

**VERBATIM NOTES
OF A
PUBLIC HEARING TO PRESENT
THE ENVIRONMENTAL IMPACT
ASSESSMENT STUDY OF THE OLD COAL
WHARF, FOR THE PORT ROYAL CRUISE PIER
DEVELOPMENT PROJECT, HELD ON
JULY 12, 2019, AT FORT CHARLES, PORT ROYAL,
COMMENCING AT 6:39 P.M.**

MISS FAY ELLINGTON -- CHAIRPERSON

PRESENTERS

**PROF. GORDON SHIRLEY -- PRESIDENT & CEO.
PORT AUTHORITY
OF JAMAICA**

MR. WILLIAM TATHAM -- V.P. CRUISE SHIPPING

MR. MERVIS EDGHILL -- SNR.V.P. ENGINEERING

**MS. TOVIA ELLIOTT -- ENVIRONMENTAL
PROGRAMME
COORDINATOR**

CAPT. HOPETON DeLISSER -- HARBOUR MASTER

MR. GARY LAWRENCE -- V.P. ENGINEERING

**MR. BRIAN BERNAL -- ASSISTANT V.P.
PLANNING & DESIGN**

FRIDAY, JULY 12, 2019

COMMENCEMENT: 6:39 P.M.

CHAIRPERSON: Ladies and gentlemen, I think there are sufficient of us here so we could begin this very important meeting. So those who are not yet seated might I invite you to take your seats. I think we are all seated now so we are going to start this very important meeting, and I'd like to thank you for being here and thank the people of Port Royal for accommodating us. This is your very special occasion. The purpose of this meeting, might I remind you, is for the presentation of the Environmental Impact Assessment Report for the Port Royal Cruise Port Terminal Development. Let me take care of some housekeeping before we begin.

(Housekeeping matters dealt with at this point)

Please I am going to ask you to save your questions until the portion of the

programme that is set for questions and answers. So I am going to ask you to allow the presentation to flow uninterrupted until that time comes, and when you get to that point, I will remind you, I am going to ask you to say your name and where you are from, the organization, whether you are from Port Royal or maybe you are media, just say that so we can manage those things. Before I invite the people on the platform to speak or before I introduce them I would like to ask for God's guidance on the evenings proceedings. Mrs. Flora Garth, Vice President for Material Management at the Port Authority of Jamaica, could you say prayers for us.

(PRAYER)

CHAIRPERSON: With that prayer we are off to a brilliant start. I just remind you again to put the phones on silent or on vibrate so that we won't have that interruption. We are going to be streaming live on various

platforms, and we are also going to be giving you -- perhaps you are seated here you might want to put it out, we are going to be on, if you want to follow Facebook; *The Port Authority of Jamaica* is that handle; *On Instagram* it's *PortAuthorityJa*, and for Twitter it's *PortAuthorityJa*. So if you have people overseas you can tell them that it's streaming and also here is the handle that you might want to share comments and observations as we go along. Let me introduce the people who are now seated on the platform at this point.

CHAIRPERSON: The persons seated here in the centre are Prof. Gordon Shirley, President and CEO of the Port Authority of Jamaica, Mr. William Tatham, V.P. Cruise Shipping is to his right, Mr. Mervis Edghill, Senior Vice President, Engineering and Port Development, and Miss Tovia Elliott, Environmental Programmes Coordinator. Then to Professor's left we have Capt. Hopeton Delisser, Harbour Master and Vice President, Port and Harbour Services,

PAJ. Next to him is Mr. Gary Lawrence, Vice President, Engineering, PAJ, and then we have Mr. Brian Bernal, Assistant Vice President, Planning & Design, PAJ. So now you know the persons seated here. Right now, though, it is my pleasure to invite to the microphone Mr. Gregory Bennett, the Director of Applications Management, representative of the National Environment and Planning Agency, NEPA, at this time, to give the Application Process Overview. That's important for you to hear.

Mr. Bennett --

(A P P L A U S E).

MR. BENNETT: Good evening everyone.

RESPONSE: Good evening.

MR. BENNETT: My task here tonight is to read the statement from the National Environment and Planning Agency regarding this public meeting. Before I read the statement I just wish to extend greetings on behalf of the CEO, Mr. Peter Knight, and members and staff of NEPA. And I just want to

acknowledge my colleagues here that are with me on this occasion.

Reading:

"On the 30th of May, 2019 the National Environment and Planning Agency received an Environmental Permit application from the Port Authority of Jamaica. Application No. 2019-01017 EP00141, for the construction and operation of Port and harbour facilities at the site known as the Old Coal Wharf in Port Royal, Kingston.

The information submitted in support of the application was reviewed and the decision was arrive 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 stakeholders to have a say in the decision making process. The public meeting therefore is to further and broaden the inclusion process and garner the views of all. The audience should be advised that no final decision has yet been made on the application submitted. Participants should note that the public is deemed important and the outcome from the meeting will be submitted to the Natural Resource Conservation Authority to guide the decision making process.

The Agency's representatives are present to support the process and to ensure that the public meeting is undertaken in accordance with the terms

outlined in the documents titled "GENERAL GUIDELINES FOR PUBLIC CONSULTATION (EIA Applications)". As a regulator, the Agency must remain objective and as such, the team will not participate in making comments or answering questions in relation to the development.

Of note too is the process with respect to the public presentation and the Agency wishes to highlight the following with respect to the public meeting:

(1) A copy of the Verbatim Minutes of the Public Consultation is to be submitted to the Agency by the applicant within seven (7) days of the date of the Public Presentation.

(2) The public is allowed up to

21 days after the Public Presentation to provide written comments to the Agency.

(3) All comment received by the Agency will be collated and sent to the applicant for responses to be provided.

(4) The issues raised along with the responses provided by the applicant are incorporated in the respective submissions to the various Committees and Authority and will facilitate deliberations on the technical merits of the project.

(5) A recommendation will be made to the Natural Resources Conservation Authority (NRCA) which is the body responsible for making the final decisions. Please note carefully that the final decision on the application is the sole

responsibility of the NRCA.

(6) Written comments may also be submitted to the Applications Secretariat Branch of the Agency at 10 Caledonia Avenue, Kingston 5 or via electronic mail to applications @ nepa.gov.jm.

The Agency views the public presentation and public consultation processes as extremely important in the processing and decision making process. Public presentations provide an additional opportunity for stakeholders to air concerns/comments/opinions, views, on development projects and afford the applicant the opportunity to address these concerns/comments/ opinions/ views.

Comments can be sent to the Applications Secretariat Branch of the Agency at 10 Caledonia Avenue, Kingston 5 or via electronic mail to applications@NEPA.gov.jm.

Finally, please be reminded that the Environmental Impact Assessment Report for the proposed project is available for access by the public at the following locations: National Library: 12 East Street, Kingston. The Kingston & St. Andrew Parish Library: 2 Tom Redcom, Kingston. Kingston & Saint Andrew Municipal Corporation, 2 Church Street, Kingston. Port Royal Police Station - 1 Queen Street, Port Royal. The National Environment and Planning Agency's Documentation Centre - 11 Caledonia Avenues, Kingston 5.

*The National Environment and
Planning Agency's website at
www.nepa.gov.jm The Port
Authority of Jamaica website at
www.portjam.com.*

MR. BENNETT: Thank you.
(A P P L A U S E).

CHAIRPERSON: Thank you Mr. Bennett. So you know where you can find the report, and there is no excuse for you not to be able to read it through. Might I just at this time acknowledge other groupings that are here that are important. In addition to the Port Authority of Jamaica team we have the Environmental Consultants, Technological Environmental Management team; we have National Environment and Planning Agency (NEPA), the Jamaica National Heritage Trust, National Works Agency and the National Water Commission. We want to acknowledge them. Also, just as a bit of information, particularly for those who might be watching live, this is Fort

Charles. We are at Port Royal and this is Fort Charles, and this section of the fort is to the east, I believe, but the entire Fort Charles was built in 1650, if my memory serves me right, a little bit of history for you to go on.

CHAIRPERSON: And now, ladies and gentlemen, the projects overview will be led by Professor Gordon Shirley, the President and CEO of the Port Authority of the Jamaica, Professor Shirley --

PROF. SHIRLEY: Thank you, Madam Chairperson. Let me join you in saying a very special welcome to all the persons who have turned out this evening. It's good to see that we have almost a full house. I want to specially acknowledge the presence of several of the members of the Board of the Port Authority of Jamaica who are seated in the front row: Mr. Alston Douglas, Mr. Tanny Shirley, Mr. Edward Gabbidon, Mr. Jerome Smalling and Mr. Mark Hart. Thank you very much for coming this afternoon. I'd

also like to say that at the Port Authority we have three senior vice presidents. Mervis Edghill is responsible for engineering and for projects, which is why he is on the platform, but I'd like to just briefly introduce the other two senior vice presidents. Our Vice President of Finance, Planning, IT, Elva Williams Richard and our Vice President of Legal and Regulatory Affairs, Dr. Carol Pickersgill.

PROF. SHIRLEY: Let me acknowledge as, Fay has done, the many members of the collaborating organizations, collaborating Government entities. Let me say a special word of welcome to members of the environmental groups that serve to protect and help to protect our environment.

As Fay has pointed out, the main purpose of today's meeting is to receive a report on the Environmental Impact Assessment which has been done, and which is associated with the works to be undertaken

to create a terminal on the 9 acres of land at the Old Coal Wharf. Before doing so, however, I would wish to provide a brief overview of the projects being undertaken and to share some information on where we are in implementing the project at this time. My colleagues on the platform will view this and they have already been introduced.

PROF. SHIRLEY: The Port Authority has three primary objectives in developing and implementing the project. The first, consistent with our mandate, is to develop a port and port facilities designed to create economic and social benefits for the people of the country. In doing so we seek to collaborate effectively with key Government agencies. In developing any cruise port we seek to identify suitable locations which meet specific technical criteria and which have uniquely attractive features. Port Royal is one of the most historic sites in the Caribbean region.

Our second objective in constructing the port is to enhance the unique historical features of Port Royal for the benefit of Jamaicans and our visitors.

PROF. SHIRLEY: **Our third objective is to create a gateway to Kingston, which unquestionably is the cultural capital of the region, and to do so in an environmentally sound and sustainable manner. In the process of achieving these objectives, the Authority intends to create opportunities for the people of Port Royal and the greater Kingston, and to provide avenues for capacity building for local technical expertise.**

PROF. SHIRLEY: **Our presentation is organized as follows: We will provide a background as to how we arrived at this point and why we decided to develop a port here at this moment. We will explain why the decision was made to locate the terminal at the Old Coal Wharf and to provide an overview of the**

technologies we will employ in developing the terminal.

PROF. SHIRLEY: Next we will explain the works that are currently being implemented in the sea at the Old Coal Wharf and the permits that we have obtained to allow us to do so. We will describe the works that we intend to implement on the land at the Old Coal Wharf; the permits we have already received and those that are pending.

PROF. SHIRLEY: We will close this part of the presentation by briefly explaining the other elements of the project that we intend to implement in collaboration with the Jamaica National Heritage Trust in the historic district where we are currently located. Following this brief presentation we will yield the floor for the main presentation of the Environmental Impact Study by the consultants of TEMN. With this having been said, let me now invite Mr. Williams Tatham to begin with his section of the presentation.

MR. TATHAM: The question is, how did we get here? So just to give you some background on cruise shipping and Jamaica and how it works and why you don't really see ships coming into Kingston that often. Traditionally Jamaica falls in the middle of what is known as the western Caribbean route, and that usually is leading out of the United States, Florida, the Gulf States and so on. And these ships tend to go to about four ports. It goes through the Bahamas route -- we fall under a traditional seven night itinerary -- it's usually the Bahamas, Jamaica, Cayman, Mexico and so on, it kind of goes round in a circle like that.

MR. TATHAM: The challenge we have on the south coast, whether it be Kingston or anywhere else, is that once the ship comes around Jamaica it has a lot of time and mileage to the ship and it makes it impossible to keep to that seven night itinerary. However, there are some ships that do pass by on the way down to Curacao, Panama and so

on. But we had a renewed interest in "Why can't we do cruise ships in Kingston? Why can't we see ships in Kingston?" about five years ago. And so we went and started to speak to the lines again, saying is there any interest there and who might be interested. And immediately the big American lines that we all know, the Carnivals and the Royal Caribbean said they are not interested in that. But, at the same time they said we may want to speak to the European lines. So we did, we actually went and spoke to some of the European lines. One or two of them said, *'Wow, that's interesting, it's cultural let's put it in for emerging, even if it somewhere passes through like an emerging experience. Let's send it out for analysis and see what comes back.'* Unfortunately, most of what came back was that there is no appetite for it. So we did at the same time had an opportunity one season, about three years ago, whereby there was a ship coming up from Cartagena heading out to Grand Cayman and all of our

north coast ports were full. So we were able to try to convince them why don't you give Kingston a try. And, you know, Kingston Wharves really stepped up and we delivered what we thought was a really good experience on the shore side, and when we spoke to the lines after they said it was okay.

MR. TATHAM:

So we started to say, well, how else could we do this? We came back to a discussion we had with Carnival Corporation about ten years ago, and in that discussion one of the senior vice presidents said that the way to Kingston was through Port Royal. It was a stand-alone brand, it had extraordinary history to offer and that was something we should look at. So after the ships came in, as we see here, we got a lot of attention, a lot of publicity, and the Government said to the Port Authority we need to try and find a way to make Kingston happen, which is when we decided we needed to revisit the Port Royal opportunities.

MR. TATHAM: We also knew that there was in excess of 120 ships on order now, and this is the the largest number of ships on order in the history of the Cruise Industry, and many of these ships are going to be looking for new itineraries, many of them are going to go beyond the traditional seven night routings, and so there is a greater opportunity now than ever before to have it. And so as a result we decided to relook at Port Royal, as I indicated, but we knew that there were going to be some challenges with that. With that I am going to actually hand over to Captain DeLisser, the Harbour Master, who is going to outline that to you and the challenges.

CAPT. DeLISSER: Thank you Williams. Good evening. At this time I would like to pause to welcome Minister Charles who just arrived. He is the Minister without Portfolio in the Office of the Prime Minister. Welcome, sir.

At first we considered the possibility of citing the dock in front of Chocolata

Hole, Chocolata Hole is right across from where we are at now, and we thought that was a fair idea because it is very close to the town centre as well as the JDF Coast Guard base. However, after more careful consideration we recognized that a dock of that nature involves substantial infrastructure and construction, including piling, and we felt that that would be deleterious to the Sunken City which is not far away. In addition to that, we also recognized that vessels that are coming to berth against that dock would have to use its bowers, its thrusters and other auxillary equipment to come alongside the berth on arrival, and then to leave the berth on departure. And so we thought of going further away from the Sunken City to the Old Coal Wharf. Old Coal Wharf is shown in that purple square there. That's not a square, that's a rectangle.

Why did we go to Old Coal Wharf for this consideration? Because there is a natural

harbour there. In fact, it is a wide expanse of water which is wider than even the Kingston access channel. Secondly, it is blessed with good depth of water, ranging from 13 to 16 meters, and as such there will be no need for dredging, and this is very important to the scheme of thing. I should have said earlier that at Chocolata Hole there is a patch known as Dehorsy Patch about 7 meter depth that perhaps would have need to be addressed, and so we are determined that whatever we do we are not going to effect any dredging operations in Port Royal. And so we looked at the Old Coal Wharf. There are other reasons why Old Coal Wharf was chosen.

Significantly, it has been a port for over 300 years during the time of the British Navy, as you can see on those historic pictures. We also know that it was used as a coaling station subsequent to that for delivery of coal to steam ships. You see in that picture the fact that Coal

Wharf was featured in the James Bond movie *Dr. No*, and you can see a cruise ship berthed alongside the pier at Coal Wharf, and there you see Sean Connery in a relaxed mode. And, as such, we thought that it make sense to use a port that existed many, many years ago.

MR. DeLISSER: So the Port Authority also became aware of a new and innovative technology which involves an articulated docking system known as the SeaWalk System. It involves the use of a floating dock that can embark and disembark passengers in a most efficient manner. And I must say that the cruise lines are very pleased with this kind of technology. It can be folded when it's not in use and it can be unfolded to meet the ship when the ship is in position. So as you can see there, the ship comes into position, it is moored in that position. In this case it will be moored via a 300 ton mooring bollard on the shoreline, and that's at the bow of the vessel, and at the stern which is the

top part, it will be moored to a mooring buoy of similar capacity, 300 tons.

MR. DeLISSER: And so it's very easy for the SeaWalk to be brought on to the ship after it is moored. If you like, the analogy is an aircraft coming to the airport, stop and then jet bridge will go to meet the aircraft and disembark the passengers. That is the principle under which it operates. And if you look on the photograph to the right of the screen you will see the ship coming into position, the stern lines have been deployed to go to the mooring buoy and the headline is deployed to the bow to get the ship moored in position. So that's how it works. I think a picture is worth a thousand words, so at this time I am going to show you a short video which explains more about the SeaWalk System.

(VIDEO PRESENTATION)

There is the SeaWalk folding. It's being unfolded towards the vessel which is in position. It's got three sections, 72

meters and 84 meters respectively; 4.5 meters in width. There it is secured alongside, the passengers are now disembarking.

MR. DeLISSER: Now, how do we get to the Old Coal Wharf? What we are trying to illustrate there is the main access channel in Kingston which is inside the two dotted lines, and this is what the ship use to get into the main port of Kingston. The ship ahead is doing that and the ship behind is our cruise ship, which is now taking a turn into Old Coal Wharf. At that point it will be stopped, I should say, and then it moves very slowly at about 1.5 knots into the Old Coal Wharf. So there is no need to use the propeller system when it's going in because the ship's momentum will naturally take it into the position. We can also see an anchor on the screen, and that is where the ships have been anchored for decades. So the point is, the same general area is used for shipping activities. They come there to drop

anchor and leave to go somewhere else when they are ready. So it's nothing new in terms of the route that the ships will be taking.

MR. DeLISSER: There are persons who will ask the question, what about the flow from the propeller, what is going to be the effect of that? So we have considered that and we have spoken to our technical experts, and we have also spoken to the manufactures of these propeller systems. This one is known as the Azipod system, which is commonly used these days, and we asked them to make an assessment of the effect of water flowing from the propeller, and they have done that. The first thing they have said to us is that this flow will be in the form of a cone going away from the propeller in the opposite direction at a distance of about 400 meters.

Now, a ship which is on voyage will be using about 50 megawatts of power. In the

port it's not so, they are using about 10 percent of that power, about 5 megawatts. And what we have discovered, based on the formula that they have used and the graph that they have shown, is that the use of 10 percent power at a distance of 400 meters from the propeller will give you a propeller flow of 0.5 meters, which converts to 1 knot, which is really one nautical mile per hour. And that is very minimal indeed. And, as I said before, that is only used when the vessel is leaving and we can also prescribe to the vessels that you don't require to use more than one propeller when going out. So we have some control over those factors.

MR. DeLISSER:

That last slide is just to depict the presence of the Sunken City in blue and the distance away from that at the Old Coal Wharf. Thank you.

At this time I am going to hand over to my colleagues Gary Lawrence who will speak about the infrastructure works in the Old

Coal Wharf area on the marine side.

(A P P L A U S E).

MR. LAWRENCE: Good evening all.

RESPONSE: Good evening.

MR. LAWRENCE: The Port Royal Cruise Ship Terminal Development Project, the centre will be implemented in two distinct phases. You have the marine side, seaside works and the land side works. The seaside works includes five sub-components: The SeaWalk itself, which has been already explained extensively by my colleague Capt. Delisser, and the other components being the SeaWalk foundation indicated in blue on the diagram; the access trestle, the stowage pile which is the red dot to the right and the green dot to the left, the mooring dolphin.

MR. LAWRENCE: What is the SeaWalk foundation? The SeaWalk foundation as the name implies, is the foundation, the footing, the anchor

for sea walking itself. The SeaWalk will be tethered, fixed to that structure to secure it in place so that it can be extended out to the vessel once the vessel arrives. Notwithstanding that, the SeaWalk is there, there is still a gap, a distance between where the SeaWalk foundation is located and land in itself. So therefore we need to make that connection, we need to bridge that gap and that gap is done by putting in the trestle. So, therefore, the passengers having entered on to the SeaWalk passes through the SeaWalk foundation on to the trestle to land.

MR. LAWRENCE: To the right we have stowage pile, and as the name implies, when the SeaWalk is not in use it has to be stored in place to ensure it's secured and there is no effect to the system itself. And the mooring dolphin, as also explained by Capt. Delisser, is where the vessel is tethered -- well, Captain would say to the bow of the vessel, we would say to the

front of the vessel. And so, therefore, the ship then is in place, the SeaWalk goes out, and once the SeaWalk goes out then passengers are able to disembark.

MR. LAWRENCE: This picture (Indicating) depicts work already taking place, but before it is we even look at that in itself, I want us to go back a little bit in terms of the previous diagram. There is an area across the trestle, a light blue area, that area is a representation of the footprint of the previous structures which were there prior to the SeaWalk being implemented. Given that we had an Old Wharf facility there, there were existing structures. In order to prepare for SeaWalk we had to remove those elements.

I want to say to you we have moved in excess of a hundred piles, old piles in that area, in order to facilitate what we need to do in terms of the installation. In contrast, for the SeaWalk foundation that we are putting in place, we are

putting in a total of 25 piles as compared to the plus hundred we have removed. And we are also doing it in the same footprint where it is that we removed those piles in the first instance. So, therefore, we have not in any way at all created any additional impact in terms of what's happening to the area itself.

MR. LAWRENCE: This picture illustrates, for those persons who are familiar with the area, maybe would have passed, would have seen some activity on the site. That is because we have actually commenced some work in terms of it from the sea side works in itself, and we have commenced that because we have applied and gotten a Beach Licence to do those works.

The contractors have brought in their barge equipment, they have done as required in terms of the Beach Licence, put the necessary infrastructure in place. The yellow items along the sea there is the silt curtains, silt screens. You can

see gathered to the left here we have brought in portable portaloos, and as part of the requirement also we have garbage skips, all the requirements in terms of what NEPA has asked us to do in terms of ensuring that they are consistent with the Beach Licence to ensure people will not create any negative impacts in terms of what it is we are doing, at least to try to minimize those in itself.

MR. LAWRENCE: But I mentioned *Beach Licence* what is a *Beach Licence*? To expand on that and to give you more details in terms of how we got there, I will ask my colleague Tovia Elliott to do that explanation.

MISS ELLIOTT: Thank you Mr. Lawrence. What is a *Beach Licence*? It is something that is required by Jamaican law if you are going to do any use of or encroachment on the floor of the sea, the foreshore or shoreline and the water column. What that means in essence is, if you are a hotel and you have a development and you want a fishing beach,

you need a Beach Licence for that. If you have a room along the sea and you want to install a pier, you need a Beach Licence for that as well. If you have any development that has steps going down that touches the sea or you have just a regular recreational beach, you need a Beach Licence.

MISS ELLIOTT: Given what was just mentioned, we are here about the floating pier, so naturally we needed to apply for a Beach Licence for that. We made the necessary application to NEPA and under that Beach Licence application process we are required to give them a project brief detailing the SeaWalk technology that we intend to use, the location, and one important aspect of that process was we had to find out what was in the area to begin with. A detailed Benthic Survey was carried out within the footprint of the project area and essentially all animals, plants, all of those under water urchins and other invertebrates were assessed and noted.

MISS ELLIOTT: These were submitted to NEPA in a Relocation Plan and Site Survey. The Beach Licence would require that we would have to relocate these organisms. We couldn't take them and put them anywhere, NEPA specified certain areas. Among those was you can't take something from a particular environment and drop it into a foreign environment, it had to have similar conditions. The light intensity had to be the same. If we are moving corals from a shallow area they had to go back in relatively shallow area. Those works were done and all the corals have been removed according NEPA's standard.

The area we move them to was also specified. We couldn't take them out of Kingston Harbour and put them outside, we had to keep them within the Port Royal mangrove area and the recipient area chosen was a shallow area near the UWI Port Royal Marine Lab. As mentioned before, these all had similar conditions. The relocation activities were carried

out, the corals were removed and the Relocation Report submitted to NEPA for their review. So all those licenses have been fulfilled, but that's still just the marine works. We did do a little bit more about the landside, and for that I am going to give you to Mr. Brian Bernal.

MR. BERNAL: Thanks Tovia. Good evening everyone.

RESPONSE: Good evening.

MR. BERNAL: I am very excited to be here to tell you a little bit about the landside works. I will try and be as brief as possible. there is a lot going on in the landside works and I just want to give you a quick synopsis of what will be happening at the 9 acres of Old Coal Wharf. Now on the screen is an artist's impression of what will be happening at Old Coal Wharf. So the 9 acres at Old Coal Wharf is represented here on the screen; the SeaWalk is in the bottom right hand corner, and when visitors come off the

SeaWalk they will be immediately greeted at a terminal building. This terminal building will house the offices for the port processing and the offices of the Customs and Immigration and offices needed to process passengers.

MR. BERNAL: Upon leaving the terminal building they will get to the entry plaza area. That is the area with trees in the centre of the site, which will be flanked by bus loading structures. Those structures allow passengers to be quickly moved and efficiently loaded to coaster buses and to transportation which will take them throughout the Kingston Metropolitan area.

MR. BERNAL: On ship days there will be snack kiosk and small retail shops located within the loading area to provision visitors before they go off to their different destinations. Now, this Welcome Plaza is designated to be a multi-use facility. On non-ship days this will be a perfect place for expos, festivals and fairs which we

expect to happen quite regularly.

MR. BERNAL:

Now, on ships days passengers will have a multitude of options how to travel to the town of Port Royal. There will be a tram loading station. This wheeled tram will take persons from the entry plaza to the town of Port Royal and drop them off in the historic centre of the town.

Alternately, we will be putting in a pedestrian promenade. This promenade will run the 0.3 miles into town and will be flanked by rest stops, school areas and will also provide an opportunity for us to start to orient visitors about the history of Port Royal. We will be having fixed displays, that as people walk into town they will learn about what they are about to see in the history of Port Royal, in the centre of Port Royal.

Now, also important to note in this terminal development is the support and service area. This service area will house the back up generation, water

storage and waste treatment facilities that are required for the terminal. Now, we are not doing this all at one time. What I described before is in the first phase of the terminal development.

MR. BERNAL: In the second phase, we will be expanding the number of bus loading structures. We will also be putting in -- you can see just on the left side of the screen a small craft jetty. This jetty will have a multitude of functions and will provide another transportation option for visitors and locals who want to visit the site. This jetty will allow trips across to the cays, across the harbour waters taxis and ferries that will allow people to move from the Port Royal terminal to a multitude of locations.

MR. BERNAL: But we are not just focused on the terminal, what I have told you will all be happening in that purple section up at the top right hand corner. In collaboration with the JNHT we are working in that area

shown in green, and that's about where we are approximately. That's the area that we call the entry plaza and Fort Charles. It will also house a museum structure which will allow us to have an opportunity to show some of the antiquities that Port Royal is known for. So here we are in the Fort and we all recognize what a wonderful historical asset this is. It's a great place to visit right now and we believe that we can make it even better by enhancing the attractions that are within the confines of the Fort walls. To that end we will be creating displays and attractions and installations which will fit within the walls of the port.

MR. BERNAL: We will be rebuilding the Quarter Deck and adding features that will captivate visitors and tell them a little bit about the life of persons in Port Royal and the soldiers who served at this Fort. In addition to that, we also recognize that there is a lot of space between the Fort and the Giddy House and the historic

Victoria Batteries. That space will be developed in a second phase of work in this area, to create another set of attractions. The Giddy House, I think everyone knows Giddy House and knows that it's exciting already, but think of that with additional augmented tours and telling us about the unique history of that building itself.

MR. BERNAL:

Beyond that we also have the Victoria Batteries. The Victoria Batteries were a set of the gun installations that were put in place to defend Port Royal.

Fortunately, they were never used, but that's more a testament to how safe and protected and daunting the Kingston Harbour was to people coming to think about even trying to attack Kingston. That in itself is going to become an attraction.

Now the final component in the entry plaza in this area will be the hardscaping and landscaping and Museum of Port Royal which

will be put just to the right of us here. On the left side of the screen you see the old garrison buildings. And what we are proposing to do is to reconstruct a museum of Port Royal in the foot print of the garrison buildings, of a similar scale and style. We will also be working to develop the roadways, walkways and general ambiance of this area, because we believe it's important for there to be a starting point for visitors to the historic attractions of Port Royal. We know that what I have just described is not the sum total of the attractions in Port Royal, but we really expect this to be the nexus and the catalyst from a myriad of other attractions which will all spring from this entry plaza section.

MR. BERNAL: I am going to hand back to Miss Elliott to tell you a little bit more about some of the other entities that we are working with to achieve this project. Thank you.

MISS ELLIOTT: Thank you Brian. We couldn't reach or

even do this project on our own, we simply could not do it. For that purpose the involvement of several key state agencies was integral. Regulatory oversight of the works being undertaken is provided by the National Environment and Planning Agency along with our main heritage entity, Jamaica National Heritage Trust, as well as the Kingston and St. Andrew Municipal Corporation.

The Cruise Development Project is complementary to the master plan being developed by the Urban Development Corporation, and it makes no sense to put in certain infrastructure without other complimentary infrastructure such as roads and houses. For that reason agencies involved in this area associated with their mandate, include the National Water Commission, the National Housing Trust and the National Works Agency. Other agencies that are integral in this development and operation: the Jamaica Defence Force Coast Guard, the Jamaica

Constabulary Force, Jamaica Customs Agency, Ministry of Health, Passport Immigration and Citizenship Agency, because we are talking about a port of call with people coming in, and the Fire Brigade.

MISS ELLIOTT: In all this we still have another social aspect to consider. The project will come with opportunities for employment, and for that reason we intend to have training through the Jamaica Business Development Corporation and the HEART Trust NTA, allowing persons of the Port Royal community to get involved in the potential for job opportunities in areas such as story telling, tour guides as well as we offer certification in various courses. Additionally, the project cannot stand alone, we need to work together, and this is not just about Government agencies, the involvement of the private sector is also there with potential for partnership and additional projects in potential phases. For further information we invite you to

check your Frequently Asked Questions booklet, which you would have been handed on entry. But where are we now fully? For that I give you back to Mr. Lawrence.

MR. LAWRENCE: In order to make this project a reality we have had to assemble a group of mostly local consultants to assist us with the process. Those then included, in terms of architectural services, Harold Morrison and Robert Woodstock & Associates. We have Westech Limited, our civil structural engineers, also Omni Services Limited, our mechanical, electrical and plumbing consultants, they are all here in the audience. Smith Warner International who helped us in terms of modeling, is a part of the team as well; Schneider Engineering an International Consultant in terms of the seaside designs and our environmental consultants TEMN.

MR. LAWRENCE: Having put together all the respective plans, there is a requirement that we must get the requisite approvals in terms of

that process, and as indicated already with the assistance of Heritage Trust we have completed the Heritage Impact Assessment, the Archeology Impact Assessment; we have received the Beach Licence in relation to the development, implementation of the seaside works. Currently we have outline approval from the Heritage Trust in terms of both the Old Coal Wharf development as well as the entry plaza development. There are conditions of course.

MR. LAWRENCE: We have submitted to the Kingston & St. Andrew Municipal Corporation construction documentation, working drawings for building approval. We are awaiting those final approvals, and currently we are in the process of doing the Environmental Impact Assessment and that's the reasons why we are here tonight. But to take us through in terms of the meat of the matter, because I think we have said enough, we will ask our consultants TEMN to introduce and explain

what it is that they have actually done in terms of developing the overall Impact Assessment draft which have been submitted to NEPA and is the basis of our public meeting here tonight.

CHAIRPERSON: May I introduce the consultant from TEMN at this time. Could we just show our appreciation for the presentations that we have had.
(A P P L A U S E).

Thank you very much to the members of the Port Authority of Jamaica, thank you very much. So the environmental consultants, Technological Environment Management Network, Mr. Paul Carroll, Environmental Consultant. The Technological Environmental Management Network, Mr. Peter Gayle, Marine Ecologist, and we have an Oceanographer, Mr. Pierre Diaz as well. Might I ask you to make your presentation at this time. .

CHAIRPERSON: So Mr. Carroll is a consultant principal

of TEMN Network and he is a pioneer in the field of Environmental Science in Jamaica with over 30 years experience in environmental management. He is a former director of the Natural Resources Conservation Department, Government of Jamaica.

CHAIRPERSON: Mr. Peter Gayle, who you will also hear from, is a Marine Ecologist who spent several years with the Natural Resources Conservation Authority as a research assistant in the Aquatic Resources Division and he is currently the principal scientific officer at the University of the West Indies Discovery Bay Marine Laboratory.

Might I also acknowledge Senator Pearnel Charles, and of course the lady who is busy ensuring all of this is recorded verbatim, Miss Beverley Cole. So could we just welcome Mr. Paul Carroll.

(A P P L A U S E)

MR. CARROLL: Thank you, Madam Moderator. Good evening,

ladies and gentlemen.

RESPONSE: **Good evening.**

MR. CARROLL: **TEM Network was contracted by the Port Authority to do the Environmental Impact Assessment of the Old Coal Wharf for the Port Royal Cruise Pier Development Project. This is a little diagram of the EIA process. I am sorry, it should be a little bit clearer but bear with us.**

Essentially, this is representing the Terms of Reference phase. The Terms of Reference details what we are suppose to do with the EIA. The Terms of Reference is approved by NEPA and guides the EIA, which then goes through a review process. If it meets certain requirements then the project goes straight to approval. If it doesn't it has to go through some revisions and come again.

The main activities carried out for the EIA were literature review, field work to

establish baseline conditions. We examined the data collected during the fieldwork because of data analysis. We looked at the impact, that is the effects of the projects, both positive and negative. Then we look at mitigation, that is how do we minimize or eliminate negative effects. And then we are required by the Terms of Reference to do an analysis of alternate use.

So the literature review involved looking at project documents, relevant laws, regulations and international conventions and research publications from NEPA, UWI Planning Institute of Jamaica, Institute of Jamaica and of course the Jamaica National Heritage Trust.

The Project Description: We won't spend so much time on it because the PAJ team went through that in detail. Essentially the floating cruise ship pier, the SeaWalk and terminal at the Old Coal Wharf site in Port Royal. The SeaWalk is floating, it's retractable, it's movable and it

requires minimal space to install.

MR. CARROLL: And here is the overall picture, and we took this up here so that you see the location of the Old Coal Wharf relative to the Conservation Zone B in the Palisadoes Port Royal protected area.

Site preparation, the PAJ did that in detail, removal of remnants of the old iron and concrete pier in order to install the new retractable floating pier.

Relocation of and to commission the Jamaica Defence Force Coast Guard vessel and the clearance of remnants of other vessels from the shoreline. Removal of secondary vegetation, what we call scrub, household and commercial debris that has been dumped on the property. Raising the site surface approximately 2 meters above sea level by dumping aggregate.

So this is the sites plan and layout. We did a little thing here. So that's the floating pier and promenade, terminal

building, the main plaza, the bus loading with retail shops and rest rooms; bus loading with retail shops, market place with craft shops, the taxi coaster and tram station; bus loading, tram loading staff and public parking. exit and entry for taxi and coaster tram. Pedestrian crosswalk and improved walkway. Entry, exist, for taxi and coaster trams. Staff office, maintenance and service. Bus loading, bus loading building, retail and rest rooms, and finally the amphitheatre.

MR. CARROLL:

So the study, the main study area for the scientific studies was within 1 kilometer radius of the proposed cruise pier.

Results of data collection during the field work. The field work was to establish baseline conditions. Before development we call that the baseline condition, and it involves looking at water quality, air quality, noise, soil and rock types, geomorphology, plants and animals, land and sea; social, cultural

and economic and, of course, garnering general views, garnering the views of the public.

MR. CARROLL: So water quality, what we found? When we visited it was during very quiet some conditions and it was good clarity water, what we call less turbidity, to give us an idea of the water clarity. And when we went there it was pretty good, clear water. Dissolved oxygen is another basic indicator of water quality, it was pretty good. Was there optimum levels in sea water greater than 5 milligrams per litre? The standard for that calls for dissolved oxygen in sea water. It was actually 4.8, the lowest DPA standard.

MR. CARROLL: Nutrients: Mainly interested in nitrogen and phosphorous. These levels exceeded the NRCA draft marine standards but then it does for pretty much all over coastal waters, and the levels there were similar to other sections of the harbour. We also looked at heavy metals, we established the

base line levels of heavy metals. And we looked at lead, cadmium, chromium, mercury, tin. We had particular interest in tin because tin is used in some of the components that are used to protect ships' hulls, and these were within the USEPA criteria for marine wildlife.

MR. CARROLL: Petroleum hydrocarbon, we found trace levels.

Air quality: Well there are no point sources in the study area, the closest one being -- it's not within the 1 kilometer, because it's one of the incinerators at Norman Manley International Airport. The levels of air pollutants that we looked at, the main criteria air pollutants, sulphur dioxide, nitrogen dioxide and dust which we referred to in the report as PM10, particulate matter of a very small size, 10 microns. And these were within the NEPA standards as we can see here. This is what we got. Graphically you can see these are the standards, these are the

levels that obtain. So air quality in Port Royal, as we know, is pretty good.

MR. CARROLL: Noise levels, we did a 24 hour noise measurement at the fence line, which is the fence line between the property and the neighbours which is the CMU, Admiralty House. And of course it's very quiet there. There is pretty much no activity at the site. The levels we got over the 24 hours was less than what we referred to as the residential standard, which is 55 and the levels were above d50, 50-something.

Water bodies, soil and rock type: There are no rivers or streams on the site, it's essentially sand and gravel with the top layers of peat, clay, silt, fine sands and gravel. There is a coal dust zone across the site as a result of the storage of coal in its days as a coal wharf.

At this point I am going to turn over to our Senior Marine Ecologist, Mr. Peter Gayle.

(A P P L A U S E)

MR. GAYLE: Good evening everybody. Let's jump right in. I need you to think of the ecological work we have done in the context of two main things. First of all, this site is quite closely juxtaposed to the Port Royal protected area, and so we are very concerned about how any impact that this activity here might have on that protected area. And that was in the back of our minds all the time.

The second thing I'd like you to remember, is that both in terms of the marine sites and the terrestrial sites, the land sites, it's already a degraded area, there is nothing pristine here. It's been used for hundreds of years by various entities, organizations, and it's already highly impacted, so we need you to bear that in mind.

So first of all, the protected area, we are finding it -- obviously it's a RAMSAR site, so it's got international notoriety from that point of view. And in this area

we found 79 species of plants from 48 families. So It's an area of quite high diversity, despite the fact that it's highly impacted and already heavily used, it's a high diversity area. The terrestrial -- the three endemic species of cacti, three species that are found there naturally, and of course your mangroves, the red, white and black mangroves, which is the reason it's a RAMSAR site, because the mangroves there are so very well developed.

On land, several types of areas, the disturbed dry coastal shrub and the coastal wetland/mangrove area, the Acacia plant, the Cactus plants, shrubs and weeds and then right along the border of the land, water interface you got the mangroves coming in.

MR. GAYLE:

The birds: A coastal area, nothing new here that you wouldn't have expected to find, typical of a coastal site, no endangered bird species were seen during

our visits.

MR. GAYLE:

Two animals of importance in terms of their sensitivity and perhaps the level of intermittent interaction, if I can call it that, with people on shore or people that may want to venture into the water - the crocodile. And there have been several scare stories in the media of late, that yes, they are there. It was a little bit of a wake up call for us, because we had divers in the water and snorkelers and they are working quite happily. And, you know, ignorance is bliss, we figured we would see them coming. I don't know why we thought that, the arrogance of man perhaps, but we worked happy in the day and there was not a site of them, and came back out at nights to actually look for them and do the counts, and we were figuring we didn't see anything today so probably we not going to see anything tonight, and low and behold exactly where the divers and snorkelers were in the water, is where there were two pairs of

eyes floating around, looking back at us when we shine the lights.

MR. GAYLE:

Sea Turtles: We are not seeing any nests inside the areas of the Coal Wharf and certainly not inside the 1 kilometer area, that radius area that we looked at. The sea turtles tend to be on the outside of the town bowl of the Palisadoes strip, and they are concentrated between the light house and Fort Rocky, that's where their nesting beaches are concentrated.

Under the water, lots and lots of seagrass, and in particular a band of it running parallel to shore, that starts about 20, 30 feet off the shore and even extends in deeper water as long as there is enough sunlight for the sea grasses to grow. These are all the usual animals associated with them (indicating) the star fish, the sea squirts, the tunakettes, the sponges, the ascidians, those animals, the last three that I called they are the reason why the water quality is as good as it is in a very turbulent environment,

because the sponges and so on are what are filtering the water and keeping it clear.

MR. GAYLE:

Yes, we did find seven species of corals. None of them were threatened or listed as endangered species on the IUCN Red List, an international listing that gives us the status of various species of corals worldwide.

In terms of the fish, yes, we saw the usual culprits, four eyed Butterfly Fish, Yellow Tail Snappers, Yellow Tale Goat Fish, some Grunts, nothing you wouldn't expect to see, and these tended to be associated mostly with pilings in other words, the pilings a lot of them are being taken out, we expect that they will hang about for a while and then when the other pilings go in, the 25 pilings go in, they will congregate around those because they like the visual cues of things in the water column. And this is where I hand you back to Mikey.

MR. CARROLL:

Thanks Peter. I will confess, our

socio-economist Dr. Alison Richard wasn't able to join us this evening so I will be making the presentation on the socio-economic aspect. Every hard question please pass them on to her. But we will do the best we can. The socio-economic and cultural environment, the Port Royal and environs. Port Royal and Harbour View are the two main communities near to the project site that we looked at. The population of Port Royal we have it at 1,251 with 338 households. Harbour View 9,000 with approximately 3,000 households.

MR. CARROLL: Important economic activities in the area of fishing and tourism/recreation. Dominant land use is residential, and they are, as we know, a lot of declared heritage sites in Port Royal. Now we have to gather the views of the public in any project like this. So we sought to ask about public project awareness, how aware were people of this project, and we did 279 interviews, 20 business operators, 91

visitors, 40 fishers and 132 residents.

MR. CARROLL: What did we find among those interviewed. The fishers, 78 percent of those interviewed said they knew about the project, they were aware. The local businesses we interviewed, 88 of percent of them were aware; 89 percent of the residents and of the visitors interviewed almost 47 percent of them said they knew about the project.

MR. CARROLL: Project importance, views of the public: Views of the public: Blue represents importance to Jamaica's tourism and cruise industries and red represents the importance to Port Royal and its environs. The interviewees and the fishers, 95 percent of them said it was important to Jamaica's tourism and cruise development. 90 percent said it's important to Port Royal and its environs. The local businesses, 94 percent important to Jamaica's tourism, 81 percent important to Port Royal. The residents,

94 percent important to overall tourism; 92 percent important to Port Royal. And of the visitors interviewed, 90 percent important to overall tourism and cruise ship development and also important, 90 percent to Port Royal and it's environs.

MR. CARROLL: The reasons why they think it is important: These are the reasons they listed: Important to economic growth and development, important to foreign exchange income, more earnings; important to job opportunities; important to promoting Jamaica and to add to the country's global image as a top destination, and generally to boost the tourism industry.

MR. CARROLL: More reasons: Increase visibility of Port Royal to international and local visitors. New business opportunities, employment, job opportunities, infrastructural development. Increased customer base for fishers and other sectors, and important to boosting the local economy.

MR. CARROLL: Most valued characteristics of Port Royal: These are listed as history and heritage, the very peaceful, very low crime rate and the place is quiet. They always say the noise level at the fence line boundary was like residential level, residential standard, which you hardly find anywhere in Jamaica, I can tell you, based on the work we have done. And this, of course, is not going to apply in the town centre, especially when they have the Friday night jamming. The fishing industry and attractions and restaurants.

MR. CARROLL: Concerns of the public: Main concern, number one concern, potential increase in crime with the influx of more people to the area. Possible displacement of fishers. Remember these are the perceptions. Benefits going to external interest instead of Port Royal residents, and possibly negative environmental impacts.

MR. CARROLL: So then we now look at the impact assessment. That is the effects on the environment, negative and positive. These are what we came up with: We looked at "Impacts", we looked on the impacts, the effects. We are looking first at the negative impacts and on the right hand side "Mitigation". When we say "mitigation", meaning measures that can be taken to soften the effect. And we are talking about loss of mangroves, seagrass and corals, and the measures to reduce the effect, maybe coral relocation as we heard before. Transplanting seagrass and mangrove preservation.

Decreased water quality: It's periodic. The standard mitigation measure for preserving: You know, too much sediments, dispersing the place to others areas. We are using silt traps, as we saw earlier on. What you saw earlier on was silt curtains, and installing silt traps on the site to catch or sort of purify any run off from the site that might be sediment

laiden.

MR. CARROLL: Construction noise: Measures to lessen the effect of the construction noise. Restrict construction to specific times of day; traffic regulation. And here is something that we have to get used to and have to look at considering: This indiscriminate use of this thing that they called the 'engine compression brake'. Anybody knows what is engine compression brake? It's just used even on -- you have trucks in the parking lot and they using this engine compression brake. It makes a sound like this baaaah. Totally unnecessary. In certain territories you actually have signs now saying no engine brake allowed in city limits or in certain areas.

Pollution: Air, solid waste and sewage. These could be minimized by vehicle management. You remember one time vehicles on the site, whenever you get a truck or contract, we are not certain he

is coming with a vehicle that is fitted with proper muffler system and it's not smoking and that kind of thing, and they habitually use the covering when transporting material. And, of course, these days every construction site must have properly managed portable toilets.

Damage or loss of terrestrial and under water archeological resource of cultural values. And the measure to reduce impact of this, the recovery of the artifacts, and that's the prerogative of JNHT as we saw In the Archeological Impact Assessment.

MR. CARROLL: The negative impacts, socio-economic: During the construction phase -- we still in the construction phase -- we just start looking at the impacts of the operational phase. Potential loss of income, disruption in livelihood. The fishers may not be able to use or traverse the projects site. Disruption of fisheries, traffic delays, both land and marine.

MR. CARROLL: And the measures that we can use to soften the effect of these is communication with the fishers and fishing interest.

Communication and transparency in general.

Community engagement: Providing the community with lots of information about the project and providing, of course, job opportunities.

Health impacts from air pollution: And we here soften the effect of that by proper site management, proper vehicle management and dust suppression to the construction.

We say dust suppression, we mean just regular sprinkling.

MR. CARROLL: Public perception: Increased economic activities will increase crime in the area. And, of course, the measures to counter that is increased security.

Now, let's look at some of the positive impacts during construction phase.

Control of this ad hoc use of the site resulting in orderly and sustainable

development of the site, which is right now essentially in a state of disuse, to the point where people are using it as a dumping site.

MR. CARROLL: Construction and mining sector earnings has a boost. Business opportunities for local businesses. Capital investment in Jamaica's economy. Talking about the GDP.

And now let's look at some of the negative impacts and how we can mitigate those measures. The negative impacts now in the operation stage. This is should the project go ahead. You going to have further degradation of the coastal and marine ecosystem due to increased cruise ship traffic.

And how do you minimize the effect of this? We have strict adherence to the convention for the prevention of pollution from ships, otherwise called MARPOL of which Jamaica is a signatory.

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MR. CARROLL: Possibility of bringing invasive species in ballast waters, as well as invasive plant species. And how we can minimize the effect of this? Again strict control of regulations with MARPOL and landscaping, incorporating Jamaican plants rather than importing other plants from in the area.

Decreased water clarity on cruise arrival and departure, and as the Port Authority tell it before, it would be speed control. It would be the main measure that will be used to control that.

Marine pollution: We know Kingston Harbour is pretty much under stress, and so whatever happens we will have to sort of dedicate ourselves on a continual basis, of the systematic removal of solid marine debris from the environment. But, of course, we have to somehow manage to get a handle on watershed management and the use of watersheds to prevent using the gullies as

a dumping ground for garbage that ends up in the Kingston Harbour.

MR. CARROLL: Air pollution, emission from cruise ships: Again strict adherence to MARPOL. MARPOL actually has a standard for sulphur content of fuels. Right now I believe it's 3.5 percent, mustn't be higher than that, and as of 2020 it's going to be, I believe 0.1 percent.

These are the predictions that we have made of what the air quality is going to look like when the cruise ships start coming here. This is on the assumption they will be using the 3.5 percent sulphur content fuel. Here again on the extreme right you have the NEPA standards, on the extreme left you have what it is now and in the middle you have what it is going to be, what the model predicts it to be with the cruise ships in. Because, of course, they won't be getting any power from shore, we don't have that kind of facility. So while they are in port they

will have to be using their engine still to keep their ships in operation.

MR. CARROLL: Continuing with the impacts from the operational stage. Wherever you have shipping there is possibility of accidents, and measures are there for the enforcement of Jamaican and international regulations. There is a no discharge zone within the territorial limits and other impacts, vessel grounding and this could lead to habitat destruction. Here we have to look at environmental compensation, for example, for habitat restoration wherever we have that kind of damage.

MR. CARROLL: And, of course, wherever you have mass tourism you are going to have increased trampling, wear and tear on the natural environment. And you can minimize the pressure by pedestrian management, establishing paths and trails, and identifying carrying capacity of sensitive sites. We can see right off for places like Lime Cay.

MR. CARROLL: **Stress on road infrastructure from increased pedestrian and vehicular traffic. How do you minimize that? You got to spend some more to improve the road surface and networks, increased signage and traffic signals. And, of course, I said here increased enforcement of traffic regulations.**

Now the negative impacts and mitigation of the socio-economics in the operation stage should the project go ahead.

Community impacts: Increase need for community resources. And we are talking about measures to minimize that effect.

We are going to talk about expansion of emergency services and upgrade/ development of necessary infrastructure and social services. For example, emergency services like the fire and security, which we know right now those services in Port Royal are very little stressed. They might be getting some excitement in the future.

MR. CARROLL: Health care, water and a hot button issue sewage treatment for Port Royal; improved housing and improved garbage collection.

Now public perception. The public perception is that the benefit will be for external interest and not locals.

Mitigation for that: Community engagement and community development.

So let's let look at the positive impacts now during the operations should the project go ahead. We are talking about improved coastal stability and resilience to time and change because of the lifting that's going to go on so at the site.

Improved land use and value. Increased revenue stream from cruise tourism.

Direct and indirect benefits to Port Royal and the Jamaican economy by employment and income opportunities. Higher disposable income and improved standard of living.

Increased business opportunities for Port Royal establishments and attractions. We are talking about places likes the

heritage sites like where we are now. The cays, the beaches, the restaurants and introduction of eco-tourists in our protected area. You talk about well managed tourists, so that we do things according to carrying capacity, so we don't have this trampling effect.

Tour companies and transportation sectors will have increased earning opportunity.

Infrastructural improvement and highlighting Port Royal's history.

MR. CARROLL: So the next thing we did, we did an assessment of alternatives, which is required by the Terms of Reference. And the alternatives we looked at, the Terms of Reference said that whatever you do in considering alternatives you have to consider the '*no action alternative*'. So that's Alternative 1.

Alternative 2 was to develop the cruise pier using the SeaWalk technology.

Alternative 3 was to develop the cruise

pier using the fixed jetty or what we call conventional technology.

MR. CARROLL: So Alternative 1 you do nothing, the project location remain in the present state.

Alternative 2, installing the floating cruise ship pier and all related development. We are talking Phase 1. Raising the land surface above high tide to about 2.2 meters by dumping of stone aggregates.

Alternative 3, construction of a raised platform built from the shore out over water, supported on piles used to secure or provide access to shipping. In all cases the harbour remains under stress from general pollution. Alternative 2 and 3 are generally having pretty much the same impacts, with one big exception. So the SeaWalk, no dredging is involved, and that is a big thing in terms of minimizing environmental impacts. So minimal

disturbance of the seafloor in Alternative 2 compared to dredging in Alternative 3 and permanent alteration of the sea floor, reef, seagrass and mangroves.

MR. CARROLL: Looking at more, comparing both two and three now, you see the same effect, the dust, the noise, increased solid waste, the storm water. But the big difference no dredging for Alternative 2, and that essentially makes the big difference between the alternatives. Pretty much the same.

And Alternative 1, the site continues in its under developed state. And there is another one for Alternative 3, which we don't have for Alternative 2, is that Alternative 3 will involve land creation and some changes in the wave patterns, which you will not get with the SeaWalk. And of course Alternative 2 or 3, as long as you have cruise ships coming in you are talking about increasing the macro-economic benefits. And another big

one in terms of Alternative 1, the aesthetics remain the same, pretty much unremarkable and rather unpleasant. With the development you have vastly improved aesthetics. Thank you.

(A P P L A U S E)

CHAIRPERSON: Thank you Mr. Carroll. I'd also like to thank Mr. Gayle for his contribution and invite the members of the Port Authority back to the stage at this time. Ladies and gentlemen, we are going to do half hour of questions. We are going to manage this very carefully and respectfully.

There are two microphones placed and I am going to take two questions at a time. So you ask your questions, please remember not to go on and on. Ask the question as clearly as you can. We are going to be getting some from online as well. Say your name and, of course, if you are part of an organization please indicate that as well. I am going to begin with an online question, because very often the online people get left out.

CHAIRPERSON: This is Twitter.

"Emily Lewis: What will the impact of the floating cruise terminal be on the surrounding mangroves, considering that this is a designated wetland of international importance under the RAMSAR Convention. In other words, how much of the mangrove will be destroyed?"

You are going to take that Peter?

MR. GAYLE: Yes. We are not expecting that any of the mangroves will be destroyed by normal activity of the cruise ship.

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CHAIRPERSON: Thank you. Let me go to the lady who is standing here. Your name, and if you are part of an organization, please indicate.

MISS STANLEY: I am Suzanne, I am the CEO of Jamaica Environment Trust. I would first like to say I am a bit confused by Mr. Gayle's statement that he has made. He referred

to the site being juxtaposed to the protected area. The site is in the protected area.

MISS STANLEY: There was also reference made that there was no dredging that's going to be happening. On page 44 of the EIA it says "*Maintenance dredging is likely to be necessary.*" there was also a section of the EIA that refers to mangrove removal on the site, and the mitigation is going to be that they are going to replant the mangrove. I am just a little confused about that. But that's not my question.

CHAIRPERSON: Okay, just a moment, though, it's important could I have some clarification there.

MR. GAYLE: You said a lot in that long sentence, could you break it down again for me.

MISS STANLEY: You said that it wasn't in the protected area, you said it was juxtaposed to the protected area.

- MR. GAYLE:** The diagram that we have show it right beside it, not in.
- MISS STANLEY:** That is not correct. I am on the Palisadoes Port Royal Protected Area Committee something or the other, so before ...
- MR. CARROLL:** Excuse me, clarification please: It is in the protected area, it is juxtaposed to Conservation Area. B.
- CHAIRPERSON:** In the protected area juxtaposed to ...
- MISS STANLEY:** The other questions were about the maintenance dredging, the other points were about the maintenance dredging and the removal of mangroves.
- CAPT. DeLISSER:** May I respond to that?
- CHAIRPERSON:** Yes, please.
- MR. DeLISSER:** As indicated in my presentation, the depth in the Port Royal Harbour, next to the Old

Coal Wharf, range between 13 and 16 meters as indicated on the Navigational Chart BA454. The draught required by the cruise ships range between possibly 8 and 9.6 meters, so there is absolutely no need. It's a very stable area, there are no rivers coming there so we have no doubt that there is no need for maintenance dredging. That's the clarification that we are offering.

MISS STANLEY: Okay. Well page 44 then.

CHAIRPERSON: Could I get your question now.

MISS STANLEY: Sure. I have two questions as you instructed.

CHAIRPERSON: No, two questions I am going to be taking, a question each from the microphones.

MISS STANLEY: What restrictions of public access will be associated with the terminal development?

CHAIRPERSON: Just repeat the question.

MISS STANLEY: And is the sewage treatment plant for the cruise ship passengers only or the entire town of Port Royal?

CHAIRPERSON: Just a moment, please repeat your question.

MISS STANLEY: I have about six questions.

CHAIRPERSON: No, you can't do six at one time. I am asking you to give ...

MISS STANLEY: This is such a poor EIA and such a poor public meeting. It is 8 p.m. and we are just being allowed to ask questions now. This is completely unacceptable.
(A P P L A U S E)

CHAIRPERSON: May I just ask you to -- I would believe that you would have wanted to hear the background that all people thought, so we could come to (1) hear what they have to say and if there are things that really are upsetting you, then you ask them, but I believe that ...

MISS STANLEY: I am trying to ask them and you have only given me permission to ask one question.

CHAIRPERSON: Just a moment, don't quarrel, there is no need to quarrel; there is absolutely no need to quarrel. Let me just make it clear now, let me just make it clear ...

MISS STANLEY: Five Beach Licences have been issued for this development already.

CHAIRPERSON: Could I ask you, please, stop.

MISS STANLEY: This is not for approval process.

CHAIRPERSON: Could you stop, please. Let me tell you what I want you to do, just ask your question. Hold on a moment. You have not, that's what I am saying, you asked two things and I am saying just ask it again. You see, you are misunderstanding. Just ask the question. You are going so fast, if you were just listening, but you are so angry.

MISS STANLEY: I am angry.

CHAIRPERSON: And you have every right to be. I am just saying ask the question clearly so it can be answered. Then when you ask that I am going to ask Mr. Stephens to ask his, then we take care of those two and we get others, that's all I am asking.

MISS STANLEY: Okay.

CHAIRPERSON: There was a misunderstanding.

MISS STANLEY: My questions are, what restrictions of public access will be associated with the terminal development both at the sites and in Port Royal? And is the sewage treatment plant as described in the EIA for the cruise ship pier only or for the town of Port Royal, because there are two sections of the EIA which are in direct contradiction with each other.

CHAIRPERSON: I got you. So please make sure you have made a note of those questions because we

are going to now go to Mr. Stephens for questions and then you are going to answer. So you have the two questions, right?

RESPONSE: Yes.

CHAIRPERSON: That's all I asked you to do earlier, to be clear, you were going so fast.
Mr. Stephens --

MR. STEPHENS: Good evening everybody, the name is Robert Stephens and I represent the Port Royal Development Company. My congratulations to the Port Authority for coming up with this technology which allows us to put in a cruise ship pier in Port Royal without having major damage to the environment, and I think it is indicative of the kind of research that you have done and the kind of work you have put in. However, my concern is that No. 1, a lot of work was done over many years before, which has been practically neglected and we are re-doing a lot of these things, including

an EIA which was done many years ago, and it did look at various locations for a cruise ship pier, including Coal Wharf.

MR. STEPHENS: Let me also point out that it is clear that there is a move to develop the country with bringing in private/public partnerships. However, we have an existing private/public partnership in the name of the Port Royal Development Company, which has been totally ignored in all the process of this development, and that is of grave concern not just to me but to the 40-odd shareholders who are members of the Port Royal Development Company.

CHAIRPERSON: Thank you. Now, gentlemen, you have the two questions from the Environmental Agency, and then you have ...

PROF. SHIRLEY: Miss Stanley, thank you for the questions. Public access to the facility: the facility is designed with only a small area, the terminal building, that is going

to be restricted. The rest of the terminal on non-cruise ship days will be opened to the public and on cruise ship days will be partly restricted because of the transportation related issues. It is designed to avoid many of the problems that we have at other locations, and we wish to have the terminal be one that's accessible as far as possible by the public.

In respect of the sewage plant, there are two sewage plants that are to be built by the Port Authority. The first of those will be associated with the terminal, the second will be associated with the area that is here. We recognize that those sewage treatment plants cannot handle all the sewage for Port Royal. We have, however, been working with the National Water Commission in respect of the implementation of a sewage plant for the entire Port Royal, which is to be implemented within this fiscal year. You haven't asked about water but we are also

working with Waters Commission in respect of the upgrade of the pipeline from the Palisadoes Airport to Port Royal.

PROF. SHIRLEY: Mr. Stephens' questions about the information which has been used, we have referenced the information that's available to us in respect of this. We have found some of it dated and therefore no longer relevant, and the information that I have is that the Old Coal Wharf, the studies were done for another use. We have not seen the ones that you have referenced.

In respect of the exclusion of local or domestic public/private arrangement, it is not my sense that there is an intention to exclude domestic/private sectors in any way. In fact, that is going to be highly encouraged. We ourselves intend, as far as possible, to collaborate with private sector partners in implementing what is to be done here. What we have sought to do is to be a catalyst for that development.

PROF. SHIRLEY: We are collaborating with our sister agency, the Urban Development Corporation, who is charged with the overall master plan for the areas that we have not described this afternoon.

CHAIRPERSON: Thank you. Please just make your way to the microphone if you have questions. We are going take one from each microphone. We are trying to allow as many people as possible to get their questions in.

MR. LOWE: Christopher Lowe, architect. I assumed that the questions were pertinent to the EIA, that's what I understand.

CHAIRPERSON: Yes, sir, indeed.

MR. LOWE: Mention was made that there are local plants and it is hoped that in the landscaping of the terminal complex these will be used. I have not waded through the -- I have not read in detail the 740 pages EIA which is available on the Port Authority's website where it is readily

able to be downloaded for you who have not yet downloaded it. It is buried unfortunately on the NEPA's website.

CHAIRPERSON: So you are saying it's available on the PAJ website?

MR. LOWE: PAJ's website, on the first page it's there on your left corner, you click it and you get it.

The mention of local plants, it was mentioned by I think, V.P. Lawrence of the PAJ, that outline and full detailed permit applications have been made to the KSAMC. In that application was a landscape plan provided and has the design team avail themselves of the EIA Report and the local plants referenced in it which should be incorporated in the landscape plan?

CHAIRPERSON: Thank you so much. Mr. Bernal, go ahead, please.

MR. BERNAL: Thanks, Chris, for the question. Yes, a landscaping plan has been done for the site and there has been extensive work on the type of vegetation that would be endemic and would be suitable to the climatic conditions out here. To answer the second part of your question, I can't say that the the design team have specifically referenced the EIA study, but now that this work is completed I think it would be incorporated in the design development drawings that have been done for the site.

CHAIRPERSON: Please if you have questions come forward.

MISS CODNER: Good evening everyone, my name is Ashley Codner and I am from the Jamaica Environment Trust, and my question is about the SeaWalk. Has it been tested in the hurricane belt? Jamaica is located in an area that is prone to hurricanes and I would like to know what is the plan for storage of the SeaWalk during a hurricane?

CHAIRPERSON: Good question.

MR. GRINDLEY: Good evening everyone, the name is Phillip Grindley. First of all, thank you for what seems to be a presentation of a very comprehensive analysis of what is to be done here. I recognize that there are going to be costs to the potential benefits that can be garnered from pursuing the cruise shipping pier, but I am a little bit concerned because twice during Mr. Carroll's presentation he made reference to "*should the project go on*". I am a little bit confused as to with all the investments that have been made and all the questions and concerns that we have, all the monies that have been spent and to be spent, are we at this stage unsure if we are doing it or not? My two main questions require the answer, because I am a home owner here in Port Royal, I don't know if you are familiar with the concerns of water pressure and sewage. I don't think those things are something that can be put in Phase 2.

MR. GRINDLEY: I saw where people are going to be bussed out, but the great majority of people -- well, I don't know if the great majority but a lot of people are going to be coming into town, how are we going to deal with the increase use, need for water and the eminently increased need for sewage treatment?

CHAIRPERSON: May I ask you to begin with the lady's question, please.

CAPT. DeLISSER: Thank you, Ashley, for the question regarding the securing of the SeaWalk during the hurricane period. That's something of great concern to us, it's a very expensive piece of equipment. We have taken great care in planning for that eventually, whereby the SeaWalk or this floating dock will be disconnected from the infrastructure and taken to the 300-ton mooring buoy and secured to the mooring buoy. We are accustomed to securing all equipment to moorings within the harbour during hurricane season.

That's the method we will be using to protect it from the high wind and waves.

CHAIRPERSON: Thank you, could we have the answer to Mr. Grindley's question.

PROF. SHIRLEY: Mr. Grindley, thank you for the questions. We certainly intend to go ahead with the project. We believe we have complied with all the necessary regulations and requirements. We are very hopeful that we will be able to get the EIA passed, and we are prepared, provided NEPA grants us that EIA, to begin the construction on the 9 acres at Coal Wharf immediately that that is done.

PROF. SHIRLEY: In respect of the sewage and water works, those activities, we are collaborating, as I said, Mr. Grindley, with the NWC. We have a commitment from them to implement the sewage works in this fiscal year. We also have a commitment from them to address the water pipeline that will be coming over there. We are working with

them to ensure that any road blocks that we can remove to ensure that that is done is done.

PROF. SHIRLEY: We have been meeting on a reasonably regular basis with the towns people of Port Royal, and so the challenges that they face we think we understand them and we are committed to working to try to address the social challenges that are faced here by the people of Port Royal, even as we implement the project.

CHAIRPERSON: Thank you.

MR. STEPHENS: Robert Stephens again. I was hoping that the members of the community would raise it, but under "Mitigation" on page 17 of this brief it talks about the need for expansion of emergency services and upgrading and development of necessary infrastructure and social services, including fire, security, health care, water, sewage, garbage collection, and most importantly for the people of Port

Royal, housing, because the housing conditions in Port Royal are extremely dilapidated.

MR. STEPHENS: Now, I haven't heard anything about what is being done to mitigate all those things. I think it's important that you not only deal with a project that is going to bring in the big boys but it's important that the benefits accrue to the people of the community. I would like to hear a lot more about what is being planned for these. I have heard about the fact that you are going to put in a sewage treatment facility but what about the housing for the people of Port Royal?
(A P P L A U S E).

MISS STANLEY: Susan Stanley, Jamaica Environment Trust. I don't think my question about public access was really responded to. I mean, Professor Shirley did speak to the pier itself, but there was also reference made to carrying capacity studies being needed for other parts of Port Royal. Mention

was made of Lime Cay, for example.

MISS STANLEY: I mean, what are the implications of a carrying capacity study being done for these locations and finding, for example, that it can only accommodate 1,500 people per day, one day for the week? So what does that mean? Only the cruise ship visitors get to go to wherever, Lime Cay, whatever it is? That is my question.

CHAIRPERSON: Let us get them to answer that. Could you go with Mr. Stephens questions first, please.

PROF. SHIRLEY: Again, Bobby, I think you are speaking on behalf, in this one, on the behalf of the people of Port Royal. The Port Authority and the UDC are collaborating with the National Housing Trust in respect of the housing solutions that are to be implemented here. Tonight's presentation, I am not in a position to speak definitively to what is going to be done in that respect, but I am aware, and this

is what I'd like to say, that the National Housing Trust is working on this issue at this moment in time, both for the persons who are in the old town as well as those in the newer sections of Port Royal, and at an appropriate time announcements will be made and there will be discussions, further discussions. I would like to also say I am very certain that those plans will involve engagement with the towns people in a very detailed way.

PROF. SHIRLEY: In respect of the other infrastructure, the other social services, there is work already underway in respect of a variety of those, including health care systems, policing and so on, that will have an impact on ensuring that the augmented needs are appropriately taken care of.

Miss Stanley, thank you for clarifying your question in respect of the public access. I misunderstood what you meant and so I answered what you wanted to say. I would like to say in respect of the

carrying capacities, what we have indicated to you is that our experience and our analysis of what happens on a cruise ship is that if a cruise ship takes in 1,500 people, 1,500 people never ever go to a single destination or location.

What we have said to you is that we are making provisions to move persons to a variety of locations, including those across the harbour, including those in the greater Kingston area, including those on the Hellshire side of the sea, including the cays that are off Port Royal, as well as the attractions which are in Port Royal.

If you divide those up, and there are mechanisms to manage how many persons go to each of those areas. You will see that there is very little, very limited chance of overwhelming with a relatively small facility. We are prepared in due course to share with you our own internal analyses of those, but we have recognized that UDC is also at the moment working on

a variety of capacity studies that will inform how we manage this process effectively. We do not believe that the capacity is going to be overwhelming with a cruise ship of 1,500 persons.

CHAIRPERSON: Gentlemen on the platform and lady, and in the gathering here, I just want to make a comment, there are persons, I believe, here and online who would love to have an extension of 30 minutes of our questions could I take it to 45?

PROF. SHIRLEY: Sure, of course, Fay, we are happy to extend it, as long as the other members are willing to.

CHAIRPERSON: I know it's been a long evening, but as Mr. Grindley said, the need was there for the comprehensive laying out of the thing so you understand exactly what is happening from this end and what is happening from that end. So thank you for your understanding.

PROF. SHIRLEY: Fay, could I ask your indulgence, I think Mr. Edghill wanted to add something.

MR. EDGHILL: Thanks Prof. We had done our internal analysis of capacity study, and based on our experience -- earlier in our presentation we indicated that since the year 2017 and 2018, and based on those experience in Kingston, looking at Kingston Wharf and looking at that experience in which approximately 80 percent of the visitors exit the ship and went to the various attractions like Devon House and the Bob Marley Museum and the various locations, whereas I say this is our indicative study, based on that historical data we don't expect more than maybe 300 or 350 persons who left in a ship to come at Port Royal in the initial stage.

Remember now, on cruise ships you have the pre-booked passengers who go out first. They will eventually come back in but they come in at different times. So overall we

don't expect the capacity at any one time to be in excess of approximately 150, but of course I need to refine that study as well.

CHAIRPERSON: Thank you, Mr. Edghill.

MR. PINNOCK: Good night, my name is Rohan Pinnock, I am a resident of Port Royal. Are you guys going to build a sea wall to protect the community? Because as you know when high tide a lot of water comes over in the community. Are you going to build a seawall?

MR. LOWE: Christopher Lowe again. This little booklet is very helpful. there is a situation where PAJ has a clear mandate regarding two projects. They speak of UDC, NWA, NWC and other agencies. I see Mr. Patrick Rose's name on a chair from NWA, he is not here. You cannot develop the sewage and water supply for this development in isolation of what is going to happen in the town of Port Royal. You

made mention of our situation where the NHT is doing housing solutions. Housing requires water and sewage. There is a health centre to be upgraded, No. 22, what will be done about the health centre, the health facility? What type of health facilities does it have now, will it be a Type 1, a Type 2 or Type 3? Will there be ambulance service in case there is an emergency and the residents need help and the visitor might fall ill? These are questions that need to be addressed in a wholistic manner. PAJ has been very good in hosting the citizens of Jamaica and streaming it live to the diaspora and others who could not be here. There needs to be a meeting with the UDC, NWC and NWA to address what are the plans for Port Royal. Is the carrying capacity of Port Royal being defined in how many residents can Port Royal accommodate? And who is going to be eligible for the NHT housing solutions and what are they? Are they appropriate housing solutions that are disaster resilient and sustainably

designed?

CHAIRPERSON: Thank you. Could you address the first question raised by Mr. Pinnock.

PROF. SHIRLEY: The first question, Mr. Pinnock, is whether the Port Authority intends to build a sea wall as part of the activities that we have? The answer to that, at the moment we have no such intention, Fay, but we do know that because the development of the area to the east of us has been penetrated during high wind, high rainfall conditions, we know that some protection has to occur. We know that the other relevant agencies have this as an issue that has to be addressed.

In respect to the second question, what I can say is that the NWC has pre-existing studies on both sewage and water for Port Royal. They are not starting from ground zero in relationship to the solutions that they have in mind to address or plan to address the sewage and water treatment.

PROF. SHIRLEY: And both of them are targeted to be completed in the fiscal year. So a lot of effort is going to go into ensuring that the towns people of Port Royal are appropriately dealt with in respect of those two concerns.

In respect of the carrying capacity of housing, I would have to again defer to the NHT, the work that is being done by the NHT in association with UDC. I think the fact that you save seats marked for various agencies, we may be a little disappointed that our colleagues were not here, but we had to have this presentation for a variety of factors on a Friday night, and a Friday night is often a very difficult time to get a full turn out, which is why we are so delighted to see so many persons here, and the level of interest that have been shown in this exercise. What we are certain of is that there will be other opportunities for discussion with the UDC, the NHT, the NWC and the NWA. We will ensure that this

happens.

CHAIRPERSON: So we have extended the time so we now have 15 additional minutes. I see two people, would you like to go first, ma'am?

MS. HARTLAND: Good evening, my name is Francine Hartland, I am here in the capacity of cruise manager with Jamaica Vacations; we are part of the Ministry of Tourism. Jamaica Vacations deals with airlift and cruise support into Jamaica. The partners that were mentioned, I didn't see any mention of the Airports Authority of Jamaica and are they a part of the team, because if there is any incapacitation of a vessel there is a need to get the passengers out as was the case in Barcelona with a Norwegian cruise line that had issues and docked in Barcelona, and said persons had 48 hours to get off the ship and get home.

MR. HENRY: Gregory Henry. My concern is the migratory pattern of fishes that regularly

goes into the mangrove, especially big fishes, dolphins. What impact is this going to have, because looking at the chart now, the fishes entering the harbour easterly, westerly, and they normally go along the land side, obviously, with the new terminal being constructed, is there going to be an impact of that normal pattern of the big fishes and dolphins going into the mangrove?

Number two, the closeness of the cruise ship to the mangrove. We are talking about -- I read the other day that there was some compliance with garbage, Carnival Cruise Ship and most of the large players were fined heavily although they have made compliance with certain international laws concerning garbage. In case there is an accident, let us say an oil spill or something like that, what preventative measures are there in place? Are there going to be any booms, and I am talking about minutes to spare in case of something catastrophic happening that

might have a negative impact on the mangrove?

CHAIRPERSON: Those persons handling the online questions, could you bring one or two more for me so that the people who are putting their things out there can be acknowledged. We have first Ms. Hartland's question.

MR. TATHAM: I will answer it. It's a very good question, Francine. We have not had any direct dialogue with the Airports Authority on that, but we do have some experience with that. Historical we have had two ships, I think, in the last ten or 12 years, one from Carnival and the Star Prince which actually came into Jamaica on fire, whereby we were able to react very quickly. And usually what happens is working with the cruise lines, if the passengers have to be taken out in cases like that, the cruise line will charter jets and bring them in and take them out. We don't really see that as an issue in a situation like that, but it's definitely

worth considering.

PROF. SHIRLEY: Can I also say, Francine, we have been meeting with Airports Authority, with NMIA; we have a good working relationship with them, they are very keen for us to collaborate on trying to get a ferry system back in service, because it has been helpful to them to have an alternative route to and from this part of the Peninsular. I should say, Francine, I am deeply, apologetic. When you put these things in writing and you were mentioning all the agencies, we were speaking with primary reference to the works that are ongoing now, but I think it's certainly a great ambition. The Jamaica Tourist Board, TPDCo, TEF, the entire suite of entities under the Ministry of Tourism were not appropriately mentioned, but as I said our focus was really on what is happening currently on the construction works. We certainly are partners with that entity in developing the tourism product that will emerge here.

PROF. SHIRLEY: And also I have said not just with the Airports Authority but with the Ministry of Transport, generally.

CHAIRPERSON: Thank you.

MR. DeLISSER: Mr. Henry, we will ask our consultants to respond to the issue of the migratory fishes. In respect of the closeness of the cruise ship to mangroves, what I will say to you is that the ship will be within the 10 meter contour in the Port Royal Harbour at Coal Wharf, and that will be some distance away from the mangrove.

In respect of the other point you raised about oil pollution, we will not be allowing the ships to receive bunkers or fuel in that location.

MR. GAYLE: With respect to what you call the migration of the fishes, our expectation is that these animals are mobile. You are dealing with a situation where you are talking about a cruise ship at the most

two days of the week, so we are really not expecting that the presence of the cruise ship will affect the movement of fish along that section of cruise line.

CHAIRPERSON: Thank you. Here is a question on Facebook:
"Approximately how many people will be employed as a result of the project?"
That one is coming from Kadian Taylor.

PROF. SHIRLEY: The number of persons that will be employed would vary by stage of the project. In the seaside works that are currently being undertaken at the moment, the employment of Jamaicans, there are a number of skilled Jamaicans who have done the kind of work that is being done that are employed. There are relatively few of those here in Port Royal, but an emphasis is being given in every stage for Port Royal people to have the first preference. In the stage that Mr. Lawrence spoke about, when we start the land side, those numbers will go up quite substantially.

We expect that that is going to go up even further, because while that is happening, if we get the approvals we will start the works that would take place in the historic districts. So we expect a ramp up. Certainly within the last quarter of the calendar year will be a very busy period. The specific numbers, Fay, I cannot give at the moment.

CHAIRPERSON: Thank you, sir.

MISS CREARY: Lauren Creary from Jamaica Environment Trust. My question was the capacity of the cruise ships, how many passengers do you expect to be arriving on each cruise ship? You had said about 300 to 350 came off in 2017 and 2018, but you also said around 80 percent of the passengers actually left the ships. I just wanted to know how many people you are expecting. And also in terms of future development and the success of the venture, will more cruise ships be coming? You said two days per week, would that increase and how would

you deal with that?

CHAIRPERSON: Thank you, very much.

MISS CLARKE: Good night. It's more a comment. Lorna Clarke from the UDC. I just wanted to indicate that through the SDC we will be organizing a series of small meetings with a town hall meeting in August with the others agencies. So we are here supporting, because, you know, this is really catalytic, very much important, and we will have the town hall meeting where persons will be able to get more information.

CHAIRPERSON: Thanks for the comment.

MR. TATHAM: I will try to answer the question. The ship is going to be coming in January, passengers is 1850. we have debark rate in Jamaica that hovers around 85 to 90 percent. About 40 percent of all passengers go on what is known as a pre-book tour, and what that basically

means, that's a tour booked on the ship, sold by the ship. And usually we go to -- if I have to take stab at it, here in Port Royal, I would say they would choose to go to places like the Bob Marley Museum, Devon House and some more established traditional offerings. Because the cruise line tend to ultimately want to the make money on that. They are going to end up making money the further the passengers go out. Beyond that there is another 30 to 35 percent of passengers that have what is known as an independent pre-book. These are the ones that look on line and say well what is something interesting I can do? and then they will say well I want to go look at them growing coffee in the Blue Mountains or whatever the place maybe. And then there is of course the walking traffic. Those we expect a number of them to come into the town and we will be able to transfer a number of those.

MR. TATHAM:

As I said earlier, throughout the day we anticipate that people will choose to go

across the harbour, some people will choose to go here at Fort Charles, some people will choose to go into the Blue Mountains, there is a whole variety of tours that are going to be offered, and they will be split and it will be easily absorbed. There are a number of other projects down the road. As Professor Shirley said, the UDC is doing the master plan and there are some bigger projects. As those projects come on line, clearly the town will be able to absorb more. There may be the [inaudible] for example, it's is a project to be had and to be done at some point in the future, and when that is done and this is done and a few other things are done, the passengers will be absorbed much easier. Right now we are looking at ships of about 2,000 carrying capacity. And as far as the two it's going to take a while to ramp up. Port Royal is not on the traditional routings of ships, so it's going to take some time to build it, once we think of the deliveries and it starts to build a

reputation then there will be greater interest.

CHAIRPERSON: Thank you so much. I would like to say say if there is a resident of Port Royal who wants to ask a question then, please, because we are going to wrap up after that; we have extended for 15 minutes. I know people are passionate about this, but we just have to do it with order and respect. So Port Royal come up if you have something to ask, a resident.

MRS. JONES: Thank you very much, Madam Chair. Good evening all, my name is Eleanor Jones from Environmental Solutions Limited. First I'd like to congratulate the Port Authority and to thank them for a very comprehensive presentation, multi-dimensional presentation, that was made, it was very clear, so we know exactly what is going to happen with the cruise port.

I want to thank my colleagues, Paul, Pierre and Peter for your presentation

also, related to the project itself. I just want to -- mine is more of a sort of a comment. I want to underscore the points that have been made with respect to wholistic planning; the points that have been made regarding the infrastructure that is necessary. We are introducing a cruise port into a very significant asset that we have. We want to focus on sustainability. We tend to think of Environmental Impact Assessment for permits, and I would like us to go way beyond that. I have heard when you get the permit you can move to do this, we can move to do that. I'd like to caution the Port Authority because as we are introducing this asset to the global cruise market, we want to make it the best and we want to make it sustainable, and it will not be sustainable unless we take on board all of the points that have been raised here with respect to what we are doing with the town of Port Royal, the infrastructure that's necessary. We are bringing in visitors, we are going to bus

them out. Where are we taking them? How is that? And we want to ensure that we do not have bad experiences and bad reputation as we are trying to ramp up this transformational project.

CHAIRPERSON: Thank you so much, exceptional point. Last call, somebody from Port Royal if you have something to say step up.

MISS CODNER: I am Ashley Codner from the Jamaica Environment Trust. I'd like to piggyback on the hurricane question that I had asked earlier. You mentioned that the SeaWalk can be stored on land or adjacent to land in the event of a hurricane. What category storm can that kind of anchorage stand up to? And in the event that it becomes dislodged and you have this debris now, what measures are put in place to make sure that the surrounding environment isn't damaged?

CAPT. DeLISSER: Thank you again, Ashley. I am sorry if you misunderstand my earlier response. I

did say that the SeaWalk will be taken from its operating location and taken to a mooring point which is perhaps about 400 meters out from it in the sea and secured to that mooring point. That mooring point is extremely robust, it's 300 tons capacity. Prior to this we have never had anything of that nature, in terms of its holding capacity within Kingston Harbour, so we are pretty confident that that mooring point will be able to maintain the integrity of the system. I can't tell you exactly what force wind it can withstand, but we are hopeful that it's not a Category 5 or 4, then we should be pretty okay.

CHAIRPERSON: Maybe what you could also say, if the port that you are planning to do, if the section of the harbour is more protected than downtown Kingston Harbour. Is it more protected?

CAPT. DeLISSER: It is indeed. It's from the leeward side and we find that the SeaWalk system

operates in certain conditions but in terms of extreme weather then it's going to be secured to the 300 ton mooring point. The point is being made as well that the general area of Rosey Hole is where we secure all the boats during a hurricane. So it's within the general area but secured to a very strong point.

MISS CODNER: So with climate change it's expected we are going to be having more powerful storms more frequently, Category 4s, Category 5s. We saw a super Category 5 the other day that affected our Caribbean neighbours. I would like to know that it can withstand a Category 4 or 5 hurricane.

CHAIRPERSON: And they can't answer at this point.

MISS CODNER: Also if it's dislodged, because that can happen, it's a possibility, what's the plan?

CAPT. DeLISSER: I just signed a document yesterday which is asking for the procurement of special

cables to be used in securing of the SeaWalk on to the mooring point. So this is one such measure in ensuring that it can withstand winds up to perhaps 120, 150 miles per hour.

CHAIRPERSON: Mr. Edghill.

MR. EDGHILL: Let me just emphasize as well, the SeaWalk is like a boat, it's a floating equipment it can be moved to any location. When it comes to hurricane, we all know a hurricane before it coming, so we know when to move. It's a boat, It's a floating thing, it comes off the support and we can navigate it away from that location.

MISS CODNER: Is there a location on land that you can...

MR. EDGHILL: It's not land, you know, it's on the sea, so at least we can -- Captain has upgraded various radars, so he can at least know where the storm is coming from; we can

find a safe harbour. So that's what we will do.

MR. TATHAM: If I may just say, it's simply that everybody who has boats that have to stay here during the hurricanes, they find a location that is the safest place to moor that boat, and this is no different, it's a boat, and it's going to be moored in a way, but a lot of thought has gone into the creative technology for a quick release system for hurricanes, specifically for Jamaica, so that it can be disconnected very quickly and taken to a safe location.

PROF. SHIRLEY: You see, it's new technology and people really need to know and understand, so hence the question and you can hear that people need to understand how this thing works.

Just before Bobby ask his question, I want to thank Eleanor for her question.

Eleanor, I think you misunderstood maybe a little bit what I was saying. We indicated in our presentation, Eleanor,

that we have specific projects that are underway, and what I said about beginning as early as possible, I said if we are hopeful that we will get the approval from NEPA to continue the works at Old Coal Wharf by doing the landside works, we are prepared to do that, and we have set up ourselves to be able to do that. That is the actual situation. We also have conditional approvals from the Jamaica National Heritage Trust to do the works in this area and we hope in due course to get all the approvals in place so that we can begin those as quickly as possible. But your larger point of having integrated plans is an important issue.

PROF. SHIRLEY: What Lorna Clarke indicated to you is that while the agencies are planning together, there is a recognition that the work that PAJ is doing now can be catalytic in terms of attracting additional resources and effort into addressing the problems that are here. We have spoken about Port Royal for a very long time. The beginning that

will occur when we implement our projects, we anticipate that there is going to be important public and private activity that will be done in an integrated way. So we are just, as Lorna said, we are collaborating with the UDC to ensure that the overall plans are developed as best as possible within an integrated framework.

MR. STEPHENS: Timing is critical. I understand that the first cruise ship is coming in, in January of 2020. When we did the plans for Port Royal before, we started the training and development of the community approximately two years before anything was going to happen in the area, and I think it's kind of late but it's very important that the training and development programmes of the community members to be able to take up the opportunities that will arise out of this development are started as quickly as possible.

CHAIRPERSON: Any comments on training happening so far?

PROF. SHIRLEY: Thanks again Bobby. We have already started some of that activity. We are working closely with the Ministry of Culture on this and they have had some training programmes already in the area. We have a study being done by the Social Developments Corporation at the moment to better understand the individual's skills set, individual's interest, so that we can do that in a more targeted way to support both the development of skills as well as the entrepreneurial aspirations of persons here. We anticipate that given the nature of the developments that Brian described in both the Museum and Fort Charles, the new development, there is going to be a lot of need for persons who are able to tell the story of Port Royal in a very compelling way, which means we are going to have to be training those persons, we are going to be recruiting those people to do this. So there is a range of areas that we will be developing, Bobby. There is a project that we are working on with the fishers right now, because they will

also play a big role in this. So we hope to so do this in a very multifaceted way.

MISS KNIGHT: Good evening everyone, I am Karlene Knight. I am actually here as a private citizen not as a resident of Port Royal. My question is with respect to traffic. You anticipate, well yes, an increase, but any major increase wherein you would need to put in plans or put plans in place to treat with that? I ask because when I think of this side of Jamaica I think of the CMU, I think of Harbour View, I think of the airport, I think of persons coming in from Bull Bay, from St. Thomas, and I know that WIHCON is in the process of establishing a new community all together in Harbour View. So I really would like to know if anything is being put in place for that?

MISS KNIGHT: And also you mentioned the ferry system, there is a consideration for that to be reintroduced. Would that also be open to the residents of Port Royal or just cruise

ship passengers?

CHAIRPERSON: Thank you so much, Miss Knight.
Just before you answer, sir, after this answer can the Minister, sir -- these steps are there -- I am going to ask you to look at these people and talk to them, they don't want to see yuh head back.

MR. EDGHILL: In response to the traffic, just to assume for calculation, we are talking about 1,800 passengers, assuming that all depart and travel by bus, we are talking about 60 thirty seater bus within two hours, so it will

MISS KNIGHT: It will not be an issue?

MR. EDGHILL: Not significantly.

CHAIRPERSON: What about the ferry part?

PROF. SHIRLEY: Certainly, Miss Knight, if a ferry system is in place, then the objective would be to have it not just focus on cruise

passengers but for the general public. I can say that the airport, NMIA, would be very interested in having it also stop at the Airport, because it would represent another way of moving passengers around and avoiding -- the objections don't just have to occur on Palisadoes, it can occur anywhere on the way in. So it would represent a contingent process for them to address any problems that arises.

MISS KNIGHT: And I foresee lots of CMU students wanting to access that as well.

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PROF. SHIRLEY: There may even be Jamaicans just wanting to take a boat ride across the harbour.

CHAIRPERSON: Minister I really think you need to come on up here. The Port Authority of Jamaica is an agency, a department of the Government of Jamaica. I don't know if you have been looking on the feeds, but some people are suggesting that it's a fait accompli and they don't know why we are having this thing. I am looking at it

here, so you better address this matter for us please. Is it a done deal or what?

SENATOR CHARLES: Thank you for that introduction. Good night to everyone. You can hear that I am not suppose to be speaking, but it is very important for me to say very brief remarks. Professor Shirley, Board, members of the platform, consultants, all of the residents and friends of Port Royal and, of course, our Aunty Fay. You know, today I sat and listened because I am here in a listening capacity, but I also learned a lot, and it cause me to think about -- because I teach some students about democracy, and the strength of any democracy arises from citizens' engagement, and the citizens being not residents, but participants in the community. What I saw here today -- and I want to particularly applaud the members from JET as well as Mr. Stephens and others who asked some hardball questions -- that is what development is about, that is what Jamaica requires if we

are going to as a Government be able to not just move forward, but do so with the necessary checks and balances. So I want to say to you that the citizens of Port Royal deserve every single bit of positive development that is coming to them. And as a Government, I speak on behalf of the Ministry of Economic Growth and Job Creation, which is the Ministry of which the Port Authority is connected, in affirming to you that the Port Authority and all of the relevant agencies connected to this development, will do everything possible to make sure that the development is done with respect, with regard for you and in such a way that we can ensure maximizing the benefits.

SENATOR CHARLES: Now, we know any development is disruptive, there is will be some disruption, but the goal of your Government must be to make sure that the disruption is balanced and that this judicious balance weighs out in your benefit.

SENATOR CHARLES: Professor and the team that presented, I have been to several citizen's engagements, town hall meetings, public discussions, and I want to tell you, I don't know if anyone shares my view, but I think this is one of the most comprehensive, one the most practical and perhaps well put together presentations that I have seen, and I want to applaud you.

(A P P L A U S E)

In my opinion it demonstrates the level of importance that is placed on the people of Port Royal and the alignment that we seek to have with this development and our national development goal. This is not an isolated development, this is one of several developments across the country that have started and that will be started for us to make sure that we create a Jamaica that has sustainable growth.

I am just coming from Abu Dhabi where I represented the country in a climate

change forum, and a lot of the issues that arise here today, we in Jamaica are leading, along with other countries, in ensuring that the planet is sustainable, and that sustainable practices are implemented in everything that we do. We are not there yet, we have some way to go, but as we take those steps forward we have to ensure that we motivate and that we applaud and commend the possibilities. So I want to say thank you on behalf of your Government for the hard work that you do and the hard work that you will continue to do. I am not a resident of Port Royal yet, but after this is done I am sure many people will want to move here, but I do note that there is a Fort Charles here.
(Laughter)

SENATOR CHARLES: And I want to ask that you do some investigation and see whether I am connected to any other Charles. But on a serious note, I want to say thanks to everyone for coming out here today I hope we will have continuous engagement,

because what I heard in terms of the questions were relevant questions. This should be a forum that is recorded and repeated so that your fellow country men and woman can see exactly how, they can see the display of positive movement towards development. I thank you.

(A P P L A U S E)

CHAIRPERSON: Thank you Senator Pearnel Charles. Yes, the forum has been recorded, so I am quite certain it will be made available. Thank you. Ladies and gentlemen, I want to thank you for coming out and participating. I would like to just say for those persons who ask their questions, we really appreciate that, and for those of you who didn't, there can still be an opportunity for them to send their questions in to the Port Authority of Jamaica and ask the tough questions. This is about the development, particularly if you live here, it's your community, and those who have an interest, the

Associations, yes, you need to ask them, but I just beg and ask you to do so in a respect manner. Let me just thank the Planning Committee for putting this together, because I agree with you, sir, it was comprehensive and it was planned to be comprehensive so people could understand where the sides are coming from. The consultants, I want to thank you for your work; I thank you very much for your input here this evening. It's a Friday evening, so it's time to now take a deep breath, exhale. Thank you so very much, walk good till next time.

(Adjournment taken at 9:20 p.m.)