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1. Purpose

This document incorporates a report on the public hearing on the Environmental Impact Assessment (EIA) requested for the proposed Incinerator at the Sangster International Airport, Montego Bay, Jamaica. The hearing was stipulated by National Environment and Planning Agency, (NEPA) and was held on July 6, 2004 at the Wexford Court Hotel in Montego Bay.

2. Background

A permit application for installation of the incinerator was submitted to NEPA. The Agency required an EIA and a public hearing as part of the permit application process.

The SIA is the larger of the two international airports, handles the bulk of tourist arrivals to the country, and directly serves the premiere resort area of Montego Bay and the north coast of Jamaica. The airport complex consists of a single 8700 foot runway, taxiways, aprons, terminal buildings, charter terminal and other aircraft and passenger support services.

The SIA is rated by the ICAO as a Category 8 airport. Standard international navigational and landing aids are used, together with a control tower and weather service with 24 hour operation. The present runway capacity is rated as 45/hr with an annual capacity of about 150,000 movements.

There are a total of 14 operational stands, and the terminal building services 12 scheduled airlines with 12 customs and 16 immigration/health counters through 11 gates.

In early 2003 the SIA was leased by the Airports Authority of Jamaica (AAJ) to the private consortium, the Montego Bay Airport Limited, (MBJ) to operate and expand the facilities of the airport. The AAJ is mandated as part of the agreement, to commission a new incinerator to replace the existing method of waste disposal which is inadequate and which cannot meet the growing needs of the expanding facility.

The proper disposal of solid waste has been a problem at the SIA for some time. In general the installation of a purpose built incinerator facility will allow the SIA to dispose of "international waste" in a more controlled and environmentally appropriate manner. The burning of "international waste" generated on incoming aircraft has been a general recommendation from the Ministry of Health as a precautionary measure to avoid introduction of deleterious substances and mixing with local waste.

A solid waste survey was carried out in 2001 to determine the type and quantities of international solid waste generated at the SIA. The findings indicate that an average of 1680 Kg. of international waste is generated daily with an average of 0.181Kg/passenger

per day. The combustible fraction of the international waste represents 83% by weight. The incinerator has been sized to handle projected waste volume to 2020.

3. Notice of the Hearing

3.1 Notices

Information on the public consultation was disseminated by the following means:

3.2 Letters of Invitation

Individual letters of invitation were set to several persons, agencies and organizations, and included stakeholders. A list of invitees and the letter of invitation are given in Appendix I.

3.3 Advertisements in the print and electronic media

Advertisements for the meeting included the following:

The Sunday Gleaner
The Daily Gleaner
The Sunday Observer
The Daily Observer
The Western Mirror

A sample of the newspaper advertisement is given in Appendix II.
Posting on the website of NEPA.

3.4 Distribution of flyers

Flyers were prepared and distributed to several organizations, agencies and individuals, local communities, St. James Parish Council and Montego Bay Chamber of Commerce. The flyers were the same format as the newspaper advertisements.

3.5 The Public Hearing

The Public Consultation was held on Tuesday, July 6, 2004, 5.30 –7.30 p.m. at the Wexford Court Hotel in Montego Bay. The session was chaired by President of the Montego Bay Chamber of Commerce, Mr. Winston Dear. The agenda for the meeting is given in Appendix III.

The meeting was fairly well attended with at least 32 persons. Registration sheets were provided and are given in Appendix IV.

Presentations were given by Mr. N. P. Saulter, Airports of Jamaica Limited on the Incinerator and Mrs. Eleanor Jones, Environmental Solutions Limited on the

Environmental Impact Assessment. Verbatim notes on Mr. Saulter’s presentation are attached in Appendix V. Mrs. Jones’ slide presentation is attached as (Appendix VI).

3.6 Question and Answer Session

The main issues raised in the questions and answer sessions are presented below:

Person		
Janet Silvera – Gleaner Co.	Q	First I’d like to find out here if there are any residents from the communities that are close to the airport, mainly Flankers or White House.
	A	Doesn’t seem so
Janet Silvera – Gleaner Co.	Q	Were they invited to this meeting?
Winston Dear – Chairman	A	Yes they were and the press carried advertisements. Up to yesterday I saw an ad in the Gleaner and I believe there is one in the Observer and one in the Mirror. They were told about it and they were specifically invited. As a matter of interest some community residents did come to the last meeting we had last week and were told then about this one.
Janet Silvera – Gleaner Co.	Q	I am not certain the kind of impact it will have on those communities. I understand when you said that given the wind factor, how much is going to stay in one area, but I’m not sure how much impact it will have on those communities. Whether or not some of that heat or smoke or anything like that will affect those communities, I really don’t understand. Can you explain that for me?
Stephen Haughton	A	The incinerator by itself, without any air pollution control devices on it there will be an impact. According to the screening model there will be a maximum impact that will fall out at 71 meters. The model emission extends out 500 meters away from the proposed location. So Flankers is not going to be affected or if it’s affected it’s going to be at a less concentration than what the standard is.
Janet Silvera – Gleaner Co.	Q	So Flankers will not be affected
Stephen Haughton	A	No it won’t. In fact none of the communities would.
Rachel Allen – Urban Development Corporation	Q	Will you be able to meet the standards if you have ACP devices?
Stephen Haughton	A	Yes

Rachel Allen – Urban Development Corporation	Q	But you were saying you won't implement them until you have it up and running.
Stephen Haughton	A	No
Rachel Allen – Urban Development Corporation	Q	I wasn't quite clear in terms of the ACP devices, you will have them installed?
Stephen Haughton	A	The reservation has been made for it.
Rachel Allen – Urban Development Corporation	Q	So it's not that they will be a part or are they a part of the whole system.
Stephen Haughton	A	No it's not a surety that they will be a part of it. And the reason for that, and it has been made clear in the assessment report, and NEPA understands that as well. What is happening is that NEPA has a tiered system of how to actually recognize emission rates. The first tier in terms of accuracy is what we call continuous emission monitors and the next tier is what we call stack emission testing. The third tier is by way of mass balance calculations and the last tier is emission factors. Now what is happening is that emission factors are what is available for all the parameters we had to take into consideration for the modeling . Now because it is at 4 th tier the emission rates that are calculated, the level of accuracy is not what the first tier would have been. So part of the whole recommendation process is that during the commissioning of the unit, you make sure you do a stack test, stack emission testing that will actually get the real emissions that are coming out the incinerator and then you can use that now to refine the model. When that is done the performance of the incinerator will be determined and NEPA will be guided towards issuing the air pollutant discharge license. The license they issue will actually stipulate the maximum emissions that the incinerator can actually emit. So really they need to have the stack emissions test done and that will also determine whether Air Pollution devices required meet standards.

Rachel Allen – Urban Development Corporation	Q	But over time won't that change like with maintenance and over time you find that the stack is not as clean so if you don't have that ACP in place and the stack is not being maintained you will face a problem.
Stephen Haughton	A	The operators of the plant should ensure that the incinerator is cleaned and maintained to keep compliant.
Rachel Allen – Urban Development Corporation	Q	I'm still not clear on one little component and that is if your modeling should show or show indicate, I think you did show the table with the three things, the 1.88, so based on this you could predict that you will need or you would more than likely will need ACP devices.

Stephen Haughton	A	<p>Ok, based on this you could predict that, but what we are saying is that there are two things which made a input to get these numbers, one was the emissions rates the other was the meteorological data which was already built in the model. The emission rates by way of the emission factors which you get them, that's what we want to make sure is very accurate. You're with me? In other words, the information you're using is coming from a 1996 document, which NEPA recommends. You're following the recommendations which are there, but what I'm saying is that the recommendations based on 1996 data so actual emissions will help to refine information on the standard being met. Air pollution control technology devices are very expensive. You don't want to stipulate that, yes, the APC must be there when they don't necessarily need to be there. You can actually end up doing a stack emissions testing and then realize the numbers are way below what the emissions factors in the model were calculated, and I've had that experience. I've done real stack emission testing, I've done emission factor calculations, and the emission testing is just way below the results of the emission factors. So you have to take that into consideration, because you really don't want such an expense to be made when you don't really need it. So NEPA has actually bought into this understanding, and they made a decision that this is the process that they are going to follow and that is what we have done. So what we've asked is that reservation be made for the APC, should it be needed and the Airports Authority have made the accommodation.</p>
Rachel Allen – Urban Development Corporation	A	Thank you.
Sharonmae Shirley	A	<p>Just to add, Ms. Allen raised a point about the maintenance of the incinerator over time and the change in the quality of the emissions. NEPA does have a requirement that annual stack testing be done and so those will identify any changes that may occur.</p>
Winston Dear Chairman	-	Q Any other questions? Patrick

Patrick Murray	Q	I need to be clear on the operation of the incinerator itself, what's the mechanical system involved. Also, in earlier years I've learned that the airport has a long term plan in terms of the expansion approaching the Flankers area and my question is in term of the long term expansion how will the positioning of this incinerator affect this long term plan that I've heard of, because based on what I've seen there it's like in the centre of where I thought the expansion was going to be.
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Patrick Saulter	A	<p>Let me take the second question first. In terms of the long-term expansion, I think the footprint that you will see in another year or two of the airport is the footprint that will be going for a long time to come. In fact the designs we're looking at attempts to utilize what presently exists and to build around what presently exists. So the footprints that are out there now, if you've been there recently pretty much represents the long-term footprints of the airport. So in terms of physical space, we don't envision that it will be extended much beyond what you see out there at this point in time.</p> <p>In terms of the growth, the current incinerator, which is a 4 tonne unit, presently I think the airport is handling something pretty close to 2.5 million passengers a year...just over 3, ok. Based on the solid waste generated per passenger per day we were doing the arithmetic, I was doing the arithmetic because I was expecting such a question; I think we are looking at perhaps the year 2020, 2018-2020. We had a 3% growth projected for the current year, from last year and we're going forward with something like over 3.9% growth. So we're looking at about 2018-2020 for the capability of this incinerator to be exhausted. Remember we're dealing with just the international waste. We're not dealing with the solid waste. Some airports are handling both so for them it's a different thing.</p> <p>The system, I'm not too sure what it is you're asking. It is a mechanical system that's pretty much automatic. You put the stuff in, it's shredded, it's then taken back, there's a screw that's used that takes it into a conveyor system that takes it to a height a silo is there. It's then loaded into the incinerator itself and then the incineration process takes place and what comes out at the end is ash.</p>
Patrick Murray	Q	<p>And I'm going to get to the matter of stand-by generator, is it a fuel? How does it get power supplied?</p>

Patrick Saulter	A	It's electricity and it's expected that there may be down time. So not only for the benefit of the incineration process but also for the sustainability on the incinerator itself, It's important that power is available to it at all times. So it's recommended that it not only have main power but also stand-by power.
Winston Dear - Chairman	Q	Are there any other questions? Mr. Ross from the Marine Park come let's hear you
Andrew Ross – Marine Park	Q	I just have some pretty much interest questions. The machine, it doesn't take any kind of fuel does it? I mean the burning process doesn't require propane heater or anything like that, it just burns on its own garbage all the time?
Patrick Saulter	A	Yes it uses electricity to start up
Andrew Ross – Marine Park	Q	Where is this position of the road? Is the road going to be changed as the new highway comes through?
Winston Dear - Chairman	A	Yeah, I can just say in my other capacities of life, this is the existing road and the new road is actually shown on a very light line that comes through here.
Andrew Ross – Marine Park	Q	In terms of the chemicals that are being produced, I see the wetland lies within the circle of the, I guess for lack of a better word, the fallout. Is there any worry of chemicals being allowed into that area and ultimately entering, where I fall, sort of the food chain, anything like that? So at the end of the day that water flows through the airport to the sea, right pass White House, and I mean I already don't eat fish but there's a lot of people who still do.
Stephen Haughton	Q	As a result of the emissions?
Andrew Ross – Marine Park	A	Yes.
Stephen Haughton	A	We're looking at concentrations in the order of 10^{-3}
Andrew Ross – Marine Park	Q	So it's not very much.
Stephen Haughton	A	Yes
Andrew Ross – Marine Park	Q	Are the chemicals that will accumulate in the food chain though, potentially causing mischief later on?

Stephen Haughton	A	Well there are certainly chemicals that are persistent. I'm not sure exactly which of these are. We're looking at probably chromium, which is probably one of those which is...
Andrew Ross – Marine Park	Q	Is there anything there that is probably wise for NEPA to be testing for let's say in the tilapia pond across the way?
Stephen Haughton	A	I'm not sure if NEPA would be doing something like that. Probably will have to ask them.
Andrew Ross – Marine Park	A	Fair enough
		Can I add something, the metals that have fallen out, that is the total percentage particulate, when those particulates fall out if they go into the water bodies they're going to be dissolved. NEPA has ambient standards that way exceeds what the concentration is when it is diluted. So I really don't think that it will affect...
Andrew Ross – Marine Park	Q	It's not a question of that. It's a question of accumulation within the food chain, within the water is one thing but within...
	A	It's not really a standing water body...
Andrew Ross – Marine Park	Q	Right, does the airport, with road coming in, this is my last question, with the road coming in this occurring and it being a degraded wetland does the airport have any plans with what's going to happen with that place, you've got birds and so on occurring causing problems, is it going to be infilled, is it tidied up, is it going to be anything? Does the airport have a plan for that?
Patrick Saulter	A	We don't really have a lot of plans for the wetlands because we believe the wetlands help to clean up what goes into the marine park so we think it's to the advantage to the marine park to retain as much of the wetlands as possible. And in fact we hope that the whole drainage is going to be somewhat different once the road gets put in place because you know that there is a drainage that goes to the east that comes to a rather abrupt end. So drainage will go eastward rather than northward through the airport.

Cosmo Whyte	Q	One quick question, you may have mentioned it but it slipped me. Could you just speak to the ash that is the residue, should we be concerned with it and how do you dispose of it?
Sharonmae Shirley	A	The ash is going to have heavy metals, some of the similar pollutants that will be in the air emissions will be in the ash. Based on our evaluation the concentration of these elements in the ash aren't such that they're going to be of tremendous impact on us unless the ash is allowed to become airborne. So the guidelines that we are recommending call for the ash to be properly bagged so that when it is taken away from the site it is not allowed to become airborne. When it goes to the landfill it will be properly buried. We should not really have a problem with it once it's managed properly.
Cosmo Whyte	Q	So is it going to be managed properly?
Sharonmae Shirley	A	There has to be an environmental management plan that has to be in place prior to the commissioning of the incinerator. NEPA has required that, and that will be in place, so all of that will be taken care of.
Rachel Allen – Urban Development Corporation	Q	So is ash hazardous? How can we guarantee no problem? We also know that Retirement is a problem and is not a landfill
Sharonmae Shirley	A	It's not that the ash itself is a hazardous material, it's once it becomes airborne. So once it becomes buried like typical domestic waste...
Rachel Allen – Urban Development Corporation	Q	But we know no guarantee that ash will be handled properly. I worked with the Solid Waste Management Authority so experience is the best teacher.
Sharonmae Shirley	A	In fact we discussed this with the Solid Waste Management Authority and they have indicated that once the waste gets to them bagged, they will bury it and it should not present a problem. This is true for both for Retirement in Montego Bay and Riverton City in Kingston.
Winston Dear – Chairman	Q	You want to add to that?

Patrick Saulter	A	There isn't much I can add to that, Cosmo, just to say that the intention is that the ash is bagged, as a matter of fact the construction of the facility is such that it provides for storage of bagged ash so that an economic time, what has been bagged will be taken away to the landfill and we have had discussions with the National Solid Waste organization and they have undertaken to treat with the ash once it comes to them bagged. You're concerned with the particular landfill, we cannot really speak to that, we have no control over that.
Winston Dear – Chairman	Q	Thank you Cosmo, we will certainly follow up on that. We do have the indiscipline that takes place at the landfill and we would have to make sure that this ash is properly buried. And remember that following right behind this, the Port Authority is going to have to do the same stuff so that it will have to be a whole process. Maybe we will have to get them to assign a specific area so that the tractors will immediately cover the ash as soon as it is delivered. Any other questions? Marine Park again, right sir?
Dietrich Roggy – US Peace Corps.	Q	I work with the Marine Park and I work with Western Parks and Markets. First I had a question for the engineer, the question was a clarification for your distance of maximum concentration and I wanted to know if that was the distance at which your concentration of pollutants are at a maximum?
Stephen Haughton	A	Yes
Dietrich Roggy – US Peace Corps.	Q	So it is. So you're taking into account some convection occurrence?
Stephen Haughton	A	Yes
Dietrich Roggy – US Peace Corps.	Q	So you have an outfall that is a maximum?
Stephen Haughton	A	Yes
Dietrich Roggy – US Peace Corps.	Q	And also some of your numbers when you were looking at needing advanced pollution control, you just have microgram per cubic meter and I just needed some clarification, is that particulates, is that total micrograms of what?

Stephen Haughton	A	This is microgram per meter cube. This is dioxins and furans.
Dietrich Roggy – US Peace Corps.	Q	Ok, and basically from your calculations you say you really have to use the dry solvent injections and filter which I take to mean, like a bag house with powdered activated carbon injection or something similar.
Stephen Haughton	A	Yes, something similar
Dietrich Roggy – US Peace Corps.	Q	And I just having seen a facility in the States that uses that and having been told how much it costs, just wondered if you had a cost estimate related to this project for this? I mean it was a major part of the operation at this one place I inspected.
Stephen Haughton	A	Yes it is. The capital cost is of the order of US\$1.5 million and the O and M, not sure of the operating and maintenance costs associated with the APCs but it is quite significant as well. And that is really why in Miss Allen’s question what we said is that we have to make sure that if you don’t need the APC then we don’t invest that money. And that is why we are saying, we are recommending, that the stack emission test be done, get a hold of what the actual emissions are, refine the screening model and then you can take it from there.
Dietrich Roggy – US Peace Corps.	Q	And to compute these numbers you took something from an EPA report you said from 1996?
Stephen Haughton	A	Yeah, we used the AP 42 list of emission factors so we use the emission factors from...
Dietrich Roggy – US Peace Corps.	Q	From standard municipal waste or something like that?
Stephen Haughton	A	No. it’s actually refuse incineration, and that specific one for is the “starve air piratical systems”.
Dietrich Roggy – US Peace Corps.	Q	Do you have any knowledge of what percentage of plastics and polystyrenes, et cetera would be in that?
Stephen Haughton	A	It would be expected to be what we already have, about 25%. It would be approximately similar.

Dietrich Roggy – US Peace Corps.	Q	To follow up briefly on a question that Andrew had asked, you asked what the concentrations might be getting near that wetland. And I wasn't sure if you were talking about airborne or water phase concentrations. You said on the order of 10^{-3}.
Stephen Haughton	A	Yes
Dietrich Roggy – US Peace Corps	Q	If that's liquid you're talking that's one gram per litre, which to me seems very significant.
Stephen Haughton	A	Yeah, it won't be litre. You're going to be having, what basically this says is that you're going to be having at around 71 meters just a little bit less of what that orange line is, you will come out with an emission with a 5.3×10^{-3} . This, what I'm looking at is arsenic concentration. What that really is, you will know that in there are metals from time to time, it has a vapour phase and it will have a particulate phase as well. The actual phase, I'm not exactly sure what it's going to be. We're going to have to look at the vapour pressures and the actual pressure of the within the system and then going to be able to determine whether it's going to come out as a particulate or if it's going to be vapour. So we're not exactly sure with what it might be.
Dietrich Roggy – US Peace Corps.	Q	Right, 10^{-3} that's like 1000 parts per million, that's big numbers for environmental chemistry. I guess that about covers it for now. Oh, for maybe the more airport type folks, the question of the definition for international waste, is international waste just the food waste and such generated on the airplane or what exactly is the international waste?
Patrick Saulter	A	I think it is what is produced on the plane.
Dietrich Roggy – US Peace Corps	Q	Right, looking at a health standpoint I wondered how a cup from some foreigner drinks from on the airplane differs from once they get off the airport if they stop at the little snack bar and take a drink and throws that away, I mean how do these things differ and whether or not it might be easier for the airport to just to deal with it all the same way?
Patrick Saulter	A	We hear you

Winston Dear – Chairman	Q	Thank you. No I'm not making light of your comments. Certainly it is something of serious consideration. I'd like to recognize Mr. Tugal Brown, the superintendent of Rose Hall Works from the St, James Parish Council, Mr. Brown. Are there any other questions? Come back Mr. Ross.
Andrew Ross – Marine Park	Q	There won't be any visible smoke or smell or anything like that?
Winston Dear – Chairman	A	There will be no visible smoke or smell. They told us that when we were having the storage ponds installed. But I think that the Port Authority or the Airports Authority will live up to their word that there will be no smoke of smell et cetera. And Miss Allen
Rachel Allen – Urban Development Corporation	Q	Quick question, quick comment rather, I spent two years working at Riverton City as a waste specialist and I just wanted to say that the responsibility for the ash, or the ash at the landfill becoming airborne is a serious matter. Retirement is not a sanitary landfill, if it were a sanitary landfill it will have to be buried in a cell, right and the responsibility for the ash is not removed because it reaches to Retirement so I think I'd just like to suggest that a little bit more thought or inter-agency communication be done with Solid Waste Authority and Airports Authority to ensure that Airports Authority's ash when it gets there is properly disposed of.
Winston Dear – Chairman	A	No I think that is a serious point and something that we could ask you to look at.
Sharonmae Shirley	A	We specifically wrote to the Solid Waste Management Authority and they have responded to us and they have communicated that they will be charging a fee for the burial disposal, so we are sure that they are not going to be treating it as they will normally treat Jamaica's waste...
Winston Dear – Chairman	A	I still think we should ask for it to be monitored.
Sharonmae Shirley	A	It has to be monitored but I'm saying they will have taken the precaution to ensure...
Winston Dear – Chairman	A	It's buried properly.

Sharonmae Shirley	A	You have to physically instruct them how it has to be put into containers.
Winston Dear – Chairman	Q	Does that satisfy you?
Rachel Allen – Urban Development Corporation	Q	I'm just saying to you from my experience and to protect the Airports Authority of Jamaica to ensure that it doesn't fly back into, you know get the whip lash, and so it doesn't affect the general population in the long run
Winston Dear – Chairman	A	Well your point has been taken and Environmental Solutions will make sure that that is monitored and treated properly. Are there any other questions? Being no questions, for the last time I wish to thank the Airports Authority, Mr. Patrick Saulter, Mrs. Eleanor Jones and her team for giving us a very comprehensive presentation on the installation of the new incinerator for the Sangster's International Airport, and for you all to be here and participating in this public inquiry. This presentation, and the public inquiry is now adjourned. Thank you very much.

APPENDIX I: Letter of Invitation and List of Invitees

List of invitees

Title	First Name	Last Name	Job Title	Company	Address1	City
Mrs.	Wendy	Lee	973-4305 (Fax)	Northern Jamaica Conservation Association	P.O. Box 212 Runaway Bay	St Ann
Miss	Jill	Williams	940-0659	Montego Marine Park	Gloucester Avenue	Montego Bay
Mr.	Horace 952-5510	Peterkin	President 952-0816	Jamaica Hotel & Tourist Association	Montego Bay Chapter	c/o Sandals, Montego Bay
Mr.	Winston 952-6045	Dear	President 952-2784	Montego Bay Chamber of Commerce and Industry	Shop 5 Overton Plaza	Montego Bay
Mr.	Martin 953-2800	Nicholson	General Manager 953-8980	The Ritz Carlton Hotel	1 Ritz Carlton Way, Rosehall	Montego Bay
Mr.	Dermot 953-2650	Connolly	Manager 518-0203	Windham Rose Hall Resort & Country Club	Rose hall	Montego Bay
Mr.	Errol 926-3210	Mortley	Environmental Specialist 926-2572	National Works Agency	140 Maxfield Avenue	Kingston 10
Mr.	Conrad 952-4455	Robinson	Customer Service Manager 971-8271	Jamaica Public Service Co. Ltd	Shop 4 Bay West Centre	Montego Bay
Mr.	Kendis	Nangle	Acting General Manager 794-8148 (fax)	Jamaica Public Service Company Ltd	8 Royes St	St Ann's Bay
Mr.	Desrick 940-7330 940-4466	Litchmore	Regional Manager 940-7973	National Works Agency	Flankers Main Rd	Flankers, St James
Mr.	Noel 684-9545-7	White	Managing Director 684-9548	N.O. White & Associates Ltd	Shop 19, Montego Freeport Shopping Centre	Montego Bay
Mr.	Horace	Cotterel	Major Projects Manager	National Works Agency	Flankers	St James
Mr.	Jorge 952-3779	Sales	CEO 952-3133 (fax) 952-7366 (fax)	MBJ Airports Ltd	Sangster International Airport	Montego Bay
Mr.	Curtis	Grad	952-3133 (fax) 952-7366 (fax)	MBJ Airports Ltd	Sangster International Airport	Montego Bay
Mr.	Patrick	Murray		Jamaica Institute of Western Engineers	Montego River Gardens	Porto Bello

Title	First Name	Last Name	Job Title	Company	Address1	City
Mr.	Cosmo	White		Cosmo White & Associates	Freeport	Montego Bay
Councilor	Noel 952-9066	Donaldson	Mayor of Montego Bay 952-4066	St James Parish Council	19a Union Street	Montego Bay
Mr.	Ian 952-5500-2	Reid	Secretary/Manager	St James Parish Council	19a Union Street	Montego Bay
Mr.	Wallace	Nyrop	Project Manager	Stanley Consultants Northern Coastal Highway	Queens Highway	St. Ann Bay
Ms.	Rachel	Allen	Environmentalist	Urban Development Corporation	12 Ocean Blvd.	Kingston
Mr.	Winston	Ritchie	Area Manager	UDC – MoBay Region	42 Fort Street	Montego Bay
Mr.	Godfrey 952-2854	Dyer	President	JHTA/MoBay Chapter 952-3637 (fax)	Wexford Court Hotel Gloucester Avenue	Montego Bay
	Joan	Robertson	Secretary	JHTA/MoBay Chapter 953-9150	Coyaba Hotel	Montego Bay
Mr.	Clive	Taffe	Regional Director	Jamaica Tourist Board	952-4425 952-3587	Montego Bay

APPENDIX II: Advertisement

APPENDIX III: Agenda of Meeting

PUBLIC PRESENTATION

**INSTALLATION OF INCINERATOR
SANGSTER INTERNATIONAL AIRPORT**

ENVIRONMENTAL IMPACT ASSESSMENT

**Wexford Court Hotel
Montego Bay, St. James**

Tuesday, July 6, 2004

AGENDA

Chairman: Mr. Winston Dear, President
Montego Chamber of Commerce and Industry

1. Welcome & Introductions
2. The Incinerator Project Mr. N.P.Saulter,
Airports Authority of Jamaica
3. Environmental Impact Assessment Mrs. Eleanor Jones
Environmental Solutions Ltd.
4. Questions and Answers

ADJOURNMENT

APPENDIX IV: Guest Book

GUEST BOOK

PUBLIC HEARING

SANGSTER INTERNATIONAL AIRPORT - INCINERATOR

HELD ON JULY 6, 2004 AT 5.30 P.M.

AT

WEXFORD COURT HOTEL

GLOUCESTER AVENUE

MONTEGO BAY

NAME	COMPANY/AFFILIATE & ADDRESS	CONTACT INFORMATION	COMMENTS/ FOLLOW UP
Stephan Houghton	Independent	386 4408	
Pablo Foster	NEPA	376-6549	
Millard Gayle	MBS		
CERES SRAD	MB)	952-2712	
Dietrich Roggy	US Peace Corps	952-2712 901@peace.com 406 7090	
Eugene Creams	MBS	952-2712	
Andrew Boss	MBAP	952-5619	
Noel Whyte.	NO. Whyte & ASS.	684-9545	
Cosmo Whyte	Cosmo Whyte Arch Cfd	684 9844	
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APPENDIX V: Presentation on the Project, Mr. N. P. Saulter

Mr. N. P. Saulter, Project Manager, Airports Authority of Jamaica:

Good evening East Village and of course solid waste management. Our forum this afternoon will deal specifically with one aspect of solid waste management namely the management of internationally generated solid waste. The activities at international airport resulted in the generation of both domestic and international solid waste. On average about 30% of the total solid waste handled is international, that is originates outside our borders. Health authorities worldwide, and that includes Jamaica, prohibits the mixing of boat waste streams as the consequence of such action can indeed be far reaching. The spread of diseases from one country to another is but one such consequence. As a result airports are generally expected, indeed mandated, to separate and maintain the separation of boat streams of solid waste as far as possible given the facilities available for treatment of the waste. Here in Montego Bay, the Sangster's International Airport contracts for the transportation of domestic waste to the municipal facilities, while it assumes the responsibility for the disposal of the international solid waste by way on incineration. Typically, the international solid waste collected at this airport is comprised of paper- of 34%, plastic- 25%, vegetable matters- 4%, glass, metal and unclassified material constituting the rest, and in 2001, it averaged some 4000 pounds per day or 0.4 pound per passenger per day of international garbage. Historically, this waste has been incinerated by use of open burning and more recently the disposal facilities were upgraded by the construction of a burn box. The airport authority, in keeping with its mandate, has since procured a modern state of the a four tonnes per day incinerator from a Norwegian firm called Scanship at a cost of just over US\$3.15 million to replace the existing facility which is inadequate and which cannot meet the growing needs of the expanding facility. The specifications of this incinerator were informed by a detailed study undertaken to quantify and characterize the international solid waste being generated at the airport. This unit was delivered to Jamaica last year and is now to be installed in a

purpose built facility costing some \$35 million. Construction of this facility is well advanced. Our target is to commission this incinerator into service before the end of this summer. Prior to operating the incinerator the Airport Authority of Jamaica is required to obtain a permit from NEPA, the National Environmental Protection Agency, which is the environmental regulatory agency of the government of Jamaica. NEPA's requirements for permitting is, as you would expect, quite involved, as it must ensure compatibility between the process and results. It does address issues such as the manufacturing of the incinerator, installation commissioning, operations, maintenance; it wishes to address issues like aspects and impacts of the incinerator on the adjoining community. To assist the airport authority in meeting the agency's rather stringent requirements it has appointed an international firm of environmental consultants, Environmental Solutions Limited, to liaise with NEPA throughout the process. In fact, after hearing the introduction of the chairman, I need to add NEPA is also required to field the searching questions that I gather we can expect from the audience, and in particular the gentleman over there. Mrs. Eleanor Jones, a principle of that company is at the head table with us and she will be speaking to the issue of the Environmental Impact Assessment programme. That is all I wanted to say at this stage ladies and gentlemen. Thank you and thank you Mrs. Jones.

APPENDIX VI: Environmental Impact Assessment, Mrs. Eleanor Jones