

**OFFICIAL HANSARD REPORT**  
**THURSDAY**  
**7 APRIL 2011**  
**10.44 AM**  
*Fifth Sitting*

**The Speaker:** I will ask the Honourable Second Official Member responsible for Legal Affairs to say Prayers.

**PRAYERS**

**Hon. Samuel W. Bulgin:** Let us pray.

*Almighty God, from whom all wisdom and power are derived: We beseech Thee so to direct and prosper the deliberations of the Legislative Assembly now assembled, that all things may be ordered upon the best and surest foundations for the glory of Thy Name and for the safety, honour and welfare of the people of these Islands.*

*Bless our Sovereign Lady, Queen Elizabeth II; Philip, Duke of Edinburgh; Charles, Prince of Wales; and all the Royal Family. Give grace to all who exercise authority in our Commonwealth, that peace and happiness, truth and justice, religion and piety may be established among us. Especially we pray for the Governor of our Islands, the Speaker of the Legislative Assembly, Official Members and Ministers of Cabinet and Members of the Legislative Assembly, that we may be enabled faithfully to perform the responsible duties of our high office. All this we ask for Thy great Name's sake.*

Let us say The Lord's Prayer together: *Our Father, who art in Heaven, Hallowed be Thy Name. Thy Kingdom come, Thy will be done on earth as it is in Heaven. Give us this day our daily bread, and forgive us our trespasses, as we forgive those who trespass against us. Lead us not into temptation, but deliver us from evil. For Thine is the Kingdom, the power and the glory, forever and ever. Amen.*

*The Lord bless us and keep us. The Lord make His face shine upon us and be gracious unto us. The Lord lift up the light of His countenance upon us and give us peace, now and always. Amen.*

**The Speaker:** Good morning everyone. Please be seated.

Proceedings are resumed.

**READING BY THE HONOURABLE  
SPEAKER OF MESSAGES  
AND ANNOUNCEMENTS**

**The Speaker:** I have no messages or announcements this morning.

**PRESENTATION OF PAPERS  
AND OF REPORTS**

**Government Minute** on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Hurricane Ivan Insurance Settlement and Equity Investments in Cayman General

**The Speaker:** Mr. Premier.

**The Premier, Hon. W. McKeever Bush:** Thank you, Madam Speaker.

I beg to lay on the Table of this honourable House, The Government Minute on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Hurricane Ivan Insurance Settlement and Equity Investments in Cayman General.

**The Speaker:** So ordered.

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** Madam Speaker.

**The Speaker:** The Premier is still on his feet.

**The Premier, Hon. W. McKeever Bush:** I give way.

**The Speaker:** Leader of the Opposition.

**POINT OF PROCEDURE**

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** Madam Speaker, on a point of procedure here. The practice in this House, as far as I am aware, is that Members are given a copy of the Government Minute in advance of it actually being laid on the Table of the House. We have not seen any of these Minutes.

**The Premier, Hon. W. McKeever Bush:** Madam Speaker, as far as I know the copies were sent down to the Legislature.

**The Speaker:** Okay.

**The Premier, Hon. W. McKeever Bush:** And, Madam Speaker, I think they should get the copies so . . .

**Mr. V. Arden McLean:** We just got them, but the Leader of the Opposition did not get any.

**The Premier, Hon. W. McKeever Bush:** Oh.

**An hon. Member:** They're here.

**The Premier, Hon. W. McKeever Bush:** They are here, but he didn't get his copy.

*[inaudible interjection]*

**The Premier, Hon. W. McKeever Bush:** They didn't put it on the desk, you mean?

**Mr. V. Arden McLean:** It should have been sent *[inaudible]*.

**The Premier, Hon. W. McKeever Bush:** Well, it was sent.

**Hon. Alden M. McLaughlin, Jr.:** *[inaudible]*

*[inaudible interjection]*

**The Speaker:** I will find out. It could be a mix-up in the office down here. The Minutes have been down here.  
Madam Clerk?

**The Speaker:** [Honourable Premier] are you going to speak on that? I'm sorry; I should have allowed you to speak.

**The Premier, Hon. W. McKeever Bush:** Thank you, Madam Speaker.

Madam Speaker, in accordance with the requirements of Standing Order 77(7), the Minute is being presented to the Assembly.

As Members are aware, the Government Minutes constitutes the Government's response to the Report of the Public Account Committee (PAC) on the Report of the Auditor General on the Hurricane Ivan Insurance settlement and equity investments in Cayman General. This particular Minute is in response to the PAC report that was laid on the Table of this House on the 25<sup>th</sup> of February 2010.

Madam Speaker, the statements contained herein should be regarded as that of the Government and are based on the views of respective chief officers, heads of departments and managing directors within the Cayman Islands public service.

The Government notes the findings and concerns noted in the reports of the Auditor General and the PAC and confirms that it has diversified its insurance risks across multiple insurance carriers and only with those that have AM Best ratings of A or higher.

To ensure accurate and current asset values and, in turn, adequate insurance coverage and premiums, the Ministry of Finance along with the Lands and Survey Department will endeavour to conduct an asset valuation exercise during the course of this financial year (2010/11). I think that should have been carried out by now. I hope it has. It is the Government's intention to conduct this exercise at least every three years.

In addition, Madam Speaker, the Government believes that by continuing the strategy of insurance diversification it will avoid being put in a similar situation as to what occurred in the 2004/05 financial year when the Government acquired shares in Cayman General. But the Committee ought to understand that had the Government not assisted the company (Cayman General) at the time, the disastrous result would have been that hundreds of Caymanians would have become bankrupt without homes and loss of investments. The then Government saved the day.

Currently the Government is actively considering the possible divestment of the shares held in what is now SAGICOR General Insurance Company, LTD., and an update will be provided at the appropriate time.

Thank you, Madam Speaker.

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** Madam Speak—

**The Speaker:** Leader of the Opposition.

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** May I ask the Premier one question in relation to the statement he just made?

**The Speaker:** Yes. You are allowed to ask a question.

**The Premier, Hon. W. McKeever Bush:** No, but go ahead.

*[Inaudible interjection]*

**The Premier, Hon. W. McKeever Bush:** Madam Speaker, under the [Standing] Orders we know that this is a report and, therefore, not subject to questions. But if the Member has something that I can enlighten him on, I will. And if you allow him, I will.

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** I am happy about that, Madam Speaker, but I understood that the Premier had actually read something in addition, made a statement in addition to the actual report, because some of the things—

**The Premier, Hon. W. McKeever Bush:** Well that is the Minute; that is what is laid on the Table.

**The Speaker:** He has read what is here.

**Hon. Alden M. McLaughlin, Jr., Leader of the Opposition:** Okay, fine. I am grateful for his responding to this.

He has indicated that Government is actively considering the divestment of its shares which it took in SAGICOR in settlement of, I think it was, roughly \$60 million, which Government did not receive in terms of its insurance claim. Will he confirm that Gov-

ernment is looking to at least recoup the \$60 million it forewent (or whatever amount it was that it forewent) in terms of its insurance claim?

**The Premier, Hon. W. McKeever Bush:** Madam Speaker, the Member knows full well—because this has been ventilated over and over and over again. But the Member is holding fast to his arguments over the years that this was a bad thing that the Government of the day did. So, he seeks to [rake] this up by asking whether we can get back [\$]60 [million]. It was not \$60 million. And at that time . . . [pause]

Madam Speaker, even at that time there were doubts as to whether it was \$40-something [million] or \$50-something million—because it never got anywhere near \$60 million that would have been outstanding. What we do know is that if we had gone to a court trial . . . and what we were being told by the company was that it would have been disastrous for Cayman National Bank, one, and the insurance company itself would have folded.

So, the hundreds, or perhaps thousands, of people—Caymanians and otherwise—who had homes and who had cars and businesses insured would have lost. So when they went through the whole parameter of the dangers, we took the figure of \$20 million and said, *Okay, if we can help save the company we can stop the bank from getting into a problem and we can make Caymanians get their houses and get their investments, then we would take that [\$]20 [million] in.*

I do not know if we could get that amount if we sold it. I am hoping that we could get something close to it, but I do not know. It was a risk that the Government had to do at that time. I believe that one and all accept that. But I do recall the various debates by the Member asking this question over the past several years and how much they tried to blame me and say that I had done a wrong thing.

I want to say something very clear: McKeever Bush and his family were insured with the other insurance company that went down. I chose to help, and push, plug, get accused, get insinuations made—as they normally do—that I was doing something crooked and it was bad for the country. And some people did say that.

But I did not choose to save the other company that went down. I didn't get involved with it. I lost—as did my mother, and as did other Caymanians too. But, really, we had to look at the biggest one and the one that was going to have the biggest local impact on the country, and that was Cayman General at the time. And some of them over there made their claims to Cayman General and got paid. Not McKeever Bush—

*[Inaudible interjection]*

**The Premier, Hon. W. McKeever Bush:** But . . .

*[Inaudible interjection]*

**The Premier, Hon. W. McKeever Bush:** And so, Madam Speaker, we were not foregoing any cash. There was no cash to get. Just remember that.

But, this has been ventilated over and over and over again. I would hope that we could get back something close to it, but I doubt it. I doubt, if we divested those shares, that we could get that amount back.

**The Speaker:** Thank you, Mr. Premier.  
Can we proceed now, please?

**Mr. D. Ezzard Miller:** Madam Speaker, may I be allowed to ask one question please?

#### **Short Question thereon** [Standing Order 30(2)]

**The Speaker:** This is a [Government] Minute, and I have just checked the Standing Orders. The Minute is laid on the Table of the House. It would have to be at the discretion of the Premier whether he wanted to answer any more questions on the matter.

**The Premier, Hon. W. McKeever Bush:** Yes, Ma'am. If there is anything new to add, I will.

**Mr. D. Ezzard Miller:** The alternative is to move a motion to reject the Minute and have it debated by everybody. And I don't want to go that route.

But, in the Minute, the Premier says that he hopes to have the assets of Government valued in this financial year. My concern about that, Madam Speaker, is that the Director of Lands and Survey in evidence to the Committee, postulated that he only had the resources to value 25 per cent of Government assets on an annual basis.

The Premier might not be aware of that statement, but, given that evidence by the Director, it seems difficult that he will be able to complete what the Minute is asking him to do in this financial year.

I fully accept the importance of having Government's assets valued—since they have never been done under the Public Management and Finance Law (PMFL), in order to keep the accounts done—but that was the evidence that the Director gave to the Committee, that his resources only allowed him to value 25 per cent. I think my response to that was that that would be unacceptable because he would possibly be 75 per cent wrong every year.

But just to make the Premier aware that he may have to increase the resources in order to achieve this objective. I support the objective of having it done before the 30<sup>th</sup> of June, though.

**The Speaker:** Thank you Member for North Side.

*[Pause]*

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, I am told that—

**The Speaker:** Honourable Premier.

**The Premier, Hon. W. McKeeva Bush:** I am told by the FS that that process is being completed. But what I should say to the Member for North Side is that he would understand that some of Government's assets, and a big portion of Government assets, are several areas, one of those areas being roads that are uninsurable. Raw land would be uninsurable. Barkers National Park, which is 300- or 200-something acres, is uninsurable.

The things that Government would be concerned about would be buildings, and all our buildings, and things that can be easily destroyed like fixed assets, I would say.

**The Speaker:** Thank you, Mr. Premier.

**[Government Minute](#) on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Purchase of a Helicopter by the Royal Cayman Islands Police**

**The Speaker:** Mr. Premier, the Honourable Minister of Finance, Tourism and Development.

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, I beg to lay on the Table of this honourable House, The Government Minute on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Purchase of a Helicopter by the Royal Cayman Islands Police.

**The Speaker:** So ordered.  
Honourable Premier.

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, as I said, these matters have been well ventilated and I will not be . . . I have several to lay, and I will not be speaking on every one of them.

*[Inaudible interjections]*

**[Government Minute](#) on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Review of the Debt Financing Arrangement for Boatswain Beach**

**The Speaker:** Mr. Premier, the Honourable Minister of Finance, Tourism and Development

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, I beg to lay on the Table of this honourable House The Government Minute on the Report of the Standing Public Accounts Committee on the Special

Report of the Auditor General on the Review of the Debt Financing Arrangement for Boatswain Beach.

**The Speaker:** So ordered.

Does the Honourable Premier wish to speak on this?

**The Premier, Hon. W. McKeeva Bush:** Just briefly, Madam Speaker.

The Government endorses the conclusion of the Auditor General in that the Cayman Islands Government received a good deal when arranging the financing for the Boatswain Beach project. Therefore, the Government has no further comments on the matter except to say that the last Government ordered a police investigation into the matter, which was thoroughly carried with interviewing of civil servants, Cayman Turtle Farm staff, and former board members. There was no prosecution as there was no criminal action or intent found. The investigation was a complete waste of the country's funds and a vindictive act of enormous proportions.

**[Government Minute](#) on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Review of the Gasoline Charges Incurred by Pedro St. James and the Policies and Procedures in Place for the period July 2003 to April 2007**

**The Speaker:** Honourable Premier, the Honourable Minister of Finance, Tourism and Development.

**The Premier, Hon. W. McKeeva Bush:** I beg to lay on the Table of this honourable House the Government Minute on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Review of the gasoline charges incurred by Pedro St. James and the policies and procedures in place for the period July 2003 to April 2007.

**The Speaker:** So ordered.  
Honourable Premier.

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, the CEO of Pedro St. James documented his actions and now has a paper trail to justify his procedures. In addition, a gas logbook will be implemented to control gasoline overuse. Biweekly meetings between the CEO and Pedro St. James' Senior Manager will also be established to ferment camaraderie and to develop feelings of inclusiveness belonging and ownership.

I hope that that will satisfy all those who inquired about gas being used. Gas being used, Madam Speaker, to do the work [for which] people are not getting paid [when] using their own vehicles. Why we have to go through all of this I do not know.

**The Speaker:** Thank you, Mr. Premier.

**[Government Minute](#) on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Scrap Metal Tender and Contract with Matrix International**

*[Loud electronic interference]*

**The Speaker:** There is a telephone in action here. Please turn it off.

Honourable Premier, the Honourable Minister of Finance, Tourism and Development.

**The Premier, Hon. W. McKeever Bush: Madam Speaker, thank you very much.**

Madam Speaker, [I beg to lay on the Table of this honourable House] the Government Minute on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Scrap Metal Tender and Contract with Matrix International.

**The Speaker:** So ordered.

**The Premier, Hon. W. McKeever Bush:** Thank you, Madam Speaker.

A lot could be said on this matter of Matrix, but, again, this is one that has been ventilated and the Opposition then—the Government now— put its position forward. Therefore, I have nothing further to add other than what is in the paper.

**The Speaker:** Thank you, Mr. Premier.

**[Government Minute](#) on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Royal Watler Cruise Terminal Capital Project**

**The Speaker:** Honourable Premier, the Honourable Minister of Finance, Tourism and Development.

**The Premier, Hon. W. McKeever Bush:** Madam Speaker, before I move away from that matter of Matrix, I can say that Government has made good to those persons who [had] outstanding bills [with] Matrix, who had lost money. Some companies have failed, even. Government made good our promise in assisting those people [by] paying the outstanding bills on Matrix.

Now, the Government Minute on the Report of the Standing Public Accounts Committee on the Special Report of the Auditor General on the Royal Watler Cruise Terminal Capital Project, [I beg to lay this on the Table.]

**The Speaker:** So ordered.

**The Premier, Hon. W. McKeever Bush:** Thank you, Madam Speaker.

Madam Speaker, as I said, these reports are way behind time and they have all been debated, spoken to, and I do not think that I should take any more time of the House to say anything further on them. They are absolutely clear on where the Government stands on the various matters aired by the Public Accounts Committee.

**The Speaker:** Thank you, Mr. Premier.

## **STATEMENTS BY HONOURABLE MEMBERS AND MINISTERS OF THE CABINET**

**The Speaker:** I have no notice of Statements by Honourable Members and Ministers of the Cabinet.

## **GOVERNMENT BUSINESS**

### **BILLS**

#### **FIRST READING**

##### **Immigration (Amendment) (No. 2) Bill, 2011**

**The Clerk:** The Immigration (Amendment) (No. 2) Bill, 2011.

**The Speaker:** The Bill is deemed to have been read a first time and is set down for Second Reading.

#### **SECOND READING**

##### **Immigration (Amendment) (No. 2) Bill, 2011**

**The Clerk:** Second Reading, the Immigration (Amendment) (No. 2) Bill, 2011.

**The Speaker:** Honourable First Official Member.

**Hon. Donovan W. F. Ebanks, Deputy Governor:** Thank you, Madam Speaker.

I beg to move the Second Reading of a Bill entitled the Immigration (Amendment) (No. 2) Bill, 2011.

**The Speaker:** The Bill has been duly moved. Does the mover wish to speak thereto?

**Hon. Donovan W. F. Ebanks, Deputy Governor:** Yes, Madam Speaker, thank you.

Madam Speaker, this relatively short Bill is primarily aimed at upgrading the way that the Immigration Department will receive passenger information from airlines going forward. As such, it will allow us to redefine the form and means of providing information

by all vessels arriving in, or embarking from, the Cayman Islands.

While our legislation has always required the airlines and cruise ship operators to provide passenger manifests prior to arrival and departure of every vessel, every flight, it is time for us to move to more efficient means that can afford us additional benefits in both the exercise of our border control function and also benefits in terms of how we process the movement of passengers.

At the moment, the airlines provide passenger manifests for departing or arriving flights to officers by hand. This could be after a flight has arrived, or after it has departed. So the manifest cannot be used to verify whether a passenger listed on it is permitted to arrive or depart. The cruise ship operators, as I understand it, presently provide their manifests by email. But with this proposed new system we will be able to harmonise and standardise the process by which both forms of carrier provide information.

In the case of the airlines, Madam Speaker, there are significant benefits of going to what is referred to as an "advanced passenger information system." Those have become the norm in the transportation industry nowadays and passenger manifests, with whatever menu of information as prescribed, are submitted electronically and can be analysed or introduced into law enforcement databases as necessary.

Those benefits I guess would start with the fact that airlines are certainly already familiar with using such a procedure. It is the norm in most countries. We simply have not introduced it here yet. The second benefit, from a law enforcement perspective, is that it allows us to identify earlier than at the moment when a person presents himself at a border control checkpoint to identify persons who intend to travel and who may be of interest to us.

Typically, there may be few, if any, but certainly only a small percentage of passengers at any time, on a particular outgoing flight, for example, that we have any interest in. And so, the third benefit that flows is that it will allow us to substantially modify our exit control arrangements from what currently exists where every outgoing passenger is required to present their passport to an immigration officer and have the details retrieved and entered into our database of outgoing passengers. We would expect to see a substantial reduction in the level of exit monitoring that we will require.

I wouldn't venture to suggest that anyone should expect that we would suddenly become like the US where you never see an ICE [Immigration and Customs Enforcement] agent on your way out of the US; but I would expect that the presence would probably be reduced more in line with what persons would expect from a TSA [Transportation Security Administration] person at a checkpoint allowing you to enter a concourse, for example, where you want to simply verify a face and a travel document, a passport. But

those details are currently being worked out, Madam Speaker.

We feel fundamentally that it is the direction to go and that there are substantial benefits to it. It would bring our arrangements in line with the transportation industry's norms and certainly we can use the benefit of more efficient processing of our outgoing traffic, in particular. I am sure that all of us have experienced during peak times what is becoming a problem of considerable backup as we try to process all outgoing traffic.

Madam Speaker, I should also add that the details of what will be required by the various categories of carriers, the form in which it will be provided, and the extent of data that will be required will be prescribed by regulation to be made if this Bill is successful in being passed today. And so, it is in those regulations that the transportation entities would find the prescribed requirements that they would then have to comply with.

Before I sit down I have one apology to make and to some extent and explanation to give. I know my chief officer had representation from persons who regularly take to the waters to fish. And while I am no fisherman, Madam Speaker, that was not the reason for my not having looked more carefully at the issue which had been raised, and which had to do with the fact that at the moment local vessels that leave here to go outside the territorial waters to fish are subject to requirements in terms of dealing with Immigration and Customs that are, in the view of some persons, much more stringent than they should be.

Obviously, Madam Speaker, we are sensitive to the fact that there are categories of individuals and discretion that should perhaps be exercised in how we impose the requirements for this information. And so, in particular to the Honourable Premier and the Member for East End, both of whom raised the matter, I would just wish to assure them that that is something that we will look to address in the regulations which prescribe the requirements for various categories of carriers or vessels that I spoke to just a few minutes ago.

So, we will look to see how we can best address that local boating community that is temporarily simply going away from the Cayman Islands, or outside our territorial waters, but not necessarily going to another country, and returning.

I am grateful to my colleague, the Honourable Attorney General, who shared his input a few minutes ago. We think it is best addressed in those regulations and it is not something that we need to look to include in the Law itself. Since the regulations that we will have to do, as I said, will address the requirements of commercial aircraft, private aircraft, cruise ships, travel vessels, we can simply best address that local fishing community in those regulations as well.

So, Madam Speaker, with those few words I commend the Bill to Members. I trust that it will be

favourably received and I look forward to any comments that Members may wish to make.

Thank you.

**The Speaker:** Does any other Member wish to speak?

Member for East End.

**Mr. V. Arden McLean:** Thank you, Madam Speaker.

I rise to make a very short contribution to the Bill to amend the Immigration Law (2010 Revision) to establish new requirements for the submission of passenger and crew manifests for aircraft and cruise ships; and to make provisions for incidental and connected purposes.

Madam Speaker, I should note up front that the Opposition is in support of the amendments that the Government has brought forth. However, there are a few things that, like the Deputy Governor said in his presentation, I would like to explain on behalf of many of us in these honourable Chambers.

He did say that I had made representation to him about fishing vessels. And the Premier and I . . . and the Premier is indicating that it was a jointing between us, which is true. I think the reason we did should be explained, Madam Speaker, lest someone get the wrong impression as to what we are trying to achieve.

Madam Speaker, there are many of us in here, including the Premier, who have engaged over the years in sport fishing and pleasure fishing. And we have taken to the high seas to do so, because we have some very fertile banks within our jurisdiction like Pickle Bank and 60-mile Bank. Both of those . . . 60-mile, by indication, means it is outside of our territorial waters; and Pickle Bank is even further outside our territorial waters. And we have gone there to fish for pleasure, for tournaments, and for sport.

Now, Madam Speaker, we have also travelled from here to Cayman Brac, particularly like Easter weekends we will take our boats to Cayman Brac and Little Cayman and support the local tourism for the Sister Islands in that regard.

Now, when we are going to Cayman Brac, we need only notify the Port Authority of our travels and they will give us a rotation number, which means that when we get to Cayman Brac we check in with Customs and verify and give them that number (which has already been given to them) and they verify that it is the same vessel that left Grand Cayman. That is to have some control over where you go and the time, and to keep track of you for your own safety as well and in case the vessel gets into difficulties.

Now, we do this same thing, or similar, to those of us who go overseas. And, Madam Speaker, I should explain that this includes the Fourth Elected Member for West Bay, the First Elected Member for Cayman Brac and Little Cayman, myself, some of my other colleagues . . . the Minister of Education has been on these trips on a number of occasions, and

the Third Elected Member for West Bay as well. The rest seem to have a little . . . and I believe the Minister for Sports. The others seem to have a little problem with the motion of the ocean, you know?

*[Laughter]*

**Mr. V. Arden McLean:** But there is nothing wrong with that. Many of us get those little problems with the motion of the ocean. It's not the size of the ship but it is the motion of the ocean.

*[Laughter]*

**Mr. V. Arden McLean:** Madam Speaker, that was said in jest.

What we have to do when we want to go over there is that we have to plan it in advance. We look at the weather and try to decide which day we are going and we plan it in advance. And the day prior to us going, we actually go to Customs. We have to go to Immigration. We have to provide a manifest. We have to provide a Bill of Health for the vessel. We have to register everybody on it. At the very least it is cumbersome.

So, 24 hours before we leave, we clear a vessel. We clear it to exit the country with these five, six, seven, whatever, people on it. And then, something happens—the weather gets bad and we can't go. In essence, the country figures we have exited already. On the records we have exited the country. So, what we have to do is go back and rescind that Immigration exit that we have done.

If the weather maintains itself, we leave and we notify the Port Authority upon leaving, before leaving the 12-mile territorial waters limit. We notify them of the boat's name and the number of passengers onboard, which they would have available to them from Customs and Immigration, and we tell them the time we our estimated time of return.

Upon returning to the country, we then have to go and clear again. Theoretically, we should come to the Port Authority in town and get cleared. However, because of the many years of doing this, many of us will call and they will come out to the docking facilities that we use for our boats—Customs and Immigration. And this could be on the weekend, it could be at night. Of course, there is a charge for it if it is after hours, which we have to pay. However, most boats have to go into George Town and they have to go into the North Sound. It is extremely cumbersome.

Now, Madam Speaker, that is us! This country is moving towards sports fishing tourism tournaments here. For instance, Saturday coming we are having a Swordfish tournament, which is just developing in this country and is attracting quite a few overseas anglers, their families and the likes. That fishing is done in deep water over 2,000 feet.

Now, we have been rather successful around Grand Cayman and Cayman Brac with it, however,

there are instances where it appears to be picking up on these other banks as well. Swordfish fishing is developing throughout South America (that is, the southern part of North America) as a real tourism attraction. And those same people are assisting the Flowers brothers here, and my brothers and what have you. Included in that are scientists from the University of Miami who are tracking all of these fish and tagging them, and providing all of the information within our jurisdiction so that we can try to develop this sport fishing tourism.

There are limits being put on it here. They cannot get anything under 48 inches, I think it is, and the likes. So, we are trying to govern ourselves, so to speak.

Anyway, Madam Speaker, there are times when those same fishermen who will go off East End or North Side, or South Sound, whatever, to fish. And the tournament starts like 4.00 in the evening, lines in the water, until 4.00 in the morning. And then the weigh-in is from 4.00 in the morning until 4.00 the next afternoon. So you have a lot of time to get back to your weigh-in station.

Now, here is what happens in those instances when a boat is off East End or so, and because they know the times these [fish] are feeding, at 7.00 at night they say, *Well, they have not fed here, we need to change locations. Maybe we should go to Pickle Bank or we should go down to 60.*

Now, those fishermen cannot do that. And remember, we have scientists and the likes on these boats. And this is only one of the tournaments I am talking about. We cannot do it. We need to come in then, clear, and then go back out, because we are still in the territorial waters. That is one scenario.

The other one is we could have tournaments here. Recently Rooster's tournament was in the territorial waters only. You could not go outside the 12-mile Bank. Right? But there are occasions when we are in tournaments and we want to go to 60-mile Bank to fish for the big game. And we cannot go because we are out on the water and we would have to come in to clear; to make out all of this paperwork to do this tournament to do fishing.

And these tournaments also attract a large number of people coming from overseas. People follow these things the same way they follow football or cricket, or whatever the case may be. So they go wherever the fishing tournament is.

So, Madam Speaker, we find ourselves not being able to really give the fishing tourism, the sports fishing tourism, a good shot-in-the-arm to attract more people because of this Immigration and Customs problem that we have. Madam Speaker, it is nobody's fault. All I am trying to do is explain the problems that we experience with it in order that the country can appreciate what we are trying to do.

Now, Madam Speaker, one may say that if we do not have a requirement to clear it is allowing us to go wherever we want and anything could happen.

Let's really look at that, Madam Speaker. Those who are currently using the waters for illicit reasons . . . do we really think they are going to clear now? They do not clear; they go! We have a requirement to clear because we need for the country to know where we are just in case we get in problems. We must clear, because we need the country to know. We need the Customs to know, we need the Immigration to know, we need the Police to know where we are just in case we get ourselves in problems.

We recently saw one local vessel that had cleared to go to Pickle [Bank] and got into problems. We have had instances where we have cleared (not myself, but vessels from this jurisdiction) and they have been boarded by the Coast Guard. And the Coast Guard contacted the authorities here and said, *Yes, we know vessel so-and-so is heading to Pickle [Bank], or whatever the case may be, and these are the number of people on board.* So they let them go on.

In cases . . . I believe what needs to happen . . . and the proposal that we have is that whilst we may not be required to do all the paperwork, there is a definite requirement for whichever vessel is going outside that 12-mile limit to notify the Port Authority of the particulars of that voyage, such as vessel name, number of souls on board, time of departure, estimated time of return, location upon return in order that the Immigration or Customs can come if they wish to inspect.

There is a further requirement that I think is needed and that is that anyone going on one of those trips should also be required to have available with them their travel documents. That is what is required right now when we clear. Therefore, there should be no difference in that. That is, Madam Speaker, for the purposes of being boarded by the Coast Guard in international waters or whatever. And when they call the Cayman Islands they can verify that, yes, we have Arden McLean, whomever, whomever, Captain Eugene, on this vessel. So all of these things should still be provided to the authorities here in order that we can maintain our safety and we can maintain a connection with the country.

Now, Madam Speaker, for those who do not want to clear, or those who are going to try and smuggle something in this country, they are not going to clear. They never clear. Why would they clear and tell the authorities where they are going? They are not clearing. Those are the ones that whoever catches them in international waters need to deal with them accordingly. I really think they need to scuttle their boats, take them onboard and bring them home. But that is for a different discussion.

Now, Madam Speaker, in the middle of the night many of us will get up and call each other and try to go out fishing on one of these banks. Well, we can't do it. So, therein lies the reasons why we are asking to change, to do an amendment to the Immigration Law. But I should say that the Customs Law is

the one that really needs to be changed because they really require a number of things to be done for a vessel leaving.

And I know that this amendment is about aircraft and passenger liners, cruise liners, but I believe that since the Deputy Governor has said that he is going to do it in the regulations, I welcome that. But I would also ask him to look at the Customs regulations as well, because there may be a need to have some changes done in those regulations to allow us to do this.

Madam Speaker, the country should understand that we are not trying to circumvent the Law. We are trying to promote sport fishing tourism. I believe it is incumbent upon this country whenever we get . . . one of the pillars of our economy is tourism. I think sports tourism is another arm of that pillar that we can promote. It works. There are many people in this country that live . . . their main source of income is off sport fishing charters. And I believe that would benefit them.

These are legitimate people. These are honest, upright Caymanian citizens who really need the authorities to know where they are because they have guests onboard, their insurance is sky high. It is just that when they are out there fishing, and they realise they could . . . because, Madam Speaker, nowadays it is no more catboat that is going to take you 20 hours to get down to 60-mile Bank. The Fourth Elected Member for West Bay runs down in two hours. Some of us in the dead of the night run down in one hour and a little bit.

You know, Madam Speaker, you can calculate numbers. That is really going across the water, eh?

So, it is no longer that the tournament is 12 hours from 6.00 in the morning until 6.00 in the evening. Sometimes it is less . . . 10 hours? Until 4.00 in the evening. So, you are talking about 8 or 10 hours, the tournaments are. We can fish in East End, not catch anything, and run down to the 60-Mile Bank and back by 5.00 in the evening, before the weigh-in closes at 6.00. But the lines have to be in at 4.00. And no longer is there having to wait until you get to 60-Mile Bank or if you are back here to communicate with people.

The boat that does charter fishing overseas carries a satellite phone now. So when you get there you hook up, you call in. When you land, you call in what you have landed so that when you get to the weigh-in there are no surprises. So these things are very fluid and happening very fast.

I believe the most important thing about this is that it will promote sport fishing tourism. But it will also promote us going to get fish too for our families. It will help us because many of us do it on a regular basis. Every time you see a window of opportunity that has like 12 hours of smooth weather, we are gone. But we have to clear, and if the weather changes, the authori-

ties think we are out of the country when, really, we are still here—unless we go back and tell them.

So, Madam Speaker, I should point out that the Immigration and the Port Authority staff are all very accommodating with this thing because they understand what we are trying to do. So they come out whenever they are asked to do it, whenever they are called they come out. And we have to pay the Government for their coming out, which is fine. And we don't want to get away from that.

But I believe what can be left in the regulation, if the Deputy Governor sees fit, is that there is a rotation number given to us, the same way that we go over to Cayman Brac and Little Cayman. And also, the Immigration and Customs should have the right to spot check these vessels that go out for fishing. Just to go by where they say they are going to dock up at their private dock, and just walk on board and see, the occasional time, just check. That's the responsibility of the authorities and they should have that authority to do so.

So, Madam Speaker, I support it. The other thing that I believe the Deputy Governor said was that we are not going to the card system for exit out of this country, or he is not migrating to that point now. I think anything that is easier for the exit of residents and foreigners alike, in particular tourists I am talking about, should be employed. I believe that the same way like America [where] you are given a card coming into America, which is given here in Cayman, if you want to redesign that to get whatever information you need on it. And if we put the onus on the airlines they currently ensure that people are on that airline. If they check in at their counter, they ensure that they are on the airline and that things like their luggage do not go without the passenger and what have you. I believe that we could make it that much easier for people visiting here to put the onus on the airline, take the card and then you walk through security and get on to your aircraft to whatever destination.

And if that card has been turned in to the airline personnel and the person does not get onto the aircraft, then that airline is responsible. And I believe that that would facilitate the ease of immigration out of this country. I do not know the reasons why we are not going to that point at this stage, but maybe the Deputy Governor can explain that to us.

It is chaos at that airport whenever you are going out there. You have security there and then you have the Immigration right there and it's backed up in most instances around those critical hours when all the planes or airlines are departing. And I believe just let the airline be responsible for collecting those.

And for me, as a resident, why do the authorities have to know when I am leaving? They need to know when I am coming back into my country. But they do not need to know when I am leaving. I am a Caymanian. I am a resident. Right now there is no requirement to stamp your passport. There is none, going in or coming out. So why do you need to know

when I am leaving? You need to know when I am coming back to verify that I am back in the country. If I need to prove that I am out of the country, I need only get this stamp where I entered the country that was my final destination or from leaving here where I disembarked after embarking here. If I need to prove that I was out of the country. There is no real need for the authorities to know when I leave. The onus must be on me.

And the person who comes in here as a visitor makes out a little card anyway, just like I will make out when I reach that country where I am going to. That person makes it out here. So, upon his or her departure, he can turn it into the airline and the airline turns it over to the authorities. This person, Joe Blow, left on such-and-such a date. But you have a record of his entry. If you find no entry, no exit for him in your database, then he is in trouble. You turn it over to the Immigration task force. These are simple things to try and make it a little more efficient to exit this country. You have to go enough security to get searched and what have you. And then it becomes even worse when you reach the Immigration and you have another long line.

Not only that, it would make the Immigration Department more efficient. They will only need one set of people to be on the inbound Immigration. That is where you need to control. You don't need to control the exit. You need to make sure you know who is coming in. Anyone can leave; and you should not have a concern about that, as long as they leave when they say they were leaving.

Madam Speaker, I would make those few recommendations to the Government and I hope my explanation for the reasons why the Premier and I were talking about exempting the local vessels going fishing is sufficient. I trust that it is sufficient for the country and for honourable Members of this House to understand what we are trying to do.

Thank you, Madam Speaker.

**The Speaker:** Thank you, Member for East End.

Does any other Member wish to speak?  
[pause]

Fourth Elected Member for West Bay.

**Capt. A. Eugene Ebanks:** Thank you, Madam Speaker.

I would like to make a short contribution to having the Immigration and Customs Laws amended to allow for the local sport fishermen to be able to do the same as we do now if we are going to Cayman Brac with our rotation number. If we want to go to Pickle [Bank] or 60[-mile Bank] or anywhere outside of the 12 mile limit, it is without a doubt very cumbersome.

A lot of times we wake up at midnight and the weather is great and we want to go offshore, but we're afraid to, because if we go offshore without clearing we stand a chance of being prosecuted. We do get

stopped on the high seas, Madam Speaker. I want to assure you of that. The US Coast Guard, sometimes the local patrol boats will come out to 60 or Pickle and it is not a good feeling to know that you are out there without having complied with all the Immigration and Customs Laws.

Madam Speaker, if somebody is going to do something illegal, they are certainly not going to let the authorities know. It is to our benefit if we let the authorities know where we are going, how many people are onboard, how long they expect to be, in case, God forbid, something should go wrong. At least they will know where to start looking.

Without repetition, I support the contribution that the Member for East End gave. He made some very valuable points. It would be very beneficial to us, the local fishermen. I am not suggesting that all boats . . . I am talking about the local boats. Not the commercial boats, because they can be going to another country. I am not talking about the commercial fishing boats. But it would be a blessing in disguise for the local fishermen to be able to go offshore without having to worry about being prosecuted on the high seas or being stopped, found out there, the Coast Guard calling in and saying, "We don't know where they are; we don't know that they are heading out there." It's not a good feeling.

So, I would suggest that some amendments be made to the regulations that would allow us to do a rotation number. That way the authorities will know that we left and how many people we have onboard. And I agree all persons who are on the trip should have their travel documents with them because we do get stopped—there is no question about it—to prove we are legal.

So, Madam Speaker, I just wanted to make that short contribution and say that I do support the idea of having some amendments made to the regulations in the Customs and Immigration Law.

Thank you.

**The Speaker:** Thank you, Fourth Elected Member for West Bay.

Does any other Member wish to speak?  
[pause] Does any other Member wish to speak?  
[pause] Does any other Member wish to speak?  
[pause]

If not . . . Honourable First Elected Member for George Town, were you going to speak? Or were you leaving the Chamber?

**Mr. D. Kurt Tibbetts:** Yes, Madam Speaker, thank you very much.

I was just giving my colleague . . . I did not realise that he was not going to speak. I thought he was going to. Forgive me.

Madam Speaker, I just want to perhaps add a couple of points to what my colleagues have said thus far, the points raised by the Member for East End and also the Fourth Elected Member for West Bay with

regard to the sports fishermen. Certainly, for many, many years that has been talked about and talked about, but nothing has been done. So it's good to know that along with these amendments that that matter will be dealt with.

Madam Speaker, the Deputy Governor said that they will be dealing with several matters in regulations, including what has been pointed out during this debate. And he mentioned cargo vessels. He mentioned other types of vessels. Madam Speaker, I cannot let this little opportunity pass up to mention a situation that I believe continues to exist today that has been talked about for many, many years.

There are vessels that ply between these Cayman Islands and other jurisdictions, which I might want to call "neighbouring jurisdictions," simply because the haul is not a very long one. Some of them are cargo vessels. Some of them are fishing vessels. But, Madam Speaker, the cargo vessels and the fishing vessels that I speak to are not the regular vessels that come to the George Town dock and either pick up stuff or bring stuff through the Port Authority.

As of now, Madam Speaker, it is my view (unless I am going to be told different when I am through) that there is absolutely not enough border control when it comes to these vessels. In many instances no one knows what, or who, they bring in, or what, or who, they take with them. And, Madam Speaker, every day you hear reports of burglaries. On the odd occasion you hear reports of individuals absconding. And, Madam Speaker, one may wonder how this can happen.

What I am talking about is, in my view, exactly how it happens all the time. It is a rare occasion when stolen goods are found in this country anymore. If it is not so then I would like somebody to bring the statistics to prove it. And this is not about pointing fingers; this is just the situation that exists.

So, while the matters that I am referring to are matters that should be dealt with by the Customs Department—I won't say no to that—but it is all tied up in the Immigration too. As far as I know, when it comes to border control, the Immigration Department . . . and this amending Bill speaks to passenger manifests, meaning a record—a proper record—of arriving and departing individuals from and to the country. I am saying that there are other means by which individuals arrive and depart, and goods arrive and depart, which have no method of being checked out.

And, Madam Speaker, I also wish to say that it is a downright shame that the situation has been allowed to continue for so many years. It is not about blaming people. When I say it is a shame, I mean it is a shame. It is not about blaming anyone, but it is about what has existed for umpteen years and people talk about it and nothing gets done about it. So I am not going to start by trying to say whose fault it is. I am just going to make this contribution to say that the cry is on once again for something to be done about this. I would hope that when all is said and done that this

matter is dealt with as part of the objectives of this amending Bill.

Madam Speaker, I have to tell the Deputy Governor that I am not one who likes to vote on a Bill and not know what the regulations say. As far as I am concerned, when the Bill is brought we should know what the regulations are going to say. I hope that in the future we will be able to see whatever companion pieces of legislation are working hand-in-hand, because what it does . . . while I know it's the norm, what it does is, you vote on a Bill on the premise that certain things are going to be dealt with. And when you see the regulations it is not included. And that is possible. So, I am sure that the Deputy Governor takes the point.

I see him smiling, because he knows. He has been here long too.

Madam Speaker, I think that point has been made. Once again, I do support the Bill. My colleague from East End has indicated the support of the Opposition. But I certainly wish the points I have raised to be borne in mind along with all the rest when the matter is being dealt with.

**The Speaker:** Honourable Premier.

**The Premier, Hon. W. McKeever Bush:** Madam Speaker, Members have, I think, clarified, ventilated, and spoken to things that they would like to see done. And some of the things certainly have been long outstanding, as I think one Member from the other side said. It has been talked about for years and finally we have come to the point where we can do those things.

I only rise, Madam Speaker, because the last Member spoke about regulations. And just to make absolutely certain that Members understand, and people know, this is not the first Bill that has come with things delayed by regulation. And the Member just sitting has been here long enough too, because he has been party to it. So to raise it at this point and to leave it out there . . . people could just believe that it is only being done now for this Government.

*[Inaudible interjection]*

**The Premier, Hon. W. McKeever Bush:** No . . . or by this Government. No, Madam Speaker.

The regulations . . . the things in particular that the Member for East End spoke about, and the things that he had asked about, in particular about those of us who go fishing outside of territorial waters, those things can be covered in regulation.

And it is good, and we know . . . we are not saying something . . . or, I should say, the Member has indicated to the House what he intends to do. So, we know what is going to be done. It is not that we do not know what is going to be done. It is going to be, if it is possible for the things that I asked for, that the Member for East End discussed with me and he properly ventilated himself.

Madam Speaker, as I said, I think the Member last week said also that this is long overdue.

**The Speaker:** Thank you, Mr. Premier. Does any other Member wish to speak?

Does any other Member wish to speak?  
[pause] Does any other Member wish to speak?  
[pause]

If not, I will call on the mover of the Bill to present his concluding remarks.

**Hon. Donovan W. F. Ebanks, Deputy Governor:** Thank you, Madam Speaker.

We got quite an explanation about what goes on within this boating fraternity.

*[Laughter]*

**Hon. Donovan W. F. Ebanks, Deputy Governor:** I don't know about you, Madam Speaker, but it had not crossed my mind to change my plans this weekend. I mean, I still have enough to do on land.

*[Inaudible interjection]*

**Hon. Donovan W. F. Ebanks, Deputy Governor:** But I am grateful for the explanation.

Let me just start by . . . I know the Premier mentioned that comment, but obviously, there was no intention to use this Bill in any way as bait to get regulations other than to give effect to what we are talking about this morning. So . . .

Again, it has proven useful in having ventilated the issues around the sport-fishing community. We can better ensure that what we do in providing regulations hopefully properly addresses that. I mean, it certainly is consistent with the philosophy that we do not want to spend our resources and our time making it inconvenient for people who are compliant, or normally compliant, with what we expect of them in terms of behaviour. That is fundamental to what these new arrangements on passengers travelling on commercial carriers are aimed at, so that we do not have to put everyone through the same procedure and same routine.

I think the Member for East End also raised the question of whether we would be using, in the case of non-Caymanian persons travelling, carriers to collect the portion of the ID card. That may well be something that we will do. But my point earlier was, and what I will stay with is, that I do not expect us with the advent of this system to immediately go to an arrangement where existing passengers do not see an Immigration officer at all. I do not expect that their meeting with an Immigration officer will in any way continue to involve the type of transaction that it now involves in terms of collecting data from the passenger. It will be a much briefer encounter.

And eventually it may migrate to where we don't use those people at all. But, certainly, we have

to have a mechanism for intercepting the people with which we do wish to spend some more time with. So that is very much what we want to achieve—an increase in the efficiency in the way we get people out. But I do not necessarily expect that we will completely disappear from the exit corridor that people go through. Just that we hope to move them much more fluidly.

Madam Speaker, I am grateful for the time Members took to elucidate on the areas. I look forward to their affirmative vote. And we certainly look forward to bringing the regulations in place and to using the new system that hopefully will make it much more convenient for all concerned and make our job more effective in terms of dealing with those people who we really need to deal with.

The First Elected Member for George Town also touched on that issue of things going out. And, certainly, that remains a concern. Hopefully it is one that we can eventually direct more resources to as we stop using them to do some of the redundant, or unnecessary, things that we now do.

I would only add that fundamental to being effective in intercepting what we believe may be goods that are obtained improperly is also the need for us as citizens to be vigilant in preserving the identification of the things that we have that are most vulnerable to be taken from us. Generally, we are talking about items that are used, and the ability to prove—even when you intercept someone with something that is used—that it belongs to someone else is very difficult. So, that is an area that we probably also need to promote a greater awareness of, for people recording the identification of things considered high-risk for vandals and others.

So, Madam Speaker, I thank all Members for their comments, and look forward to their support. Thank you.

**The Speaker:** The question is that a Bill shortly entitled The Immigration (Amendment) (No. 2) Bill, 2011, be given a second reading.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Speaker:** The Ayes have it.

**Agreed: The Immigration (Amendment) (No. 2) Bill, 2011, given a second reading.**

**The Speaker:** The House will now go into Committee to consider the Bill.

**House in Committee at 12.15 pm**

**The Chairman:** The House is now in Committee. Please be seated.

## COMMITTEE ON BILL

**The Chairman:** With the leave of the House, may I assume that, as usual, we should authorise the Honourable Second Official Member to correct minor errors and such the like in these Bills?

Will the Clerk please state the Bill and read the clauses?

### Immigration (Amendment) (No. 2) Bill, 2011

**The Clerk:** The Immigration (Amendment) (No. 2) Bill, 2011.

|          |   |
|----------|---|
| Clause 1 | Short title and commencement  |
| Clause 2 | Repeal of section 58 of the Immigration Law (2010 Revision) – duty of local agent of vessel to give notice of arrival |
| Clause 3 | Repeal and substitution of section 59 – inward passenger and crew manifests   |
| Clause 4 | Repeal of section 61 – outward passenger and crew manifests   |
| Clause 5 | Amendment of section 62 – Government vessels  |

**The Chairman:** The question is that clauses 1 through 5 do stand part of the Bill.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Chairman:** The Ayes have it.

**Agreed: Clauses 1 through 5 passed.**

**The Clerk:** A Bill for a Law to amend the Immigration Law (2010 Revision) to establish new requirements for the submission of passenger and crew manifests for aircraft and cruise ships; and to make provision for incidental and connected purposes.

**The Chairman:** The question is that the Title do stand part of the Bill.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Chairman:** The Ayes have it.

**Agreed: Title passed.**

**The Chairman:** The question is that the Bill be reported to the House.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Chairman:** The Ayes have it.

**Agreed: Bill to be reported to House.**

**House resumed at 12.20 pm**

**The Speaker:** Proceedings are resumed, please be seated.

## REPORT ON BILL

### Immigration (Amendment) (No. 2) Bill, 2011

**The Speaker:** First Official Member.

**Hon. Donovan W. F. Ebanks, Deputy Governor:** I beg to report that a Bill entitled The Immigration (Amendment) (No. 2) Bill, 2011, was considered by a Committee of the whole House and passed without amendment.

**The Speaker:** The Bill has been duly reported and is set down for Third Reading.

### Suspension of Standing Order 47

**The Speaker:** Honourable Deputy Premier.

**The Deputy Premier, Hon. Juliana Y. O'Connor-Conolly:** Thank you, Madam Speaker.

I beg to move the suspension of Standing Order 47 to enable the Bill on the Order Paper to be read a third time.

**The Speaker:** The question is that Standing Order 47 be suspended to enable the Bill on the Order Paper to be read a third time.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Speaker:** The Ayes have it.

**Agreed: Standing Order 47 suspended.**

## THIRD READING

### Immigration (Amendment) (No. 2) Bill, 2011

**The Clerk:** The Immigration (Amendment) (No. 2) Bill, 2011.

**The Speaker:** Honourable First Official Member.

**Hon. Donovan W. F. Ebanks, Deputy Governor:** Thank you, Madam Speaker.

I beg to move that a Bill entitled The Immigration (Amendment) (No. 2) Bill, 2011, be given a third reading and passed.

**The Speaker:** The question is that a Bill shortly entitled The Immigration (Amendment) (No. 2) Bill, 2011, be given a third reading and passed.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Speaker:** The Ayes have it.

**Agreed: The Immigration (Amendment) (No. 2) Bill, 2011, read a third time and passed.**

**The Speaker:** There is no further business on the Order Paper for today. I call for a motion for the adjournment.

Honourable Premier.

## **ADJOURNMENT**

**The Premier, Hon. W. McKeeva Bush:** Madam Speaker, we had hoped to deal with some other matters, Bills, but they are not quite ready. We hope that we will be ready tomorrow with at least two of them. Therefore, I want to adjourn this honourable House until 10.00 am tomorrow morning.

Before I do that, Madam Speaker, I would just like to alert the Business Committee that we should be meeting. I don't know if they want to do it after lunch, or before we go into lunch, whichever. But we should meet. They can indicate to me afterwards.

I therefore adjourn this honourable House until 10.00 am tomorrow morning.

**The Speaker:** The question is that this honourable House adjourn until 10.00 am tomorrow morning.

All those in favour, please say Aye. Those against, No.

**Ayes.**

**The Speaker:** The Ayes have it.

**At 12.24 pm the House stood adjourned until 10:00 am Friday, 8 April 2011.**