

Bouygues Travaux Public

Public Presentation

Environmental Impact Assessment of the Proposed Highway - Mount Rosser Bypass

Rosehall 4-H Training Centre

Tuesday, 9 October 2007

Verbatim Notes of meeting held on Tuesday, 9 October 2007 at the Rosehall 4-H Training Centre to discuss the findings of the Environmental Impact Assessment of the Bouygues Travaux Public proposed Highway - Mount Rosser Bypass.

Present were: Mr. Hopeton Herron - Chairman, Mr. Jon Fullard CEO Bouygues Travaux Public; Mr. Dubois Managing Director Trans Jamaica Highway, Mr. Ivan Anderson Managing Director National Road and Operations Company (ENROC) Mr. Timon Waugh consultant, EnviroPlanners Ltd and Ms. Barbara Hines – Recording Secretary. There were over 100 stakeholders of the community of Linstead and surrounding environs in attendance.

1. Welcome and Introduction – At 6:30 pm Mr. Hopeton Heron said – ‘Ladies and gentlemen my name is Hopeton Herron your Chairperson for the evening. Let me welcome you all for braving the rain to attend this evenings meeting. The purpose of the meeting is to inform you of the proposed development of the Mount Rosser Bypass and to get your views and concerns. We have with us tonight Mr. Jon Fullard CEO Bouygues Travaux Public; Mr. Dubois Managing Director Trans Jamaica Highway, Mr. Ivan Anderson Managing Director National Road and Operations Company (ENROC) , Mr. Timon Waugh - Consultant EnviroPlanners. Also in the audience are other persons associated with Bouygues and EnviroPlanners.

I ask that you listen attentively and hold all your questions until the end of the presentations, when we shall have a Question and Answer session. Please write your questions that they may be documented. An attendance register is being circulated that you all need to sign. I now invite Ms. Rosie Fisher to say prayers’.

2. Prayer - Ms. Fisher: ‘Dear Father we ask for you divine intervention at this meeting; we humbly ask that you grant us wisdom and the spirit of discernment that the project will be mutually beneficial for all. In Jesus name we pray, Amen’.

Mr. Herron: Ladies and gentlemen, your active participation is necessary for a

successful, especially since many of you will be impacted by the project. Please write your questions and comments in order to have them officially documented. I now invite Mr. Ivan Anderson of ENROC to make his presentation.

3. Presentations

Mr. Ivan Anderson of ENROC then delivered a PowerPoint presentation. His presentation showed economic indicators and the route of the proposed highway.

Mr. Anderson:

- Good evening ladies and gentlemen. My task tonight is to share with you the bigger picture, that a highway is more than a means of travel. What does it mean to our nation?
- The highways will have national impact. It will generate economic growth by providing direct and efficient links between parishes.
- The highway will impact nation building through economic benefits to the community. It will aid in crime reduction, increase employment for skilled and unskilled workers.
- Easy access to transportation, increase safety of motorist
- Development of the tourism sector
- Easy movement of persons form North to South and East to West,
- Reduce cost of driving on the road
- Provide viable options
- Save travel time by approximately 54% regardless of the destination.
- The project is expected in the medium term to add \$26B to GDP and approximately 54,000 jobs.
- In the long term it can contribute approximately 3.7% growth to the GDP and approximately 119,000 jobs.
- The project will involve compensation for Farming and non farming lands

Where are we now?

- Phase one of highway - Old Harbour Bypass opened in 2003
- Bushy Park to Mandela Highway opened in 2004
- Kingston to Portmore 2006
- Spanish Town to Ocho Rios (of which Mt. Rosser is an element).
- Currently the highway stretches from Kingston to Sandy Bay in Clarendon.
- Next (phase d1B) will be connecting Sandy Bay to Williamsfield in Manchester.

Five studies concerning how to deal with the issue of travel from Spanish Town to Ocho Rios have been ongoing since 1958, 1972, 1996, 2000, 2005. Today we are at the dawn of the new beginning. We are taking our first step forward.

- The selected route from Spanish Town to Ocho Rios is as follows:

- Highway pass Spanish Town - Innswood - turn right through cane fields - bypass Spanish Town -bypass Bog Walk Gorge ending at the Bog Walk round-about.
- From there through the existing Linstead bypass through Treadways turnoff and will be widened to 4 lanes (this is a free way not toll road).
- Spanish Town to Bog Walk is a toll road.
- Mt. Rosser bypass (one of 5 sections) goes up-hill to Schwallenburg down Mt. Diablo up-hill to Claremont, bypassing Moneague.
- From there, the existing road will be upgraded down to Golden Grove. This will be another free road.
- The final part is the Fern Gully bypass form Golden Grove to Ocho Rios between Reynolds Pier and Dunns River.

This entire stretch from Spanish Town to Ocho Rios will consist of 3 toll sections and 2 free sections. Also the design of the Mt. Rosser portion is similar to the existing highway.

In closing ladies and gentlemen, I wish to leave this with you ... the former President of the United States of America the late President John F Kennedy once said "it is not the wealth of our country that has built our roads, but it is the roads that has built the wealth of our country". Look at the America today and you will see what he meant.

The audience applauded as Mr. Anderson took his seat.

Mr. Herron: I will now invite Mr. Timon Waugh to make his presentation.

Presentation of the Environmental Impact Assessment Findings and Measures to Minimize Impact - Mr. Timon Waugh, Consultant, EnviroPlanners. Mr. Waugh made a PowerPoint Presentation.

Mr. Waugh:

In Keeping with NEPA requirements an EIA, Environmental Impact Assessment was done. This presentation highlights findings of the Environmental Impact Assessment for the proposed highway from Linstead to Moneague. The developers are Trans Jamaica and the contractors are Bouygues Travaux Public, Jamaica. For the purpose of the EIA the Highway was divided into three sections, namely:

- 0 - 10 km Linstead at the Treadways intersection to Mt. Zion.
- 10 - 18.5km Mt. Zion to Faiths Pen.
- 18.5 - 24km Faiths Pen to Moneague just beyond Phoenix Park and joining the highway up to Golden Grove.

- He said that the National Environmental Protection Agency (NEPA) requested that an Environmental Impact Assessment Statement be prepared to address a description of the project, a description of the environmental baseline, assessment of drainage and sewage disposal, potential impact the construction will have on the environment, collection and interpretation of the data that derived from that study, the mitigation and management of impacts that may be identified, monitoring of plans, analysis of the alternatives to the proposed project, identification of the relevant regulations that impact this project, public consultation and presentation.
- On the screen is a flow chart which outlines the process as mandated by the National Environmental Planning Agency for the approval of development projects. The chart shows the various stages.
- Mr. Waugh said -
 - The EIA was conducted for the sections from Linstead to Mt. Zion and from Faiths Pen to Moneague. The reason why the EIA was done for only these two sections is that the segment from 10km to 18.5km (Mount Zion to Faiths Pen) passes over mined out bauxite lands. As a consequence, when the project was submitted to NEPA it was agreed that a flora and fauna study of that segment was required. This has been done, the findings submitted to NEPA and they have already granted a permit to commence work in that area.
 - The general objective of the EIA was to identify, predict and evaluate potential risks, and advantages as well as disadvantages for the proposed development and to recommend mitigation measures.
 - The methodology and approach used in conducting this study involved a multidisciplinary team of consultants – environmentalists, scientists, sociologists etc. The first step was to gather baseline data for various aspects of the project's physical environment such as noise, climate hydrology, geology, archeological features, air-quality, biological, social and economical aspects. Having gathered and analysed the data, identifying and determining the potential impact both long and short term, including reversible and non-reversible impacts, mitigation actions and project alternatives were researched.
 - The processes associated generally with highway construction, and this construction in particular, would involve the erection of campsites, clearing for accommodation of the Highway, cutting, filling, waste management, construction of over and underpass, drainage structures and then applying surface to the highway. The project is designed by the engineers to the British standards. It will utilize a right of way with a corridor of about 100m. There will be approximately 13 structures constructed in the highway which will

be fully fenced. There will also be a toll plaza near the start of the highway in the vicinity of Treadways. Extreme importance is placed on appropriate drainage which is an important part of the design.

- On the screen is a detailed map of the specific areas that will be impacted by the highway. I will not go into detail as this was covered in Mr. Anderson's presentation.

Mr. Waugh: My presentation covers the following listed areas:

- EIA Statement
 - Objective of the EIA
 - Project Location
 - Project Description
 - Description of the environmental baseline
 - Collection and interpretation of data
 - Main Findings
 - Mitigating Factors
 - Monitoring Programmes
 - Legislative and Environmental Compliance
 - Public Access to Results
- The rainfall based on data, showed a general decline for both St. Catherine and St. Ann. The average monthly rainfall over the project area was approximately 136 inches.
 - The hydro-geological setting of the project area showed a dominance of limestone aquifers in the area.
 - Ground and surface water principal direction moves northwards and gradients between 0.01 and 0.04.
 - There was one well in the Unity Valley area approximately 100 meters away from the alignment in the region of km 21. This well is registered to Glencore Aluminum Ja. Ltd.
 - Newport formation which describes a type of geology dominated the area. This is mainly recrystallized bioclastic limestone with some chalky marl intermixed.
 - Other geological formations were waldeston, brownstone formation found further along the area.
 - Several caves were in close proximity however the closest was the Potato Hill Cave

- Aluminum deposits were found in the Byndloss gully area which is where the project starts near to Treadways and consisting primarily of terrorosa and bauxitic soil.
- The storm water run off from the project is not expected to exceed in any significant way the existing storm water run off. However for projects of this nature he said, a 5 to 10 percent increase was deemed acceptable.
- The drainage design as proposed by the developers when analysed is considered adequate to deal with the level of rainfall we have in Jamaica and in the project area in particular. The drainage system will consist of minor drains comprising mainly curbs, channels and culverts. These run offs would lead into the major existing drainage system consisting of the large gullies and rivers and that we believe, should be more than adequate to ensure proper drainage of the project area and the highway and therefore should not result in any problems.
- Studies regarding air quality showed that the highest level recorded were 95ptm. This was within NEPA's guidelines of 150ptm. The Noise level was similar, in that NEPA's guideline were 70, and the study revealed 60.7 - well within the NEPA guidelines
- The highway will not be crossing or traversing any existing water bodies. However investigation showed water bodies within 1000m of project area. There were no reported incidences of problems with those water bodies.
- The specifics of this EIA statement as outlined by NEPA requested that a survey of Flora and Fauna on the site be assessed.
 - Aproximately **96 species of plants** in the project area including native and introduced species such as fruit trees, flowering plants, shrubs and vines and some subsistence agriculture and commercial agriculture such as orange, coconut, sugar cane were found. No specie of conservation significance was identified or observed in the project area.
 - **36 species of birds**, 9 of which were endemic to Jamaica such as woodpecker, hummingbirds. Several species of butterflies were also identified and all were common or typical of the area. Other forms identified were grasshoppers, termites and snails that were typical of the area. Again there was no specie of conservation significance observed in the project area.

- The EIA also included **Socio-economic survey**, which some of you may have participated in. Interviewers spoke to persons in communities impacted by the highway that were interviewed. The figures may not add up to 100% as there were a number of persons surveyed who indicated that they cultivated more than one crop therefore there were overlaps. On the screen are highlight of the findings:
 - 43% of land being used for subsistence farming of tubers such as yam corn and cassava,
 - 36% indicated they cultivated vegetables.
 - 19% cultivated fruits such as oranges.
 - 82% indicated that there were idle lands in the area they lived.
 - A large percentage of persons indicated that they had employment from vending and cook shop operations.
 - 25% were laborers. This is an indication he said that the developers should have an adequate supply of labourers for the project.
 - 53% indicated that they were self employed
 - 25% employed and 22% unemployed.
 - 16% of persons were employed in farming.
 - 86% of persons interviewed believed that the project will create employment during construction and during the operation of the highway.
 - 66% indicated that they believe the highway will attract more business to their community.
 - 52% believe it will have some impact on the natural environment.
 - 54% believe it will not contribute to flooding.
 - 84% believe it will cause noise and dust nuisance.
 - The Faiths Pen vendors have serious concerns that it will impact on their business.
 - 86% believe it will provide better transport access.
 - 52% said the project will have long term impact on the natural environment while 48% think otherwise.
 - 57% said it will reduce available farmland in area.
- Mr. Waugh: In spite of the different views expressed the potential impact broadly stated will be on the terrestrial habitat and biodiversity, soil erosion, noise and dust pollution.

Some of the positive impacts of the project are:

- Employment opportunities
- Improved access to transportation
- Ease of movement across the country
- Contribution to national development.

The aim of the mitigation program is to:

- Ensure compliance with relevant legislation
- Implementation of mitigation measures
- Conformance to any general or specific conditions outlined in the permit
- Minimization of the negative environmental impact.

The Mitigation strategies include:

- Site clearance must be preceded by the identification and relocation of any endemic or ecologically valuable specie or specimen.
- The establishment of a nursery to facilitate the relocation process.
- Revegetation of the cleared area where possible, and bird feeding trees be included to facilitate the birds in the area.
- Injured animals should be rescued, treated and relocated.
- Areas under construction must be protected to prevent soil erosion and there should be revegetation of the cleared area as soon as possible.
- During construction, direct run off must be in place to prevent soil erosion and construction of adequate drainage must be in place.
- Residents in close proximity to the impact must be given adequate notice of the intended activities.
- Workers must have proper protective gears available to them.
- Construction activities with potential of causing noise and dust must be done during the daytime.
- There were 19 pieces of legislations that impact this project, included among them are:
 - *NRCA Act of 1991
 - * Wild Life Protection Act of 1945
 - * Water Resources Conservation Act of 1995
 - * Land Acquisition Act of 1947

In closing ladies and gentlemen, let me inform you that access to the results of this proposal/ EIA report is available through NEPA and the local libraries in St. Catherine and St. Ann.

4. Questions and Answers -

Question: Why are there so many toll roads in one parish?

Answer (Ivan Anderson): There are 3 toll sections of the highway: From the existing highway to Bog-walk - 1 toll road. Treadways to Moneague -1 toll road and from Golden Grove to Ocho Rios - 1 toll road. If there is a tag on the vehicle then it enables traveling on all toll roads without stopping.

Ques: What are the reasons there are 3 toll roads?

Answer (Ivan Anderson): The toll sections of the road are the areas that bypass the existing communities e.g. to bypass Spanish Town and Bog Walk Gorge then you must drive through the toll section, there is however still the option to drive through the free section of the road. The toll charge is used to pay for the road. Traditionally everyone has to pay for the road regardless of whether you drive on it or not. In this situation the toll charge allows only the users to pay for the road and not the non-users.

Ques: We the Middleton residents need to know more about the relocation. Where will you relocate us to and how will this be done? What time frame and what type of construction will be given?

Ans. (Ivan Anderson): From the Linstead to Moneague segment we will not be affecting any houses at all. We will pass through farmlands. RADA is going through the area doing a valuation coming up with a value which we will use to compensate the farmers. In terms of the free sections of the road and the turn off to Treadways, and given the existing reservation (road) there are not many houses that will be affected. However, this will not be before 2008 - 2009. We should be able to build the road without impacting the housing areas. There are some houses however that have encroached on the reservation which will be affected but the majority will not be affected. Where there is any impact on a house, we propose to get an independent valuation and a compensation will be offered to the home owner of the property. We will not be responsible for relocation residents.

Question: When will these farmers receive compensation for their crop?

Ans. (Ivan Anderson): The valuator are now working between K10 and 18 in the vicinity of east of Schwallenburg. All except for 4 farmer's property have been assessed. Payments will be made within the next two weeks to those farmers.

Question: The surveyors have cut down my cocoa plants without informing me. They have come into the middle of my property and dropped pegs without saying anything to me. What is happening?

Comment: (Mrs. Cynthia Henry from McGrath High School): **Someone came on the school compound and placed flags without speaking to anyone. The individuals working or someone in charge ought to have spoken to the school to inform them of the activities proposed to take place.**

Response: (Bouygues representative): Let me apologize for persons entering the property without adequate communication.

Ques: (Winston McKenzie – Mullock resident) **There seems to be no zoning laws. How then can you keep referring to the properties as farming land?**

Ans.: We are working with Government guidelines.

Ques: **If the highway comes through the middle of an acre of land what is to happen in this situation? My mom Miss Edmida Giddon is 91 years old heart patient, whose heart palpitates when the work is going on. . Beside her land they are building a camp site and she said her house vibrates because of the activities. Who will foot the bills for her condition if it worsens as a result of the work construction?**

Ans.: Concerning Miss Edmida Giddon, the lady with a heart condition her situation will be passed on to the relevant authorities to be dealt with.

Ques: **Those whose lands are affected and they have no where to move to where will they be placed? There is a peg at my door way and no one has said anything to me. What am I to do?**

Ques: **Will people be compensated for their vacant lands as those for their farm lands?**

Ans.: In instances where Wyndalco have leased lands to farmers for crop cultivation, the issue will not be compensation for the land, but compensation for crops. Where the land is individually owned compensation will be for land as well as crops. In the next few days, letters will be sent to everyone who may be impacted. An independent person from RADA will value the crops and compensation will be made accordingly. We will begin to send individuals cheques as of October 10, 2007. Those persons who have been made an offer and refuse the offer, they may go to the Land Agency to clarify why he/she believes the land is valued more than he/she is being offered, before a settlement is reached.

Finally the contractors are trying their best to minimise the negative impact with regards noise and dust nuisance.

Ques: Collin Williams - **There are many land owners who do not own a title, how will those persons be dealt with?**

Ans.: The first persons who will be dealt with are those with titles. Those without, will have to visit the land Agency for clarification before compensation will be made.

Ques: **How many of the jobs to be created will be permanent?**

Ans. (Bouygue Representative): At the beginning of the project over 300 persons from the area were employed and the number has been increasing.

Approximately 350 workers will move from site to site for the duration of the project. Employment will be guaranteed for the necessary skilled persons in the area during the life of the project.

Ques: What assurance can you give that removing the coverage from the hillside will not lead to flooding in the area?

Ans. (Mr. Omar Spence of Bouygues Travaux): I will ensure that materials will be stock piled to prevent water running off. Once the highway is in place this will not be an issue. During the project, the management will ensure that there will not be any run offs that will cause flooding. Necessary steps to prevent flooding will be taken into consideration.

Ques: Will persons living on government land be offered relocation or payment for their houses?

Ans. (Ivan Anderson): If the land is not yours, then you will be offered a relocation grant or payment for the structures. There will be no relocation of persons.

Ques: If the water quality is not good, what will you do about it?

Ans. (Bouygues Representative): Bouygues will not put holding areas in the pathway of water. Barriers will be set up to prevent contamination. They will ensure all works are covered over. However the water quality is the responsibility of the National Water Commission.

Ques: Who do I contact for employment information?

Ans. (Bouygues Representative): Interested persons can contact Mr. Paul Walks at 881-7621.

Question: What type of tradesmen will be needed and will they have to be certified?

Ans. (Bouygues Representative): Most of the persons employed on the project are labourers who will be trained on the site. No prior certification may be necessary.

Ques: There are large trucks passing through the area uncovered and there are children in the area. How will you deal with this situation?

Ans.: The trucks are supposed to move slowly through the area. They are supposed to be covered. If they are seen to be in breach of these rules, persons should call the police or call Mr. Omar Spence at 361-2996 and report the matter.

Vote of Thanks

A member of the audience: On behalf of the community members present, I wish to say thank you to the members of the team for coming and talking to us about the proposed development for our community.

5. Closing Remarks

Mr. Herron: I wish to thank the gentleman for the vote of thanks. Please remember to sign the attendance register. I also wish to thank the presenters as well as you the citizens for your interaction and interest in the proposed project. Remember that persons who have titles should get their letters this week; those without titles should submit their names at the end of the meeting in order for the land personnel to contact them and make the necessary arrangements. The meeting was a very productive and informative. I am sure that you and I are pleased with the turnout in spite of the rain. Thank you all for conducting yourselves in a civil manner.

6. Adjournment and Refreshment

Mr. Herron: There being no further business to discuss I will now adjourn the meeting and invite you to share in the refreshment provided. Ladies and gentlemen, good night.

The meeting adjourned at 8:40p.m and refreshments were served.