

# **Bouygues Travaux Public**

## **Public Presentation**

### **Environmental Impact Assessment of the Proposed Highway - Mount Rosser Bypass**

#### **Schwallenburg Community Centre**

**Wednesday, 10 October 2007**

Verbatim Notes of public meeting held on Wednesday, 10 October 2007 at the Schwallenburg Community Centre to discuss the findings of the Environmental Impact Assessment of the Bouygues Travaux Public proposed Highway - Mount Rosser Bypass.

**Present were:** Mr. Hopeton Heron - Chairman, Mr. Jon Fullard CEO Bouygues Travaux Public; Mr. Dubois Managing Director Trans Jamaica Highway, Mr. Ivan Anderson Managing Director, National Road and Operations Company (NROC), Mr. Timon Waugh and Mr. Brian Richardson – Consultants EnviroPlanners, Ms. Barbara M. Hines – Recording Secretary. There were approximately 112 members and stakeholders of the community of Faiths Pen and surrounding communities in attendance.

1. **Welcome and Introduction** - The meeting was called to order at 7:04 p.m. by the Chairman, Mr. Hopeton Herron. Mr. Herron remarks:
  - The purpose of the meeting is to engage stakeholders. I thank you all for making it. This evening we have with us Mr. Jon Fullard - CEO Bouygues Travaux Public; Mr. Dubois - Managing Director Trans Jamaica Highway, Mr. Ivan Anderson - Managing Director, National Road and Operations Company (NROC) and Mr. Timon Waugh – consultant to EnviroPlanners Limited. Mr. In the audience are other persons attached to companies represented by the presenters.
  - Mr. Timon Waugh of EnviroPlanners will be talking about the environmental impact the highway will have on your community physically, socially and otherwise and getting the project done in good order. After Mr. Waugh's presentation, Mr. Anderson will make his presentation to be followed by an interactive question and answer segment, at which time you may field any question or comment that might be of concern to you and your community.
  - I invite you all to participate in the evening's proceedings, by listening attentively to the presentations. Please hold your questions and ask them at the end of the presentations. I ask that you write your questions and be respectful of each others opinion.

- I now invite Ms. Angella Graham to say prayers.
2. **Prayer** – (Ms. Angela Graham, President of Faiths Pen Vendors Association): Ladies and Gentlemen, let us pray. Dear God please bless the evening's proceedings, the proposed project in general that it will benefit us ..... . I also pray dear Father for good order to prevail..... ..Amen.

Mr. Herron: Tonight we will hear presentations from Mr. Waugh and Mr. Anderson. I now invite Mr. Timon Waugh of EnviroPlanners Ltd. to make his presentation.

**PRESENTATIONS:**

3. **Presentation of the Environmental Impact Assessment Findings and Measures to Minimize Impact - Mr. Timon Waugh – Consultant, EnviroPlanners.** (His presentation was delivered utilizing PowerPoint).

Mr. Waugh:

- Let me begin by thanking the members of the Faiths Pen and surrounding communities who came out in their numbers in spite of inclement weather. I see this as an indication of your interest in the proposed project. The developers of the highway are Trans Jamaica and the contractors are Bouygues Travaux Public, Jamaica. The National Environmental Protection Agency (NEPA) had requested that an Environmental Impact Assessment Report be prepared. The EIA was undertaken by EnviroPlanners Ltd. and addressed the following:- a description of the project, a description of the environmental baseline, assessment of drainage and sewage disposal, potential impact the construction will have on the environment, collection and interpretation of the data that form that study, the mitigation and management of impacts identified, monitoring plans, analysis of the alternatives to the proposed project, identification of the relevant regulations that impact this project, public consultation and presentation.
- **The Main Presentation Areas** as seen on the screen are - Introduction; Project Location; Objectives of EIA; Main Findings; Monitoring Process; Public Access to Results and Questions and Answers. The presentation will take the form of introduction to the project, how the EIA was conducted, project locations and specifically the areas pertaining to the EIA. We will look at the objectives of the EIA and summarize some of the findings that were derived from the studies, mitigating factors and monitoring programs and at the end of the presentation have a frank and active with the members of the community.
- The **objective of the EIA** objective is to identify, predict and evaluate the potential environmental impact of the proposed development, recommend the mitigating actions that are necessary for any potentially negative impact identified in the study, compare what alternatives are available for the project

to be realized and to identify the best fit in terms of a combination of economic and environmental benefits.

- The **terms of reference as approved by NEPA** required in summary, a description of the project, a description of the environmental baseline, collection and interpretation of the data that derived from the study, identification of the relevant regulations that impact this project, determine the potential impact the construction will have on the environment, assessment of drainage and looking at the mitigation and management of potential impacts that may have been identified, monitoring plans, analysis of the alternatives to the proposed project, public consultation and presentation.
- Having gathered the data, analysis of that data and identifying and determining the potential impact both long and short term as well as reversible and none reversible impacts, mitigation actions and project alternatives were researched.
- I will not go into all the detail, but on the screen is a flow chart outlining **NEPA's Environmental, Permit and License Process** for the approval of development projects. It starts with the applicant defining the project then submitting an application to NEPA. Based on the description of the project, NEPA decides if an EIA will be required. Assuming an EIA is needed then a generic term of reference is developed for the EIA. The applicant then reviews the EIA and gets it approved by NEPA. The EIA studies are conducted based on the approval. The study is then passed on to the relevant agencies and stakeholders of which this gathering is a part of the stakeholder input into the process. Having done that the EIA will be presented for review by the technical committee of NEPA, then passed to the board and a decision is made for the project to go on.
- The terms of reference for this project was developed using NEPA's generic template. All the foregoing requirements were duly completed as required and we are now at the public meeting stage. Following this meeting, the community members will have 30 days in which to submit their comments to NEPA.
- There are 19 pieces of legislations that impact this project included among them are: NRCA Act of 1991; Wild Life Protection Act of 1945; Water Resources Conservation Act of 1995 and the Land Acquisition Act of 1947.
- The **general objective of the EIA** was to identify, predict and evaluate potential risks, advantages as well as disadvantages for the proposed development and to recommend mitigation measures.
- The **methodology and approach** used in conducting this study involved a multi-disciplinary team of consultants. The first step was to gather baseline data from various aspects of the project's physical environment such as noise, climate hydrology, geology, archeological features, air quality,

biological, social and economical aspects. Having gathered and analysed the data the potential impacts, both long and short term, inclusive of reversible and none reversible impacts were looked at and mitigating actions and alternatives recommended.

- For the purpose of the EIA, the Highway was divided into three sections, namely: 0 to 10 km from Linstead at the Tread ways intersection to Mt. Zion; 10 - 18.5km from Mt. Zion to Faiths Pen; and 18.5 to 24km from Faiths Pen to Moneague, just beyond Phoenix Park and joining the highway up to Golden Grove.
- **The EIA was conducted for the sections from Linstead to Mt. Zion and from Faiths Pen to Moneague.** The EIA was done for only these two sections as the segment from 10km to18.5km (Mount Zion to Faiths Pen) passes over mined out bauxite lands. As a consequence, when the project was submitted to NEPA it was agreed that a flora and fauna study of that segment was required. This was done and the findings submitted to NEPA, which has already granted a permit to commence work in that area.
- These **processes are generally associated with highway construction** and this construction in particular involves the erection of campsite, clearing for accommodation of the Highway, cutting, filling, waste management, construction of over and underpass, drainage structure and the application of surface to the highway.
- The **project is designed by the engineers to the British standards** and will utilize a right of way with a corridor of about 100m. It will include 13 proposed structures constructed and a toll plaza near the start of the highway in the vicinity of Treadways. The highway which will be fully fenced. Extreme importance will be placed on appropriate drainage which is an important part of the design.
- With the aid of a large and detailed map Mr. Waugh pointed out to the residents the specific areas through which the highway will pass and the location of the EIA.
- Ladies and Gentlemen I will now share with you the findings of the Environmental Impact Assessment for the proposed highway from Linstead to Moneague.
- **Let us look at Rainfall**
  - o The rainfall based on data, showed a general decline for both St. Catherine and St. Ann. The average monthly rainfall over the project area was approximately 136 inches.
- **Ground and Surface Water**
  - o The alignment of the highway passes primarily over limestone.

- The principal direction of ground water is northwards with a gradient of between 0.01 and 0.04.
- There was one well in the Unity Valley area approximately 100 meters west of the alignment in the region of km 21. This well is registered to Glencore Aluminum Ja. Ltd.
- **Geology Topography and Soil**
  - The dominant feature in the area is Newport Formation that comprises mainly of recrystallized bioclastic limestone with patches of and marl.
  - Other geological formations were waldeston brownstone formation found further along the area.
  - Several caves were in close proximity however the closest was the Potato Hill Cave
  - Aluminum deposits were found in the Byndloss gully area where the project starts near to Treadways and consist primarily of terra rosa, bauxitic soil.
- **Let us look at Storm Water Run-Off**
  - The storm water run off from the project is not expected to exceed in any significant way the existing storm water run off. However for projects of this type a 5 to 10 percent increase is deemed acceptable.
  - The drainage design as proposed by the developers when analysed is considered adequate to deal with the level of rainfall we have in Jamaica and in the project area in particular. The drainage system will consist of minor drains comprising mainly curbs, channels, culverts, troughs and ditches which will lead into the major existing drainage system consisting of the large gullies and rivers. We believe that these should be more than adequate to ensure proper drainage of the project area and the highway and therefore should not result in any problems.
- **Air Quality**
  - A study of the air quality showed that the highest level recorded was 95ptm. When compared with NEPA's guidelines of 150ptm, it is indicative that air quality was well below or within NEPA's requirement.
- **Noise Level**
  - Studies revealed 60.7, well within the NEPA guideline of 70.
- **Water**
  - The highway will not be crossing or traversing any existing water bodies. However investigation showed water bodies within 1000m of project area. There were no reported incidences of problems with those water bodies.
- **Terrestrial Flora**
  - Aproximately 96 species of plants found in the project area including native and introduced species such as fruit trees, flowering plants, shrubs and vines and some subsistence agriculture and commercial agriculture such as orange, coconut and sugar cane. No specie of conservation significance was identified or observed in the project area.
- **Terrestrial Fauna**
  - 36 species of birds were found. Nine of which were endemic to Jamaica such as woodpecker, hummingbirds. Several species of butterflies were

also identified and all were common or typical of the area. Other forms identified were grasshoppers, termites and snails typical of the area. Again no specie of conservation significance was observed in the project area.

### **Socio-Economic**

- Socio-economic findings were based on a survey of the persons in areas impacted by the community. The figures may not add up to 100% as there were a number of persons surveyed who indicated that they cultivated more than one crop, therefore there are overlaps. I now share with you the Findings:
- 43% of land is used for subsistence farming of tubers such as yam corn and cassava.
- 36% indicated they cultivated vegetables.
- 19% cultivated fruits such as oranges.
- 82% indicated that there were idle lands in the area in which they lived.
- A large percentage of persons indicated that they had employment from vending and cook shop.
- 25% were labourers. This is an indication that the developers should have an adequate supply of labourers for the project.
- 53% indicated that they were self employed
- 25% of the persons interviewed were employed and 22% were unemployed. 16% of persons were employed in farming.
- 86% of persons interviewed believed that the project will create employment during construction and during the operation of the highway.
- 66% indicated that they believe the highway will attract more business to their community.
- 52% believe it will have some impact on the natural environment.
- 54% believe it will not contribute to flooding.
- 84% believe it will cause noise and dust nuisance.
- The findings also showed that the Faiths Pen vendors have serious concerns that the project will impact on their business.
- 86% believe it will provide better transport access.
- 52% said the project will have long term impact on the natural environment while 48% think otherwise.
- 57% said it will reduce available farmland in area.

### Mr. Waugh:

- In spite of the different views expressed, the potential impact broadly stated will be on the terrestrial habitat and biodiversity, soil erosion, noise and dust pollution.
- The Project will have some positive and negative impact. Things will be put in place to address the negative ones.
- The Positive Impacts include employment opportunities; improved access to transportation; ease of movement across the country and

contribution to national development.

- The Negative Impacts include soil erosion and dust and noise.
- A mitigation **program will be put in place.** Its aim is to ensure compliance with relevant legislation and to minimize any adverse impact associated with the project. The implementation of mitigation measures; conformance to any general or specific conditions outlined in the permit and minimization of the negative environmental impact are also included in the mitigation programme.
- **Mitigation strategies include:**
  - Site clearing must be preceded by the identification and relocation of any endemic or ecologically valuable specie or specimen.
  - Establishment of a nursery to facilitate the relocation process.
  - Revegetation of the cleared area where possible
  - Planting of trees to attract birds and facilitate bird feeding in the area.
  - Injured animals should be rescued, treated and relocated.
  - Areas under construction must be protected to prevent soil erosion and there should be revegetation of the cleared area as soon as possible.
  - During construction, direct run off must be in place to prevent soil erosion and construction of adequate drainage (which based on the design, is in place).
  - Residents in close proximity to the impact must be given adequate notice of the intended activities.
  - Workers must have proper protective gears available to them.
  - Construction activities with potential of causing noise and dust must be done during the daytime.
- In closing ladies and gentlemen, I wish to thank you for your keen attention and to let you know that access to the results of this EIA report / proposal will be available through NEPA and your local libraries.

The chairman: Thank you Mr. Waugh. Ladies and gentlemen, please move your chairs forward to accommodate the persons standing at the back of the room. Thank you so far for your participation. I will now invite Mr. Ivan Anderson to make his presentation. (Audience applauded and moved chairs forward).

#### **4. Presentation – Mr. Ivan Anderson - Managing Director - NROC**

Mr. Anderson:

- Ladies and gentlemen good evening. I am sorry to be late. The rain and the heavy traffic contributed my late arrival. However, on a light note it took me two and half hours to get from Kingston to Faiths Pen. With the new highway,

hopefully it should take just about twenty minutes.

- Tonight we will discuss Faiths Pen Vending issues; Compensation for Farming and non farming land. I will be sharing with you the "big picture." ....how development of the highway will impact development of the country. The highway is about bringing the over 3 million visitors on the north coast across the Island and expose them to Faiths Pen, Spanish Town Milk River and other areas that Jamaica has to offer.
- He said right now the National Development Authority on Tourism is building 12,000 new hotel rooms on the Island. Last year there were three million visitors to the country. How many of them he asked, came over to Faiths Pen? The audience in a chorus said, none.
- The new development will seek to change all that. With the current growth in tourism, we expect that in our lifetime we will get some 8 million visitors to the country. We have to find a way to expose them to more than just the sandy beaches on the north coast. Jamaica has much more to offer than that. How do we get those people and other Jamaicans to move from one part of the country to another? This is what the highway is all about, linking the north to the south and east to the west utilizing a network on which the country can develop.
- What are the benefits of the project? You and I and our future generation will benefit from national development projects of this nature. Some benefits are:
  - employment for both skilled and unskilled persons
  - Easy movement of persons from North to South, and East to West.
  - Bringing visitors from the North Coast to Faiths Pen, Spanish Town Milk River and other areas in Jamaica.
  - Building the nation by, reducing crime, reducing unemployment, providing efficient link between the parishes, reducing the population pressure, providing efficient transportation for the farmers produce to reach their destination.
- The highway is all about, linking the north to the south and east to the west utilizing a network on which the country can develop for the future generations. The project will impact our entire nation and transform the country in a way that we will appreciate.
- There have been five studies over forty years on this issue starting in 1958, 1972, 1996, 2000 and 2005. Today we are at the dawn of a new day. We want to stop studying now and do something about it.
- Follow me on the map as I take you through the proposed route for the new highway from Spanish Town to Ocho Rios:
  - We will Bypass Spanish Town and the Bog Walk Gorge via the railway line area to the roundabout at Bog Walk
  - From there Bog Walk to Linstead bypass, dualised to a four-lane-carriage-way down to Treadways.
  - Bypass Mt. Rosser and Moneague to Claremont.



- From Claremont to Golden Grove by-passing Fern Gully into Ocho Rios.
- There is a Free road on the Bog Walk Linstead bypass and a Toll Road at Mt. Rosser bypass; a Free road to Golden Grove; a Toll road from Golden Grove to the Fern Gully bypass and a Toll road from the Fern Gully bypass to Ocho Rios.
- The new construction of the roadway is expected to save approximately 54% in travel time regardless of the destination. Finally the project is expected in the medium term to add \$26B to the growth of the country's GDP and approximately 54,000 jobs. In the long term, this is estimated to yield approximately 37% growth in GDP and approximately 119,000 jobs.
- We are already working in one section of the Mt. Rosser area. Once we have received approval from NEPA we will commence working in the other sections. We are expecting to start the Sandy Bay leg early next year. The rest of the project is awaiting approval from NEPA in order to commence operation.
- In 1923, the Bureau of Public Roads in the United States of America decided they needed to connect the west coast to the east coast of America. At the time they drew three lines to indicate how they wanted to go about making the connection. 80 years later the highway system in America is credited as being one of the most important factors leading to the development of America. I wish to end my presentation by sharing with you a quote from the former president of the United States of America the late President John F Kennedy. John F Kennedy said, "It is not the wealth of our country that has created the roads in our country, but it is the roads in our country that created the wealth in our country". Thank you.

(Audience applauded as Mr. Anderson return to his seat).

Mr. Herron: Thank you Mr. Anderson. I now invite questions from the audience. Remember that we need to ask our questions and be respectful of each other.

## 5. Questions and Answers

**Ques: How will the project affect the water in the area?**

**Ans.:** There are a few areas along the road where water pipes are in the location of the construction. These pipes will be relocated to ensure they will not be covered under the road. The well will not be affected as it is far away from the construction area so the water will not be affected.

**Ques: (Mr. King, Phoenix Park resident) - Do the residents have an option if they do not wish to accept the compensation offer being made. Will the residents be relocated?**

**Ans.:** At this stage from Linstead to Claremont we will not be impacting any buildings. In relation to residential property, by the end of the week, using

information received from the titles office, letters will be sent out to advise those who will be affected, based on names appearing on titles

An independent assessor and the RADA representative will assess the property and work out the valuation of the property and the crops, call the farmers and make the necessary compensation. To date only four farmers have not yet been paid for their crops.

**Ques: (Mr. White, Moneague resident) - How will residents get from one section of the highway to the next?**

**Ans.:** The current leg of highway stops outside the Moneague intersection. The next leg will begin between 2008 and 2009. During this time we will assess how the individuals will access the highway, either by way of the existing highway as it is now, or create a parallel road or service road to access the highway.

**Ques: (President Faiths Pen Vendor Association – Ms. Graham) - What is going to happen to Faiths Pen vendors?**

**Ans.:** We are in discussions with Ms. Cherry (Faiths Pen Vendor) to determine how we can incorporate some of the vendors into the project and develop a suitable option. However the highway will not move all the traffic away from Faiths Pen. One option is to determine whether we provide facilities on the highway in addition to those already at Faiths Pen or whether we place a new facility closer to the end of the highway. We have not yet finalised that situation. However there will be a rest stop to facilitate those persons who wish to stop.

**Ques: (Pauline Atkinson - vendor) - What will happen to the vendors at the bridge where mainly oranges are sold? The former Prime Minister, Portia Simpson Miller, said that we would not be left out. And are vehicles allowed to stop on Highways?**

**Ans.:** What the former prime minister said was that we are looking into ways to incorporate the vendors into the highway. What is proposed is that we will have rest stops, which is a facility where people will pull off the highway and make purchases or use rest rooms. However it must be noted that not all the traffic will be directed on to the highway as a large number of vehicles will still use the existing highway.

**Ques: Why does the highway not have exits to the communities and what provisions are made for employment of the citizens of the community?**

**Ans.:** The road leading from Moneague to golden Grove will be a free road not a toll road, so motorists will have free access to the road. As soon as the work has started in your community, we will need skilled and unskilled workers most of who will be from the communities.

**Ques: (Lloyd Distant - Faiths Pen) - Will you give the vendors at Faiths Pen an assurance that prior to determining who will go on the highway, you will have dialogue with them?**

**Ans.:** We had discussions with the president regarding how the facilities will be provided, who will be moved and who will provide the facilities. In terms of access, currently the highway has three points of access - one is at the start, one at the middle at Unity Valley and the other at Moneague. We have a development plan which we are looking at to see whether or not an additional access point will be required.

**Ques:** (Lorna Edwards - Moneague) - **Men have been drilling holes almost in front of my house. Why is this so and how will the road impact me?**

**Ans.:** We are doing geotechnical information gathering in the Briarfield area. The drilling of the road is indicative of tests being conducted to determine weight bearing strength of ground, as we may need to build bridges.

Currently there are pegs being put down. However, the width of that reservation is approximately 100m wide and the road will be 35m wide. The road will therefore have a buffer on either side. They will have a buffer on either side of the road about 10m to 15m. With this guide we do not anticipate any house to be within 50ft of actual carriageway. The road in Briarfield will impact land and not houses.

**Ques:** **In which areas were the survey conducted and who were the people interviewed, and how many persons were interviewed?**

**Ans.:** Surveys were carried out on weekends in Faiths Pen, Mullock, Briarfield, Linstead, Phoenix Park, Treadways, Rosehall, Byndloss, Charliemont Farm Scheme and other communities.

**Question:** **Did anybody see this lady in their community?**

**Chairman:** Let me remind you again that we need to be respectful of each other.

**Answer:** There are persons here who can attest to the fact that the interviews were conducted. I personally interviewed some of the persons. When we speak here tonight the findings we speak of are not only related to the Faiths Pen communities but the surrounding communities which will be affected by the project.

**Comment:** She interviewed me. (There was a show of hands by some Faiths Pen Vendors in the audience indicating that they participated in the survey).

**Answer:** Two hundred persons were interviewed and documentation can be had to verify these findings. The physical questionnaires can be made available to Ms. Melony Clarke, President of the Citizens Association and Youth Club. I can also make it available to others upon request. As a matter of fact the refreshment provided tonight by the Citizens Association for EnviroPlanners, were done as a result of the President's name and contact number gained through responses in the survey. Persons indicated that Ms. Clarke was the person most likely for them to get information from.

**Ques:** (Mr. Walker - River Head, Rio Ho) - **The bypass will be passing houses of the persons who have been relocated by Wyndalco. There will be problems of dust affecting these persons. What will be the compensation?**

**Answer** (Jon Fullard – Bouygue): We have in place measures to minimise the dust nuisance. Mr. Omar Spence, (Bouygue contractor) will have consultations with the relevant community members to discuss ways of alleviating possible problems. Areas will be kept wet and will abide with implement mitigating factors. He can be contacted via telephone at 361-2996.

**Ques:** (Rohan - Gypsy Housing Scheme resident) - **Will the project affect the residents of Gipsy, on top of the hill?**

**Ans.:** What we have in that area is an overpass over the existing road. The houses in the area will not be affected.

### **Comments and Suggestions:**

1. Mr. Baker (Faiths Pen resident): **The residents should be informed of activities before they begin, as workers who came to my community a few days prior to the meeting began blasting and did not inform anyone of their activities.**

Response: Mr. Omar Spence (Bouygues contractor): We have in fact done some blasting. However persons in the area where the blasting took place were informed. The blasting took within 1km away from the faiths Penn community in the Wyndalco mine zone.

Mr. Herron: I apologize on behalf of the developers. It is important for dialogue to take place.

Mr. Spence: I am sorry for the inconvenience. I wish to assure you that in the future proper measures will be taken to ensure more effective communication.

2. Ms. Melony Clarke (President of the citizens association): I was informed by two representatives of Bouygues that the blasting would be taking place however not many people seemed to be so advised.
3. Mr. Herron (the chairman): I am asking that the community representative to speak with Mr. Spence after the meeting and arrange a time when they can get together to work out a solution to the situation. I wish to assure you that Bouygues has been operating in Jamaica for about five years. They have been very good at working with issues as these and making sure that trucks are always covered and having someone on the ground who you can address their concerns. 'We have every confidence' he says, 'that they will not cause a dust problem. However Omar will be in

consultation with the president to find out the ways Bouygues can better help to prevent any problems arising’.

4. Moneague resident: Some persons doing road work are ill mannered, especially the surveyors.
5. ENROC representative: I must apologize for any inconvenience caused so far. We are and committed to dialogue before action to ensure amicable solution.
6. Faiths Pen Resident: Mr. Chairman, we need to preserve Faiths Pen as a tourist area. The area is known for its roast breadfruit, ackee and saltfish, roast yam, soup, jerk chicken, fish and soup.

## **5. Closing Remarks**

The chairman: I want to say thank you to the presenters as well as you the citizens for your participation and interest in the proposed project. The meeting was a very productive and informative one that was well attended, with participants conducting themselves in a civil manner. I am recommending that the Bouygue representative and Faiths Pen Citizens Association President meet right after the meeting to discuss amicable strategies for blasting and other issues.

Ms. Melony Clarke: Okay.

Bouygue: We will speak with you.

## **6. Adjournment and Refreshment**

Once again thank you all for coming. Ensure your name is on the attendance register. Do enjoy the refreshment provided.

There being no further business the meeting at 9:15p.m. Refreshments were then served.