

Report

**Public Presentation
on the Findings of the
Environmental Impact Assessment
Highway 2000: Phase 1B
Sandy Bay to Williamsfield
Km: 33+000 to 71+500**



**Held on September 29, 2007
at:
Golf View Hotel, Manchester and
Versalles Hotel, Clarendon**

Prepared by:

ESL MANAGEMENT SOLUTIONS LTD.

20 West Kings House Road
Kingston 10

For:

TRANSJAMAICAN HIGHWAY LTD.

8 Olivier Road, Kingston 8



October 2007

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1.0 Introduction

The Highway 2000 Project (H2K) one of the Government of Jamaica's landmark Millennium Projects began in 2001, when the Prime Minister of Jamaica announced that Bouygues Travaux Publics of France was selected as the preferred Bidder for Phase I of the project. The first phase of the project was the upgrade of the Old Harbour Bypass, followed by the construction of the Kingston to Bushy Park segment, and then the Portmore Causeway segment. TransJamaican Highway Ltd., (TJH) a specially created subsidiary of Bouygues Travaux Publics is the developer responsible for implementation of the project.

The alignment for Phase 1B, Sandy Bay to Williamsfield is currently under consideration for an environmental permit.

Environmental Solutions Ltd. (ESL) was contracted by TransJamaican Highway Ltd. to carry out an Environmental Impact Assessment (EIA) as part of the permitting requirements stipulated by the regulatory agency, the National Environment and Planning Agency (NEPA) in respect of the proposed development. As a part of the permitting requirements NEPA requested a public presentation of the findings of the EIA. ESL and TJH decided that two meetings should be held, one in each of the parishes traversed by the alignment.

This document is the report on the public presentations of the EIA which were held on Saturday, September 29, 2007 at the Golf View Hotel in Manchester and the Versailles Hotel in Clarendon.

The Alignment

The alignment begins at the western end of the existing tolled section of Old Harbour Bypass, passing through rolling terrain from KM 34 to KM 44, where the alignment crosses the Rio Minho, parallel to and just of where the existing A2 Road crosses the river. The design speed will be 110 kph.

Two Toll Plazas will be constructed, one at May Pen on the ramps of the interchange and one at Four Paths on the main alignment. The alignment continues in a westerly direction and passes just to the south of and parallel to the existing railway line, between KM 51 and KM 57. The alignment continues through hilly terrain and will have a design speed of 90 kph. A vertical gradient of 5.5% is required, between KM 58 and KM 59 to accommodate a change in ground level of almost 100 metres.

The existing Melrose Bypass will be incorporated into the new alignment (as this is a contractual agreement with the Government of Jamaica through the Grantor which is the National Roads Operating and Construction Company (NROCC)). The alignment will

continue as a two lane, dual carriageway with a design speed of 90kph. The alignment will cross the railway line, before joining the existing roundabout at Williamsfield.

Twenty-nine (29) crossings have been identified and will be facilitated by overpasses and underpasses. These crossings include gullies, rivers, slip roads, local roads, railway and field connectors.

The project is scheduled to be concluded 34 months after the commencement certificate has been issued. The project will be divided into phases that will be defined by the construction requirements.

2.0 NEPA Requirements

The Public Presentation of the Findings of the EIA was staged in accordance with the NEPA Guideline for Public Consultations, and with communication to NEPA regarding the list of invitees, requisite notification, and selection of the Chairman. Two meetings were staged, although this was not a specific request of NEPA, in order to facilitate the public participation in both parishes.

3.0 Public Notification

Public notification was given through the following means:

- **Public Notification No. 2 -**
 - The Daily Gleaner Saturday, September 8, 2007
 - The Sunday Gleaner Sunday, September 23, 2007
 - The Daily Gleaner Wednesday, September 26, 2007
- **Flyers** - (Distributed to NEPA, NGO's, GOJ Agencies, Parish Council Offices and Parish Libraries)
- **Personal Invitations** (See invitation list)
- **Town Crier** (On the day of the meeting)

Additionally, the notice was posted on NEPA website - www.nepa.gov.jm, and ESL website - www.eslcaribbean.com.

Figure 3.0 a. Public Notification for The Gleaner, Saturday, September 8, 2007

THE GLEANER, SATURDAY, SEPTEMBER 8, 2007

**PUBLIC NOTICE (#2)
NOTICE OF COMPLETION AND SUBMISSION OF
ENVIRONMENTAL IMPACT ASSESSMENT REPORT
AND STAGING OF PUBLIC CONSULTATION
PUBLIC COMMENT INVITED
HIGHWAY 2000 – PHASE 1B SANDY BAY TO WILLIAMSFIELD**

In accordance with the Natural Resources Conservation (Permits and Licences) Regulations of the Natural Resources Conservation Authority (NRCA) Act 1991, the NRCA has exercised its right to require an environmental impact assessment (EIA) of the above-captioned development proposal before a decision to issue a Permit or Licence is made.

This development is proposed by TransJamaican Highway Ltd. The alignment is proposed to go from Sandy Bay in Clarendon to Williamsfield in Manchester, and will be mainly to the south of the existing road. The National Roads Operating and Construction Company (NROCC) will be responsible for acquiring lands for this alignment. The Highway will be four lanes with a right-of-way of 100m.

TransJamaican Highway Ltd. has retained Environmental Solutions Ltd. to provide the required environmental management services for conducting the EIA. The final EIA report has now been completed. A review of the report will be the basis upon which the decision is made by the NRCA to grant a permit and/or licence for the development. Accordingly, the EIA Report needs to be reviewed by the relevant government review agencies and interested members of the public.

The report is available for public inspection at the following locations:

- **Environmental Solutions Ltd.**, 20 West Kings House Road, Kingston 10, 9:00 a.m. to 4:00 p.m. Mondays to Fridays
- **NEPA Documentation Centre**, 11 Caledonia Ave., Kingston 5, 9:00 a.m. to 4:00 p.m., Mondays to Fridays.

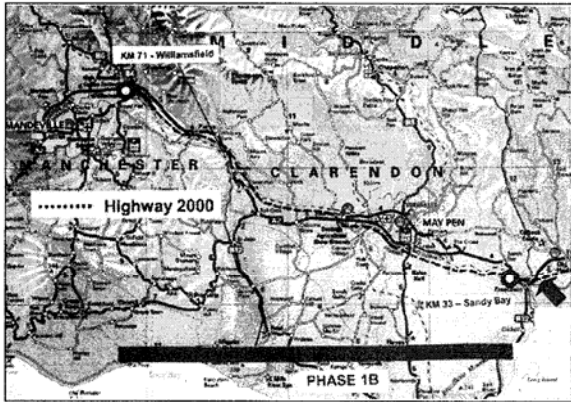
The report will also be available at:

- Environmental Solutions Ltd.'s website at www.eslcaribbean.com
- **Clarendon Parish Library** 9:00 a.m. to 6:00 p.m., Mondays to Fridays and 10:00 a.m. to 5:00 p.m. Saturdays
- **Manchester Parish Library** 9:00 a.m. to 6:00 p.m., Mondays to Fridays and 10:00 a.m. to 5:00 p.m. Saturdays

If you wish to comment on the EIA Report, please do so within 3 weeks of the date given on this notice. Comments should be addressed to:

Manager, Applications Secretariat Branch
National Environment and Planning Agency
10 Caledonia Ave., Kingston 5, Tele: (816) 754-7540
e-mail: applications@nepa.gov.jm
Re: **Highway 2000 – Phase 1B Sandy Bay to Williamsfield**

<p>Clarendon: Venue: VENUE TO BE ANNOUNCED Date: Saturday, September 29, 2007 Time: 4:00 - 6:00 p.m</p>	<p>Manchester: Venue: VENUE TO BE ANNOUNCED Date: Saturday, September 29, 2007 Time: 12:00- 2:00 p.m.</p>
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Site Location Map of Proposed Development Site

Date of Publication of Notice in Print Media: 8th September 2007

Figure 3.0b - Public Notification - Appeared in the Sunday Gleaner, September 23, 2007, and The Daily Gleaner on September 26, 2007

THE SUNDAY GLEANER, SEPTEMBER 23, 2007

**NOTIFICATION OF PUBLIC PRESENTATION # 2
HIGHWAY 2000 - PHASE 1B SANDY BAY TO WILLIAMSFIELD**

There will be a Public Presentation on the findings of the Environmental Impact Assessment for Highway 2000 - Phase 1b - Sandy Bay To Williamsfield.
This will be held on **September 29, 2007** as follows:

	Manchester	Clarendon
Date:	September 29, 2007	September 29, 2007
Venue:	Golf View Hotel 51/2 Caledonia Road Mandeville	Hotel Versailles Ltd. 42 Longbridge Avenue May Pen
Time:	12:00 noon - 2:00 p.m.	4:00 p.m. - 6:00 p.m.

The public is invited to participate in the presentation by way of asking questions relating to the proposed project.

A copy of the environmental impact assessment report may be consulted at:

1. **Environmental Solutions Ltd.**, 20 West Kings House Road, Kingston 10, between the hours of 9:00 a.m. to 4:00 p.m. Mondays to Fridays, or at its website: www.eslcaribbean.com
2. **NEPA Document Centre**, 11 Caledonia Avenue, Kingston 5, between the hours of 9:00 a.m. to 4:00 p.m. Mondays to Fridays, or its website: www.nepa.gov.jm
3. **Clarendon Parish Library**, between the hours of 9:00 a.m. to 6:00 p.m. Mondays to Fridays and 10.00 a.m. to 5:00 p.m. on Saturdays
4. **Manchester Parish Library**, between the hours of 9:00 a.m. to 6:00 p.m. Mondays to Fridays and 10.00 a.m. to 5:00 p.m. on Saturdays

Summary Reports are available for viewing between the hours of 9:00 a.m. to 5:00 p.m. Mondays to Fridays at:

1. The Clarendon Parish Council Office, Main Street, May Pen, Clarendon
2. The Manchester Parish Council Office, 32 Hargreaves Avenue Mandeville

For further information please contact:

The Offices of the
National Environment & Planning Agency (NEPA)
10 Caledonia Avenue, Kingston 5
or their website: www.nepa.gov.jm

Figure 2.0c: Flyer

**NOTIFICATION OF PUBLIC PRESENTATION # 2
HIGHWAY 2000 - PHASE 1B - SANDY BAY TO WILLIAMSFIELD**

There will be a Public Presentation on the findings of the Environmental Impact Assessment for Highway 2000 - Phase 1b - Sandy Bay To Williamsfield. This will be held on September 29, 2007 as follows:

	Manchester	Clarendon
Date:	September 29, 2007	September 29, 2007
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2. **NEPA Document Centre**, 11 Caledonia Avenue, Kingston 5, between the hours of 9:00 a.m. to 4:00 p.m. Mondays to Fridays, or its website: www.nepa.gov.jm
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1. The Clarendon Parish Council Office, Main Street, May Pen, Clarendon
2. The Manchester Parish Council Office, 32 Hargreaves Avenue Mandeville

For further information please contact:

The Offices of the
National Environment & Planning Agency (NEPA)
10 Caledonia Avenue, Kingston 5
or their website: www.nepa.gov.jm

Figure 3.0d: Sample Letters of Invitation



ENVIRONMENTAL SOLUTIONS LTD.

16th Anniversary
1991-2007

ENVIRONMENTAL SOLUTIONS LIMITED
20 West Kings House Road
Kingston 10, Jamaica, W.I.

Tel: (876) 929-9481, 960-8627, 960-0794, 968-3671
Fax: (876) 929-5731
E-Mail: envirsol@cwjamaica.com
Website: www.eslcaribbean.com

September 13, 2007

Minister Rudyard Spencer
Minister of Health and Environment
Ministry of Health and Environment
2-4 King Street
Kingston

Dear Minister Rudyard Spencer,

Re: Highway 2000: Phase 1B – Sandy Bay to Williamsfield

Environmental Solutions Ltd. would like to take this opportunity to congratulate you on being appointed Minister of Health and Environment under the new administration. In this capacity we would like to invite you to attend the Public Presentations of the Findings of the Environmental Impact Assessment for Highway 2000: Phase 1B - Sandy Bay to Williamsfield.

This Public Presentation is a requirement of the National Environment & Planning Agency, (NEPA) as a part of the permitting process. We know this project will also be of interest to you as the Member of Parliament for South Eastern Clarendon.

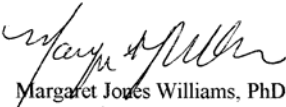
Please note that 2 (two) Public Presentations will be held, one for the Parish of Clarendon and one for the Parish of Manchester.

The Presentations will be held on Saturday, September 29, 2007 as follows:

Versalles Hotel, Clarendon 42 Longbridge Avenue, May Pen 4:00 to 6:00 pm	Golf View Hotel, Manchester 5 ½ Caledonia Road, Mandeville 12:00 to 2:00 pm
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Please find enclosed for your information a Summary Report of the EIA.

Yours sincerely,
ENVIRONMENTAL SOLUTIONS LIMITED


Margaret Jones Williams, PhD
Director & Principal Consultant
Manager, Sustainable Development Services Division

Cc Mr. Guillaume Dubois, TransJamaican Highway Ltd.
Mr. Ivan Anderson, National Roads Operating and Constructing Company
Mr. Marc Rammelaere, National Environment & Planning Agency

Comprehensive Services in Environmental Management
Directors: Barry A. Wade, O.D., Ph.D., Chairman; Eleanor B. Jones, M.A., Managing Director;
George A. Campbell, M.Sc. (Econ) B.Sc.; Peter H. Reeson, M.Sc.; Margaret Jones Williams, Ph.D.;
Sharonmae Shirley, M.Phil.



ENVIRONMENTAL SOLUTIONS LIMITED

20 West Kings House Road
Kingston 10, Jamaica, W.I.

Tel: (876) 929-9481, 960-8627, 960-0794, 968-3671

Fax: (876) 929-5731

E-Mail: envirsol@cwjamaica.com

Website: www.eslcaribbean.com

Minister Mike Henry
Minister of Transport and Works
Ministry of Transport and Works
25 Dominica Drive
Kingston 5

September 13, 2007

Dear Minister Mike Henry,

Re: Highway 2000: Phase 1B – Sandy Bay to Williamsfield

Environmental Solutions Ltd. would like to take this opportunity to congratulate you on being appointed Minister of Transport and Works under the new administration. In this capacity we would like to invite you to attend the Public Presentations of the Findings of the Environmental Impact Assessment for Highway 2000: Phase 1B - Sandy Bay to Williamsfield.

This Public Presentation is a requirement of the National Environment & Planning Agency, (NEPA) as a part of the permitting process. We know this project will also be of interest to you as the Member of Parliament for Central Clarendon.

Please note that 2 (two) Public Presentations will be held, one for the Parish of Clarendon and one for the Parish of Manchester, which would be of interest to you.

The Presentations will be held on Saturday, September 29, 2007 as follows:


Versalles Hotel, Clarendon
42 Longbridge Avenue, May Pen
4:00 to 6:00 pm

Golf View Hotel, Manchester
5 ½ Caledonia Road, Mandeville
12:00 to 2:00 pm

Please find enclosed for your information a Summary Report of the EIA.

Yours sincerely,

ENVIRONMENTAL SOLUTIONS LIMITED


Margaret Jones Williams, PhD
Director & Principal Consultant
Manager, Sustainable Development Services Division

Cc Mr. Guillaume Dubois, TransJamaican Highway Ltd.
Mr. Ivan Anderson, National Roads Operating and Constructing Company
Mr. Marc Rammelaere, National Environment & Planning Agency

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George A. Campbell, M.Sc. (Econ) B.Sc.; Peter H. Reeson, M.Sc.; Margaret Jones Williams, Ph.D.;
Sharonmae Shirley, M.Phil.

Figure 3.0e: Invitation List

**PUBLIC CONSULTATION NO 2
PRESENTATION OF THE FINDINGS OF THE EIA
PERSONS TO BE INVITED (Revision 1)**

Persons showing interest from Public Consultation #1	
1.	D. Shettlewood, Rock Halt, Osbourne Store, 488-8801
2.	Denzil Davidson, Rock Road, 384-6562
3.	Chris Lankester, Jamaica Bags Ltd., 817-6003
4.	Heather Chambers, Four Paths Drive, 423-7040, tiamontero@yaqoo.com
5.	Lyndon Pinnock, Four Paths Drive, ipisjr@hotmail.com
6.	Gordon Spence, (Resident) NWA, 343-9212
7.	Vernal Burton, NWA
8.	Junior Simms, 19 Denbigh Crescent, 389-2284
9.	J. Chung, 537-1388
10.	Carlton Crooks, 2 Sharp Avenue, 421-8113
11.	Michael Douse, Clarendon Park, 962-3336
12.	Mr. Atkins, 393-2829
Ministers of Government, Members of Parliament and Mayors	
Ministers of Government	
	Mike Henry (Transport and Works) Rudyard Spencer (Health and Environment)
Members of Parliament - Clarendon	
	Pearnel Charles (North Central) Michael Stern (North West) Rudyard Spencer (South East) Laurie Broderick (North) Noel Arscott (South West) Mike Henry (Central)
Clarendon Parish Council	
	Helene Simpson Councilor for Mocho Staphel Thomas, Physical Planner Garfield Thompson, D. Supt. Roads & Works Lloyd Samuels, Warehouse Overseer Adessa Morgan - Secretary/Manager Gradlin Fearon, Director of Admin.

Members of Parliament - Manchester	
	Peter Bunting (Central) Michael Peart (Southern) Audley Shaw (North East) Dean Peart (North West)
Manchester Parish Council	
	Sean Rowe, Director of Planning Wayne Mitchell, Deputy Supt. Roads & Works Mr. Winston Palmer - Secretary/Manager
Mayors	
	Leo Hylton Deputy Mayor for Clarendon Mayor Milton Brown - May Pen Town Sally Porteous - Deputy Mayor Manchester Desmond Harrison - Mayor for Mandeville
Businesses/Private Sector	
	Ms. Beryl Bennett, JHTA – Deputy Executive Director
	Garrett Williams, Financial Controller, Juicy Beef Ltd., Lot 1 Clarendon Park May Pen, Fax# 904-2631, Tel: 904-2619
	Shirnet Lindo, Administration Manager, Juicy Beef Ltd., Lot 1 Clarendon Park May Pen, Fax# 904-2631, Tel: 904-2619
	Mark Lankester, General Manager, Century Eslon (Ja.) Ltd., Bustamante Highway Osbourne Store, 987-3871, F# 987-3855
	Hotel Astra
	Golf View Hotel
	Mandeville Hotel
	Tim Lancaster, Chairman, Jamaica Bags Ltd., Cnr. Chapleton Road & Howard Avenue May Pen, 986-4015/986-2435 t/f
	Damian Young & Garth Young, Young's Pharmacy, Main Street, May Pen, 986-7719
	William Shagoury, Managing Director, Sha-Gore Aggregates Ltd., 23 Paisley Avenue May Pen
	Robert Gore, Director, Sha-Gore Aggregates Ltd., 23 Paisley Avenue, May Pen
	Brian Doy, Public Affairs & Communications Manager, JAMALCO
	Mr. George Morgan, Environmental Health & Safety Officer, WINDALCO
	Mr. Jackie Minott, Chairman, Jamaica Standard Products
	Mrs. Andrene Jones, ALPART
	Courtney Murray, Murray's Fish Farm, Clarendon Park
	Mr. Anthony Smatt, Proprietor, Smatt's Shopping Mall & Trading Towers
	Mr. Max Leiba, Proprietor, Esso Tiger Mart
	Mr. Aldo Brown, President of the Clarendon Chamber of Commerce
	Mr. Joel Williams, Councilor Toll Gate Division

	Local Community Association
	Mr. Alvin Jones, Councilor May Pen Central Division
	Ms. Joy Douglas, H2K Corridor Development Planner - OPM
	Helene Simpson, Councilor for Mocho
	Mr. Uthell Purcell, Councilor, York Town Division
NGO's	
	Mr. Peter Espuet, CCAM
	Ms. Diane McCaulay, Jamaica Environment Trust- Chief Executive Officer
Government of Jamaica Regulatory Agencies	
	Mr. Ronald Jackson, ODPEM - Director General
	Ms. Shanti Persuad, Jamaica Bauxite Institute
	Mr. Basil Fernandez, Water Resources Authority – Managing Director
	Ms. Marcia Douglas, WINDALCO
	Mr. Roger Smith, National Works Agency NWA – Manager for Technical Services
	Mr. E.G Hunter, National Water Commission NWC - CEO
	Mr. Donovan Reid, National Irrigation Commission NIC – Managing Director
	Jamaica Railway Corporation (JRC)
	Mrs. Laleta Davis Mattis, Jamaica National Heritage Trust (JNHT) –Executive Director
	Mrs. Marilyn Headley, Forestry Department

4.0 Chairman and Agenda

MANCHESTER

Mr. Lance White, Head of Agricultural Engineering Department, Sugar Industry Research Institute agreed to Chair the meeting held at the Golf View Hotel at very short notice. Mr. Sam Miller, Manager, Manchester Parish Development Committee who had agreed to chair the meeting advised the organisation on Thursday, September 27, 2007 that due to illness, he would not be able to do so.

Figure 4.0a Agenda for the Manchester Meeting

<p style="text-align: center;">HIGHWAY 2000 PHASE 1B SANDYBAY TO WILLIAMSFIELD PUBLIC PRESENTATION</p> <p style="text-align: center;">September 29, 2007</p> <p style="text-align: center;">Venue: The Golf View Hotel, Manchester</p> <p style="text-align: center;">AGENDA</p> <hr/>	
1.	Welcome and Opening Remarks Mr. Lance White, Head, Agricultural Engineering Department. Sugar Industry Research Institute
2.	Prayer Mr. Anthony Senior
3.	Presentation of Project Mr. Ivan Anderson Managing Director, National Road Operating & Construction Company (NROCC)
3.	Presentation on the Findings of the EIA Dr. Margaret Jones Williams Manager, Sustainable Development Services Division Environmental Solutions Ltd.
4.	Question and Answer Session Chairman, Mr. Lance White
5.	Closing Remarks Mr. Lance White
6.	Refreshments

CLARENDON

Dr. Eddie Wright, Physician and Businessman, Chaired the meeting held at Hotel Versailles.

Figure 4.0b Agenda for the Clarendon Meeting

<p style="text-align: center;">HIGHWAY 2000 PHASE 1B SANDYBAY TO WILLIAMSFIELD PUBLIC PRESENTATION</p> <p style="text-align: center;">September 29, 2007</p> <p style="text-align: center;">Venue: Hotel Versailles, May Pen</p> <p style="text-align: center;">AGENDA</p> <hr/> <p>1. Welcome and Opening Remarks Dr. Eddie Wright Physician and Businessman</p> <p>2. Presentation of Project Mr. Ivan Anderson Managing Director, National Road Operating & Construction Company (NROCC)</p> <p>3. Presentation on the Findings of the EIA Dr. Margaret Jones Williams Manager, Sustainable Development Services Division Environmental Solutions Ltd.</p> <p>4. Question and Answer Session Chairman, Dr. Eddie Wright</p> <p>5. Closing Remarks Dr. Eddie Wright</p> <p>6. Refreshments</p>
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5.0 Attendance

In Manchester, 41 persons signed the guest book, although a head count revealed about 50 persons present.

In Clarendon, 58 persons signed the guest book, although a head count revealed about 70 persons present.

Table 5.0a: Guest Book for the Manchester Meeting










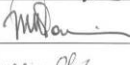
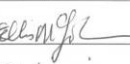
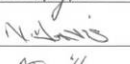
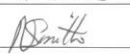
GUEST BOOK

FOR

**PUBLIC PRESENTATION FOR H2K SANDYBAY TO
WILLIAMSFIELD**

Held at The Golf View, Manchester

September 29, 2007

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
ONIEL L.P. SHAND	NWC	817-3252	oniel.shand@nwc.com/jm	
Dale Taylor	CASE	447-5252	got-dale@yahoo.com	
Kirk Evans	CASE	627-5425	evans-kirk@yahoo.com	
Stephanie Savanian	CASE	886-7157	sach.02@xfinity.com	
Headley Cammock	CASE	820-5064	hcam9@att.net / H-Cammock	
Laren Morgan	CASE	874-4250	larenmorgan@yahoo.com	
ANDREW HARVEY	"	360-7223	andrew2harvey@yahoo.com	
John Williams	CASE	860-2864	BigJohnWilliams@yahoo.com	
Toddy Daugh	CASE	420-5165	toddy.com@att.net	
Andrew Davis	CASE	350-5899	adavis.1978@yahoo.com	
Kaysha Mforlone	CASE	434-3192	cklss5@yahoo.com	
Natalie Davis	CASE	856-3900	davisnata@yahoo.com	
Nasretta Smith	CASE	848-8982	nasretta@yahoo.com	

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
Avonagh Thompson	CASE	863-0050	wal-22-ber	<i>Thompson</i>
Sherman Cagle	Malden Screen Dept	402-9075	shermancagle@hawaii.com	<i>Cagle</i>
OWEN S. HENRY	CASE	478-9383	oh@sandals.com	<i>Owen Henry</i>
Michael Jones	Property owner	951-3336		<i>M Jones</i>
Richard Reid	KROCC	929-1581	reidreid@kazjamaica.com	<i>Richard Reid</i>
ERROL MORTLEY	KROCC	929-1581	errolmortley@kazjamaica.com	<i>Errol Mortley</i>
Anthony Senior	FINANCIAL INVCST. DIV.	867-0825 961-5253		<i>Anthony Senior</i>
Jane Deane		386-9381		<i>Jane Deane</i>
Wendy Fiddleton	Mandeville Weekly	961-4142	mandevilleweekly@casjamaica.com	<i>Wendy Fiddleton</i>
Anthony Fiddleton	Sound Unit Resort Board	"	"	<i>Anthony Fiddleton</i>
Dorel Dore		6259780	luc-dore@hotmail.com	<i>Dorel Dore</i>
Goldie Mullings	M. Y. A.	962-2256		<i>Goldie Mullings</i>
Debra Barnes	ES2	960-0794	obarnes@casjamaica.com	<i>Debra Barnes</i>
Beverly Higgins	Flooding case from Winston Jones	801-9816		<i>B Higgins</i>

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
GROVER EDWARDS	N.W.C.	4203 496		<i>G Edwards</i>
Billy Meikle	N.W.R.	819-6178	billy.meikle@nwc.com.jm	<i>B Meikle</i>
D. B. Hay	C-CAM / ESL	382-8543	lorandsonh@cwjamaica.com	<i>D B Hay</i>
P. Bunting	M.P. (at)	809-7383	peter@bunting.org.jm	<i>P Bunting</i>
Angela Munroe	NWC	382-3620	angela.munroe@nwc.com.jm	<i>A Munroe</i>
Shery Dowitt	Coastal Eagle Ins.	891-4507	b-bow110@vnet.net	<i>S Dowitt</i>
M. Atkinson	RESIDENT	488 2178	myshel@yahooc	<i>M Atkinson</i>
G. Atkinson	Resident	470 8688	Geo-Jamini@Hotmail	<i>G Atkinson</i>
C. Thompson	NIC	479 8911	cc@nic.jamaica	<i>C Thompson</i>
Dennis Ellis	N.W.C	456-8062	delbaob@yahoo	<i>D Ellis</i>
Tubal Montague				
P.S. Mutual Power Committee		369-2465		<i>P.S. Mutual</i>
Margaret Williams	E.S.L	960-8627	mwilliams@eslcenter.com	<i>M Williams</i>


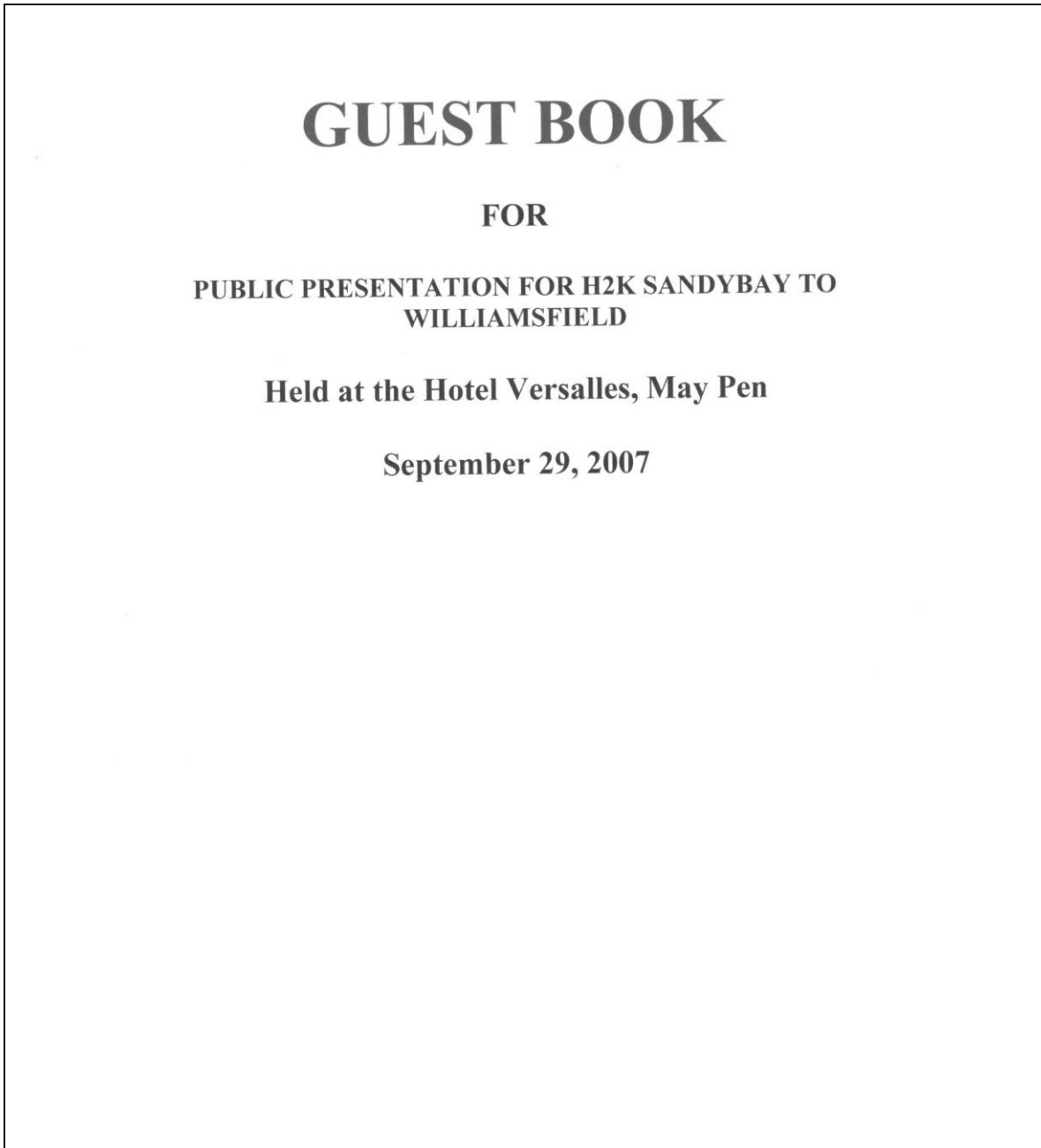
NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
BRIAN RICHARDSON	CONSULTANT FOR CSC	8983442	brichardson@ usi-j.net	

Table 5.0b: Guest Book for the Clarendon meeting




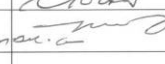


NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
Marshalee Gordon		478-5640		<i>Marshalee Gordon</i>
Martin Bennett		430-9728	martinbennett@ms.com	<i>Martin Bennett</i>
LYNNAL SANDERS		986-2858	12 TRENTON Rd	<i>Lynnal Sanders</i>
Winston Gray	N.I.C. Ltd	689 8834		<i>Winston Gray</i>
JAMES CHAMBERS	Zachry MHI Inc	537 1388		<i>James Chambers</i>
Michael ARCHER	TMAJ	920 580	archermy@hotmail.com	<i>Michael Archer</i>
Egbert Blackstock		9952418	eggieblackstock@yahoo.com	<i>Egbert Blackstock</i>
Upton Edwards	PROSPEX DEPT	914 2667-8	edwards@prosper.gov.sm	<i>Upton Edwards</i>
Adolphus Grant	Green Botan	548 9861		<i>Adolphus Grant</i>
Rebbie Taylor	Palmetto Pen	986 8784		<i>Rebbie Taylor</i>
TAMEKA CROWTH	NEPA	754-7540 EXT 2152	tcrowth@nps.gov	<i>Tameka Crowth</i>
-Cremal Burke-	Free Town	448 1386		<i>Cremal Burke</i>

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
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Cindy Nichie	Resident	410-1964	Kentregg@compuserve.com	
Theresa Rodriguez	ESL	960-0794	trdriguez@alcan.ca	
Frederic DEPERERE	TSU / SIO	325-6222	8dperere@hec-jia.ca	
G. DUBOIS	TSU	925 6222	g.dubois@del.lyl.ca	
Margaret Williams	E.S.L.	960-8827	esl@canbke.ca mwilliams@	
Minister Mike Henry	Minister of Transport & Works.			
Garyfield Thompson	Clanbronn Press Council	383-7954	gt_veld@yahoo	
Alvin Hale	Ministry of Transport & Works	7542613	psentw.govm	
Tim & Gail Lawson	foraica Bys. Bd. / CCC	986-4641	lancaster@can	
Natalie Davis	CASE	926-3906		
Kirk Evans	CASE	427-5425		
JOHN WILLIAMS	CASE	860-2864		
ANDREW HARVEY	"	366-7223	andrew21 harvey@yahoo	

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
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Dale Taylor	CASE	447-5252	got-dale@yahoo.com	
LINDORO SHARPE	J.C.F	374-8875		
Larvin Morgan	C.A.S.E	874-4250	lvmorgan@yahoo.com	
Noacette Smith	C.A.S.E	848-8982	Noacette@yahoo	Noacette Smith
Andrew Davis	CASE	550-5829	adaos-1978@yahoo	
Avanah Thomas	CASE	862-0050	wal-22-bar@yahoo	
Evans Moutley	NRCC	729-1581	EvansMoutley@netjamaica.com	
Pamela White	Jamalco	473 3271	pamela.white@alcoa.com	P. White
Ann Suttie	C-CAMF	877-7335	asuttie@wjen	
B HAY	C-CAMF / ESC	382 8543	brandonhay@wjen.com	
Daphine Taylor	New Paisley Hsg	385-5461		

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
Sashay Bagn	CASE			
Growth				
Gordon Spive	resident	343-9212	gspive@case.com	Gordon Spive
Sharon Cagle	Malden Sc. Dep.	402-9095		Sharon Cagle
D. Shattwood	Rock Hall Osborne	488-8801		D. Shattwood
R. Shattwood	Rock Hall Osborne	357-1974		R. Shattwood
U. Purcell	YORK TOWN DIV.	445 7869		U. Purcell
Bj Mervel	Osborne School	983 2201		Bj Mervel
Thomson		393 2824		Thomson
Meid	resident	475 0677		Meid
Mr Edwards		544 8918		Mr Edwards
Melvin Freeman	Sandy youth committee	856 2566		Melvin Freeman
Gerald Milham	Sunny Side	419 2190	gdm-2004@...	Gerald Milham

NAME	COMPANY / AFFILIATE	PHONE CONTACT	E-MAIL ADDRESS	SIGNATURE
Jati Johnson	Pan	4305768		
Albert Simmonds	Jamaico	926 2561 EXT 6980		
Paul Mirutai		4109501		
Gov. Barrett				
Carlton Cooks	MayPan 28hop Ave	421-8113		
Noel Arscott	M.P. S.W. CLARKSON	995 8397	NARSCOTT@qmail.com	

6.0 Presentations

Presentations were made by as follows:

1. Presentation of the Project
Mr. Ivan Anderson,
Managing Director,
National Road Operating and Construction Company, and
2. Presentation on the Findings of the EIA
Dr. Margaret Jones Williams,
Manager, Sustainable Development Services Division,
ESL Management Solutions Ltd.

Copies of the presentations are given in Figure 6.0.

Figure 6.0a: The Project (Power Point Presentation made by Mr. Ivan Anderson)

Figure 6.0b: The Findings of the Environmental Impact Assessment (Power Point Presentation made by Dr. Margaret Jones Williams)

7.0 Verbatim Reports

The proceedings of the evening were recorded verbatim by a court reporter and are presented in the text below:

- 7.1 Verbatim Notes from Manchester Meeting
- 7.2 Verbatim Notes from Clarendon Meeting

7.1 Verbatim Notes from Manchester Meeting

**VERBATIM NOTES
OF THE
PUBLIC PRESENTATION OF
HIGHWAY 2000 PHASE 1B - SANDY BAY TO WILLIAMSFIELD
HELD AT THE GOLF VIEW HOTEL MANCHESTER,
ON SATURDAY, SEPTEMBER 29, 2007
COMMENCING AT 1.20 P.M.**

PRESENTERS WERE:

Mr. Lance White	Chairman
Mr. Guillaume Dubois	TransJamaican Highway
Mr. Ivan Anderson	National Road Operating & Constructing Company
Dr. Margaret Jones Williams	Environmental Solutions Ltd.

TEAM MEMBERS:

TransJamaican Highway

Mr. F. Depaepe
Mr. M. Laverne

Environmental Solutions Ltd.

Mrs. E. Jones
Mr. G. Campbell
Miss D. Barnes
Miss T. Rodriguez
Mr. B. Hay
Mr. B. Richardson

Chairman: Good morning ladies and gentlemen, welcome to this Public Presentation of the Highway 2000, Phase 1B. Today we have some specially invited participants, I see members of the TransJamaican Highway Team, Mr. Guillaume Dubois as the Manager, we have with us members of the public, from Mandeville, Manchester, Trelawny. We have apologies for some absences, we have apologies from Minister Mike Henry, Minister Michael Peart, Minister Rudyard Spencer and hopefully in attendance with us this afternoon will be Minister Audley Shaw. We are tentatively expecting Mr. Michael Peart, Mr. Peter Bunting and the Deputy Mayor, Sally Porteous.

To my left is Mr. Ivan Anderson, Managing Director of the National Roads Operating and Constructing Company (NROCC), and in the audience we have Dr. Margaret Jones Williams, Manager, Sustainable Development Services Division of the Environmental Solutions Limited and they are responsible for the Environmental Impact Assessment Study that was done. In the audience we have, Mr. Freckleton, we have Mr. Senior and many more whose names I may not be able to mention at this time.

Welcome all and we look forward to a productive presentation and we are hoping that it will be an interactive session, allowed after two presentations are done. We have the first one being done by Mr. Ivan Anderson, the second one by Dr. Margaret Jones Williams. But before we go into the presentations, we would invite Mr. Anthony Senior to guide us with a word of prayer. Mr. Senior.

(Mr. Senior offered prayer)

Chairman: Thank you very much, Mr. Senior. We will be trying to conform to a very tight schedule this afternoon, starting now and we are hoping that at 2:00 p.m. we should be through with the primarily part of our presentation, as the team from NROCC and the Environmental Solutions Limited will be going down to make another similar presentation in Clarendon.

The programme is structured to accommodate Mr. Ivan Anderson, who will make a presentation of approximately 20 minutes, followed by Dr. Margaret Jones Williams. There will then be a question and answer session which should last for about 45 minutes. We are hoping that you will make your questions as brief as possible, yet effective and comprehensive so that when we leave here the recording will be done to reflect what we intend to do. What are the concern of the various community members who are here today, and how we together can make some sort of compromise to arrive at a solution that is mutually acceptable to both the developers and the communities.

So ladies and gentlemen, I would like to welcome Mr. Ivan Anderson. So put your hands together for Mr. Ivan Anderson. (Applause)

Mr. Anderson: Thank you, Mr. Chairman, members of the Highway 2000 team, ladies and gentlemen, good afternoon.

Before we get into the actual EIA presentation, what I want to do is to just familiarize you with the overall Project itself. Tell you a little bit about why we are doing the Highway 2000 Project, where we are in terms of the phases of the implementation of the Project, look at the next phase, Sandy Bay to Williamsfield, and talk a little bit about Mount Rosser to Moneague, the section from Spanish Town to Bog Walk, and finally wrap up with the phase that will be going down into Ocho Rios, to give you a full understanding of the overall Project and the vision of the Project. If you think of the Project only as a road works Project, then you would have missed the bigger picture, the Project is about the development of the country.

I don't know if you can see this very well, this is a map of Jamaica. Over the next 20 years, where are going? How will Jamaica change over the next 20

years? There are a number of things that we see happening already. If we look at the northern coast of Jamaica, these are actually all the hotels which are now being built, actually being built or being constructed within the next five years on the north coast. We are adding about fifteen thousand (15,000) hotels rooms and I think everybody is familiar with that number. We have three million (3M) visitors who now come into the country.

Where are we going to be in the next ten years? Possibly five, possibly ten million visitors where are the visitors going to go? How will they see Jamaica will it just be into the North Coast? Apart from those, we have a whole range of new developments taking place, these are all other additional developments now taking place along the southern coast of Jamaica. The attractions which are now being developed, and the industrial developments that are taking place. What you see happening is a decentralization of the development in our country. Traditionally the development was focused primarily on a few major urban centres. What you see happening, is a decentralization of development, development moving away from the traditional Kingston, St. Andrew and Montego Bay. What Highway 2000 is about is how we can actually tie together all of these developments throughout the country. So here we have the northern leg of Highway 2000 going into Ocho Rios, and here we have the Kingston to Sandy Bay leg and eventually the Sandy Bay going all the way into Williamsfield.

The Highway 2000 is not just a road Project, it is not about repairing a road, it is not just about getting from Kingston to Ocho Rios or Kingston to Mandeville a little bit faster. It is about how we can push the economic growth of the country and I will talk a little bit more about the expected impact on the development of the country as we move on.

So, the primary objective of the Project is more than just a road Project it is about economic growth, catalyst for development, reducing crime and reducing unemployment and I will talk about some specific numbers in terms of what we anticipate in terms of employment growth.

It is about providing an efficient and direct link between the major economic centres of the country, moving us away from the focus on Kingston, St. Andrew and Montego Bay. It is about reducing the population pressure. No longer do you have to come and live in Kingston or even live in Mandeville or

live in Montego Bay, you will have an opportunity to live almost anywhere throughout the country and still commute to these major urban centres. Finally, it is about reducing the cost of movement of goods and services on the road.

So where are we in terms of the Project? The first section of the Project was what we call the Old Harbour Bypass, and that was opened in about September of 2003, that was followed by the section from Bushy Park all the way to Mandela Highway and that was opened in 2004. Then the last section of the Project to open was the Causeway in July 2006. So we now have a Highway that runs all the way from Kingston out to Sandy Bay in Clarendon. Does everybody follow where we are now?

What is the next phase? The next phase of the Project is what we are here to discuss, this is called Phase 1B. The previous section of the Project is what we talk about as Phase 1A, which is the section from Kingston to Sandy Bay. And when we talk about Phase 1B, we are talking about Sandy Bay to Williamsfield. Is everybody on the same wavelength? All of that is what we called Phase 1 of the Project.

Following that, we have what you called Phase 2 of the Project, and Phase 2 is made up jointly of Spanish Town going into Ocho Rios and from Williamsfield going all the way into Montego Bay. That is what we call Phase 2 of the Project. Before we get into that, let me tell you a little bit about how the responsibilities are phased because there is a lot of confusion about who is Bouygues and who is TransJamaica Highway? What is the role of the Government of Jamaica and what is the role of Developer?

The obligations of the parties are as follows:- What we have said to the developer is that we will clear the road, we will buy the lands we will relocate the utilities from within that corridor, and we will hand it to the developer and the developer will be responsible for designing the road, building the road, operating the road, financing the road and handing it back to the country at the end of the concession period in 35 years 2037.

So the government of Jamaica is just clearing the way, and the Developer is just putting in the investment, borrowing the money, implementing the Project and then handing it back to the country in 2037.

What are the next steps then in the Project? As I said, where we are now is implementation of Phase 1B Sandy Bay to Williamsfield. The Sandy Bay to Williamsfield leg is approximately 36.7 kilometers starting at Sandy Bay and ending up at the round-about in Williamsfield. It is similar to what we have now in terms of the design characteristics of the road, meaning, that it is designed for 110 kilometers per hour maximum speed with some slow sections at 70 kilometers per hour. It has maximum slopes of 9% which is the grade that you see coming up by Melrose Bypass, the steeper section of the Highway and it is almost similar to what we have now. It is a two by two, it is a four-lane Highway similar to the section from Kingston all the way to Sandy Bay. I don't know if you can see this very well. This is actually a satellite image of the existing area, but I don't think you can see it, can you? What it was designed to do is to show you where the Highway will run. And I will try and walk you through it.

The Highway starts just about at Sandy Bay just by the end, before you get to Sandy Bay when you are coming from Kingston, just before you get to that bridge where it currently ends. So we start there, and we go all the way south of the existing main road, following our ways through Savannah Cross. Is everybody with me so far? So we are south of the existing road, go through the scrub-land, south of the railway line, going towards the west. From Savannah Cross, we continue going south through Mineral Heights until we come to the first new toll plaza. So the last toll plaza was at Vineyards and then we have a new toll plaza now which is right at Mineral Heights just south of the existing Mineral Heights round-about. Is everybody with me so far? Before you get to - anybody who knows the area, when you leave the Mineral Heights round-about going down towards Hayes, you come to the JAMALCO Great House on the right hand side. You pass Mineral Heights, and then you come to the JAMALCO Great House, then just before you get to the JAMALCO Great House we come across the road just about at that location and there we have a new toll plaza.

From there we continue south of the existing main road, over the existing Rio Minho bridge, just south of the existing Rio Minho bridge on a new bridge just pass the two existing mining operations.

Does everybody know where I am now? So we are still running south of the existing road. This is the Rio Minho, we come over the Rio Minho continue to run south of the existing main road until we get to just about south of Four Paths, so we are still just south of the existing road to Clarendon Park, but we are south of the existing main road. At Four Paths, we make a turn going north over the existing A1 going towards Clarendon Park. Is everybody following me so far?

There we have the second toll plaza. From that location we continue just south of the existing railway line going west, until we pass Juici Beef at Clarendon Park. At that stage we are now north of the existing road because we came over the road at Four Paths, went up to the hill and ran along the railway line until we get to Clarendon Park. From Clarendon Park we go over the existing hill, we actually follow where the JPS poles are, and when you are in Clarendon you will notice the JPS poles on the hillside. We go over the hills, back down the other side just by about where Whitney Turn is, come back over the existing road, back on the southern side of Porus and we continue going west.

So we are coming from north, come over by just about Whitney Turn, come back over the existing main road and then we run in south of Porus just north of Harmons, north of Red Berry and we join back Melrose Bypass just at about Trinity. And then from Trinity we continue on the existing Melrose Bypass widening it into four lanes, incorporating it into the highway and going all the way down to the Williamsfield round-about. Is everybody with me in terms of the alignment of the Highway from Sandy Bay all the way through to Williamsfield.

So quickly, this was just to show you where we hope to go in the future. I won't spend much time on how we get from Williamsfield to Montego Bay, because there has been a lot of talk about how do we avoid Spur Tree, how do we get past this problems that we have had for the past twenty years? And so I just did this to show you illustratively where the Highway will be when we leave Williamsfield.

Currently this is the existing road through Mandeville down Spur Three, Gutters, Santa Cruise, Lacovia. Is everybody with me that is the existing road now. Where we go is that we follow pretty much where the existing

railway line is, everybody knows where the railway line is from Williamsfield? The railway line starts at Williamsfield and it goes through Mile Gully, through Balaclava, through Maggotty and continues west down into Montego Bay. So that is where we expect the next section of the Highway to go, and how we expect to be able to bypass Spur Tree Hill going down that hill.

Finally, let me just wrap up by just quickly taking you through the other section of the Highway. Starting at Spanish Town, what we do is we go north just about Chedwin Park, everybody know where Chedwin Park is, you know where Innswood is, just when you pass Spanish Town just when you pass the existing plaza, we turn north through the cane piece. We go through the cane-piece at Innswood, up and over the hill by St. Johns Road, wrap around the hill by Angels and then we actually follow the train line through the Gorge up at the higher level. I will show you a little more detail. From there we bypass Bog Walk and Linstead which is along the existing bypass which will then be free, so we widen the existing Bog Walk/Linstead Bypass to four lanes as a free section of the road going all the way down until we get to the Treadways turn off. Everybody know where the Treadways turnoff is, just where the existing Bog Walk/Linstead Bypass goes around the corner where the people sell fruits and just before you get to the train line, just before, you then turn right, and then we go up what we call the Mount Rosser Bypass where we actually started building now to Moneague. From Moneague, we follow the existing road, again widening it to four lanes going down to Golden Grove. Golden Grove is on the way to Claremont, and from Golden Grove we have what we call the Fern Gully Bypass and we go all the way down into Ocho Rio. Everybody has a feel for how we get down into Spanish Town to Ocho Rios.

Participant: You bypass Faiths Pen?

Mr. Anderson: Yes. So the Highway actually, when we start at Linstead Bypass now, we bypass Schwallenburg, we bypass Faiths Pen, we bypass Moneague and we actually end up on the road going towards Golden Grove you know the area.

Participant: Are you going to accommodate then?

Mr. Anderson: Yes, we are looking at how we can make provisions for creating a separate Venders' Arcade on the Highway, it is either on the Highway or a new one at an intersection. So that is what we call our North South Link, getting from Spanish Town to Ocho Rios, any questions?

Participant: I did not hear you say toll along that section?

Mr. Anderson: I am sorry, I did not mention toll. Just for you, so the toll section, the new Spanish Town bypass is tolled. When you leave Spanish Town, the new Spanish Town bypass, the new George bypass getting into the Bog Walk round-about that is tolled.

Participant: Are you going to pitch toll from Williamsfield going to Montego Bay?

Mr. Anderson: Yes, I will talk about the free section, but all the sections of the Highway with the exception of the free sections are tolled, and here are the free sections so we talked about the new Spanish Town Bypass which is tolled. The Gorge Bypass is tolled. So when you leave Spanish Town you are driving on tolled section all the way to Bog Walk round-about.

Participant: You were saying that it would start at Chedwin Park, I am just trying to see where you connect to the Highway because I was wondering whether you had the original Old Harbour bypass?

Mr. Anderson: No, not that far. Just by Chedwin Park you are talking about Bushy Park, we don't go that far. Just by Chedwin Park, just by the school where the old Innswood factory is, roughly in that section. So in terms of the North Coast Link, quickly, the next section is free, the Bog Walk/Linstead Bypass is free. The Mount Rosser Bypass is tolled. The next section is free which is the Moneague to Golden Grove and again all of this is of Highway standard now so it is four lanes, divided carriage-ways, even on the free sections. And then the final section is tolled from Golden Grove going down into Ocho Rios, so we have three tolled sections and two free sections.

Participant: Would it be possible if we are going to have so many tolls roads, if I am traveling from Mandeville to Kingston on the new highway and I could buy one pass apart from the multiple passes to save stopping and stopping if I want to get from here to Kingston.

- Mr. Anderson: That is why we have tags. So you can use the electronic tags and you can drive through all the way.
- Participant: The leg from Williamsfield to Montego Bay are you going to preserve what is left of the existing railway infrastructure?
- Mr. Anderson: Yes, it does not currently utilize the railway reservation.
- Participant: Direct from Williamsfield to linking up with the Sandy Bay?
- Mr. Anderson: Yes.
- Participant: May I propose that we incorporate the fruit vendors just like how we do in Faith's Pen have a spot there?
- Mr. Anderson: Right, the vendors' arcade is part of the Highway and it will be built as part of the Highway, that is correct.
- Participant: The fruit vendors?
- Mr. Anderson: The vendors on Melrose.
- Participant: No, no what I am saying, we are going to have some social economic fall out when you put that from the Williamsfield to Kingston. I am saying give some options to some of the existing fruit vendors on the way going through Porus just like Faith's Pen have a lay-by for them also.
- Mr. Anderson: Yes, the facility is, I think it is 20 units, it is 20 stalls, that we are proposing in the facility. So it is a little bit bigger than the existing facility so it will allow for additional people.
- Participant: So are you going to put the fruit vendors in there?
- Mr. Anderson: Yes, so we can accommodate some more people.

Participant: What about lighting, really and truly the existing Highway 2000 is very inefficient when it comes to lighting up. I want you to explore the possibility. You cannot have in this modern era, where we want to improve our infrastructure, we got to put something whether it is a solar light whatever is needed to be done.

Mr. Anderson: Let me just finish quickly and come back to the question. So quickly, Mount Rosser Bypass as I mentioned it starts at Linstead Bypass, it's a two by two similar to the existing Highway. It starts at the Linstead Bypass goes all the way around, up the hill bypassing Faith's Pen, bypassing Moneague and coming out on the road going to Claremont, going to Golden Grove. You were asking about Spanish Town Bypass this is an urban core of Spanish Town here. The existing Highway runs along the south down here, Chedwin Park is actually right here, the existing interchange is about right here. So we start just here just over St. Johns Road, wrap around the top of the hill, go by Angels, follow the existing train line through the Gorge over the river just by Kent Village and into Bog Walk. That was quick, but just to give people a feel for where the road is.

Participant: When you say over the road you mean across Rio Cobre?

Mr. Anderson: Yes, when we leave Angels we are on the left going towards Bog Walk, we are up on the hill now. So we are much higher up than Flat Bridge, so we are up at the railway level and we continue at that level until we pass Kent Village, you know Kent Village that little community inside the Gorge? When we pass Kent Village, we come back over the river, it is not a flat bridge because we are getting a much bigger bridge now, which is not subject to flooding and then we go back into the round-about. As I mentioned, the existing road from Moneague goes this way down to Ocho Rios. We come across the hill, back across the existing road down to Golden Grove and then from Golden Grove which is down here, we start on a new alignment through the hills, people who know the area, through Lydford you know where the old mining operation was, all the way down into Ocho Rios.

Participant: That is Jacks Hall?

Mr. Anderson: Well, we actually come out just west of the Reynolds Pier, you know where the Reynolds Pier is. Just a little bit west to Reynolds Pier just before you get to Dunn's River, so we come out between Dunn's River and the Reynolds Pier back on the existing North Coast Highway. We expect to improve the travel time by about 60%. But as I said at the beginning, if you think about the Highway in terms of just roads, just road improvement, just going from A to B, a little bit faster then you would have missed the bigger picture. The Highway is about accelerating the GDP growth of the country.

The output we expect from the Highway in the medium term, we expect that the Highway can generate as much as \$26 billion additional to the GDP of the country in the midterm. If everything else stays the same, if there are no changes in the other sectors, then that could add as much as 3% GDP point growth to the economy. We are now doing one, one and half to two percent (1½-2%) so it could make a big difference on the overall economy in the medium term. In the long term, an even bigger impact of \$34.5 billion additional on the country's GDP, 3.7% real GDP growth, 119,000 jobs. These are not jobs - we are not talking about the construction jobs during the building of the Highway, we are not talking about the jobs in the toll plazas, we are talking about the impact that the Highway can have on the overall economy. 119,000 jobs may not seem like much, does anybody have a feel for the employed labour force currently? Well, the employed labour force in 2004 was only about 1.19 million people, 1.19 million. So 119,000 jobs if you could add that, that is almost ten percent (10%) of the labour force, that is a very significant impact on the unemployment in the country.

As I said, where we are now is that the Developer is finalizing his costing. We are hoping to start in the last quarter of this financial year to tie up the financing by the last quarter of this financial year, and to get started by the first quarter of the next financial year. That is our target for starting work.

Participant: Say it again, Sir?

Mr. Anderson: We expect to start tying up our financing by about the last quarter of this financial year, that is by about March 2008 and to get started in the next quarter - the first quarter of 2008. And we are starting with the Sandy Bay Williamsfield.

Finally let me leave you with some thoughts from John F. Kennedy. He said ***'It is not wealth that creates roads, but roads that creates wealth'*** Thank you, very much. (Applause)

Mrs. Higgins: Excuse me Mr. Anderson, I don't know if you can accommodate me now, but I have some burning concerns. I am living off the Winston Jones Highway and for years I have been suffering from flooding. I am close to the melon fruit stall at the round-about. They have constructed the Highway and stopped short of putting in drains, they only put it at a section from the Church down the Highway and I mean within an hour water is on my property, my downstairs, I cannot grow anything on my land to this height. I did not know about this thing because I would have been prepared. I go to Church today, and I left everything and I was just in time when I heard people passing on the Highway, to grab up a few papers to show you how I am suffering. I mean my house is - the foundation is deteriorating and all the health hazards, the mosquitoes. It has reached the point where NWA did all the surveying and everything a few years ago and I have documents here to support it and it just fell short because I am the only person that is suffering. They take the funds I understand, somebody give me a little hint, and put it to something else and I am suffering and I am having, what you call, it is God that keeps me alive my heart is like soaring in my chest when I see rain set up. And I need somebody to help me I have all my documents here. I have written to so many places and again politics got involved in it and nobody paying me any attention.

Mr. Anderson: What I will do, that is not really our area as you understand, I will make a note of it - we have some NWA representatives here...

Mrs. Higgins: It is the Highway that caused this suffering.

Mr. Anderson: Highway 2000 Project will not go that way at all, we are not going to go in that direction at all. But we will make a note of it.

Mrs. Higgins: I am prepared and I need you people to please help me because I have official documents from NWA, letters to all over Jamaica. And I have so much proof, as I said I am not living far from here, I could go around to carry the document to show you how much I suffered in the hurricane.

Chairman: May I intervene here, just to, not to reduce the importance of the points that are being made but in the interest of time I think we have a Question and Answer Session, and in the case of this very deep sentiment that is being expressed I think that we need some very special attention and I think the recording secretaries who are here today should take note of that.

I think we should take a couple seconds to acknowledge the presence of Honourable Mr. Peter Bunting here with us today welcome, Honourable Minister. And we are hoping that we can proceed to the point where we can have the next presentation following which we can entertain your burning questions and answers otherwise we might not be through here this afternoon. I know it is difficult for you to memorize some of these questions and concerns you have, but if you have a pen and a little piece of paper just jot down these in brief and try to remember them so that we don't miss the point in getting across what we are here about today. We go now to our next presenter, Dr. Margaret Jones Williams and put your hands together to have her from the Environmental Solutions. Dr Williams. (Applause)

Dr. Williams: Thank you Mr. White, good afternoon everybody. I am Margaret Jones Williams, Deputy Team Leader for the Environmental Impact Assessment for Sandy Bay to Williamsfield.

Before I begin my presentation I would like to introduce the EIA team and they will be participating in the discussion at the end if you have any particular question to be answered. I would like to start with Mrs. Eleanor Jones Managing Director of Environmental Solutions Limited and Hazard Vulnerability Specialist, Mr. George Campbell, Socio-economic Expert and Director with Environmental Solutions Limited, Brandon Hay, Botanist and Zoologist, Brian Richardson, Hydro-geologist, Doloris Barnes our Environmental Engineer, Teresa Rodriguez GIS Specialist and Romona Brown our Administrative Officer. As Mr. White said, you will notice two ladies at the front, they are court reporters and they are recording the proceedings verbatim which is a requirement of the reporting procedures for NEPA.

I am going to say a little about the Highway 2000 Process since 1999, and the environmental process to date for this particular segment of the Highway.

Then we will have a look at the Terms of Reference for conducting the EIA and the methodologies that we have applied. I will say a little about public consultations because that is an important part of the requirement. Mr. Anderson went through the alignment in quite a lot of detail so I don't think I need to go back over that, so I will move on and have a look at some of the relevant legislation and then I will present the data that we collected for the entire alignment.

After that we will have a look at the impacts or the potential impacts that the construction operation of the Highway could have and the mitigation measures that we propose for reducing or minimizing the negative impacts. We will have a look at the positive impacts and then I will say a little bit about alternatives that were considered. And then we will look at the cumulative impacts in terms of this segment of the Highway, the other segments of the Highway, and other developments and then the way forward in terms of what happens in the process after today's meeting.

Highway 2000 began with studies for strategic environmental assessment in 1999. In 2000 the National Environment and Planning Agency, that is NEPA, which is the environmental regulatory agency issued a letter of endorsement for the environment process that was applied to Highway 2000. The strategic environmental assessment is similar to an EIA but it is applied with a more strategic focus for Projects of a very wide geographical scope complexity in terms of administrative procedures and in terms of issues.

The Strategic Environmental Assessment was presented at what was the Bidders Conference in 2000, at which Bouygues Travaux Publics was selected as the preferred bidder. After that was the establishment of TransJamaican Highway Limited which is the Project Developer, the Project Owner and they are represented here today as well.

The Environmental Process to date. The Highway 2000 actually began in the upgrade of the Old Harbour Bypass and then we did the EIA for Kingston to Bushy Park for 2002, for Portmore Causeway 2004 and Sandy Bay to Williamsfield was just submitted to NEPA at the beginning of September. The way the process works, the Developer, TransJamaican Highway Limited has to submit an application form to NEPA to get an Environmental Permit for construction of the Project. After that NEPA requested that an Environmental

Impact Assessment be conducted and requested that Terms of Reference be submitted. Now, those Terms of Reference were actually distributed to Agencies and the public, and posted on websites and in Parish Council offices so that the public would have a chance to have an input into the Terms of Reference that should be applied. Then we conducted research and analysis including desktop work, fieldwork, laboratory analysis and then submitted the EIA Report.

Today we have two public meetings which are a part of the EIA process to present the findings of the EIA. We looked at the natural environment, the physical, biological and socio economic components, looking at geological, hydro-geological features, natural hazards, air quality, noise, water quality, the biological aspects included the vegetation, the flora, the fauna, the animals and the habitats ecosystems and parks and protected areas. Under the socio-economic environment we looked at the demographics: settlements, livelihoods, cultural practices, archaeological and heritage features, infrastructure utilities, community services and waste management. We also had a look at policy and the legislative and regulatory considerations that should be applied to the Highway and that included the permitting process as well.

Under the identification of potential impacts: what we do is we look at how the Project is likely to impact the environment and to look at the environmental attributes that exists that are likely to impact the Project as well. Some of these included the landscape modification, potential for pollution of surface or ground water, air and noise, socio-economic and cultural impact, land acquisition and relocation, transportation infrastructure and any impacts on bio diversity.

We also had a look at natural hazard risks and this is a specific path of the Terms of Reference as requested by NEPA to look at storm water drainage, drainage during construction, drainage during operation, and drainage control during the operation phase in terms of crossings, bridges, gullies and so on.

Public participation: we have had several stakeholders meetings with government agencies, with individual stakeholders, with property owners, and communication with NGOs, particularly the Portland Bight Protected Area, as

a small section of the Highway runs through the northern boundary. We had the first public presentation which was in Clarendon on June 28th, 2007 where we presented the Project and the Terms of Reference to the public so that they could have a chance to have an input. Then we conducted the field investigations where they have been ongoing before June 28, and then on completion of the EIA as I said, to present the findings today.

In terms of the legislation, we identified 27 pieces of legislation that are relevant to the Project during both the construction and operation phases, but I would just like to mention some key ones here. The National Resources Conservation Authority Act of 1991 which is the overriding environmental legislation in Jamaica and under Sections 9 and 10 of that Act, it speaks to the need for the Environmental Impact Assessment for developments in prescribed categories. The Permit and License system was introduced at NEPA, it was then NRCA in 1997, and that is the mechanism through which the permitting process is managed. Other legislation includes the Water Resources Act, which looks at surface and ground water, quality and quantity, Quarries Control Act, and of course we have the Main Roads Act and the Toll Roads Act which was implemented for the development of toll roads and collection of toll.

In terms of the baseline data that was collected and the issues identified, topographically Sandy Bay to Clarendon Park is generally flat and beyond that going westward to Williamsfield the route is typified by rolling limestone hills. The area can be divided into four sections: Sandy Bay to Four Paths, Four Paths to Clarendon Park, Clarendon Park to Porus, and Porus to Williamsfield. Various types of soil mostly overlay Newport limestone formations.

In terms of the geo-technical classification and natural hazard vulnerability: - the limestone formation range from soft to nodular chalks, to re-crystallized limestones. There are characteristic drainage features such as sink holes and there is a flood history in depressions and gully courses along the alignment. Slope stability is generally good, but landslip risk will increase along fault lines.

In terms of groundwater and surface water resources, the alignment crosses two main hydrological basins the Rio Minho basin and the Milk River basin.

Several gullies and streams are also intersected including Shutes Gully, Webbers Gully and Ann's Gully also called Jack's Gully I believe. In terms of seismicity, the most seismically active section of the island is to the east and the maps indicate that if there is to be severe activity in the east, depending on the intensity of the quake, seismic activity could be felt as far west as the Project area. In terms of flooding, Southern Clarendon and Manchester are flood-prone areas and this is due to the geological and hydrological features. Several significant flood incidents have been recorded in the past and this included May 1993 in Inverness and Shutes Gully, Porus in May/June 2002 and Harmons in September 2002. Now the ODPEM Flood Registry, that is the Office of Disaster Preparedness and Emergency Management, they have a flood registry (and we usually do as part of our baseline data gathering analysis search the ODPEM Registry), it indicates that historical flooding is a pre-existing feature for Southern Clarendon and Manchester.

In terms of air quality and noise, we set up 12 monitoring stations along the alignment and these are to determine existing ambient levels of particulates and sulphur/nitrogen dioxide, these are also requirements under the Terms of Reference. And what this helps to do is to establish the baseline, the existing conditions so that during the construction phase and during the operation phase there is something against which to measure any changes in air quality. The air quality levels are all within standard with the exception of the Rio Minho area where there are sand-mining activities, and the levels there are about 12 times the standard.

In terms of water quality, four water quality stations were selected Rio Minho, Milk River, Rock Halt and Spring Grove. Again the water quality in these systems are fairly good with the exception of Rio Minho showing high nitrate levels, possibly associated with farming activity and high faecal coliform levels at Spring Grove possibly again due to animals in the area.

The Portland Bight Protected Area was established in 1999, and is the largest protected area in Jamaica. The alignment is just in the northern section of the Portland Bight Protected Area where the alignment begins at Sandy Bay and traverses for a very short section before going out of the Protected Area. The area is managed by Caribbean Coastal Area Management (CCAM) and NEPA in a co-management arrangement. The

vegetation in this area is influenced by the soil topography elevation and land use, the area is strongly affected by human activity and is highly disturbed.

Four habitat zones were identified disturbed dried limestone woodland, abandoned sisal plantation, cane-fields and pastures, rural settlement and cultivation and both side scrubs. 79 species of birds were observed in surveys including 11 of the 28 endemic birds that we have in Jamaica. It says here, "birds were observed or predicted" and this is because our sampling was conducted during the summer months and so we did not have the advantage of the winter migrants. But in terms of the literature research, this was covered in terms of the species that are likely to be expected, so it speaks to species that were observed or predicted.

No rare, threatened or endangered species were reported the only species of concern of endangered species and of concern of the Portland Bight Protected Area is the American Crocodile because the habitat occurred within the Portland Bight Protected Area. But where the alignment is, it is not likely that the Crocodile will be found there, although there is a slight risk of them possibly entering streams and gullies, particularly in the area of fish ponds.

Okay, the communities found between Sandy Bay and Four Paths, include: Sandy Bay, Savannah Cross, Hunts Pen, Mineral Heights, Halse Hall, Curatoo, May Pen Bypass, Fogga Road and Four Paths. This area is a densely populated corridor and there are communities that have reported historical flooding including: Sandy Bay, Savannah Cross, Hunts Pen, Mineral Heights, and lower Halse Hall. The Highway will cross Shutes Gully, Webber's Gully, Rio Minho and Jack or Ann's Gully in this region. The most important land use aspects are residential, commercial and agricultural use.

In terms of the socio-economic profile - we have low and middle income communities, limited social facilities, low employment rate. I would like to comment that I don't think that this is unique, just the Sandy Bay to Four Paths based on Mr. Anderson's presentation, it is a Jamaican phenomenon. There are large schemes such as Mineral Heights and McGilcrist Pen. As I said before the flora and fauna is highly disturbed, no threatened or endangered species, but this is the section in which the alignment falls within the Portland Bight Protected Area.

From Four Paths to Clarendon Park the main communities are Four Paths, Swansea, Osborne Store, Toll Gate, Rock Halt and Clarendon Park. The population density is a little lower than the first section at Sandy Bay to Four Paths. Again, communities in this area have reported flooding; Four Paths, Osborne Store, Rock Road and Toll Gate. The main issues here are lack of adequate drains, blocking of drains and the topography and terrain where there are depressions and historical ground water rise.

In this area tributaries of Rhymesbury Gully and Milk River will be crossed and several smaller gullies, canals and drains in the areas of Belle Plains, Ebony Grove and Clarendon Park. The land use issues are the same as in the first section. The demographic profile is similar.

Clarendon Park to Williamsfield: the main communities are Scotts Pass, Spring Grove, Porus, Redberry, Trinity Road and then into Williamsfield. Flooding has been reported in Scotts Paths, Porus and Redberry. The alignment crosses the Milk River in this area and again the land uses are mostly residential, commercial and agricultural. The demographic profile is similar for all sections of the alignment.

Okay, we have a few photos here just to show you some of the areas and some of the issues that we have identified. Different residential units; agricultural areas, irrigation canals, sand mining activities, commercial enterprises, urban uses, scrubland, crossings that have to be accommodated over railroads, roads, social rights-of-way which pedestrians have used for sometimes hundreds of years and these have to be taken into account, crossings over rivers. I noticed a question was asked about the railway, in terms of crossings at the railway, they should not be sterilized at any point. This is so crossing will be facilitated.

Okay, in terms of some of the key issues. Recommendations were made in Strategic Environmental Assessment. One of the recommendations was that particular segments of the Highway should have Project specific, site specific, Environmental Impact Assessments and that is what we have done.

Hydrology was mentioned as a key feature for this segment of the alignment because of the flood history and the need for public consultation because of the scope of the Project and the national impact of the Project.

Sourcing and transport of construction material, slope stability, cut and fill requirements, habitat modification. Crossings over the Rio Minho irrigation canals, streams and gullies. Other issues that have come up, and the issues have come up through discussions with stakeholders and from the first public meeting and in the discussions with the EIA team members and the other professionals that we have had to interact with. The issue of land acquisition and impact on property, relocation, disruption of existing traffic routes, loss of business opportunities and that question was already raised, disruption of social right-of-ways, incorporation of the Melrose Bypass into the proposed alignment, access to the toll roads, the access points, the ramps and the toll booths, employment opportunities during the construction phase and the overall benefit to traffic movement and safety.

Now, when we go on to the identification of the impacts, we try to determine the significant impacts. We have to look at whether the impacts are major or minor, if they are reversible or irreversible. Some impacts are reversible after the short term, medium term or the long term, some are not reversible at all. There are positive impacts and then there are the impacts in the long term, impacts in the short term, medium term and of course we have construction phase impacts and operation phase impacts.

Okay, I want to just go through some of the key impacts that we have discussed in the EIA report: hydrology and drainage. The designs for the Highway considers both major and minor systems. For the major systems, the designs use the hundred year event, meaning that the structure should be of a size to accommodate events of a large intensity which is for the hundred year event. The Highway profile must be consistent with the major drainage features to allow for the free flow of water, all drainage features should be kept un-obstructed, meaning no dumping of aggregate or blocking of gullies or drains either during construction or during operation.

In terms of hazard vulnerability, many of these issues pertain to the flooding in terms of design for a hundred year event. We have noted that the site preparation and construction schedule should take account of traditional rainy

seasons, so that if aggregate, for example, is stored that it is stored properly so that if there is a large event everything is not washed down into the nearest gully.

Engineering design should include the geo-technical considerations for slope stability.

In terms of air quality. During the construction phase there is usually an increase in fugitive dust and the recommendation for watering of un-vegetated areas and unpaved road surfaces. Earth material should be stockpiled in a way to reduce dust, where possible covered or bermed; and vehicle transporting material should be covered, and dust masks provided for workers as required. The impacts on air quality are usually short term for the construction phase and those usually pass in the operation phase, but we know that in our adjacent communities it can be quite an issue.

Noise is quite similar in terms of proximity to communities and usually construction best practices dictates that construction occurs during standard working hours. We identified what we call noise sensitive receivers which are communities that are very close to sections of the proposed alignment where the noise of construction work could be a problem, but there are sections where the alignment goes through scrubland and there should be no noise sensitive receivers. Servicing of construction machinery and vehicles is also recommended because it reduces the noise impact if vehicle are properly maintained.

In terms of water quality construction activities these can pose a threat to drainage systems, in terms of spills polluting materials, sediment wash-down and so there is the recommendation for the deployment of silt screens along river banks wherever bridge construction is taking place. Again, that is the standard best construction practices.

The engineering design already incorporates slope stability measures and reinforcement of bridges to prevent wash-down of material. There should be proper removal and disposal of any construction spoils during the construction phase and the provision of portable chemical toilets on the worksite so that rivers and streams are not used by the construction workers. Scarring of the landscape and reduction of aesthetic appeal is an issue that

has been raised from the Strategic Environmental Assessment and throughout the Highway implementation process. This is subjective. Many people feel that the highway provides the opportunity as a positive impact for opening up vistas in areas that were not previously accessible so it is quite subjective as to whether people think that it will scar the landscape or it will improve the landscape. But in order to prevent scarring of the landscape we recommend the proper disposal of construction material and spoils, what we call no side-tipping outside the right-of-way, so construction work should continue within the right-of-way and nothing should happen outside, no storage of material, no fixing of equipment, no aggregates, no construction camps and so on. Everything should be kept in the designated area and at the end of the construction period, rehabilitation of the work site and construction camp is required and that is usually a permit condition.

Earth material sourcing and transport, all quarries used should be approved and licenced entities as far as possible from the current calculations, it appears that areas that will be cut will have enough material to be used for fill so that there should not be heavy demand on quarry material. And again transportation of materials should be in covered vehicles that adhere to the maximum minimum laden weight.

In terms of flora and fauna, there is usually some landscaping and feeding of some sections of the Highway which will provide some soil stabilization functions, but we don't expect, because of the nature of the habitat, that there will be severe dislocation of species or modification of the habitat. Unauthorized encroachment should not be encouraged, and this is particularly true during the construction phase, where once areas start to be constructed they become more accessible, then people can then get into other areas that were not previously accessible and this is really of concern in the Portland Bight Protected Area, where people might be able to get in to other sensitive areas. Again the works within the right-of-way are confine so that habitat outside are not impacted negatively.

In terms of traffic, transportation and access, there has to be proper scheduling of the construction work and adequate notification where ever detours are required through communities or to bypass areas. Properly trained flaggers, along with sign postings, reflective barriers at nights, and so

on, during the construction phase is required so that the traveling public is not put at risk.

Land acquisition and relocation, some properties have been identified and communication has started taking place with persons likely to be impacted. I am looking at Mr. Anderson because that is the responsibility of NROCC. There is ongoing communication and NROCC will acquire the land as required so that the Developer can have the lands required for construction. The Government of Jamaica does not have a resettlement plan, and NROCC is not going to be involved in relocation exercises.

In terms of business enterprises, the question was already asked about existing vendors and so on, along the current road will probably lose some business opportunities when persons get on the highway to get from Sandy Bay to Williamsfield. Discussions have been ongoing with stakeholders, and again this area falls with the responsibility of NROCC and have been making considerations for incorporating a lay-by for the vendors at Melrose Bypass to facilitate continuation of business opportunities there.

In terms of social right-of-ways and crossings, as I said these are paths that have been used by pedestrians and communities sometimes over hundreds of years and the number, type and placement of crossings that should be provided for the Highway has been identified. Most communities appeared to be adequately served. We have recommended that discussions should be on-going with the communities especially if they particularly want to have additional crossings or additional facilities. But there are 29 crossings that have been identified in the current design.

In terms of employment, we anticipate that there will be some amount of skilled and unskilled labour opportunities provided for the surrounding communities. Workers should be briefed on environmental issues relating to waste disposal, site-tipping, blocking of drains and so on. Any more questions about employment I think the Developer will be able to answer.

In terms of public health and safety, I think I have already mentioned increased levels of fugitive dusts during the construction phase and mitigation measures to reduce that, in terms of wetting to ensure that communities are not really at a high level of discomfort. There should also be continued use of

proper signage and flaggers. Fencing of the Highway during the operation phase will reduce animals crossing which puts commuters at risk. Again pedestrian crossings will be provided so that people should not be crossing the Highway.

In terms of archaeology and cultural heritage, no direct threat on archaeological resources or sites listed by the Jamaica National Heritage Trust (JNHT). The JNHT has been contacted and they have been provided with initial information for the Strategic Environmental Assessment. There are two areas of interest; one is the Halse Hall property near May Pen which was a sugar plantation, and the community of Curatoes which was reported to have been a Taino settlement. The Highway does not go through these areas but they are of interest because they are fairly close to the Highway.

In terms of positive impacts, we expect the generation of employment, certainly during the construction phase, and as Mr. Anderson said, the Project is not just supposed to be about the Highway itself, but about the increase in GDP overtime, improved transportation network, efficiency of travel, reduction of travel time and the movement of goods. Land use planning should be a positive impact. Right now developments occur as they are applied for. With the implementation of the Highway corridors it gives the regulatory agencies an opportunity to actually plan for the types of development and the types of applications that should actually be dealt with both north and south of the corridor.

I spoke before of scenic vistas and aesthetic appeal. I just wanted to say that in these surveys, the public perception seems to be quite welcoming of this section of the alignment and they have actually indicated that the current sections from Portmore to Sandy Bay, of course, are well appreciated and well used.

In terms of consideration of alternatives, the alignment that we have assessed for this Environmental Impact Assessment is the alignment that was presented in the Strategic Environmental Assessment. During that process a few alternatives were discussed but the alignment as is presented now, is the one that Mr. Anderson described. As I said before, 29 crossings have been provided, these include over-passes, under-passes, field connectors, gullies, passing over railway lines, and local roads to ensure

that the communities are not fragmented and cut off. There will be two toll booths one at May Pen, and one at Four Paths.

In terms of cumulative impacts, we expect change in land use over time because there are areas of agriculture that will be taken out of use, some of the existing communities, and properties may be impacted and so there will be a little alteration in land use. It will be a cumulative impact as the Highway continues, from Portmore through to Montego Bay. There will be alterations of business opportunities this is, again a cumulative impact. Mention was made of Melrose Bypass and the vendors at Porus, just to say that even though the Highway provides an opportunity for efficient travel using the toll, the existing alternate route will still be accessible. Of course there will be increased access to and from the KMA in terms of travel time and movement of goods and services.

In terms of the way forward, we are at the end of this meeting and have to prepare and submit to NEPA the report on the public consultation; any issues raised, and the questions raised by the public. The public has 30 days within which to send in any written comments to NEPA. NEPA is currently waiting on comments from the agencies who are reviewing the Environmental Impact Assessment. And then we can open up for any questions.

Thank you. (Applause)

Chairman: There you have it ladies and gentleman I think you could not ask for a more precise and comprehensive presentation by Dr. Williams. We sincerely thank Environmental Solutions Limited headed by Mrs. Jones who is here with us today, Eleanor well done. Before we go to the question and answer session I just want to explain to you briefly what the approach will be. There are some burning questions, one or two of them escaped already, but what we would like to be able to do is to ask those persons with questions to come to the front. We don't have a cordless microphone, so I will try to repeat the questions for the presenters and you should target who you wish to answer the question. Whether you would like Mr. Anderson or you would like TransJamaican Highway or you would like the Environmental Solutions Representatives to answer. I don't know if there are any other suggestions. But if you have questions you just come forward and then others will join.

The first question we will take from Mr. Freckleton. You could give your name and the community that you are representing so that we can have it for the records. First question.

(QUESTIONS AND ANSWERS SESSION)

Mr. Freckleton: Thank you, Mr. Chairman, I am Tony Freckleton, Chairman of the South Coast Resort Board I have a number of questions, I am not going to take up much of your time. But I do believe that in all fairness we need a little more advance notice, that is number one. Where ahead of time, if you go through the draft copy of the EIA, I think we need to do a little better than that. The fact that we all agree that the Highway is a must, it is a great Project for Jamaica, notwithstanding that but I think the residents of this area should be shown a little more respect and efforts must be made to provide advance notice so that they can come out and participate.

Number two, I noticed in the document that the Government of Jamaica does not plan to have a resettlement policy for the Highway and NROCC, Mr. Anderson, you have stated also that you are not considering that. However, we have learnt some lessons from the Highway 2000. When you cut a community in two you are going to be inviting disaster for years to come. I am proposing that NROCC and the Government of Jamaica develop a resettlement policy. That corridor, all that piece of land adjoining the Highway should be used for industrial purposes. But, in any event, the land is going to be much more valuable. You should be able to find a better way than cutting a community right in two. It is disastrous and you need to address that. Our Member of Parliament has to go, but I would like to urge you, Sir, that the Jamaican Private Sector be facilitated as much as possible in the construction of the Highway. We can find money when we want it, in other words why should it always be these foreign firms having the thirty-five years concession on these Highway let us try and work with the Government to get some cheap money from the local firms, as long as you are qualified to deal with it. In other words, let's spend the money, too much of our profits are being repatriated and we want to keep it down here.

Two more questions and I am out of here, the south coast road that goes from Milk River down that way has been abandoned, I am going to ask Mr. Anderson to take over that road because we have to beg and beseech to

have it even bushed from time to time. It is a great alternative if anything should happen to your beautiful Highway we need to get that road improved.

The other item is the leg from Williamsfield to Montego Bay, when do you expect it to begin, and just for the record we want to ensure that the yam park and the fruit vendors, I am talking about the fruit vendors in the Porus area, have provisions been made for them and for access points for them to get on to whatever you are planning so that you don't have to go on a long journey to get to get to the commercial centre on the Highway. In other words, select a spot on the Highway, put a little road to come where they are, you know what I am saying, where it is not going to interfere with the traffic and you name it. In other words, they should not have to come up on the Highway here and pay a toll and then come off at a different location, it is just a suggestion.

I hope that you will take into consideration the lighting problem, the lighting is critical so you can spend all these billion of dollars on these lovely roads but find some more and put in some lighting and let us be proud of it. Like the Highway in Toronto which is well lit. Thank you very much. (Applause)

Chairman: Okay, could we have a response?

Dr. Williams: Thank you Mr. Freckleton. I will take the first response and then Mr. Anderson will take the other.

In terms of the notification, I appreciate your concern but I just want to say a little bit about the process. As soon as the EIA report is submitted to NEPA we have to give a three weeks (21 days) mandatory notification period to allow the public the opportunity to review the documentation and come prepared for the meeting. So this was done, and there were three ads placed in the newspaper, we have issued invitations, and fliers have been sent to the Parish Council office, the Parish Library and the NEPA website. So we have tried to get the word out, but just to let you know that you have 30 days after today to send in comments, so if you are able to access the ESL website you may download the documents, and on the issues raised here today that you have an opportunity to go through the document in some detail and send your comments in. But in terms of the notification we have adhered to the procedures as outline in the NEPA guideline for hosting public meetings.

Mr. Freckleton: For this afternoon, for this meeting if we have had copies of the document we could have prepared ourselves.

Dr. Williams: The documents are in the Manchester Parish Library, the Clarendon Parish Library, on the ESL website and also the NEPA website. There is also the summary report, the executive summary is at the Manchester Parish Council Office and the Clarendon Parish Council office, but the full reports are in the parish libraries, and have been there for the last three weeks.

Participant: I have seen them.

Dr. Williams: You have seen them, thank you oh good.

Mr. Anderson: In relation to the resettlement policy, let me just outline the process that we are going to go through. As Margaret mentioned, the first thing we did was a Strategic Environmental Assessment which meant trying to look at where the communities were and trying to see how we can minimize the impact of the road on the communities. So in that way we started to try and minimize the issues of cutting through communities and cutting off communities, having said that, there are still going to be some houses that are going to be impacted. The process is as follows: we have an independent valuator who is now out in the field gathering information on the value of existing property in the area and from that they establish a value for the property. That is the value that we use and we expect to offer the person who is going to be impacted compensation on that basis. If the person does not agree, if we cannot come to any mutual agreement, then we go to the next stage which is what we called 'compulsory acquisition', which goes through the Commissioner of Lands.

The Commissioner invites all the parties, hopeful we don't get to this stage, but the way it works is she invites in all the parties she listens to the parties' concerns regarding the assessments which were done. What other information the parties may present, in terms of their own assessment of what they think their property is valued at, and she then makes an independent ruling as to what is to be paid for the property. Failing all of that, then the next step is to go to Court, but we hope it don't get there. So as I said, we start with market value for properties and we compensate

people based on these market values. In terms of Milk River, and the road going down to the south coast I thought that was a very important link especially for the new Minister of Transportation who has a lot of interest in the Vernon Field Development. In fact, in our meeting with him he has already asked us to look at the link from the Highway all the way down to Venom Field to see how that can be improved as part of the development that we are doing.

Williamsfield to Montego Bay, we don't currently have a timeframe now for the implementation of that phase. The Developer will be reviewing the traffic numbers because it is going to be based on how much traffic we have, how much the toll can pay for the Highway and therefore whether additional subsidies or funds are going to be required from the Government of Jamaica.

In terms of the vendors on Melrose, to the extent that we can incorporate them in the facilities that we are doing then the fruit vendors would be incorporated. It is not going to be possible to incorporate all of them but to the extent that we can incorporate some of them into the facility then we will do that.

Finally, in terms of the lighting let me just explain the principle that we have adopted for the lighting of the Highway and it is similar to the principles that are used in Canada and the US. Where we are going into an urban area, or where we are going into a toll plaza, or where we have an exit then we have light, at least we have light posts with light on them. In the rural areas there are no light posts or there are no lighting and that is the principal that we have adopted. So, for example, when we are going into the existing Highway the Old Harbour Bypass, the old intersection, the Old Harbour Bay intersection is lit. The ending of the Highway should be lit by Sandy Bay, the ending of the Highway should be lit going into the plaza at Spanish Town and going into Mandela. The rural areas where we are going through green field, through the scrublands, then those areas are not lit and that is the principle we are going through.

There is some difficulty that we are having right now in terms of the actual lights, we have some lights that are up, some poles that are up without light and that is an issue we are trying to resolve with the developer. Finally, the

question of the repatriation of profits I don't know if it is something that Gary wants to handle but....

Participant: I said the question of allowing working with the Jamaican private sector to give them a chance.

Mr. Anderson: Okay, that is an issue that came up in the previous consultation and we have been having some discussions with Bouygues, the Developers and the contractors, to see how we can bring more of the local businessmen and the local contractors into the process, so that is an ongoing discussion that we are having.

Participant: And even the ownership thing, get a share of the 35 year return that is what we are talking about.

Mr. Anderson: We can talk after there are some possibilities for equity as well.

Chairman: Are you satisfied, Mr. Freckleton?

Mr. Freckleton: More than satisfied.

Chairman: Okay, next question.

Mrs. Higgins: My name is Beverly Higgins Montague, but it is Higgins on all my correspondence. I have been suffering as I told you for about fifteen years with this flooding from the Highway. I know you are not dealing with my leg of the Highway, which is the Winston Jones Highway, but I have correspondence from your office where I was promised that they would put the drainage in place and this is about four years ago and it is now deteriorating. I am going to give you copies so that you can copy it, Mr. Keith Brown, Mr. Patterson and Mr. Roger Smith all these people at the NWA head office had me like a scape-goat twisting around their fingers. I need you Mr. Anderson to help me now, because Mr. Patterson promised me that after the hurricane something would be done. On the New Green Road, not far from me, those people are suffering from water problems, but only minimally. But I am really up to my neck and they put in place a new drain. I think, because I am the only person suffering and there are many returning residents in that scheme, the same thing that they are suppose to do and the distance that the

drainage is suppose to go on the Winston Jones Highway across from the fruit stall at the New Green round-about is the same distance.

Anyway, I spoke to Mr. Patterson after the hurricane and he told me that the next project it will be my Project but I have been getting this for donkey years. So Mr. Ivan Anderson I am begging you, Sir, to deal with this situation because it is - I cannot explain - if you saw the video, if I knew about this I would have a basket full of videos and pictures to carry and give you. But we are Seven Day Adventists and we rushed out when we heard them passing on the Highway and I had only time to go and grab up a few correspondence. Please help me. I am giving you my number and everything afterwards. Thank you.

Chairman: Okay, I think that is clearly expressed and I think we emphasized with Mrs. Higgins and we are hoping that some solution will come one way or the other. We will take the another question.

Mr. Douce: My question really is with regards to the land acquisition, I am Mr. Douce one of the affected property owners. I have met with Mr. Anderson already and now I have studied this EIA briefly, and I noticed what it says in response to the land acquisition. They have committed to contact the relevant persons within a reasonable time. Now my concern is, I have not been contacted, I don't know anyone who has been contacted. Actually, we were just going through the papers and we saw the diagrams and realized that this thing was running on our property. I am trying to ascertain when will this land acquisition begin, since we cannot stop the process we will expect to be compensated financially. When will we be compensated and how can we notify the other 400 property owners? I mean, I feel the reason why we have a small turnout is because a lot of people who own property did not even know that this thing is actually going on their property unless they did some measurements, and look on the diagrams that is one of my main concerns. When will we be compensated mainly, and when will we be notified? That to me is a burning issue. I mean we have owned our properties for years and we have taken care of our properties and we have paid our taxes. For us to just wake up tomorrow morning, or wake up one morning and see a drawing in the paper showing that they are going to take our property and do it. I think the process has not been done applicable to us the real tax payers, if you can address that point.

Mr. Anderson: Thank you Mr. Douce, as I indicated when we met with you, we are not even quite sure that we are going to impact on your particular property.

Mr. Douce: But your drawing is running right in the middle of one of my properties.

Mr. Anderson: But in terms of the general impact, Sir, it is not going to be the situation where you wake up one morning and we have a tractor on your property, that is not going to happen.

Mr. Anderson: Before we go on your property...

Mr. Douce: You cannot say that is not going to happen. I am saying April 5, I can give you dates, April the 5th I opened the newspaper and I saw an ad, Phase 1 of Highway 2000 and a diagram showing the route. Now, I just use my information and measurement and I found out that this was running right through the middle of one of my properties. Now, from April until today September 29, I drove to Kingston and I was confirmed that it was going through, but nobody has contacted me or any of the other property owners that I know who has equal right and I am concerned.

Mr. Anderson: I understand your concern and let me back up a bit. It is not going to be the situation where we have a tractor on your property and we have not contacted you and we have not made some effort to compensate you, that is not going to happen.

What is happening right now, after the meeting you can look at the map. The alignment is not tied down on ground we have an illustrative alignment, but even with that illustrative alignment there are slight adjustments that we can make especially when there are buildings or where there are properties that you don't want to be impacted. We can adjust the alignment slightly south or slightly north in order to avoid them. So we don't actually have pegs on the ground showing exactly where the Highway is going. What you have is an illustrative location for the Highway. As we go on, I mean over the next few months when we detailed the actual design on the road, some of the issues that Margaret mentioned in terms of environmental assessment, the hydraulic assessment, we will get more definitively to detail where on the ground the Highway is going to go. When we get to that stage then we will be better

able to tell how much of your land we need, is it 5,000 square feet or is it your entire property or whether we be able to by-pass your property. So, we envisage that over the next few months as we indicated, we will not start construction until possibly around April next year, and therefore over the next six months we expect to better define the actual persons who are going to be impacted and begin to make contact with them and put in place arrangements to compensate them. We are not going to end up on your property tomorrow Mr. Douce without having had discussion with you, and without having gone out with you, put down pegs on the ground...

Mr. Douce: I am still not satisfied.

Mr. Anderson: Mr. Douce, even with your discussion with me in the office?

Mr. Douce: I have studied this EIA, this thing has impacted my family quite a bit so I have done a lot of homework. I have seen the compulsory acquisition line that is on the chart, I have seen where it has impacted on people's property. My question is why has nobody contacted us? This is the thing I cannot understand, to tell me that you will contact us over a period of time is one thing, but we are the property owners. We cannot sell our property, nobody will buy it, they say the Government will take it. I want you to look at our dilemma. We cannot make any investments on our property because you are going to take it sometime down the road. Where do we as property owners have our rights to get - we spend our money and buy the property where is the communication, this is what I cannot understand.

Chairman: Okay, your point is well taken, Mr. Douce, and we all here share your concern and I think you need also to bear in mind what Mr. Anderson has been trying to explain to you that whatever is being said is just tentative. I can attest to that because I have been involved in projects in Clarendon and when I see tentative proposals on a scale of 1:200,000 or 1:300,000 it looks much different from when you look at it at a scale of 1:5,000, I can tell you that. So I think you need to work with Mr. Anderson and to make sure that whatever he is doing is understood and accepted by both of you.

Mr. Douce: But Mr. White I am not asking you, I have already done the work and it is running right through the middle of my property. I am not against the development, my question is when will you people communicate with us?

- Chairman: Okay, that point is also taken Mr. Douce, and the question is already recorded and some response will be forthcoming to you, once your name is on the list of the contacts I see here. And if it is not there I think the recording secretaries here will do us the honour of getting it done properly, Mr. Douce.
- Mr. Douce: Secondly Sir, I noticed in the EIA there is nothing stating human effects, what effect is this is having to us as humans.
- Chairman: Okay that point again, Mr. Douce, the human component I think with all honesty...
- Mr. Douce: You are talking about structures, roads, buildings...
- Chairman: With all respect to you, Mr. Douce, I think that was somehow addressed if it is not adequate I think there is also provision for them to expand and that point will also be taken in careful consideration. So in the interest of time can we move on to another question?
- Ms. Munroe: Good afternoon, I am Angela Munroe from the National Water Commission. I did not see in the presentation, and I have not read the report so please bear with me. I have not seen in the presentation, where you addressed any ground water resources, the impact the ground water resources if any?
- Chairman: Okay, we will have a response from Dr. Williams.
- Dr. Williams: Yes it was addressed but I am going to ask Mr. Richardson, Brian our hydro-geologist to say a little bit more in terms of the ground water resources and potential impact.
- Mr. Richardson: In terms of the ground water impact, there should not be any damaging impact from the construction of the Highway because there is a clay layer as well and that will give it sufficient protection and the aquifer, I think that the NWC uses, is in the limestone which is another 300 feet beneath the aluvium, so it would not affect it in any way. Any run-off that is going to be coming off, I believe they are going to have a catchment system in place to ensure that it goes through sufficient infiltration before it goes into the ground. The sink

holes, they are looking at it right now to make sure that they don't block any or get to close to any.

Chairman: Next question.

Mrs. Atkinson: Good day, I am Michele Atkinson, I am a resident of the Mandeville area and I am interested in this Project. But in reading through the Environmental Impact Assessment one question I had was on monitoring aspect of the environmental impact. In terms of the days that were taken to do the assessment I think there were two days for sampling with the water, for the birds it was basically one morning from 9:00 to about 10:00 and in the presentation today you mentioned that the winter migration birds were not included. So with this Project going on its course, what plans are in place to actually do monitoring for the actual environmental impact air, animals everything during that time. This is in the case where the Highway actually will be splitting an area. I did not see anything in there that will say how that will be managed. Also, the rainy season impact - studies were done during the rainy seasons now we are entering the heavy part of the rainy season how does the flora and fauna actually change during that time and is there any impact on the Highway proposed.

The other aspect basically of question one - the second part, the Environmental Impact Assessment, there were alternatives mentioned for each leg and at the end of the report they have sections which say for particular sections we have alternative A, B and C and then in the report it says C would be preferred. What was not clear in the report is if C would actually be included as part of the Highway development. So are we not quite sure about that? The lady before asked about pollution of groundwater but I think that has been answered.

And the last part is lessons learnt from the first leg of Highway 2000. Say for example, if we are doing a Project in the country and we go to do a similar Project somewhere else then the thing that you look at in the communities do we learn anything from that. The way we did the construction in terms of the noise, is there anything we can learn from that. I did not see anything in that report that could capture lesson learnt and that is always good to see. What did we learn from the one before?

Chairman: Okay, I think those three points were clearly stated and I cannot emphasize the importance, I think Dr. Williams may have a response here.

Dr. Williams: Thank you, I may have to come back to you to make sure I got the questions right. The first one about the monitoring is a valid question. We have recommended monitoring which is included in the Terms of Reference, what we call an Outlined Monitoring Plan, which deals with water quality, air quality, construction practices and so on. That is in the document and it is usually an outlined plan. The monitoring programme cannot be prepared until after the permit is issued by NEPA where the NEPA issues are also outlined, so there is usually for construction Projects and it has been done for the Highway, a detailed monitoring plan which is implemented during the entire construction phase 12, 24, 36 months and it will include rainy seasons, dry seasons and monthly. In fact NEPA usually asks for weekly or fortnightly in the initial stages so it is quite a detailed monitoring during the construction phase.

Mrs. Atkinson: That is fine in terms of development, but one of the points in that document was that it talks about baseline and that is what worries me. Where is the baseline data, and if this is going to be baseline data then I am a bit worried that I am missing out on the rainy season especially with the water quality. One day it was high, and the next day it was low. So where are we? Yes we have to go through the whole activity so I think they are missing the data ...

Dr. Williams: So you are talking about the baseline data?

Mrs. Atkinson: Yes, the report speaks of the baseline data.

Dr. Williams: The baseline data is captured in the report for certain parameters. So you are just saying that what we are monitoring against, you would like to see more data. Okay and this is actually included in what we call the limitations of the report. We do acknowledge where the deficiencies are, and one of them is the fact that water quality data is only taken over two days during a particular season so it does not capture, for example, the rainy season. I have spoken about the winter migrants so at least we acknowledge those - but we still will do the monitoring which will provide continuous data.

Mrs. Atkinson: Because in my experience with projects because I am working from the industry side, if I start a Project and I look at my baseline and that data was not there ...

Dr. Williams: Then you have to monitor again.

Mrs. Atkinson: So from the society's point of view we need to get that. It is rainy season now, we need to know what the flooding profile is like, stuff like that.

Dr. Williams: Well, in terms of that information, there is a little bit more on that for example, the ODPEM flood history is over a series of years so there is rainy season, dry season, sporadic events you know, so all of that is there and that also included in the baseline. But the point is taken about where there maybe gaps in terms of the data set. The other question you had before lessons learnt?

Mrs. Atkinson: The way the Highway is set, it is in an environmental area, with the Highway...

Dr. Williams: You mean the fragmenting of habitats?

Mrs. Atkinson: Yes.

Dr. Williams: Okay, what we call it is fragmentation of habitats and it also works for communities that was also mentioned. But in terms of the habits described, none of them are considered sensitive ecosystems or particularly sensitive habitats, they are all secondary modified vegetative communities and are highly disturbed. The railway line has been there for over 200 years so the species that are there are pretty adaptable.

Mrs. Atkinson: The railway line is not fenced in. There will be a greater impact with the Highway than it was with the railway.

Dr. Williams: Yes, but we are just here talking about the level of human disturbance, it is not pristine forest, that is the point I am making. But in terms of the habitat it is not a particularly sensitive habitat.

Mrs. Atkinson: It is not very sensitive but you can not leave out those that are there.

Dr. Williams: No, but the point is that, there is such a high level of human impact and disturbance that a little more disturbance does not make a great level of difference, I see Brandon putting up his hand, and for example if this Highway were run in...

Mr. Anderson: Cockpit country...

Dr. Williams: Don't even mention Cockpit country. (Laughter) But yes, in Cockpit country, but it is a highly disturbed area. I am going to let Brandon say a little bit more about that. But the point is taken, the concept is called fragmentation of habitat. Also just to say something about the type of species that we have here in Jamaica. Fragmentation of habitat is a little bit more of a concern in other ecosystems where you have animals like monkeys that need to cross, like bears or deer. We don't have those species, and in particular development Projects sometimes ropes are drawn, canals, or tunnels are built to ensure habitat continuity. But we have not recommended that in the EIA because our species don't require that. The main species of concern for us are highly mobile species like birds, but I am going to let Brandon say a little bit more about that.

Mr. Hay: Thank you Margaret, I am not sure if it was not clear but certainly the biological assessment was not done over two days. The bird counts and the botanical samples were done at least over five days and that included two nights to study night-time birds. It is a fact that all of the sampling was done during the summer months when we did not have the winter migrants around. But what is presented as the baseline data would and does include winter migrants. We did not only use the data that we collected in the final lists, we had additional sources of data as well as our knowledge of data that was collected in areas similar to the existing corridor and so the list is fairly complete. It does include most, if not all, of the winter migrants that you would find. The problem with birds is that because more than half of the birds in Jamaica are migratory at some point in the year, there are some species which will just be crossing the Highway on the way from point north to point south and therefore even if I was to sample every single day for the year I would still miss them. But most of the birds that would reside there during the winter have been captured in the report because there were other sources of data that were included. There were five days of sampling but at

least two days before for collecting of information and desks-top study. Those things have been included in there as well.

Chairman: Okay, I don't know if those answers were adequate.

Participant: Those are fine.

Chairman: Okay and there is one last burning issue I think it has to do with lessons learnt.

Dr. Williams: I wanted to say something about lessons learnt. We have been working with the Highway 2000 Project since 1999 and in fact just looking back at the Strategic Environmental Assessment and subsequently the EIA that the Project team has incorporated the lessons learnt in terms of the application of our methodology, in terms of the report writing, public consultations and so on. But I think it is a valid point that I think the report could include a section on lessons learnt, so I do take that point and just to let you know that there has been continuity that we have incorporated for example, on June 28th when we had that first consultation to present the Project and to present Terms of Reference, that had been done for the previous segment, just because the public had said they wanted to hear about it a little bit earlier on. Even though that was not a requirement of NEPA, the Developer agreed to do that. So we have incorporated the lessons learnt, but I think it is a valid point that we can include a chapter in the report to show how we have incorporated both the regulatory agency recommendation as well as the public comments overtime, that is a very good comment.

Thank you.

Chairman: Okay thank you Dr. Williams next question.

Ms. Morgan: Good afternoon, I am Karen Morgan, if it is proven that residents are affected by the developments of the road, affected with respiratory disorders, will they be compensated for that? And number 2, we know that Harmons and Porus are flood prone areas, okay and we know that water destroys roads. If you construct those roads and they deteriorate how are you going to rebuild it or what are some of the measures that you re going to put in place to prevent that?

Chairman: I think these are two distinct questions one for Dr. Williams and one for Mr. Anderson.

Mr. Anderson: Well, the first question in terms of the adverse impact of dust or any other pollution impacts from the construction, that is something that we hope will not happen and that is why we are doing the EIA, and that is why we are trying to mitigate all those impacts. If they are as a result of the Highway, then the Highway will have to take responsibility for it. In terms of the road, you are specifically asking me about Harmons Road? In terms of the flooding? Okay, what we have done, the Highway now passes south of Porus, it passes south of the main road just north of Harmons and south of Porus in that gap. The Highway has a number of structures that goes over the existing Harmons road and as Brian has indicated the Highway was designed for one in a hundred (1:100) storm event, which means that a storm result that occurs on average once every hundred years to pass all of that water can pass without causing any additional flooding. So we don't anticipate that the Highway will accentuate or increase the possibility of any flooding in there.

Chairman: Okay, are you satisfied Ms Morgan?

Ms. Morgan: Yes.

Chairman: Next question.

Ms. Sevario: Good afternoon I am Stephanie Sevario, Mr. Anderson you mentioned that about 119,000 jobs will be provided. Could you say where these jobs will be coming from and will they be for Jamaicans, or at least most of them?

Chairman: I think in the interest of time we are focusing on minimizing our discussion here.

Mr. Anderson: The generation of employment is not related to the Highway itself, as I said we are not talking about the jobs for construction or the jobs for the toll operators. We are talking about the other impacts on the economy which we expect to be wide scale. Virtually every industry and tourism sector will be impacted by the Highway. Virtually everybody who uses the Highway, every vehicle that travels on the Highway will be impacted on some other development. Industry for example, if you take the transportation of goods we expect that the cost of moving goods will significantly go down. What that would mean is that the cost of building a house, the cost of those inputs will therefore go down. That is from PIOJ they used an input/output model which looks at the various inputs and the various outputs.

Mrs. Sevario: Dr. Williams will the road result in the loss of biodiversity of the endemic birds, will there be loss?

Mr. Hay: We don't expect that there should be any lost of endemic species. What happens is we have 11 of 28 endemic, and unfortunately those endemic which are currently found in the area are already well adapted to the levels of disturbance that Margaret was mentioning. The fact that there are houses and farms and so on, the addition of this road could cause some direct mortality. If you have driven on the existing leg of Highway 2000 from time to time you could occasionally see birds that have been struck by traffic, but we would expect that, that could be anywhere. It would not result in extinction any of the endemic species and certainly not any more of the common species that occur on the island.

Chairman: I think we have time for one more question from the public.

Mr. Morris: Good afternoon, you should have time for one more question from the public because the road is passing through the Milk River Valley. I am

sure that if I ask people if anyone is here from Porus, Berrydale, Scotts Pass, Harmons, Spring Grove there is no one here from there but myself. The notice for the meeting came out at minutes to ten between minutes to ten 11 o'clock and it has been raining since. Yes, I will do that in time. Okay, Pierre Morris and I am from the Porus Consultative Committee, the Berrydale Citizens Association, the Berrydale JAS. Now a meeting at Golf View in Mandeville and the next one is at Versailles, May Pen. There should and there must be a meeting at the Porus Community Centre.

Thank you kindly, because they are the people who will be affected. The people in Mandeville will enjoy the use of the road. The people in Porus will be impacted on by the construction of the road. So they must, please Sirs, be a meeting in Porus at the Community Centre and we would like to know that we get due notice, proper notice so that Mary No-Shoe and Thomas One-Foot will be able to get there and get there in due time. Thank you kindly, now could you please give me a response so that I may go back and tell the groups.

Chairman: I think that is a well accepted suggestion. I don't know if anyone here could actually make a commitment for conducting such meeting. Is there anyone here who could say yes definitely there will be such a meeting. I know it will be difficult to give a precise date, but Dr. Williams?

Dr. Williams: Thank you for the comment, I was just discussing with TransJamaican and NROCC that it would be a good idea to have a meeting at the Porus Community Centre and they both agreed. We won't be able to tell you when, but I want to say, you said that the notice came out this morning which is sort of an additional notice in having the town cryer, so I am glad that the town cryer at least got to you so that you are here. But notices, as I said before, have gone out in the newspaper, through the Parish

Council offices, individual letters of invitation and then the town crier this morning to help to round up people. So I am glad that, it did work so I think it is a valid point that you have about having the Porus community and NROCC and TransJamaican has said that they would be able to facilitate that meeting.

Mr. Morris: Good, the Manchester Parish Development Committee are very good at getting us to meetings. I would hope that whatever happens would be through them, and I hope that when you come before us you will come with enough information and you are coming prepared to deal with whatever problems we may foresee because we do not want what to happen is 'as fault' then we have to deal with 'asplalt' you understand me clearly. Now that we have privy to council we don't want to go to Privy Council.

Dr. Williams: Thank you just to say that the Manchester Parish Development Committee has been involved and I do want to thank Mr. White for being here as our Chairman because he stepped in at a very short notice because Mr. Sam Miller, the Manager of the Parish Development Committee was suppose to chair this session but he became ill. So just to let you know that the Development Committee was involved and they certainly helped with getting the notices out. Thank you.

Mr. Morris: Thank you, very much.

Chairman: Okay one last, last question.

Mr. Harvey: Good afternoon, I am Andrew Harvey form the CASE Group. Now I have heard about the birds a lot and I am in disagreement with what has been said. Because when the birds migrate to another area I have observed that the road will be cut south and then another time the road

will be cut through the north during the Ocho Rios leg. Now if the construction is taking place it is not going to be done in one month so trees will be damaged and nesting will be damaged for the birds, a many eggs will be lost and I have a proposal today. When the pinpointing is done for exact places for the Highway some 'exuto' programmes will be put in place to reproduce some of these 11 species of birds that will be affected. Thank you.

Chairman:

Points well taken. (Applause) Thank you very much I think we have come to an end of what we would term a very useful, productive and sincere presentation of which we ought to be proud as a people.

I was given short term notice yesterday afternoon, and I know most of you here today have been given short term notices as well. But what I would like to remind our presenters of the importance of this meeting. We cannot over emphasize, there is this phenomenon that is called 'absolute bargaining' which is sometimes associated with Highways of this nature and I think the bank of toll roads is on record as one of such where you do development without getting the cooperation and full commitment from the people who will be directly involved. The affordability I think, as a Chairman, I would like to emphasize that in talking about toll roads yes, they are beautiful, there are beautiful employees in them, they will smile with you but it is hitting you where it hurts most and that is your pocket. If the tolls are not affordable you may have the phenomena of soliciting, bargaining, haunting us where the Developers, although they are people who are harmonious to work with, thirty years may seem a long time but 50 years will be too long for them to be hanging around and milling around us just to get some returns that is acceptable to them.

So in order to avoid that, I think we need to emphasize these meetings, to deliver in the area of interest. Porus was mentioned and I am sure that Mr. Anderson with whom I have been associated indirectly for some twenty-odd years and Mrs. Jones with whom I have been associated for perhaps even longer. I as the Chairman am telling you that you have a fine team of people who are very considerate and they will take into consideration all your proposals here today.

I want to exercise the Chairman's opportunity here by asking or to make a suggestion about lessons learnt because I am associated directly with the sugar cane industry. I know there are times when you have what they call bush fires and these create some serious visibility issues, and they can be used as some potent weapons and we have to be careful in preventing these. In acquiring roadways we have to make sure that enough consideration is given to the adjacent areas to the Highway, that you will have more control over, rather than others who might not be interested in having to do with, the Highways except burning and clearing and doing whatever is creating this nuisance.

So, Mr. Anderson, I think that is a serious consideration that you have to take into consideration.

Okay, we have at the back some refreshment but before we participate in that I want to close by saying another hearty thank you for showing up at such short notices. Although we have been competing today being Saturday some people are Seventh Day Adventist, and we appreciate you could not be here. Some persons have funerals to attend, and you also have the post Dean Hurricane clean-up-campaign that is going on. And last but not least, you also have this voter registration that is suppose to be observed today as a deadline.

We are happy to have you and we want to once again say thanks to, Mr. Anderson, yes and we want to thank TransJamaican representatives who are here today. We want to say a special thanks again to Dr. Margaret Williams and Mrs. Jones from Environmental Solutions Limited. We are anticipating that the refreshment will be such that we will thank Golf View and their team for accommodating us. But we would say together a hearty thank you to all.

And last but not least, we want to clap ourselves for turning up and participating in such a vibrant and useful discussion.

Ladies and gentlemen, thank you. (Applause)

Adjournment taken at 2:30p.m.

7.2 Verbatim Notes from Clarendon Meeting

**VERBATIM NOTES
OF THE
PUBLIC PRESENTATION OF
HIGHWAY 2000 PHASE 1B - SANDY BAY TO WILLIAMSFIELD
HELD AT THE VERSALLES HOTEL, CLARENDON ON
SATURDAY, SEPTEMBER 29, 2007
COMMENCING AT 4.30 P.M.**

PRESENTERS WERE:

Dr. Eddie Wright	Chairman
Mr. Guillaume Dubois	TransJamaican Highway
Mr. Ivan Anderson	National Road Operating & Constructing Company
Dr. Margaret Jones Williams	Environmental Solutions Ltd.

SPECIAL GUEST

Hon. Mike Henry	Minister of Transport & Works
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TEAM MEMBERS:**TransJamaican Highway**

Mr. F. Depaepe
Mr. M. Laverne

Environmental Solutions Ltd.

Mrs. E. Jones
Mr. G. Campbell
Miss D. Barnes
Miss T. Rodriguez
Mr. B. Hay
Mr. B. Richardson
Miss R. Brown

- CHAIRMAN: Ladies and gentlemen, good afternoon. Welcome to the public symposium regarding the alignment and construction of Highway 2000. I am going to invite the Minister of Transportation and Works, Mr. Mike Henry, Honourable Mike Henry, could you join us at the head table, please sir?
- PARTICIPANT: I think he said he wanted to slip away.
- CHAIRMAN: Yes, but I think it's protocol that he comes and joins us at the head table. Mr. Henry, would you mind joining us at the head table for a moment, sir?
- HON. HENRY: I will stay with the public.
- CHAIRMAN: I beg your pardon, sir?
- HON. HENRY: I will stay with the public, I am just visiting.
- CHAIRMAN: But grace us with your presence please sir, so we can see you.
- HON. HENRY: Okay.
- CHAIRMAN: I would first of all, like to welcome everybody else, we have representatives from the National Works Agency, Mr. Anderson; Mr. Hayles, Alwin Hayles, Permanent Secretary from the Ministry of Transportation and Works. Guillome Dubois from Trans-Jamaican Highway, the developers and I am sure he has his team here; Dr. Williams and Mrs. Jones from Environmental Solutions. Anyone else? I am sure the press, is the press here? Anyone else that I have inadvertently forgotten? Members

from the Clarendon Chamber of Commerce, Mr. Parrish, I see you; Mr. Lancaster, and other distinguished visitors.

Please try and find a seat because we are a little late and we really want to get this agenda going because hopefully, it is going to be a robust and informative discussion. But before we start what I would really like to do and I hope it's going to be a part of our national life, I would like to invite

CHAIRMAN:

everyone to stand while we sing the National Anthem, please.

(National Anthem sung)

Thank you everyone, please be seated. Before we continue I would just like to introduce myself. I am representing the Clarendon Parish Development Committee and it is a part of the Local Development Reform movement that was started many years ago and hopefully we will continue the speed and continue to develop.

My name is Dr. Eddie Wright and I will be chairing your meeting as we go on. I have some apologies for absences, Mr. Milton Brown, Mayor May Pen; Minister Ruddy Spencer, we had invited all the other MPs, I don't see any other MP here. Mr. Noel Arscot; Mr. Larry Broderick; Mr. Michael Stern, I hope that they will all be able to find time from their busy schedule to attend.

Without further adieu, I am going to ask Mr. Ivan Anderson to please make his presentation. Mr. Anderson is the Managing Director of NROCC, National Road Operating and Construction Company, and Mr. Anderson knows everything about this road,

he has said it many times before. So without further ado, Mr. Anderson please, take it away.

MR. ANDERSON:

Thank you Mr. Chairman, Mr. Minister, Members of the Highway 2000 Team, Permanent Secretary; Ladies and Gentlemen, good afternoon. I see a number of familiar faces, some of you were here when we did the initial presentation on the Terms of Reference. At that time we were presenting the Terms of Reference and now we have actually come back to present the actual EIA itself. But before we actually start the EIA presentation I am going to give you an overview of the Highway 2000 Project; what the objectives of the project are; where we are in terms of implementation and the next steps in the process.

So the primary objectives of the Highway 2000 Project. These objectives are not objectives of our typical road projects and that's because Highway 2000 is not a typical road project. It's not just going

MR. ANDERSON:

out there and patching a road, or repairing a road or building a new Bypass. The objectives of the Project are much, much bigger than that. The objectives of the Project are:

> How can we impact on the development of the country?

> How can we generate employment?

> How can we generate growth in the economy?

> How can we expand the economy?

> How can we reduce crime and unemployment?

- > How can we create efficient links between the major centres throughout the country?
- > How can we reduce the population pressure on the Corporate Area?

...everybody wants to live in the Corporate area now.

- > How can we remove that pressure so that people can find it just as easy to live in May Pen, to live in Mandeville, to live on the outskirts and still be able to commute?

And finally;

- > How can we increase the safety of the people using the Highway, or increase the safety of people using the roads and at the same time, reduce their cost of driving on the Highway?

These are all of the objectives. How can we achieve it? And why is the Highway so important in these objectives?

MR. ANDERSON:

Well first of all, let's take a blank map of Jamaica and let's look at what has been happening in terms of development. Those are all new hotels or hotels under construction on the North coast. Some fifteen thousand hotels rooms are being built on the North coast and the Minister of Tourism speaks of the continued expansion of the tourism product. We are at three million now; we expect to get to five million, possibly even ten million visitors. But if we were to get to five million visitors or ten million visitors then we have to be able to offer them more than just the traditional sun, sea and sand. Jamaica has many, many more opportunities for attraction. I don't think anybody recognizes this. These are (indicating) additional attractions all over the country just waiting to

be developed. Additional attractions, additional development project, here we have Vernam Field right in the middle.

The LNG Developments, the developments along the South coast, all waiting for development. But obviously a visitor is not going to take an hour-and-a-half flight or a two-hour flight from the US and come to Jamaica and then spend three or four hours driving on the roads trying to get to an attraction.

And so, the idea here is to implement the Highway 2000 Project which will link together all of these attractions, even new development projects to improve the tourism product that we are offering our visitors and at the same time, obviously also offering alternative manufacturing industrial possibilities throughout the country.

In terms of the Project itself, where are we now? The first Phase to be completed was the Old Harbour Bypass section and that was completed in September 2003. That was followed up by the next section from Sandy Bay going to Mandela, which was finished in 2004. The last section to be completed was the Causeway section. Everybody knows about the Causeway completed in July 2006? And those sections make up what we called "Phase 1A" of Highway 2000. So from Kingston going all the way to Sandy Bay is what we call "Phase 1A".

MR.ANDERSON:

The next section is Phase 1B, which is the section we are here to talk about today. It goes from Sandy Bay all the way to Williamsfield and both these sections make up Phase 1 of the Project and Phase 1 of the Project is signed and sealed for want of a better word, in terms of the Concession Agreement, everything is tied down, financing is tied down, everything is tied down.

The next sections to be implemented would be Spanish Town to Ocho Rios and Williamsfield to Montego Bay and those make up what we called "Phase 2" of the Project.

So the next step is the Williamsfield to Sandy Bay section and I am going to show you a little bit more detail about this section. It's approximately 37 kilometers and it's being designed similar to the existing design on the Highway, 2x2 lanes meaning dual carriageway in either directions; design speeds of between 70 and 110 km/hr, similar to what we have in the other sections; maximum slopes in the order of 9% in the areas when we are going into Mandeville, but in all the other areas it will be similar to the existing sections of the Highway from Kingston to Sandy Bay.

Just to give you a feel for the actual route. This is the existing Highway 2000 now coming out to Sandy Bay which is about right here (indicating), everybody following where we are? So the existing Highway comes down like this. So the new Highway starts just at about the end of the existing Highway. You recognize this picture? This is the picture (indicating) coming to the end of the Highway.

PARTICIPANT: Where the police stay.

MR. ANDERSON: Well, the police stay a little bit further down, right in the bush there, I saw them this morning. So we start there, we run south of – this is the railway line here (indicating), run south of the railway line, south of the existing main road going west through Savanna Cross. Everybody is with me so far?

PARTICIPANTS: Yes.

MR. ANDERSON: From Savanna Cross we continue south through a little passage in between Mineral Heights. The Mineral Heights roundabout is right up here (indicating). Mineral Heights Development is here, Halse Hall Great House is just south of the Mineral Heights. In fact, this is where we have our first new toll plaza.

So from Mineral Heights we then continue south of the existing road, this is the existing road here coming up (indicating). South of the existing road, over the Rio Minho, the existing mining operation, Gores is on this

side and Bouygues is on this side, just south of the existing bridge. Then we go over the river just south of the existing bridge. We continue along. By the Milk River turn off we expect to have a new intersection to connect us down to Vernam Field and to Milk River Development. Continue south through the cane piece through the second toll plaza and then over the existing road now at Four Paths.

So from Sandy Bay all the way west to Four Paths we are south of the existing road. At Four Paths we turn north and we go over the existing road; over the existing road here (indicating) and go towards the train line which is on the northern side of the road. So we go over the existing road, up to the train line, make a left turn, follow the train line going towards Juici Patties, all the way down right down to Juici Patties at Clarendon Park. So Juici Patties is here (indicating), the old main road is here and we are now north of Juici Patties, so we are just on the foot of the hill. When you are driving out there and you see some JPS poles, the JPS high tension pole, it is somewhere in this location here (indicating).

So from here now we go straight up over the hill. So when you are out there and you see the JPS poles going up over the hill, we are following the JPS poles up over the hill. Up over the hill, down on the other side, down south of Porus and we join Melrose just at about Trinity. You know where Trinity is? Just at the start of Melrose, we come back south and we are joining the existing Melrose Road just at about Trinity and then we run on along the...

PARTICIPANT: (Sotto voce remarks).

MR. ANDERSON: I am sorry, it's not quite on our map, it's back here. Then we go over the hill, bypass Scott's Pass, we come back across the road just at about the border just at about Whitney Turn, come back over the road at Whitney Turn and then we go south of Porus, between Harmons and Porus through Redberry coming across, join back Melrose, just at about Trinity, the turn off; and then continue up along into the Williamsfield roundabout

here (indicating). In this section we incorporate the section of Melrose between Trinity and the Williamsfield roundabout and we rebuild the yam vendors facility, the vending facility as part of the Highway. So this is the alignment from Sandy Bay to Williamsfield.

Just to give you a feel for the other sections of the Highway quickly. Going from Spanish Town to Ocho Rios has been something that the country has been agonizing over for a long, long time. Since 1968 when the first study was done, this was when the first formal study was done, that was followed by a further study in 1972, Ingaru Study in 1996, the Dessam Soprion in 2000 and NROCC reviewing all of these studies in 2005, so it's been a long time in coming. How do we get from Spanish Town to Ocho Rios. How do we get over Mount Rosser? How do we get down Mount Diablo? How we get around Fern Gully? How we get into Ocho Rios? Well, what we have come up with is called the "Preferred Alignment" and the preferred alignment is a combination of some of the old alignments and some of the new alignments.

Basically, what we do we start at Spanish Town just by Chedwin Park and I will show you a little more detail in the further slide in terms of exactly where we start. We bypass Spanish Town and we bypass the Gorge till we get to Bog Walk roundabout. From Bog Walk roundabout we widen the existing Bog Walk Linstead Bypass all the way down to the turnoff to go to Tread Ways. You know when you go down the Bog Walk / Linstead Bypass, just before you get to the end, the road goes around the corner and where the vendors sell just before you get to the train line? There is a right turn to go to a community called Tread Ways, Bermaddy, right there is where the Highway starts.

PARTICIPANT: Byndloss.

MR. ANDERSON: Exactly, right at Byndloss Hardware. So from that we started what we called the Mount Rosser Bypass and we bypass Mount Rosser, we bypass Faith's Pen, we bypass Moneague and we end up on the road going towards Golden Grove, going towards Claremont and then from

there we widen the existing road as a free section of road from Moneague down to Golden Grove. And finally, we have what we call the "Fern Gully Bypass" which starts at Golden Grove going down into Ocho Rios.

So basically, that's what we called our "North-south link". Just to reiterate. New Spanish Town Bypass; new Gorge Bypass then we have a free section which is the Bog Walk Linstead Bypass, toll section Mount Rosser, free section down to Golden Grove and finally, Fern Gully Bypass which is tolled.

So Mount Rosser is just one of those five sections, three tolled sections and two free sections. So in terms of Mount Rosser I will show you in a little more detail. This is the mud lake (indicating), WINDALCO's operation is right here (indicating), the Bypass comes up and comes down the corner right here (indicating). So the Mount Rosser Bypass section is approximately 24 kilometer 2x2 lanes. So from there we go up the hill, climb up on top of the hill, bypass Faith's Pen, bypass Moneague and drop out down at the road going to Claremont.

In terms of the Spanish Town Bypass in more details, this is the Spanish Town urban community (indicating). The existing Spanish Town Bypass is here. This is St. John's road going up to Barry; the existing Spanish Town Bypass going up to Angels, everybody with me? The existing Highway now comes along on the southern leg, on the southern side of Spanish Town going towards Sandy Bay. So from a point just at about Chedwin Park, this is actually the Chedwin Park school, just about right here (indicating).

PARTICIPANT: Right next to White Water.

MR. ANDERSON: Yes, right next to White Water. From there we start, up over St. Johns road wrapping around the top of the hill, going by Angels and then from Angels we follow the railway line going towards Bog Walk. This is the Gorge through here (indicating), the existing road is in the Gorge and the

new alignment is on top of the Gorge going pass Kent Village, coming back over the river and joining Bog Walk roundabout. So when we are going through the Gorge the railway line is now on top of the hill, you can't actually see the railway line but it is on top of the hill and we are in the same location, up on top of the hill running parallel to the railway line.

PARTICIPANT: West of the road.

MR. ANDERSON: That's west of the existing road, that's correct. Until we get to just about where the train goes through the tunnel, that last tunnel that goes into Bog Walk. Just before there we come across the river, come back on the existing road and widen into the Bog Walk roundabout.

To give you a feel for the Golden Grove side- again, this is Moneague (indicating), the existing main road goes through going down to Ocho Rios. We come around Moneague onto the road down to Golden Grove widening it as a free road all the way down to Golden Grove and then from Golden Grove we start a new alignment going pass Lydford, going all the way down just to the west of the Reynolds Square is where we come out. So between Reynolds and Dunn's River we come back into the North-coast Highway.

PARTICIPANT: My perception is that it is a 2x2.

MR. ANDERSON: Yes, yes. All the sections of the Highway are 2x2. So apart from the fact that you don't have to go through a toll plaza you wouldn't recognize any difference in terms of the free sections and the toll sections, they will both be built similarly. In this area we don't actually come straight down the hill as I have shown in the illustration, we come around like that coming down, it's not nine, we are down to about eight here but we

MR. ANDERSON: reduce the vehicle speed down to about 50 kilometers per hour going down into Ocho Rios. So in terms of this alignment, this is the speed section (indicating) just that last piece coming down off the hill, coming down into Ocho Rios.

In terms of the travel time savings: as you can see we estimate between a 38 and a 54% travel time savings depending on the leg we are using. And so, we expect that the savings in terms of travel time is going to be significant. Finally, as I said, the Highway is more than about just getting to Ocho Rios a little faster, just going to the beach a little faster, just being able to get to Mandeville or May Pen a little faster. The Highway is much more than that. If you think of the Highway like that then you have missed the point all together.

The objective of the Highway is generating economic growth. These are PIOJ's estimates in terms of what we think the Highway, when completed, the entire project, could do. \$26 billion in nominal GDP; 54,000 jobs and obviously as you said, these jobs are not jobs in the constructions but the impact that it is going to have on the economy, almost every part of the economy will be impacted by it. In the absence of any inflationary impulses then that could translate into as much as 3% GDP growth.

In the long term, a similar impact. \$34.5B in GDP, 3.7% real GDP growth and 119,000 jobs. Whenever I do the presentation I ask people, how many people are in our Labour Force? Anybody wants to hazard a guess? Michael Oliphant?

PARTICIPANT: 850,000?

MR. ANDERSON: In 2004 it was about 1.9M people and 119,000 jobs is actually close to 10% of our labour force. I mean theoretically if all these people could find jobs you would have zero unemployment, theoretically. I mean what we are trying to bring across is that it is a big impact, it impacts almost everything in the country. Traditionally people have lived around ports. Earlier on when the settlers came to Jamaica they lived around bays. Then as roads developed people lived around communities

MR. ANDERSON: linked to roads. But traditionally, you could only live so far. The Highway will change the way people live; where they work; where they vacation and how they do business.

In terms of where we are- As I said, our target constructions start time is about the first quarter of 2008 for the Sandy Bay to Williamsfield section. The Mount Rosser section has already commenced, it's in the middle and so, we are well on our way now. The developer is currently trying to finalize his financing for the project and we expect that that will be completed by about the first quarter of next year.

Finally, let me leave you with some words from JFK. About eighteen years ago it is said that President, I think it was Roosevelt, drew three lines on the map from east coast to west coast, those were the first Highway systems to be built in the US. The Bureau of Public Roads records it as 1923 I think three lines across a map. Today it is said, that the Highway system in the US is the single biggest impact in this century. This is what he said about the roads. He said "It's not wealth that creates road but roads that create wealth".

Thank you very much. (APPLAUSE)

CHAIRMAN:

Thank you very much, Mr. Anderson. If the project is even marginally successful as you anticipate we will be doing very, very well indeed and I have no reason to doubt your reason for success. But with everything that affects land and topography we as environmentally conscious and concerned people must have questions about how is this "wonder" of Jamaica going to affect our environment. But here to address us on some of those issues are the folks from Environmental Solutions Ltd. and we have Dr. Margaret Williams, who is going to come right up now and hope to appease some of our concerns regarding our environment. Dr. Williams.

DR. WILLIAMS:

Thank you Dr. Wright. Good afternoon everybody, Minister Henry, welcome. Before I begin the presentation I would like to just introduce the members of the EIA Team. The EIA Study is a multi-disciplinary

DR. WILLIAMS:

study and we had quite a large team. As Dr. Wright said, I am Margaret Jones Williams, Deputy Team Leader, Ecologist and Impact Assessment

Specialist; Mrs. Eleanor Jones, Managing Director of Environmental Solutions Limited and Hazard Vulnerability Specialist; beside her Remona Brown, our Administrative Officer on the Project; Mr. George Campbell, Director of ESL and Socioeconomic Expert; Brandon Hay, Zoologist and Botanist; Brian Richardson, our Hydrogeologist; Dolores Barnes, our Environmental Engineer; Theresa Rodriguez, our Project Officer, and GIS Specialist. I would also like to introduce Trans-Jamaican Highway team members that are here as the Developer and our client Guillome Dubois, the General Manager; Frederic Depaepe, also from Trans-Jamaican Highway and the infrastructure operators of Jamaica and Matthieu Lavergne, also from Trans-Jamaican Highway.

I am going to take you quickly through Highway 2000 since 1999, the environmental process for this leg, Sandy Bay to Williamsfield. The Terms of Reference and methodology that we applied for conducting the environmental assessment and then the public consultation process as a part of the EIA. Mr. Anderson went through the alignment in great detail so I don't need to go over that. Then we will have a look at some of the relevant legislation as applied to the project. We will then look at the baseline data that was generated and the issues that we identified, the environmental considerations for the Project and then go into the impacts- the potential impacts of the Project and the mitigation measures that we proposed to minimize those impacts. We will also have a look at the positive impacts and then we will discuss some of the alternatives that had been considered and then look at the cumulative impacts of the Highway Project. Then we will close with the Way Forward, what happens after today's presentation.

Highway 2000 since 1999: We had worked on the strategic environmental assessment which is very similar to the EIA process that some of you might be familiar with, but at a more strategic level and it's applied to projects of a very large geographical scope, complexity of administrative arrangements and interactions and complex issues.

DR. WILLIAMS:

In 2000 NEPA, I believe it was NRCA at the time, it's now National Environmental Planning Agency, actually issued a letter of endorsement

for the environmental process as applied to Highway 2000. The SEA was presented at the Bidders Conference and Bouygues Travaux Publics was selected as the preferred bidder and then after that came the establishment of TransJamaican Highway Limited as the Developer, Project owners.

The first component of Highway 2000 was the upgrade of the Old Harbour Bypass and that has been incorporated into the Highway. And we have conducted environmental assessments for the Kingston to Bushy Park section, the Portmore Causeway and Sandy Bay to Williamsfield which was submitted early in September.

How does the EIA process work? The developer has to submit a permit application to NEPA to get an environmental permit for construction. NEPA then requested that an EIA be conducted for this segment of the Highway. We prepared the Terms of Reference and submitted them on behalf of the client and these were circulated to the agencies and made available to the public so that there could be comment and inputs. Then we conducted research, desktop research, field studies, analytical research, laboratory studies to create the baseline data on which we were able to do the research analysis. Then there was the submission of the EIA report and the public meetings to present the findings of the EIA and that's where we are today, we had a meeting earlier today in Manchester.

The Terms of Reference and Methodology for the EIA: We covered both the natural and socioeconomic aspect of the environment looking at geology, soils, the hydro geology, natural hazards, vulnerability, air quality, noise, water quality looking at flora, fauna, habitats as well as protected areas.

The Socioeconomic Environment: Under the socioeconomic environment we looked at demographics, settlements, livelihoods, cultural practices, archeology and heritage features, infrastructure,

DR. WILLIAMS:

community services, waste management and so on. We also had a look at the relevant policy and legislative framework that is required for the Project.

Identification of potential impacts: We had to look at the interaction of the Project with the environment and the environmental attributes as they impact the Project as well. Some of these include:

- Modification of landscape;
- Potential impacts for pollution;
- Potential impacts on socioeconomic and cultural heritage;
- The issue of land acquisition and relocation;
- The transportation infrastructure and bio-diversity issues;
- Natural hazard risk was of course, included and specifically, NEPA requested in the Terms of Reference a drainage assessment which included:
 - Storm water drainage
 - Drainage during construction and operation phases and;
 - Drainage as it related to crossings, bridges, gullies and so on.

Public Participation and Consultation: There have been several stakeholder meetings, meetings with Government of Jamaica agencies and smaller groups.

Requests including data requests have been made to Government of Jamaica agencies and there was a public presentation in June in Clarendon to present the Project.

DR. WILLIAMS:

And to present the Terms of Reference and then their field investigations included interviews and application of questionnaires and I believe over four hundred persons were actually interviewed during the course of the baseline data gathering. And including the consultations I believe it's probably over four hundred people in all that have been involved in the process so far. And as I said, today we are presenting the findings of the EIA.

Okay, 27 pieces of legislation have been described in the EIA as being directly relevant to the Project, I won't go through all 27 but just to indicate a few key ones. The Natural Resources Authority Act of 1991 which is the overriding environmental legislation for us in Jamaica and sections (9) and (10) of that Act speaks to the need of an EIA for prescribed categories of development.

The Permit and License System was introduced in 1997. It is the mechanism through which NEPA is able to process the applications and issue permits for developments.

The Water Resources Act speaks to the quality and quantity of ground water and surface water resources. The Quarries Control Act; The Main roads Act and of course The Toll road Act of 2002 which allows for the establishment of toll roads and collection of tolls are just some examples of the legislation examined.

In terms of the Baseline Data: Topographically, Sandy Bay to Clarendon Park is generally flat along that section of the alignment and beyond. Clarendon Park, going westward to Williamsfield is typified by rolling limestone hills. The geology can be divided into four sections: Sandy Bay to Four Paths to Clarendon Park; Clarendon Park to Porus and Porus to Williamsfield and basically different types of soil overlaying mostly newport limestone formation.

Geo-technical Classification and Natural Hazard: The Newport

DR. WILLIAMS:

limestone formations range from: soft to nodular chalks to recrystallised limestones. There are karstic drainage features such as sinkholes present along the alignment and there is a flood history in depressions and gully courses. Slope stability is generally good but the landslip risk can increase along fault lines. There is some soil erosion and landslide susceptibility in the upper catchment of the Rio Minho River.

Groundwater and Surface Water Resources: The alignment crossed two main hydrological basins – Rio Minho in the east and Milk River in the west and several gullies and streams will also be crossed including; Shutes Gully, Webbers Gully, Rio Minho and St. Ann's Gully which is also called Jack's Gully.

In terms of **Seismicity:** The most geologically active portion of the island is to the east but the OAS seismic risk maps does show that in the event of intent seismic activity in the east that it is possible that effects will be felt in the area of the alignment.

Regarding **Flooding:** Southern Clarendon and Manchester are flood prone areas due to geographical and hydrological features. Several significant flood incidents have been recorded in the past including May 1993 in Inverness, Porus in May/June 2002 and Harmons in September 2002. As part of the Baseline Data Assessment we investigated the ODPEM Flood Registry and this confirms historical flooding as a pre-existing feature of south Clarendon and Manchester

Air Quality and Noise: Twelve stations were selected along the alignment for analysis of air quality and noise and this included analysis of respirable particulate as well as sulphur and nitrogen dioxide. Sites included Inverness, Savanna Cross, Rio Minho, Four Paths, Scotts Pass, Porus and Redberry. Now all levels that were recorded for our Baseline Data were within the national standard for respirable particulate with the exception of the area nearer to Rio Minho which was because of the sand mining activities there.

DR. WILLIAMS:

Water Quality: Two sets of data were collected from four stations: Rio Minho, Milk River, Rock Halt and Spring Grove. All stations except Rio Minho showed elevated nitrate levels and these are probably associated with farming activities. Faecal coliform levels were high at Spring Grove probably again, associated with farming activities with animals.

The Northern boundary of the Portland Bight Protected Area has the Highway going through. The Portland Bite Protected Area in Jamaica was established in 1999 and it is run through a co-management with agreement with CCAM, Caribbean Coastal Area Management Foundation and NEPA. The vegetation in the area is influenced by the soil, topography elevation and land use. The area through which the alignment passes is strongly influenced by human activities and is highly disturbed.

Four habitat zones were identified: disturbed dry limestone woodland and abandoned sisal plantation; cane fields and pasture, rural settlement and cultivation and; roadside scrub. All of these we referred to as secondary modified vegetated communities that create these habitats.

Seventy-nine species of birds were observed during the survey including eleven endemic species that we have in Jamaica. No rare, threatened or endangered species were reported during the survey. The only species of concern as an endangered species and for the environment in the protected area is the American crocodile. But it is not likely to be found throughout that area in the northern boundary only possibly in the streams, in the areas of the fish farms.

Okay, the Communities: From Sandy Bay to Four Paths. The communities that will be affected:

- Sandy Bay
- Savannah Cross
- Hunt's Pen

DR. WILLIAMS:

- Mineral Heights
- Halse Hall
- > Curatoo
- May Pen Bypass
- Fogga Road and;
- Four Paths.

This area is a densely populated corridor and some of the communities have reported historical flooding. These include the lower sections of Sandy Bay, Savannah Cross, Hunt's Pen, Mineral Heights and lower Halse Hall

The Highway will cross the following waterways in this area- Shutes Gully, Webbers Gully, Rio Minho and the Jack River or Anne's Gully.

The most important **land use** consideration for this section: residential, commercial and agricultural.

In terms of the **Socioeconomic Profile**: Low and middle income communities dominate. There are limited social facilities, low employment rate. Some large schemes such as Mineral Heights and McGillcrist Pen

The Flora and Fauna: It is a highly disturbed area. As I said before; no threatened or endangered species along the alignment and it is within this section that the alignment is in the Portland Bight Protected Area.

Between Four Paths to Clarendon Park the main communities are: Four Paths, Swansea, Osbourne Store, Rock Road, Toll Gate, Rock Halt and Clarendon Park. The Population density is a little bit lower than in the first section from Sandy Bay to Four Paths.

Again, communities reporting flood history include: Four Paths, Osbourne Store, Rock Road and Toll Gate.

Some of the issues relate to; lack of adequate drains, blocked drains, the terrain, depressions and ground water rise.

DR. WILLIAMS:

The Highway in this area will cross tributaries of Rhymesbury Gully, Milk River and several smaller gullies in Belle Plain, Ebony Grove and Clarendon Park.

Land use: The same as in the first section: residential, commercial and agricultural. Similar demographic profile for the rest of the alignment.

From Clarendon Park to Williamsfield main communities are Scotts Pass, Spring Grove, Porus, Redberry, Trinity Road and then going into Williamsfield

Flooding has been reported from: Scotts Pass, Porus and Redberry and the alignment will cross the Milk River section.

Similar land use issues and again, similar demographic profile consistent with the rest of the alignment.

Okay, we have some photos of some of the land use issues: residential, agricultural, irrigation canal, sand mining activities, commercial enterprises, urban uses, scrub land, crossings to be facilitated, railroad crossings, road crossings, pedestrian crossings and social rights-of-way (these are paths that have been used by pedestrians over, sometimes hundreds of years), and river crossings.

Okay, some key issues: recommendations coming out of the Strategic Environmental Assessment of 2000 indicated the recommendation for an Environmental Impact Assessment for each segment of the Highway to be built. As I said before, two EIAs were completed and this is the third. Hydrology was raised as an issue that needed to be dealt with along this segment and the Public consultations process which has been done

throughout the entire Highway development in terms of getting public comments and public involvement. Drainage and flood control was raised as an issue. Sourcing and transport of construction material, slope stability, cut and fill requirements and habitat modification were all addressed.

DR. WILLIAMS:

In respect of Drainage: there are some crossings, canals and gullies.

Okay, continuing with the issues; land acquisition, relocation of impacted buildings, dwellings, disruption of existing vehicular routes where crossings are required, potential for loss of business opportunities where the Highway will bypass existing vendors and so on, disruption to social rights of way (those are existing paths that are used), incorporation of the Melrose Bypass, access to the Toll Road in terms of location of ramps entry at existing toll booths, potential employment opportunities during the construction phases and benefit to traffic movement and safety on the Highway.

Now, during the impact analysis what we do is we have a look at how we think the Highway will impact the environment during both construction phases.

We tried to classify the impacts as being:

- Major or Minor;
- Reversible or Irreversible
- Positive or Negative and;
- Long term and Short Term.

In terms of **Hydrology and Drainage**: it was one of the main impacts that we had identified, some of the mitigation measures, are already included in the engineering design and this includes:

- Considerations for major and minor systems including bridges, gullies culverts and so on. And the use of the

100 years return period for design of major structures to ensure that there is adequate flow of water.

- The engineering design should include other drains in areas that are specified and;
- All drainage features are to be kept unobstructed. This includes the construction phase as well as the operation phase.

DR. WILLIAMS:

In terms of Vulnerability as it relates to flooding the same mitigation measures apply. In addition the site preparation and construction schedule should take account of the traditional rainy seasons and the engineering designs should include geo-technical considerations for slope stability.

Air Quality: During the construction phase there is an anticipated increase in the levels of fugitive dust due to earth works, excavations, stockpiling and storage of earth materials.

The main mitigation measures include:

- Watering of un-vegetated areas and stripped road surfaces;
- Proper stockpiling of earth materials to minimize fugitive dust including covering or burning;
- Vehicles transporting materials should be covered and;
- Dust masks should be provided for workers as required.

In terms of **Noise:** Again, this is a standard construction impact particularly in the areas where construction work will be close to communities and noise sensitive receivers will be used in those that are very close to the construction work. Communication should occur with these communities in terms of scheduling and timing so that they know when they will be earth movement or heavy machinery working.

Standard working hours are usually included in best construction practices so as to minimize the negative impacts on communities and servicing of construction machinery and vehicles will also assist in reducing ambient noise.

DR. WILLIAMS:

In terms of **Water Quality**: Because of the river crossing there is the risk of the pollution of surface water through spills or wash down of stockpiles of material and this is usually mitigated particularly at bridge works through the deployment of silt screens so that the earth work and earth movement does not impact the rivers and the streams. The Engineering design already incorporates slope stabilization measures and reinforcement of bridges. Again, to ensure that there is no wash down of material there should be removal and proper disposal of construction spoil so that material is not thrown into the rivers and streams and the provision of portable chemical toilets on work sites so that the workers do not have use the rivers.

In terms of **scarring of the landscape and reduction of aesthetic appeal**: Again proper disposal of soil and the work should be limited to within the right-of-way. The right-of-way is the actual section of the road that will be constructed and used and the recommendation is to ensure that all work is done within the right-of-way so that there is no work done outside. No side tipping, no storage of material and so on. And the rehabilitation of work sites and construction period as required and usually this is included in permit conditions.

In terms of **Earth Materials Sourcing and Transport**: all quarries used should be approved and licensed entities. As far as possible from current calculations, most of the areas that require cut will provide enough materials that can be used for fill, but there may be anticipation that there may be additional material required. Trucks transporting materials should be covered and adhered to maximum laden weight when transporting material.

Flora and Fauna: Some amount of landscaping is done at the end of the construction period which will create some vegetation and slope stabilization properties. Relocation of more mobile and adaptable species will occur naturally; birds and so will move on. Unauthorized encroachment should not be encouraged and this is particularly during the construction phase. Construction work actually opens up areas and then people tend to come in and settle.

DR. WILLIAMS:

As I said before; no side-tipping of construction materials and all works should be confined to within the right-of-way. And this will minimize the impacts on the flora and fauna.

Traffic, Transportation and Access: There should be proper scheduling of the construction works and adequate notification of construction works- the stakeholders and the general public in terms of notification of detours, road closures and so on. There should be adequate arrangements for parking at work sites so that there is no congestion in local communities and properly trained flaggers should be employed and sign posting as required.

Again, for detours or road closures so that the public is not put at risk and to ensure that as far as possible, traffic can move during the construction period.

Regarding Land Acquisition and Relocation: The Identification of impacted properties and communication with impacted persons is ongoing and is the responsibility of NROCC. NROCC will acquire land as required in order for Trans-Jamaica to have the lands for construction. The Government currently does not have a Resettlement Plan and NROCC will not be involved in relocation exercises.

In terms of Business Enterprises: We expect that there will be direct and indirect impacts on small, medium and large businesses. There will be the yam vendors at Melrose Bypass because Melrose Bypass will be incorporated. There will be provision for them and for access, and for

other vendors to be able to join that facility. Mr. Anderson can say a little bit more about that, NROCC is handling that as well. But some of the smaller communities where vendors on the roadside get business now, Porus and so on, the Highway will not be going there so that there is likely to be some impact. However, I would just like to say that those roads will be kept open, so those alternate routes will still be there.

Discussion with stakeholders: Again it is the responsibility of NROCC.

DR. WILLIAMS: In terms of **Social Rights-Of-Way**: As I said these are paths used by pedestrians sometimes over hundred of years throughout communities, connecting communities. We have investigated the number, type and placement of crossings. The Highway as it is designed includes 29 crossings and most communities appear adequately served.

However, we do anticipate that there may be one or two communities that feel that where the crossing is not properly placed in terms of distances that they may have to walk and so on. And so we encourage communities to continue having discussions so that their needs can be addressed. In terms of employment there will be opportunities for skilled and unskilled labour during the construction phase, the actual level of employment, questions can be given to the developer. The workers should be briefed on environmental issues related to waste disposal, side tipping, blocking of drains and so on.

Regarding **Public Health and Safety**: As I said before we anticipate some increased levels of fugitive dust- this is usually a short-term impact during the construction phase and if properly carried out should not be a nuisance for communities. The potential pollution of water courses; as I said before as well with proper storage of earth material and proper scheduling of work, provision of portable chemical toilets – the water courses should not be negatively impacted.

Adequate public notification should be provided for detours and road closures to ensure that the public is not put at risk in terms of trying to

find their way around in the dark. Again proper signage should be applied and flaggers should be available during the construction phase. The Highway will be fenced during the operation phase as the rest of the Highway is now and that will prevent animals from crossing the Highway which does pose a risk to commuters. It should also prevent pedestrians from crossing the Highway and pedestrian crossings are provided.

Regarding **Archaeology and Cultural Heritage**: No direct threats on any archaeological resources or sites listed by the Jamaica National Heritage Trust. The JNHT has been contacted and information from them was actually provided for the SEA in 2000 and this has been incorporated in the Report. We do recommend a watching brief- the JNHT usually likes to

DR. WILLIAMS:

be involved during the construction phase if required, depending on the sensitivity of the areas so that if any artifacts are found then they are on site to respond.

There are two areas of interest, the Halse Hall property near May Pen which was a sugar plantation and the community of Curatoe just north of the alignment is reported to have been a Taino settlement. The alignment does not go through either of these areas but just because of the proximity we felt it worth mentioning.

In terms of **Positive Impacts**: Mr. Anderson spoke about generation of employment- on the national scale and the potential for growth of the economy and of course, in the short term during the construction phase there should be some employment generated at various levels.

We expect an improved transportation network in terms of movement of goods and services in an efficient manner, reduction of travel times and stress and getting people out of and into the KMA, the Kingston Metropolitan Area.

Land use planning- currently development applications come in and developments go up in somewhat of an ad hoc manner and now with the

Highway 2000 corridor there is actually planning for the northern and southern sides of the Highway in terms of the types of developments and the types of land use that should be encouraged in those areas.

Aesthetic and Scenic Vistas I have as a positive impact. I did speak before about scarring of the landscape as somehow a subjective issue. Some people believe that the Highways scar the landscape; some people believe that the Highways actually open up new vistas that were not there before and it presents the opportunity for an increase in aesthetic appeal when you are traveling.

Public perception- based on the interviews conducted during the baseline survey (over three hundred persons), the public generally felt that the continuation of the Highway from Sandy Bay to Williamsfield was certainly a positive impact and most people were looking forward to it.

DR. WILLIAMS:

In terms of the **Alternatives** that were considered: The alignment that we have studied for this Environmental Impact Assessment is the alignment that was presented in the Strategic Environmental Assessment with the best option. And during that process different alternatives had been looked at to create what's called the 'optimum alignment'.

As I said before over 29 crossings are being provided to cross gullies, local roads, railway lines, field connectors for agricultural areas and two toll booths will be provided one at May Pen and one at Four Paths.

In terms of the **cumulative impacts**: these are long term impacts based on not just this segment of the Highway, but this segment and the other segments of the Highway as well as, other potential developments. There are some anticipated changes in land use. Some areas of agriculture will be taken out of use, some residential areas may have to be shifted and just in terms of the land use planning as well, that will help to identify and focus proper land use application.

I already spoke about the alteration of business opportunities, Mr. Anderson spoke about the business opportunities in the long term as a positive impact and increasing the GDP. So the alteration of business opportunities is not to be seen as just a negative thing where some vendors may be affected because there will be other opportunities. So it's both positive and negative but it's a cumulative impact.

In terms of Increased Movement of Traffic: That is certainly expected as I said before; efficiency in the movement of goods and services, reduction of travel time and increased access to and from Kingston.

In terms of the **Way Forward**: At the end of my presentation we will have a question and answer session and at the end of this meeting we will prepare a report to be submitted to NEPA. You will see two ladies working furiously, Sandra Clements and Winnifred Manahan, they are Court Reporters, and they are recording everything verbatim including your questions and answers that will come so that a report can be prepared and submitted to NEPA as part of the EIA process.

DR. WILLIAMS:

NEPA has given a 30-day period at the end of the consultation in which they will wait for any comments to be submitted to them on the EIA, and NEPA is also currently awaiting the responses from the government agencies that are reviewing the report. Thank you. (APPLAUSE)

CHAIRMAN:

Thank you very much Dr. Williams. Before I proceed I would just like to welcome Mr. Noel Arscot, who is the Member of Parliament for South West Clarendon through which a lot of the alignment will pass. Welcome Mr. Arscot and congratulation, sir.

MR. ARSCOT:

Thank you.

CHAIRMAN:

This is now going into the question and answer period and what I would like to do is to ask people to just line up at the microphone and direct the question to person who you wish to provide you with your answer. So can we just get right into it, please. Identify yourself please, and then...

MR. SAWYERS: I am Linval Sawyers, Trenton Road. My question is, what's the distance between both tolls?

MR. ANDERSON: Toll booths?

MR. SAWYERS: Yes.

MR. ANDERSON: You are talking about the interchange or you are talking about the toll plaza?

MR. SAWYERS: The toll booths, what's the distance between them?

MR. ANDERSON: The toll plaza at Mineral Heights is at about 40 and the toll plaza is about 50. It is about 10 kilometers away between the two plazas.

MR. SAWYERS: Thanks.

MR. PURCELL: Good evening, special good evening to Minister Henry. Doc, my question is that while listening to the presenter I didn't hear the name Flemmings Gully mentioned, I don't know if there is another name for Flemmings Gully but Flemmings Gully is really Tollgate...

PARTICIPANT: (Sotto voce remarks).

MR. PURCELL: It has to be; it is. Because the reason why it is in the area, whenever the road passes Belle Plain and goes down to Rock, all that area, the Flemmings Gully is just below there and it comes all the way and joins into the Milk River gully.

What I am saying is that, in the Tollgate area, it is the major flooding area and it is naturally caused by the Flemmings Gully. I don't see any mention of that, I would like some clarity on that one.

Also, in respect to during the time of construction; upon listening to some communities that construction has passed through over the time, there

are complains about silt that has run into various channels and drains and things like that and the construction company did not respond in the best way. I know for sure that there will be a lot of silt. For example, when the road starts near the Jacks Gully, it is going to go across the Jacks Gully, silt will be going down all the way to the Milk River, all the way down to the sea.

What positive action will be taken to clean those gullies during construction or close to the end of construction? It's very important because the silt will get away; we cannot avoid that getting away. There will be rains and there also will be the dust moving it away.

So therefore, I would suggest that some action be taken to clean those major gullies so that we get free flow of water, thank you.

And just let me say I am Purcell from the York Town Division. The York Town Division is somewhere that has a lot to do with Highway 2000 at this time.

DR. WILLIAMS:

Yes, I am going to hand over to our Hydrogeologist to deal with the drainage issue.

MR. RICHARDSON:

Good afternoon. The Flemmings Gully is mentioned in the Report, it just wasn't put in the presentation because the presentation can't have everything that's in the Report. The Report has certain details and it's just certain highlights which were put into the presentation but Flemmings Gully is mentioned as an area of concern.

In terms of the sediment coming while they are constructing, the Developer will be looking to put in place mitigation strategies while they are constructing along these gullies to ensure that a minimum amount of sediment if possible, none will be going into the water courses while they are constructing. They do this by simply ensuring that they have cut off trenches so if you have an excavation just beside the review a collection trench which takes that and probably takes it to a settlement area before it's actually taken back in as almost – well the sediments settle out there

and it is taken back into the river course. So there shouldn't be any sediments going directly into these courses while they are constructing. It's not going to be 100% but it's surely going to be a lot better than some of the developers that you have seen when they do developments along the water courses.

MR. PURCELL: Yes, but if it does happen...

MR. RICHARDSON: Sure.

MR. PURCELL: What will be done?

MR. RICHARDSON: If it does happen? Well, the things will be put in place so what you are talking about, there shouldn't be anything that is a huge impact on stream, I am talking about maybe a small change in the colour of the water, that's probably about it but you are not going to have a huge amount of sediment actually coming into the stream because you will control it. It's like if they put a stockpiling, you can put sediment barriers up, you can put techniques in place to ensure that you don't have the kind of run off that goes in there. And they have been going through – Bouygues does constructions around the world and they know how to do their housekeeping to ensure that material stays where they want it because it's material that they will want to use when doing the construction, they wouldn't want to lose it because they have to pay somebody else to truck new material in so it's within their interest to keep it on site, not in the rivers. So that's just part of the game.

MR. KNIGHT: Good evening, Godfrey Knight from Tollgate. I happen to have similar questions because I know these areas very well and as Councillor Purcell said, that Flemmings Gully also impacts on the Highway because the Highway will travel through Clarendon Park and places like Belle Plain, these areas to include Toll Gate, Osbourne Store are flood pruned areas and constructing this Highway you will put in bridges or underpasses under these roads at areas where necessary. And I am saying, this evening that these storm waters will go into these gullies and

the condition that they are in now there is need to really look at those gullies, the Flemmings Gully, Jacks Gully including the Milk River. The condition that they are in now I think the contractor needs or the person who is going to do the construction needs to visit these sites and see the conditions that they are in because these areas are flood pruned areas. When there is rain you have all four, five feet of waters passing through people's houses especially in Tollgate and Osbourne Store and it is a concern for us as citizens. And as political representatives, it is us who the people will come to and maybe not the contractor, thank you.

CHAIRMAN:

Thank you Mr. Knight. I think that's a most vital point and I will tell you why. Because we have an issue in Jamaica, where some roads belong to Parish Council, some roads belong to Government. Now I would like to ask – well we have Mr. Dubois and Minister Henry, here – whose responsibility it's going to be to ensure that the gullies are cleaned, is it NWA or is it NROCC? I mean right away we are seeing where there could be some conflict, so whose gully is it? Mr. Minister.

HON. HENRY:

I have sat and listened and a lot of us must recognize there is a change. So we are moving from a super Ministry to a super Minister.(LAUGHTER)

And therefore, I have sat here and I am observing because everything you see will continuously be subject to review and subject to policy. Obviously in the campaign we weren't clear, the policy of the Government and Jamaica Labour Party is to bring all roads under one head. That was what we campaigned on, that is what is in the manifesto, that is what is being addressed in the same Local Government Reform.

So I am here like you, listening and watching but I clearly will also state that some of the things that you are making a point on will be reviewed, the Permanent Secretary is here making notes of those things. I have suffered from the drainage, I have seen a lot of money spent on Jacks Gully with no improvement, so I intend to make transparency and dealing with those problems a priority because I have inherited many of them.

Twenty years ago we had a drainage programme for the whole of May Pen leading from the upper hills coming through and going all the way to Jacks Gully. That was abandoned. I will look back at that for a full Drainage and Financial Programme.

CHAIRMAN: Thank you Mr. Minister. Well, Mr. Knight the Minister is saying that his doors are open and I hope he will remember that they are open 24/7's/365, as he said to me not to long ago. It's reassuring, lets hope it continues.

HON. HENRY: I am not sure if most ministers make these kind of public briefings so I came here to be as I said earlier, a part of the public observing and learning because I am inheriting situations and I therefore have to look at them and in fact, we have had comments about alignments, is it the right way? Is it the wrong way? Or if it affects houses. I have known some of the problems that existed, I have already asked Mr. Anderson, are we waiting to get the right-of-way of where the houses are going to be et cetera? So it's still a matter of a working progress.

CHAIRMAN: Thank you Mr. Minister. Yes, Mr. Lancaster.

MR. LANCASTER: Thank you, Tim Lancaster, May Pen. The total distance of Phase I or from Ferry or Portmore up to Williamsfield is approximately 70 kilometers. Transit time 45 minutes to one hour approximately. I am not sure if I should address this question to Mr. Anderson or to the Hydrological Engineer. But, are there going to be any loo stops on the way? (LAUGHTER)

MR. ANDERSON: Well, I am not sure that many people are aware of it but actually at all the toll plazas there are actually bathrooms available for the public to utilize, existing. But in terms of the Sandy Bay to Williamsfield section in particular, there will be stops obviously at the vending facility that we are putting in; or the vending facility that we are incorporating on Melrose Hill.

PARTICIPANT: I am a concerned Clarendon man and while I appreciate all that has been said about Highway 2000 and I am quite sure it will have benefits largely, to the country. But while some people think about five-year plans others think about twenty year plans and as we are looking at Highway 2000, we have a project known as the Vernam Field Project which also is of great importance to the future and Clarendon especially. I would like to know if while you are looking at Highway 2000, can't we at the same time, look into the possibility of how we would link Highway 2000 to the Vernam Field Project.

MR. ANDERSON: In our first briefing with the Minister, the Minister has already made that quite clear. The contractors are actually looking at it. When I was doing the presentation I mentioned the Milk River interchange; the Milk River intersection which will be a new intersection to facilitate the connection into Vernam Field. So that is being done now and we are doing the costing to see how we can incorporate that as part of the Project.

MR. ARSCOT: Good afternoon Ladies and Gentlemen, I am Noel Arscot, Member of Parliament for South-west Clarendon. I would like to begin by saying that Mr. Henry inherited quite a decent project here, the Highway 2000 and I am glad he is going full speed ahead with it.(LAUGHTER)

And I am happy also that you are the Minister because you are from Clarendon and therefore, the significant impact that is expected from it.

Part of the Millenium Projects incorporated Vernam Field that was launched by the previous administration so I expect it be part of the thing and I speak certainly, looking with anticipation to these developments because I see the potential that these offer to our part of Jamaica.

I would like to raise a few points in terms of the environmental impact. I don't know how many hectares of lands will be affected by the clearance but certainly we have been suffering – and the drainage is part of the problem of the degradation of the natural forestry areas and a lot of the flooding we are suffering is because of the constant building and no

proper arrangements to expand the drains and so on to go along with it. The Highway will definitely have an impact. There is absolutely no doubt that the amount of water that will be running off will be significantly more. That section of the Highway between coming across the river right to across the Rio Minho all the way to Manchester will be – that entire basin is a drainage area, it is a basin that drains from west of May Pen going down Chapleton, Chapleton Road, all the way to Porus, Melrose Hill, all of those places, Mocho ends up in this area, it is significant. I don't know if your study has shown exactly outflow. With the rapid development of houses, you know there is a housing scheme proposed for Shekels, there is another 400 acres that is being sold by JAMALCO which all of this will be housing. So we have to factor in this vast amount of water that is going to come now when these developments take place. Cleaning the area just where the overpass will certainly not be sufficient. You would have to really take those drains to the sea and I know that there should be some study underway to deal with this whole hydrological movement of the water. But certainly, it is very, very important part because people are not going to invest their money in flood prone areas and therefore, a significant part of the thing would be, how you move so much water to the sea?

The final point I would like to raise is the question those vendors between lets say, Clarendon Park and Porus. They will be impacted negatively. I don't know what sort of compensation you have for them. How will you assist them to upgrade or to market their things bearing in mind that the access would – May Pen, Four Paths, I don't know where the other one will be, the other toll thing but you will be bypassing them totally. So we have to look at that because quite a number of persons benefit from that stretch.

Finally, I would like to thank you for the attention and the effort. And Minister Henry, I am here to work with you sir, to ensure that we have speedy implementation of the Project. Thank you. (APPLAUSE)

MR. RICHARDSON:

The issue with the drainage has been historic in this area and part of the problem – and I am not here to point fingers but it's been inappropriate developments where you shouldn't have those type of developments. The study you are talking about going from the hills of Mocho all the way down to the sea, it's a huge undertaking and from a personal point of view, I can't see putting that weight on the developer. It actually should be undertaken by the Government because that should be an overall drainage plan for the area that limits where development can't be or tells them where they can't put that development – well, that's what they should have in place.

Now, what happens is you have ad hoc developments, individuals coming on stream and there isn't that depth of review of certain aspects of engineering reports have been put into the Parish Councils for review and that's where the problem comes in.

The Highway itself when it comes in they will ensure that their structures are clean within their right-of-way and that they can accommodate the flows that were predicted from the modeling exercises. Now, that is just the Highway, you have other structures south of that which have been designed; they probably have undersized drains or drains which have a lot of materials which have accumulated, this comes from say, you know, plastic bottles, the styrofoam cups, all that type of material that gets thrown out and also the logging that happens within the upper reaches of the watershed. A lot of that blocks off the channel, closing off the opening that allows water comes through around the area.

So it's not just looking at a new developer and saying, they have might be a cause of a problem, the problem pre-exists and it takes a lot of resources to actually fix that. I am sure there are going to be commitments to try and ensure that there is some kind of overall drainage system put in place and I think there have been discussions going ahead to look at that overall picture because that's what needs to be done. I hope I have answered your question.

MR. ANDERSON:

I think just to add to the question of the drainage issue as Brian indicated, we already had a meeting with all the major stakeholders who are involved in the drainage issues, the Water Resources Authority, NWA et cetera to try and see how the bigger drainage problem we can try and come to some kind of solution on.

In terms of the vendors, we are not going to be able to incorporate all of the vendors who are now between Trinity and Clarendon Park but we are going to see how many of them we can actually incorporate into the facility that we are providing on Melrose. Although some traffic is going to go over onto the Highway, we don't expect 100% traffic to go over, in fact we expect less than 50% of the traffic to go over onto the new Highway. So more than 50% of the traffic should still be on the existing road.

MR. BLACKSTOCK:

Egbert Blackstock, Rock Road, one of the communities through which the Highway will pass. My question is, will the compensation package for the people affected be market value or a replacement value of what structures are going to be disturbed?

And number two, now that the aligned area is established will people be notified as to when they are to stop activities in those areas or will they continue and just get up one day to hear that they are to stop?

Number 3, this is really outside of the Clarendon area, but I heard in one of the presentations that the faecal level recorded in Spring Grove is high and the cause is attributed to agricultural activities. I would want to ask the researchers to also look at residential settlements in those areas that could contribute to this high level. Thank you.

MR. ANDERSON:

Let me just outline how the acquisition process will work. We already have valuers out in the field, independent valuers out in the field who are doing market valuation, what they are assessing is the recent sale prices of similar structures in the communities. Those then form the basis of the offers that we are making to the public. If there is agreement then it proceeds as a private treaty. If there is no agreement between

ourselves and the prospective vendor then the process goes one step further where we go to what we call “compulsory acquisition”. That process allows the vendor to then make his case, to present his case as to why what is being offered to him is not sufficient or what has not been taken into account et cetera. The Commissioner of Lands then makes a ruling. If the vendor is still not satisfied then there is a court process, I hope we don’t get there. As I said, the idea is to deal with it based on market values based on independent valuation and to have your sales proceed on that basis.

MS. BARNES:

Just to speak to the level of the faecal level coliform levels at Spring Grove, Dr. Williams mentioned that the faecal levels could be due to the activities around there as well as, animals on the banks of the river which is also possible and you are correct in saying it could be the settlements along there, because just on the banks when we were doing our water quality checks we had residences along the banks and we know that this could also be a contributory factor, so you are correct.

MR. SHETTLEWOOD:

Okay, my name is Dudley Shettlewood, I am from Rock also. My concern is, where I live in Belle Plain, a few months ago I saw a man from the same company here come around there and he was saying to me that my house falls in the centre of the Highway.(LAUGHTER)

So I asked that person, I say what about my neighbours? He said, he won’t fall in the trap of the Highway. So I say something is wrong? So I was asking Mr. Anderson if he could bring back the map or perhaps is a different map he has. My neighbour is Mr. Edwards over there. So I want to know how far a building can be from the Highway.

MR. ANDERSON:

All the people who have specific issues in terms of their own properties we have a little bit bigger scales here where after the meeting we can actually take a look at it and you can better see whether your property is going to be impacted or not.

But let me just say, we are not yet at the stage where we know exactly which property is going to be affected. We have an illustrative alignment which sets out a centre line but that centre line can be adjusted north or south depending on what we see in front of us. It may adjust south in order to avoid properties or adjust north in order to avoid properties. So we still have tolerance to move the road slightly. What we have anticipated is a corridor which is between 50 and 100 metres generally speaking. At its widest it's probably around 100 metres but at its narrowest it's probably about 40/50 metres wide and that's what we anticipate.

So depending on how big your property is, we may even could go through it without affecting your neighbour. If you have big property then we probably would just go through your property alone without impacting anybody else around you.

PARTICIPANT:

Good evening everyone. I am sorry, I came in late and so I missed a little. My question is not necessarily an environmental question but it pertains to the Highway 2000. I think I heard during the course of the past week that the police, the Highway Patrol really has no legal jurisdiction on the Highway because the Highway is supposedly a private Project. My real question is this. If and when the Highway is completed will there be Highway Patrol involved in this or will it be the same thing that is there? What I gathered from the discussion I heard is that technically speaking the police have no right to ticket or to stop anyone on the Highway because it is not the responsibility of the Jamaica Constabulary Force to patrol the Highway.

Now, having said that my question is, is there any consideration being given to the extension to this problem if it is in fact a fact? Thank you.

MR. ANDERSON:

In fact the answer is quite the opposite. The Jamaica Constabulary Force is the only law enforcement office in Jamaica and on the Highway it's no different. So the Highway is no different from any other roadway, they have sole jurisdiction for carrying out law enforcement activities on

the Highway. In the past we provided four police cars, four specially equipped police cars for the monitoring of the Highway. Unfortunately, over a period of the past three years two of these cars have been written off; one is substantially damaged; we are unable to fix one and bring it back, so the police now have two on the road. The Minister has intervened and insisted that we assist the police again so we are going back to buy two more police cars for them. So we expect that within the next four weeks they will have a total of four cars back on the Highway again.

PARTICIPANT:

This is what makes the discussion I heard contradictory. I don't remember which one of the programmes I heard it on but it was one of the radio programmes, I listened to everyone and then right after having heard what you just said there about one patrol car out of four I say how can one person be saying that the police has no jurisdiction. In fact four assigned and three are down and one being available I think that....

HON. HENRY:

Let me confirm that because I myself have been labouring under the misapprehension or the misunderstanding, the police have complete authority on the road, equipped with vehicles from NROCC to begin with, I won't go into the story of being above and what have you. I have now intervened, they have the four vehicles again but I am not handing over those vehicles until we meet with the police who we must insist also to care of those vehicles when we hand them over which has been a cost to the public.(APPLAUSE)

So NROCC out of loaned funds – let me make it clear, has responded to my request. They have ordered them already, the other repaired ones are on the road and this will speak to safety and education which must flow from the use of the toll roads. I have been in touch with Trans-Jamaican, and you have heard of the accidents that have taken place. I am trying to look into the whole insurance structure in relation to when you damage public property how that can be built into replacing public property at the cost of the insurers rather than at the cost of public purse. But we also have to be very careful because what I find increasingly

happening on the toll road is firstly, people are not recognizing that you are going at a different speed. The tyre threading that is coming off on that road is very, very dangerous. There has been an increased amount of animals, the goats are now being taken and the fence means nothing and I have raised that. I am raising it again with the Trans-Jamaican people here. I see people crossing the roads with shop bags, and even in the night; I don't know how much brighter they want the lights. But as I used this road frequently – and I am asking for an increase in public education. I have met with the safety people and we are going to have to rely on them to explain that driving on the toll road is a totally different thing from driving on the ordinary road.

CHAIRMAN: Yes, sir.

MR. SMITH: Neville Smith, on top up on what Mr. Lancaster had said just now about the public facilities. Now I have seen some gentlemen here and I know our Jamaicans travel abroad and I have seen some gentlemen here and I know they are from abroad. Now on every Highway that I know – I know a few – you have public conveniences not too far apart. Also cafeterias where people can pull in, we pull in wi coach, we pull in wi car, wi pull in whatever. We spend half-an-hour, twenty minutes depends upon the journey you are going. Now from Kingston to Montego Bay, it's a long run and I only heard just two or maybe one mentioned and there is no sign I have seen to direct you to a cafeteria or a public convenience. I have used this term before and I constantly use it and I will use it. When the pregnant women are driving on the Highway and want to go and spend a penny where do they go? When they want to have a soft drink or a cup of tea where do they go and get it, in the public conveniences? Or there should be a cafeteria? As I said, I see these gentlemen and I know they know they are going to build the road, they are going to work on the road, they should make facilities for the Jamaican people convenient instead of having to jump off your vehicle and run in the bush.

So if you are going to do a Highway sir, make the public conveniences like what we have abroad. Please take that into consideration otherwise we are going to stop it.

CHAIRMAN: Thank you, sir.

MR. EDWARDS: Yes, good evening. My name is Edwards, just live in front of Mr. Shettlewood as he spoke a while ago. Where my home is from the road, where we are living there are some private road, is just a chain from my yard to the private road. Mr. Shettlewood is over the next side so mi woulda like fi know if the Highway going to affect me, that's my question.

CHAIRMAN: Mr. Anderson.

MR. ANDERSON: As I said after we can take a look at the more detailed plans. You can show me your house and we can figure out whether it affects you or not.

MR. EDWARDS: Yes, I heard what you said to Mr. Shettlewood but I had to come and make certain I said something. Okay, sir.

CHAIRMAN: So I will make you meet with him after the meeting and he will show you. All right, sir?

MR. BURKE: I am Jeremiah Burke from Free Town. I sat there and I wasn't planning to ask anything but I listened to Mr. Henry and what he said a while ago. I don't know what is the Highway means to public transport or to private transport. Now sometimes when I am in Kingston I sometimes hear the bus man them seh "May Pen Highway". Now some people that take the bus to May Pen Highway don't live at May Pen, they live between Old Harbour and Free Town, where do they come off the bus? When I am in May Pen I hear somebody say Kingston/Highway so when they come at Sandy Bay they turned on the Highway. If somebody is going to say Old Harbour where do they come off the bus? There is no bus stop on the Highway, why should the bus go on the Highway and let off? Somebody may say, "Okay, Mr. Burke, they don't let off anybody". But I know they

let off somebody on the Highway, I know they let off somebody on the Highway. Well, as Mr. Henry said with a bag, with a suitcase, with a little baby in their hand how do they do that? When on the Highway, the vehicles they are driving so fast and the same way they lick down a dog and the same way they lick down a cow is the same way they are going to lick down the human being and it cause the police to come. And somebody said, "Oh police", police is like us. Come on friend, we are to consider people too. Don't take the Highway unless you are going to Kingston and I know that. Don't take the Highway unless you are going to – so Mr. Roadman or Mr. Mystic man you have to take some concern and also those buses that are taking people to May Pen Highway. Thank you.

CHAIRMAN: Thank you.

MRS. MURRAY: I am Joan Murray, I am from Clarendon Park. I haven't heard anything about exits from the Highway, I have heard about the two toll plazas and the two that you have to go through. But I would like to find out if so far, there are any exits off the Highway, and I would also like to request one to come off at Clarendon Park.

MR. ANDERSON: Let me give you an explanation. When you leave Vineyards Plaza the first exit you get to is Free Town and you will still be able to exit from Free Town and we are looking at that to see whether we are going to maintain it or not.

PARTICIPANT: Is there an exit at Old Harbour?

MR. ANDERSON: Oh, I am sorry, you are correct. After you pass Old Harbour. After Sandy Bay the next exit is at Mineral Heights which is right here (indicating) at the Mineral Heights intersection. After Mineral Heights the next exit is actually right now at Milk River, that's something we are looking at, we are reviewing that issue. But the next exit now is at Milk River so you can't get on the Highway anywhere between Mineral

Heights and Milk River, where we go back over the Milk River, just below Porus and the next exit is at Williamsfield. So those are the exits now. So we have Williamsfield, you have Milk River...

PARTICIPANT: Where is Milk River?

MR. ANDERSON: Milk River is just below Porus where the Highway comes back over the main road.

PARTICIPANT: You mean Whitney Turn?

MR. ANDERSON: Yes, that side.

PARTICIPANT: I thought it was Four Paths.

MR. ANDERSON: No, between Whitney Turn and Scotts Pass, in that area where you come back over, somewhere in that area but that's an issue we are reviewing with the Developer. One of the issues that we are now discussing with the Developer is whether we can get an access to the Highway right at Four Paths, where we go over the road at Four Paths, that's one of the options that we are looking at.

MRS. MURRAY: Yes, but you were saying about access to the Highway, so what about the exit, not everybody wants to go to Mandeville or to Williamsfield.

MR. ANDERSON: So at Four Paths you will have an east bound – if we have an exit there will be an east bound, you will be able to get on the Highway going east bound; you will be able to get off the Highway going west bound. At Mineral Heights we have all directions, all directions at Mineral Heights. At Milk River we have east bound going on and west bound going off and obviously, at Williamsfield we have all accesses.

MRS. MURRAY: We are not sure where you refer to as Milk River.

PARTICIPANT: Somewhere around the Berrydale area.

MRS. MURRAY: Where the road is going, through Harmons?

MR. ANDERSON: Yes.

MRS. MURRAY: Where is it?

MR. ANDERSON: Between Scotts Pass and Whitney Turn in that area where the Highway comes back over the road. So when you leave Clarendon Park going towards Porus.

MRS. MURRAY: There will be an exit there?

MR. ANDERSON: That's where the exit is.

MS. KITCHIN: My name is Cindy Kitchin. If your property is affected how much time will you be given to move or relocate, how much notification will you be given?

MR. ANDERSON: Right now we expect that – depends on where in the construction programme you are. So let's say – we are not starting the whole Highway at the same time so some people will have a lot more notice than others but we expect that we will have a minimum of maybe three to six months.

MS. KITCHIN: Okay, thank you.

MR. GRANT: My name is A. Grant. I just want to clarify something the gentleman before this lady said. I noticed the driver of the bus at May Pen they clearly said to the passengers, we are going on the Highway, we are not going through Old Harbour. So therefore, we have to have some pamphlets to edify the people because if I am going on the Highway and I am going to go through Old Harbour there is a bus there that is going to Old Harbour so you don't need to take the bus and you know, if you going to Old Harbour and you take the bus to go on the Highway that is your problem.

So let me clarify that point. The baggage or the handy man always tell you, "this bus going on the Highway". The other bus man seh, "we are going through Old Harbour". So if you coming off in Old Harbour and going on the Highway is your business.(LAUGHTER)

MR. CHAMBERS:

Good evening Minister, Mr. Anderson, we talked about this before, Trans-Jamaican and Uncle Eddie. Now this might go a little different way from what I am discussing here. My name is James Chambers and I represent a construction company, a small construction company with a bit of experience. Now one of the things we are worried about; a concern would be the best word is that the contractors that have been doing roads in Jamaica do not normally pay attention to the contractors, the small engineer contractors here, they bring in their own people and they bring in their own technical people. Now I am addressing this to Mr. Anderson and the Minister, I am so glad that the Minister is here this evening.

The training of technical people by the people who are building the roads in Jamaica, and even the airports, is not going on, we need to have that go on where the training of the technical people go on during the period when this construction is going on so that when construction period is five years by three years time you can send out a roller driver or a grader operator as an expert because he has worked with you and you want him to bring this level up to the highest, that is one.

The other thing is that, we Jamaican construction companies, the smaller ones, we don't get a lot of work from these people and I am asking, I am mentioning it, I am glad that it's in the presence of the Minister who is dealing with these kind of things to see to it that we are not begging; they give the technical people who can offer them services to some of the work. We cannot take all of the work otherwise we wouldn't ask the Contractor to come here because they know more about roads than anybody else in Jamaica, especially these kind of roads and if we work with them we will learn something and at the same time, we are able to do a lot with them to expedite these jobs.

- MR. ANDERSON: I think you raised the matter with us at the last meeting.
- MR. CHAMBERS: The last time you were here.
- MR. ANDERSON: Mr. Michael Archer, I don't know if he is still here, the President of the Master Builders was here.
- MR. CHAMBERS: He was here talking a while ago, I don't know what happened.
- MR. ANDERSON: We had met with him previously based on what you brought to my attention, we raised it with Bouygues, they are willing to sit with us to look back at how we can involve more local contractors. So I think there is something in the train.
- MR. CHAMBERS: Okay. Mr. Minister, you hear that, sir.
- CHAIRMAN: Mr. Chambers, I think we need to be more specific. With due respect I think it is something that is a sore point.
- MR. CHAMBERS: It is.
- CHAIRMAN: And we always hear people quarreling and complaining that foreign Contractors come here and earn the money and take it away.
- MR. CHAMBERS: Yes.
- CHAIRMAN: We have to make sure that somehow, some way, our local Contractors they benefit by not only the hiring of equipment and purchasing but by technical transfer and we need to pin it down just to see the protocol and procedure.
- MR. CHAMBERS: Yes.
- CHAIRMAN: So I am going to ask Mr. Dubois to specifically respond to that.

MR. DUBOIS: That's true, the Contractor doesn't sub-contract a lot of his work and I doubt he will want to sub-contract a lot of the work under Phase 1B. I just would like to underline the fact that between 85 and 90% of the task force of the contractor are Jamaican and these people are trained, they get skilled people. So there is a construct of competence; is not through a contractor but I just want you to keep in mind that Bouygues is employing 90% of Jamaican workers.

CHAIRMAN: Yes.

MR. DUBOIS: So there is a clear training programme, there is a clear construct of competence, just wanted to remind you about that. With regards to as you say, small Contractors. On the construction site it is very difficult and I know the Contractor is not keen on contracting such works. On the other hand, the sections which are currently under operation, the Contractor of the Highway is working with small contractors for renewals or, these kinds of things. So it's much more difficult during the construction phase because you have got very tight planning; you have got huge risk – it is difficult when you have to deal with huge risk to sub-contract things. It's completely different on the operation point of view, and clearly we don't intend to work with waging for 35 years because by definition first, whether we will still be in Jamaica in 35 years we would still have to renew the modern way, renew the asphalts and stuff. So it will be by definition with Jamaican companies.

MR. CHAMBERS: Okay, well...

CHAIRMAN: It's good to hear that response. I see Mickey wants to ask another question.

MR. CHAMBERS: Thank you.

CHAIRMAN: All right, Mr. Chambers. Yes, Mr. Ricketts.

- MR. SPENCE: You have my name wrong Doc. Gordon Spence, resident. This might be our final presentation?
- MR. ANDERSON: I believe we have one in...
- MR. SPENCE: Okay, Mr. Chairman will there be a committee out of all these consultations when we are not having these people again?
- CHAIRMAN: I would – Mrs. Jones you would like to answer that?
- MRS. JONES: A committee out of the consultations, what exactly do you mean, sir?
- MR. SPENCE: All right, you are here now and you were here the last time. I figure when the assessment is done by NEPA and hoping it will go through we would still be here.
- MRS. JONES: You mean in terms of updating on the progress and so forth?
- MR. SPENCE: Updating and so forth.
- MRS. JONES: Okay, Dr. Williams you want to say anything about that? We have done for projects in the past where we have regular meetings with the communities to update and that's something we can discuss with the Developers. It certainly is very important particularly since we would have a monitoring programme under way and we can establish maybe every three months or something to bring you up to date on the progress. We then perhaps would interact with you as to whether there is progress. That's very doable.
- HON. HENRY: Let me advise you sir, very clear. We are still in transition so we will always be open to the public as a new government.
- MR. SPENCE: Fair enough.

HON. HENRY: And in view of the fact that Vernam Field is now going to be a reality and in view of the fact that you have the linkage; in view of the fact that Milk River will form part of the development; in view of the fact that other areas of development are air marked. This will be a continuous exercise and certainly, in terms of the importance of Vernam Field, the parish of Clarendon you will have further meetings like this wherever possible and wherever the government think it's important, which is always to hear from the public.

So you can rest assured. In respect of other areas raised about local Contractors or foreign Contractors, let me remind you. This is a build-own operate and transfer exercise. We are going to be revisiting and looking at the whole of that structure still in order to see how we can improve or look at some areas that we think may have to be addressed and correspondingly so we have to make sure that all of this is looked at in the context of further development. We are moving on with toll roads, we are moving on with the Highway, we are looking at everything overall and these meetings will continue. And I think that you are looking at the total refinancing of the overall development because the financing of these roads were done with high cost money. Petro Caribe funding was supposed to help to reduce that, that's not been so. We have found a large overhang of about \$20B which we have to find.

So basically, we have to look on it and we have promised you a government of transparency and cleanliness and we are going to ensure that that follows through.(APPLAUSE)

PARTICIPANT: Didn't intend to but I have to respond. The fare structure in terms of the tolls, how would it be developed? Can they give us an idea?

MR. DUBOIS: What it is?

MR. ARSCOT: Yes, the toll. You understand what I am saying?

MR DUBOIS: The toll?

- MR. ARSCOTT: Yes.
- MR. DUBOIS: What you have to pay? The Concession Agreement is a rule that sets the maximum toll that we are entitled to set on the Highway. This is a toll which is calculated by kilometer so particularly the toll will be based on the distance you have to travel. Whether the toll will be at a maximum level or not is not decided yet, it will depend upon updated traffic rules but what I can tell you is that it is by kilometer and that the toll to be paid at May Pen or at Four Paths will not be higher than what is paid by kilometers at Vineyards. Good, this is already negotiated in the Concession Agreement that was signed in 2001, it is now to be decided. It means that the maximum toll level will not be higher than what is already applied on the other sections of the Highways, it might be lower, it's not decided yet.
- MR. PURCELL: In respect to the toll, we are used to one toll booth at this time going to Kingston, right?
- MR. DUBOIS: Yes.
- MR. PURCELL: Now, you are going to have two more toll booths.
- MR. DUBOIS: You are going to have to be more precise, what you are going to have? If you are entering from Williamsfield you will have one toll booth at Four Paths across which you are going to go and you have to pay one toll. The toll booth at May Pen will be the same as Spanish Town, if you don't exit you don't have to pay. So if you enter in Mandeville you will have to pay one in Four Paths and then one in Vineyards, full stop.
- MR. PURCELL: Question. If I pay at Williamsfield and would like to come off at Old Harbour will that be accessible and at a lower cost? Or I will have to pay straight?
- MR. DUBOIS: You cannot exit when you are traveling east bound at all level.

MR. PURCELL: But why? Because there are a lot of persons who would love to come off at Old Harbour who are willing to pay your toll from Williamsfield to Old Harbour and from Kingston to Old Harbour.

PARTICIPANT: (Sotto voce remarks).

MR. PURCELL:

But you could have made more money, of course. You could have made more money. I can tell you, several times I am going to Old Harbour and I would have used the toll booth and I can't, I would have used the Highway in other words, and I can't and there are a lot of persons who would like to use it. Because let me tell you, this is probably the one of the best opportunities for the country with Highway 2000 and so, if I don't have any money mi nah go a Kingston certainly because mi nah drive through Old Harbour. So therefore, I would like to know that if I am going to Old Harbour and I am going to come on at Williamsfield then I must have access. Even if you are going to put in something for example, let's say, I get a ticket that shows me I have to get off at Old Harbour. So if I go through the toll booth on the toll road then I got to pay the extra to go to Kingston. Something like that can be set up and you will make more money out of it, I can bet you on that one.

MR. DUBOIS:

We can think about it but for the time being it is not what is decided but the west bound access to Old Harbour the same thing for other access can be considered a second development issues. We don't say that what you say today is not valid but the only entry and exit that would exist on the motor way depending on the development, depending on the traffic we are going to have the opportunity to have new interchanges or to develop full interchanges at the place where you are currently already have interchanges. What we can do for the time is depending on the money we have and the money we are earning at the other sections and the money we can raise with the banks. We cannot afford to pay a toll for full interchanges everywhere so we had to make choices.

- MR. PURCELL: And we know that.
- MR. DUBOIS: But clearly it has been already identified in the Concession Agreement some places at which in the future depending on the traffic we could organize, instead of your interchange or full interchange where you have only half.
- CHAIRMAN: He will be looking into it later on, Mug. All right. Yes, Mr. Chettlewood.
- MR. CHETTLEWOOD: I think this question should go to Mr. Anderson or Dr. Williams. I think I have heard – from the first meeting to this meeting I heard almost everything, almost 80% but one thing I haven't heard, I don't hear how we are going to get paid for the houses, how we are going to get paid for the land and for the house.
- CHAIRMAN: He told you.
- MR. CHETTLEWOOD: Because I don't want at the end of the day the money that we get for our land and we house it can't buy back piece of land, you understand? So I really want to know how that part go.(LAUGHTER)
- CHAIRMAN: You want to answer that? Mr. Chettlewood, Mr. Anderson said that at the end of the meeting you can meet with him and he will give you all of those details, he has all the information for you. I think we have exhausted all questions this afternoon and what I would really like to do in closing though, I would really like to commend the organizers of this thing, I think this public consultation issue has been really, really vital. (APPLAUSE)

Really, really vital and I hope that the powers that be will use the responses that we have gotten here to guide them in development of other projects and issues because we must bring the public in on what we are doing. Whatever issues we have we can bring it before it is started that so that we can ventilate it and cut the sore foot and get all the corruption out so we can deal with it for Jamaica.

And in closing again, I really would hope that we get full cooperation from all the community, everybody here and I am sure we will have an excellent project at the end of the time.(APPLAUSE)

Is there going to be another set of meetings Mr. Anderson, do we have any plans for any more meetings, what the Developers and so on have? They have a website, it's a free website, we can access the website to get whatever information.

DR. WILLIAMS: The Environmental Impact Assessment Report is available in the Clarendon and Manchester Parish Libraries and the Summary Report is available in the Parish Council Office in both parishes. The Report is also on the ESL Website and on the NEPA website.

PARTICIPANT: What is meant by ESL?

DR. WILLIAMS: Environment Solutions Limited and NEPA website.

PARTICIPANT: What is their website?

DR. WILLIAMS: Oh, NEPA is nepa.gov.jm and Environmental Solutions is esclcaribbean.com.

PARTICIPANT: ESL?

DR. WILLIAMS: esclcaribbean.com.

PARTICIPANT: What I would like because we didn't have any prayer before we open this meeting what I would like now that we have somebody to offer a word of prayer because prayer is the key of every argument that you hear 'bout here.

CHAIRMAN: You want to do the prayer?

PARTICIPANT: Yes, I will.

CHAIRMAN: You want us to stand or you want us to sit.

PARTICIPANT: Please stand. Silence, let us pray.

(Prayer led by participant)

PARTICIPANTS: Thank you, sir.

CHAIRMAN: Refreshments are available around the back, thanks for coming and please drive safely when you would have left. Thank you.

MR. CAMPBELL: Thank you for your consideration, too.

(ADJOURNMENT TAKEN AT 6:30 P.M.)

