

**VERBATIM NOTES OF THE PUBLIC PRESENTATION ON THE  
FINIDINGS OF THE ENVIRONMETAL IMPACT ASSESSMENT FOR THE  
NORTH SOUTH LINK SECTION 3 - MONEAGUE TO OCHO RIOS HELD  
AT THE MONEAGUE COLLEGE IN THE PARISH OF ST. ANN ON  
WEDNESDAY, DECEMBER 12, 2012 COMMENCING AT 5:35 PM.**

***PRESENT WERE***

Mr. Isaacs - Chairman

Mr. I. Anderson

Mr. C. Campbell

Mr. R. Deng

Ms. N. Tarawali

Rev. Llewellyn

***PARTICIPANTS:***

Mr. A. Henry

Mr. P. Dewarthy

Mr. O. McCloud

Mr. C. Gayle

Mr. M. Venice

Mr. A. Mullings

MS. N. Pottinger

Mr. P. Miller

Mr. D. Grant

Mr. L. Brady

Mr. K. Christie

Mr. D. Campbell

**AND OTHER INVITED GUESTS/COMMUNITY MEMBERS**

Chairman: Good evening. We are just about ready to start this evening with our public presentation of the Environmental Impact Assessment of the proposed North/South Link.

I am just going to ask persons to take a seat for us please so that we can begin within the next minute.

As we go through the proceedings we are going to ask that we do the necessary registration and also let us see how best we can calmly and responsibly and articulately, if there is such a word, go through the process of presenting this evenings proceeding.

It is my pleasure as the Principal of the college to welcome you all to this public presentation. I will be, first

Chairman: of all inviting Reverend Michael Llewellyn to just lead us in a brief prayer as we begin and then I will get back to welcome and introducing.

Reverend Llewellyn is the Vice Chairman here of the Board of Management here at the College.

***(Rev. Llewellyn prayed)***

Thank you very much Reverend Llewellyn.

Ladies and gentlemen, it is indeed, as I said earlier, a pleasure to have you here this evening for the discussion regarding the Environmental Impact Assessment of the proposed North/South Link.

My name is Howard Isaacs, I am Principal here at the College and I would want to first of all welcome you

Chairman: to an institution that is multidisciplinary in scope in that we do several programmes here. Over the years many persons have referred to us as a Teacher's College, but we have move beyond the Teacher's College realm and we are now classified it as a multi-disciplinary college. For the next couple years, it is our intention to be referred to as the as we change our status and get better at what we are doing.

It is indeed a pleasure then to have you here, and I am going to identify a few persons who are here with us that will be coordinating the actives here.

First of all we want to recognize formally Reverend Michael Llewellyn representing not only the College but

Chairman: also the Clergy from Whitens the Moneague area.

We also would want to recognize Councillor Lloyd Garry from the Moneague division and Councillor Weir from the adjoining district division. We also want to recognize the various persons from the National Road Operating and Constructing Company Limited. We have Mr Ivan Anderson the Managing Director. Could you just let the persons recognize you some of those who don't know you. Mr Raul Brito, Technical Adviser: Mr Errol Mortely Environmental Manager: Mr Glendon Rose, Land Acquisition Manager: Mr Kinsley, Kennedy Technical Manager.

Okay from the China Harbour Engineering Company we have Ms Nadine

Chairman: Tarawali, the Engineer I hope I am pronouncing it correctly, Mr Walton Simpson Environmental Engineer and Mr Deng, Business Analysis.

From CL Environmental Company Limited we have Mr. Carlton Campbell, Managing Director, Mr. Matthew Lee around the back photographer, Ms. Tamia Parker, Dr. Phillip Rose, Ms. Karen McIntyre and we also have Ms. who is our stenowriter over there typing everything that is said here this evening.

To begin our proceedings we are going to be inviting, and we also want to recognize him too in his capacity, Mr. Ainsley Henry and his team that is here. We are going to invite Mr. Henry to give us a statement from the

Chairman: National Environment and Planning Agency, Mr. Henry. (Applause)

Mr. Henry: Thank you, Mr. Chairman, good afternoon ladies and gentlemen.

*On the 8<sup>th</sup> of June 2012, the National Environment and Planning Agency received an application from NROCC for an environmental permit application No. 2012 06017EP00109 for the proposed construction of a highway from Moneague to Ocho Rios in the parish of St Ann.*

*The information submitted in support of the application was received, it was reviewed and a decision arrived at that an Environmental Impact Assessment would be required for the project.*

Mr. Henry:

*The graph Terms of Reference for the EIA was submitted and reviewed entirely and also by external stakeholders. The Terms of Reference was approved in letter dated the 6<sup>th</sup> of September 2012 and the applicant was advised to proceed with the preparation of the EIA. The EIA was submitted to NEPA on the 19<sup>th</sup> of November 2012 and circulated internally and externally for comments. The agency is currently awaiting these comments which when received will be reviewed, collated and communicated to the applicant for the necessary actions to be taken.*

*This public presentation has been mandated by the agency and is being undertaken by the applicant in accordance with the terms outlined in*



Mr. Henry:

*the document entitled "the guidelines for conducting public presentations" dated 25<sup>th</sup> of October 2007.*

*With the notice for the public presentation being published in the newspapers on the 20<sup>th</sup> of November and the 6<sup>th</sup> and 9<sup>th</sup> of December; please note that the public consultation is an integral part of the review process conducted by the agency and that based on the issues raised or comments submitted by the relevant stakeholders the applicant may be required to provide clarification and or additional information in the form of an addendum.*

*It is very important that all participants are aware that the agency is represented at this meeting to only observe the proceedings and to hear*

Mr. Henry:

*the issues being raised. The agency will not participate by answering any questions at this time. Please bear in mind that no final decision has been made as yet.*

*We wish to remind you that the process with respect to the public presentation for the EIA is as follows:*

*A copy of the verbatim minutes of the public presentation is to be submitted to the agency by the applicant within seven days of the public presentation.*

*The public is allowed up to thirty days after the date of this meeting to provide written comments to the agency. Upon receipt of the comments they are collated and sent to the applicant for responses to be*

Mr. Henry:

*provided. Once responses are received, a submission is prepared to facilitate deliberations on the technical merits of the project in advance of a recommendation being made to the NRCA.*

*Please note carefully that the final decision on the application is the sole responsibility of the NRCA.*

*Please be reminded that the EIA document is available for access by the public at the following locations:*

*NEPA document center, at 11 Caledonia Avenue, NEPA website,*

*<http://www.nepa.gov.jm> St Ann Parish*

*Council, Main Street Ohio Rios St Ann,*

*St. Ann's Bay, Moneague Branch*

*Library, Main Street Moneague, St.*

*Ann, Steer Town Post Office, Steer*

*Town St Ann, Lydford Post Office*

*Golden Grove St. Ann, Ocho Rios branch*

Mr. Henry: *library, 4 Milford Road Ocho Rios St  
Ann, National Road Operating and  
Constructing Company website  
[www.h2kjamaica.com](http://www.h2kjamaica.com) and CL  
environmental company Limited website  
[www.clenvironmental.com](http://www.clenvironmental.com)*

Thank you very much. Hope you have a  
productive meeting. (Applause)

Chairman: Thank you very much, Mr. Henry. Just  
some domestics that we do emphasize;  
you will notice that there are four  
exits to this room, in the case of  
fast movement there are four exits  
that you can move to and move out of  
the room. Also you need to understand  
that the rest rooms that are available  
for this meeting are to your right,  
male and female, you move across there  
if you need to go to the rest room.  
Very important that we establish those

Chairman: things because sometimes in our culture we do not establish those things, but they are critical especially if there is need for us to move fast and out of the room.

We are going to be continuing and we will be inviting Mr. Ivan Anderson the Chief Executive Officer, National Road Operating and Construction Company Limited to do the overview of the project. Then after that we will have the presentation of the environmental impact which will be done by Mr. Carlton Campbell and then I will come back to you and then we will move on from there.

So at this time, it is my pleasure to ask Mr. Ivan Anderson, the Managing Director of NROCC to share with us. Could you welcome him? (Applause)

Mr. Anderson: Thank you, Mr. Chairman, Mr. Issacs, Mr. Campbell from CL, councilors, ladies and gentlemen good evening.

What I would like to share with you this evening is a project which we are very excited about. A project which we believe is going to change Jamaica for generations to come. Some people think of it as just a road from Spanish Town to Ocho Rios, but we think of it as a much bigger project than that, it is going to change how people live in Jamaica, it is going to change how people work in Jamaica, and we believe it is going to change how visitors come to Jamaica to explore.

So the project that we are talking about is much more than a road project, it is how we go about

Mr. Anderson: advancing the development of our country.

I am going to talk to you a little bit about what our objectives are for the project, and then is how you exactly where the road is as we come from Kingston all the way to Ocho Rios. And talk about what is the next step which will be followed by a more detailed assessment of the environmental impact itself.

So three basic points I would like to cover; the broad objective, the alignment and the next step.

So as I indicated, the broader objective of the project is how we can have infrastructure development serve as a catalyst for national development. How can we serve to

Mr. Anderson: reduce crime throughout the country by improving employment opportunities? How can we provide direct and efficient link between large cities so that people don't have to migrate from rural area, people don't have to migrate from Moneague for example to go to Kingston to live in Kingston, but could possibly move from Kingston and Moneague on a day to day basis to Kingston or from any other area to Kingston to work. How could teachers move from Kingston to Moneague on a day to day basis? Right now it does not happen, but what would happen if you have an efficient thing, what would happen if you had a link which would take you 35 minutes to drive from Portmore to Ocho Rios. Think about how it would change the way



Mr. Anderson: people think about where they would live. So that is what the highway is about. Reducing population as I have said, people don't have to no longer migrate from rural areas into the corporate areas or into the cities into Ocho Rios or into Montego Bay to find a job. But they possible can stay where they are and commute on a daily basis. And obviously if we can improve the road conditions and we can improve the operating cost of vehicles on the highway or the vehicles on the road. Everybody knows that if you are driving on pothole filled road, it cost you more to drive, it cost you more to maintain the car, it cost you more in gasoline, it cost you more in front end parts. So the highway is much bigger than just a road from

Mr. Anderson: Kingston to Ocho Rios or from Caymanas to Ocho Rios it has much bigger objectives.

So as I said, the highway is about linking major population centers and those are the major population centers that we have across the island, Kingston and St. Andrew, Bog walk, Linstead, Ewarton, Moneague, Ocho Rios, Mandeville, Montego Bay.

So ultimately what the highway will do? The highway will seek to connect from Kingston all the way through Mandeville, all the way into Montego Bay with another leg which will ultimately go from Caymanas to Ocho Rios that is the leg that we are talking about today. And in particular we will be talking about

Mr. Anderson: the section from Moneague going down to Ocho Rios.

So the highway is about linking these large population centers together. The highway is about how we can become the backbone for tourism. I don't know if anybody recognize what all of these things are on the map. Sometimes it is hard to recognize that there are so many attractions in Jamaica many, many attractions most people think of attraction as just being along the north coast, but the highway there are many, many attractions throughout the country. Think of what will happen if the three million visitors now come into just Montego Bay, Ocho Rios and Negril then we decide to come into the rest of the country to take advantage of all these other attractions, think

Mr. Anderson: of the impact that those things could have.

So in terms of where we are let me just distinguish the project that we are doing in Kingston from Kingston to May Pen, most of you have driven on that project from the project that we are doing from Caymanas to Ocho Rios. So the project that we are doing now, have been completed the one that goes all the way from Kingston to May Pen. The last section of that highway was opened in August of this year, and that is being implemented by Trans Jamaica Highway, everybody knows about Bouygues, Bouygues does that section of the highway.

We also have another section which is called phased 1(c) from May Pen to Williams which is also within the

Mr. Anderson: concession agreement of Bouygues. And then we have the concession which we have left going from Caymanas all the way to Ocho Rios that is what you call the north/south highway project and I am going to show you in a little more detail as we go, so you know exactly where it starts and exactly where it runs.

And then finally we have the section ultimately going from Williamsfield all the way down to Montego Bay and that makes up the overall Highway 2000 project. Everybody with me so far?

Participants: Yes.

Mr. Anderson: So the piece that we have built so far from Kingston through to May Pen is being done by Trans-Jamaica Highway

Mr. Anderson: and the piece from Caymanas going to Ocho Rios is being done by China Harbour everybody with me.

Participants: Yes.

Mr. Anderson: So sometimes again people think about the highway as being something that just happened. Just since last year we have been doing this highway. But people don't remember that in fact the first studies were done in 1968, forty years ago we are trying to figure out how do we get from Spanish Town to Ocho Rios without having to go through the Gorge, without having to go through Mount Rousseau, without having to go through Fern Gully. So it has been a long time that we have been looking at this problem, this is not a new problem, it may seem like a new problem but it is a problem the

Mr. Anderson: country has been grappling with for forty-four years. And so there have been many studies, in 1968, in 1972, in 1976, and in 2001. So there have been many studies. What we have done now is to make one step forward, rather than studying it is time to do something, time for studding is gone. So this represents the first step along the route.

In terms of where we are, we have signed a concession agreement, we have gone through all the approval processes in terms of the procurement, gotten the National Contracts Commission approval, signed a concession agreement with China Harbour or with a subsidiary of China Harbour, gotten Cabinet's approval and

Mr. Anderson: now we are on the next phase of the project which is going through all the regulatory approvals. Getting the NEPA permit, doing the legal designs, making the submissions to NWA, doing all the assessments, and I will come back to it.

But in terms of this particular section of the project that we are talking about Montego Bay - sorry I have gotten ahead of myself. From Moneague to Ocho Rios we will not actually start work on this section before next year October. So the time between now and next year October is the time which we will take to carry out all design studies, do all the geo-technical investigations, get the necessary permits from NEPA before we actually start because we cannot start



Mr. Anderson: the highway without all of these things having been in place.

So just for your information because people often talk about concession agreement, what does concession agreement means, what are the implications of this concession agreement? So the main features of the concession agreement, that is the agreement between the Government of Jamaica and NROCC and the Chinese are as follows.

We will grant to the Chinese what you call a 50 year concession. So they will design the road, they will build the road, they will borrow all the money for the road, they will run the road, collect the toll and at the end of the concession they will give back the road to the Government of Jamaica

Mr. Anderson: free of cost and almost as the same standard as if it was built originally. So we expect that the Chinese will invest, or China Harbour through its subsidiary will invest approximately Six Hundred Million Dollars (\$600M) in the process. Six Hundred Million US dollars (US\$600M) in the process and this is all their funding. They expect to fund it from loans that they are going to get approximately \$457 million from China Development Bank plus approximately \$144 million of their own money that they are going to put into the process.

So this is unlike the existing project that we have done so far, because in the Bouygues Project the Government of Jamaica itself had to invest in

Mr. Anderson: the project. The Government of Jamaica invested approximately \$100 million in the project upfront. So this project, China Harbour through their subsidiaries will invest all the money, the Government will not borrow any loan, will not give any loan guarantee and will not provide any funding for the project.

And as part of the agreement, all of the money that we have invested in Mount Rousseau, the section from Linstead coming up to Moneague all of that money that the Government of Jamaica has invested approximately \$120 million will be refunded to the Government of Jamaica.

And finally, all the risks associated with the project, all the geo-technical risk, all the problems with

Mr. Anderson: soil et cetera, all of those risks has now been handed over to CHEC as well. So the Government will take no risk in terms of geo-technical problems which could arise.

So the three sections of the project that we are implementing from Caymanas to Linstead are as follows:

The first section starts at Caymanas and goes all the way to the start of Mount Rousseau Bypass right at the end of Linstead bypass everybody knows where I am? (Indicating on a slide)

Participants: Yes.

Mr. Anderson: Right by where you see the stop sign is, the new stop sign at the Linstead Bypass that is where the first section stops. Starts just outside Ferry,

Mr. Anderson: everybody knows the Ferry Police Station out by Mandela?

Participants: Yes.

Mr. Anderson: Starts right there and comes up to the start of Mount Rousseau or just by Linstead Bypass where it stops.

The second piece is the Mount Rousseau Bypass itself that is the piece from the end of Linstead Bypass right out to, just out the road from here at the roundabout that is the middle section. And that middle section we have actually already built about 15 kilometres of the road has already been paved and completed we just left to finish a small section in the middle.

Mr. Anderson: And then final piece is from Moneague going down into Ocho Rios, everybody with me?

Participant: Yes.

Mr. Anderson: The three sections. So in terms of the start gate, let me just go over the start gate again, starting from this section from Moneague going down to Ocho Rios we expect to start somewhere around October 2013, next year October and we expect to finish in about October of 2015, everybody with me.

Participant: Yes.

Mr. Anderson: The middle section, we had a ground breaking last week, everybody saw the ground breaking. The ground breaking was really for the middle section, the section that we were previously working on and for which all the

Mr. Anderson: environmental permits were already been issued. So China Harbour will take over that middle section, finish that middle section and open that middle section by the end of next year.

By the end of next year you don't have to drive through Mount Rousseau again, you don't have to get caught behind a truck or you have accident on Mount Rousseau and you can't pass, by the end of next year that should be something of the past.

And then the first section from Caymanas to Linstead the start date is the same, October next year with a completion date of October 2015. Everybody with me in terms of the three sections?

Participant: Yes.

Mr. Anderson: So the EIA that we will be presenting today is for this section at the top Moneague to Ocho Rios and that is the section that Carlton is going to go through in more detail in terms of the impact.

And as I said, for those of you who have never been into the Mount Rousseau area this is in fact what Mount Rousseau now looks like. This is the toll plaza already built and ready to go, toll plaza and the roadway. So except for that small piece of road which China Harbour will complete, we could actually drive all the way through Mount Rousseau.

So let me give you a visual impression of what the highway will look like



Mr. Anderson: starting from Caymanas all the way through.

So think of yourself as coming out of Kingston driving down the Boulevard going towards Ferry, everybody knows where I am, driving along Boulevard going west. So think of yourself as driving down Washington Boulevard, you are driving down Washington Boulevard and you are going towards Ferry, we have Ferry Police Station over here, everybody with me?

Participant: Yes.

Mr. Anderson: And then we make a right turn, this is Caymanas Estate we are going through the back of Caymanas Estate now for those of you who know Town, you know Caymanas Golf Course, we are coming up to Caymanas Golf Course now, so we are

Mr. Anderson: going to the back of Caymanas Estate and we are beginning to climb up on the hill behind Caymanas Golf Course, everybody with me, it sound like we are lost.

So we are going along now, we are coming down to Sligoville Road, we are going over Sligoville Road right here and then we are beginning to run along the edge of the river. This is Rio Cobre, this is Angels when you leave Spanish Town and you are going north, this is Angels over here and the dam, the Bog Walk Gorge dam is about right here. So we are coming up on the western side of the river - sorry we are coming up on the eastern side of the river, and as I said, we have Angels over here on the left hand side and the Rio Cobre dam, and we come

Mr. Anderson: across the dam, and then we begin to run just parallel to the Gorge. The Gorge is down here now, the road through the Gorge, Flat Bridge down here, the train line and we are running right along the edge of the hill everybody with me?

Participant: Yes.

Mr. Anderson: So that is Kent Village down in the Gorge, down in the bottom and we are coming up the Gorge. So we are on top of the hill, the Gorge is down in the valley everybody with me?

Participant: Yes.

Mr. Anderson: Alright so we are above the train line that is correct. So when we come up to Bog Walk we then begin to come down off the hill. So Bog Walk is now on the right hand side. This is the

Mr. Anderson: roundabout at Bog Walk everybody with me.

Participant: Yes.

Mr. Anderson: The highway comes down off the hill and goes into the plain behind Bog Walk that is where they grow the cane where we have true juice where we have the orange plantation, so we are now on the western side of Bog Walk. Alright, so we come down off the hill running along the plain on the western side of Bog Walk. We are going to come back over the old main road now, the old main road from Bog Walk to Linstead. So this is the old main road coming across from Bog Walk down here going up to Linstead. So we come across the main road and we join into the start of Mount Rousseau everybody with me, this is the intersection I am

Mr. Anderson: talking about. This is Linstead Bypass we are talking about, going around the train line where they sell the Otaheite apple and the jackfruit. We have now installed - a new traffic light is being installed right here now, everybody with me.

So this is where Mount Rousseau starts. So what you will see next is the existing Mount Rousseau that we are building. Most of it has been completed.

So we are running down the existing Mount Rousseau now, this is the toll plaza I showed you earlier, this is the Windalco Mud Lake from the left hand side. And then from here now we begin to climb up on top of the hill going up on top of the hill going towards Windalco operation at

Mr. Anderson: Schulenburg. Now all of this is now completed - all of this is now cut significantly and this is the small area that we have between right here and right here is the area that we have not completed.

So we are not top of the hill, we are now at Faiths Pen, Faiths Pen is over on the left hand side Windalco is Schulenburg operation, everybody know where we are? That is the road you can see when you are coming toward Unity Valley before you get to Moneague.

This is the tunnel, people talked about the tunnel, people blow them horn under the bridge right here, the existing main road goes under the highway right here. The Policemen them always stop right here too.

Mr. Anderson: Alright so we come over and we come to the end of the road that is where the roundabout is, the roundabout is right here, Moneague is right on the right hand side. Everybody know where we are?

Participant: Yes.

Mr. Anderson: Alright, So the existing main road coming from Moneague going towards Golden Grove. So section 3 that you are talking about today is actually this last section going from Moneague going down to Ocho Rios alright. So from here we go pass that community, come close to Phoenix Park, the old Lydford operation is on the right hand side, the old Lydford mining operation. So Lydford is over here, you just passed Golden Grove on the left hand side, the old Lydford

Mr. Anderson: operation and then we are coming down to the next interchange; we have an interchange at Golden Grove. We are going to take that roundabout that we have just down the road and we have a full interchange down at Golden Grove.

So from here, this is Davis Town, the UDC subdivision, this is Dunn's River Watershed note right hand side. So what we have done is to map to Dunn's River watershed, this blue line is actually the edge of what we think is the Dunn's River Watershed, that is where all the water that gets to Dunn's River comes from, and so what we have done is to stay out of that watershed all together. So we are creating a 100 meter buffer outside of the watershed and the highway stays outside of that.



Mr. Anderson: Alright we are coming down to Steer Town now, Steer Town School is about right here, this is car route this is the car route and the trucks goes around this way everybody know where it is?

Participant: Yes.

Mr. Anderson: So we come across right here, right at UDC road at the Great House and right down to the coast. Everybody knows the waterwheel which is just west of Dunn's River, I think it is just about where we come down and join back the north coast highway. So that is the alignment of the highway.

So as I said, the next steps for us are basically to complete the process that we are going through here the environmental approval process. We

Mr. Anderson: carried out an Environmental Impact Assessment and that is what Carlton will present in a little while. Once we have that then we will finalize the alignment. There will be a lot of opportunities for questions and you will understand when I say finalize the alignment. Because what we are working with now is like a 100 metre wide corridor, but the road itself is only about 30 metres so within this 100 metres we can shift the road depending on what we find as we go along.

You will begin to see surveyors out in the field, some of you may have already seen them, surveyors begin to pick up elevations, contours et cetera along the alignment. Once all of that is completed and once we have a final

Mr. Anderson: design, and once we have approval from the various regulatory bodies we then begin the process of land acquisition. And let me just mention a word or two about land acquisition.

What we have committed to is ensuring that people are no worse off than when, before the highway came. Because in the process of land acquisition you are going to find that some people have titles, some people have family land, and some people don't have any ownership at all. And so we are going to try and deal with all the categories of people, we are not pushing anybody off any land; we are going to be working with people.

If you have title then it is easy then we can always buy the land from you. If you have family land then what we

Mr. Anderson: will do, is buy the structure from you, work with you through LAMP to get a title and then pay for the land. If you don't have any ownership interest, you are an informal settler, then again what we will do is to buy the building from you and allow you to relocate.

So our general policy is to try and ensure that nobody will be any worst off in relation to the land acquisition through the project.

As I said all of this will be done before we start, we don't expect to start now before October of next year and between now and then we will do all of the acquisitions, designs et cetera get all the NEPA permit before we actually commence construction.

Mr. Anderson: John F. Kennedy used to say, and we have to believe in it as well. That the road to development is the development of roads.

Thank you very much. (Applause)

Chairman: Thank you very much, Mr. Anderson.

Ladies and gentlemen I want to also use this opportunity to welcome the various persons from the community that are here. We have various representatives from the community and from the adjoining communities that have taken the time out to come and be a part of this discussion.

We are going to continue and now we are going to have Mr. Carlton Campbell, the Managing Director of CL Environmental Company Limited and he will be doing a presentation of the

Chairman: Environmental Impact Assessment findings and measures to minimize impacts. Mr. Campbell (Applause)

Mr. Campbell: Thank you Mr. Chairman, Mr. Ivan Anderson, Councillors, community members, friends all good evening.

The Environmental Impact Assessment for the North/South Link Section 3 or Phase 3 from Moneague to Ocho Rios - first thing, we are dealing with outlining of the highway, the proposed project, the EIA study team and description of the environment, potential impacts, alternatives, a monitoring programme and what we think is the reporting requirements.

Okay the proposed project. It is proposed to be a two-lane dual carriageway, approximately 20km in

Mr. Campbell: length, it has a design speed of 80 kilometres per hour. And as Ivan had said it begins at the roundabout, the existing roundabout at Moneague with a toll plaza along the way.

There is also a proposed interchange, we have identified approximately 17 crossings these will be facilitated by overpasses and underpasses and these crossings include rivers, local roads, field connector roads. It is estimated that the overall design construction period is 36 months. And this is a map just to give you an idea of the route. I think Mr. Anderson's movie is much better than this. But just to give you an idea of the names and the towns and where it runs closely to.

The EIA study team we use a wide grouping to conduct the EIA study.

Mr. Campbell: Now the baseline, the description of the environment what is there? We looked at the climate, temperature, relative humidity is expected for the elevated area that is.

We also looked at the topography, the height above sea level. The project area had both high areas in both the northern and southern areas. In the middle it tends to be mountainous with sharp elevation. The southern tip that is the gentle sloping lands, the southern tip which is towards Moneague which is about 350 meters above sea-level. At Phoenix Park rises, the height goes up to about fifteen meters and we have slopes between one and fifteen degrees. And as you go towards Golden Grove it slowly goes down. After Golden Grove it increases



Mr. Campbell: sharply for a while and then generally it goes back down to the northern.

This shows you just a graphic of how the elevation works, light green, red and orange is the highest elevation as it goes towards the course as you will expect it gradually goes down to sea level.

As a part of the EIA study, we looked at what the soil types that the highway alignment would traverse and we identified five main soil types. The Bonny Gate loam and St. Anny clay which has moderate to high erosion, Bonny Gate has high erosion potential, Chudleigh Clay Loam has moderate to high, Lucky Hill has slight erosion potential, Killancholly Clay moderate to high erosion potential.

Mr. Campbell: We also looked at physical hazards, landslides susceptibility, and potential for collapse features, hydrology and flooding. We looked at earthquakes, debris flow which is an important factor here and we also did some rough calculation for what we expect the runoff to be from this highway.

As you noted we had two main gullies, Harbridges Gully and the Little River. We looked at the catchment area, we looked at the hundred year return period and we looked at the runoff existing as is without the highway being there. And as you will notice the existing conditions, the Harbridge Gully here has 146 meters cube and Little River is 116 and then we looked at the existing conditions with the

Mr. Campbell: highway in two or in place. As you notice, slight increase inflows that we expect from the highway when the highway is developed.

We also looked at future flows which I won't look into much here, but further on, but as you can see the future flows is the highway existing flows than what we think would happen as development happens further down in years to come.

There are ten rivers or streams that were crossed by this alignment most of them you will notice is between the Malvern Park, Chalky Hill, and Steer Town area.

We also looked on the ODPM flood prone areas, they are data based and as you can see two main areas that are flood

Mr. Campbell: prone based on the data base. It is in Golden Grove here and just in Steer Town.

Over surface plateau landslips are deemed to be unlikely in this location. The possibilities of collapsed features are also small. On the steep slopes where you have chalky (Montpelier) limestone then we have there is an increase potential over that for land slippage.

We also expect that there is an increase potential in that area if there is an earthquake. We also looked at historical data landslides that have been recoded along this alignment and this map here you can see most of the historical thing happened just out here, Steer Town area.

Mr. Campbell: We also did what we called land susceptibility model to help us to determine which areas are more likely to have landslides, and we used GIS and modelling backup.

As you notice the areas that are reddish to orange those are the areas that are most likely to have landslides and as you can see still the Steer Town/Chalky Hill area is where we expect the potential for land slippage to happen during the cutting of the highway.

We looked at historical data for our earthquakes. Three known earthquakes occurred in this region Silkfield, in Crescent and in Draxhall most of them were way back when.

Mr. Campbell: We also looked at predicting what soil loss would be, and as you can see the red is where you have high potential for soil loss and again the Chalky Hill; Steer Town region is where we expect the most likely potential for soil loss.

We looked at water quality, three water sampling exercise were conducted in four locations, temperature was expected for fresh water, the dissolve oxygen levels within the streams were within the NEPA standards. Nitrates and phosphates is a good indicator of nutrients complied with the NEPA standards for ambient fresh water.

We found that two stations exceeded the faecal coliform level. The importance of faecal coliform is that

Mr. Campbell: it is an indicator of potential of sewage contamination.

These are the areas that we had the water quality sampling stations along the road.

Air quality, we looked at what we called PM10 and PM2.5 which are important factors when you are looking at air quality. We had three air quality sampling done. We looked at what you call the coarse particles which is the PM10 these are particles and we also looked at the fine particles.

Sources of coarse particles, cars driving along stirring up dust, grinding, crushing operation that is where you tend to get a lot of coarse particles.

Mr. Campbell: And fine particles you tend to get from combustion motor vehicle, power plants, wood burning, charcoal burning, forest fires, agricultural and also some industrial activities.

All stations that we sampled complied with the NEPA PM10 standards and the United States Environmental Protection Agency for 2.5 or 35. And these are the locations that we sampled; this is Phoenix Park going down.

We also looked at noise which is an important factor when you are dealing with highways and the operation of highways. We did what you call 72 hours logging and this is the existing condition. At present two locations exceed both the night and daytime level standards set out by NEPA. And



Mr. Campbell: these are the locations where we took the noise reading.

Biological, flora plants. The proposed highway will traverse over mainly large swaths of lands, fence and pasture lands bordered by secondary vegetation, in most cases most of the lands to be impacted have been left fallow or ruinate. As I said ruinate meaning they have been left for an infinite period of time and likely secondary growth.

A total of 219 plant species were found, 82% were herbs or shrubby-herbs, shrubs accounted for 20%, and a total of 63 species were found and this diagram gives you an idea of the breakdown or the composition of the different types of plant that were found.

Mr. Campbell: Okay, this table here gives an idea of the endemic plants that we also came upon. We found ten endemics. These are plants that were found either locally in this area here or within the country.

As you can see we did quite a lot of sampling for vegetation. We choose the areas that we thought based on also the vegetation and what the area, the location is being used for.

Animals. 46 species of birds were identified during the study, 16 of them endemic, I mean found in this location, 27 were residents, three were migrants that means they come from abroad US wherever. But note that the period of the time that we did the study October/November then some of the migrants would not have arrived as

Mr. Campbell: yet. So even though we found three during the study, there is potential that there could be more. 19 of Jamaicans amphibians were found in this region. Three of these species were found in this area for the first time, sixteen of the reptiles that were found of Jamaica 50, 107 species of invertebrates, animals without backbone, most of them were plant bugs, butterflies and moths. 30 macro invertebrates, grasshoppers and snails and insects and also some crustaceans.

During the fresh water study we found fish at the time and no bats were observed when we conducted the study.

These are the sampling sites that they looked at when they were looking for the animals. So part of it, we were asked to look at structures that would

Mr. Campbell: be potentially impacted by the alignment of the highway and that is being finalized. But we did a preliminary cut, we did a structure survey and what we found was that approximately 64 structures would have been impacted by the alignment.

The structure vary from houses, fowl coups, pens different things; of these 16 were found what we have done is put the high way into zones, 16 were found in Zone 1, and 18 in Zone 6, Zone 1 is in the Phoenix Park area and Zone 6 was in the Steer Town area that is where most of the potential impacted structures are.

This is a map that we did showing where the - certainly in this region and as you can see the Steer Town region there is a lot of structures

Mr. Campbell: potentially I mean the alignment is being done by surveyors. So how we did it was using GPS, this is not as accurate as the surveyor.

We also looked at heritage and cultural sites, the Jamaica National Heritage Trust conducted an assessment for us. Three sites were noted with two of these showing signs of Tainos. Tainos are what we used to call Arawaks they have changed the names, but six pieces of artefacts were found and the areas are in Phoenix Park and Annandale.

Human and social. We looked at a three kilometre around the highway, border of buffer around the highway. Within that based on the population census data, there were about 21,500 persons and we expect that to grow to about

Mr. Campbell: 23,400 in the next 25 years. Most of the age group was in the 15 to 64, which is the working age category followed by the young 0 to 14. We can describe it as a fairly youthful area with most females.

Most persons attain a secondary and a primary education within this area. It is not as densely populated as other areas most of the settlements are linear meaning that they are running parallel to the roadway.

Household size, this is another important indicator, the household size is lower in this area than the parish and also than Jamaica.

We anticipate that over the two projects approximately over 1,000 persons were employed during site

Mr. Campbell: clearance and the preparation phase. We did some rough calculation with indirect and induced jobs. And about 400 persons would be employed during the operation of this highway.

We also looked at the rooms for sleeping, as you can see most persons are in two bedrooms and then one bedroom was the next major category.

The construction of this leg will have several benefits to commuters. Less congestion on the existing roads, safer driving conditions for both motorist and pedestrians, reduction in travel time, more comfortable trips and it provides an alternative to the north coast highway from Moneague.

We also looked at perception. We did interviews in communities, 134

Mr. Campbell: community questionnaires were administered, 11 communities were visited, Moneague, Golden Grove, Orange Park, Steerfield, Ewart Town, Epworth, Hermitage, Davis Town, Chalky Hill, Steer Town and the Mammee Bay area.

We kind of summarize their concerns into negative/positive. Negative, possibility of making the existing roadway areas inaccessible, possible devaluation of property, loss of commercial businesses, possible increase in noise and dust pollution, the possibility of relocation of homes and businesses, concern of potential flooding in areas that never use to flood, difficulty to commute because there will be fewer vehicles travelling the existing roadway, a



Mr. Campbell: reduction in farm sales as well as reduction in customers to the shops.

What the potential impact the roadway will have on domestic water supply and that the drivers won't be able to afford the toll fee.

Positives that came out. Potential ease of commuting and significant reduced travel time, increase in public transportation in communities, increase employment especially for the youth, appreciation of land value, and development of commercial and business opportunities, improved road conditions. We anticipate that there is a fair compensation in the event of relocation, fewer accidents not the road to Ocho Rios, easier to transport farm produce on the farms, and the heavy duty vehicles will be off the

Mr. Campbell: Chalky Hill main road which lacks sidewalks which will reduce the potential of accidents, especially accidents with children.

There are other concerns that were listed. The expectation that the existing roads in the vicinity of the proposed areas will be upgraded. The need for the existing drainage to be repaired. There is also concern about construction in the watershed area, the need for lightning at the existing Moneague roundabout. The warning signs at the existing roundabout that they thought were too close to the roundabout. Being relocated without adequate compensation.

As a part of it we looked at potential impacts and mitigations and I will just hurriedly go through this map

Mr. Campbell: because you have it there. But we kind of listed some of the potential impacts, soil removal, soil erosion and there are some mitigations that we outlined for some of them. Water resources, I mean we are thinking of doing water resources assessment and that is what we are looking at, to look at it if and how we will be impacting any sinkholes/wells.

We also looked at the vegetation, you know, this is during the site clearance how you minimize, how much vegetation, how you minimize persons getting into the - how you protect the sensitive habitats. We are also thinking of fencing off the areas for vegetation.

We also have to look at how we deal with all the animals crossing the

Mr. Campbell: alignment and what impact potential noise will have on birds and the animals.

We looked at noise from the standpoint of the type of equipment the hours that we worked. We looked at the impact that it has on the workers, the potential impact. We also looked at air quality, how we reduce dusting. Solid waste generation, how it is handled, and how we dispose of it. We also looked waste water, we also having portable potties for workers and also water for working. We looked at how you deal with the raw material where you store them, where you store the marl and stuff if you keep it away from drains trying to prevent them from being airborne, when repairing equipment to ensure that it is done on

Mr. Campbell: hard stance so that if any oil and hydraulics leak they won't get into the ground or into the groundwater.

We also looked at transportation how we carry material so that it won't impact it too negatively with the travelling public, you know. Of course, emergency response, every construction tends to have some amount of accidents. How you deal with accidents? Who is responsible? Which facility you will be going to? How do you get there? The numbers, the full numbers who will be coordinating it and of course worker safety.

Traffic management in terms of trying to minimize routes that the travelling public has to go when we are doing the construction.

Mr. Campbell: Cultural and historic sites, we expect that the JHT will be on site during site clearance to ensure that if anything turns up then they can confiscate and keep it safe.

During operation natural hazard we have to look at flooding, earthquake, doing an emergency response plan so that ODPM can approve. We also looked at the design of the bridges and culverts so that they don't impact negatively on flooding. Part of it we have to take into consideration climate change as you know we are getting these rainfalls so we have to think about that.

Landslides, as I pointed out earlier, we kind of identified areas that we think have potential landslides and I think we are in the process of doing

Mr. Campbell: additional studies and geo-technical studies to ensure that if we are doing the construction these things are taken into place.

Debris flow which is an important thing sediments, soil washing down into the gullies, persons old cars, old fridge, animals we have to think about how do we deal with that and one way is that we have sedimentation basins before they get into the gullies so that if anything comes in it can be saved before it get in and block the gullies.

Runoff on the road, a detailed hydraulic study will have to be done with the exact sizing of the bridges and the culverts to ensure that water passes freely underneath the highway and that the water from the highway

Mr. Campbell: can flow freely into the gully without causing flooding downstream, and of course, emergency response.

Noise and traffic, in the operation you have to look at noise and the potential impact on the residents.

Cumulative impacts, cumulative impacts are impacts that you have the existing condition or what we call the baseline and I gave you some numbers earlier and what we expect from the operation of the highway. In this case we are talking about noise so we did a model to see what is the expected noise level from the operation of the highway; two are then put together or added together to see what the overall noise impact would be. In this case with noise there are several areas that would exceed the NEPA guidelines.



Mr. Campbell: And as you can see the Moneague, Golden Grove, Lydford, Steer Town, Roaring River both the night time and day time levels. In these areas then what you have to be doing is mitigated steps, noise walls, noise buffers have to be put in place to ensure that the operation of the highway does not negatively impact the community.

Point of caution is that this model does run with a lot of vehicles taking into consideration a 25 year growth. When we did the study the amount of vehicles that we used was on a 25 year growth. So this is what we expect 25 years later.

For air quality we don't expect much impact for the particulates nor from what we call nitrogen oxide and sulphur dioxide reason being that the

Mr. Campbell: number of vehicles that we expect will be low comparatively to what happens in the US, we are expecting about 5,000 vehicles per day. In the US a highway is 12,000 per hour, 140,000 to 180,000 per day. So we are nowhere near those numbers.

This table you saw before but I just put it back here, it is cumulative, this is what we expect with the highway, in place less than a percentage increase into the Harbridge Gully, and about half a percent to Little River. This here as I said, we are anticipating the area will be built up with housing or whatever else that comes up in the future, this is what we expect the flows to be.

Mr. Campbell: Part of it is to look at the alternatives, part of the EIA, to look at alternatives.

The no-action that is, we don't go ahead building this highway. What will be the potential impacts? Positives there will be no destruction of natural habitat. The negatives continue delays experienced in Ocho Rios especially during the peak hours. High maintenance and fuel costs, loss of potential employment opportunities, the highway as proposed with some adjustments reduce travel time from St. Ann to the northern parts and other parts of Kingston. Reduce maintenance and fuel cost, job opportunities, improved travelling conditions for the commuting public, the negative impacts, destruction of

Mr. Campbell: habitats especially in the hills between Moneague and Steer Town, relocation of persons whose property falls within the alignment and the potential for contamination of ground water.

If we relocate the highway we will have more or less the same socio-economic issues, the environmental and engineering issues will be due to geology and hydrological issues.

We also propose some monitoring guidelines during the site clearance and preparation phase, I will go through this quickly again. A part of it we have highlighted the activities, who we think are responsible and what we think are the costs. This is just an estimate, so we ensure that the site clearance activities are not

Mr. Campbell: being conducted outside of normal working hours. Whatever NEPA sets, but general it is 7:00 a.m. to 7:00 pm so that person are not sleeping and in the middle of it work is not disturbing them.

We are asking that noise survey be undertaken especially for the workers where there are exposures. Looking at it daily to ensure that the activities are not causing a dusting nuisance.

We also think that water background, water quality data should be collected for sampling before and during the construction to ensure that the worst are not negatively impacting the streams. We are also looking at trucks and how they are carrying the material, and also to look at traffic

Mr. Campbell: to ensure the work is not impacting negatively on the commuting public.

During the construction phase, the water, looking at the water thing or taking monthly water quality sample, looking at the work noise, also checking on dusting and also making sure that they are not causing dusting and when trucks travelling, that the materials are not falling on the existing roadway.

We are also looking at the amount of waste that is generated and also to ensure that this waste - ensured that this is disposed of at the approved land-filled site. Also we want to monitor (to ensure), that the material that is being used, if we are using from quarries is from licensed

Mr. Campbell: quarries not from haphazard quarries coming up.

Look at how the maintenance of the trucks and refuelling is done during construction, and of course, where possible as much of the construction tools should be sourced locally so that the community benefits from the work that is being conducted in the area.

During the operation phase we think that several things need to be done, checking on stream flows, ensuring that things are not blocking from the highway and causing flooding, checking the integrity of the roadway, checking the integrity of the bridges, looking at noise, noise monitoring, looking at water quality also and some key things that we think need to be done; water

Mr. Campbell: quality, dust, noise and also traffic and when we expect these are the keys ones to be done and who we expect to report to.

And the proposed reporting requirements the EIA has allowed different monitoring at different phases. We did look at site clearance construction, operation. We looked at biological intake I think monthly, noise I think three months after the operation of the highway and then annually we should do noise test to ensure that the operation is not negatively impacting the community; also the occupational noise for the workers for the toll booth.

Air quality, we need to do some air quality testing and of course water quality on a monthly basis. All of



Mr. Campbell: these we expect that the report will be submitted to NEPA and the international stakeholders.

Thank you very much. (Applause)

***QUESTIONS AND ANSWERS SESSION***

Chairman: Ladies and gentlemen you have listened. I am sure you have listened to both presenters and their presentations and what they shared with us regarding the planned construction of this North/South Link Highway.

I want to remind you of the purpose of this meeting, this is a consultation session in which you as members of the community are given the opportunity to see and to hear the planned idea regarding the construction of the

Chairman: facility of this roadway. But the process, we are going through a process as was stated earlier by the statement that was read by Mr. Henry, basically you are a part of the process happening. So then you need to recognize that this is a plan, it does not mean that we are at the stage yet. As Mr. Anderson outlined in his presentation also and I think Mr. Campbell alluded to it.

Therefore, at this time then, we are going to have you sharing, having your questions both gentlemen are here the other persons are here, and therefore we are going to accommodate questions that would be given to them for them to respond. We are going to ask you to at all times recognize that there are other persons who would like to ask

Chairman: questions and therefore make your questions as precise as possible and ask the question that you need to ask. We are going to emphasize that we are just going to address the matter here that are before us and we will want to keep it as it is, at a reasonable rational discussion. Therefore, I am going to open the floor now for questions and comments and I will do so by acknowledging you when you raise your hand, then I will determine that you stand, you introduce yourself and then you make your questions known and then we give the opportunity to Mr. Anderson or Mr. Campbell or the other gentlemen and ladies in the room who are so given to respond.

Chairman: So could you stand Sir, and tell us who you are.

Mr. D. Campbell: Good evening ladies and gentlemen and welcome to the Moneague College. I am Desmond Campbell Environmental Educator at Moneague College and also a farmer at heart. And my question is directed to Mr. Campbell name sake here.

As we explore sir, measures of mitigation and compensation in respect to several issues here, first loss of flowering plants for bee keepers, habitat fragmentation for wildlife, fly farm disruption, for the little creatures that fly and disruption of the microclimate scenario that is affecting habits and we can add to that, the increasing impervious surfaces by the asphalt and the

Mr. D. Campbell: concrete that you plan to lay down. And of course we welcome the development but we would like consideration for these matters; migration and compensation.

Thank you, sir.

Mr. C. Campbell: We looked at mitigation for loss of flowering plants, in respect of your bee thing, I think maybe we need to probably have more discussions in terms of the exact plant that would more impact you, but we looked at what could have been removed. Bearing in mind that most of the area that the road is going through is mined-out lands already. So you have identified a concern that we probably need to just look back at in terms of the specifics in terms of bees, but generally we looked at flora removal.

Mr. D. Campbell: In terms of habitat fragmentation, we also looked at - that is in the EIA, in terms of how you deal with it. As I said before, for example with the animals and stuff then we have to allow passages so that we honour this roadway so that the animals can go through and we won't cut them off.

In terms of the fly path destruction, in terms of the bees, and as I said that is a unique thing and I probably need to have some more discussion with you in terms of that because that particular aspect was not looked at in terms of bees. The increase in impervious section, as I pointed out, the runoff from it is going to be minuscule. We have hundred meter width but the highway itself; the paved section is about 27 meters wide so it

Mr. D. Campbell: is not as wide as you would think. Is there anything else that I missed? Well you have mentioned them, but as you said further dialogue is needed.

Mr. C. Campbell: Specific to the bee which we will be happy to do.

Mr. Miller: Thank you, Mr. Chairman. My name is Patrick Miller community activist and concern citizen. The presentation was a lot, hard to digest one time. Nevertheless I did not hear, I hope I did not come too late, the blasting will there be explosives used along the way which would put noise disruption off the chart. We have had some experience in the Moneague area as it relates to blasting; we had problems trying to confirm that it is blasting. But we had a flooding event which came after some level of

Mr. Miller:           blasting in the swamp area and clapper. If there is going to be more blasting which may interrupt the aquifer and may break some things that are in place now and causes flooding, it is a concern.

Secondly the geological study you mentioned something about which the first leg seemed to have missed and now has caused a delay with the land slippage and how to deal with that. Do you foresee any such concerns as you go ahead? And if so, how would you deal with that and the study is to sort of pre-empt that should be in place.

While I have the chance, I am giving the others an opportunity, Mr. Chair. I know you usually fence the area, but as you approach Steer Town inevitably



Mr. Miller: with the negativity of the shops and the income declining within the general townships they may migrate to seek advantage of where the cars are coming on the highway. As in the Bog Walk Bypass which is now needed another bypass. Do you foresee and that I am sure would be some environmental problem in terms of population and movement and income generating projects.

As Mr. Campbell rightfully said, we welcome the development and we are sure that the employment and so forth that is needed within the communities will be greatly appreciated.

One other matter, the acquisition of land as you go, there are most times, they may be problematic and going into an area that is highly populated or

Mr. Miller: where you have persons with their legal title and entitlement to say probably I don't want to move. How would you deal with somebody who chooses to be as stubborn as not wanting to move and you still have to go through that person?

Thank you.

Mr. Anderson: Thank you, Mr. Miller, well let me take the blasting issue first because that is an issue that we deal with often with the highway. There is a protocol that we follow before we start blasting we do what we call a pre-blast survey. So all the houses within 800 meters of where the blast is supposed to be done, we go in and we take pictures of the existing residents, so we take pictures of the walls, of the rooms, of the floors et

Mr. Anderson: cetera and we sign it off with the homeowner. This is the condition of the house, there were no cracks on the wall, and the roof was not falling down that was the condition before. Then we do a post blast survey which means that when the project is completed and when the blasting is over, we come back and we do a similar survey so we looked at all the areas and we compare what we see after and with what we see before, and if there is difference, if there are cracks or peeling concrete which was not there before then the contractor will repair those, repair all of those areas.

In terms of land slippages, you probably would have seen an article in the paper today Jamaica has a lot of faults that is why we have

Mr. Anderson: earthquakes. So there are areas in Jamaica which have very high land slippage, Carlton talked about it earlier, the potential for having land slippage. Fortunately in this area between Moneague and Ocho Rios we don't have as much as we have for example in the Bog Walk cross zone, just that area south of Bog Walk which is probably the principal area along this alignment. And what we are doing now as Mr. Miller would have heard at the outset is that it reached the investigation, much more detailed investigation now. So in fact, we are actually doing borings today, taking samples of material drilling down, 20,30, 40 meters in the ground taking out samples analysing it, to try and understand the strength of the

Mr. Anderson: material that we are dealing with and the potential for land slippage. So that is part of the design process that we are going to go through. So it is actually a three phase design process. We have actually an outline design with an initial design, we submit that for approval, we then have what is called a design for approval, which is a second stage design and once you complete the second stage design we actually have a third stage design which is called a detailed design all of those are done and approved before we actually get the construction and all of those are informed by the geological investigation and the geo-technical investigation.

Mr. Anderson: The issue of fencing is something that we have not had a problem with on the other leg of the highway. As you would have known, along the all the existing legs of the highway we have fencing running down both sides of the corridor and we have not had any encroachment inside of the highway for people to vend.

Notwithstanding, we have made some provisions in Section 2 we expect that we will be able to provide some vending stalls, a rest stop, along the existing highway; now we don't have a rest stop, but we expect that on this leg we expect to have a rest stop where we can stop to buy jerk pork, jerk chicken et cetera.

Finally, in terms of the acquisition again, we have not had the problem Mr.

Mr. Anderson: Miller has outlined up to now. So once we have sat with people and once we have made them a fair offer to compensate them for their property we have not had a problem up to now. That said, the law has certain provision under what you call the Compulsory Land Acquisition Act, there certain compulsory acquisition proceedings which allow us to take possession everything else having failed, we cannot come to any agreement, there is no relocation the person don't want to move, him want to die right there so, him not going anywhere else. We have not come to that point because the Law has certain position which we hope we don't have to use.

So we go through a series of steps, first as I was saying earlier last

Mr. Anderson: year we start issuing out notices which is the first set of notices advising people that their properties may be affected. Then we are coming back with the second - once we confirm the alignment now, and we know that definitely that your property is going to be affected we have independent valuers not NROCC staff. Independent chartered valuers who will come sit with you and come to an agreement about the value of your building or about your property. Once that is agreed then we pay you and allow you to relocate off the site.

And typically if you have an objection to what is offered even at that stage, if there is an objection then we have what we call a hearing. We have a hearing as part of the Acquisition



Mr. Anderson: Act, but we come, you bring your valuator, you bring your attorney and we have a hearing about the value of the land. And then after all of that, if we still don't have any agreement there is court. So there are many different steps along the way. So hopefully we don't have to get there we have not had a situation up to now where somebody said we are not moving don't care what. And hopefully the people in Moneague are just amenable.

(Applause)

Mr. Grant: I recognize Mr. Anderson he touched a few of the things that I was about to ask. I am Delroy Grant, principal lecture of this college. You mentioned the rest stop; I was a little bit concern about that because I notice

Mr. Grant: the highway - the other highway and they don't have any rest stops.

But we have some concerns about issues with the lake some years ago and I am wondering with the acquisition of new lands and the construction, how will it impact on the aquifers because several aquifer feed into the Moneague lake and ultimately into the Ocho Rios Lake, so I am wondering if you can address that for me.

And two there is a major issue as we speak and I hear you alluded to today's gleaner that Professor Mitchell spoke to about the earthquake zone, Cavalier fault that is up there, and the highway falls in the centre of that fall that runs to Haiti and you know what happened to Haiti some years ago and you know that is a

Mr. Grant: concern. And it is concern where I mean Bouygues were having some issues with it and they had to pull out of it. And I don't know how China Harbour people are going to have to deal with it, but it is a major issue. And one of the things I am worried about too, we welcome the highway, but the cost overrun in having the proper geological studies being done and if not done properly will delay and delay and we are there waiting, because these are one of the major issues now in regards to where Bouygues is concern on Mount Roseau leg there now. So I want someone to tell us how much because that is a serious position now.

I don't know if you are in a position to say gentlemen both of you, I

Mr. Grant: remember the Prime Minister say some weeks ago said that there will be 1,000 acres of land will be given to the Chinese and I don't know where, if can you show us on your slide where these will be given I don't know if you can, I don't know. That is my question for now.

Chairman: Colleagues, ladies and gentlemen just let you understand what we are doing and unless I am otherwise advised, we are taking the questions so unless a question is asked the presenter will come and speak to it and then we will acknowledge you after.

Mr. Campbell: Mr. Grant, I will try and attempt to answer the Moneague Lake. In terms of the impact of the highway construction on the aquifer we don't anticipate that it will have negative impacts.

Mr. Campbell: One is that we are looking at, presently, the sinkholes that are around, looking at how the alignment traverses them and as NROCC said they have methods in dealing with how we get water through into these sinkholes so we have to anticipate that. In terms of runoff from the highway, earlier it showed that we don't expect more than 1% the highest increasing runoff which would not be much. In terms of flows around from different areas to where the highway is, the intention is that we have all the existing flows to flow under the highway and continues on its normal route so we would not impact the Moneague Lake.

In terms of the article, I have not read it; I got a gist of it. Let me

Mr. Campbell: say this, the geological study was done and unfortunately I think Dr. Mitchell is speaking not from a much informed - especially along the Caymanas and this leg, in fact Professor Robinson who is actually in the Geological Department at the University that Dr. Mitchell is in, is the person who conducted this study. Professor Robinson is fifty years with a lot of the geological mapping of Jamaica and well respected, both here and in the US. He lectures both here and in the US. So I think a part of it is some amount of ignorance on his part in terms of not knowing who conducted the study. And I was a little bit surprised to hear that somebody within the same department, I mean I don't understand why. If you

Mr. Campbell: know the geology department of the university it is not much bigger than this room. So I can't understand why he would. So with that being said that is something that they would have to work out amongst themselves, but I am pretty confident that the geological study that was done for both the legs was done properly.

In terms of the risk of faults and stuff as Ivan has said, now that we have identified some areas that we expect high potentials then the investigations - the more detailed investigations are being focused on those areas to see what they are and to see how best to do the engineering solution.

So it is being handled a little bit different in these two legs. I know we

Mr. Campbell: can go through and identify potential areas of problems and then the investigations go ahead.

Mr. Anderson: Mr. Campbell has already dealt with the issue, but I will just show you the lakes. These are actually the lakes here which are on the eastern side of Moneague. The highway is obviously on the western side of Moneague.

The 1,200 acres that you asked about, we did not talk about it, but as part of the development, the development is proposing to build housing, commercial offices, hotels along the alignment. These are going to be built on lands already owned by the Government of Jamaica, it is not intended that we are going to go out and buy additional lands for these



Mr. Anderson: developments. So existing lands are now being assessed along the alignment to identify all the Government of Jamaica owned lands along the alignment all the way from Caymanas, all the way through to Ocho Rios. And the developer will follow all the normal planning approval processes that any developer would have to follow. The same NEPA permit, the same approval from the Parish Council, the same approval from NWC for water and sewage, all the regular approvals will have to follow.

What we anticipate is that over the next three years of construction of the highway now, all of these studies will be done. We will begin to identify the lands in more details, begin to agree what can be built on

Mr. Anderson: these lands, what these lands can support, get the necessary approval before the construction is actually started. So we don't expect that construction on the secondary development, on the housing, the hotel will start until the highway is actually completed, somewhere around 2015.

Chairman: We recognize this gentleman here.

Mr. Dewarthy: Good evening my name is Paul Dewarthy I am bus operator, truck operator, taxi operator.

My concern is about the roundabout there at Phoenix Park as a motorist it is very sudden and it cause a lot of accident. If you are new to it and you are coming at even 60 or 80km/h and you are going to break suddenly it can

Mr. Dewarthy: cause chaos. The other thing is the quality of the asphalt what they take to barber-green the road because travelling from Ocho Rios to Portland you have some of the asphalt is smooth and so. And it is a little bit slippery at times when rain fall. So the quality of the asphalt I would just like to put in your knowledge, the standard of it as a motorist. Thank you.

Mr. Anderson: As I said during the presentation, the highway is going to be a little bit different from the existing highway. Under the existing highway you go through Vineyards, you go through May Pen which are all on the highway itself. This new highway will not have any plaza that you go through on the mainline itself, the plaza will be at

Mr. Anderson: the end or when you are getting on to the highway. So what that would mean is that the plaza that you talked about or the roundabout that you talked about is at Moneague between Moneague and Golden Grove that is going to be taken out, and the highway will go over the existing road and you will have the interchange, remember the interchange that I showed you earlier on, will be a little down at Golden Grove, so that roundabout will be removed all together.

In relation to the asphalt, this highway, unlike the typical road has a layer which is about 12 inches thick of asphalt, a typical road will have an inch or two inch maybe two inch, this highway has about 12 inches of asphalt on it and we have been very

Mr. Anderson: careful in terms of the quality of the asphalt that is used so I don't think we have any issues with those.

Mr. McCloud: Good evening ladies and gentlemen, welcome developers.

My main concern is about the health, and as far as that is concerned I am sure NEPA and the others and my friend over there, our environmental activist will deal with all of that. Now what I am saying is I will try to make this as precise as possible. What I am saying okay I have set down my name and I want to know how eligible I am of being employed when the thing started. (Heckling by participants) Please calm down please, listen I may not be a student to the college here but I am potentially the prime minister that is how I see myself..

Mr. McCloud: (Applause) ...I am making this as precise as possible. I mean, there have been situations where I have signed down my name and it start and I have not been called and it has ended and I have not been called so I am concern about that.

There are other concerns but my friend here has stated about the roundabout.

Thank you Sir. My name is Orlando McCloud and I am a resident of Phoenix Park Moneague St Ann.

Thank you.

Mr. Deng: Thank you, Mr. Chairman. Good evening ladies and gentlemen my name is Roy Deng I come from China Harbour regarding the question that gentleman just raised and as you may aware we signed a concession agreement with

Mr. Deng: NROCC and the concession agreement has a maximum labour ratio of one to one - one Jamaica's ratio to one China's ratio - one china's labour but we don't anticipate we will reach this issue. As you may aware we - China Harbour always operate in Jamaica right now, we have more Jamaicans engineers and labours than Chinese laborers for instance we have Mr. Simpson and Miss Tarawali and I am one, they are two and I am one so it is only one third of Chinese are here.

So I see you made mention the appointment and we will divide the highway into three sections and each section will be managed by the project managers and that person will decide the appointment. And the person who live along the alignment will be

Mr. Deng: employed near to where they live, so we don't expect they will travel a far time so the closer they live the better. We don't anticipate the worker to who lives all the way back to Caymanas to be hired here, so we try to offer you a job near your home town and that would be very good for the residents here. (Applause)

Mr. Gayle: My name is Cassias Gayle and I represent Faiths Pen Corporative and that is section two of the project.

I know you mentioned that there will be some rest stops on the highway. My concern is, our concern is how will that affect, impact Faiths Pen rest stop because Faiths Pen rest stop is right after Mount Rousseau and that community lives on the rest stop, people come in and buy food and



Mr. Gayle:           visiting and you said the highway will not negatively impact anyone but we will be negatively impacted if the highway goes like it is now because there is no - what you call it, there is no exit to Faiths Pen off the highway. So Faiths Pen is just totally left in the dark. And how - the rest stop that you said you are going to build, are Faiths Pen vendors included in that? Will we be relocated will we get the first choice? Will we be getting those things? What are you trying to do to help Faiths Pen in this project? That is my question?

Mr. Anderson:       Thank you, Mr. Gayle, I am a little bit surprised by the question though because we have actually had several meetings with Faiths Pen Vendors Association and with their President.

Mr. Anderson: We have had a number of meetings with her to discuss possible location while we were doing the Mount Rousseau leg of the highway and we have actually included, as I said, as part of the rest stop for some of those vendors to go. We have made a position I think it is 13 of the vendors. So obviously the highway will not take all the people, the highway will not have all the traffic. So what we anticipate is that approximately 40% of the traffic that now uses the existing highway - sorry now uses the existing Mount Rousseau road through Faiths Pen will now use the highway. So what you will be provided is approximately 40% of the vending stalls that you have there to be included in the highway.

Mr. Venice: Good evening ladies and gentlemen, I am Martin Venice and I am with the Airport Authority.

This project is very interesting to us because we see it as providing increase visitor throughput through our airport and increase tourism arrivals in Kingston area. It is just four questions I need to ask.

I did not get when the Linstead to Moneague, that second phase. When it will start?

And two, will the standard of the CHEC engineers be at the same standard or the standard like Bouygues you know because I am always impressed by Bouygues and their standard of work. And I hope that your standard will be like that. I don't know if I am so

Mr. Venice: impressed by the Palisadoes project what I am seeing, some of the workers working without vests, working without helmets you know I am not too impressed with what I am seeing at the Palisadoes at all. So I am hoping that the project that is being built here will be on a standard like Bouygues.

Three, will we have an exit - I think I saw where you said you have an exist for Angels Estate and if I am coming from Mandeville and say I am coming on Highway 2000 I exist on to Mandala Highway now how do I connect back to this highway going to the Caymanas area?

Thank you.

Ms. Tarawali: Nadine Tarawali China Harbour Health Safety and Environmental Engineer.

Ms. Tarawali: I will address the second issue that you had. You say you have always been impressed by Bouygues standard and as it relates to the Palisadoes project you have not been impressed.

Now, I definitely as the Health Safety and Environmental Engineer, we do have qualified persons health and safety persons who are going to get associated with this particular project. And I know you stated that there were times when you passed on the Palisades and you have not seen somebody wearing a helmet or somebody wearing a vest, and actually I won't tell you that that have not happened because there have been instances when I have made a site inspection and I have seen where persons might not be conforming. Now when it comes to that

Ms. Tarawali: we have a penalty system that is in place, we have a warning system. And as all of you may know there are rules and regulations and I won't come here today and tell you that these rules and regulations would not be broken at all and that it would be perfect. But what I will tell you and what I will guarantee you is that we have a structure that we are working by and persons that you might have seen who might have broken that particular regulation were actually dealt with properly. And to just assure you even more yes, I myself had been impressed with Bouygues standards, and we follow certain rules and regulations and we plan to make sure that the same impression that you have had when we finish and another project and another

Ms. Tarawali: company comes along you will be standing up here to say I was impressed with China Harbour standard, and ask that particular company what they have to do.

Thank you. (Applause)

Mr. Anderson: Mr. Martin just to restate the timeframe, for the Linstead to Moneague, the Mount Rousseau Bypass section, the section that Bouygues was working on before that section we expect to start in January of next year, and we expect to be completed by the end of next year. So that section will be completed in 2013. The other two sections will start in about October of 2013 and be completed by 2015.

Mr. Anderson: I just put up the alignment of the Highway 2000. This is Highway 2000, as you come into Mandela Highway going down to - going into Kingston and the interchange is here - came down what we call T-1 along Highway 2000 you come into the interchange and go north or if you coming south you come into the interchange and go west. All movements are accounted for at the interchange.

Mr. Mullings: Good evening, my name is Andrew Mullings I am the Plant Manager here at the Moneague College. Quickly sir, we see where the project has been - a monetary value has been put on the project US\$600 million a lot of work is still left to be done so *I am* hoping that you will remain within budget.



Mr. Mullings: With that said, will we be getting a highway to the standard of a first world country? Right now if we drive along some of the highways that have already been constructed yes the light poles are there and there is no light on the highway.

Secondly you said it is an 80km per hour why not 110? Three, where are the location of the toll booths and with the land that China Harbour will be getting and the concession, will we actually get whatever China Harbour build on those lands after the fifty year is up as well? And what part can the Moneague College play in the construction of the highway?

Mr. Anderson: Thank you, Mr. Mullings, you said the highway design standards; Will we get

an international standard? The highway

Mr. Anderson: is actually designed to what we call the American Association of Paved Highway and Transport Officials (AAPTHTO) so it is designed to the same standards that the US roads are designed to and the developers are required to build in accordance with those standards.

In terms of lights on the existing highway, we take the existing highway projects, we don't have lights all the way along the highway we have lights for example at interchanges, at the toll plazas, at the exits and we expect that we will have lights at a similar - we will have lights in a similar fashion on this north/south link. What we are also doing is, if

don't know if you notice it on the existing highways, but it is the first

Mr. Anderson: time in Jamaica we actually have solar lamps. So we have new solar lamps installed on the Sandy Bay to May Pen and we are trying to get the same thing installed on the Caymanas all the way through to Ocho Rios.

The design speed is a tradeoff that we have when we are going through very steep terrain it is very difficult to get 110 design speed because if you are going to get 110 design speed you have to flatten the road, and when you flatten the road you have a lot more impacts on excavations and cuts in terms of trying to build the road. So it is a tradeoff that we used we have higher slopes with a slightly lower design speed. When we get into the

flat areas often the design speed will be higher, but when we are in the

Mr. Anderson: steep terrain the design speed are lower because it slopes or it is steeper.

The toll booth we are talking about, we don't expect to have toll booth on the alignment, the toll booths will be at the exits. When you get on to the highway you get a tag, when you get off the highway you give the tag to the toll operator and that will state how far you have driven and your toll will be calculated based on that.

Finally in terms of the land, the lands for the highway itself are only leased to the developer. At the end of the concession all of those lands are handed back to the Government of

Jamaica. The lands for the secondary development for the housing are being sold. So when the developer build the

Mr. Anderson: houses he is able to sell those houses to individuals or when he builds commercial facilities he will be able to sell those commercial facilities and if he builds hotels he will be able to offer it to a hotel facility.

Chairman: So I am going to - we are still taking questions and answers. There is a lady I am going to ask her to come quickly and share with us what she has to say.

Ms. Pottinger: Good evening ladies and gentlemen, I am Norma Pottinger from Faiths Pen, I am a shop owner. Now, one thing I would like to ask. They dig out Faiths Pen and they leave it into a hole. So it is pure mosquitos and anybody can

drop in a those holes that they dig out and leave and it is not one it is not two, it is everywhere they dig they just leave it into a pit and

Ms. Pottinger: leave them for the water to hide and full up the pits, you understand. And so we want to know what unno can do about that, because they told us that they were going to full up back the place a couple years ago, and they just leave it and gone.

Another thing again, we are in bush in Faiths Pen. We need some form of business different from the cooking because that alone is going to make Faiths Pen go down so we want like some little shops to sell little clothes, little craft et cetera. We want a little post office so that we don't have to go all the way to

Moneague. We want a little place where the children them or anybody who take sick in the area they can go and we put them there and we look after them,

Ms. Pottinger: you know, it could be a nurse or we can call the doctor or something before we reach to St. Anns Bay Hospital because everything is St. Anns Bay and you understand. So we need a little more comfort, we need more comfort in Faiths Pen all those land that is empty and don't occupy, why unno don't - I am going to ask the question, why you people don't give some people in Faiths Pen land naturally so that they can build a house, you understand do something to help themselves. That alone cannot help because you see when the highway move and gone over it a pure judgment

we are going to have, nothing is going to sell over there. You understand me it is bad now you know and the highway don't move yet, so think about when

Ms. Pottinger: the highway move what is going to happen. You understand we are going to suffer over there because sometimes I go out there and only sell \$450, sometimes I sell only \$1,000 you understand. So we need to find something around there to occupy more to take the place out of the bush, them just pack us up in a bush and we have the beautiful views around there Faiths Pen is very beautiful. So we are asking you therefore to do that and try to uplift Faiths Pen because Faiths Pen is going to be a ghost town after the highway.



I am asking you to try and see if unno can help us to uplift Faiths Pen and make it be something. (Applause)

Chairman: Okay colleagues, ladies and gentlemen we are just asking you to afford her

Chairman: to speak and others who may want to speak please, a response.

Mr. Anderson: Miss Pottinger raised a number of issues I am not sure some of them are related to the highway. I was not clear when you were talking about the holes in Faiths Pen which holes you are talking about in the vender's area you were talking about?

Ms. Pottinger: No, not in the venders over that big rock that big piece of rock...

Mr. Anderson: Oh you are talking about the existing road?

Ms. Pottinger: Yes, over on this side. So the mosquito and all those things and it is troublesome over there, it is a well and everywhere they go they make these wells.

Mr. Anderson: Some of those things Ms. Pottinger, I think we have to come out there and look and see if we can bring in NWA and see what can be done, some of those things sounds like they are outside of the highway, but if we can raise it with NWA or with the Ministry of Health then we will raise it.

In terms of the craft that is something that we would want to look at as well, to see whether in fact, in that mix of stores that we will be providing in the rest stop whether we can have maybe a craft vender or two as part of that mix that is something

that we will discuss with the operators.

Miss Pottinger: And where will you put the rest stops which end coming to Moneague or back that end?

Mr. Anderson: Right now the plan for the rest stop will be in the middle, it will be in what you call Section 2 it will be along the Mount Rousseau Bypass of the highway.

Chairman: We recognize one of these gentlemen will you come please for the final comment or question.

Mr. Miller: Thank you, Mr. Chairman. Probably to China Harbour per se, I did a little calculation as it relates to the present fees as the toll fees and distance. And if I use Portmore to Kingston Causeway it is roughly going

close to \$200, just call it by the time you are ready \$200. Roughly, it is \$180 from Portmore near to \$200. Alright for ease of calculation I call it \$200, for ease of calculation it is \$200 for roughly two miles. Now you

Mr. Miller:

are looking at Caymanas to Steer Town, God ever knows what that mileage is. But for a rough calculation fifty miles. It looks like this toll is somewhere planned out to be something in the region close to \$2,000... (Laughter) ...rough calculation.

Now my fear is, it is not that I won't pay \$2,000 to go on it one time in my life, I will save it up. It is that you are now going to say to the person drive free when you reach to the end you pay. Now if you say to me at the start it is \$2,000 I can see where I

can turn around, (Laughter) but to let me drive, give me a tag or a coupon or something and then at the end of the journey a push it into another machine again and it says, \$1,500, I say what, me did only have \$500. What

Mr. Miller: are you going to do with me? But the question is, what do you think it is going to work out to be? If it is going to be affordable I would really incline because in your environmental studies you never do the cultural studies of the Jamaican citizen; meck we pay before we drive. (Applause)

Mr. Anderson: Mr. Miller, your calculation is a little too rough. (laughter) But in terms of the toll rate, the toll rates work two ways; if your tolls are high you get very little traffic. Remember people have options you know, so if

the toll is too high then people don't use the road so the developer has to lower the toll in order to get the traffic on the highway so it works both ways.

Mr. Anderson: The toll rates are now actually on the existing highway, the Causeway is very different because the Causeway is a very short leg with a bridge, but the rest of the existing highway is fixed, has a cap which is now eleven cents per US per kilometre that is what the cap is, eleven cents per US per kilometre, which is about -let's say J\$9 per kilometre so that is what the current cap on the existing highway is. So we cannot talk about what the tolls are going to be because the developer will need to make an application you are going to get a cap

included in the toll rate in the concession agreement that you cannot go above but we will expect that the toll is going to be in the same order of magnitude.

Mr. Miller: Give me an idea.

Mr. Anderson: No, I don't want to do that. But the existing - this leg is going to be about 67 kilometres.

Mr. Grant: Just another concern gentlemen. To the China Harbour person the safety and security person, I notice a number of the highways they have the fish tail guard rails and if my memory serves me right on my research they are against some convention that we have signed. Mr. Anderson, and I do hope and I am begging you please don't put any on the new highway, because the fishtail

guard rails they are dangerous and they are against some international conventions that you signed up for. So please just a concern I don't want you to put any there when you are doing your thing.

Mr. Grant: The exit, we get on to the highway at Linstead right and the exit from there, the next exit will be at the roundabout there am I right? Unity Valley, so there will be no exit at all to Faiths Pen? So people at Faiths Pen have to come down and turn up the hill?

Mr. Anderson: Right.

Mr. Miller: As a concern citizen, Mr. Anderson, the roundabout down there make a note of it before you leave here tonight please put some warning signals there,



I am begging you, some warning signals because persons who are new and are not aware of it create some issues sometimes. So I am begging you as a Moneague College citizen sir, in all of this, I see you duck the question earlier on. What the college - what

Mr. Miller: role the College have to play in all of this and how can we assist in all of this and to make it happen?

Mr. Anderson: The point is well made about the signs; we can have some discussions with China Harbour and get some more signs up there immediately we will begin to mitigate that situation.

In terms of Moneague College I think that is something that we want to have discussion with Mr. Isaacs about we have included a training programme

inside the concession agreement where we can - I am not sure of the programmes that you offer and whether we tie into - whether you have engineering or those kind of programmes or environmental studies I think we could possibly arrange a programme to be either hosted or run

Mr. Anderson: at the school. But I think that is something that we can discuss and see how we can come to some agreement with it.

Chairman: We are entertaining just two more questions, comments remember to take the representative first and then over to you, sir.

Ms. Tarawali: Just to reiterate regarding the fish tail. As we said the agreement that we signed everything that China Harbour

is going to do is according to rules and regulations. And we have NROCC right here that is going to be on our tail as it regards those rules and regulations. So there are going to be things that we cannot just come and implement whether we think it is cost effective or not and not have certain precisions or certain guidelines to go

Ms. Tarawali: by. So definitely be assured that something like that will not be implemented. (Applause)

Mr. Brady: Good evening everyone. I am Lewis Brady from Phoenix Park area. As you know the history of this place to the North coast, goes way back to the Tainos and the Africans; So I am asking if there is any plan in place for historical site along that stretch to attract tourists.

Mr. Campbell: Mr. Brady, in terms of plans for having attractions that I cannot speak of. But in terms of identifying historical and cultural site NROCC has commissioned a wider study by the Jamaica National Heritage Trust to locate those sites and to give them the history. I don't think that is in their purview of doing attractions

Mr. Campbell: like that, but I think it is something that can form the tourism sector in terms of how we can use it to attract more visitors to the community and also to encourage employment of the folks.

Chairman: We note one more; we said two so you are allowed to make a comment, sir. Will you come quickly for us please.

Mr. Christie: Good afternoon everyone my name is Kumar Christie from Retirement roadside. I am thinking about temporary training for workers?

Ms. Tarawali: Just to speak to that, I won't specifically say we are going to have x, y and z but just to give you an example. I am not sure if you are aware of the Rio Grande Bridge in Portland. We had China Harbour made

Ms. Tarawali: contact with the HEART/Trust and what we had done was, we said to ourselves that since we are going to be using workers in the community, you had welders, you had masons, all kind of different categories some had certificates some didn't, some were trained Level 3 based on their experience but they did not have any certificate. So what we did, the

persons that we employed, we got HEART/Trust to come in, test them to see what level they were at, those who had certifications we went ahead and train them, those who didn't have they went and got their certifications.

So now that the project is finished, if it is they want to relocate and go to Montego Bay or go somewhere else they have that piece of paper to say

Ms. Tarawali: yes, we have that certification to say that we can weld at Level 2 or we can weld at Level 1. So we are thinking, and we will continue to think on that level to say that we will have training programmes; I can't specify exactly what those training programmes will be because we will have to see as the project goes on.

Chairman: Ladies and gentlemen, I want to basically close off the session.

I want to thank you for having participated and for you to have listened to the views and the perspectives regarding this project that is planned.

I want to share with you recently we had our first lecture, Inaugural Lecture Series here at the College

Chairman: where the speaker was the Honourable Minister of Finance and Planning and we were of the view that he would come to us - because we were talking about financing tertiary education - and we were of the view that he would come to us and speak to the figures and all of that. One of the things that I found most interesting about his

presentation was the effort he made to talk to us about the dialogue that took place in the earlier days to build the Jamaica land that we love now. When he spoke to us about his father and how his father as a young lad was able to go to college because of how the community worked with him and his parents then to ensure that he got the necessary training.

Chairman:

But the point that he emphasized as he did his presentation was the community, and how the community and the government and the stakeholders and all persons concerned kept on talking about whatsoever development they needed to have within the community or within the society.

And in recent years, to some extent, we have not been having such dialogue



as we should have. And therefore, this evening we had an opportunity to participate in a discussion which allowed us to get a perspective of the plan regarding this highway.

We also would want you to note that everything that has been said here this evening is recorded and will be communicated to the respective agencies within a seven day period, as

Chairman: we continue to monitor and as we continue to do what is required as we build this Jamaica land we love.

So then on behalf of the coordinating team and all the persons here this evening, especially the college that I represent; and as I said to you, I started with it and I am going to end with it also. I want to thank you all

for coming to the Moneague College,  
but in the next couple years it is our  
hope that it will be the Moneague  
University College.

Thank you very much. (Applause)

Just to let you know that refreshments  
are provided at the back and please  
feel free to come and talk with the  
respective persons that are here.

Chairman:

And remember if you have any concern,  
anything, you have a 30 day period  
within which you can write to them and  
share that information with them.

Thank you.

***Adjournment taken at 8:08 p.m.***