon as a fellow gets his toe through the door in Jamaica, he is in Barbados. When a fellow gets his foot in the door in Trinidad, he has access to Barbados.

*Asides.*

Mr. D. J. H. THOMPSON: Yes, that is part of it but I have always believed, as I am sure you will, that once you have improved the value of an enterprise, you should sell it and move on because the talent is here and if you have to use it again, as long as God gives you strength and health you should move on and do that.

*Asides.*

Mr. D. J. H. THOMPSON: Especially with lawyers in politics. I am sure the Honourable Member for Christ Church South must have marvelled at the significant amounts that he invested in practices only to have to say goodbye to them as the vicissitudes of politics shifted him from one position to another.

*Asides.*

Mr. D. J. H. THOMPSON: That does not matter. Do not worry about me. Worry about the taxpayers' money that you are putting into this enterprise and understand the reality. I am only asking you to bear this factor in mind.

Mr. Speaker, look at Sandy Lane. This is a company that owns, as the Honourable Member for St. Lucy said,

from Highway One right up to Highway 2A. I do not know that there are any Barbadian investors in that company. The point is that, these major investments that are taking place in Barbados are changing the character of our country. Even though sometimes we are saying that we are facilitating Barbadian investment, there are not guarantees.

When Barbados Shipping and Trading brought Heywoods, I thought I was facilitating genuine Barbadian investment, and I was. A few years later we heard that they were going to sell it to a non-national of this country. It is true that the non-national had invested before and had a good track record but the basis on which Government went into that enterprise with them had changed dramatically in a short space of time.

I felt betrayed and the workers felt betrayed. In fact, the entire country felt betrayed because obviously the Opposition had succeeded in making people believe that we gave away the hotel and now that you have given it away it is going to get into the hands of foreigners when, in fact, Barbados Shipping and Trading had put a good \$22 million in new investment down there and undertaken some major work. All of those minority shareholders would have been bought out with no say at all.

Mr. Speaker, this is the point that I am making that we need to understand where the world is going and not to assume that it is a twenty-year project and that Government is putting something. The ownership of it, as I speak to you on the October 17, 2000, may very well not be the ownership structure in two years' time.

The reality is, as I have said, that once these large investments take place – \$120 million – and a fellow brings in \$100 million of that as foreign direct investments he will want to move some out at some point. Alternatively, he may undertake other investments in Barbados and ends up becoming a major player in our economy.

It is that potential threat that should open Government's eyes to the need to try to sustain other important areas of economic activity in Barbados including, where feasible, the agricultural sector, including the manufacturing sector and initiatives in that regard and including the international business and financial services sector.

The point is that no plan has been laid out. Maybe, you have to wait until next Monday or Tuesday for that but no plan has been made out for those sectors but what comes to this House essentially are pieces of legislation to facilitate these major kinds of investments.

The Government then says that what this is all about is building capacity for Barbados. I have to laugh at that. First of all, it is not for Barbados because the people who are building capacity are not Barbadians and although they cannot take the investment out, that investment can change hands without us having any control over it overnight.

Secondly, much of the capacity that is being built is replacing existing businesses that are currently employing people and creating opportunities in Barbados with reasonably certain returns. We need to understand that.  
3.55 p.m.

So, you have a situation on the west coast of Barbados – the Honourable Member for St. Michael North East must know about this – where guys are buying houses, knocking them down, buying six and seven luxurious properties in Sandy Lane, some were being rented out all year round, employing maids, gardeners and others, they are knocking them down and replacing them in one structure.

*Asides.*

Mr. D. J. H. THOMPSON: Do you believe that the people from the city who drive through those areas and see that kind of thing happening are going to save and invest and are going to walk hand in hand with you when you ask them to make a sacrifice, when they can see people spending that kind of money on the west coast? You better have another thought because I see it coming into a direct clash with your culture. The development model that we are pursuing quite often makes people believe that they are being called to make a sacrifice at the bottom that it is disproportionate to those at the top. When you are down at Port St. Charles among the privileged, telling policemen who are some of the worst paid people in this country to make a sacrifice, the police get offended because they know what goes on in there. They know what luxury we are talking about and they know what sacrifice they have to make. You will never get them to cooperate with you unless you can carefully, and treading very softly, explain the development model, rationalise it or plead with all of the best brains in this country, economic and otherwise, to start to work towards changing.

I say that we are becoming, despite all the talk about sovereignty and all of this, more and more dependent on a small group of individuals who are making major investment and other decisions in our economy.

As I say, it would be quite possible for a group, sitting in a hotel room in New York, to so restructure their financial arrangement without reference to the Minister of Finance in Barbados, the Attorney General or any lawyer after the year 2002, we would not even know who owns what or what kind

of commitment they have to the future development of Barbados. Let us therefore be extremely careful about the direction that we are taking.

That is why, Mr. Speaker, Sir, I hope that these investments are not shrouded in secrecy. I do not mean secrecy under the Off-Shore Banking Act. I am not talking about that kind of secrecy. I am talking about lack of openness and explanation to the public. Even public companies in Barbados often do not adequately inform their own individual shareholders about investments that they are undertaking.

The Government would be the worst person to ask for openness. We have some companies incorporated under the Companies Act making major investments in Barbados. I am begging you all to get the Honourable Member from Christ Church South to tell us about Needhams Point because I am a Member of this House and I am not paying \$37 to go anywhere to hear the Honourable Member telling me about an investment which the tax payers of Barbados may at some point in the future have either by way of guarantee, equity or some kind of involvement.

I am begging the Members on that Side to stop pussy-footing, Mr. Speaker, Sir, with the legislation that requires companies incorporated under the Companies Act of Barbados, in which Government has a shareholding, to bring before this House their financial statements and their business plans, particularly where I say that the potential rises for taxpayers money to be involved in those investments.

There are two reasons for this. The first is because Parliament is losing control of the way in which Government spends money. Let me give you an example. The Honourable Member for St. Peter said that he does not need to bring a Budget this year. A piece of legislation, not in a televised debate, comes before Parliament that grants concessions by way of almost every single tax taxable in this country on an investor.

*Asides.*

Mr. D. J. H. THOMPSON: Fifteen years ago, the Honourable Member for Christ Church South, as the Minister of Finance, would never have risked doing it this way. No Minister of Finance in those days would have done that. They would have brought it in a Budget, there would have been an open debate on public television in which they would have had to defend the allocations, waivers, revenue, expenditure, *et cetera*. There will be no changes in the tax structure in Barbados. There will be no Budget this year because there is no need to change the tax structure.

A week before an economic statement is being given, I cannot anticipate the statement, you can have a major piece of legislation which grants concessions on an investment which the Honourable Member for the City had indicated would rival the largest single private sector ever undertaken in the history of Barbados. We are losing control in my view.

I go on to say, Mr. Speaker, Sir, that the private companies that are undertaking capital investments in Barbados, the government-owned companies, have within their purview investments which far surpass the capital Budget of Government. When you put together and look at the investments, all of those private companies that they are undertaking, the Government guaranteed \$90 million for the Gems project alone. I do not know the level of their investment because nobody will tell us. I do not know if it is \$120 million, \$150 million or \$200 million. Then you come down to the tourism companies, the golf course companies, all of those other companies, and Parliament has no say, whatsoever, in how that money is being allocated. But there is another way in which it affects Government, because a Government that is not willing to be accountable and that is not responding to Parliament, cannot ask the private sector to be transparent and accountable.

4.05 p.m.

You can ask the private sector how they elect the head of the Private Sector Agency, you would not get an answer. I do not mean the director, I mean the chairman, or whatever you call him of the Private Sector Agency. You can ask them what form of democracy they use to elect him, whether the mini-bus men voted, whether the vendors voted, you can ask them whether the real estate agents voted, or whether it is only the top players of the private sector that got together and chose him...

*Asides.*

Mr. D. J. H. THOMPSON: At least they voted for me, I was an option, the Honourable Member of the City was not an option, she had to settle for something less than being an option...

*Asides.*

Mr. D. J. H. THOMPSON: Anyway, we are not going into that, I do not know how the chairman of the private sector, who is entitled to sit and negotiate at the top level is elected.

You know how the workers' union General Secretary is elected, you know how the Prime Minister gets to be where he is...

*Asides.*

Mr. D. J. H. THOMPSON: I agree with you, I have always agreed with that because I want to know how it is done in Barbados, and apparently there is some kind of consent, consent among who? If we were ever to try that, at our level, in the labour movement, you would start to hear about governance, accountability, transparency. The IDB would be lending money to rectify that and to improve your level of accountability and so on.

Now, I am saying that Government is not going to be able to question those practices in the private sector. It is not going to be able to say anything about lack of democracy, transparency and promotion. It is not going to say anything about the complexion of certain managerial positions in certain companies in this country, and defend the rights of Barbadians, because there was a time when leaders said that they want to see the complexion of the banks changed.

There was a time when leaders in this country were able to stand up and say that they want to see more equality, fairness, and democracy, and more opportunities for the average Barbadian to rise through the ranks.

But yet, in public companies, in which Barbadians own shares, many of them are still being run like family businesses and closed shops without the level of democracy and accountability and transparency, and Government must not get into bed with companies which have those kinds of practices.

Any Government that believes that there should be democracy and transparency and fairness, must tell those companies, and be able to state credibly that you need to improve your track record first. Improve it, let us set some standards and then we will discuss investment with you and partnership with you.

I am not agreeing to partnership with the private sector *carte-blanche*, I want to make that position known up front. Money is not all and anytime that the Government brings legislation here or on the face an investment with a privately-owned company in this country, or a public-limited company in Barbados, and we do not feel that the promotion practices, the level of democracy and participation, and openness and accountability are at a level that would give us confidence, then we are going to say "No".

Now, Mr. Speaker, Sir, despite criticisms of Barbados Shipping and Trading down through the years, and all that I have said, this investment by Barbados Shipping and Trading

has to be commended for this reason: that having shifted the focus of the company in 1993 away from their traditional activities into actually investing in assets, they had to work. They started from scratch, capitalised it, redeveloped it, and sold it, which is something that the Barbadian private sector is not always good at. They like to go and buy somebody's old property, refurbish it, and rent it out.

But they actually had to take Heywoods and make it into something, and they are going to have to take the Pierhead and make it into something, and therefore Mr. Speaker, Sir ...

*Asides.*

Mr. D. J. H. THOMPSON: I had to work it, I did not rent it out...

*Asides.*

Mr. D. J. H. THOMPSON: I did not put any models and make them (what do you call them?) "Philistine" statues at the front...

*Asides.*

Mr. D. J. H. THOMPSON: Anyway Mr. Speaker, I am not going to let the Honourable Member throw me off, I call her today "The Girl from Ipanema, Brazil", that's how I would characterize her.

In the U.K. they write Parliamentary sketches after every sitting of Parliament and if I were the sketch-writer today, I would have described her as "The Girl from Ipanema". I do not mean that in any derogatory way. The first line of it is what again? "Young and Lovely". When you go to Karaoke, as the Honourable Member for St. Michael North West does, when they put on "The Girl from Ipanema" you see a girl walking down a lovely beach in Brazil, so it is a compliment to the Honourable Member today, with which I hope you agree.

Now, Mr. Speaker, Sir, these kinds of exercises must not be shrouded in secrecy. So we brought the Act here, and all I am saying is that the Honourable Member for the City, who brought the Bill here, ranged far and wide, because she is talking about her dreams.

Nothing is wrong with that, but in terms of the specifics of this investment, you need to be able to say to the country, in my view, in this Parliament, that you are satisfied that the partner that you are going into business with, the previous Government went into business with them, so there is

nothing wrong with that, you need to assure the country that you believe that this business partner has the integrity, the level of accountability, and transparency, and the foresight, that the Government can work with it. Those assurances need to be given to the country, because, and I issue that as a warning shot across the bow, that is not so with every partner the Government has gone into bed with.

Look at the Gems Project; every other month they are firing their joint partner and trying to get somebody else in to run.

Well, they are not trying anymore, because I understand that the head honcho is trying to get himself into that position, over the Honourable Member for Christ Church South's dead body. He is still trying, though. He is waiting for that to happen.

But anyway, we need to know, that whilst we cannot influence the overseas partners, we have to depend on others. We know what these companies on the go in Barbados are doing. We know what kind of corporate employer BS&T is, and all of those other publicly-listed companies, and if we think that there are companies which are not publicly-listed, but that Government has to go into this arrangement with them, this House must be given the assurance that the outlook of that company and its approach to business are things that Government is satisfied with, so that we can scrutinise it more carefully, in this Parliament before giving the approval.

I think that companies like BS&T going into enterprises like this with the Government need to be even more careful in informing their own shareholders about the nature of the investment and the project. It is not just for us, the Honourable Member for the City has a duty and an obligation to get down to the next shareholders' meeting of BS&T along with the other principal persons and explain to them this kind of investment that is taking place.

Now, Mr. Speaker, Sir, as I said, the Honourable Member for the City ranged far and wide and I forgot, in my earlier point, to mention that, despite all she said about the global development, at the end of the day I still have some doubts in my mind about the way in which countries, like Barbados and **BARBADOS**... Despite the fact the Prime Minister is head of all kinds of international committees, and so on, we still have to be concerned, because Sir Allister McIntyre gave the entire Caribbean region, he did not exclude Barbados, the entire Caribbean region a failing grade when it came to preparation for globalisation, and he is the Technical Advisor to the RNM.

4.15 p.m.

The reality is...

*Aside.*

Mr. D. J. H. THOMPSON: Maybe, but perhaps we all contributed to it but the point is that is an assessment with which I agree and despite all the talk we hear about these countries making preparations and globalisation is here with us now and we are re-engineering and restructuring and retooling and so on, very little of that is really taking place.

You will be surprised to know the level of ignorance even at the highest levels, in formal conversation with Prime Ministers in the region, who are responsible themselves in their own countries for advancing the single market and they do not know what stage the arrangements are in their own countries, I am not talking about at the regional level, in their own countries.

You and I had the fortune of going to a funeral this week and in casual conversation, you will be surprised to know that despite all the talk about what is happening with CARICOM heads, and they are pushing this agenda, there is still not even an awareness in some countries, at the top levels of Government, about progress that is being made in relation to the development of the single market.

*Asides.*

Mr. D. J. H. THOMPSON: Simple questions about what are we to do next? What is happening so far? How far has that gone? And it tells you that nobody is leading the changes that are necessary to bring CARICOM countries in line with the arrangements in CARICOM in those territories. We are only dealing with CARICOM now because the Honourable Member even went further than that but I am dealing with CARICOM alone. I keep warning and warning again that what we are doing in CARICOM is going to be superseded by our international obligations under WTO. It is going to end up that either there will be a mad rush at the very end to introduce reforms which are going to be very wrenching for the entire region or alternatively we will be treated, not as a region, not as an economic grouping but as individual territories in relation to our obligations to the WTO. Sir, that will be even more deadly than what the Honourable Member for the City just spoke about in relation to opening some of the other markets of the region to duty free access and other such changes.

Mr. Speaker, Sir, I do see some relevance to what is happening in terms of international trade, globalisation, trade liberalisation and the investment that is taking place at the Pierhead. That is why I thought to point out that the way in which money moves around the globe untethered and the change that can take place almost overnight in relation to investment, is something that we have to be extremely careful about.

With those words, Mr. Speaker, Sir, since I am not going to Belleville, Passage Road, Moon Town, Swampy Town, Crab Town, Speightstown and so on, I am going to stick to Pierhead, I, once again compliment the principal investor in this project for being able to get Government so quickly and so comprehensively to bring this legislation here and to offer all of these concessions. I only hope that when pleas are made for other sectors of the Barbados economy to enjoy benefits and concessions similar to those which are offered in this legislation, we will not hear that the Government of Barbados is not able to offer those concessions.

Sir, I say that because in 1995 the Government introduced a levy on the duty free sector at the same time that it introduced increased fees on the operators of public service vehicles and the people in the duty free sector were able to get that levy stopped. The operators of the public sector vehicles were not so I compliment them now too for being able to get the Minister of Finance to reverse himself, in relation to the introduction of that levy on the duty free sector.

I compliment BS&T for getting the Minister of Finance to reverse himself and offer waivers and concessions, reduction of VAT, environmental levy, income tax, corporation tax, land tax, property transfer tax and all of the other concessions which take up five pages of this eight-page legislation. I am glad that they were able to do that and I only hope that at some point, the average civil servant, policeman, teacher, nurse, middle-class Barbadian who is suffering the pressure of inelastic incomes and rising expenditure...

*Aside.*

Mr. D. J. H. THOMPSON: You agree with it? Very good. I did 101 but not like George W. Bush because they said he did Economics 101 and in a recent speech he delivered, he said that more and more of our imports are coming from overseas.

*Asides.*

Mr. D. J. H. THOMPSON: I read that in *The Economist* this morning but I did not do that Economics 101.

*Asides.*

Mr. D. J. H. THOMPSON: It is a lot of pressure but much of the pressure which is placed on small businesses and that category of Barbadians also needs to be addressed.

The impact of the VAT, income tax, corporation tax, property transfer tax which was increased in the last budget, land tax which was increased in the last budget needs to be reduced and the benefits need to be passed on to the average Barbadian in much the same way, as Barbados Shipping and Trading has been able to do so by virtue of this piece of legislation today.

I thank you, Mr. Speaker.

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

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I rise to give my support to this Bill which is currently before this Honourable Chamber and to say that I truly expect that the framework laid out in the context of this piece of legislation will provide for the comprehensive development of the capital city of this country, along lines that will allow persons at all income levels and from all income groups to be able to benefit generously from the infrastructure which will be put down.

One of the significant features of this development of the Pierhead is that it incorporates a significant development of our heritage assets which recognises that these assets, if left untouched:

1. Would not be able to generate proper economic returns by their usage; and
2. Would not be there to bolster the natural patrimony in respect to what has been passed down to us, generation after generation?

In particular, the focus as it relates to the heritage assets would be on the naval and maritime heritage of this country, recognising that the screw dock currently in the possession of the Barbados Shipping and Trading Company is one of the last working screw docks in the entire world. It is of significance that this would also have been the case when the last speaker, the Leader of the Opposition was also Minister of Finance about 10 years ago. The discussions for the development of that screw dock have been continuing with successive Governments for in excess of 10 years now, in respect of how best this could be utilised within the heritage assets of this country.

4.25 p.m.

I am therefore, very happy to see that within the foreseeable future we shall have established a major naval and maritime museum that would see the inclusion of the screw dock as a major heritage asset and one that is likely to draw thousands of visitors, as well as to better educate thousands of Barbadian school children as to what a screw dock was used for, how it was used in the history of this

country and to what extent we have developed from the use of the screw dock in the context of the management of our maritime affairs.

Equally, I am happy that we have a naval museum period. It is of note that the committee which was chaired by the former Clerk of this Parliament, Mr. George Brancker, which was established to review the mechanisms for the arrangements for the National Heroes of Barbados, recommended that the statue of Admiral Nelson which is now located in National Heroes Square that one of the possible locations and perhaps the preferred location for the placing of the Nelson Statue would be in the perimeters of a naval museum which they anticipated would be developed. Sir, I make those comments in relation to the heritage aspects of the project.

I also make the point very quickly that the redevelopment of the Empire Theatre which my Ministry is currently working on, should be consistent with all the development that is taking place within the context of the Pierhead. We hope that the restoration and refurbishment of that theatre will add to the entertainment options available to Barbadians and to visitors within that part of Bridgetown and help to achieve the objective of keeping that part of Bridgetown alive at night because a capital city that does not encourage night life very often does not generate sufficient economic activity to ensure its continued viability and maintenance that are needed.

I can report to this Honourable Chamber that we have had the benefit of a first consultancy from the Cuban Government which had seen the report of what measures have to be put in place to stop further decay of that building which has been closed now for in excess of 15 years.

Some people may not be aware but we actually had a situation where the roof and the ceiling had collapsed inside part of it and we have had a very comprehensive report from the Cuban Architect detailing a list of measures that we have to take now to stem any further decay and to allow for the conservation of what is otherwise a reasonably strong structure.

We have requested through the Ministry of Foreign Affairs for the second consultancy to commence and that is the second architect who has a different level of expertise now who would come and do the designs for the actual rehabilitation of the project. We are looking forward to a soon answer on that with a view to ensuring that at this stage we can develop the plans that would be the basis for the financial projections as to how much would be required to fully rehabilitate that building but suffice to say, it will be consistent with all that is going on within the context of the Pierhead Redevelopment Bill.

I want, however, Mr. Speaker, to move very quickly to some broad issues that were raised in the context of the model and development Barbados is pursuing and which this Bill speaks to in respect of economic development for this country and some of which was adverted to by the last speaker, the Leader of the Opposition.

Sir, it is significant that we have convenient memories when we are in Opposition and when we are in Government. I want to just dismiss one or two things very quickly out of the way because the Leader of the Opposition made much ado about the fact that these set of measures are being discussed in the context of the Bill here today in the House of Assembly and that 15 years ago had the Honourable Member for Christ Church South brought these measures that he would have brought them in the context of a budgetary exercise and seeking to castigate the Honourable Member for St. Peter, the Rt. Honourable Prime Minister for not bringing these fiscal incentives in the context of a budgetary exercise. Mr. Speaker, Sir, that is for those who do not know better and that is for those who do not wish perhaps to exercise further analytical thought.

The reality has been that the fiscal incentives granted to major developers in this country have usually not been the subject of this much public scrutiny in the context that when the incentives were granted both to Port St. Charles as well as now to the Pierhead, this Government saw to it that we developed separate pieces of legislation so that they could be no doubt in the minds of any Barbadian or anyone else as to exactly what would be the incentives that are being granted to the investors, for what period of time they are being granted and to what they specifically applied.

I cannot say the same nor could anyone say the same for the fiscal incentives which were granted for Royal Westmoreland which to this day were neither the subject of a budgetary exercise when the Minister of Finance was the Leader of the Opposition, the Honourable Member for St. John, nor were they the subject of a separate piece of legislation before this Honourable House. To that extent...

Mr. D. J. H. THOMPSON: On a point of order, Mr. Speaker. The Honourable Member is misleading the House. The entire list of concessions granted to Royal Westmoreland was laid in Parliament. It was laid in response to a parliamentary question asked by the then Honourable Member for St. Peter. While it is true that it was not done by legislation, the full accountability...

*Asides.*

Mr. SPEAKER: Do you agreed with what she said?

Mr. D. J. H. THOMPSON: No, No, I am not agreeing, I am saying that the concessions were known to this House because they were laid by way of a parliamentary question and the concessions that were granted were public knowledge.

*Asides.*

Hon. Miss M. A. MOTTLEY: Mr. Speaker, Sir, there is an old Barbadian saying that the higher the monkey climbs the more you see, and I will stop at that point.

The reality is that there was no specific legislation brought to this Chamber setting out the terms and conditions under which fiscal incentives were being granted for Royal Westmoreland.

Mr. D. J. H. THOMPSON: On a point of order. None of the concessions granted to Royal Westmoreland required legislation. There are some concessions in this Bill that the Minister himself does not have power to grant and therefore can only be granted by way of legislation. In respect of Royal Westmoreland, all of the concessions were granted under the Duties, Taxes and Other Payments – I think it is called – legislation which gives the Minister of Finance power to waive taxes, duties and so on in respect of certain applications and that is why it did not require legislation.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I return to the point. There are tax concessions in the context of this legislation as they were in the context of the Port St. Charles legislation that need not have come to this Honourable Chamber either. But the Minister of Finance in his introduction of the Port St. Charles legislation as well as in his comments in relation to this legislation – even though he is not here today – has indicated that he does not wish to treat to mega investments in this country where he is giving substantial fiscal incentives without the passage of specific legislation setting out what this Government is prepared to give to those investments.  
4.35 p.m.

I return to the point that it is only when a Parliamentary Question was asked in respect of Royal Westmoreland, which, by the way, Mr. Speaker, so substantially departed from the set of incentives that had been given to previous investments, that any information was laid in this Honourable Chamber. It speaks to the question of transparency.

Mr. D. J. H. THOMPSON: Mr. Speaker, Sir, on a point of order. The only reason the question was not answered is because the negotiations with Royal Westmoreland had not been completed. As soon as they

were completed, the questions were answered and the list of concessions were made available. The public records are there and the Honourable Member is free to check them.

Hon. Miss M. A. MOTTLEY: I will go back to the point that the Honourable Member never volunteered them. Had they not been a subject of a Parliamentary Question, we would still have been waiting for them today. The fundamental point is this, that this Government is not waiting for you to ask a Parliamentary Question. This Government has come to the people of this country through its Parliament and said that they have a company that is willing to invest US\$120 million.

Let us be clear about this. There are infrastructural activities that would have to be executed in that part of Bridgetown that if not done as part of this project, Government would have to find its own financing to be able to spend the money to bring about those infrastructural improvements. Equally, the project has the potential to build capacity in the heritage tourism sector, in the commercial and residential sector and in respect of opportunities of persons involved in entertainment and vending throughout this country.

Mr. Speaker, you are a man who goes about this country and you know full well that persons involved in the area of the entertainment sector and the craft sector of this country are young people. The majority of the persons who will benefit from this project are young Barbadians but many of them do not have the capital base to develop the infrastructure that they need to ply their trade whether they are musicians or whether they are crafts people. Therefore, the capacity to be able to have someone invest in proper facilities that allow them to either distribute or offer their services for sale is an improvement on the range of facilities that is currently available in this country.

I am saying to you, that this Government is conscious of the fact that this project enhances the capacity of the tourism sector, the entertainment sector, the heritage sector, the normal commercial sector and on top of that that it helps to develop the infrastructure of that part of Bridgetown which the Government would otherwise have to spend millions of dollars to develop.

It does not stop at Carlisle Bay because the Deputy Prime Minister in her statement today made it clear that we are going right up into the inner and outer Careenage, that we are going right up River Road so that there are benefits for all Barbadians. Those investments to do all of that would otherwise have been a charge on Government's expenditure as part of its normal developmental work. I am saying that we have now removed from Government the necessity to spend that money independently and in structural

development. Government is also benefiting from the economic spin-offs that would come from the enhancement of that physical part of Bridgetown.

The issue as to the ownership structure of the entity has been one that has also been addressed in the context of this debate. This Government, Mr. Speaker, Sir, has taken a significant step in articulating very clearly that it is not prepared to sell the lands which it currently owns to make this development come about. Mr. Speaker, this project has been four years in planning at the very least. The reason it has been four years in planning is that Government has been meticulous about what it is prepared to put on the table and at what cost.

Mr. Speaker, Sir, Government has determined that unlike positions taken by previous Democratic Labour Party Governments that any Government property used in the context of this investment would not be disposed of by way of sale, would not be disposed of by way of lease but would constitute Government's equity so that to the extent that there is an overall return on the investment in the project that Government will benefit from that return being one of the major shareholders in the project.

Sir, it is significant because that has been a departure from how Government usually negotiates with the private sector entities in the development of properties and facilities across this country. The traditional approach of Government has been to sell the particular properties that are involved and make a capital gain and that is the end of this.

This Government has made a deliberate decision that these lands must continue to represent the stake of the people of Barbados in the project which is being developed at the Pierhead and to the extent that the Government remains a shareholder within the context of the company, that the people of this country will continue to benefit from any returns or profits that come there from.

Sir, I do not know how it can be seen in any other way but in a positive light because this is seeking to build capacity within a sector that is the primary foreign exchange earner of this country.

As I have said, Mr. Speaker, we have convenient memories. In 1993 and early 1994 when the Ministry of Finance was giving fiscal incentives to all kinds of properties on the west coast to rehabilitate their physical plant nothing was wrong then with increasing capacity for tourism but we have difficulty with it today simply because it does not emanate from the mouths of the Opposition. I am saying to you, Mr. Speaker, that we have to pass that level of politics in this country.

The reality is that this country has badly to develop Bridgetown. Bridgetown has become one of the worse looking cities in the whole Caribbean and we have a responsibility to ensure that not only do we develop for our own needs but that we build capacity within Bridgetown so that further economic activity can be generated.

Mr. D. J. H. THOMPSON: Mr. Speaker, Sir, on a point of order. The Honourable Member is misleading the House because nobody on this Side said that we had difficulty with this particular project. The Honourable Member obviously prepared a speech expecting that because we supported the project... We said we compliment the developers and we compliment the Minister. We never said we had any difficulty with the project so the Minister needs to rewrite her speech.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, perhaps the Honourable Member for St. John needs to listen a little better too because I have never indicated that they opposed the project. I indicated that they opposed Government's approach to this type of development and that is a totally different thing. Perhaps he wants me to go back and tell him what he said because the only note I have is what he said, that we have to start to rethink this type of development, that this development may have been appropriate in the 60s, 70s and 80s when we relied on sugar as king and when we still had a large number of indigenous ownership of our tourism plant, all of that he said. Then he went on to make the point about foreign direct investment.

Mr. Speaker, the reality is that in a small open economy such as ours there are only three ways to operate. You have to earn foreign exchange, you have people bringing in investment through foreign direct investment or you borrow. Those are the only three ways, Mr. Speaker, Sir. We are using a bit of all three in the execution of this project because, to a large extent, Government's ownership of property as well as Barbados Shipping and Trading's property represent an accumulation of savings generated over the years. There is foreign direct investment involved in respect of the company SeaTech and there is likely to be some level of borrowing to facilitate the execution of the overall project.

4.45 p.m.

The model of development which Government is using to execute this project, is one that is still applied to all small open economies such as ours. It is ironic, Sir, that that should be a source of difficulty for the Leader of the Opposition because it is the very same model that he tried to follow perhaps with one major exception. He also added to his feat the accomplishment of jobless growth which is not something to which this Government has ever subscribed.

One only needs to look at the unemployment figures to see that we have never had anything called jobless growth. That was part and parcel of his economic strategy between 1991 and 1994.

I am saying to you that part of jobless growth...

Mr. D. J. H. THOMPSON: Mr. Speaker, on a point of order. I have never subscribed to the theory of jobless growth. I think the Honourable Member for St. Michael North East would remember that and certainly could believe that the 5-4-3 plan was jobless growth. The Government then attacked it and precisely what we had said would happen, happened in the Barbados economy without them altering anything.

*Asides.*

Hon. Miss M. A. MOTTLEY: Mr. Speaker, Sir, the reality is that it was not only a part of the economic strategy, but was also a consequence on its economic actions that there was jobless growth. One only needs to look at the statistics in the Central Bank Report, Sir, to verify that.

The fundamental point is this, Sir. I believe that within the context of this mega investment there must be room created for small and medium sized entrepreneurs and that it is clear that Government, in exercising its role in the development of this project, has seen that the ambit of activity would stretch wide and far enough to include creative areas that are predominately executed by young and small self-employed groups of Barbadians.

However, I feel that there should be a liberal approach to how we seek to involve these persons and that there should not only be an approach to a landlord/tenant situation where the persons come in, rent a space and try to make a living to pay the rent, but there may need to be creative thinking in respect of joint venture approaches towards the development of some of the activities that would be required in the context of Pierhead Development programme.

They need to look at a joint venture approach to some of the craft vendors. They need to look at creating approaches for persons who are entertainers. They need to be able to allow opportunities for investment and not just for persons to benefit by way of renting or leasing property as part and parcel of the overall development of the project.

I also feel, Mr. Speaker, Sir, that we have an excellent opportunity to create in that part of Bridgetown, a catalyst that would see the further development of the rest of Bridgetown, a lot of which is not necessarily consolidated into the hands of one, two or three owners, and that this investment would stand as an incentive for other persons

throughout Bridgetown to want to improve their properties. Once you start generating large numbers of people in that part of Bridgetown again, it is not going to require much further coercion or encouragement to get them into another part of Bridgetown, be it Roebuck Street, Baxters Road or wherever. I look forward, therefore, to the role that this would play as a catalyst in terms of the further redevelopment of Bridgetown.

As I said, Sir, it is not a good thing to see, sometimes, the state in which Bridgetown is kept. It is filthy, they are persons who do not take care of the surroundings of their property as they should and they are persons who have not invested in the maintenance of their properties as they should. What happens when we start to develop this part of town is that people who would not put money in their properties to ensure that they are well kept, both in terms of the physical building and the surroundings, will stand out in contradistinction to development that sees people coming back into it.

I also believe, Sir, that it is high time that this country places the sea, the ocean, at the centre of its development in a number of ways. I am, therefore, very happy to see that a large part of this project will speak to the development of proper facilities for yachting and proper facilities, Sir, for persons to engage in water focussed activities.

We are an island but we have, however, developed a psyche that places us in opposition to how best to exploit the development of the marine resources around us. It is a sad thing that people are not able to swim in sufficient numbers. We have developed an attitude, Sir, where other people come in and exploit our marine resources over the years. We have said as a Government, Sir, that this early part of the twenty first century must be dedicated towards the exploitation of our economic resources in our marine environment – whether it relates to mineral, fishing, tourism, dining or, indeed, cultural heritage resources in terms of that vast underwater cultural heritage that we have. I hope, Sir, that the emphasis that is being placed on our marine and naval environment in the context of the Pierhead project will inspire many young Barbadians to realise that they can develop a living from the sea and that they would be able to exploit those opportunities in a way that broadens the range of activities that are available to them for forms of investment and employment.

Mr. SPEAKER: Honourable Member, you have two minutes left to wrap up.

Sir, you have told me that I only have two minutes left and I am not sure if that was from two minutes ago or from now.

*Asides.*

Hon. Miss M. A. MOTTLEY: I believe that the Government has tried to be transparent and up front in this project. It has also approached this project cognisant that it is only the trustee on the behalf of the people of this country and to that extent it was not prepared to dispose of its property by way of sale or lease but to ensure that there was an equitable participation by Government in the project, with Government's property representing the value of its shareholding in an overall project. That this is being done cognisant that a time may come when we would have to exercise greater than governmental influence, but an influence as a shareholder in the overall thrust and development of this project. Also recognising, Sir, that these lands constitute some of the most valuable lands that this country has to offer coming as they do on the border of a capital city, and people of this country must forever be the beneficiaries of the use of those lands whether owned exclusively by Government or in the context of a joint venture arrangement. In this case it is the Government and two other private sector investors.

It is better, Sir, that we should take this and develop it in the context of an overall investment and have 35 per cent of the benefit of that investment than to leave them derelict and get 100 per cent of nothing.

I believe, Sir, that these are the types of developmental models that Government must continue to pursue and that the manner in which the Government has gone about this, with meticulous planning, ensuring that all of the relative agencies that had an interest have spoken and ensuring that above all, that is what this Bill before this House of Assembly, sets out in very clear terms what is the likelihood of the relationship between the new entity that is to be created and the Government of this country in respect of incentives for taxes that are being foregone, is the manner in which the Government must proceed in all major public investments involving either waiver of taxes or a usage of Government's property on the behalf of the people of this country.

I want to applaud, in particular, the Deputy Prime Minister who has worked assiduously on the planning of this project in ensuring that Government's interest (1) has been protected (2) that they have never forgotten the relationship between the social concerns of the people of the City and of Barbados, generally, with the economic objectives of the project and (3) ensuring that we can one day, soon, speak proudly of the physical amenities and the physical capacity of Bridgetown to generate both an esthetic as well as an economic benefit for this country.

I thank you, Sir.  
4.55 p.m.

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

Mr. D. St. E. KELLMAN: I rise to the Bill. What I want to say here, Sir I want to congratulate BS&T for using their powers to get the Barbados Labour Party Government and the people of Barbados to agree to these concessions.

It is rather amazing, Sir, that some two weeks after that great athlete of Barbados was given a motor vehicle and a piece of land, the constituents of St. Lucy had a serious argument one night in the...

*Asides.*

Mr. D. St. E. KELLMAN: They had a very serious argument on whether the Government gave Obadele Thompson a car and a piece of land, and there were serious discussions going on for about 20 minutes. One side arguing the Government did not give anything, and the other side arguing the Government gave him a piece of land and a car.

Sir, I sat down, I did not say anything. The gentleman said to me "check and see Barbadian families who have not owned anything, so it is not clear what they are going to get even before they get to Parliament". But every person has his facts and opinions, Sir, and we come to Parliament today, and these concessions were given by the Government of Barbados.

Sir, when I talk about the piece of land, I must tell those people that the car and piece of land given to Mr Obadele Thompson were given by the Government of Barbados, and that they were quite right. It is clear to me that those two local companies know how to play the ball and they know how to end up with the...and the next 255,998 people of Barbados do not know how to. But those two companies in Barbados know how to do that, and then these two companies who can manouevre the situation to get what they want, they must be complimented.

I want to say something also about this particular project. I want to compliment the Leader of the Opposition for bringing this debate to a level where we can now truly deal with globalisation in this Parliament at a higher level, because what is lacking in this Parliament is that we are faced with our own threat called globalisation and nobody is prepared to deal with this situation when it is one that can impact on Barbados in such a way that sooner, rather than later, four major companies in this country or four major corporations will be owning the whole of Barbados as globalisation would have had a total effect on Barbados.

Sir, that is a very serious problem. I have said in this Parliament that you cannot ignore the investment of Sandy Lane and anybody who think that Sandy Lane is just a hotel built on the west coast, I would have to tell them that they

need to examine their heads, because where a corporation that can own Highway One to Highway Two and about to own Highway Three you need to stop and think about what is going on.

Now, when you look and recognise that BS&T finds itself doing the same thing Sir, they are owning large properties throughout Barbados, and now they are owning the whole of Bridgetown.

This is a serious matter. I do not have a problem with BS&T owning the whole of Barbados, when BS&T was recognised as a normal company, my problem, Mr. Speaker, is that they are now in bed with a foreign company, and what worries me, as you watch international news, you may recognise that the local interest of BS&T can easily disappear, and there can be a serious takeover by another foreign company like what happened at Sandy Lane.

So, Mr. Speaker, we are dealing with globalisation, and we must recognise Sir, on one hand now we have something called 'Price Smart' which is being funded by the World Bank...

*Asides.*

Mr. D. St. E. KELLMAN: I am saying Mr. Speaker, that 'Price Smart' is coming to Barbados, and they are about to take over a major part of the non-trading sector in this country...

*Aside.*

Mr. D. St. E. KELLMAN: Sir, do not be fooled. Now we have 'SeaTech' coming, and they are going to be involved, along with Sandy Lane, in a major part of our non-trading sector and also the productive sector.

Can you tell me Sir, honestly, that you do not think that we are under threat, and that if the G7 countries are locating their territories elsewhere that they would not come into Barbados. Then you have to wonder when they come into Barbados and spend \$50 million to acquire property in Barbados, that we are not under threat, then something is wrong with our thinking.

I did not have a problem previously, Sir, when people were buying a house spot. But now they are not buying a house spot, these people are coming into Barbados and they are really buying partnerships, Sir. So, it appears to me that in a short period of time...

*Asides.*

Mr. D. St. E. KELLMAN: So, Mr. Speaker, Sir, it appears that when you believe that this investment is the largest investment that you are going to get, that there is a gambling game where people are back-raising one another, and sooner, rather than later, all the talk about us going to a Republic state, the owners of Barbados will be right back to the monarchial system ...

*Asides.*

Mr. D. St. E. KELLMAN: We have to stop and think. What we also have to worry about is the pace at which it is happening Sir, because on one hand, we have Parliament going through legislation, on the other hand we have the fellows out there buying up all the property and saying 'you could talk what you like in Parliament, but we are in control.'

But there is also a frightening aspect Mr. Speaker, when a company that has interest elsewhere can come to Barbados, take control of a company, and they build houses for those persons living down at Sandy Lane, and get the best spots, that company can takeover BS&T and decide that they do not want to function here anymore, because they know that with globalisation they do not necessarily have to own BS&T to have a controlling interest as long as they are in control of the productive market in Barbados.

So, Mr. Speaker, my fear is very great. It might sound light to other people. People might say that I am talking nonsense, but I am telling you that time, again, will support my argument.

The problem with the Government of Barbados, and you know, Mr. Speaker, I have accused this Government of using the land of Barbados to get revenue and foreign exchange, and if anybody doubts me Sir, just look at the Economic Report Sir, because it is clear that the productive sector has not contributed one piece of foreign exchange to the foreign reserves of this country, and that the foreign reserves in this country have been built up by selling the real estate. Well, they used to call it "silver". At that time it was low-priced. The sizes were not great. So now that it is the understanding that it is being sold, it cannot be that the "silver" is being sold, it has to be that the gold and platinum of Barbados that are being sold by the Government of Barbados.  
5.05 p.m.

As the Honourable Member said, Sir, the west coast is being sold so it has to be gold. This is why I can always depend on the Honourable Member for Christ Church South.

*Asides.*

Mr. D. St. E. KELLMAN: Mr. Speaker, I am saying that the only problem we have in Barbados now is that people used to worry about the gold coast but it is not the gold coast you have to worry about, it is the total Barbados you have to worry about now. Sir, the piece of land that you own, I will tell you to make sure you write a will in order that it cannot be sold to anybody. The rate that land is being sold for in Barbados, soon no Barbadian, you cannot say those citizens of Barbados because as you know, Sir, a South African can be a citizen of Barbados but you have to say, nobody born in Barbados will be able to get a piece of land in this country.

*Asides.*

Mr. D. St. E. KELLMAN: I know of what I speak. I also would like you to know, now you mention that, that I am aware also, Sir, – and I hope the Honourable Member for St. Thomas is aware of this – about the legislation that is being drafted in the Cayman Islands to deal with capital gains. If you are not aware, I am telling you because I know you do not travel to Jamaica too often because if you go to Jamaica, you will get a lot of information from the Attorney General there.

Sir, I am also aware of the large deals that are going on through the Cayman Islands and I want to warn the Honourable Member for St. Thomas about this. The Honourable Member for Christ Church South is fully aware because he speaks up against this every time and what is being done in the Cayman Islands to destroy the land ownership of the residents of Barbados. I am telling you that a serious maneuver is going on in the Cayman Islands and you need to investigate it. You also need to study why capital gains legislation will be bandied about in the Cayman Islands and Jamaica and we are not hearing about it here in Barbados. These are serious charges.

*Asides.*

Mr. D. St. E. KELLMAN: I always thought that the reason why we did not vote for the Capital Gains Tax is because we had the Property Transfer Tax but my argument is that we also have to look at the Property Transfer Tax very carefully, for the simple reason that you have to be very careful how you have to try to get certain people from ending up killing other people.

Sir, I believe there should be a limit up and a limit down. You have to look after those who can afford to pay and those who cannot afford to pay. You cannot have one flat rate and the Honourable Member for Christ Church South will right me on this. We understand why people wanted the Property Transfer Tax but at the same time we cannot have the Property Transfer Tax to kill those people

who feel they should have a piece of this land in Barbados. Do you know Mr. Proverb once recognised, when it was suggested that everybody in Barbados should get a quarter acre of land, that if everybody in Barbados were to get a quarter acre of land, 60 000 people would be without land? It is clear to me that you have to find a system where it has to be one-eighth.

*Aside.*

Mr. D. St. E. KELLMAN: Yes, the concept of a high-rise building is not new. I will now share with this Parliament that this has always been argued among my family. We recognise that the land we had which was taken away from us by the cement plant, when the Government took over the cement plant that because of the location of the land, there was only one piece of land with a view to the sea. And the only way that we could maximise the uses of that land is that we would have had to build a high-rise building so that everybody could have benefited. It is a concept I will support because it is something that we have always discussed among the three boys in the family.

*Asides.*

Mr. D. St. E. KELLMAN: If a lot more people in Barbados would do what I did, a lot more people would own beach land but a lot of people think that price is the only factor.

*Asides.*

Mr. D. St. E. KELLMAN: It has to do with the people you grew up with. You have to feel a commitment to the people you grew up with and you must feel that they have a right to have the same privileges as you. Sir, that is why you would never hear that I closed off a beach access anywhere in Barbados. I will always tell the Government they should build a road right down to the sea but the problem is that the Government would not...

*Asides.*

Mr. D. St. E. KELLMAN: ...that is why the piece of land I have, belongs to my two sons so do not fool yourself about that. If that is the reason why you do not want to build the road for the poor people in St. Lucy you must tell them that.

If the Honourable Member for St. George North does not want to build a road in Checker Hall Tenantry because he thinks he is improving the land that belongs to the Honourable Member for St. Lucy, I am sorry. You will be building the road for the improvement of the citizens of Checker Hall and not I and you will also be giving them a road to the beach.

*Asides.*

Mr. D. St. E. KELLMAN: I am not rich like you to own half of the west coast.

Mr. Speaker, I understand that the lashes are on and somebody would like to throw me off but I will not allow them that privilege. I am saying, Sir, that Barbadians must also recognise that something significant has occurred with BS&T. Could you imagine a project of this magnitude and we are bragging about the foreign reserves we have and the amount of money we have in this country in the bank but BS&T sees it fit not to come to the local market to get capital shares? They found themselves on a plane to London to borrow money when we are claiming at the same time that we have these foreign reserves in the Central Bank.

Mr. Speaker, it is clear to me that in discussion with the Government, they were told that they had to go and borrow money overseas. You know, it is a rather interesting thing and it also shows me, Sir, that the Government of Barbados recognises that they could borrow money overseas without necessarily having to borrow it themselves and that the Government of Barbados, to boost the foreign reserves has to indirectly obtain a loan on the international market using BS&T. Seriously, Mr. Speaker, so that the foreign reserves of this country will be increased for the Government of Barbados by BS&T.

Sir, I am not surprised about all the materials, lands and roads that they are prepared to give and I am waiting to hear what Government has to say about the Independence Square car park because the Honourable Member for the City said it is a disgrace and something better needs to be done with it.

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, I made it clear that it is going to become a beautiful civic area, green with trees and we hope that you will have some nice expressions in respect of national heroes there and so on. It should be a place where you will be proud to be called an Independence Square.

Mr. D. St. E. KELLMAN: Mr. Speaker, the people of Barbados should really congratulate the Members of the Democratic Labour Party for allowing that area to be retained for the uses of the masses of people in this country. I am telling you, Sir, that if we did not fire off the first shot that Independence Square car park would have been a marina and I challenge anybody to deny that. The plans were drawn with Independence car park as a marina.

*Aside.*

Mr. D. St. E. KELLMAN: Mr. Speaker, I am telling you that the Independence car park was supposed to be part of a marina in the inner basin and the Lord above can hold me to this one because I saw it with my two eyes on a plan.

Mr. SPEAKER: This would not be after the car park was made.

*Asides.*

Mr. D. St. E. KELLMAN: Mr. Speaker, I am telling you that the BS&T project included a marina in the Independence car park.

*Asides.*

Mr. D. St. E. KELLMAN: Mr. Speaker, do you know what is amazing about this? The Honourable Member for the City is not a shareholder in BS&T as far as I know but yet still I am making a charge that BS&T wanted to make the Independence car park, a marina and the Honourable Member is telling me it is not so.

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, on a point of order. It is not true that BS&T wanted to make the Independence car park part of a marina. Independence Square could never be part of the Pierhead project. 5.15 p.m.

Hon. Miss B. A. MILLER: An impression once drawn by an artist to show what he thought the whole of that area, Trafalgar Square, the Inner Carenage and so on could look like, drew up some slips there but there was no proposal for such and it could not get past me.

It is I who am insisting that it must retain its definition as a square. It was not to be a marina. A few slips do not make a marina. Boats drop there now and we hope that boats will always be able to draw up there but the land itself was never going to be anything like a marina. It must be a civic space that people can enjoy.

Mr. D. St. E. KELLMAN: It is clear to me that I am more fortunate than the Honourable Member for the City and that what I said in this House is very important to those out there in the business sector because I saw the plans over a plate of lunch at Mervue House. I do not know if the lunch was supposed to be a bribe.

*Asides.*

Mr. D. St. E. KELLMAN: Mr. Speaker, Independence Square car park was supposed to be wiped out and made into a marina.

*Asides.*

Mr. D. St. E. KELLMAN: Yes, I am telling you that, Mr. Speaker, the Honourable Member for St. John and myself were there and the artist's impression which did not get to the 'major' of the City but got to the 'commoner' from St. Lucy ...

It is clear to me now, Mr. Speaker, that they were aware that if they were to do that they had to seek my permission and not the permission of the Honourable Member for the City. That is what this House must ask itself: why would the Deputy Prime Minister not have been consulted on a matter like that and I had to be consulted?

It is clear to me that they understood that the pressure would not be coming from the Honourable Member for the City but it would have been coming from rural Barbados.

*Asides.*

Mr. D. St. E. KELLMAN: No, they knew that they had it locked, sealed ...

*Asides.*

Mr. D. St. E. KELLMAN: No, the development of St. Lucy must be the peoples' development because when you have the peoples' development, Mr. Speaker, nobody can close it down and nobody can run and go back overseas and this is the problem with our tourism, Sir.

I heard the Honourable Member for the City making a point in here today which I smiled at. The Honourable Member for the City said that our tourism is now under threat but the only reason why our tourism can now be under threat by legislation coming out of the G7 countries is because we foolishly allowed ourselves to accept a system of tourism called 'all-inclusive' tourism but if we had continued with the system called 'the peoples' tourism' no matter what was said by the people overseas they would not be able to interfere with our tourism product.

We have allowed people to go and promote a system that when you land in Barbados you could as well be in Timbuktu and we foolishly bought into it and now people are able to control the 'all-inclusive' market and they can now tell tourists where to go and where not to go. We had the system of tourism where families felt compelled to come to Barbados because they had a relationship with the people of Barbados. We have stupidly given up that to accept the 'all-inclusive' concept where you could be as well in Cuba while you are in Barbados.

I am saying, Mr. Speaker, that we have to recognise that globalisation is about territory and that Barbados is no more special than any place else when it comes to the world players. To us it is important and we have to recognise that we are all about a larger share of the market and that the same way that we in Barbados want to have a larger share of the market everybody else in the world wants to have a larger share of the market.

So when we feel that we have a special gift and that people must do things to please us, no, that is why the Government of Barbados needs to have a programme to educate Barbadians about globalisation, because as I said in St. Matthias one night, a guy used to worry about his next door neighbour taking away his job, it is not like that anymore. A man can sit in Japan at a desk and do a job of some person that used to be working in Barbados and we have to understand that because all the control and the protection that we had to protect us in jobs and in markets, all of them are gone.

A comrade of mine in another place has stated that when we had licences we knew what imports were coming into the country but now with the bound rates you cannot tell people how much would come into the country and that is a fact. The truth is that with the bound rates the only person that is gaining is the Government.

The Honourable Member for Christ Church South could tell you that come March next year when we look at the Estimates that a lot of parliamentarians are going to be shocked to see the amount of money collected by the bound rates because it is a field day for the importers and you know who love that, the Minister of Finance because he is raking in real revenue through the bound rates.

I am saying, Sir, that we have to recognise that even though we would like to support the investments of large corporations and we will support it, that sometimes we also need to stop and give some direction. We support this project but I honestly believe that this project could have been more localised because by localising the project more, we would have more control of one of our largest corporations. But what is happening in this country now is that the largest corporation in Barbados might soon not be a citizen of Barbados. That is the best way I could put it, Mr. Speaker, because as you know, a corporation is a corporate person in its own right but now with the link in London we might have a special citizen of Barbados and you never know what might happen. And when we think that we have a corporation that is a citizen of Barbados in truth and in fact we might be choosing something that is very much British or European or otherwise.

Sir, we on this Side support this, but we also have to recognise that we would also need to know from the

Government what percentage of equity it has in this particular project. That is very important. We must make sure that the control that will be given to SeaTech is not the 51 per cent and that some protective measures are put in place to make sure that SeaTech will never be able to get controlling interest of Barbados Shipping and Trading Company Limited because the day that occur, we will be in serious trouble in this country. This is the type of debate I would like to hear in this House.

It is okay to recognise that they might be having an investment for over \$200 million. All this sounds good on paper but when you look at what is going on in the world, one would understand that this could be a serious attack on our independence in this country.

I know, Sir, that a debate like this would please your heart because I know you understand the effects of the G7 and how they prey on the G7 countries and how they do not have our interest at heart because they are only to protect their share of the market.

I am very grateful to you, Sir.

Hon. G. A. CLARKE: I rise to support this Bill before the House. In doing so, I want to say that one of the reasons why I believe it was a very important decision by Government to get involved in this project is simply because of the lands that are owned by Government.

It is estimated that the Crown lands on the Pierhead is approximately about 34 per cent of the size of the project. It is estimated that the entire land is about 4 800.5 square feet of land or about 11 hectares of land.  
5.25 p.m.

Out of this total, Mr. Speaker, approximately 52 per cent is owned by BS&T while 34 per cent is owned by the Crown. The remaining 14 per cent is owned by a number of other land owners. Government's portion, Mr. Speaker, would be its equity in the project. So that Government, Mr. Speaker, is not really putting its investment without first considering the project.

Mr. Speaker, this project will cost some US\$120 million and the Honourable Member for St. Lucy was asking why could Government not involve itself with local investors. As far as I know, Mr. Speaker, BS&T has always been a local company.

Mr. D. St. E. KELLMAN: Mr. Speaker, on a point of order. The Honourable Member is misleading the House. I never asked why the Government is not involved with local investors. I never said that, Sir. I said that BS&T

should have gone to the local market because they need also to protect the interest of Barbados. That has nothing to do with Government.

Hon. G. A. CLARKE: Government's involvement in BS&T to my mind is very laudable because this project will surely bring in a lot of foreign exchange which we need. I understand, Mr. Speaker, that some 2000 jobs will be created in this project. Also, Mr. Speaker, there will be a number of investments to enhance Bridgetown.

It is also important to note, Mr. Speaker, that in this project over 170 units will be created for housing and that is important for the development of Bridgetown. Now it is important to look also at what is happening within Bridgetown as we go into a new century. It is envisaged that over time the City of Bridgetown will attract residents back into the City. You will notice that over the last two or three years the Government has invested a lot of money in housing in the City areas. For example, there is over \$9.5 million invested in housing in the London Bourne area which comprises almost 50 units. In that area, Mr. Speaker, we hope that we can develop the London Bourne Towers and Pondsides into a nice complex for shopping as well as housing. We hope that within time too, Mr. Speaker, that a new recreational facility will be provided at the Pondsides and the London Bourne Towers to enhance the area.

Mr. Speaker, Government also is looking at acquiring other lands on the coastal area stretching from the Child Care Board down to the harbour. We own a number of parcels of land in that area and we are also looking at acquiring other areas for development in the Bay Street area as well. It is also significant too, Mr. Speaker, that in the Church Village area the Government will be relocating all of the homes in the Church Village area to improve the area around the Central Bank. This will occur and, in fact, it has started already. The lands which we are acquiring for the residents of the Church Village area are in St. Michael. These homes will be relocated there.

It is also significant too, Mr. Speaker, that within the Whitepark and Country Road area Government is looking at constructing more than 128 units to enhance that area. We are hoping that when these are completed they will be sold under the Condominium Act. Mr. Speaker, when this is completed that entire area around the outer Bridgetown will attract new residents into Bridgetown. We are hoping that this will help to encourage local as well as foreign business into Bridgetown.

Mr. Speaker, we have to do some refurbishment at the Kensington Lodge area. The Deputy Prime Minister today spoke about the asbestos roofs which are now on the Kensington Lodge units. We have to do a complete refurbishment of the Kensington Lodge area. It is important to note that we have carried out a study with the Ministry of

Health and we have found that asbestos roofs in the area have caused some serious problems. We are hoping that within the next year or two we will be able to take off all of the asbestos roofs not only from the Kensington Lodge area but from all the housing estates in the island. We are hoping to do this and I understand the full refurbishment will cost more than \$5 million. We are hoping that we can get some low interest rate funds so that we can do the complete refurbishment of the asbestos roofs starting at Kensington Lodge.

I must say too that the residents at Kensington Lodge have been asking to purchase their property and a unit has been set up within the Ministry of Housing to start the sale of the terraced units. We are hoping that by January we can announce the sale of some of these units.

Mr. Speaker, I am happy to report that the Ministry of Housing and Lands is also carrying out studies into the Greenfield area. Again, this area has been very depressed over time and we are hoping that the National Housing Corporation along with ICB can complete a study that has been recommended by the Ministry of Finance to look at how we can refurbish and upgrade the Greenfield area to complement what is happening in the outer Bridgetown area. We believe that once this is done the people of the City, especially in the Greenfield and New Orleans areas, will be upgraded.

We have done studies upon studies on the New Orleans and Greenfield areas. Over time we have done a number of studies within the Ministry of Housing and Lands. At one time we were trying to attract IADB funds to help upgrade those areas. So far we have not been successful. Government will have to find the funds in the next two or three years to upgrade those houses and do the things that are necessary as we move into a modern age and make Bridgetown what it ought to be and, in fact, compliment what the Honourable Deputy Prime Minister was speaking of today.

We believe that it is not fair to upgrade the Pierhead and not help the persons who live in Bridgetown. We believe also that we can do something to upgrade all of the homes within the Nelson Street and Wellington Street areas. We are also studying, Mr. Speaker, a system where we can provide low cost interest rate housing for the people.

Mr. Speaker, for example, we believe that we could give interest-free loans. There is a study being done now. We have not finalised this, but we are looking at a study where we can help provide this interest-free loan for persons to upgrade their toilet facilities and their housing. We have noticed too, Mr. Speaker, that within that area there are a number of persons who are willing to upgrade their homes but they do not have the funds. We are currently studying the proposals that are before the Ministry to help upgrade these things.

Mr. Speaker, I believe that this investment is sound. I believe too, Mr. Speaker, that it will go a long way in helping to make Barbados more efficient. The Opposition speaks about globalisation but I want to make the point that we are living in a globalised world.  
5.35 p.m.

Therefore, we have to be more efficient. I see this project as one in which Government is trying to be efficient, a project which will help to create jobs and help to create an atmosphere of business, this is the thinking of Government. I believe that this is the way to go as we go into the 21<sup>st</sup> century.

I thank you.

Hon. Sir HAROLD St. JOHN: Mr. Speaker, I wish to confine myself clearly to the provisions of the Bill and the concessions that have been granted. We must recognise that the overall development of the Bridgetown area is so massive a scheme that it is not surprising that an analysis of the various components of the Bridgetown area as a whole stretching from the reclaimed land at the Deep Water Harbour right up to Needhams Point, should have attracted a different level of concessions depending on the schemes.

As we will recall, there are basically three areas within this area. The Pierhead area sits in the centre of the area, the Needhams Point area is the southern part and the northern part of the area is the area from the reclaimed land up to the Pierhead. As far as I know, Sir, the level of concessions granted in this Act are the greatest level of concessions granted in this area. The special development area legislation governs those developments that are taking place between the Police Boys' Club and the old Harbour Police Station. People tend to forget that development is now going on at that old Harbour Police Station which is going to be a shopping area, as I understand it and also that the whole of the Bay Street area, the old Fish Market, the old Eye Hospital and a number of other properties are being developed there within the context of special development legislation.

Sir, an analysis of this project has to take place to see if we can glean why these concessions here are greater than the concessions which have been granted in those areas. I want to start off by saying that the concessions here are greater than the concessions that have been granted in the Needhams Point area. Basically, the concessions in the Needhams Point area are fashioned in relation to the new Hotel Aids Investment legislation and are not as generous as these concessions here.

An analysis of this project prompts one to inquire as to what will be the position as to the valuation of the lands that are being transferred and what percentage of the new

company will those valuations bring to the company? We know that the area owned by Government is 54% of the physical area of 480 000 square feet. At some time in the future I believe this House will be debating the vesting of the lands at the Pierhead which comprise Government's land into the BTII. I understand that the agency of Government which will administer Government's property and Government's ownership within the Pierhead Development Project will be the BTII.

I do not come to every meeting in the House but I come to as many as possible and I do not recall any vesting Resolution being passed by this House to vest Government's lands in the BTII.

*Asides.*

Hon. Sir HAROLD St. JOHN: I remember other lands being vested in Bay Street but certainly not in this area. Sir, this is an important point because it would help to answer some of the queries that have been raised on the other side. As I understand it, the Pierhead Development Inc. will be owned by Barbados Shipping and Trading, by the BTII and by the SeaTech International. I believe that the ownership by Barbados Shipping and Trading and BTII will be far larger than the ownership of Sea Technology International. My understanding is that Sea Technology International will be bringing management expertise and other expertise to develop the project.

I think it is also very necessary that we understand that in a development of this nature the time scale that is projected is hardly likely to be met. Few projects in Barbados and indeed in the world are ever completed within the time scale that the original developers envisage. People who follow the development of an area such as the Dock Land Development, a development in the United Kingdom, would recall that that should have finished many years ago but it had difficulties, started back and it is only now that we are seeing a degree of momentum. Many of these projects are exactly the same and that has nothing to do with the Government or the developers. The fact of the matter is that all of these projects are based on assumptions of demand for the end product which is not necessarily realisable within the time scale.

Sir, when we come to the components of the project, my understanding is that 170 residential units comprising condominiums and apartment complexes are to be offered for sale. One hundred and seventy residential units are not a particularly large number of residential units especially when they are comprised of condominiums and apartments complexes. There are going to be a series of buildings as opposed to one building and this is where I have some difficulty because I believe that the developers are being very

optimistic and that an internationally-recognised hotel group will manage the leasing of these units for short term rental to tourists to the island. I do not believe you will attract any large international hoteliers to lease condominiums with only 170 rooms. I do not believe it. I think that is a degree of optimism that we have to be sceptical about.  
5.45 p.m.

What I know about and what I am talking about is that there will be a demand within Barbados for those 170 residential units particularly if they are priced within the range of that demand, that is, less than Millennium Heights. I say that because I know, by reason of what I have heard consistently, that if for instance, the National Housing Corporation was to put up London Bourne Towers apartments for sale at a value of anything under \$250 000 that they would be sold in a very short period of time. I believe that there is a demand in Barbados for housing between \$250 000 and \$400 000. One only has to look at Margate, in Hastings, and Millennium Heights and you will see that in the City of Bridgetown they would be a demand from locals and particularly from Barbadians who want to come back home and do not wish to have to live in the individual housing development. That is an observation that I would make.

As far as commercial buildings and office complexes are concerned, there is a demand for that. People must remember that in Barbados that as a result of the great increase in real estate value that took place in the last few years, we have reached the stage where resistance has been built up, both by locals and foreigners, at the high rents that are demanded. That is something that the market forces will control and I caution the developers that if they think that there is a demand out there for office complexes at rents which are regarded as exceptionally unreasonable, they will find that their office space will be vacant. That is an important factor that helps to retard the developers.

There has been a lot of talk about marina facilities. I believe that Barbados needs marina facilities on the south coast and in the City of Bridgetown. A study was done which said that the best place for a marina was to the south of the Pierhead, or the Mole Head as you called it. Not the Careenage side but the other side. I think it was done by an Australian expert.

My understanding of this project, much to my disappointment, is that this project will not undertake that. The marina facility that they are speaking of is an upgrading of the inner Careenage opposite the Waterfront and those buildings that run along there which would be the old warehouses. That is nothing new, absolutely nothing new because as long ago as 1985, the Port Authority of Barbados moved the cruise boats from inside of the Shallow Draft at

the Port and put them up there under conditions which were similar to what one would find with a marina.

Similarly, there has been some suggestion that the second water basin, by the Independence car park, should not be used for boat boarding. In truth and in fact it is used for boat boarding right now. A number of the smaller fishing boats and pleasure boats use the area between the Duncan O'Neal Bridge and the old Swing Bridge. Once the old Swing Bridge becomes either a lift bridge or another swing bridge that would allow other boats to go inside.

I have been around Barbados long enough to know when boats used to dock and unload goods both at the side of the Independence Square car park as well as on the other by the Treasury Building.

*Asides.*

Hon. Sir HAROLD St. JOHN: As a matter of fact, I recall once there was an accident, when we used to import the cylinders of gas and a small boat was blown up opposite the Treasury Building.

As far as the maritime museum and the water taxi service and so forth are concerned, that is a type of development that in any country of the world, if you are going to attract it you would have to give tax concessions. By itself it is a long-term project which would not necessarily be economic but it is very easily pleasing and attractive within a complex. If you go to the London Dock and you would see all of the warehouses which were converted. There are even old boats there that you can walk aboard and they have made them into restaurants.

The rest of the project, as I understand, is a water taxi service. I recently gave an interview about the development of another town in Barbados which unfortunately is being forced to develop without any of these concessions at all.

*Asides.*

Hon. Sir HAROLD St. JOHN: The other is singular in Barbados. A water taxi service is something that should be seriously looked at in Barbados, not only in the context of carrying people up and down the west coast but also carrying people along the south coast. Years ago, people stated that at some time because of the congestion on Highway 7 and Highway 1, inevitably, people would have to park their cars at various points between Speightstown and Oistin and pick up a fast ferry – technology has changed.

I understand that in Australia – I am constantly besieged by people who have the experience of the ferry building – that it is possible for us to have a look at what they produce there because they feel that they can lend themselves to adaptation and it would help with the congestion on the roads. I hope that the developers are not looking at it in the context of any 10 or 14 – passenger thing, but look at it in a much broader context.

Restaurant and beach club facilities – we have to go into this because it is a fact of life that between Carlisle Bay and the Deep Water Harbour is an area where beach club, restaurant and entertainment facilities lend themselves to development. Now, pollution is a very serious problem here in every one of our tourist areas in Barbados, whether it be St. Lawrence Gap, Speightstown, Holders Hill, underneath Holders Hill, down by the Crocodile Den, at Brighton even, people complain bitterly about the impact of the noise.  
5.55 p.m.

If you examine the cases on nuisances in Barbados you will see that the Sunset Crest St. James area, St. Lawrence Gap, that injunction, after injunction are being issued.

I have never heard of an injunction being issued up by the Waterfront Café, and those areas around there, but I would hope that when, and this is an important point that we have to emphasise, that development takes place, it must be understood that this Bill that we are dealing with today only deals with the concession of a taxation point of view. It does not exempt the developer from the rest of the Laws of Barbados, such as the Town and Country Planning Law, and soon I hope to be able to say, the Environmental Protection Act, or the Environmental Pollution Act.

If we are undertaking these great developments and we have a mixture of residential, commercial, entertainment, there must be, according to the Laws of Barbados, brought up to date to ensure that the developments are compatible with modern legislations.

That is a very important point Sir, because my constituents in the St. Lawrence area, pushed me into the position in which I have to go to my other constituents and say “you cannot be unreasonable, because you cannot have noise pollution”. We see the position where people cannot sleep at night, so that other people can make money.

It is a very serious problem that we have and people are persistently writing about it. Sometimes, when I see that people in Brighton quarrel, I hope that I would be able to hear because of the lack of legislation in Barbados. I do not

understand the fear of bringing Legislation in Barbados. I do not understand the fear of bringing Environmental Protection Legislation in Barbados. I just can not follow it...

*Asides.*

Hon. D. A. C. SIMMONS: Mr. Speaker, Sir, on a point of order. I want to let the Honourable Member know that the Ministry responsible for the Environment has had a draft of an Environmental Protection Bill which the Chief Parliamentary Council had done a couple years ago, and as far as I understand there, the Ministry responsible for the environment has to liaise with the Ministry of Health to rationalised responsibilities and so on, but a draft does exist.

Hon. Sir HAROLD St. JOHN: Well, I am very glad to hear, but I do not want a draft. I have a real problem, I have a problem in my constituency, in which we have a number of entertainment areas, and I know the difficulties that the police have in enforcing what law there is – and there is some law.

There are some people who do not believe there is law, but under the Highways Act of Barbados, you cannot play an instrument within 25 yards of the public highway, without specific permission of the police. I know the difficulty with that. We have had to challenge the police that when they persistently gave such permission, when they know it is to the annoyance, beyond 11 o'clock at night, which the courts have generally established in nuisance cases as the limit to which people would be expected to be deprived of their sleep, that proceedings can be brought, but we need to have it.

There are many precedents all over the world in countries like Jamaica and Switzerland. Some countries have even got the decibels that you are allowed to emit, and it is put in their legislations, and it is presumed to be an annoyance once it is beyond that...

*Asides.*

Hon. Sir HAROLD St. JOHN: This is an area that we believe we do not have to deal with, but increasingly, Barbadians are getting annoyed at it and I think that it is something with which we would have to be careful.

So, what are we left with Sir? Multi-storied parking facilities. There is a need for this in Bridgetown. People have said they have demonstrated, that there is a shortage of car parks facilities in Bridgetown. Many studies have demonstrated that. I believe the highly-used car parking facilities above the St. Mary's have demonstrated that.

So there again, in my opinion, that aspect of the project would be beneficial.

So that, taken as a whole, I think that the Government can be commended for entry into a joint venture company with the private sector, and this Government, in particular, has demonstrated a capacity to do that, in a small country like Barbados. Whether we like it or not, the position is that the private sector is not developed to the point where they will undertake any of these projects without help from the Government. They like to have the Government participate with them. It is in that context Sir, that I support the project.

I am not going to debate the concession Sir, because I was one of those who researched the level of the concessions, and there was a question asked and replied to: Parliamentary Question No. 45 on October, 1992, Sir, when this Government was not in office. If you went through that you will see the concessions that were granted to Coronation International Golf Ltd., you will see the concessions that were granted to Thornbrook International Consultants Inc., and you will see the last question that was asked is whether any of the concessions granted had to be gazetted for public knowledge and the answer was "the waiver of the withholding tax on interest on shareholder loans, waiver of withholding tax of management fees, dividends, interests, as well as fees paid to non-residents for other services to be performed, for the projects have to be gazetted."

In other words, the methodology that was used by the other side, at that time, was to use the discretionary powers within the Income Tax Act in relation to Income Tax, to use the discretionary powers under the Duties, Taxes Exemption Bill, all of which said that the Government or the Minister of Finance or the Cabinet can grant concessions and waivers, but they must bring an order to the Legislature on the concession.

This Government, in the Port St. Charles' Bill, and in this Bill, has decided that it would incorporate the concessions within the Bill and bring the Bill before Parliament, so that the Bill itself, will embody the amendments to the existing law by way of exemptions.

There is a danger, of course, in doing that. As I said, because other people will now say if you grant that today to A, and to B, what about C, Sir? That is the difficulty I am going to find myself in when I go up in Oistin Town, Sir.

I am going to have that difficulty when I go up in Oistin Town, and they are going to look at me and say "tell me something, why we cannot have an Oistin Town built too, with all the concessions and everything, instead of having to write to the Ministry of Finance and beg for concessions and

have to wait a long period of time to hear that we are not getting any at all." Thank you very much Sir.  
6.05 p.m.

Mr. D. T. GILL: Mr. Speaker, I rise to speak on the Bill being debated and unlike the former speakers, about the spinoff effect which this project would have on neighbouring constituencies such as the one which I represent which lies alongside the City. Sir, once construction gets going, the constituents would not have to go and line up and ask a Minister if they could get a job. They would go on the site, particularly if they are unskilled and...

*Aside.*

Mr. D. T. GILL: You were calling it an election project ever since.

Sir, after I heard the sort of skewed and narrow-angled view in the way in which the Members of the Opposition spoke, I was forced even further to make my contribution to this Bill. As we travel the world over, we see joint Government and private sector projects, whether infrastructural or otherwise being the way of doing certain big projects.

Sir, two years ago when I was in Canada on the Atlantic Seaboard side, Prince Edward Island, I was overwhelmed by a structure, the Confederation Bridge linking Prince Edward Island to the mainland into Newfoundland. The cost of that was billions of dollars and that structure caused or was projected to accrue great increases in trade and communication which could not redound by the way of the old ferry system which linked Prince Edward Island to the rest of Canada.

Sir, we also have the tunnel, notwithstanding the problems it would have had in the earlier days, linking England and France. As I started my speech, I would like to say again that there is this ricochet effect you will have as this project in the City gets going.

There is no way, Sir, that an unemployed, young person knowing that this project will be going on or about to start would not be enthusiastic and get in line, as I said earlier on, and make himself or herself available, because there are some young women getting on these construction sites too and doing fairly well.

Sir, when the new ICB building was going up and they were at that stage where you wanted the labour-type of work as opposed to the skilled, I wrote about five character references for persons who worked there for quite a few months. In the same way, the unskilled young people in the Brittons Hill area are waiting for the Needham's Point

development to get started because they had worked with the Margate Condominiums in Hastings before they reached the stage where they wanted the highly-skilled and qualified type of labour.

*Aside.*

Mr. D. T. GILL: Yes, you need them, you have to know your people. If you do not know them, I am sorry for you.

Mr. Speaker, I know, Sir, that the Opposition would have thought that they had stolen the Government's thunder. They were prophesying doom and gloom after the Sandy Lane construction and they were saying that we will now be going into a construction bust. They were prophesying a building bust and the significant scaling down in the economy. They actually challenged the Government that they will be put into a kind of economic vortex once the major projects had begun to slope. So much so, that the Honourable Member for St. Lucy has been so shocked, that the moment he heard about this he is now saying this is the election project. Sir, any administration that can carry election projects for five years must be some administration.

Mr. Speaker, I would also like to speak, not only of this project as one creating jobs but also, to the complementary nature of what is at the moment existing. Sir, the Urban Development Commission in its own right has been doing quite a bit within the area in alleviating drainage problems in the environs. It will also complement this work with the removal of dilapidated houses within the area which will soon be started.

Sir, it would also complement the whole special development area, and the new structures, particularly the same London Bourne and one wonders if it is not the London Bourne project that had really sort of stimulated or pushed the private developers to get started with this project. I have heard several people who have come back to settle here say that they would like one of those beachfront apartments. That is the vision of some who have come back to reside in Barbados.

*Asides.*

Mr. D. T. GILL: I cannot get in that, Sir, you have to represent me. You cannot say everything you know, Mr. Tull.

Sir, a peep in this Economic and Social Report that was laid today will show that all things look very healthy for the capital works projects in 2000 and beyond. It will also complement the two markets at the distant ends, the eastern side and the western side and if you look at it together, it will

sort of put the whole matrix around the City and its environs in a sound and solid position.

Sir, I am glad to hear from the Honourable Member who presented this Bill that again a Barbados Labour Party administration is revisiting the whole riverside area because it was an earlier administration – we got licks for it, I remember – that transformed that whole riverside along the Halls Road area where people lived and when there was flooding, they were very much inconvenienced and I look forward to seeing it, I do not know if you want to call it Phase 2 or Phase 3. Once you embark on that, the entire river from opposite the park going right out, would have to be properly dredged and canalised and in truth and in fact, this will help to improve the overall drainage in urban St. Michael.

6.15 p.m.

Sir, you cannot do that without speaking to the drainage in the Ellis Village area. I heard the Honourable Member of Parliament for the City speak to the Ellis Village problem, and as you know, Ellis Village forms a common boundary with the St. Michael South Central boundary at the most western end of that constituency. I anticipate with delight the resiting of those houses in Ellis Village and if it is to improve the flow of traffic, if it is to improve the drainage, if it is to improve the standard of life, whatever, I welcome it with open arms.

Sir, on that topic we, the legislators, have to be bold enough – and that is the topic of traffic circulation – to come up with a whole new system extending two and a half miles at least out of the heart of the City, just widening here and widening there. I saw an article by a Peter Laurie some months ago where he spoke to the 'No right turn' within certain areas. It has to be extended. There should be, if you look from on top, Sir, a series of what you call concentric circles. That is how the flow of traffic should be around the City of Bridgetown. But what happens is when you come from Ellis Village, Belmont Road or Constitution Road and turn right, you will be holding up the traffic behind you and the traffic on the left coming up. When you then go through and jump over Halls Road you will be doing a similar thing. But Barbadians are accustomed driving as they please because everybody does what he or she thinks constitutes a good short cut but it only adds to the confusion between 7.15 a.m. and 9.30 a.m.

Mr. Speaker, Sir, with respect to drainage, just as how you could say all roads lead to Rome, we could say that most watercourses from the eastern and the north-eastern end – because some goes the other side – most of those areas do find themselves into the Carenage and into the Constitution River.

Sir, once that other boardwalk by the river which the Honourable Minister spoke about gets going, and it is a feasible entity, then, Sir, it will mean that the stricture at the mouth of the river leading into the Careenage which is brought about by debris and plant overgrowth and which cannot accommodate a decent rate of flow of water from a fairly heavy drizzle, will be moved once this whole overhauling of the area comes about. It will improve the drainage significantly. I am really appalled to see how the Ministry of Public Works has addressed the whole drainage behind the hospital. You just need half inch of rain over a period of an hour and the whole place floods out.

Mr. Speaker, so just as how it was said that one private company or one personal household doing improvements in a given area is followed by the neighbouring house owners, I would hope that the Ministry of Public Works likewise would become a little more interested and dedicated once they have seen a project like this commencing and would actually get on board and try to improve and enhance the whole drainage problem that exists within that area.

Mr. Speaker, with those words, I lend my full support to this Bill which is before this Honourable Chamber.

I thank you.

Mr. M. Z. WILLIAMS: Mr. Speaker, I too at this time would like to lend a voice to the debate before this Parliament and also to compliment the Deputy Prime Minister and the Honourable Member for the City for such a clear case of history in the presentation this morning in relation to old Bridgetown as against what is likely to be a new Bridgetown.

We heard this morning from the Honourable Member for the City what Barbados was like many years ago and of some of the principles and some of the happenings which have brought us to the stage that we are at today. I am also very impressed after hearing the representative for Christ Church South outlining in detail some of the problems facing not only the entertainment industry but also the business people who are involved in various establishments along the south coast, along the west coast, in the same area of Brighton that was spoken about.

When we talk about the water taxis and look at the concessions that have been offered, then one must look at a point, where because of the dying shipwrights in Barbados, because of the dying boat building industry in Barbados, I believe that this opportunity would give the boat builders of Barbados from as far north as Shermans in St. Lucy to those as far as Pile Bay and to those as far south as what we would consider to be Oistins just in the back by the Oistins Police Station where there is a boat builder and I am just touching on those three areas.

I believe what would be nice at this time to maintain the image and concept of the Barbadian local product would be, since we are looking at the idea of implementing water taxis in this project, to ask these boat builders to either produce some form of replica or a of drawing at an early stage which will enable them to be able to bid for the construction of some of these boats that are likely to be used for water taxis.

It is obvious that because of the concessions, people are likely to import vessels from probably Miami or from various parts of the world, but one must also look at the environmental problems that may come along with the importation of these boats which would be involved with this water sports or what we consider to be the water taxis. Right now we know that there are some boats that are plying the coastline and if they are not properly protected with that marine paint, then they will create a very serious problem for the marine life.

What is very important also in this exercise would be the development from what I have heard about in this Pierhead Development Project in terms not only of the water taxis but in terms of the possibility of providing what we consider to be restaurants and beach facilities for some people.  
6.25 p.m.

We know for a fact that when you look at Brownes Beach and the structure of the beach between Grand Bay Hotel and what is now Fort Willoughby, perhaps that could be considered as one of the most beautiful stretch of beaches in any part of the Caribbean. When one looks at that, one realizes that this particular beach can enhance the area in terms of what we are hearing here in the essence of beach facilities. We know for a fact that in that area there are many people who go there but there are not many beach facilities existing today. There is one which we know that caters for tourist ships on a once a week basis or whenever the tour ship comes in. We also know that similar to what the Honourable Member for Christ Church South said and, in reading here where they said that the Attorney General will go and prepare what is known as the new Act where the Pierhead is concerned, I know for a fact that water sports suffer very heavily on that stretch because of the existing law. The existing law as far as I know and in being involved in water sports prohibits any speed boat or any craft from plying within a certain distance of that area between Grand Bay, the Hilton and Fort Willoughby.

Sir, I believe that, if you are going to be introducing the idea of those types of facilities similar to what was said by the representative of Christ Church South, you might have to look at the amendments to the water sports legislation that restricts the movement of water sport activities in that area. We know that anyone who has to do water sports in that

area has to go to a particular point at sea before they can encourage any type of water skiing or before they can entice any type of what we can say allowing surf riders to use the surf jets.

Yes, there are some things that will have to be put in place and I am sure that they will be put in place. When they are put in place, those people who I hope will benefit most from these things will be the day-to-day people who would have had the privilege of gaining a day-to-day life from those areas like for example, the people on Brownes Beach and the people who by right live along that coastline.

When we look, Sir, at the situation of beautifying Bridgetown, we have already seen the improvement in Bridgetown. Some people say when they drive along the Wharf Road that it does not look like you are in Barbados because of the boardwalk. Other people are very impressed with the Government and the setting up of the lights not only along the boardwalk but setting up of the lights in certain areas of Bridgetown like Swan Street and Broad Street.

Sir, the important aspect here in this exercise is to create a drawbridge that could become part of what we would say the main attraction of Bridgetown. In providing this bridge whether it is a drawbridge, this would mean that Barbados would be able to produce a similar type bridge. I have seen in the inner basin of Curaçao there is movement of vessels because of the way in which the bridge moves. The bridge moves in two halves instead of an upward movement. When I asked what was the reason for that while I was there, it was said that the reason for it to swing like that is because it would enable larger vessels with high mass to travel inside of the inner basin more than having a bridge that raises in the air. I am hoping that when the bridge will be looked at that it will be able to accommodate larger vessels within the inner basin as discussed this afternoon more than the smaller craft which we see there at times.

Mr. Speaker, I just wanted to lend my voice to this because as you know it is getting late and the Chamber really and truly had a long day. I am of the opinion that the people who will benefit from this new Barbados will be the young ones who are coming up. In another ten to fifteen years, Sir, when you look at the changes that have been taking place in Bridgetown, I am sure that some of us who are in our senior years will remember what Bridgetown was like. I believe that my programme "Looking Back" has been very instrumental in creating a lot of the ideas that are happening now. I must thank the representative for St. Michael North for reminding me of that.

In closing, I am saying that Barbados in another ten to fifteen years will be something that we should be proud of

from those who would have contributed to this debate. Those of us who would have lived throughout the space of time would have realized that we would have lived to see Barbados as a changed Barbados and one that we can feel extremely proud of. Once again, I would like to compliment the Honourable Member for the City for bringing this before Parliament and I look forward to see the day when I will be part of the changes.

Thank you.

Mr. SPEAKER: The Honourable Member for the City.

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, I must thank all Honourable Members for the contributions made to this debate. I have taken copious notes and I do appreciate the time which people have taken to study this Bill and particularly the Schedules attaching thereto. I do not want to be too long on this, but I just wanted to perhaps raise one or two points.

The Leader of the Opposition spoke of the developmental model of today and the investment climate in Barbados and I just thought that I would perhaps remind him that what he is seeing today is no different from what informed the investment climate of Barbados almost since the settlement of Barbados. I would also wish to point out, and I have been helped in this by some of the Honourable Members who have spoken, that there is a great deal of investment in Barbados in which nationals are the investors. Indeed, I always make the point that we are proud in Barbados that almost all of the small hotel plant and even some of the medium size hotel plant in Barbados today is owned by local indigenous Barbadians.

Foreign direct investment has always featured in the development of Barbados, as I have said, almost from the time of its settlement but we must not ignore that along the same Bay Street area and in and around the same Pierhead area there is a lot of local investment on the way. We are seeing it at the bridge and harbour. We are seeing a lot of it as I have pointed out with the Bethel Methodist Church. It has a lot of investment that it will be pushing there and I believe that on the land side of Bay Street right up to and beyond the Garrison area we are going to continue to see more and more Barbadian investments.

In respect of that, I think the last word on it is to say that the Government is being very careful that we should have a prudent mix of investment, some of which will be local and some of which will be foreign direct. It is our business to monitor that so that you do not have the scale going down too heavily on one side. That informs every investor. Even the smallest investor in Barbados putting a few dollars in one thing or another thing will look carefully

to balance their investment. I would hate to think that Honourable Members would not have confidence that a Government that is enjoying the measure of success which this Administration is does not look with great care at that.

I want to say too just a quick word on the matter of transparency. The fact of the bringing of this Bill and the Schedules in it to this House is the beginning of the transparency attaching to this entire project.  
6.35 p.m.

I do not know how much more transparent the Government could have been in this respect. Everybody now would have a clear idea of what is what, what applies and what does not apply. The same could not have been said of the Westmoreland project at the time and that has been discussed by other persons who have contributed to the debate.

The Leader of the Opposition drew it to our attention that Sir Alistair McIntyre has given the entire Caribbean a failing grade in preparation. Sir, I just want to point out that those words are easily said but they have to be looked at against the background of what exists in terms of resource materials for preparation, including the human resources base.

Sir, I honestly do not know some days how the Attorney General manages with the resource base that he has, including the human resource base, to produce what his department actually puts out. We see the end result of it in this Chamber. There are many smaller economies in the Caribbean and even some larger ones which simply cannot keep up. They just do not have the wherewithal to keep up with the Attorney General's Chambers.

What we have to do now in respect of international trade, international business and financial services as a consequence of what is going on the OECD and as a consequence of trade negotiations that are going on in both sides of the Atlantic...

*Asides.*

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, it is very easy to say that but in some countries you just do not have the bodies and even when you have them you sometimes do not have the experience and the expertise that is required and some countries do not have the money to go outside and hire any skills that they do not have on board.

We have to look at it too, Sir, against the background that a lot of the developed countries who can make that kind

of statement are countries who have taken some 40 or 50 years to arrive at where they are at today yet they are expecting us in these little economies to achieve it in less than 10 years.

The European Union has a political union and a monetary union which took all of the years since the last World War to put in place but they want us to do all of these things in less than a ten-year span – it is virtually impossible. I think that in fairness, running as hard as we can, some days you wake up and you think that you are still on the same spot.

We have over-burdened the CARICOM Secretariat. Again, it has a greater workload than it has the resources. It does not even have a decent headquarters. It just does not have the human resource base to be able to do everything. If it had, we would not have to invent other regional negotiating machinery and even the regional negotiating machinery cannot always keep up with everything that we would like it to. There are a number of official papers that I would like to have in my hands today from the regional negotiating machinery and I do not have them. We have to look at that statement in the larger context.

In respect of the Pierhead Development Project, I would just like to draw it to the attention of some who spoke, although in an approving manner, but were a little doubtful about some aspects of the project, that the lands which are now vested in the BTII were lands, if they had not been rescued, would have been sold off and that money would have been used for something else and that would have been the end of it.

In 1995, I virtually went down on bended knees and begged the Cabinet of Barbados not to see it in the short-term but to understand the tremendous potential of lands owned by the Government of Barbados in the City of Bridgetown and in and around the City because they could be put to far more productive use with Barbadians retaining an interest for the long-term than simply selling them off to build houses, offices or whatever. The lands were lying fallow and you could not even get land tax from them because they were government-owned lands. A lot of them were in a nasty and derelict state. What is happening here, Sir, is that the Government is trying to lead by example as well. Government is putting its equity where its confidence is and is showing that it is committed to this kind of development. All of that is needed to help to inspire other investors, both local and non-local, to come on board. Mr. Speaker, Sir, I have no doubt whatsoever in my mind that it is going to happen.

Generally speaking, I would like to thank Honourable Members. I heard the Honourable Member for Christ Church South on noise nuisance and I could not agree with him

more. I think we have to recall that the Town & Country Planning Department is now asking for an environmental impact assessment on almost every major project including this one.

Nobody can speak to noise nuisance more than me. I live on Highway One right next to the road.

It is sad now that a brothel is coming to Prospect and that people cannot sleep at night.

*Asides.*

Hon. Miss B. A. MILLER: It is not quite next door but the noise was so loud that I thought it was next door to me.

*Asides.*

Hon. Miss B. A. MILLER: I am not sure what it is called but I have not heard it this weekend so I believe that the residents may have lodged complaints. I was too busy to lodge a complaint but I will if the noise continues. Mr. Speaker, I live right to Highway One and it is like living in any big city. The sirens are screaming and the exhaust from motorcycles and cars would deafen you. Sometimes I cannot hear myself on the telephone. I cannot hear the news on the television for the noise so there is nobody who is more sensitive to noise nuisance than I am. I take the points made by the Honourable Member for Christ Church South.

The marina of which he spoke is something that in the early days when this project was conceived, an artist's impression will actually show on the Pierhead a breakwater with an elaborate marina inside but it was not something which they felt they could undertake at this time. I hope that, in the future, when the project succeeds and becomes more viable that it is something that we will see because the breakwater would allow cruise ships to actually come to that location, Mr. Speaker, Sir, and disgorge passengers there so that it will take some of the load off the Bridgetown Port despite the fact that we are talking about a new cruise pier for the Bridgetown Port.

Mr. Speaker, I have already thanked Honourable Members who have contributed to this debate but I wish to thank those who are involved in getting this matter before the House.

The Prime Minister gave me responsibility to chair a Committee to fast forward this matter which has been in planning for the last three years. I have to say that the Attorney General's Chambers, the Ministry of Finance and Economic Affairs, the Town & Country Planning Department, the Barbados Defence Force, the Ministry of

Public Works and the private sector, all of whom were on that Committee, worked with great dispatch. The Committee first met in about June of this year and we had five meetings in all but the star in all of this has to be the Attorney General's Chambers. The Attorney General's Chambers gets maligned in and out of Parliament on a daily basis because matters are backed up in there.

*Asides.*

Hon. Miss B. A. MILLER: The Honourable Member for St. George South is saying that they would not settle claims.

6.45 p.m.

I have to say that in this respect the Attorney General's Chambers acted with great dispatch, they responded, we reworked and reworked the schedules to the Act and it surprised, even me, that within three months we actually got here. The deadline was to get it to be laid in Parliament on October 10, 2000 and this we have achieved.

*Asides.*

Hon. Miss B. A. MILLER: No, the Pierhead Project was three years in the planning but getting the Bill before this House was achieved in a three-month period and that is a record of that kind for the Ministry of the Attorney General and the Ministry of Finance and Economic Affairs. There were meetings which had to be organised with the Prime Minister. The Minister of Finance met with the investor, in September, and went through with a fine tooth comb.

*Asides.*

Hon. Miss B. A. MILLER: This is a carefully monitored and put together piece of legislature that I have seen in my time. I would like the record to say that we would like to offer our thanks and appreciation for the sterling work done by what is known as the Pierhead Development Committee. The work of that Committee is not finished. The Bill was the first thing on our agenda and the work would be ongoing and it would from time to time depending on how the project goes.

Mr. Speaker, Sir, with those closing remarks I would move that this Bill be now read a second time.

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

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

*On the motion of Hon. D. A. C. SIMMONS seconded by Hon. Miss B. A. MILLER, Mr. SPEAKER left the Chair and the House went into Committee, Mr. D. CARTER in the Chair.*

#### COMMITTEE

Mr. CHAIRMAN: This Honourable Chamber is now in Committee.

*Clause 1 was called and passed.*

*Clause 2 was called.*

Hon. Sir HAROLD St. JOHN: Sir, I would like to point out that clause 2 is a definition section. Having regard to the experience of other Bills of this nature in which the word "non resident" and "resident" is used and there is no definition placed in these Bills of what is resident.

I will explain the problem that arises. Residence can mean, and not their differences, depending upon the context in which it is used in Bills. In Barbados the Central Bank for the purpose of exchange control has been saying and has ruled, that once a company is incorporated in Barbados irrespective of its shareholder, irrespective of where it is managed, that it is resident in Barbados. That is not our intention.

My understanding of the consensus is that if you are a non-resident in the sense, if you are a company, and you put your money in this project via the mechanism of a company, once you are resident in Barbados, in the Central Bank sense, that problems are going to arise as to whether you are eligible for the exemption of withholding tax or not. You have to put in a definition of that. It is happening in a lot of Bills right across Barbados and I will draw it to the attention of the Attorney General. I would not expect that you would be able to take an instant to amend but the point is that I will draw it to your attention of the problem.

You have to say in respect of the incorporation our intention is that if the owner of the company is a non-Barbadian or non-resident in Barbados, that company is non-resident. The Central Bank does not look at it that way. That definition transposing itself, is a problem that will arise in the future. You have to do some kind of amendment.

Hon. D. A. C. SIMMONS: Mr. Chairman, the point that was raised, it comes up under clause 4 of the Bill. I could not venture an amendment on my feet this instant. We are going to minute the file to Cabinet Secretary that a point was raised as to whether we need to specifically define non-resident for the purposes of this Act. We will follow it and if necessary we will bring an amendment to clarify it, Sir.

I am grateful to the Honourable Member for raising the point. I agree with him that the word "resident" has a kind of elasticity that I suspect was referred to in 1967 in the case of *St. Clair vs. St. Clair*, an English case. We, therefore, have to be very careful. It might mean one thing for Immigration, Central Bank and Income Tax purposes.

*Clauses 3 - 13 inclusive, were called and passed.*

*The First Schedule was called and passed.*

*The Second Schedule was called and passed.*  
6.55 p.m.

*The Third Schedule was called and passed.*

*On the motion of Hon. Miss B. A. MILLER, seconded by Hon. D. A. C. SIMMONS, Mr. CHAIRMAN reported to His Honour the SPEAKER, the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.*

*On the separate motions of Hon. D. A. C. SIMMONS, seconded by Hon. Miss B. A. MILLER, the Bill was read a third time and passed and cited as The Pierhead Development Act, 2000.*

#### ADJOURNMENT

Hon. D. A. C. SIMMONS: That concludes Government Business for the day. I beg to move that this House be now adjourned until Tuesday, October 24, 2000, at 4.30 p.m.

The Minister of Finance will deliver a proposal of a Budgeting nature at 5.00 p.m.

I will be writing to Your Honour and the Leader of the Opposition to seek concurrence with that debate to be televised in the usual customary way, Sir. The Opposition will reply on Wednesday at 5.00 p.m.

Hon. Miss B. A. MILLER: I beg to second that.

*The question that this Honourable House do now adjourn until Tuesday, October 24, 2000, at 4.30 p.m. was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.*  
7.02 p.m.

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- MOTTLEY, Hon. Miss M. A. (St. Michael North East)**
- St. JOHN, Hon. Sir Harold (Christ Church South)**
- SIMMONS, Hon. D. A. C. (St. Thomas)**
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