VERBATIM NOTES OF THE PUBLIC PRESENTATION OF THE ENVIRONMENTAL IMPACT ASSESSMENT OF THE PROPOSED NEW FORTRESS ENERGY MARINE TERMINAL AND PIPELINE PROJECT, OLD HARBOUR BAY, ST. CATHERINE, JAMAICA – HELD AT THE OLD HARBOUR BAY PRIMARY SCHOOL, MAIN STREET, OLD HARBOUR BAY, IN THE PARISH OF ST. CATHERINE ON WEDNESDAY, SEPTEMBER 28, 2016, COMMENCING AT 5:44 P.M.

PRESENT WERE:

Mr. Paul Brown - Chairman

Dr. Carlton Campbell - C.L. Environmental Limited

Mr. Brannen McElmurray - New Fortress Energy

Ms. Kelly Tomblin - President and CEO, Jamaica Public Service Co. Ltd. (JPS)

Ms. Rachel D'Silva - C.L. Environmental Limited

Mr. Matthew Lee - C.L. Environmental Limited

Mrs. Ruth-Ann Lacey Sherrard – National Environment and Planning Agency (NEPA)

Miss Diana McCauley – Jamaica Environment Trust (JET)

Mr. Ralston Wilson - Deputy Mayor, Spanish Town

Mr. Peter Davis - Councillor

Mr. David Cook - Project Director, JPS

Ms. Michelle Dunn - Environmental Manager, JPS

St. Catherine Parish Council Members

Old Harbour Bay Police

AND OTHER INVITED GUESTS/COMMUNITY MEMBERS

CHAIRMAN: My name is Paul Brown, I am the Chairman for the proceedings this afternoon. We are hoping for a fruitful, uneventful meeting. And we are going to start first by introducing some of the key players in this evenings proceedings.

To my far right, sometimes I get that wrong, is Dr. Carlton Campbell from C.L. Environmental Limited, who would have been the company responsible for doing the Environmental Impact Assessment. On behalf of New Fortress Energy, who is represented at the head table by Mr. Brannen McElmurray. And in the audience somewhere we have representatives from NEPA, and pretty soon you will hear from Mrs. Ruth-Ann Lacey-Sherrard. And of import to this meeting I must note that the proceedings are being recorded, and to my right in the audience is Miss Laveta Holness, who is responsible for recording. And at the question and answer I will give some special instructions where that is concerned. However, we know how we

operate in Jamaica, so at this time I am going to ask Miss Andrea Spence to come forward and get us started by asking the good Lord to guide our proceedings.

(Prayer offered -- Miss Andrea Spence)

CHAIRMAN: Thank you, Andrea. These proceedings are an important part of our development as a nation; one of those important processes that helps to guide how we do things. And it's the national body that is in charge of ensuring all goes well, the National Environment and Planning Agency, so to that end, I will ask Mrs. Ruth-Ann Lacey-Sherrard to just come forward and give us an overview of their involvement in the process and an idea of what obtains and to some extent why we are here, and what happens after.

MRS. R. SHERRARD: Thank you, Paul.

Good evening, everyone. As introduced, my name is Ruth-Ann Lacey-Sherrard. And I will be delivering the statement on behalf of the National Environment and Planning Agency.

On the 16th of May, 2016, the National Environment and Planning Agency received an application from NFE South Holdings Limited for Environment Permits for the installation of pipelines for the conveyance of natural gas and hydrocarbon storage at Old Harbour Bay, St. Catherine. The information submitted in support of the application was reviewed and it was determined that an Environmental Impact Assessment would be required for the project. A Term of Reference was provided and subsequently accepted on the 15th of July, 2016. The resultant EIA report was submitted to NEPA on the 26th of July, 2016. The report was reviewed internally and upon being deemed satisfactory, was circulated internally and externally to the following agencies: The National Works

Agency, the Office of Disaster Preparedness and Emergency Management, The Caribbean Coastal Area Management Foundation, The Environmental Health Unit of the Ministry of Health, the Jamaica Fire Brigade and the St. Catherine Parish Council for comments. The comments, once received will be reviewed, collated and communicated to NFE South Holdings Limited.

The EIA was posted at the NEPA Documentation Center, the St. Catherine Parish Council, the Old Harbour Branch Library, The Old Harbour Bay Primary School, the Old Harbour Bay Post Office and the Old Harbour Bay Police Station for public viewing, as well as on the NEPA's website, these were posted on the 7th of September, 2016. Notices for public consultation were published in the Jamaica Gleaner on the 9th, 11th, 18th, 21st and 25th September, and in the Jamaica Observer on the 7th, 14th, 18th, 21st and 25th of September, 2016.

This public meeting is a

preliminary action and no final decision has yet been made. Participants should note that this public meeting is deemed important and the outcome from the meeting will be submitted to the Natural Resources Conservation Authority to guide the decision making process.

The Agency representatives are present to support the process and to ensure that the public presentation is undertaken in accordance with the public consultations guidelines for Environmental Impact Assessments. As a regulator, the Agency must remain objective and as such the team will not actively participate in making comments or answering questions in relation to the development. However, if there is a need for clarification on what is contained in the statement we will seek to explain.

Of note too, is the process with respect to the public presentation which is enumerated as follows:

A copy of the verbatim minutes of the public presentation is to be

submitted to the Agency within 7 days of this meeting. The public will be allowed twenty-one (21) days after the date of the public presentation to provide written comments to the Agency.

Upon receipt of the comments, they will be collated and sent to the applicant for responses to be provided.

Once responses are provided to the Agency's satisfaction, a submission will be taken to the Natural Resources and Conservation Authority (NRCA) for a final decision. Please note carefully that the final decision on the application is the sole responsibility of the NRCA.

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

comments, opinions and views. Comments can be sent to the Applications Secretariat Branch at 10 Caledonia Avenue, Kingston 5, or via email at applications@nepa.gov.jm. I'll go again, the mailing address is 10 Caledonia Avenue, Kingston 5 and the email is applications@nepa.gov.jm.

Finally, please be reminded that the EIA report is still available for viewing and access at the following locations:

NEPA's website.

The NEPA's Documentation Center.

The Old Harbour Branch Library.

Old Harbour Bay Primary School.

Old Harbour Bay Post Office.

Old Harbour Bay Police Station,

as well as the St. Catherine Parish Council.

Thank you, good evening.

(Time -- 5:52 p.m.)

CHAIRMAN: Thank you very much, Ruth-Ann. And as outlined it is a very important process and I hope you will treat

it as such. Many places of the world do not have this opportunity.

So at this point an overview of the project will be done by Mr. McElmurray, New Fortress Energy. And I suspect you will be using the -- (indicates).

MR. B. McElmurray: Make sure that everybody can hear me, great.

So, first of all, let me take this opportunity to say thank you. Thank you for -- I see a lot of people in the audience who I know have been involved in this project and performed for quite a while, I want to say thank you for that. Thank you to the NEPA folks, JPS, and most of all the community, to the folks who decided to come to this meeting and to be a part of this process. First of all, let me just tell you that speaking for Fortress, we are extremely honoured and privileged to be taking part in this project, bringing gas to Jamaica is something that folks have

worked on for a very long period of time. Folks at JPS have worked extremely hard to develop and build a new generation power plant, and most additionally that everybody will be proud of, once it becomes operational, so we feel very privileged to be a part of the project and feel very proud to be a part of the history that we think that people are creating.

The real purpose of this meeting is to make sure that we do a very good job of educating you on the project that we are looking to do. We are fundamentally a guest in this country, and we wanna make sure that we are doing the infrastructure and process in the way that the community and the Government, and the others would like for this to be done, that's very important to us. One of the things I want to make sure that before I leave here today is that any questions that folks have, we will take as much time as you need to answer them. We want to be as transparent as possible and try to provide

an EIA, some of the documents and pages, I think, are very detailed and technical, we are happy to make those copies available, and any additional support you people need, we will try our best to make you understand what we are proposing today. So anything that I can do in that regard I will be more than happy to make the time. Before I begin the project description, let me just kind of give you a brief overview of who we are.

My name is Brannen McElmurray, I work for a company called, Fortress Investment Group that is participating in this project as owner, through a group company called NFE South Holdings Limited, which is the project company. Just to tell you a little bit about what Fortress is. We are a business based out of New York. We have a variety of different businesses that we own. One of the things we concentrate on is infrastructure. We build a lot of infrastructure around the world, largely focused on the transportation, but

of late, past three or four years, on energy and so we spend a lot of time thinking about new ways to bring energy and new energy solutions to folks that may not previously have access to certain forms of energy before. So one of the very important things that I would like to convey this evening, as part of this project, is how fundamental it is, is to give Jamaica access to gas for a power plant that we believe will create a form of energy that will support renewables, a form of energy that will be the price stability and form of energy that we believe will be environmentally better than what exists today and probably one more step along a road, we believe, into a new future, which may be all renewable or mostly renewable, but something that is a very a part of that journey.

In terms of Fortress and our qualifications, before we get into specifics on the projects. We were actually the first to export LNG out of the

United States, which we are very proud of. We built the first LNG plant in Florida and in the Southeast, which we are very proud of. We also have a project in the North, in Montego Bay. We built the first re-gasification terminal in Jamaica, to make gas available to both, and one more step along this journey, which this project is really the companion project to that in the south, bigger in scale, much bigger in impact, we believe.

We also have a number of assets in the US that we ourselves have converted to run on natural gas, including trucks and trains. So, not only are we proposing these projects, in a way, we are kind of eating our own cookie in that respect, we are not only project developers, but we are believers in what we trying to do today.

So that is kind of an introduction. What I want to do is take folks through slides, which we prepared. I will actually be taking it slow or as fast

as people want. Please interrupt with questions if you have them. But I want to give you an overview of the project and then Carlton will step in to give you an overview of the environmental impact and then circle back to anything that you folks think that we missed.

So, first of all, let me just give you an overview of the background of the project before we got here.

New Fortress participated in a public tender process with JPS re gas supply for a new power plant in the south. We were very fortunate to have won that, we believe that we had a competitive price, a very competitive schedule, competitive offering and this project is the outcome of that.

In terms of what natural gas is. Natural gas is really just a form of hydrocarbon that many people around the world are familiar with it, if you have it, if you don't have then you are not as familiar with it, it is very similar, I

think, to propane or LPG, slightly different in composition, clear, odourless and when you light it on fire it has very, very, very few environmental remnants that are associated with it. So it is considered very clean burn. So, as I said before natural gas is primarily methane. To transport natural gas from someone who has it, like the US, to someone who would like it, like say in Jamaica, you actually have to freeze natural gas and turn it into liquefied natural gas through a process. That process is strictly really to make it easy to transport. LNG is about 600 times more dense or easier, less issues if you will, than natural gas itself.

So, in terms of the main rationale for the project, the main objective is to provide the Old Harbour plant with cleaner, more cost effective fuel, in the furtherance of the national energy policy and in furtherance of what people see as a longer road. Potentially, the energy independence will focus on

renewables with potential just a little bit above base load there. So we hope that one day this plant will be part of a bigger future we have for more solar, more wind and more renewables. And what we also believe is the key benefit is the project as we believe will fundamentally lower the cost of electricity over the long term, will make prices more stable and which we think is important and it is a much more environmentally friendly form, than let's say the HFO which you might be burning today, or coal which people may be proposing through other projects and other alternatives in the future. So we think of gas as an alternative is, it's cleaner than HFO, the prices, historically, have been more stable, we believe, in the future will become more stable and the prices will also be lower, so what we think is going to be a result of this project is that you will have a stable, more environmentally friendly, more reliable power.

In terms of what the project

actual is. LNG or natural gas is created in other places that happen to have it, United States would be one. So we believe that natural gas will be turned into LNG and will be transported from the US to the location or to Jamaica. Once it gets here the natural gas or the LNG will be lowered into our facilities and will be re-gasified and distributed from the new natural gas pipeline in our facility located in the water up 3.2 miles off the coast of Old Harbour in the Portland Bight and we will go through the sub-C pipeline to ultimately get to the power plant.

The LNG itself will be delivered once a month, roughly, and then every time a ship comes it will be offloaded into our facility for about 40 hours or so, in terms of total transit time.

In terms of the project description itself. The project will be done in two phases, but we are here today to permit both phases. The project itself,

if we look on one of the slides that I have in terms of what the picture looks like, it's a facility out in the middle of the water that kind of looks like a marine berth that ship can go against. We will have an FSU or a ship that is permanently parked there and on top of that platform you will have the equipment and what is necessary to turn the LNG to gas and then delivered to the power plant. So we believe that this will be done in two phases, phase one will be done obviously first and we will have one vessel berth consisting of an onloading and re-gasification platform, several pieces of equipment and marine supporting structures.

The second phase of the project will essentially look just like it, I will show you a picture later on, on the following slide that is designed more in capacity, but will be a bit more similar in nature. And this is a picture of what the facility itself will look like.

Now, I will take a few minutes

to look at the picture of obviously, I think, will be most helpful. But if you can kind of imagine sitting where Old Harbour is and looking about 3.2 miles out into ocean, what you might be able to see is kind of a little bit more in structure, is roughly about 300 --

COMMUNITY MEMBER: Hello, may I interject, please?

MR. B. McElmurray: Okay.

COMMUNITY MEMBER: I need to make a correction, it is not Old Harbour, it is Old Harbour Bay.

COUNCILLOR: Old Harbour Bay.

MR. B. McElmurray: Old Harbour Bay.

COUNCILLOR: Yes. Tomorrow morning when you hear the news and they are saying Old Harbour.

COMMUNITY MEMBER: It is different from Old Harbour Bay District.

MR. B. McElmurray: Thank you very much, so it is Old Harbour Bay.

COUNCILLOR: We don't mind seeing the -- tomorrow morning when you

hear the news, we don't want to hear them talk about Old Harbour, it is Old Harbour Bay.

COMMUNITY MEMBER: Old Harbour is up there.

COUNCILLOR: Is Old Harbour Bay.

MR. B. McElmurray: I am sorry about that, thank you. So Old Harbour Bay. If you are sitting on Old Harbour Bay and you are looking out into the water, you probably will see a little bit of the structure that is about 3.2 miles out. It's roughly 300 metres in length at its widest and about 50 metres in length and its -- in terms of the depth. So from an equipment perspective it will be considered fairly small, but you can probably very well see it from Old Harbour Bay.

And then, as you can see, you have a ship that is permanently there and you have another ship that comes and will take LNG from the big ship into the terminal ship and then on top of the berthing we have a platform, and on top of

the platform you have equipment. So, in a very simple way the gas that comes from the US will be frozen, will be transported, will be thawed out, put into a pipeline, go into a power plant, be burned and turned into electricity.

So, in many ways it is a very simple process that has been around for a very, very long period of time, considered very, very safe in terms of both operation and historical experience.

So, here we will go through the pieces of the main infrastructure that's in the handouts. You have an offshore marine facility and a natural gas pipeline and then something I will spend a few minutes on, which is fuel backup, in case there is any disruption in service in the gas. So as you have today many power plants run on HFO or a form of automotive diesel and this particular power plant it will primarily be supplied with natural gas, but in the event there is some type of weather or mechanical event, we will have

the ability to supply the power plant with automotive diesel, which will be stored in a structure nearby and provided to the power plant in the form of a backup.

So, in this particular project what we are looking at permitting is both phases of the marine facility. The natural gas pipeline that goes through the marine facility to the shore and then also the ADO infrastructure that will provide backup to the power plant. So we believe, in a combination of both of these fuel sources that will provide you with a very, very reliable power plant that, hopefully, will be corner to your grid for many years to come.

And then the last piece which is more of a technical piece, but it is worth mentioning, is there will also be a small facility on shore to see how much fuel we are transporting and how much fuel is being used, etc., and to keep track of exactly what is being transferred.

So in terms of location, which

I made the mistake on earlier, it will be off the coast of Old Harbour Bay, it will be a distance off-shore. Both of these lines kind of represent, if you can see, is there is a picture of the marine facility, including, I think, on this one the flat, long, in case you want to see on that (indicates). And then there is also the second red line which kind of looks like it goes into the water and with no termination facility is connecting to an existing mooring system that will take in ADO from the water, into the ADO tanks to provide backup. So that is kind of a picture of what it looks like, where it will be located and the previous site for the footprint of what the facility actually looks like itself (indicates).

And this is a rendering of the location and siting, and so for you to judge, one of the things we think are attractive, are both the design and the siting is from a visual perspective from the shore it will not be very noticeable,

in our view.

So this slide here will give you a few steps about the facility itself, it's location near the -- nearest navigable channel. We are going to locate this facility in about 14 to 14 and-a-half metres of water. We hope that we picked a location that will require no dredging, so very little disturbance we believe in the existing kind of marine, marine condition, that's what we believe is there today and then the facility itself is located in water that is deep enough that will give you access to the global trade in LNG, which we believe, over time, makes the system from a logistics standpoint, more reliable. We also believe will lead to lower pricing over time.

And this is just a little bit on the sufficient depth to avoid both the dredging and to give you access to bigger ships. And then we had preliminary discussions with the Port Authority about the location and all the sensitivities

there around existing navigable channels, marine traffic and other sensitivities.

What we have done here is and it is included in both our EIA and also our power plant slides that we have provided, is just a little bit more detail about what exactly these facilities are. What I'd like for you to take away from it, at least spend a little time with it, is actually how simple they are. In many ways, all of the equipment that is going to be located on this facility really serves two purposes. One is to warm up liquefied natural gas and turn it into gas that can be burned in the turbine, and the second is to help with safety systems to make sure you keep the facility running reliably and running safely.

This slide, we will spend a little bit of time on it, goes through some of the engineering specs on the plan itself and how we are going to design. Functionally, the way that these facilities are designed is that most of the

construction itself is actually going to be done in other locations and then once the facility is complete, it will be pulled into the location and set and obviously from an engineering standpoint, most of the time, energy and resources are spent to making sure the structure is stable to last a very long time and is reliable.

So, one of the things that the facilities will be designed to do is to meet the standards, both locally and internationally, around seismic events and weather conditions. So we have done that in Mobay, so we have that experience locally doing that as well, and so we use the same set of standards and the same set of requirements to design this facility as we did in the Mobay facility.

So let me take a few minutes to talk about safety. One of the unique parts about this facility is that it is located far enough away from shore that the actual potential impacts to folks that are onshore are very, very minimal to any event

that may occur. However, in the design and construction of this particular facility, we will take great care in making sure that they are the same safety systems, the same protection, all the same principles in place, also to protect the folks that work on the facility, as well as anyone from a navigational standpoint that may be around the facility out there in the operation. So, most of the things that are actually on the facility have something to do with operational reliability or safety in one way or another.

And, again, the picture that may, in some way, are probably the best description of what it's to look like, so I will probably keep the slide up for a few minutes, so these are images that we have that gives you a sense of what the facility will look like. And so one of the things we hope you will take away from it is that from a construction perspective and from a footprint perspective, these are actually fairly simple things to build and construct

and install. Most of what you are doing is building infrastructure that allows boats and ships to tie-up to and then there is the smaller footprint to where the actual equipment will go.

So, let me spend just a few minutes to talk about natural gas pipelines. In many ways natural gas pipelines are very similar to other pipelines that pre-exist here in Jamaica and are used for things like ADO, fuel, LPG, etc. It's -- for this particular one, it will probably be made out of some type of carbon steel, for very typical construct-ability. We will actually use directional drilling techniques and other techniques to lay the pipeline in from shore to the facility, most of it will probably be underground. Some of it may actually, may lay on the floor slightly, but we will actually use techniques to try to be the least impactful as we can. So a version once here in Mobay went actually very well from the impact perspective and

we will use something very similar here.

So, if anybody have any questions on that it is a fairly new technique, we will be happy to follow up on that.

One of the things that we will talk at length that we will do, is we will coat our pipeline with something that is corrosion inhibited, very similar to what we did in Mobay, to make sure it's a construction that will last for an extensive time. Also there are other techniques that will be used from concrete, etc. to make it sit on the ocean floor, or below the surface to stay out of the way of ship traffic and other navigational hazards.

So, from a drilling perspective, the depths of the pipeline could vary, they could be up to forty feet, but we think it would be well below the surface.

So, let's talk a little bit about the facility you see in the picture

(indicates). So we are proposing to have two ADO storage plants, that will serve as backup and then the other picture you will see, is the metering station that I mentioned before. From an ADO perspective, I think the best way to describe this is something that you are probably are familiar with, which is several of the power plants on the Island today run through ADO, and so what we are going to be doing from -- to make the ADO available, is doing both the storage and the pipeline, it is a very similar facility and construct-ability that's done several places on the Island. And again, for the direction -- for the ADO line will mostly be directional which we have done in Mobay as well, and we expect that to be a fairly similar construction that we will do with the national gas pipeline.

And so, let me talk a little bit about associated facilities. For this particular facility, we will have power generation wastewater treatment, etc., that

kind of deal with the power that we need to run the facility and some potential waste that we may generate, all within the limits of what we described, what we think from a footprint perspective are fairly small.

For this particular facility because most of what we have in terms of the people that are operating as well will be offshore, so we think it will be very, very minimal onshore facilities from wastewater treatment perspective etc., that will be needed. We may have a few people that will kind of be around but most of the people, about forty, will be working kind of offshore and not at the facility itself.

So a couple of things here to highlight, from a potable water perspective, we think we will have some onshore capability from and our offshore facility that will make their own potable water. And again from a solid waste perspective, the onshore facility will have some ability to deal with the solid waste. Most of the solid waste that will be

generated will be offshore, which will be dealt with either through a process onshore, or having a scheduled time to take the solid waste off the facility once we are in operations.

And Carlton will touch on this a little bit more when we get into the Environmental Impact itself, but from an environmental prospective in doing the EIA, we looked at a variety of impacts, including, noise, air, emission, etc. and actually taken, we think, a thoughtful approach to minimizing any potential noise that you can hear from the facility, the individual impact you will receive from the facility and the air emission that may be created by this.

So let me spend a few minute, because it very important to us, talking about our approach to safety. The facilities itself that we have designed and are building and others have designed, in this particular area have a track record of safety for a very long period of time, but

one of the reason that's true is because people prioritize, keeping the people that work on the facility very safe and then keeping the communities around it very safe. That for us is a huge priority, so we have invested lots of time, thoughts and resources into making sure that the fire and protection systems and the personal safety systems that are associated with these facilities are of cutting-edge and we think we have done that in Mobay, we are certainly thinking we can do that here. Let me just highlight a couple of things. There are a variety of standards around the world that people look to. We looked at part of the wider standards of the United States, the best standards, this means that they are available, there are other great standards as well, that we also looked at. So in the US perspective we looked at the standards and we looked at other international recognized standards and try to take the best and certainly the most useful and effective approaches from each

one of those to design our systems from a detection perspective and also from a reliability and safety perspective.

I think, my description of this, having done this project in Mobay and kind of watching this, is that you want to make sure is that the system is automated enough to alert people to potential problems, that are also manual enough so that people can fix problems as they see them develop and then having a culture of safety around and having operational procedures and organizational priority that really has safe reliable operations being paramount being carried out. Because fundamentally you want to make sure people come to work and they get to go home safe to see their families and to provide, you know, good living for their families and there is nothing that we want to do or try to do to disrupt that. So getting people home safely is a huge priority and investment in systems, to keep people safe is a big priority for us.

So let us talk a little bit about how these processes work. As I said we basically bring the frozen gas and the thawing out. Our preferred technique which we are also doing is to use the seawater around the structure itself, to provide the heat to warm up the LNG to turn it into gas. And so we have a seawater intake system that will take in seawater, we will use that in the heat exchanger, give heat to the LNG, turn it from solid -- liquid to gas and then we will discharge that seawater within a very specific tolerance to not interfere with existing marine life back into the ocean.

So, let us talk a little bit about leaks in the pipeline. The one thing that is true of natural gas or methane is that it is actually odourless. So in the United States there are various techniques to kind of try and potentially detect leaks or other potential problems you have in the transportation system. We are going to be using several and just like we do in Mobay.

One, is just to be able to sense pressure differences, so that if the pressure drops, alarms go off, valves get checked and there are emergency things that are put in place. There is also more fancy ways to try to detect it, with acoustic detection, and I will tell you a little bit more on this, to try to sense very, very small leaks or very, very -- or potential leaks. These systems, although they are advanced in improving the field, we are using them in Mobay, where we think that they are -- we believe that they are cutting-edge safety standards and so what we are really trying to prevent is any uncontrolled or accidental release of methane into the environment.

Now, the benefit of methane unlike something like ADO or HFO, is that methane will dissipate, it is actually in the air already, so the concentration levels, that wouldn't really cause any harm to people or animals or environment, but we wanna make sure that we really minimize any

chance of that.

So, let me talk a little bit about the facility itself and deal with any issues that comes up from that that you want to talk about. Around the facility itself there are recommended areas using which -- kind of restricts certain activities or trafficking, certain movements of ships, certain movements of small boats, also the facility kind of a less uncontrolled activity more, really for two reasons, one, you want really to keep people safe, in case there is an incident on the facility and then you want to keep the facility safe to make sure the integrity and security etc. can be maintained. So most of these are international recognized standards once working with the authority here to try to figure out what Jamaica would like to impose on the facility itself. So the facility has very, very little use or need for any sort of chemical for its operation. Essentially, you have electricity that goes

in, turn a couple pumps, heat, turn liquid gas into gas and then you have some chemicals to clean, some chemicals to maintain, but there are very, very little in the way of unwanted chemicals really needed for this facility.

So, can I go through a little on the project phases. Before we get into kind of the execution. So the first is probably the very most obvious, which is construction. In our EIA schedule it is laid out. This facility will probably be built from start to finish in 12 months. We probably have a 14 to 15 months schedule on it, specifically as it actually refer to construction. And then after the construction you will have operational maintenance, it is exactly what you think it is. We have 40 workers on the facility to work maintain a safe working order after the deliberation of the site.

So, let's talk a little bit about the materials. We have a variety of materials that can be used, I believe there

is concrete, steel, there is nothing exotic about what we going to be building there. You will have pipeline materials, you will have electrical materials and cable and you will have pumps and valves. There is nothing in particular that we believe will be considered exotic or special or in any way inherently dangerous in terms of what the compound is.

In terms of impact to the community itself. In terms of the construction activities. Most of the construction we believe can be done offshore with the bigger parts of the facility being hauled into place and set. There will be some onshore construction for the storage tanks and the metering facility within the scheme of the impact we think that there are very few relatively trailers of equipment that we will haul on the site. Very, very little in the way of construction activities versus let say a power plant or a refinery or something that is much bigger, because most of our

activities, that will be happening offshore.

So, let me start at least with something that at least we are very proud of in terms of employment. In Mobay it's -- we have employed about a hundred people in the construction phase of the project, but 80% of them were actually from Jamaica. There were certain special fields that we had a hard time finding here, but we think now that we they those experienced persons in Mobay, so we can actually use those people on this project. And, I think, most importantly these projects result in permanent jobs. So, in Mobay, for example, we have hired 19 operators that will be with the facility for its useful life for some 20 and 30 years. So very, very well paying jobs that we think are very stable for the facilities that will be around for a very long period of time. On this particular facility itself, we probably will double that. So a number 20 will climb to about 40 long-term jobs

that are associated with the facility. And that doesn't include -- those are direct jobs, that doesn't include other indirect jobs that we think will generate through suppling the facility with stores, or providing services during the construction period and also providing services to the facility as it on goes in its operations.

This is just a very important part of what we do.

We can talk a little bit about the organization. Fortress as a whole, we are going to invest quite a bit in the project, mainly through the execution function of this particular project. We will have, we think, world designers, we will have world class construction companies. We will have world class contractor, subcontractors, equipment suppliers. So the one thing that we think we will be proud of, is that once this facility is built, it will last for 20, 30 years. It will be built in a way that you will be proud of and it will be built in a

way that it will be internationally recognized as being of top quality.

From an operational maintenance perspective, we will have a system in place, companies in place, procedures in place to make sure that what we build will look as good the first day or the next 50 years and will in a good and reliable state and function just as well.

Okay. Most important part, and I pause at this point, cause I know that may have been fast, I will be happy to answer any questions that people have. I think this is what we feel like is the most important part is to answer any questions or concerns people have about what we are doing.

(Time -- 6:30 p.m.)

CHAIRMAN: Okay, thank you very much, Mr. McElmurray. We will save all the questions, so I hope you have noted and jotted down the questions and concerns, you save all the questions until after

Dr. Campbell's presentation.

Just as Dr. Campbell prepares to come forward. In the introduction, I think, we missed a couple people of import who are here. I understand the Deputy Major, Mr. Ralston Wilson, who is in the audience and we thank you, sir. And the councillor for the area, Mr. Peter Davis, welcome. And we have a number of people from JPS Co. who will be served by the facility. Of course, CEO Miss Kelly Tomblin. We have a Project Director, Mr. David Cook. Michelle Dunn, Environmental Manager. And also from the environmental perspective, Jamaica Environmental Trust, Miss Diana McCauley, welcome. And I probably missed a few, but I just wanted to give you an idea of the broad spectrum of people we have here represented today. So just now, and it's the meat of the presentations, the EIA, the Impact Assessment. All that will be done by Dr. Carlton Campbell, CEO, CL Environmental. Dr. Campbell.

(Time -- 6:32 p.m.)

DR. C. CAMPBELL: Thank you, Mr. Chairman. Good evening everyone. I am going to start with the description of the existing environment doing it a little bit different than how we would normally do it. We want to give you an idea with some pictures and some videos, so you can have an idea of what we saw when we were in the field.

This is on the land site, where they propose to put the facility, ADO plants and the metering station around here. And looking north this is the land, this is the salina and it goes around up here (indicates). This is where we have the drone picture from seeing the pipeline running from underneath the reef up to here. And as you can see this water is pretty clear on the day that we did it. It is not normally this clear.

So you have Port Esquivel and you have Rocky Point, Jamalco out here

(indicates). This is the field that you are seeing here where the ADO would be located and also the HFO and away in the distance, generally, would be where you would see the FSU and that terminal that we are thinking of setting up. Of course, it is in Goat Islands in that direction. And as we circle around (video shown), we see the Old Harbour Bay fishing beach in that area and JPS.

This is under the coral reef, this is what the reef looks like from above, this is what we saw when we did our investigations. Can you can see, still some amount of the algae, amount of corals, but the sea is not in great health (video shown).

At the terminal site where we want to set up, as you can also see this is also silt in muddy area, visibility is very poor and this roughly at the 14 metres. You can see the touch down facilities is stirred up. It is rather silty there.

All right. As part of the

assessment then we did some water quality. Most of the water quality stations had water quality results and normal marine environment, what we expect for Jamaican water, but we also did some amount of testing for ADO and we found in this area some traces of ADO. I am not sure why, because there is nothing there, but -- and years before somewhere around in that location, but because we understand because of the operations.

In terms of the noise. Most of the stations were complainant with both daytime and nighttime noise levels in the area. Air quality. We also looked at PM 10 particulates, we looked at PM 2.5 particulates and so on. And all the stations were complying when we did the sampling.

We also looked at the flora and the vegetation. Now, the area that we looked at is generally disturbed. Lot of secondary forest or vegetation, giving you an idea because of either storms or because

of human influences why those areas are disturbed. As you can see, this is where the tanks are supposed to be located. The metering station and off here is where the proposed 190 megawatt plant, JPS 190 megawatt plant will be. Coming here is the LNG, the natural gas pipeline which in the direction all the vegetation something here for the ADO, it will be going under the vegetation, we are not dredging or digging out any of it.

Another view of the area where the pipeline will go off underneath and, of course, there are some mangroves there and that is really part of the salina, part of the savannah area. Where the tank farm is, there is that area dominated by black mangroves, but it is disturbed and most of that disturbance is due to human activity. The metering station is also an area where you have disturbance located.

In the marine environment, we looked at again images of the sea floor, we have some beds of seagrass and patches of

seagrass here (indicates) and what we -- as we said the direction of the drill pipelines below the reef, but won't affect the reef, we expect to be about 40 feet below sea level.

And as we showed you in the video before, here at the scene, silty sediment out there, the offshore. Fish were found but diversity was very low.

In terms of impact, and proposed mitigation measures. We looked at noise during construction. Most of the mitigating steps is to have low emission noise equipment operating in, for example, working hours, not 12 o'clock at nights where we cause the most disturbance and also in terms of, for the employees to have noise protection.

In terms of the access road coming down to the plant to where you want to set up. Management control in terms of traffic, speed limits, speaking to the community so they know what is happening. We know along that road we have small

children, so we have to be very careful when moving these heavy equipment machines. The good thing is that for this development the amount of traffic is not as high.

In terms of vibration. We don't expect any serious impact on persons in terms of when there is construction, but also to prevent any discomfort we wish to avoid nighttime activities and also to have meeting so persons knows when things are happening and we don't take them by surprise.

Now, noise and vibration on the fauna or the animals, we also looked at a potential to have negative impact on them. So to mitigate that, when you doing piling, especially offshore, what we call the soft start, which is start doing it gentle before instead of going up all the way up to do it, and then that will allow less vibration, so the animal can move away before you start giving the full impact. We also looked at using cushions so that it reduces the noise or vibration coming off

the strikes. Bubble curtains can also be used. Vibro-piling where possible instead of hitting, you use vibration to sit on them. And, of course, reduce piling during breeding season so it don't impact the mammals and other animals.

In terms of any storage of raw matters, general good housekeeping, keep it away from drains, cover, wet when necessary and, of course, if you have fuel then you have to have hard stands and in clearly marked container, surrounded by bunds.

As I said before, transportation, signage, only use planned roadways. Any heavy equipment go in early morning or late at night with proper pilotage and, of course, if you carrying anything that can be spilled, the trucks should be properly covered.

In terms of water quality. As we said directional drilling as Brannen said, we don't expect any major impact from it, but, of course, we always have to look at it just in case there is any sediments

being disturbed while the drilling is being down.

In terms of air quality. Two main sources, during the construction, from the construction equipment and transportation of the stuff and fugitive dust from materials that are being stored. So, of course, one of the ways of reducing that is to do wetting within reason. Depending on how hot the day is by increasing the frequency, which suggests four to six hours, then if it is too hot then, of course, you going to have to increase the frequency.

Again, areas that are cleared, so they don't clear unnecessary area and expose the soil and, of course, cover the materials.

In terms of lighting. Reduce light pollution, both from the human perspective and also from mammals, such as turtles that you don't want to disturb them. So you have to focus the light just in the areas, you don't want to unnecessarily light up the coastal area which will confuse turtles. Along the pipeline route to reduce any impact on the marine and invertebrates or fish, silt screens, turbidity barriers. No work

activities in unfavourable weather condition, rough sea, you wouldn't work. Spoke about the lighting. As I said, avoid contact with the sensitive or protected species. Temporary fencing especially in the areas closer to the plant, because we know crocodiles are here, we will also have to inform the workers so that the necessary precautions are taken.

In terms of the offshore. Anywhere we doing piling or that stuff they will have to be removed. If there is any starfish and sea cucumbers, we want to find them and remove them before work is done.

On the onshore. We pointed out that in terms of the facilities we want to put in the area has mangroves, we would have to look at relocating the mangroves that will be disturbed during the construction.

The presence of marine vessels to the construction. There is the potential for conflicts, either by ships or boats that come along when doing the construction. There will be a safety plan that will be developed in conjunction with NFE South Holdings and Port Authority and, of

course, Fisheries, in terms of how the area can be used safely without having conflicts. There will be an exclusion zone marker buoys will be put up and, of course, there will be ample notice placed to the public so that persons can express their feelings at the time.

In terms of employment, Brannen touched on it, in terms of during construction how many persons we expect to employed. Solid waste in terms of the construction clearance and persons who are working there, then you will have to have skips and bins placed and put them in there and not in the environment and, of course, they have to be emptied regularly so that the bins are not overfilled, and also ensure that the persons or the company that is employed to dispose of it is doing it in the approved disposal location.

In terms of wastewater. Have portable sanitary conveniences so that persons can use the bathrooms, not quite sure if showers are needed.

In terms of the houses. We don't expect any adverse impact in terms of the houses in the area based on what is done for this project.

Aesthetics, of course, we are looking at solid waste and we dealt with that in terms of how you deal with construction. Of course, noise levels to ensure that the construction activities are not exceeding the NEPA standards, or we don't expect that will happen so we have no mitigation there. During the operations, we did some noise models to show you what to expect, not much noise is expected outside. The red line here (indicates) is 500 metres. The first yellow line though, you can see 500 or less then the noise is very necessary.

On the land site, an important one is the red line, that 50dBA, anything from the red line in or best way to say it, anything from the red line going out is below 50dBA. As you can see there are no houses here, 50dBA is nighttime NEPA standard or we don't expect any disturbances for persons living in the area. At sea, very small, also less than 500 metres.

In terms of the operation, we don't expect any impact in terms of soil erosion and other things, in terms of that no mitigation is required. The air dispersion model was done for

the facility, NEPA standards and also international standards.

This is gives an idea or the plot; the green as you can see are higher concentrations …, this is mainly over the sea.

We also looked at storm surge how that affects both marine structure and also the land site structures. It is important that when you doing construction and planning that you take those natural events into consideration.

We looked at 150yr events and we said the wave heights would be about 3.16m, and 100yr is 3.41m and this at the marine site. And for the land site is 3.14m and 3.26m respectively. So what is the mitigation? Floor levels or the level at which we have important stuff, equipment, would be again 0.5m or above 50 or 10yr to ensure that they are protected if storms come along.

Hurricane wave climate was also looked at and incorporated into the design of this marine structure, and we know that based on the design that it will withstand that.

In terms of wave overtopping the platform, I just want to say a very important

thing, we expect to see wave heights 5.33m for the 50 years, 5.63m for the 100 years so the platform as designed was done for the worst case scenario.

In terms of storm-water, not much storm-water is expected to come off from the FSU platform, and we expect that any run-off will be within NEPA's guidelines and standards for water quality.

Coastal dynamics. We don't expect any change in the nearshore or even offshore, given current conditions, no mitigations are required there.

In terms of water quality and terminal outfall, the effluent, we expect the worse case that, about 530m x 560m around the platform we will have water levels lower than, less than 1 degree, 1 degree below ambient. So, at the time, say for example, somewhere 28 and 30 degrees celsius, then we expect the water temperature in that are to be 27 and 29 degrees celsius.

In terms of ADO spillage. We expect that it will break up once there is wave activity, but to prevent that there are systems that are put in place in terms of valve and also in terms of

noting if there is any drop in pressure, so that we can shut it off to reduce any spillage. Also on the land site the tanks are built with bunds and containment, 110% of the value and in the event of storm or hurricane then, of course, the pipeline is shut down and isolate itself to any impact the storm might have on the pipeline.

In terms of lighting, I mean, lighting is going to be important to security and safety of the platform. Light in terms of persons working on it, in terms of what we set up, we will have to take into consideration how it impacts marine mammals, so, of course, we have to set up standards that we use in terms of lighting so as to reduce that impact. Of course, to add to that, as I said, staff have to be sensitized about these conditions.

In terms of potential accidents. As I said, ammm, there is a kind of guideline plan that is used internationally in terms of how close you come to LNG vessels. We had proposed originally 500m, but in discussions with Fisheries and due to some concerns raised by some of the fishers that we had gone to interview, we had

looked at reducing that to 200m in terms of the exclusion zone.

And employment. As Brannen had said we expect 40 persons to be employed during the operation.

Solid waste, typically less than a 100kg a month. And will organize with a commercial disposal company to collect and handle it. In terms of the hazardous waste, best practices will be done in terms of handling and storage and disposal of hazardous waste.

In terms of wastewater, we're going to have an onshore septic tank and in terms of on the platform, we use seawater in the re-gasification process and treat and dispose of it.

Just to give you an idea of flammable vapour dispersion, this is to do natural gas LNG. In terms of safety, you look at two things and the vapour dispersion and you also look at thermal radiation, which is the heat that will be generating with LNG. So the modelling shows right here is the 500, and this is the reason we had suggested 500. In terms of thermal radiation,

which is the heat that is generated, not the one that causes cancer. Just in here is where you will have a loading platform area, just about the 500m within what is considered safe for persons to be (indicates).

We also did a cost benefit analysis and based on all the kinds of methodologies that are used in the process, it was a positive value which suggests that the project, as proposed, is providing a benefit and makes sense to go ahead with it.

In terms of project alternatives. No alternatives, leave it as is. Don't have this plant continue operating the old JPS plant, that is not an option.

Project site and layout alternatives. What was looked at here, almost straight out from the ship, (indicates) it is also close to Goat Island, that option was dismissed. The other one where the platform is generally where we are now, but then we would run the pipelines thought the reef, that is more costly and more prone to provide issues and the direction to head right to the shore.

In terms of -- we looked at different locations and where the size of the ships, we looked at offshore, mid-bay and nearshore so that the ships would come along or in midway to deliver the LNG, but with which would come cost and make the project, cost of the LNG more expensive. Thinking about dredging and maintenance the project area because the area silt up regularly. Another option is layout, having land based instead of having it offshore so you will have the LNG plant here and it vapourize here into the plant and as Brannen said, based on doing the necessary assessment, then it is probably best placed to have it offshore in case anything happens.

Different delivery options. One, we have a marine trestle in which you have the pipe running above on a pile, which would limit getting in the area. What we also have a technology that cryo pipeline that used because LNG is low temperature, that pipeline would be quite expensive because of the technology, again would make the project cost go up, or LNG trucked to the site, that is a no -- no, because there are so many trips to keep up with the needs of the 190 megawatt

plant.

Also alternatives to project features. We looked at venting instead of flaring, the problem with venting is that it is basically sending the gas directly into the atmosphere, so that is not very environmentally friendly as when you do flaring. Flaring and venting are important. It is important to safety that in case you have upset conditions then you can release the gas and release the pressure so you don't have a problem on the platform.

Another thing we could use is condensed air vapourizer instead of using seawater, but that would require a larger platform, more space to go in the sea, which would potentially have safety and other space and protection issues for conflict.

Okay. In terms of environmental monitoring. NFE would have a person appointed to do day monitoring, general construction to ensure that they are performing to what is approved. Of course, NEPA and the St. Catherine Parish Council would do their checks, of course, to ensure that there is no dust nuisance, to ensure that trucks

carrying material don't -- are not over-laden and also observe a speed limit that is safe for the community as it pass through to keep down to the proposed plan. And, of course, to make sure the solid waste records are kept and also to ensure that the person who is disposing of it, is disposing of it at the approved dump site.

Also as to ensure that portable toilets are there during construction. Make sure the supplies of materials are approved. If we are using any quarry material to ensure that these quarries are approved and copies of these licence should be kept on file. And, of course, where possible, construction crews and employees should be sourced from within the area.

In terms of doing site preparation, water quality should be done monthly. Noise surveys to ensure that they are exposing residents to undue noise. During operation, of course, we are going to look at making sure that all standard operating procedures are followed.

Noise assessment, done to ensure that the operation is impacting the community, don't expect that based on the noise level. Look to

ensure that drains and wastewater systems are working properly and in terms of the reporting requirements for the noise water quality results. Dates and times, place of test and weather conditions which should be noted in the reports. The methods used and parameters tested, location map provided, result and any other relevant operating information. Of course, an evaluation and discussion and given a professional statement of any impact that they may have foreseen.

Importantly, copies of instrument calibration certificates, to ensure that the equipment that you used is properly calibrated. And the report should be submitted to plant manager or his designate within two weeks after completion of testing. So in a timely manner. And the plant manager has 45 days to distribute. In the event that emissions do not meet the criteria, investigations should be carried out to find out why, corrective actions taken and the test redone. The reports -- all reports should be maintained on the file at the plant for three years, so persons can go back to it to look at it.

There were some issues that were

raised prior to the public consultation that I want to touch on to see if we can just -- persons, and a lot of them, thought that the proposed terminal would affect fishery, the fish catch, in terms of the exclusion zone, we don't expect that, and because of the structure we expect that some amount of fish would be attracted to the structure. There is nothing that is being emitted or disposed from the marine facility that will impact the water quality itself.

In terms of the oil spill, we spoke about that, if anything should happen we disperse quickly. We don't expect any issues in terms of the fish kills there.

Safety precautions, Brannen spoke about safety, it is very paramount in their minds. Water contamination, we don't expect any as you said.

Suitability site, we ran through the options that we looked at and this is probably the most suitable site. How the exclusion zone will be demarcated, we said that buoys will be located so people can see where the exclusion zone will be. In terms of solid waste we spoke of the conditions.

There is one issue that was raised that it is red snapper feeding ground. We don't expect it to have any impact on the red snappers in that area based on how it is being built, we expect to be coming off. In terms of monitoring and ensuring that the exclusion zone is appreciated then we will ask the marine police to help in terms of monitoring them.

In terms of where facilities like this exists. Most of them have, that same ship, but the gasifying occurs on that ship, that same ship but the gasifying occurs on that ship. It is well documented throughout the world.

In terms of shutdown and evacuation protocols, there is a safety and emergency response that was dealt with earlier. How will workers be transported, and, of course, they will have ships, boats to carry persons to shore and also get help from the marine police and the JDF.

In terms of resources used for Old Harbour Bay, potential increase in employment, safety precaution we spoke about. Brannen spoke about the delivery, once every 25 days for a 40 hour period for offloading. Examples of entrepreneurial use. Persons have used for natural

gas vehicles and for other manufacturing cooling and stuff like that elsewhere.

In terms of possible run-off affecting business, especially fishing, as we said not much run-off we expect as any run-off would be properly treated before.

Area restricted, as I said before we proposed 500, but we looked at reducing it to 200m with some amount of restrictions.

Possible LNG dangers, those are listed in the EIA and we don't expect any long term changes to marine life. The estimated throughput for the LNG is up to about 3 million gallons per day.

Firefighting. The necessary changes will be done and offered to the fire department, if needed. Thank you very much.

(Time -- 7:08 p.m.)

CHAIRMAN: Okay, thank you, Dr. Campbell.

We will now move to the more interactive part of the evenings proceeding; the question and answer section. Now, there is a particular protocol I am going to ask you to

observe. You raise your hand, we acknowledge, you give your name and state where you are from. As if you are from North Asia, as I said at the top of the evenings proceedings we are recording the presentation, that is one of the situations, so the entities have to present the recording of the entire proceedings within a week after proceedings are completed. So you raise your hands, we acknowledge, your name and where you are from and we try to do it in a very orderly manner, okay. That gentleman (indicates). There is another mic so --

QUESTIONS AND ANSWERS (7:10 p.m.)

MR. R. WILSON: Good evening. Ralston Wilson, Deputy Mayor of Spanish Town and Councillor for the Ginger Ridge division. I sat here and I listened to you carefully and we appreciate what is being done, because it is being done for betterment of this country. But I want to just ask a few questions that are relevant to the people of the Old Harbour Bay, I don't know how quick this project is going to get off the

ground, but I am wondering within my mind if there are possibilities that you could train some of the qualified young people from Old Harbour Bay to allow them to get work whenever time this project is off the ground.

(Applause)

Secondly, there are spaces that are going to be taken up by JPS, I have no objection to that, it have to. But the people of the Old Harbour Bay, it is an area that people live off fishing, their livelihood is fishing and it is going to take away some of their space and if you could assist them with employment it would try -- well, it would help them and let the space that is being taken up, going missing, I don't think it would be a bother to them. What I continue to see over the years and I want it to stop; that a project started in Old Harbour Bay, but we truck people from all over Jamaica because they were sent there, or sent here by some fancy people and the people of Old Harbour Bay suffer and sometimes they becomes(sic) very arrogant. And I have no -- I am vexed with them because when they see people coming in and coming out at the

fortnight or the month end or weekend they get something in their hand and they are there looking not getting anything at all, they must feel bad. I would love this to stop.

CHAIRMAN: Okay. Thank you.

MR. R. WILSON: I want -- I know that you people investing their money and everybody who invest money want to see profit, but if we approach the thing in the right and proper way, all of us at the end of the day will be satisfied.

(Applause)

CHAIRMAN: Thank you very much, mister Deputy Mayor

MR. B. McElmurray: Thank you very much for the comment, that resonates with us quite a bit. Let me at the outset say we have invested in a lot of projects across the world, in the US and elsewhere. One of things we always believed is, a good investment is a good investment for everyone. There are mainly stakeholders and private sectors to make it successful, customers, communities, young people that you mentioned and we, in many ways, play a small part of that. We do invest capital, but other

people invest time, energy, resources, etc., so your kind of questions resonates a lot with me. Let me give you a couple specifics on what you said. Let me use something that is not theoretical, I will use something in Mobay. Like I said in Mobay at the peak we employed probably a little over a hundred folks. We had many, many people who were employed on our project through the duration of about 7 to 8 months. Many people would show up to work that day, would be employed that day, that week, that month. One of the things I remember thinking when we did that project was how important it was to do what you just mentioned, which is to get young people involved, young people trained. As I mentioned, I think earlier, many, many of the skills we found in Jamaica there were couple of things around welding, steel welding, certain very special things that were done on projects related to this type of work that had never been done here. So, that skill set wasn't really found here, at least initially. And, so, in Mobay, not only did we end up employing people overtime and couple of folks that were really

working with us here, we ended up employing less outside folks to do those specialty jobs at the end and not at the beginning. So there wasn't any local firms that didn't have necessarily the experience at the beginning, but was working with us throughout the project, but now are doing much of the work at the end, than the foreign firms, or the foreign labourers for that small 20 percent.

The second thing we learned was in Mobay that there were a couple of follow-up projects that we are going to be doing from that facility. For example, the one that is important and most be proud of is one with 'WF', we are going to end up doing the project there, where, if we are going to use natural gas to regenerate that facility and in that particular project, we had made it a stipulation that there be young people, that are assigned to that project, that with the whole time, that interns with us because one of the big things we wanna do is to work that we are doing here, we wanna have all of that work and that knowledge transferred to people who live here and remain here for a very long time. So

not only will we have people who are from Jamaica, who will operate that facility, but they will also be learning a lot of skills that are new to Jamaica and hopefully will be transferred to the young people and others. So, not only will you be able to do that work for all of the project like ours, but you will also be able to export that expertize to other people who do those projects all over the Caribbean. It is one of the things that we didn't raise, but it is true, each project is going to be something that many, many, many other countries here and elsewhere will want to look and want to emulate and when people do that, what they will wanna do is come to people that have experience, so, if you are a young person or not a young person working on this project, you may end up doing three, four projects in the Bahamas, in the DR, other places that are kind of near. It is not just a skill you can use here, but also a skill that you can export. So, I think, my specific answer to your question is, we did some of that in Mobay, I think, towards the end we got better at it. We do have follow-up projects there, we

get young people involved, we are very much on this project making a priority to the young people involved and to other people involved and, I think, we are committed to work out ways to figure out ways to do that.

COMMUNITY MEMBER: Good evening everyone. Desmond Batty, is the name. I am from the Old Harbour Bay Area Committee. Beside me, of course, is the outgoing Chairman and I am happy to say that I am the current Chairman of the Development Area Committee. I have one question and it is probably a follow-up. In doing the EIA, what were the major concerns, and if you can say those, how were they dealt with? How did you work through those environmental challenges? If you would say what they were and if you can't say what they were, at least some of them, how did you work through them?

DR. C. CAMPBELL: Previously what we did, we went through a list there of some of the issues that were raised, just to the end. One of the issues that was raised was in terms of issues concerning about the structure in the water would limit their fishing area. So, in

discussions as I said, what we attempted to do was to look at where Old Harbour Bay fishing village is, we looked at where the structure is, we know that the major issues are here and over here, (indicates). So we looked at, in terms of how a fisherman would get into the fishing area and not limit the amount of discomfort they would have in getting from point A to point B. That was one of the way we looked at it because that came out in the survey, because we did surveys in the fishing beach, just in that area is really fishers that really had a concern; so we went there and did about 300 questions to see what the concerns were. As I have said the major thing was in terms of reducing their fishing area, but as I have said, in that area there is not much things there. The concern was raised by fishery was the number of fishers who generally used that area, because as I said we reduce the exclusion zone.

COMMUNITY MEMBER: Sandra Nembhard. Pastor of the Jamaica Free Baptist Church, member of the Old Harbour Bay Disaster Response Team. Just to follow up on what doctor said in regards

to reducing the exclusion zone to reduce it to 200m. A concern if it is 500 for safety, reducing it to 200, what impact, where safety is concerned, will it have on the release. The fisherman will be coming to -- when it should be 500, they coming in to 200, just to benefit from fishing, while you, the technical people saying 500 is the safety zone and I have two more.

Monitoring. Who will monitor locally for us? You mentioned that, if possible, removing or relocation of mangroves. Who will monitor the starfishes, or whatever you will find there locally for us?

Experience re the road development from JPS Co., thank you for the road and it is looking good, but I should have brought pictures of the destruction from those who constructed the road. Affecting me personally, I wonder why me. And I didn't want to come here to talk about that, but the big Parish Council, the JPS Co. Supervisor, and everybody, I don't want to tell you on air what they said to me, they will be fixing my gate only, but the rest of residence will continue to suffer, but I am saying locally,

we nuh trust Parish Council, we nuh trust NEPA. We are saying to them, if we could get local technical people. Technical people from our side to deal with our matter, because my experience is one that, my gate I have to be taking a vehicle to go into my yard, which never happened, I am now being flooded out. The next thing underwater earthquake. Storm surge. What impact will that have, because they told us that in storm where we should go in Old Harbour Bay if there is an impact over the years and all of that. So, what, if in case something happen? Don't get me wrong, we glad fi the project? But the greater benefit will come to the fishermen and our residents living in Terminal. Remember me saying people hitch them house on the -- plant fence as their wall and today what impact will it have on the residents of Terminal. Thank you.

CHAIRMAN: I think I heard 3 questions, Dr. Campbell you will respond?

DR. C. CAMPBELL: All right. The first one in terms of reducing from 500 to 200. The reason why we suggested the 500, if you had an accident, major one, if we what we call it

unloading that one to take off the LNG and for whatever reason there is. Then 500m is what we consider a distance for persons to be. Now, the other that would only happen is when the ship comes along to offload, that one, as I said, 25 days. Education is going to be important, so, if I were the fishermen when we offloading then I wouldn't venture near it that time. Just in case there is an accident, the probability is very low, but to be on the safe side then you wouldn't want to be there at the time. That is once every 25 days, but safety after that then there is no issue really in terms of you being in that area.

COMMUNITY MEMBER: The Marine Police could monitor that area within the time, those day?

DR. C. CAMPBELL: Because when LNG, in the States, and I am sure Diana knows, when LNG are in the patrols don't want anybody to be close to them, especially with terrorism around. We in Jamaica are fortunate not to have that issue, but we still have to think about it, because, you know, how the world is with persons that are there with very messed up in the head.

In terms of the second question. Who will monitor? That is up to NFE in terms of who they hire. I don't think there is a problem of working with persons in the community, in terms of the monitoring and making sure the project is being done, of both parties, cause every project is important that the community comfortably want to move forward.

In terms of the roadway, I really can't comment on that. That is JPS and the Parish Council.

MR. R. WILSON: No, no, please.

DR. C. CAMPBELL: My apologies.

MR. R. WILSON: No, no, please, please.

DR. C. CAMPBELL: My apologies.

MR. R. WILSON: Please, please, please. I sat here -- Miss Nembhard come to the Council actually every month, and sat her and I listened to her and I am not satisfied, because when the project was being implemented, we know very little about it. We know very little about it. And when we asked our Superintendent, which we had asked him to attend this meeting this evening and he had asked somebody from the

Council, because it wasn't possible for him to be here, to come, the person that he has asked I haven't seen him here. But everyday the 'supe' said that they have given him basket to carry water --

CHAIRMAN: Is that in relation to this project, sir?

MR. R. WILSON: Yes, the project that Miss Nembhard is speaking about, the road --

CHAIRMAN: Okay, thank you, sir, it is not specifically related to this project?

MR. R. WILSON: No.

CHAIRMAN: I would like to confine the discussions to this particular project.

MR. R. WILSON: No, no, not your project.

CHAIRMAN: Okay, all right. Thank you, sir. I would really like you all to confine the discussions to this project.

MR. R. WILSON: I heard Miss Nembhard said something --

CHAIRMAN: Good, no, but Dr. Campbell is unable to respond to that.

MR. R. WILSON: But I want to correct what she had said, because the Superintendent only

get the privilege to come and look and he could not change nothing.

CHAIRMAN: Okay.

MR. R. WILSON: Nothing, it was being done through the Ministry of Works, in Kingston.

CHAIRMAN: Thank you, Dr. Campbell, you still have some issues to respond to for Miss Nembhard.

DR. C. CAMPBELL: In terms of the storm and tsunami. We dealt with it in terms of some of the models here, that we showed that the facility was taking those into consideration. In terms of tsunami, as you would be aware that really up top in terms of -- in terms of the tsunami Old Harbour Bay has a warning system that the ODPEM set up, they will be a part of it, I would like to say there is a safety and emergency response procedure that they will follow. I will add to that the FSU can be removed and moved when storms are coming, so it will be away from the area, so you don't have anything, to worry about that.

CHAIRMAN: That gentleman, you come forward, you asked a question before. I saw this

gentleman before (indicates).

COMMUNITY MEMBER: Good evening, my name is Winston Mollison, I am from the New Harbour Bay Schools Citizens Association Neighbourhood Watch Program, in fact, I am the secretariat. I believe this project is going to last for about two years, around two years, Dr. Campbell, about two years? If that were to be true, then it would be reasonable to say that based on what has been presented, the transportation of materials from Port Esquivel through Old Harbour Bay is the trucks -- these forty trucks, it is reasonable to say that these heavy equipment will have significant bearing on the road network from Old Harbour Bay to Port Esquivel. I am concerned, because it will have some impact on the road network. The question I would like to ask you is that, what sort of measure will you put in place in terms reporting, should there be damage on the road, spillage, damage, or the material, the droppings from trucks onto persons' property? What sort of measures you will put in place to address that?

And, secondly, and how soon will a

resident or an aggrieved resident solely be expected to get some remuneration or get in contact with the company with regards to this particular project? I hope you are following me.

My other question is, I think, it is for Mr. McElmurray. I was doing some research earlier today, but I can't find, I have not yet located where New Fortress Energy South Holding Limited have done similar projects? I want to be able to measure the quality. I have actually sent an email to the New Fortress Energy to say, can you, when you are having a discussion, I want to hear what has transpired with it in Afghanistan, Zimbabwe or New Zealand what has been the impact in that particular country and then I can now make an assessment to say what are the likely impact based on the track record and performance as it is going to be affecting this country for many, many years to come, thank you.

DR. C. CAMPBELL: Thank you. For the question, in terms of the road network as you are aware that there are weight limits to truck that will use the roadway, and you will realize we would also have to use the highway, that will

be highly monitored. Some of the road works that Pastor Nembhard is talking about is in preparation of these heavier trucks that JPS will be using to carry material and equipment to the proposed 190 megawatt. So, in terms of this project and the roads, I really don't think you going to have that impact.

In terms of grievance mechanism. A good way of doing it is having a grievance register where persons can go and have a number, or to write it, their complaints or grievances, a system will have to be set up in terms of who is responsible, who is going to respond and the point person, so the community knows who to deal with. I think, JPS has that and I think it works more or less well, in terms of grievances that the community might have. And in terms of reporting the grievance mechanism would help in terms if you have an issue with a truck or whatever impacting your property or on the road, then lodge, you could lodge your complaint there and have it sorted out.

MR. B. McElmurray: Mr. Mollison. So, I

think your direct question has been more than answered as it relates to track record. So let me answer it kind of two ways. Just the connection Fortress Investment Group is a publicly Trading Company in the US. So there is lots and lots of information out there on that, including financial, previous projects, etc. This particular business that we set up here, NFE South Holdings Limited is to secure this particular project that technically we have presented the EIA. But from a track record perspective we have built millions and millions of dollars' worth of infrastructure around the world, to include oil, fuel, bulk, handle terminals, airports, railroads airplanes, lots of different stuff. As it relates to this exact facility, this will be the first. Meaning, in terms of us having built one exactly like this in another location, this will be the first. I know that is sounding typical, because every time you do one of the facility they are all a little bit different. I think the best indication would be, we have built the facility in the north, in Montego Bay. So as it relates

to quality and things like that, I think, in parts of your question I think that would be a very good one to look at. In terms of the standards, you know, just keep in mind that commitment that we have to JPS is a 20-year agreement, so the infrastructure that we are building, we think, you know obviously will last well beyond that, and would do it no different here as if it were in our own neighbourhood and in our own backyard in the US. We would build it the exact same way. So, I think, the specific answer is that the best on the ground example would be that in Mobay. There are other facilities in the world that, I think, looks very similar to this one, and in terms of our own personal track record, it is very public, it is very well known in the US and elsewhere and it is a very good one.

COMMUNITY MEMBER: Good evening everyone. My name Dennis Campbell I am from the Old Harbour Bay fishing village. I have listened carefully to the presentation, I am looking about the reef and I am asking how much of the

reef will be knocked down to facilitate the pipeline. You have said the depth that you want the pipeline to go and to go under the reef, being a fisherman for over 50 years and work on the four different dredges and over 20-odd construction, I want to know how you going knock that reef that depth down and don't damage it and the other section of it, I want to know that. That is, one.

Two, you speak about, ammm, the plant where fisher folks suppose to distant themselves, I have no problem with that. That's minor. What I am talking about when the plant is ready, what will be the temperature of the water around it. I want to know that.

Three, fishermen, the very few, you could count on one hand, fishermen who use up that little zone that you talking about, the hurt that comes into fishing is for fishermen who fishing outside and these ships coming in quite regular, coming into the harbour and our fish pot them out there, that they destroy night and day and it will be more impact on it. I am not worried about the platform out there, it is good

and with my experience on dredging and building, it will protect even the harbour because when your plant is there and the storm surge comes it will break up the wave, but I am concerned about the reef and we the fishermen who fishing outside and that ship keep coming regular, what will happen to us. May God bless you.

(Applause)

DR. C. CAMPBELL: In terms of the reef, as I said before, we using a technical drilling that we called directional drill. So, it is done from shore, I see if I can do a quick -- all right. So directional drilling, horizontal drilling. So what you do is you have it from the shore, so basically it allows you to drill under stuff, roads, rivers, under the sea. So you don't trench. It is not safe to be trying to trench the pipeline. So, basically, as you can see it has a head that goes down, from that, so we set up that where the metering station is and then drill, as you said anywhere between 20 or 40 feet (video shown). So it goes, as you can see that is an actual picture of a horizontal drilling as well. So by the time it reaches the reef it will be

under the reef, so it won't damage the reef, so you won't have to worry about that. (Indicates) That pipeline is a small pipeline, so you won't have any cutting through the reef as you are accustomed to, okay.

In terms of temperature. What we saying based on the model, we expect that the water temperature, cause what we going to do is, apart from the water that we use to gasify the LNG, we pump extra water, so by the time we let it out, the highest or the worst case is 1 degree low. So 28 degrees by time it comes on the floor it is going to be 27 degrees so it is a 1 degree difference in temperature.

COMMUNITY MEMBER: I am not sure -- if it lower once it is lower, it quite okay.

DR. C. CAMPBELL: It is going to be cooler because what happens is the LNG warms it up, LNG is at -106 degrees, so we use the sea water to warm it up. We don't want too cold a water.

COMMUNITY MEMBER: That is why I asked the question. Why I really asked the question is because of the marine mammals and there is a temperature that they use to and they can't

survive in some types of temperature, that's why I asked the question.

DR. C. CAMPBELL: We don't expect any issue in terms of that.

COMMUNITY MEMBER: Once it is below it is quite okay, because the colder the water is the better it is.

DR. C. CAMPBELL: Okay. In terms of the fish pot being destroyed, that's a difficult one. That is something that we will probably have to work a little bit more with the fishers, because based on our investigations, the area that you have fishing and so, is not really there. In terms of coming of the ships. That is for the Port Authority to work out a best route to avoid fish pots. Sometimes we have to communicate with the fishing communities to see where they set up most of their fishing pots, to see, if possible, then we can avoid going in that direction.

COMMUNITY MEMBER: It is a tough one. I am saying this to you as Campbell to Campbell, as life goes there is the free way and there is the fair way. When I am talking, I am talking as one who study the environment, and one who they call

the biggest troublemaker too, that is how they call me 'Mister Troublemaker', but because I am so factual and specific, people tend to be afraid of me, but I am always be that type of person.

CHAIRMAN: Thank you, Mr. Campbell, for your facts and pics.

MISS D. McCAULEY: Good evening everyone, I am Diana McCauley, I am from the Jamaica Environmental Trust. Dr. Campbell, I really liked your drone pictures in the underwater zone. Thank you for that. A couple of things. Will there be a performance bond for the project? You don't know? Okay. That is something I will follow up on.

I want to support Pastor Nembhard in the monitoring and enforcement question, because I don't know if you have the experience, but certainly I do, being in meetings like this and having this very comprehensive and convincing list of mitigation measures that when they come are not really done. So, I think that is something the community has to take very seriously. I think, they have to make sure that there is some kind of grievance mechanisms. Some kind of liaison

committee, my personal experience with written mechanisms is that they are not that effective. Because very often people don't want to leave to go to a place to write down their problems. So, I think, that needs to be set up beforehand to make sure that there is some kind of mechanisms for grievance, because inevitably all those nice promises that you make, Dr. Campbell, will not occur quite like that.

(Applause)

I just want to say, Mr. McElmurray, that I know that the Mobay project has had its problems. So I know there have been times when NEPA has had to step in. So, I do know there are genuine concerns about monitoring and enforcement for a project like this.

Having said that though, I think, personally, was happy to see that the footprint in the sea is not huge. I was happy to see the location. So there are some things that are looking in the positives.

And a major concerns is with the ADO pipeline. I do not think you are justified adequately, if it is for a back-up measure only.

The EIA says 50,000.00 barrels of diesel oil that will be stored in the event that there is a problem, I am not sure why you need that pipeline. If there is some good reason why it is, it is not outlined in the EIA. So that is my major problem. That pipeline is much closer to the marine resources. So I think that is the major weakness of the EIA.

And, lastly, I am concerned about the lack of information on sewage treatment on the platform. You said you had 40 staff members on the platform and about wastewater you said it would be dealt with accordance with 'Marpol'. Well, I think ' Marpol' says you have to have proper facilities in the country. I don't think we have it. So I want to know what is going to happen to the waste from the 40 people on the platform, thank you.

(Applause)

MR. B. McElmurray: Thank you very much for those comments, which I appreciate. When we did the Mobay project, we did have a couple of issues with NEPA, so we have to acknowledge that. I think some of it was the fact that we could have done a better job to do our own monitoring, some

of it was our own mistakes actually. But one of the things, I think, you should take comfort in, although I am not going to speak to them, is as soon as we were notified as to what the problems were we fixed them. I am not going to speak to them, but I don't think when we ended up dealing with it, I thought from a regulatory perspective it worked exactly like it should work. Outside the set of conditions we agreed to, we didn't do a good job as we should have, they have pointed out, we corrected them and hopefully it will get better going forward, we had some of the same issues in the US. I wish we were perfect but we are not, but we definitely try. But, I think, the key message on that is that we heard the NEPA folks we acknowledged it, we fixed it, we take environmental compliance very seriously and I think we have done a much better job since that. I think, as to the ADO pipeline. I want to be a little bit thoughtful about this and we talked about it. The ADO pipeline functionally for us, we think it is important, because it helps us to satisfy a customer requirement. So, your observation, I think, is very correct, which is

like, we got back up, make other ways to supply back up in other pipeline. I think, what we can do and the best way to respond to that and to have a separate dialogue with NEPA with that. But, I think, what you are going to have is some heating concerns and these would be would be yours. Our concerns are the impact on the other side which would be reliability of supply, because there are alternative means to get the ADO back-up plan and I think, my perspective, when we looked at it there is this HFO line there, there is existing warning there and view it as instrumental to the existing impact and then the trade off, in our view, was the liability fact, which, I think was for us we are happy to look at other solutions.

So we are happy to do that in whatever form and mechanism.

The last point, I think, is on sewage treatment, just to make one clarification that might make it easier, which is, the 40 folks will actually be living on the ship and the ship will have it, and certain we will follow the right standards in terms of ships, ship based ways to treat sewage, and how you deal with them. There is

actually going to be certainly involved operations for how you keep the ship supplied with food and water, off take of trash and things like that, but because those rules are so well known, just in terms of how the international community in shipping treat this, at most we are going to follow that same procedure, but the 40 folks will not be there at the same time, they will be working on shifts, sort of using the ship based facilities as though it were floating around the ocean, so I think those answer the issues, if that is okay.

COMMUNITY MEMBER: Good night, my name Shawn Facey, I am a citizen of Old Harbour Bay, Terminal area to be exact. I am so concerned about your project. I just want to know if this project is in the same area as the logistic hub, and with all those drillings what going to take place, we gonna be getting a lot of pressure down this side? Because I am from Terminal, you nuh, and sometimes when even the noise over by the power station sometimes affect us. So all these drilling and all these things that you gonna do over there, just want to know who going to represent us when all of these things affect us down there. That is

one question.

Another question is, you said that you need to get people trained and all that, right? Well, I am gonna be first, the representative from Terminal. I want you to write down my name. My name is Shawn Facey and I need you to help me to get in that facility over there, by training me, because you said that your company is gonna benefit we here in Old Harbour Bay and Old Harbour. So I am gonna be the first one. I need you to write down my name. When you are going to do your project my name is Shawn Facey. I am scaffolder. I am painter. I can do a lot of things. So I am here to represent for Old Harbour Bay. That's my question, good night.

DR. C. CAMPBELL: All right, Shawn, thanks for your question. In terms of the noise from the drilling as I said in the presentation, we have to do monitoring in terms of the noise and noise construction. Based on NEPA guidelines and the standard set then we need to follow it and one of the guidelines, we have to look at what is the impact given, and if there is an impact we going to have to put things in place to reduce the noise

impact from the drilling. We don't expect that to happen. But as I said no system is prefect, so we have to monitor if there is any issue then it is dealt with.

In terms of the employment and training I can't speak to that.

MR. B. McElmurray: First of all, that is my email address, just give me your information. We have -- we are very serious about the training, employment-like. As I said in Montego Bay we actually did a good job, not a good job probably a great job, we now the second time around would do a better job. You need to think about this facility because a lot of work would be done offshore, which is different from what we did in the north, but because of the tanks and the metering facilities, thing will be done, you know, onshore more than those opportunities available. What I will say is that by having gas in Jamaica there are also going to be smaller projects, which is perfect or not other significant projects that will be done at various locations around, that will also require infrastructures, will be done and developed and for new training to take place.

So, I think, we will try to do better of making those opportunities available. So, there will be action on that whatever we can do, we will try to do that.

COMMUNITY MEMBER: Good evening everyone. I name is Randy Finnikin, immediate past Chairman, now Projects Chairman. I want to commend the principals, first of JPS and clearly the partners in this projects. From this presentation I observed two things, I want to commend the developers on. I think it is a wonderful concept for a clean renewable energy to fuel. A new generation power plant and I, particularly, I am impressed about, because clearly we want to protect the environment as much possible as we can, but we also want to see reduced electricity bills. So, I think having this project as proposed, I think, is a good idea to find such clean fuel source. And the next commendation have to do with the source of the fuel. I think, it is a show of confidence and certainly Old Harbour and Old Harbour Bay for some years needed to find something futuristic to speak to, the change in our developmental priorities, and I really think

that if we work together, both as principals, the investigators, the developers working closely, I see a win-win here.

I believe, certainly from the environmental impact aspect of this, I am impressed to see the effect made to bring clarity to the community in terms of the technology, the underwater videos and so on, that seek also not only to just share information of what you found, but also bring it to us and we can in turn share with the wider community. Some of what we saw that I believe has done what I expected to see here this evening I commend you on that. But I strengthen the point as I close. The community monitoring mechanisms are essential.

Reverend Nembhard spoke to the lack of trust in the structures around us. We have been lied to many times, by a lot of important people, including Government, local and central. And I really believe to form a trust through the Old Harbour CDA and other community groups, the fisher folks, it is essential that a mechanism be found to develop and sustain a local monitoring framework. That will go further to strengthen what I saw here today. It is

essential for a project on a platform with a minimum 20 year lifespan and the power plant will be here many more years than that, we want a third component built into this, which is a local monitoring platform. Thank you.

(Applause)

CHAIRMAN: Thank you for the encouragement and endorsement. Any more questions? We will take possibly two more, if not, if there are no more questions it falls to me to do the closing remarks. And we have heard a lot and the concerns have been expressed. From my standpoint as Chairman, I just want to make possibly two points. One about workers, people in the Old Harbour are getting work and I am a very objective mutual partner, but I am coming from my own experience. My experience sometimes is that communities don't sometimes put themselves in a position to get the best jobs. Personally, the last projects I worked on in a community where there was a lot of crying for jobs, when we did the survey to get started, 85% of that community were unskilled, and a good portion of that unskilled was semi-illiterate. So the point I am making is communities have to put

themselves in a position to avail themselves of the opportunity when they come. And that is a reality of many communities in Jamaica. And, this is just one rural community that I had, but I had it with more than one, in my experience. So that is one endorsement I would give. We should have local employment, but we have to put ourselves as Jamaican people in position to avail ourselves.

And the other thing, in terms of what I have seen that works well, in having some sort of community liaison person. Whether one or two persons that interfaces directly with the developers, or people who run the project in the community. So it can work if that is well coordinated everybody knows which and which person the complaint would go to. Have to be people who the community trust. Outside of that there usually is not a problem.

COMMUNITY MEMBER: Just to let you know that for the past three years the community has been mobilized and is being trained and certificated in anticipation of the first JPS expansion project. I manage a Heart training facility. I sit on the Board of that training facility. So we mobilize

and we are gonna go on to establish a worker database, to speak to the skill-set in the community and we are serious about skilling and I must also confess that some present principal on the JPS. site, that we are in close collaboration with them with respect to make sure that the transfer of skill is real, but also importantly, certification is there. So we not talking about who we know and begging a job. We are pushing for every Jamaican who hope to aspire to obtain a job, access depending on the certification required for those jobs. So we are working on that behind the scenes in a big way. I must use this forum, however, to encourage and challenge community folks to step up the plate, get to Old Harbour VTC and other facilities and get registered. Apply for the certification necessary because the truth be told the pace is slow, the take-up is low and that is not a good sign, just being honestly.

CHAIRMAN: There you go. Thank you very much, I think it has been a good and refreshing exercise. Lots have been said, lots have been facilitated and I wish God-speed and that the community and Jamaica at large will

benefit greatly. Thank you again for coming and kudos to all involved, thank you.

Meeting adjourns at 8:53 p.m.