
1. EXECUTIVE SUMMARY

The Task Force was empowered specifically to consider six initiatives shown in Appendix A. The Task Force established three working sub-committees to consider two each of the initiatives contained in the terms of reference established by the Cabinet of Government. Those sub-committees were mandated to report to the main Task Force on their deliberations and to invite relevant parties to join in their review of the initiatives. The sub-committees each submitted final reports that have been incorporated into this report.

The Task Force recognizes and is highlighting the significant contribution that motor sport has made and is making to the development of Barbados as a sports tourism destination. Barbados continues to receive significant international coverage as a destination for motor sport enthusiasts. Locally the sport has a significant following and in contrast to many of our Caribbean neighbours has become a part of our culture.

With this background the Task Force recommends the following initiatives within the framework of our terms of reference.

With regard to governance of the sport we recommend the following:

- 1.1 The memorandum of operation between the BMF and the Government be made a policy document of the relevant ministries. (Appendix C)
- 1.2 The National Sports Council nominate annually a person to sit on the BMF General Committee for observation and communication purposes.

With regard to establishment of motor sport venues, in order to sustain the varied motor sport disciplines we currently enjoy nationally and internationally we recommend the following:

- 1.3 Tarmac rallying is a form of motor sport that has been enjoyed at the highest level for over thirty years in Barbados. It has been of huge benefit to local tourism and Barbados' international exposure as a sports tourism destination. The use of specific areas in rural Barbados for Special Stages in these rallies contributes to the local economies of the rural villages where the events are held. It is important to establish operating systems that allow the continued use of our public roads for high-speed tarmac rallying. Our dense network and duplicity of paved public roads is ideal for tarmac rallying and every effort should be made to sustain and expand their use for motor sport through proper governance and legislation. Appendix C recommends modifications to this framework.
- 1.4 The decline of the sugar industry has forced a rapid deterioration in the quality and quantity of privately owned/controlled gravel roads used for off-road rallying. Vacluse Raceway was created to be a facsimile of gravel roads used in past years. It is important that such a facility be maintained and expanded to replace the ever-decreasing number of gravel roads available for motor sport and to focus investment on the development of one such facility. The approval of the Vacluse Raceway would facilitate the expansion and development of the sport and ensure the continued international presence for Barbados as a motor sport destination. Whatever measures are required to maintain the sports tourism product should be

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- ensured including expansion into different motor sport activities and full governmental support for the existing tourism product.
- 1.5 A purpose built racetrack is required for circuit-racing, kart racing and drag-racing. The requirements of these disciplines are completely different to those of tarmac and gravel rallying and offer an opportunity to create a multi-use facility that would be well supported in many areas. The existing Bushy Park facility is the best suited location for this multi-use facility. The 300 acre property is currently being offered for sale by the owners and the liquidator has indicated that they too will offer the property for sale by the end of July. Unless the Government is willing to purchase the property from the liquidators at or above the upset price of \$13 million and vest the 50 acres for the motor sport facility in the National Sports Council, then approval should be given for housing development for no less acreage than is already under the St Philip Land Limited Golf Resort approval, with the condition that the approximate 50 acres of the racing circuit be gifted to the Barbados Government for onward vesting in the NSC for use as the national home for motor sport. This permission for housing development would make it economically viable for private investors to purchase Bushy Park plantation from its current owners or the company liquidators. Once this has been accomplished the extensive development can be more carefully considered while racing operations continue at the current level with greater security. The current proposed sale of the property presents a unique opportunity for the property to come under the control of the motor sport fraternity. Bushy Park has been the national home of motor sport for more than 30 years. It is understood that the NSC would lease the property to the BMF as the governing body at a nominal annual rate.

With regard to the establishment of legislation to assist in the development and operation of the sport, we are recommending three areas for legislation enactment.

- 1.6 In order to stimulate and support the growth of the sport at the competitor level we recommend that certain concessions be granted to motor sport equipment in a similar fashion to other sporting equipment.
- 1.7 Recognizing that vehicles have a broader use than just sporting vehicles, we are recommending a specific licensing scheme to ensure that vehicles imported under the concessions recommended can be effectively regulated.
- 1.8 Recognizing the significant investments that will be required to develop motor sport facilities we are recommending the extension of the SDA legislation to cover two chosen motor sport facilities.
- 1.9 The specific legislation suggested is as follows:
- 1.9.1 A Motor Sport Regulation Act be passed similar to the suggestion as contained in Appendix F. Such Act would provide specific powers to the Licensing Authority to grant and reject licences for permanent and temporary motor sport facilities. This will have the effect of bringing all such venues under the control of the Licensing Authority. As a practical matter, although the Licensing Authority will maintain authority for the granting of licences, the regulation, monitoring and operation of the facilities will fall under the responsibility of the BMF

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- by virtue of the application and approval process. This Act will also provide for the suspension of the Road Traffic Act for roads closed by the Minister for motor sport events, and provide a mechanism for licensing and identifying vehicles for the exclusive use in motor sport.
- 1.9.2 That the Special Developments Areas Act be modified to extend the concessions granted thereunder to the designated areas chosen for the development of the two facilities (Appendix G). In this way the BMF will be able to attract private sector investment in the development of world-class facilities for the continued development of the sport. This legislation being already in existence, will only need modification by extending the areas covered to include the specific parcels of land found to be suitable for such purpose in conjunction with the TCPO.
- 1.9.3 That certain duties and taxes be exempted from motor sport vehicles, and accessories used solely for motor sport purposes. (Appendix H) The BMF will regulate the vehicles and parts qualifying for such exemption and the concession be granted through the BMF member clubs for control purposes.

It is our opinion that the measures recommended herein address the issues highlighted in the terms of reference document dated 2005-04-06 that created the Task Force. We humbly submit our findings for consideration and stand ready to provide further information, clarifications or to continue our deliberations to the satisfaction of the Cabinet.



Andrew W. Mallalieu CPA, Chairman
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