

VERBATIM NOTES OF THE VIRTUAL TOWN HALL PUBLIC MEETING FOR THE
PROPOSED MONTEGO BAY PERIMETER ROAD, LONG HILL BYPASS AND WEST
GREEN AND BARNETT STREET UPGRADE IN ST. JAMES, HELD AT RADIO
JAMAICA LIMITED ON TUESDAY, JUNE 23, 2020, COMMENCING AT 5:00
P.M.

PRESENT WERE:

The Panel

Mrs. Emily Crooks - Chairman
Mr. Ivan Anderson
Dr. Carlton Campbell
Mr. Miguel Nelson

Participants were all virtual

Jamaica News Network, JNN, Facebook, YouTube, Instagram, ZOOM,
Whatsapp and call-in

The Chairman: Welcome to the Virtual Town Hall Public Meeting for the proposed Montego Bay Perimeter Road, Long Hill Bypass and West Green and Barnett Street upgrade in St. James.

This public meeting by virtual means is being undertaken by the National Road Operating and Constructing Company, NROCC, Granters for Highway 2000, for the presentation of its Environmental Impact Assessment for the proposed Montego Bay Perimeter Road Project.

Now, this process is heavily regulated and monitored by the National Environment and Planning Agency, NEPA. Why this Town Hall? Why not face-to-face meeting and consultation by NROCC stakeholders?

The on-going COVID-19 pandemic and restrictions on public face-to-face gatherings, have the limited way in which stakeholders' engagement on project related matters can take place. COVID-19 doesn't mean a cessation of stakeholder engagement. It, however, means finding other legally permissible ways of engaging with stakeholders and the public, hence this Virtual Town Hall.

So, this is therefore, part of NROCC's engagement with stakeholders, as part of a mandatory consultation process to provide interested individuals, groups, stakeholders a say in a crucial decision making process, while at the same time, obeying the directives of the Government of Jamaica and keeping social and physical distances.

So this Town Hall will therefore, follow NEPA's guidelines and public presentation of an Environmental Impact Assessment Report. It is being streamed on several platforms to ensure maximum stakeholders participation.

We thank you for joining us on Jamaica News Network, JNN, Facebook, YouTube, and Instagram. ZOOM access has been granted for joining the meeting. Whatsapp messages send your questions to 876-878-1356, and you can also call in at 876-926-1100.

In accordance with NEPA's regulations and guidelines for public meetings the public has been notified in a number of ways. Letters have been sent to stakeholders to include Members of Parliament, counsellor, departments and agencies of government,

community groups and clubs, in the affected areas. Minister fraternal, school principals, churches in close proximity to the alignment, citizens' association, and utility companies, local NGOs have all been notified. During the process of this session I will go through, some more of what has taken place so far.

So joining us at this time, we have, Mr. Ivan Anderson, Managing Director of NROCC, thank you so much for joining us.

Mr. Anderson: Thank you, Emily.

Chairman: Dr. Carlton Campbell, Managing Director of CL Environment Company.

Dr. Campbell: Thank you.

The Chairman: And we have Mr. Miguel Nelson, Manager, and Applications Processing Branch at NEPA.

Mr. Nelson: Good evening.

The Chairman: I will begin with him for 5 minutes, for him to say, NEPA's statement and NEPA's role in this Virtual Town Hall. Mr. Miguel Nelson.

Mr. Nelson: On the 5th of March, 2018, the National Environment and Planning Agency received an Environmental Permit Application from the

National Road Operating and Constructing Company, for the construction of new highway in St. James.

The information submitted in support of the application was reviewed, and the decision arrived at that an Environmental Impact Assessment would be required for the proposed project. Integral to the EIA process is the requirement for a mandatory public meeting, provide an opportunity for interested individuals, groups and/or stakeholders to have a say in the decision making process.

The Chairman: Alright, Mr. Nelson, I am going to pause you a moment because we are having a little technical difficulty with your volume. So let's make sure it is correct because of NEPA's role in this. Let us just take a quick break, come back to you, so we can hear you start your statement over.

Stay with us for this crucial Virtual Town Hall for NROCC, it is about public consultation in relation to the EIA Report, stay with us more when we come back.

(Short Break)

(Resumption)

We are back with you. So welcome back to the Virtual Town Hall, for the National Road Operating Constructing Company; and we are looking at the proposed Montego Bay Perimeter Road. What I should have told you at the start, as well is that, this has been advertised in both of the National newspapers; the Jamaica Gleaner, the Jamaica Observer, posters have been placed in communities, notice boards, their community shops, the churches and post offices to get maximum stakeholder participation and understanding of the process. And this Town Hall we have various segments, various presenters for a specific time; 35 minutes have been allotted public engagement, for questions to come to the panellists and we are going to go back now to the presentation by NEPA.

Mr. Miguel Nelson, Manager, Applications Processing Branch, NEPA, is going to read NEPA's public statement. Here is Mr. Nelson.

Mr. Nelson: Thank you. On the 5th of March, 2018, the National Environment and Planning Agency, received an Environmental Permit Application

from the National Road Operating and Constructing Company for the construction of new highways in St. James.

The information submitted in support of the Application was reviewed and the decision arrived at that an Environmental Impact Assessment would be required for the proposed project.

Integral to the EIA process is the requirement for a mandatory public meeting, to provide an opportunity for interested individuals, groups and/or stakeholders to have a say in the decision making process.

Consequent to COVID-19 and the Disaster Risk Management Act, Enforcement Measures Order on Public Gathering, the NEPA and the Natural Resources Conservation Authority accepted that, it would not be prudent to have a physical meeting at this time. The alternative of a virtual meeting captures all the major tenets and principles of the physical meeting. This virtual public meeting, therefore, is intended to broaden the inclusion process and gather views from all.

The audience should be advised that no final decision have yet been made on the application submitted.

Participant should note that the public meeting is deemed important, and the outcome of the meeting will be submitted to the Natural Resources Conservation Authority to guide the decision making process.

The Agency is present to support the process, and to ensure that the public meeting, though virtual, is undertaken in accordance with the terms outlined in document titled, 'guidelines for public presentations, EIA applications'. As a regulator, the agency must remain objective and as such, will not participate in making comments or answering questions in relation to the development.

Of note too, is the process with respect to public presentations and the agency wishes to highlight the following in respect of this public meeting:

A copy of the Verbatim Minutes of the public meeting is to be submitted to the Agency by

the applicant within seven (7) days of this meeting.

The public is allowed twenty-one (21) days after this public presentation, to provide written comments to the Agency. These comments may be submitted to the Applications Secretariat Branch at the Agency, at 10 Caledonia Avenue, Kingston 5, or via electronic mail at applications@nepa.gov.jm. All comments received by the Agency will be collated and sent to the applicant for responses to be provided.

The issues raised along with the responses provided by the Applicant are incorporated into the respective submissions made to the various committees and the authority, and will facilitate deliberation on the technical merits of the project.

A recommendation will be made to the Natural Resources Conservation Authority, NRCA, which is the body duly responsible for making the final decision.

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

The agency views the public presentation and public consultation process as extremely important, in the application review and decision making process.

Public participation provides an opportunity for stakeholders to hear concerns, make comments, share opinions and views on development projects and affords the applicant the opportunity to address these concerns, comments, opinions or views.

Please be reminded that the Environmental Impact Assessment Report, for the proposed project is available for access by the public at the following locations:

The St. James Municipal Corporation at Union Street, Montego Bay, St. James. The St. James Parish Library, Merge Bay Road, Montego Bay, St. James, the Montego Bay Chamber of Commerce, Billy Craig Building, Fairview Business Centre, Montego Bay St. James, the Anchovy Branch Library, Anchovy Main Road, St.

James, the National Works Agency, Western Regional Office, located at Flankers St. James, the National Environment and Planning Agency website, which is www.nepa.gov.jm. NROCC or the National Road Operating and Constructing Company's website, which is www.h2kjamaica.com.jm. And finally, at the CL Environmental Company website which is, www.clenvironmental.com.

Finally, the public is reminded that comments can be sent to the Applications Secretariat Branch of the Agency, at 10 Caledonia Avenue, Kingston 5, or via electronic mail at applications.nepa.gov.jm.

Thank you.

The Chairman: Thank you so much, Mr. Nelson. And I am getting a feedback from somebody on ZOOM, so let us double check ZOOM is saying they are not able to hear well. So let us just check and make sure that stakeholders who are accessing this network via ZOOM, accessing this Virtual Town Hall that they can hear. Just make sure that there is no mute control on it, because we will need to hear their questions.

Yes, so we are double checking that and thank you so much for the person who has messaged me about that since stakeholder participation is crucial to this Virtual Town Hall. And they will send me a feedback as soon as that has been rectified.

I am now going to invite the Managing Director of NROCC, Mr. Ivan Anderson to give an overview of this Montego Bay Perimeter Road Project for 15 minutes.

Mr. Anderson.

Mr Anderson: Thank you very much Emily. Let me add my own welcome to the viewers and listeners on-line. NROCC over the years has been charged with doing some of the country's largest infrastructure projects.

In 2006, we completed the Portmore Causeway, followed by, in Montego Bay, the elegant corridor from Montego Bay to Falmouth. In 2012, we completed the Ease West Highway all the way to May Pen.

In 2016, we completed the North South Highway. So, NROCC's role has been to make some of these projects which seems impossible possible. In

fact, this project that we are here talking about today has been on the drawing board since 2001, that was when the first designs for the project was completed.

So I am going to talk to you a little bit about the project. Look at the traffic on the highway. Talk about why we think we have a problem. Look at the origin, what we call the origin destination surveys which have been carried out. Look at the alternatives that we have considered. And finally, look at the alignment and give the viewers and listeners a tour of the alignment.

So the traffic congestion problem in Montego Bay, has been a thorny problem for a long period of time. All the roads which connect on to, the waterfront, onto the Howard Cooke Boulevard has been congested over the years.

Compounding this problem is the issue of the traffic in Montego Bay. In fact, until we actually started looking at the Montego Bay area, it was difficult to understand why there was so much traffic, until we actually started counting the traffic. And at that point we recognized that the traffic in Montego Bay was

actually, outside of Kingston & St. Andrew, the highest traffic in country. So, in fact, Howard Cooke Boulevard, Alice Eldemire Drive, Bogue Road intersection had some of the highest traffic volumes anywhere else, as I said outside of Kingston and St. Andrew and Portmore.

We also looked at other issues which compounded the problem of traffic which is the flooding issue, as anybody from Montego Bay knows, the North and South Gully are notorious for flooding and when those become over capacity then we have significant flooding in Montego Bay. Also compounding the problem is the cruise-ship arrivals into Montego Bay. Over the next three years the cruise-ship arrival passengers is expected to grow from about six hundred and forty-five thousand to about seven hundred and forty-five thousand. Similarly, the arrivals at the airport are also expected to grow significantly over this period of time. Also compounding the problem, is the many movements that we have across the Howard Cooke Boulevard. So a number of steps have been taken to try and improve and correct

the problem. The Bogue Road improvement, the dualization of the Howard Cooke Boulevard, the dualization of the elegant corridor. But despite all of these, we continue to have the traffic confection problems in the city.

But how does the traffic congestion manifest itself? So if you look at two of the main corridors which go into Montego Bay road and most people know these two roads, typically we call it the Top Road and the Bottom Road, Gloucester Drive on the bottom, and the top road which is Queens Drive.

If you look at the time it takes to get from one side of Montego Bay to the other side of Montego Bay, you quickly recognize that there are significant delays as you go through Montego Bay. So what this graph shows you is the time it takes to get through Montego Bay travelling from East to West and from West to East during various times of the day. In the morning you can see the sharp peak where traffic—the travel times goes up to about 40 minutes, just trying get from one side of the city to the other. And interestingly, even though we are having a 40 minutes travel time,

if you were driving at normal vehicle speeds long the roadway this will only have taken you seven or eight minutes. So it is not the distance that is causing the problem, it is the significant congestion that we are having on the roadway.

Similarly, if you look at Queens Drive which is the other road, the other alternative, so when you are coming into Montego Bay typically most drivers would have two options either driving along the bottom road, or driving along the Queens Drive which is what we call the top road. You have the same issues, significant peaks, and significant delays in terms of getting from one side of the city to the other.

Again, as I said before, a distance that if you are travelling normal vehicular speeds it will take you of the order of seven point eight minutes to travel across the city.

So we try to understand what was causing the problem. Why is there a congestion problem? Where are people coming from? And where are they going to go? And so in order to do this, we set up what we call seven traffic analysis

zones throughout the city where we started stopping people and asking them questions about where they are coming from, where you are going to in order to try and understand why we have this significant congestion problem in Montego Bay, and would a bypass, for example, help solve that problem. Because we needed understand how many people want to go to the city as against how people were just passing through the city.

So, we collected about 3,000—we did about 3,700 surveys, and out of those surveys we came up with what we thought was an estimates of how much traffic would likely go around Montego Bay, rather than going into Montego Bay. How many people were destined for the town of Montego Bay as against how many people wanted to either go through to Negril or *vice versa* go through to Ocho Rios. Based on that we came up with some projections in terms of, what the traffic on the Bypass would look like? How many people would chose to use the bypass, if a bypass was built? And what you see on screen are some estimates of the traffic along the various sections of the

bypass. So, the bypass starts on Ironshore side, I am actually at the bottom of the screen, and so from Ironshore to Salt Spring there will be of the order of twenty thousand vehicle on the bypass. Between Cornwall Court and Salt Spring of the order of about 19,000 vehicles. Between Porto Bello and Cornwall Courts another 19,000. I will show you the alignment so you can get a better feel where are these locations are.

So, once we understood how much traffic would be on the Bypass, we then started to look at what are the alternatives for building this Bypass road around Montego Bay. And so, in fact, we came up—we did a number of different alternatives. In fact, we did twelve sub-alignments looking at different areas, different ways to get around Montego Bay. Obviously, because Montego Bay is now built up, we had to find a way through the existing developments which are on the Bypass. And these options included a number of tunnel options. In fact, interestingly, when we did the study in 2001, when the original study for Montego Bay Bypass was done, tunnels were some

of the options which were considered at the time. And so, we looked again at the viability of building a tunnel which would shorten the distance around Montego Bay.

So, we came up with a number of criterion and we used these criteria to evaluate the various options, and from these options we came up with what we called a preferred alignment. And so that preferred alignment starts at about Ironshore. So, if you are coming from Kingston just about where Ironshore is, where the Blue Diamond Shopping Centre—most people in Montego Bay know Blue Diamond. We start just by the gas station at Blue Diamond, come up the hill above Cornwall Courts and wrap around, going back around, unto Bogue Road, and I will show you a tour of what that alignment looks like.

So, this is just a quick tour which takes us along the Montego Bay Bypass alignment. Starting from the Howard Cooke Boulevard side. Just giving it a little time to load - thank you.

So, if you think of driving down the Howard Cooke Boulevard going west, we continue going

west and then we wrap around the sewage ponds which everybody in Montego Bay knows on Bogue Road. From there we go across Bogue Road itself, with a grade separated interchange. We go pass ATL Motors on the right and JUTC on the left, and then we find our way through Temple Gallery Road which is a narrow road which we are winding to four lanes. From there we go pass Bogue Village, and pass the, what is supposed to be the new UWI Campus in Montego Bay. We go across Fairfield Road and from here we are running pretty much parallel with the Montego River, climbing up the hill trying to find the way through the existing developments.

So, we climb up the hill, again for people who know Montego Bay, on the left we have Porto Bello Developments and on the right we are coming up to the Irwin Developments.

We have obviously a lot of new infrastructure being put in, new bridges to come across the Montego River in this location and a lot of new interconnections. So, we are connecting from one side of the river on to the other side of the river, from the Irwin side on to

the Porto Bello side. And also, at the same time connecting some rural roads, the road from Adelphi tying it into the Highway at this point. So, at the Irwin location we have a new interchange. From Irwin, we then continue up the hill and we are now almost at the highest point along the alignment, which is in the area of Cornwall Courts, just behind where we have Green Pond High School.

One of the things to note as we go through this area is, there are a lot of lands being open up for development. So, this is not only a transportation project in the sense of reducing travel times, but it is going to open up significant new lands for developments in that area.

So, we go pass Cornwall Courts, pass Green Pond High School, and then we start making our way down on the other side of Montego Bay. So we are now on the Ironshore side of Montego Bay; from here we go through the Salt Spring Developments and then down the hill coming up to Ironshore on the right-hand side, again opening up new lands for development, and then coming down finally down into the North Coast

Highway again, down into the elegant corridor, with the hotels on the northern side.

So, this is just an illustration of what the North Coast—sorry what the Montego Bay Bypass will look like. Part of the project is also what we call the Long Hill Bypass. And the Long Hill Bypass is another critical part of the project which will see us bypassing what is currently call Long Hill.

So, just to finish up, as the video comes in, we are coming into the elegant corridor with the hotels on the northern side. So, this is approximately fifteen kilometres of roadway. And what this will do is deal with the congestion for people who don't necessarily want to come to Montego Bay, but who want to go around Montego Bay, or people who work on either side of Montego Bay, and therefore, who don't necessarily need to go into Downtown of Montego Bay.

But as I was saying, another critical part of the project is the Long Hill Bypass. So again, for anybody who lives in Montego Bay, the Long Hill Road is a winding road which connects the Montego Bay area to the South of the country.

And so, what we have done is to tie this new Long Hill Bypass into the project. So, part of the project will see us building what will actually become the first section of what we call a Highway 2000 Project from Montego Bay going all the way back to Mandeville on the other side. As I was saying, the Long Hill Bypass Project is approximately ten kilometres, it starts along the existing Montego Bay Bypass. So just at where we were talking about earlier where the Bogue Village starts that is where the Long Hill Bypass starts. So, for those people who normally come down Long Hill, through that winding road frequently blocked by trucks and accidents, this is what we call the new Long Hill Bypass. This has become the new connection of Montego Bay to the southern side of Jamaica, going down to 'Mackfield'. So, the Long Hill Bypass comes up through Bogue Hill, gets up to Anchovy, at Anchovy we have a new interchange which connects back the Anchovy Main Road to the New Long Hill Bypass. From there we have virtually green areas, so this is the Anchovy area where we are coming across. From Anchovy, again as I said, we have a new alignment

continuing all the way down to Montpelier. So, the section that we are building as part of what we called the Long Hill, part of the Montego Bay Perimeter Road Project, is the section from Montego Bay to Montpelier in the first phase. Once that is completed, then we will start the construction of the other sections of the roadway.

The Chairman: You got fifteen minutes, your time is just about up.

Mr Anderson: Alright, so just to mention there are two other projects which make up the Perimeter Road Project. One is the Barnett Street Project, which is just an improvement of Barnett Street, and similarly is the West Green Avenue improvement. So those four project make up the Montego Bay Perimeter Road Project. Currently we are out now doing surveys along the alignment to better understand the features of the roadway. We are looking at valuations of properties along the alignment. The overall project is expected to cost about two hundred and twenty million, (220 Million) and once we have the EIA Permit, we expect to get started in about 2022.

The Chairman: So, thank you so much, Mr. Ivan Anderson with an overview of this Project.

We are going to hear now from Dr. Carlton Campbell, Managing Director, CL Environmental Company, he will present on the findings of the EIA Report. He has twenty minutes. Remember stakeholders you have thirty-five minutes to ask your questions and to get your answers. Please send your questions to the various means that are available.

We are on ZOOM, we are on TVJ, YouTube, JNN YouTube, and we are live, of course, on JNN. So, get ready with your questions so the answers can be given.

As NEPA said, there is no finality to the EIA, the granting of the EIA in this session. There is no final decisions. We are having the discussions and a decision will be taken by the appropriate body, and you will have change to make submissions to NEPA 21 days, within 21 days after this.

So, Dr. Campbell, it is your time now for your twenty-minute presentation on your EIA Report.

Dr Campbell: Thank you, Emily. Good afternoon. You will appreciate for a project of this size we had to put together a multi-disciplinary team, this slide just gives an outline of the persons who were involved. CL Environmental, CEAC Solutions, we also had the Jamaica National Heritage Trust who looked at all the historic and cultural sites. And we had associated consultants that did different aspects of the project.

For this, the outline, we are dealing with issues raised, geo-technical features that came along, hydrology, dust, noise, vibration, impacted structures and flora and fauna. And what we have done is try to pull together the major impacts that we think, there are other impacts and minor impacts that we have dealt with in the EIA, but for this purpose we kind of pull it together.

We have had some meetings, and some of the issues that came out, some of them were dealt with on these slides in terms of traffic, in terms of persons having property in the alignment. How it will be dealt with, NROCC has a relocation plan, there were questions

about how we deal with noise, which we had dealt with in terms of access especially for the UWI Western Campus. In terms of drainage which is an issue that was raised. A part of this project that there is a drainage, a master drainage plan which deals with drainage in and around Montego Bay that was not dealt with in this EIA aspect because it is a separate section. But in terms of drainage we will assure residents that that issue was looked at.

There is also the possibility of changing of alignment and that will be done with NROCC and their teams in terms of discussions, in terms of some persons who might not be impacted by the alignment. Question on how long you can lodge your complaints. You can do it both verbally or in writing to NROCC. There were also issues that came up in terms of access, how do we access the road. There are issues of alignment in terms of how it impacted flora and fauna, and those are answered in the EIA. And just to say that there are some issues that came up in terms of mangrove removal, and

also in terms of the broad leaf forest. We will get into that later.

There were also issues that were raised by a stakeholder, the National Water Commission which we took on board and we also dealt with in the EIA document. We also had a meeting at West Green where some of the questions that came up in terms of children using the road, if there will be an overhead bridge, and the answer really is no, but there will be intersections at the-crossing at the intersections.

There were some concerns about noise, dust and vibration which we will deal with later on. And in terms of compensation as I said, that will be dealt with by NROCC and the relocation and compensation plan.

Also the issues of drainage keep coming up, and as I said, that is something that was dealt with in the study. There is also a question in West Green about accommodation for persons with disabilities and the road, and the roadway will take that into consideration.

There are some geo-technical features that we need to highlight between Alice Eldemire Drive and into the Bogue Lagoon-Bogue area where they have the sewage plants. Then there is an issue because of the soil type, there is a possibility of settlement that will be dealt with in terms of the engineering of the road in that area. Coming up further up, then you also have the issue of the road running between the two sewage ponds and that was something that was discussed with the National Water Commission and how best to deal with that.

In the Porto Bello area there is, based on the cuts, there is the possibility of rock falls, and also in terms of the drainage we have to think about cross drains for the highway. One of the issues when it comes to road projects is that, when persons tend to get complaints about flooding is that the drainage are not adequately sized or the road itself is blocking the flow of water, and that is how the flooding really comes about.

In terms of the Salt Spring area, we have to think about the Salt Sprint gut coming down

into Ironshore, that watershed that flow comes down, persons would have seen it, the effect of it couple years back when Riu was flooded out in the Ironshore area, a lot of debris and water came down and that was the problem.

And the Long Hill Bypass section, beginning, the Bogue area, we have issues that possible be it settlement and as I said that is something that can be engineered out. In the Bogue Wilshire area, we can have rock falls, but you also have to look at the flows in terms of drainage so that we don't have an issue of what occurs now where when you have rains water come down from Anchovy all the way down on to the coast.

In terms of Wilshire Mount Carey, there is some issues with settlement, and then closer to Mount Carey, there is an issue where we had to look at the Anchovy Gully to make sure that allowances is in there so that the flows are not obstructed.

In terms of hydrology, the major thing on this project is the realignment of a section of the Montego Bay River, and that area is closer to— it is down closer to the area, closer to

Fairfield. And we know over the years that the river has overflowed its bank in heavy rains. So, one of the things that—why we are doing the realignment is that, the river, the river would cross the highway at least twice in a short period of time. So what we have done is proposed to realign 240 meters of that river so that it does not cross the road. And the slide kind of give you an idea of where it is. The pink looking area is that we have changed the alignment so that it does not cross the highway and made allowances for the Tulloch Spring. There is another issue in terms of potential erosion in the Barnett, —well, by the Barnett Bridge I should say, the Montego Bay River and that image on the right gives you an idea of some of the erosions of the banks and that is something that we will have to take into consideration.

In terms of the realignment, we also looked at what impact it would have on increased velocity of the river because we are straightening it. What we found was that the change was minimal between one and five per cent, but also, we would also want to do some

river training just to ensure that the bridge does not fail because of erosion.

In terms of dust, all of the ambient which is the existing where within the NRCA dust standards. But we know in a project like this because you are clearing land, because you are doing excavation, because you are transporting marl, then there is a possibility of dusting. And then there are some general things that you need to do to prevent that, you wet the area within four to six hours, and then on a hotter day then you wet it more frequently. You minimize areas that are cleared, so you only clear the smallest amount of area that you need so that you don't create dust nuisance.

You cover and wet the construction materials and also for trucks transporting, you also ensure that they are covered. Another thing is, during construction there are times when things fall off, off the trucks you need to have persons there to ensure that they are swept up off the road.

In terms of noise impacts, we had looked at, - these tables give you an idea of what we

expect, the baseline is what is existing and as you can see it is an example. This is West Green, all of the noise levels, the daytime noise and the night-time noise levels have already exceeded the NRCA standard. So we are showing you with the mitigation right, what would happen. So without mitigation is the one, top table and the bottom table shows the cumulative impacts which is the noise from the highway plus the existing noise what it would be. And if you look at that table you will realize that the mitigation steps really work. And what we are proposing are noise walls. These images give you an idea of where the noise walls will be, or proposed to be. So you have Montego West, up Temple Gallery Road, near Orange Irwin and of course, West Gate. Salt Spring would have and coming down into Ironshore those areas we are prepared to have. On the Long Hill Bypass you have Montego Bay West Village again, up Gordon Cross up Bogue Hill, and also, you will have it on Fustic Grove and Anchovy Bottom. And near York Mount Carey area is also another area that we will think about.

In terms of the Barnett Street dualization a lot of it would be on the eastern side of West Green, as you can see in the slide. And then for West Green pretty much along the length of the roadway to protect the houses that are in the line.

Vibration, we looked at vibration that is an issue that was raised in our meeting at West Green. So this table gives you an idea of the vibration, what effect, it levels what effect it has on humans, what effect it has on buildings. So we looked at vibrations in different areas and at different distances. We looked at where the closest residents would be to the proposed alignment. So the closest alignment would be between 31 to 50 meters of the Montego Bay Perimeter Road. Persons in these homes would actually be feeling the effect of construction, if there is any blasting then it would be even more. Pile driving, for example, in Irwin area where we expect to do a bridge then that for sure will cause more discomfort.

This table gives an idea of the different types of construction equipment, what the

vibrations will be in terms of predicting the vibrations based on the various distances from where the equipment are being used.

We looked at the Fairfield Great House and because it is a historic site we looked at it. Pile driving would be an issue. But in terms of blasting you would more or likely have an impact on the architectural thing of the building.

The Long Hill Bypass we looked at things closest to the buildings, closest to the alignment, fifteen to twenty meters persons, of course, as we are saying would have an effect and impact on them in terms of vibration. Blasting would also be a problem.

In terms of the Long Hill Bypass this is some idea of some of the equipment and the vibration from them.

West Green we looked at West Green, as I said, that came up, we did recordings, we did some measurements and at the value that we got those persons would really, at present, with the traffic there it supports what they are saying in terms that they feel vibration when

trucks and vehicles passing on the road at present. There is no effect on the building based on that. We did some predictions in terms of what we expected, the vibrating roller would be the one that causes the highest vibration and if it is used closed enough to the buildings then it can cause both structural and also architectural damage, and these are the predicted values that we have looked at.

So, in terms of mitigations, some of the stuff we will communicate with persons so that they know what is happening and when because that is one of the issues that makes it unpleasant. We also would have to tests and surveys before to ensure that we look at persons building sense, so that when the work is done just in case there is an issue then we can know what the building was like before. And we looked at the type of equipment that is going to be used, and also to make sure that instead of using all of the vibrating type of equipment altogether then you look at phasing it, demolition, earth movement, ground impact, you know, instead of doing all at the same time,

that would help to reduce the impact of vibration. As I said have regular meetings with the person.

As with all of these project alignment, there are times when persons find that their structures are in the alignment, the proposed alignment and in this case there is no exception.

Montego Bay Perimeter Road, we expect, as I said proposed and potential because the alignment, the final alignment and survey is being done now. We expect about 225 structures to be impacted whether it be residences, whether it stalls, whether it be walls or whether it be parking lots and the table gives you an idea of what they are.

For Long Hill we expect about 180, and as I said, the maps on the right on the slide gives you an idea, and the areas in which we expect these to be.

In terms of dualization of Barnett Street, most of those are either car parks, bust stops and it is only 13. In in terms of West Green, we have some houses there—not houses sorry,

car parks, footpaths, bus stop and other commercial side shops. These are the maps showing you some areas along West Green where we have those potential impacted areas.

Also, we looked at flora and fauna. In terms of the flora, the study showed that there are areas that, varying areas, developed areas based on the land use of agriculture, housing, industrial.

A summary of the species found, 142 along Montego Bay, 135 along Long Hill, 35 and 49 along Barnett Street.

A large percentage of the forest in Jamaica are disturbed and degraded. Here is not much different, there are some areas, but we have crossed some forest estates, there are endemic species that were found along them, for example the 'Thrinax'. Fifteen endemic species were found and the table gives you an idea of some. So the broad leaf forest during the— along the Montego Bay Perimeter Road, we expect to impacts about 32.5 hectares 10.2 out of that is crown land. But there is a re-forestation plan that was developed and proposal submitted to the Forestry Department.

NROCC has 60 hectares under their ownership to do replanting exercise. Along Long Hill we expect about 34.7 hectares, most of it is going to be in private lands and, of course, as I said, the plans are in place awaiting the approvals.

Another issue with the Montego Bay the removal of mangroves we expect to impact of about 2.71 of hectares of mangroves in the Bogue Area, and one of the ways of mitigating is replanting mangroves. NROCC has already identified a site. And are also for those that are left we are putting in at least four balancing culverts that allows water to pass through so that one side does not get dried out, and also for mobile animals that they can pass through from one side to the other, so that we don't block them off.

In terms of fauna, several species were found of several conservation especially in the endemic bromeliad fauna, seven amphibians, five of which were endemic, 13 reptiles, 12 endemic land snails, and there is a picture of the endangered bromeliad frog, it is limited in range especially in the western section of

Jamaica and its distribution is severely fragmented.

There is also butterflies, and while these surveys were done during the drought during the wet period we expect more species to be found. There is also the bromeliad crab that is there. Terrestrial species, 44 species in lime stone, 32 species were found and these are birds, the more endemic were found in the wooded areas. There are 500 wetland species in the Bogue sewage pond area, most were migrant waterfalls no wetland species were of speciality. And then we also looked at bats in the area. One cave that we had recorded that is closest to the highway, is along the Barnett Street and that one has literature that says that bats were found in there.

In terms of mangrove forest 13 wetland, two species of crabs, lizards, wasp and snails and this is a picture showing the oysters on the mangrove roots.

Thank you very much.

The Chairman: Good, just in time twenty minutes. Thank you so much Doc for that presentation with that Report.

Let's take a break when we come back, your questions. We know you have a lot of questions on this, you have seen the presentations, you have you heard the potential areas of concerns that were covered drainage, dust, noise, mangrove removal and so forth. You can send your questions, let me just remind you of the whatsapp numbers. The numbers is 876-878-1356 call through as well on 876-926-1100, send your questions through ZOOM and through whatever platform you are using. The whatsapp numbers are now on the screen as well as the call-in and put your questions to the panellists, except Mr. Nelson from NEPA, who will not answer any question in this segment at all. So when we comeback we will hear from all of you with your questions and concerns.

(Short break)

(Resumption)

QUESTIONS AND ANSWERS SESSION

The Chairman: We are back with you so welcome to the Virtual Town Hall for the National Road Operating Constructing Company, NROCC. Its public consultation and we are looking at the proposed Montego Bay Perimeter Road. The presentation of the Environmental Impact Assessment Study as you heard a moment ago, with some of the areas of concerns that would come up with a project like this, and the ways in which those could be addressed. So we are taking your questions now, we have 35 minutes for stakeholders questions, comments whatever it is you want to raise with the panellists. And the two people who will be answering the questions now are Mr. Ivan Anderson, the Managing Director for NROCC, as well as Dr. Carlton Campbell, the Managing Director of CL Environmental Company.

So we have some residents from Bogue who have written to ask us, what of compensation. How is it that they are going to be compensated for whatever they stand to lose in this Mr. Anderson?

Mr. Anderson: Thank you, Emily. So in relation to Bogue Village, in particular, in relation to that

sub-division, we don't expect to be impacting that sub-division at all. And so, in fact, we had a meeting—we had a number of meetings with Bogue Village. The latest one being last week where we discussed the alignment in the Bogue Village area. The Bogue Village is what we call Temple Gallery Road, just opposite from where the sewage ponds are. So we expect, there is an existing reservation for road widening in that location. So we expect to be able to fit through the existing reservation without actually impacting on the houses themselves.

But more generally, if we are talking more generally about how we deal with compensations. So what we do normally, is we employ an independent valuator who goes out and does an assessment. So we talked about doing the surveys and from the surveys we identify approximately how much lands maybe affected or whether buildings maybe affected, and then we use this independent valuator to come up with a valuation for the property. And based on that valuation we then come to an agreement, typically with the land owner. In

fact, over the number of years we have been doing this more than 98 per cent of the times, we come to an agreement where we are able to compensate the land owner where they own the land.

There are other complications, obviously, where people don't own the land, where we also make some—we have some other mechanisms for dealing with it. So, for example, if the person who is on the land may have inherited it from a parent or grandparent, but may not have title for the land at that particular moment in time, then what we do we compensate for the buildings on the property, and we pay those upfront and that allows the person to then relocate and move the building pending the dealing with the probates of the will or getting the necessary titles for the land. And once the titles are in place then we compensate for the land.

The Chairman: Right, So, I heard Dr. Campbell said that there are about 225 structures to be impacted residence, stalls, parking lots and so forth say for the Montego Bay Perimeter. This is not compulsory acquisition of land? Is it?

Mr. Anderson: Right.

The Chairman: And this is not compulsory acquisition of land that is not what we are operating under is it?

Mr Anderson: No, so compulsory acquisition of land is the legal process, but obviously where we are able to come to an agreement with somebody without going through that process then we use that process. We use compulsory acquisition typically where there is no owner, where there is no person there who can negotiate for the land owner. Because as we said earlier they may not have title or the probates may not have been completed. But in all respects we compensate people who are on the land.

The Chairman: Right, so somebody else is asking how many houses in each community will be impacted. I think, Dr. Campbell, on one of your slides you have that where I made a note 225 structures for the perimeter road, and then for Long Hill 180 structures. Do you have those number to hand there?

Dr. Campbell: No, I don't, but bear in mind it is along the entire alignment. So what we had shown on the slide was that there are certain cluster areas

where you have it. That map; that detail is in a structured survey report that has been submitted to NROCC. So they are using that report now with the surveyors to go out, check the alignment if it is there, then they speak to the individual land owners.

Mr. Anderson: And just to clarify, I think, Carlton, Dr. Campbell clarified it in his presentation. This is the total structure, these are not residences so that includes as you were saying walls, or drains, or paved driveways all of those things are included in that—in the case of Long Hill, that 180. The actual structures are much, much less than that. The actual residences are much less than that. And what we have now is a much wider corridor. So when we did the Environmental Impact Assessment we did it on a very wide corridor, given the need to necessarily shift inside of that corridor. So we are hoping that as we go through the process of doing the final design, we will minimize the impact on structures.

The Chairman: Right, also another stakeholder is asking what the estimated completion date of the project?

Mr. Anderson: It is 36-months and we expect to start in about 2022.

The Chairman: Subject to?

Mr. Anderson: Subject to the approval of NEPA.

The Chairman: 36 months?

Mr. Anderson: Right.

The Chairman: And in Jamaica there is always fluctuations and extensions, and addition of time so realistically?

Mr Anderson: No, that has not been our experience and in fact, all our projects they have been completed on time and on budget.

The Chairman: Alright, will land be available for those who stand to lose property, somebody is asking that, Mr. Anderson?

Mr. Anderson: As I indicated earlier, what we do is to compensate people for the property and allow them then to be relocated. So we provide market value for the land and buildings, where they don't have titles, as we said, we compensate them for the buildings at current replacement cost for the buildings. So, the amount—the sums that they get is in fact

probably much likely to be much more than they have actually spent in constructing the building, because we are paying them what it would cost today to replace that building.

The Chairman: So the bottom line is, you pay them value and they would have to go and find somewhere else to buy a piece of land and put a house on it if they had a house on that land.

Mr. Anderson: Exactly.

The Chairman: How wide will the road lanes be passing through Temple Gallery Road?

Mr. Anderson: So, it is four lanes, each lane is 3.65 meters wide. So the entire road passing through Temple Gallery, that area by Bogue Village is about 21 meters wide. So including the sidewalks on either sides, including the driving lanes, including the median, it is about 21 meters wide.

The Chairman: Four lanes you said?

Mr. Anderson: Yes, so each lane is about 3.65 meters which is about 12 feet, which is typically what our lanes are in Jamaica.

The Chairman: So it is four lanes of—it is dual carriageway?

Mr. Anderson: Dual carriageway, two lanes in either directions.

The Chairman: We pay taxes on our property. Will you accept those papers, somebody else in one of the communities asking that?

Mr. Anderson: So, in terms of—I suspect they are talking in terms of ownership, approved ownership.

The Chairman: Yes.

Mr. Anderson: So the issue of ownership is through the issue of title. Once you can show that you are the registered owner for the property then we pay for the land. As we discussed earlier where you don't have a title then you pay for the buildings on the property. But just paying valuations, just paying property valuation is not sufficient to show ownership.

The Chairman: I just wondered how problematic that is going to be legally, because you know a lot of people in Jamaica, as you said, live on land for a long time, don't have title, it is 'dead-lef' land coming down and they can't really trace route of title, have no certificate. How do you guard against anybody coming to claim, as legal owner for the land sometime later down

when you have already paid monies to individuals who were occupying a structure on the land?

Mr. Anderson: It is a difficult process. We go through a process of publishing notices, putting where people—as you said, where people don't have titles then we published notices on the property, advising anyone who has an interest to come forward. We then typically have a hearing where we invite anybody who believes that they have an interest in this particular property come, and indicate on what basis they have an interest. And then through that process we tend to, we have been able to identify the people who are to be compensated for the buildings. But as you said, until they come forward, the actual title for the land we don't compensate for the land itself.

The Chairman: Right, somebody wants to know who is funding this?

Mr. Anderson: This project is being funded by the Government of Jamaica.

The Chairman: Really, even after COVID?

Mr Anderson: Even after COVID, yes. So the plan is still to fund the project by the Government of Jamaica.

We have been delayed as a consequence of COVID. As you know a lot of the budgets have been reduced and so that has also affected the timing of our project start-up.

The Chairman: But how far back has it pushed the intended timeline for start-up?

Mr Anderson: About a year?

The Chairman: About a year?

Mr. Anderson: Yes.

Mr. Anderson: So we had proposed to start next year, if everything had gone well without COVID.

The Chairman: And you said it is US\$220 Million?

Mr. Anderson: That is correct for all of the sections, for the Long Hill, Montego Bay Bypass and Barnett Street and West Green.

The Chairman: So this money is going to be coming out of capital?

Mr. Anderson: Yes, that is the expectation.

The Chairman: Wow! I did not know? Is this one of the first projects we are doing from capital A?

Mr. Anderson: Right, it is one of the largest projects ever done through Capital A.

The Chairman: What happened, the Chinese money has dried up?
(Laughter) That is not for you. As a matter of fact, somebody is asking Mr. Anderson, are Chinese involved?

Mr. Anderson: So, originally we had had discussions with CHEC, but since the project is now being refinanced it is something that we are looking back at as well. So originally, the project was going to be refinanced through the EXIM-Bank of China, with China Harbour Engineering as the contractors which is being reviewed, now that we are going to finance the project ourselves.

The Chairman: So if we finance ourselves we will be using local contractors?

Mr. Anderson: That is all part of what is being reviewed, how we implement.

The Chairman: Right, somebody is asking i have property at Cashew Grove where my home was stopped at decking. How will I be compensated? Obviously people are very interested in the compensation issue.

Mr. Anderson: Alright, so Cashew Grove is one of the sub-division that we are going to impact. There

are approximately thirty-seven (37) lots in Cashew Grove that we are going to be impacted. There are many more lots on that in the subdivision, there are about, I think six houses which are under-at various stages of construction that are going to be impacted. Over the next two months we are doing the evaluation for all of the lots in Cashew Grove, we have completed some of them for the buildings, especially where people were under construction, and we are now in the process of compensating those people, where they were actually building already.

The Chairman: Can I just ask, as we take some more questions from the stakeholders the viewers' interested parties. Send your questions, we will put the whatsapp line back up, and the phoning lines back up on the screen. But, Dr. Campbell, the noise that you highlighted in your EIA and the vibration isn't it the case that sometimes when you have vibration of a certain level then it can cause infrastructural cracks and so forth on the building?

Dr. Campbell: Yes, it can.

The Chairman: Tell me how you say that you can mitigate that in the Report that you have put forward?

Dr. Campbell: Right, so one of the things that we had looked at, is what we expect based on the type of equipment that will be used for the construction. So one of the slide showed the distance from the road where the work is, to the structure. And in one of them we realized that if you are using the vibratory roller you wouldn't not want to within .3 meters of a building, because if it is not constructed properly then you are going to have problems in the structure, and of course, also with the architectural like plasters and stuff. So in that case then, in that area then you will have to make adjustments to use other normal roller instead of a vibratory roller, things like that we look at.

The Chairman: Right, and then Mr. Anderson all of the people who would be working on the project would be sensitized about these different—the pieces of equipment which would be necessary because of potential infrastructural damage to the house and so forth?

Mr Anderson: Absolutely, so one of the things we do and Dr. Campbell spoke a little bit about it especially in terms of blasting. So anybody who is within eight hundred meters of a potential blast site, what we do is, we do what we call a pre-blast survey. So we go through every house, we take pictures of you know all the cracks, any damages which exist in the house, we get the home owner to agree that this is the current situation of the house, and then once the project is completed or once the blast is completed, we go back and review those pictures. If there is a difference then the contractor is required to correct it.

The Chairman: So it is a lot of homes, lot of structures you will have to visit and do this preliminary assessment?

Mr. Anderson: Especially where we have blasting. Where we have equipment we don't expect to have that much impact, and therefore, the surveys that we will do, will be much, much closer to the roadway.

The Chairman: Again coming out of Bogue Village. I am a home owner in Bogue Village will you pay market value for the property?

Mr. Anderson: Yes, so we answered that question before. So first of all, Bogue Village is not going to be impacted that is the first issue. But wherever we impact properties, we pay market value.

The Chairman: So who is going to do—pay for valuation such that you pay market value?

Mr. Anderson: As we said earlier, we have employed an independent valuation surveyor, and that valuation surveyor goes out and does valuations of the property.

The Chairman: Why would the people trust your independent valuator?

Mr. Anderson: They don't necessarily have to trust, I mean, they can get their own valuations. I mean, that is part of the discussion that we have. So if you get your own valuation we have our valuation, we try and come to an agreement, we discuss the mechanism. So failure to come to an agreement then we have a hearing with the Commissioner of Lands who then makes a ruling in relation to valuations.

The Chairman: Okay. So the citizens of Ironshore need clarification on the route. Is it true Ironshore industrial—this will be through Ironshore Industrial Estate or Residential Morgan's Road, is that for you?

Mr Anderson: Alright.

The Charmin: You can take that, Dr. Campbell?

Mr. Anderson: As we showed on the slide, the highway comes down just to the West of Ironshore, so it actually comes through the open subdivisions which is just to the West of Ironshore, where the new gas station is, for people who know the area of Ironshore, it comes down the road right beside the new gas station. So it is about a hundred meters from Morgan's road.

The Chairman: What about the houses that were built without approval of the Parish Council, will there be compensation for those as well?

Mr. Anderson: So, when we do valuations it doesn't, we don't take into account whether the house was approved or not approved. We just compensate based on the value of the structure or the value of the property as is.

The Chairman: Right, there is a question there if you just go back down a little bit so that I can read it from the start. Will the drainage system be improved to run to the Bogue sewer pond? Dr. Campbell, I think you did something on that drainage.

Dr. Campbell: So part of the project—well, another aspect or the project is that there was a drainage assessment that was done and part of it is that there will be upgrades to the drain to facilitate drains, improve the drainage in the areas that we are, not necessarily because of the road itself, but generally drain improvement because of what has happened in Montego Bay over the period of time.

The Chairman: If a notice was placed on your property, will it definitely be acquired? Because I know you had to put public notices for this public session. What does it mean for the people who received those notices?

Mr. Anderson: Right, we issued notices under the Land Acquisition Act, it is a process that we go through and these notices typically allow us to begin the process of survey. So the notice is really to bring to the attention of the

home owner that the property maybe affected and that we need to do surveys and geo-technical investigations. So it is really a fore warning for people to know that those surveyors may come, or those engineers may come, they may do drilling or whatever nearby. And from that information we then establish exactly whether the property is going to be affected or how much land maybe affected.

The Chairman: And those individuals will go on the drilling, how soon or how close to the expected start-up date of the project will they be expected to be going to these expected locations?

Mr Anderson: So, right now we are really focussing on doing the surveying. So the notices that we have issued are typically in the same Bogue Village area along Temple Gallery Road. So that is where we are focussed on doing surveying now. And so they should see the surveyors out there doing surveys along this road.

The Chairman: Right, somebody is asking for you to provide more details on the dualization of West Green and Barnett Street. You had that up on the screen, did you?

Mr. Anderson: Right, so West Green Avenue runs from Barnett Street all the way back to Howard Cooke Boulevard. And in fact, there is an existing reservation there for widening of the roadway. And so what will happen is that the roadway will be widen for four lanes all the way through that existing reservation. So again, because the existing reservation exists, we don't expect to impact properties on either side.

The Chairman: Okay, somebody again is asking specifically what is the start and end point of dualization. Just clarify that again for me please?

Mr. Anderson: For West Green?

The Chairman: Yes.

Mr. Anderson: So West Green starts from Barnett Street—from Bogue Road going all the way back to Howard Cooke Boulevard.

THz Chairman: Right, and we had a picture of that up on the screen at some point in time?

Mr. Anderson: Yes, we did.

The Chairman: If we could get to that so that people could actually see, those who may not know the area

we will put that up soon. Is the map available on-line? I trust this is a whole outline of the entire project, is it available on-line?

Mr. Anderson: Yes, so it is available in the EIA Report. So the EIA Report have a lot more detail in the document including details of all the sections.

The Chairman: And we have said, and NEPA has told all of us that the Environmental Impact Assessment Report for this proposed project is available for access by the public. It is at St. James Municipal Corporation, Union Street in Montego Bay, the Parish Library, the Montego Bay Chamber of Commerce, Billy Craig Building, Fairview Business Centre Mobay, Anchovy Branch Library as well, National Works Agency, Western Regional Office, NEPA's Website which is nepa.gov.jm and as you said, it is on the National Road Operating and Construction Company's website at h2kjamiaca.com.jm and it is also on Environmental Company Limited website at clenvironmental.com.

This map that I am seeing here or this picture that I am seeing up here, is this part of the...?

Mr Anderson: That is a section of West Green Avenue, it is less than 2 kilometres long, and as I said it starts at Bogue Road, Barnett Street on the right of the map and it goes to Howard Cooke Boulevard on the left of the map.

The Chairman: Right, so one of the other things that struck me when Dr. Campbell was making his presentation would be the several endemic species that are in some of the areas to be impacted, the bromeliad frogs and crabs, butterflies and all a number of, as I said endemic species. How do we mitigate the destruction of some of these species, I mean, these are very crucial to the overall ecosystem of any country?

Dr Campbell: Alright so what you would normally do with projects that would impact is that you go through before you start, those that can move, the endemics like plants, and then you put them in nursery, move them put them in nursery or plant them in another area that we know won't be disturbed. When you have them in nursery you do the project and then you take them put them back out of the nursery and replant.

In terms of like the frogs and stuff some of them will move with some of the plants themselves because they are inside the bromeliads, so that is best way of doing it.

The Chairman: And the mangroves?

Dr Campbell: In terms of the mangroves, tried and proven and internationally recognised. You do replanting of the mangroves. So you look at how much you will be impacted in the EIA, we gave you an estimate of how much mangroves, trees would be impacted and you replant that amount in the areas that you specify.

The Chairman: They take so long to grow back, that is what the research has shown.

Dr. Campbell: Yes, they take a while...

The Chairman: Fifty, seventy-five years, I think.

Dr. Campbell: No, no, not that long.

The Chairman: But they do take long?

Dr. Campbell: They take a little while, but a part of it is either you do something or nothing at all. And I think it is better to do something than just removing it or not replanting it.

Mr Anderson: We have actually replanted mangroves in past. When we did the Portmore Causeway we actually replanted a whole series of mangroves, and they have done very well.

The Chairman: They have grown back now?

Mr. Anderson: They have grown back very well.

The Chairman: They are not part of the reason we are feeling so much heat now because you take out so much?

Mr. Anderson: No, no so we actually have more mangroves than when we started.

The Chairman: Will rehabilitation of arterial roads in Anchovy area also be undertaken?

Mr. Anderson: No, so the highway project will improve the sections of roads where we cross. So for example, where we cross over the Anchovy Main Road, then the section of Anchovy Main Road maybe a hundred metres on either side of the highway, will be improved and the drainage will be improved in that area, but not any more than that.

The Chairman: Okay, don't forget viewers to send your questions by whatsapp 876-878-1356 you can call in as well to 876-926-1100, send your messages through the various fora that you are

watching this on. Somebody is asking, and I see. Mr. Nelson having his interest peaked there because they are asking is NEPA on board to go ahead with this project. But NEPA has given us their public statement and they say that this is just part of mandatory public meeting, they are here to ensure that the guidelines, the regulations in relation to public meetings, they are carried out in a particular way. I should tell you as well, there is lady here, a stenographer and her name is Ms. Sandra Clemmings and she has been taking verbatim notes of everything that has gone on during this session, because the notes that she takes, the minutes will have to be sent to NEPA, so NEPA can see the things that were said. The questions that were asked. And then you can submit your questions within 21 days as well, on this matter to NEPA, and then NRCA will have the final decision on this particular consultation. I got the process right, Mr. Nelson.

Mr. Nelson: Yes.

The Chairman: For the most part. He is not supposed to answer any questions in this because he is a

completely impartial, sort of fly on the wall, not a fly in the ointment, fly on the wall, so that is why I am not even going to ask him to answer.

Will the erosion of dry gully leading from Salt Spring passing behind Blue Diamond causing flooding to Riu be addressed?

Dr. Campbell did you deal with that?

Dr. Campbell: Yes. It is part of the drainage plan for the highway, that has to be addressed and it will be.

The Chairman: Some of the times when some of these projects are done, Mr. Anderson an area that was never flooded we end up seeing even with the shortest shower of rain flooding coming in even though you say at the start of the project you are going to address some of these things. I don't mean NROCC, I just mean developers all over. What assurance can you give to the public that you won't actually make drainage issues worse, and you will correct some of those issues from even before this project starts if you get the go ahead?

Mr. Anderson: Well, all of this starts from the assessment of what we have, so there is a fairly detailed Environmental Impact Assessment which is carried out. That assessment looks at the potential impacts and looks at the potential mitigation factors. Those mitigation factors are then translated into the design of the project. So, all of the, especially the last structures on the roadway are designed for a hundred years; and we also look on the downstream impacts, because obviously within a large project like this you may have more water running off. And as Dr. Campbell indicated we look at how we can mitigate those run-offs, whether it be used through utilizing detention ponds or other mechanism to slow down the water coming down.

The Chairman: Okay.

Mr. Anderson: And we have had a lot of experience doing this. In all the projects we have done we have not have an issue so far.

The Chairman: Right we have just about five minutes before the end of this Public Consultation. Somebody is asking, "so will the roundabout and those lovely trees at the roundabout will those go?"

Dr. Campbell: West Green.

The Chairman: West Green?

Dr. Campbell: Yes, in West Green, the roundabout.

Mr. Anderson: Oh the roundabout inside West Green itself?

Dr. Campbell: Yes.

Mr. Anderson: So, I think the viewer may be talking about the roundabout in West Green itself. So between the two ends of the existing roadway between Barnett Street and Howard Cooke Boulevard where we talked about building the four lanes, there is a roundabout which is in the middle between both, and we will have a new traffic control intersection where the roundabout used to be. So, there will be a new traffic light intersection there to control traffic coming into the roadway.

The Chairman: And will there be a meeting with Ironshore CDC.

Mr. Anderson: Yes. So, we have been having a series of meetings and will continue to have those meetings going forward.

The Chairman: Okay, will any part of the Montego Bay Bypass be tolled?

Mr. Anderson: Yes, so it is expected that a section of the roadway will be tolled; we are still working through those details now. What we anticipate is that if you travel the full length of the Bypass. So if you get on at Ironshore or at Elegant Corridor and come all the way through to Bogue Road, you will pay a toll. But if you get on, for example, at Elegant Corridor at Ironshore and you come half way up you may not necessarily pay a toll. So if you come up to Cornwall courts you will not pay a toll.

The Chairman: Okay. I think that is all the time we have. We have had the thirty-five minutes or so for questions from stakeholders, members of the public in this very new medium for public consultation. The Virtual Town Hall. Let me just take the opportunity to thank you all for tuning in and I remind you that a copy of the Verbatim Minutes which has been taken by the stenographer will be submitted to NEPA within seven days of today's date. And you the members of the public, you the stakeholders, the people who have interest, those living in and around the areas to be impacted, you have

up to twenty one days after today to provide written comments to NEPA.

These comments can be submitted to the Application Secretary Branch of the Agency at 10 Caledonia Avenue Kingston 5, or you can send an e-mail to applications@nepa.gov.jm all of the comments that are received by NEPA will be collated and they will be sent to NROCC for responses to be provided, just in case some of the concerns you have you did not get them into this session. The door is not closed because the consultation process will take place through that.

Can I thank you all so very much. Thank you to my presenters for this Public Virtual Town Hall.

Thank you to Mr. Ivan Anderson, Managing Director of NROCC. Thank you as well to Dr. Carlton Campbell, Managing Director of CL Environmental Company. Thank you to Mr. Miguel Nelson from NEPA who gave the public statement. And thank you to the members of the public who were engaged in this forum. And please send you comments, as I said, to the

agency, NEPA, so that whatever other questions you have, they can be addressed.

We thank you so much for having joined us. Thank you to the entire production team and have yourselves a good evening. I am Emily Shields.

Adjournment taken at 6:30 p.m.