

**VERBATIM NOTES OF THE PUBLIC PRESENTATION ON THE
ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED ROAD
IMPROVEMENT PROJECT FROM HARBOUR VIEW, KINGSTON TO
YALLAHS BRIDGE, ST. THOMAS (SECTION 1A OF THE
SOUTHERN HIGHWAY IMPROVEMENT PROJECT (SCHIP)), HELD
AT BULL BAY ON WEDNESDAY, NOVEMBER 22, 2017 COMMENCING
AT 5:46 P.M.**

PRESENT WERE:

The Panel

Mr. M. Hutchinson	-	Chairman
Mr. Reynolds		
Mr. S. Shaw		
Mr. W. McCarge		
Mr. A. Marshall		
Ms. R. Lawson		
Mr. L. Barrett		
Dr. C. Campbell		
Mr. G. Bennett		

Participants

Deacon A. Williams	Ms. S. Cole
Mr. N. Elthan	Ms. P. Henry
MR. P. Hudson	Mr. B. Byfield
Mrs. J. Holness	Ms. S. McFarlane
Mr. D. Senior	
Ms. D. Abrahams	
. S. Bohaven	
Ms. C. Wilmot	
Ms. M. Ottey	
Mr. P. Hibbert	
Mr. P. Espeut	
Mr. M. Clarke	

AND OTHER RESIDENTS

Mr. Shaw: We are going to go start the meeting. I was hoping and we are still hoping that the Member of Parliament Mrs. Juliette Holness will be present, not sure why she is not here yet, but we hope that she will join us before the meeting ends.

Now, this meeting this afternoon going into evening, has to do with the Southern Coastal Highway Improvement Project. This project having been conceptualized by the Government of Jamaica, speaks to us improving the road from Harbour View to Yallahs, Yallahs to Morant Bay, Morant Bay to Port Antonio and Morant Bay to Cedar Valley.

Now as part of the overall programme of works, the Government also intends to do work on the East/West Highway,

this is the road that will take you from Mandela heading to May Pen. And the intention is to extent that road to Williamsfield in Manchester.

But we are here today about, SCHIP, in particular, this section from Harbour View to Yallahs.

There is a requirement, a legal requirement that we meet, we engage and I believe, we also have a public duty to ensure that we keep the lines of communication open.

Now, before I go any further, we are a God fearing society/nation and I am going to be inviting - I am going to be inviting Mr. Reynolds to come forward and he will lead us in prayer.

(Mr Reynolds prayed)

Mr. Shaw: Thank you very much, Sir, Reynolds. Now, I wish to, at this point introduce to you the Members of the

team, who are here this afternoon to share with you the information in relation to the Environmental Impact Assessment Study as well as to listen to your questions/ concerns and be in a position as best as possible to give you the feedback that you desire.

Let me introduce first of all, the Director of Major projects at the National Works Agency, Mr. Richard McCarge. The person who has been given the task of managing this project and who has already done quite a bit of work leading up to this stage. Mr. Alfonzo Marshall. Mr. Marshall is the, official gofer in relation to this project on behalf of the National Works Agency.

We have from my office Ms Roman Lawson and she is the communication person who you all will be seeing/hearing in

relation to this project. Where is Ramona, Ramona Lawson. And of course, I am Steven Shaw, the Manager for Communication at NWA.

We also have Members from Stanley Consultants from Stanley Consultant, will the Stanley team come forward and be recognized we have a number person from Stanley. You will hear from Stanley team or team leader in a little while.

We have from the team from CL Environment also present. You will hear from CL in short order.

We have from NEPA Mr. Bennett I think is here from NEPA, Bennett and team from NEPA critical partners in all of this. I know we have, members of the CDC here, I recognize you, welcome. Members of the citizens groups, members of the media, and those

persons who share an interest generally, in environmental matters. I see my good friends Peter Espeut over there welcome Peter. And, right, the Jamaica National Heritage Trust, they are also on board they have being part of these types of meeting over the years where, they have particular interest in some of the things that we do that may impact them.

And so, we are here this evening, it not evening yet, afternoon going into evening to really listen, as much as we are about to present.

I am not going to be the one to assist you in the overall meeting progression. In short order I will introduce to you that individual, who will be the - let me call him the controller, the arbiter of the proceedings. And so, it is going to

be left up to him, to say what happens after I turn over the microphone. As I said, I was hoping that Mrs Holness - oh, she is here. So, I am not even going to give her an opportunity to take her seat. Mrs Holness, welcome front and center, Member of Parliament, for East Rural St. Andrew and she is going to be bringing greetings even though she is a little bit out of the breath. (Applause)

Mrs. Holness: Good afternoon everyone. Well I have experienced it for myself it took me quite a while just from Harborview to right here. Yes, pothole, pothole. The NWA has actually started the patching work as it relates to the Harbour View to Bull Bay stretch, and with the rains as you can expect, what goes in first is marl and once it is wet it comes right back out. So we are right where we started. We have

been watching the weather as soon as the rain stops, we are slated to have our Harbour View all the way to Eleven Mile stretch fully repaired. We did a detailed costing and we came back out and asked the NWA to recast because after the rains it was worse than it was before when the original costing was done.

So I am actually happy to see so many persons coming out tonight. The last time we didn't have so many persons at all, happy to see so many persons coming out tonight and realizing that all the members of the community are very interested in ensuring that we understand exactly what will happen with the highway, how it will impact us and how we will benefit as citizens from the new development.

I will take my seat. I am one of those politicians who don't talk too much, and I hope it will continue to remain so.

Have a wonderful night everyone thanks. (Applause)

Mr Shaw: Thank you very much, Mrs. Holness quite brief to the point. Now, I did say, that, I am going to be taking leave from the microphone. And it is at this point that I shall be doing same.

The moderator for this evening's proceeding, is Mr. Monoletto Hutchinson. I expect that Mr. Hutchinson will get your full attention, your corporation, and as I said it is his meeting, and it is his alone until we come to the end.

With that said, Mr. Hutchinson.

Chairman: Good evening everyone, I am Monoletto Hutchinson reside in Long Bay, Albion, and St. Thomas. I would like to advise each and every one of us in here this evening that we listen very patiently and take in what the presentation that has been provided for us. And at the very end you will be allowed to ask some questions pertaining this evening's meeting and the presentation. Thank you.

I am going to ask the - for the presentation by the Environmental and Planning Agency to come forward.

(Applause)

Mr. Bennett: Good evening everyone, I am Gregory Bennett Acting Director Occupations Management Division NEPA. I am joined this evening by the Environmental Engineer Mr. Errol Morris, and as well as Ms Latoya Rattray.

My task this evening is to read the statement and it is as follows:

Statement from the National Environment and Planning Agency at the public presentation for Environmental Impact Assessment for the proposed widening and improvement for section 1(a) Harbour View to Yallahs Bridge of the Southern Coastal Highway Improvement Project by National Works Agency.

On 28th of January 2016, the National Works Agency applied for an Environmental Permit for the widening and improvement of Section 1(a) that is Harbour View, St. Andrew to Yallahs Bridge St. Thomas of the Southern Coastal Highway Improvement Project.

The proposed highway is approximately seventeen point four kilometre in

length, and for the most part follow the existing main road.

The project includes improvement to the existing road, new alignment in some areas and the road widening in others.

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

A terms of reference for the EIA was drafted, and subsequently accepted in letter dated 10th November 2016. The EIA report was submitted to NEPA, on the 23rd of June 2017 and accepted October 2017 after being reviewed by the agency.

The accepted EIA has been circulated for comments and is posted at the St Thomas municipal corporation

administrative building Ten Miles Bull Bay, Post Office, Harbour View, Public Library, Yallahs Post Office, the Kingston and St Andrew Municipal Corporation and NEPA documentation centre. It may also be viewed at the website of the national works agency the NEPA, and CL Environment Company Limited. 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 that all come from the meeting will be submitted at the National Resource Conservation Authority to guide the decisions making process.

The agency's representatives are present to support the process, and to ensure that the public presentation is undertaken in accordance with the terms outline in

the document title General Guidelines for Public Consultation, EIA Applications.

As a regulator, the agency must remain objective and as such, the team will not actively participate in any comments or answering questions in relation to development. Of note too is the process with respect to the public presentation and the agency wishes to highlight the following with respect to public meeting.

1. A copy of the verbatim minutes of the public consultation is to be submitted to agency, by the applicant within seven days of the date of the public presentation.
2. The public is allowed up to 21 days after the public

presentation to provide written comments to the agency.

3. All comments received by the agency will be collated and sent to the applicant for responses to be provided.
4. The issues raised along with the responses provide by the applicant are incorporated in respect to submissions to the various committee and authorities and will facilitate deliberations on the technical merits of the project.

A recommendation will be made to the Natural Resource Conservation Authority which is the body responsible for making the final decision.

Please note carefully that final decision on the application is the

sole responsibility NRCA. Written comments may also be submitted to the application secretariat branch of the agency at 10 Caledonia Avenue Kingston 5 or via electronic mail to, applications@NEPA.gov.jm it's applications@nepa.gov.jm. The agency views the public presentation and public consultations process as extremely important, in the processing and decision making process.

Public presentation provide an additional opportunity for stakeholders to hear concerns, comments, opinions, views and development projects and afford the applicant opportunity to address these concerns, comments, opinions views.

Comments can be sent to the Application Secretariat Branch of the Agency at 10 Caledonia Avenue, Kingston 5 and again via electronic mail at applications@nepa.gov.jm

Finally, please be reminded that the EIA Report is available for access by the public at the following location namely; the St. Thomas Municipal Corporation, Administrative Building Ten Miles Post Office, Harbour View Public Library, Yallahs postal office, Kingston and St. Andrew Municipal Corporation NEPA, Documentation Centre NEPA website at www.nepa.gov.jm. NWA is at the National Works Agency website at www.nwa.gov.jm as well as CL Environmental company limited website at www.clenvironmental.com

Thank you. (Applause)

Chairman: Thank you, that was quite a presentation, I hope you all have been listening very carefully. Personally I must say I did not know that so much work went into building roads. So you will you get your opportunity to ask questions later.

Now I am going to invite the EIA Mr. Barrett to come forward to do his presentation. (Applause)

Mr. Barrett: Thank you very much the name is Lawrence Barrett, and, I work with Stanley Consultant, the company that develop the highway that would be presented to you tonight. I will - the presentation will be done in two parts, I will do the smaller part and then my colleague for CL will do the larger part which he will introduce to you later. So, we will get into it.

Alright, we will give an outline of the presentation we will start with an overview of the project so in will get an understanding of what the project is about and light and low we arrive at where we are this evening. I will, go and present some specific information on some drainage problems that we knew about along the road, and how we intend to address those issues. And then we look at some main findings from the description of the environment based on the work that went on in the environmental assessment.

We will explain to you the process of public participation that we engaged in, again in putting together the report that will be presented to you tonight.

We will look at the detail impacts of the - of what was formed in terms of how the highway impacts the community citizens the environment along route and what mitigation methods are proposed to reduce those impacts on the community.

We will, look at how the, project alternatives were analysed. And we will look at how, and what proposal is put forward to ensure that during the implementation of the projects the environmental or the environment is safeguard throughout the construction process.

So the project, the Government recognize that there was a need for the improvement of the road along the South Coast and that is based on various factors safety issues, the fiscal environment there were

functional deficiencies within the road network on the South Coast and when we compared it with what happened at the North Coast there was a definite need for the South Coast road to be improved. And also, in many instances, the traffic issues needed to be addressed as well. And so these were some of the drivers that led to the conceptualization of the South Coast Highway.

It involves development of a number of alignments and upgrades to new sections of, I mean, implementation or construction of new section sections of the highway; sections of the Southern Coast that were not previously developed in terms of road access that will allow for development in other areas that prior to now might be difficult to develop generally.

And so what you will find is that, a part of the mandate was for the road to facilitate further development of southern coast.

There were two segments to the South Coast Highway, Segment one, where we are at, was from Port Antonio to Harbour View, this section. And also Segment two, which was from Negril to Mandeville.

In 2012 well we, in partnership with the NWA we undertook a feasibility study and from that feasibility study we came up with a design that we will go into details shortly.

Now, I just want to show you, I just start out with segment two. This was segment two from Negril to Mandeville, I won't spend much time on this, but this was approximately one hundred and about twenty - one

hundred and thirty kilometres of the Southern Coast that was developed, designed for the highway.

And, segment one, from Harbour View to Port Antonio that is one hundred and ten kilometres. So overall you have two hundred and forty kilometres of road that was -- that we engaged in developing designs for. And so, what you find also is that, when we did the feasibility study, the segment two from Negril to Mandeville they all had very high economic returns. And when look at segment one, from Harbour View to Port Antonio, only two sections had really high economic returns and all the other sections had very low and even negative economic returns. Which means that strictly speaking, it would not be a viable project. Notwithstanding because of the need

for the development in this side of the island, the recommendation was made to the Government, that we should begin with this section of the road development rather than go into the West because the road was really necessary here. The Government saw it and they accepted the proposal, the recommendation, and that is why we are here today. If we went strictly on the economic basis this section would be at least third in line for construction. But, persons were prudent and saw the need and decided that we should start with this section, this segment of the highway and as we proceed and complete these we can go into other areas. And both Government accepted that recommendation and we are here today. One of the things now - we talk about two hundred and forty kilometres of

highway that was designed, very large project. So in order to implement it, to construct the road we had to break it up into segments. And that is why, or sections, and that is why this evening, we are looking at the section from Harbour View to Yallahs, the western end of the Yallahs Bridge; this is the section that we are dealing with tonight.

And that section of the road - well let me just tell you a little bit first on the factors that were considered. You are talking about the socioeconomic factors, the business impacts, right-of-way acquisition and all of these things went into the final decision on the preferred alignment that you will be shown in short order. And I spoke on this already, I won't go back into that. Again, we spoke on the economic

feasibility study and economic returns of the road. Now, this is the section here that we are looking at tonight where the EIA is concerned.

Now, this section of the road from Harbour View to Yallahs, is approximately - to the Yallahs Bridge, to the western side of the Yallahs Bridge is approximately seventeen point four kilometres in length.

Now from Harbour View to the intersection, the intersection of the road that leads to Easington, that entire section will be four lanes. And thus, from that intersection to the Yallahs Bridge will be two lanes. So basically almost the entire road will be four lanes except for that short distance from that intersection up to the Yallahs Bridge, that section that

runs across Albion. The road is essentially four lanes of road with just a small section which will give you two lanes.

It is quite a bit of work, quite a bit of improvement that will come to this section of the highway.

I am going to get into these a little later on when I show you the alignment itself.

We have a new section of the alignment that is a new road, the road begins at Harbour View on the existing road, and it continues just at - up to Ten Miles on the existing road. It then deviates to the South, and takes on new alignment. And then, that new alignment again re-joined the existing road at 12-miles just at the Sun Coast Adventure Park.

And so, this is what we see here, all of this is on the existing - it deviates here, and then it comes out back at Sun Coast and then it continues on the existing alignment.

Again, this is a little bit - might be a little bit misleading. It says here that the reduction in the travel time meaning the time that you travel from Harbour View to Yallahs, there is a reduction in travel time of four minutes. (Laughter) But that is assuming that there is no traffic on the road, there is no trucks and so forth, and you drive at the posted speed.

We know, that when you include the trucks and so forth on the road you are looking maybe at least half an hour plus in terms of reduction in travel time when the road is

implemented because spent quite a bit of time travelling behind trucks and sometimes that creates unsafe overtaking and so forth. So this will also improve safety as we travel the road.

So, we won't get too much into this, these are some of the communities that the road pass through that we - persons there person and owner and so will be impacted and those as mentioned before will be contacted by the agency. There is quite a bit of parcels, land parcels that are partially are completely within the right-of-way of the road, and again land owners will be contacted in relation to that.

What you are seeing here is just the road overlay on the land parcels within the right of way showing you

the impact especially of the road and those passes there.

And so, the road will be built by China Harbour and the funding from the China Exim Bank.

Alright, I am just going to be looking at some specific issues, some specific flood issues that we know about so that when we develop the road we took special care to give consideration to these flooding issues. We know of flooding issues in Harbour View, Bull Bay, well right where we are here, at the football field across the road. Wickie Wackie. I understand that where we have as Pond Side from the meeting last night, it is not really a Pond Side but it is just after you pass Wickie Wackie there, you understand, it is not really pond side coroner.

There is, we know there are also flooding issues in Bull Bay, and again travelling out to Albino we saw issues along the stretch of road from Grant's Pen out to Albion we saw some problems there; those also will be addressed. And some of the drainage infrastructure is in disrepair.

Now, in terms of the drainage for these specific areas and, you know, mitigating the flooding in these areas. We used what is termed the fifty-year, twenty-five year return period, it is a standard that is used in terms of drainage and flood design. The normal standard is a ten year. So when we use twenty-five and fifty we have not kept the minimum standard to ensure that the problem is really mitigated and you can have access to and from even in severe storms, right.

So we stepped up the standard a little bit.

So out in Harbour View, we know a section of the road is flooded badly, and so, what we found is that the capacity of the culvert there is just not adequate and so we replace that with a larger culvert, a box culvert and the collector drains on the side will be improved. And so the larger culverts will be able to take the flows that comes on there. And then the proposal is to have a line channel all the way out to the sea. If you look inside there, once the water comes on, even if it comes in the culvert it is not much - there is no real outward channels to take the water away so it cause a problem in the area. So a culvert and an outward channel to take the water away and

that should give significant relief there.

This is where we are, across the football field. This is the football field here, I think we are somewhere here. So what happen here is that currently you have a small drain that runs along the existing road, this is the existing road here. And in order to facility the road we had to remove this drain and convey the flow in a lined channel over into this natural pond. When we convey the water into this natural pond, we then have to allow that flow to come out through this culvert which is replace there and create also a lined out flow channel to the sea. What you have now, is very a tiny culvert there very, very tiny, and it cannot move anything when the water comes, cannot move it. In addition to that, the out

fall channel is less than one foot essentially. And at the time when we went there that small was also blocked. So we can understand that you have a serious problem here, right now. So with what we have put in place, that problem should no longer exist. And as I said, as it gets really, really bad, then the football field will act as a temporary detention pond. So the football field will be flooded, and then - it would don't last long, because we have improved the outflow here that will allow the water to runoff to the sea very quickly.

So, when implemented, you should not see that problem that you have there anymore. There is also an issue out at, Wickie Wackie, this is a section of the road it is in a depressed area

the water goes there and basically cannot move.

You have a little, a little opening that is cut in a wall and there are grids there and it is small and it is just clogged up with debris. So again, the water was not able to move. But what you have is, you have a huge lined channel right here, seven point four meters wide by two meters deep that just sits there and does nothing. It appears to not have been completely, the construction might not have been complete because it stops somewhere about here. So what we will do is, or what we propose is that that culvert be extended that culvert be extended up to the road and the water channelled into the road that will free up here. And any amount of water that freeze up here we have to put in some additional

inlet for the water to come off quickly and flow to the sea via a channel - an existing channel that is there. So again we will utilize this, lined channel that is currently not serving a purpose, which it should, and then that should alleviate much of the problem, in Wickie Wackie. This is where it's referred to as Pond Side, but it is not Pond Side. But it is just going east of Wickie Wackie. Here, there is no drainage infrastructure period. The water just comes down and, flows across the road and it creates a problem for motorist. And so, we will put in some culvert and again create a channel to take the water to the sea, possibly that channel could also take the water into this pond. But the idea is that to take the water under the road and channel it into the pond or down to

the sea, a channel will have to be created because we did not see any there, and these things could - alright here is really at Bull Bay, Ten Miles and these pictures probably some of the worst flooding that was out there, I think maybe back in 2000 I think the Gleaner website. We know that there is a problem out in Bull Bay when you have really, really bad storms. And in addition to the flooding you also have a lot of debris, a lot of silt and dirt comes down into those channels. And also in the Cane River and the Chalky River carries a lot of debris. Now the project will not address this problem but, what we ensure is that the project does not make the problem worst. And I will explain to you how that works.

So this is where the road diverts right in the Ten Miles area, and it diverts south and comes across the Bull Bay River approximately one hundred fifty meters down from the road. And this bridge is one hundred and thirty-two meters long and it is at its highest point up here it is about 14 meters. So you have a clearance of about 14 metres high. So whatever water, and silt debris will be able to pass under the bridge without negatively impacted areas that currently experience flooding. So again it won't address the problem but it will not make it any worse.

Again this in the area that - this is the area of new alignment. This is the existing road here. This is the area of new alignment that comes across the hill, the bridge I just showed you is right here. And then we climb the

hill, basically sits on top of the hill. Now, you may have some runoff coming down the slope into the community. Here again, the road sitting on top of the hill again should not impact on the community here in terms of runoff. Because the one, the road is sitting on top of the hill. Two, this red area that you see here, this is a soils map, over the soils map, this red area that you see here is very - has very rapid internal drain means that the water permeates into the ground very fast. So you should not have significant runoff coming down. In addition to that, I want to show you, this is the vertical profile of the road passing through this new alignment. This orange line is the existing ground level, and the red is the proposed elevation of the road. Now, if you

look at it you will realize that the proposed elevation of the road for the most part is below some of these existing ground levels, meaning that you have to cut through the hill to build the road. Now when you cut through the hill, you cannot have a drain through the hill so the drain has to go along the road, runs parallel to the road. And so what that means is that, in this area, on top of the hill, the drainage will have to be taken along the road down slope to the bridge. And in this area, it will continue right and there are some culverts around this side again that takes it to the sea.

So, the road will not have any significant impact on runoff on the community that exist along the existing road in this area. And so again here, we do not anticipate that

you will have any major impact if any, it might improve actually. In terms of runoff impacting these communities here as a result of the construction of the road.

Alright, I believe this is the end..

(Sotto voce comments by Mrs. Holness)

This is at Ten Miles.

Chairman: Hello, just a reminder, hello just a reminder, questions will be allowed later. Please allow him to finish his presentation, thank you.

Mrs. Holness: Sir, if he doesn't say where, they don't have any understanding. So the presentation is going to continue and they will be at a loss, so understand what the problem is. They are trying to visually match back the presentation as they go down the miles. So it is critical for them.

Mr. Barrett: I understand what is happening. What happen is that, you know the area by Seven Mile, Nine Mile, Ten Mile...

Mrs. Holness: Right.

Mr. Barrett: And I am using Bull Bay River and so forth. So you are not connecting exactly where the connection is. I understand that.

Right so, okay, without delay too much. So this bridge here I would say it is at the Bull Bay River, it is at Ten Mile right.

Resident: If you call it by name we would know. Each river has a name.

Mr. Barrett: I hear you. Okay Ten Mile it is. 'Bull Park'. So I am going to show you a movie of a fly-over of the road. I need to just restart this computer. So just give me a few minutes.

Chairman: Just give him a few minutes to show you the movie overview of what is intended. Your questions will be answered later on. And yes, we do take the point that the bridges has names and he is taking that for future reference while he will mention them by name.

Once we have the break let me take the opportunity to, welcome Councillor Senior Cecilia James. Can you stand up let them see who you are? Welcome.

Mr. Barrett: Okay let get back. So I understand, as I said three is some issues out at the road leading from Grant's Pen to Albion, that road will be raised to alleviate again flooding problems along that road. And a number of culverts put in to allow the water to move across the road. I am not certain

of the area, so let's leave that for the question period.

We will take you back. Alright, this is just showing a fly-over of the road. We have here, it begins at the roundabout, there is no construction along this section of the road because that has already improved recently and it is four lanes. So construction will begin approximately a kilometre from the roundabout and we maintain the existing road. There could be a new bridge here, at Cane River, Seven Miles, Cane River, fair enough. This is where we are again, you see what we talk about there, along the existing road. Now we are approaching the Chalky River. That is fine, Chalky River?

Residents: Good.

Mr. Barnett: And then now, we maintain the bridge here but we will put a structure here to facilitate four lanes. And we are at Ten Miles Bull Park River, thank you. Alright so, again we are in the section of the new alignment where the road sits on top of the hill, again we don't expect too much impact in terms of drainage and this is the Sun Coast Adventure Park, we stay clear of that and we come back on the existing alignment. You are going to go see where we eliminate some of these very deep curves, existing curves like here and here, Grants Pen, yes, you know it better than me. And again we eliminate this curve and cut across the hill right here and we come back on the existing, all the way out to Albion.

We know that there are issues here in terms of flooding as well, and as

said, the road along here will be rails and culverts put in to ensure that problem don't exist. Critically we need to maintain access during stormy events, during high rainfall events that is a critical part. And we try to ensure that the project achieves that. And the project end just west of the Yallahs Bridge and we take any questions later, afterwards. (Applause)

Chairman: Thank you, Mr. Barrett. I did say earlier, that some of us may not have known that there is so much work goes into planning and building new roads. So we are all learning something here tonight.

I now call on Dr. Campbell.

Resident: The Q&A now?

Chairman: No, no at the very end of the presentation.

Dr. Campbell: Good evening everyone, I will start by just presenting what we found, what we call the existing environment and work our way through.

So we looked at topography and slopes. As you can see Harbour View to Bull Bay is generally flat and have some slopes, maximum slopes three point seven per cent. But when you cut through that new area at Sun Coast then we have some maximum slopes of eight percent, a little bit more steep. And when you come back down on the flat Grant's Pen to Albion right at the bridge more or less again back flat.

An image just to show you a figure, the reds are where we have steeper slopes, as you see, once you come down to Albino it is basically flat along from Harbour View it is flat and then

as I said it is coming through the hill coming across the Sun Coast is where we have most of the slope.

Geotechnical investigations were done, you know that typically it is aluminium deposits, low susceptibility to the liquefaction meaning that when you have earthquakes it more than likely it won't move the road as much. High scour potential means that erosion is possible the type of solid so we have to take that into consideration when building the highway.

These are just some of the formations that the road passes through and based on that formation it informs the engineers how to design the road. We also have some hazards. We looked along the alignment for potential hazards are there, there are some

landslides, fault lines there and of course, as Lawrence has said, there are some areas of flooding.

During the study we realize that there are basically twenty landslides in the study here. Just to know that the study area is five kilometres north and south of the alignment, and we use that as our study area. So when you see twenty landslides some of those are outside of the area where the road will be built.

There is potential to have cave-ins when you are doing highway, then the additional studies have to be made to ensure that once the road is built then we don't have cave-ins and holes in the road.

We attempted to do some water quality at the time, air was dry so there is no samples taken. We had sample done

when we were doing the preliminary designs. We also did noise and particulates, particulates meaning dust. We did six stations along the alignment, the proposed alignment, starting from Harbour View and ended up in Albion.

Based on the noise assessments that we did, we set up the noise meters for 72 hours just to give us an idea of what the noise climate is in the area. We compared the results that we got with what we call the NEPA day and night time standard, these are guidelines which NEPA has set which is considered reasonable for persons and there are the different zones, most of the areas that you can see were residential. Three locations as you can see, exceeded the NEPA daytime standards and four night-time standard.

Once we compare what we call - compare the results with the Federal Highway Administration Guidelines. These guidelines set, gives an idea based on the noise climate of that area, if it is an ideal location for residential. So we looked at it, stations one and six, as you can see Albion, Harbour View and compliance. And Station four are periods where it was outside of the compliance which we really recognize was music and other activities.

And then station two and three as I said exceed the standard right through out. In terms of particulate we look at what we called PM 10 and PM 2.5 and the size particles ten microns and 2.5. Ten microns considers what we call coarse particulates and dust normally get that from grinding and rock breaking.

All the stations had complied to the standard over the time period. But when we looked at the 2.5 it is considered fine particles that you get from vehicular traffic, burning of chalk coal we realized that all the stations exceeded the guidelines.

We also looked at flora quickly especially the area in the area where the new alignment will be. Most of that you can see we found endemic species during the construction, of course, these are to be preserved to ensure that they are not destroyed.

We looked at fauna studies, three main locations Ocean Lake, Seven Miles Bull Bay and Grants Pen wetland.

The animal life meaning that there are not a lot amount of animals, not necessarily a lot of endemic here most of them are birds, but it is important

to note that in that area where we are considering new road that area is a typical dry limestone forest. However, there are significant human activities in that, there are logging there, there are chalk coal burning and there and importantly there are no species requiring special consultation.

Wetland, the Grants Pen wet land, we know that crocodiles are in there. We looked at data for West Indies whistling duck. We didn't see any during the survey that we conducted. But we are of the opinion that the habitat are suitable for these ducks. So whenever the construction is taking place then adequate protection has to be put in place for that wetland because we don't want to disturb it.

We did some social studies, went into some communities and some questions and the ones in red are the areas that really brought along the alignment and the proposed alignment.

In that five kilometre area 2001, you can see the population is around 64,000 and in the 2011 census it's just about sixty-four and a half.

As I was saying in 2011, the census had it above just sixty four thousand and we predicted in about 2042 just about sixty six and half thousand. This shows that the at present the rate of growth in this area is low, there are numerous reasons why maybe persons are not likely not to come here now because of the road situation and stuff, but once the road is in I predict that more people will come and live in this side.

This is just a figure to give you an idea of where the population centres are. As you can see closer to Albion that side and Harbour View. In the area, a lot more females than males, and in terms of the construction we had to look at what we call the zoning development order. We looked at Kingston and St. Thomas development orders.

We also looked at protected areas. This section, section 1(a) does not traverse in any particular area it is important to know. However, when we look at the 5 kilometres then there are areas that fall within that five kilometres which is Palisadoes, Port Royal protected area. And Yallahs Long Pond protected area are areas that we have the heritage sites.

Five forest reserves were either completely or partially in what we called SIA which is the 5-kilometer that we design.

In terms of land use again, these areas are proposed - where the hot seats are proposed development and in the greys are where we have major residential building areas.

Historical cultural, importantly there are eleven sites along this section 1(a) that drainage, yes highlighted you have the Harbour View United Church, St. Benedict's Primary and Catholic Church, Enrique Fault Line, Hope Hill Baptist Church, there is a lime kiln, the Wickie Wackie Pond Sugar Loaf Hill, the historic Bridle Road, Three Finger Jack Monument, the Four Mile Pump House, the Site of the Jews House and the Grants Pen Water

Supply Pump House. And this map gives you an idea where they are. Jews House, Three Finger Jack, Sugar Loaf and the others. As you can see in the hand out.

As part of this process, we also did what we call an impacted structure survey, looking at structures that fall within the road, alignment and reserves. And we mapped that using GPS, take pictures, and highlight where they are. Three hundred and ninety-one structures were mapped, based on the alignment, and right-of-way. Most of them were houses, as you can see, and then you have other typical things, like garages and stalls.

Most impacted structures are found in this area, Copacabana and Harbour View area, and then when you get back

down to Albion, and somewhere in the South Coast area.

In terms of public participation and issues raised, it is always necessary for us to have discussions, both with the agencies and the residents.

Stakeholder Consultation - There is a Project Steering Committee during the feasibility study. That Committee consists of the Ministry of Works, Transport, Works and Housing, the Ministry of Finance, Planning Institute of Jamaica, NEPA - National Environmental Planning Agency - National Works Agency, National Land Agency, which is an important body, Stanley Consultants, and they looked at various things to determine the alignment.

We also did what we call perception surveys in which we went into the

communities, put out - 209 questionnaires were done. Now, on that, 63 per cent of persons heard of this project, South Coast Highway Project. They were unaware that NWA - and the relationship between NWA and this project. Just about under 50 per cent, 44 per cent - 44.5 per cent of the persons depending on which location along the alignment for business. Sixty-three per cent of the persons who were interviewed, did not have a concern. When they had concerns, 36.7 are most concerned about relocation. About 21 per cent were concerned about loss of property. The other persons are concerned about pedestrian hazards, and also where the road footprint would be, and in terms of the days during construction; and of course, flooding, and most importantly for

them, employment opportunities. Just over half of them interviewed, did not think the proposed project would affect their land. Most of them had stated positive personal point, five per cent.

Now, in terms of the construction of this Highway, we looked at potential impacts and mitigation. I won't spend much time on drainage as Lawrence had gone through the detail. Storage in the prescribed area of the construction phase, storage of material and equipment are important. The possibility of it becoming airborne, like marl, dust, stuff like that, or in terms of vehicles, in terms of fueling, in terms of leaks; mitigation for that is to have a central area designated for storage, preferably line to prevent any leakage, if there is

leakages. Fine grain material should be either covered, wetted, and also stored away from drainage channels that they don't get in drains and to the sea.

All storage of fuel should be labelled and marked on. Meaning that it is either paved or on marked paths.

In terms of noise from heavy equipment, using equipment that has no noise emission, also ensure that they have mufflers that they don't generate unnecessary noise. And also to operate during regular working hours, normally between 7:00 a.m. to 7:00 p.m.

And for the workers who are using equipment that generate a lot of noise, and of course, we expect them

to have the necessary noise protection used.

We spoke about, in terms of air quality, in terms of fugitive dust that is damaging. We also believe that minimizing the areas, clear only areas that are needed, we don't want them to clear wider than what is necessary, because then you will have dirt and stuff will expose to wind.

There is the possibility of fragmentation with cutting of the road, so that we have some litigation there.

In terms of transportation and traffic, the potential to reduce the incapacity, longer time to travel. Also, we may have the potential to have detours that has implication on taxi route, time to travel, cost to

you, in terms of when you are along detour, taxis might want to charge more. So, what is proposed that we must have the scheduling of detours where there is complete road closure, then we optimize, minimize distance of dislocation. Warning signs and detour notices must be posted; ensure that vehicles are covered, and also to inform the public when these detours are going to be - in advance that people can plan when these are going to happen.

Participant: Hello, sir. Most of the things that you are explaining are already in the pamphlet, right. I want to ask...

(Inaudible comments)

Chairman: Please, please, please.

(Inaudible comments)

Mr. Shaw: Hello, please, there has to be order. There is order and there is disorder,

and what you are here now courting
is disorder.

(Inaudible comments)

Mr. Shaw: No, no, and we are saying.. please..
Madam, yes, you are going to be
allowed to ask your questions.
Please allow for the presentation to
be completed. No, it is either that
you are going to allow us because
you - we understand your concerns
Ma'am. We are here to answer whatever
questions come, so, please allow us
to finish that which we are here to
do, and to allow you to ask your
questions. Alright, thank you.

(Inaudible comments)

Dr. Campbell: Hello, hello, young lady, please,
let us finish the presentation. You
are fortunate, you can go through;
some people want the explanation, so
please.

(Inaudible comments)

Participants: Yes, yes.

Chairman: You will get the time.

Dr. Campbell: Okay, let's continue.

There is also the necessity for a Traffic Management Plan which is important, and the maintenance of traffic. Once you have construction in the road, as we know, there is the dislocation. We also want to make sure in this Traffic Plan, maintain access to person's property. We don't want persons not to have access to their property. We also have to have pedestrian access, once we are doing; have regular meetings with incident management partners, correct any traffic control instances, have meetings with persons in the area so they know what's happening.

In terms of site clearance, we expect to employ approximately 350 persons; 875 indirect jobs, 630 induced jobs. So, no requirement for mitigation. There is the potential for increased sales for construction too; people with restaurants, shops, stuff like that, and there is also, as I said, potential for dislocation. In terms of solid waste, ensure that persons have - the construction site have their solid waste collected properly; dispose of at the regular approved disposal site in Riverton, or Church Pen; ensure that you have tickets for these trucks that persons don't dispose of it along the highway, or along the road.

In terms of waste water, ensure that there are portable sanitary conveniences. Normally, you would have about one per 25 persons.

In terms of the land, ensure that when the road is done, that persons are not land lock, meaning that they can access the land from a road, not leave you without an access.

In terms of health and safety, it is important in terms of first aid for the workers; make sure that they have the necessary protection. In terms of social instructions, as we said, three hundred and ninety-one structures were identified. Resettlement and relocation plan will be required. All the necessary persons who would be impacted will be informed, and NWA will be with - from the process - from the beginning with persons. The potential is there for the relocation of the Bull Bay Football Field, based on where the alignment is. In terms of the historic sites, JNHT will be along

to help monitor to ensure that they are not destroyed.

During the operation phase, we spoke about drainage. There is no need to deal with mitigation. In terms of noise, we did some noise models to see what the impact would be. There are couple areas that we had looked at; one of them, for example, St. Benedicts Primary, and one of the mitigation measures is to put in noise walls to protect children so that they won't be disturbed from the traffic - the day-to-day traffic.

In terms of transportation and traffic, there is potential for increased vehicular crashes now that we have a better road, so of course, we will have to design elements, road furniture, have rumble strips, have police along the way, and also

pedestrian signals, of course, an education thing for persons around, in terms of safe crossing, because it is four lanes now, not just two, so it is a little bit more difficult to cross.

Emergency access points will be necessary. Persons getting sick, you will need then to get over to the hospital easy, and of course, improved access to commercial and residential population. As part of it, there has to be a restoration and rehabilitation plan, where they cut to build the road, then the areas will be exposed. We plan to plant back grass so as to reduce any erosion and dust nuisance.

Of course, with the road, there will be more attractions for housing. There are a couple developments

proposed, and I know once the road come in more development will come along.

Analysis of the Project

As part of the process, you have to look at the no alternative, meaning that, don't go ahead with the project. It has to be looked at. With the advantages of that, no right-of-way acquisition, meaning no persons losing land. It is the least impact environmentally, and on utilities, minor disruption to traffic, and the least costly alternative. But, the disadvantage is that the project wouldn't be satisfied, meaning that you would have safer roads, quicker transportation, less delays. There will be no improvement to safety, as I said, and reduce - no reduction in

flooding, which is very important in this area.

As part of this, we looked at alternatives. Three alternatives were looked at, and as described earlier. You had a team that looked at the different alternatives and looked at different criteria to come up with this final alignment.

The steering committee, of course, the perfect alternative was to present it to the Minister in 2013; no objections were raised. These are some of the criteria that we looked at to come up with the alignment as is, that we are looking at now.

Just to give you a visual, the red line is what it is, phase 1A, one of the lines that we had looked at was this purple line, going up here and

coming, but this red line is the one that has been approved.

In terms of this environmental monitoring, which is necessary, persons appointed by the client or NWA - by the Government - to monitor to ensure that the drainage plans and site plans are being followed. No shorthand, so that at the end of the day when work is completed, all of us will be happy.

Ensure that there is no construction between 7:00 a.m. and 7:00 p.m.; make sure that there is no problem with dusting; make sure that trucks are parked properly and not overladen.

Of course flagmen and sign - have to have flagmen and sign. And we also want to make sure that they collect information in terms of the amount

of waste that is generated, and where that waste is disposed of.

Refueling of all the vehicles must be carried out on a hardstand. The Ministry of Health, make sure that there are adequate portable potties - portable toilets for the workers to use; ensure that the Traffic Management Plan, which is part of the contract, to ensure that that is being implemented, and persons are not unduly inconvenienced.

Monitor and make sure you approve suppliers, especially when it comes to the quarry. You use licensed quarry. We don't want people to create their own quarrying, just to provide material for the road. And where possible, to ensure that the crude is source within study area.

Also, to look at water quality monitoring, noise monitoring, and during the operation phase, NWA is required to do a testing of the two years to ensure that the road's ability is still what it was supposed. Of course, to do with the noise assessment just to ensure that persons aren't negatively impacted during the highway operation. Other related studies, risk analysis studies, emergency response, water resource risk management, we spoke about; restoration and rehabilitation plan, of course, the resettlement and relocation plan.

Thank you very much. (Applause)

Chairman: Thank you very much for your presentation. As we now turn to the question and answer session, I am going to ask that as you come

forward, you do so orderly.
Introduce yourselves and tell us
where you come from. I will not be
taking any political questions.
(Applause) I only want questions
appertaining to this evening meeting
appertaining the road.

Thank you.

Would you come forward, please?
Would you introduce yourself to us,
please?

QUESTIONS AND ANSWERS SESSION

Mr. Williams: I am Deacon Alpheus Williams from
the African Martyrs Catholic
Church. Deacon Peter Espeut and I,
represents the Roman Catholic
Church here tonight. I just want to
alert the NWA that both churches -
Catholic churches, St. Benedicts,
the school, African Martyrs,
Church, basic school, clinic/health

clinic, and its Computer Centre, there is implication in the drawing that these will be affected. So, we know this is not the time to discuss specific problems. I am only issuing notice to the NWA, that we will be contacting you to have detailed discussions.

Thank you.

Chairman: Thank you for that. Next, will you go to the microphone to the back, for me please?

Mr. Ethan: My name is Noel Ethan, and I own a property right at the centre of Wickie Wackie, both sides of the road, where it has been flooded day by day. Last week, water come into mi business place, right up to about one foot thick. Now, we want to understand, or, I would like, how the assessment to the property, if it

will be taken, and how it will work for us?

Mr. Marshall: This response has to be treated generally, because we can't be in a specific order. What we can say, essentially, is that any property that will be impacted is a process whereby Government will proceed to acquire those lands, and to provide compensation that is required. So, the National Works Agency will proceed with due process with each property owner, based on the final designs to determine the extent to which any property is impacted. Negotiations will take place with the property owners, and compensation agreement arrived at. And due process, payments will be effected to those property owners whose lands are required for the highway. So, there is a timeline and

there is a process that the Government has established, that will have to be pursued to address those situations. So, we can't be too specific on the property.

Mr. Shaw:

Let me add to what Mr. Marshall just said. The land take that we are going to be doing will be properly informed by the final design that we are going to be doing in relation to the road. You did hear, during the first presentation, that we have a preliminary design. Some things are likely to change; other things will remain the same. What I can tell you too, is that we are developing the list of likely properties that will be impacted, and in short order, those owners will be notified through a process under the Land Acquisition Act.

So, if you are likely to be affected, you will get what we call a section III notice. Once we have firmed up things, you will get a second notice - section V. Now, if you don't get a section V notice, what it means, under the Land Acquisition Act, the Act is written as all Acts are, in sections.

Now, what will happen is that they quote to you the relevant section. So, a second notice - if you get a second notice, then you would know that we definitely will be touching your land. So, if you get a first notice, it is a general notice to say that the road is coming and we might have to touch you. Having completed the final design, and that is accepted, the final design is to be done by the contractors. It is what is called a turnkey contract.

They are to design, finance, and build.

The financial arrangements is with the Chinese. So, for all intents and purposes, it is the whole gamut. So, it is a design and build contract. Now, once you have gotten this section - the second notice - let me refer to it as that, the second notice, we will then enter into negotiations with you for the purchasing of those parcels, and the parcels include whatever buildings will be on those. Critically, you want to ensure a couple of things. You want to make sure that you have a title. You want to make sure that you have a title because, part of the problem - part of the problem that we have had, is that persons will claim ownership but they cannot show you a title, and that is really

what Government will use as the basis for compensation for land. And it is a good reason for that, because you may say you own; Government pays out - and Mrs. Holness sits in Parliament and she understands it very well - only to find that somebody else, the rightful owner, turns up with the paper. What does Government do? Government is duty bound to pay, so Government will not want to pay two times for the same land. So, that is one. Two, where it is that property might have been bequeathed to you - in other words, your grandmother/grandfather/parents/husband, whatever, will the property to you, it is good time - you are on notice - to try and get that particular parcel of land - or those parcels into your name. In other words, have that will probated. If

the person died without a will, and in law we refer to it as intestacy, right, then what you will have to do is what is called letters of administration. And this is something that will have to go through the Administrator General's Department to deal with.

Participant: Next question.

Mr. Shaw: It is good information. That lady shouting at the back she may not own anything so she doesn't understand. (Laughter/Applause) But, I want you all to understand, because I tell you, ordinarily, this that I am telling you now, you would have to pay me for, wearing my cap as an attorney-at-law. So, I'm giving you free legal advice. So, I really don't want you to be frustrated when the process comes around, so please, where it is that

you have property, or you have interest in property, you will be wise if you try and have those resolved.

If you own the land with your husband, or with a child who has died, and it is joint tenancy, you want to apply for that person to be removed from the title, because that too can cause problems. You understand?

Participants: Yes.

Mr. Shaw: Thank you.

Chairman: Thank you, Mr. Shaw. Gentleman at the back would you introduce yourself for me, please.

Mr. Hudson: Good evening ladies and gentlemen. My name is Patrick Hudson. I just have two questions. When will the project begin, one. And the jobs that are listed, could you divulge any information as to the kind of jobs will the people will be able to earn,

like the locals from the immediate community on this project, thank you?

Mr. Marshall: When will the project start? Is that a reasonable question?

Participants: Yes... yes.

Mr. Marshall: Okay, I'll give you a reasonable answer. The Government has received a loan, entered into agreement with a loan from the China Export/Import Bank. That has been agreed and signed in February of this year. There are conditions that has to be met by the Government before the agreement can become effective, and before the bank disburse the fund from the loan. The bottom line, those conditions are currently being addressed and are hoping to be fulfilled early into the coming year. Once those conditions are met, arrangements

will be made for funds to be disbursed to the contractor, and once he gets his funds, then officially, he will begin his work. And we are hoping that that can be done early into the New Year, and certainly within 2018. So we are talking about - the financial year ends in March next year, and we are hoping that the works, the project will commence by March 2018. Of course, it is a design built contract. The final designs that are to be developed by the contractor will commence, thereafter, and there is, as was indicated on the sheet, designs, the final designs will take some time as it is stated about ten months, but the designs will be done in such a way that once the designs are finalized, then the process for that and acquisition can commence.

So, we are not going to wait until the designs are finished in ten months to start acquiring land. It is done sequentially, so that by the time designs are finalized, in terms of the land requirement, then the process to procure lands will be pursued, and we are hoping that the construction can start, ideally within the ten-month period - to the latter part of the 10-month period, because the construction can begin once the details are fine-tuned, So, that with respect to this part of the corridor, as I said, the works can commence within the latter part of the financial year, before the end of March.

Participant: Sir, I would just like your name and your title, sir.

Mr. Marshall: My name is Alphanso Marshall, and I am the Project Manager with respect to the National Works Agency. I work for you all, the people of Jamaica.

With respect to employment, the contract will be sourcing the skills and labour, they have their own team as well, but there is no law to say that he has - well, we can't tell who to employ, but certainly, he will employ local people to do the works.

I should make mention, though, that the contract that has been entered into by the contractor, includes four road sections. The EIA relate to the section from Harbour View to Yallahs Bridge, and because of the complexity of that corridor, the four lanes, the extensive improvement, an EIA had to be done.

As a matter of fact, the environmental permit for this

corridor has to be finalized and given to the China Ex/Im Bank as one of the conditions to the loan effective, because no bank will want to provide funding to a project and not - next thing when they start you will hear *seh* it is pure problem, and, you know, we are building the road in some swamp, and so on. So, the Bank wants to be satisfied that due process has taken place, proper investigations have been carried out, we are able to define all mitigation problems as well as environmental problems, and efforts made to mitigate it. And so that's one of the conditions, rather, to make the project effective and that is why we are here now. Because once they finish this process, perhaps by January or so, we are hoping to get an environmental permit from NEPA,

we shall send to the Bank. Once that is done - but I will also make mention that there are two other roads that the National Works Agency is responsible to address, which is part of the contract, and that is rehabilitating the existing main road from Yallahs Bridge, all the way to where, Port Antonio. And also from Morant Bay to Cedar Valley. Those main roads that currently exist will be rehabilitated over the existing alignment, and that, the government is hoping to commence in short order, just shortly after the contractor commences.

I will impress on you right now, those designs for improvement to rehabilitate the existing road from Harbour View to Port Antonio, and from Morant Bay to Cedar Valley. So, works will begin and those works that

are going to be done primarily by local subcontractors. What do you say about that? So, a lot of those works will be done by local contractors, in which case, there will be opportunity for employment for most of the people in this area.

(Inaudible comment)

Mrs. Holness: I am saying that I am not hearing from the response much opportunity- My name is Juliet Holness, and I am saying I am not hearing from the response, much opportunity for employment from Harbour View to Eleven Miles, Bull Bay, and that is particularly, where I am concerned about. (Applause)

Mr. Marshall: I am sure that the contractor will be so advised, and that he will make the necessary arrangements to ensure that residents in this community

along the section - can be provided employment. I am sure you will not have any problem.

Chairman: Thank you, Mrs. Holness for that.
Next.

Mr. Senior: Good evening. My name is Donovan Senior. I am a resident of Rest Haven Drive. Rest Haven Drive runs alongside the football field. Now, my concern and the concern of my fellow residents, is that the proposed drain is going to affect the entrance of our road big time. The drain is proposed to take the water runoff onto the football field, and the pond adjacent to the field. I am basically wondering whether or not when the survey was done, if it was actually recognized where the bulk or the majority of this water was coming from.

Now, this water will be coming down from Rest Haven Drive. As a matter of fact, coming through the hill down to West Haven Drive. Now, there is an existing drain, but that drain is blocked, so if anybody wants to visit Rest Haven Drive now, you will see the results, of that blocked drain, everything comes onto the road. My concern is even though there is going to be a culvert of such at the bottom, the culvert would be nice to take away the water. But what about when the road is flooded, what about the contents of the silt and the dirt, and the rocks. Any culvert, we know, from that gets inside, there is going to be blockage. So, I am just pointing out that I am hoping that the Committee and consultants would have done their necessary due diligence to identify that drain,

with a view to rehabilitate it, fix it or something to mitigate all that rubble that is going to be coming down.

Mr. Marshall: I just want to be clear. You are taking about this channel here, right?

Participants: Yes.

Mr. Senior: And the access is here?

Mr. Marshall: Yes, that's correct. And the access - well, the access is not in the picture. You missed it by a couple - if you go further up.

Mr. Senior: Go further up?

Mr. Marshall: Yes. That would be the entrance of Rest Haven Drive, which I believe, where that housing scheme starts. Because right now, the drain runs at the bottom of the West Haven Drive.

(Inaudible comment)

Mr. Barrett: Right, but, whatever infrastructure we put in, whether it be drainage, one of the criteria is to maintain access to communities, so, the drainage that will be put in place will not prevent, or cut off access to the community.

Mr. Senior: Can I just say, I understand what you are saying and where you are coming from, but that's access at the entrance. What I am saying is, there exists a drain that goes up to the hill; that drain is blocked. So, as far as that - what about up the top where it is blocked and it is taking the road. So, what you are going to get down there is more than water, you are going to get the silt; you are going to get everything that...

Mr. Barrett: I follow you; I follow you.

Mr. Senior: So, I am saying, has the main - as the investigation, as the study gone as far as to look at the source of what is coming down there?

Mr. Barrett: Okay, in terms of the silt and so, coming down...

Mr. Senior: Correct.

Mr. Barrett: No, the study has not investigated the condition of the watersheds or the catchment areas that may contribute to debris and silts coming down. But, the issue that you are raising is one of maintenance. And that specific issue will have to be addressed when the works begin. It is not an issue that we can address in the design process, because all the infrastructure that we put in, over time, they will have to be maintained for them to retain their full functionality. So, the

issue of the drains being blocked, and so forth, that's an issue that will have to be addressed during the construction.

Mr. Senior: I am actually talking about the drain that..

Mr. Barrett: Yeah man, I understand; I am saying that will have to be addressed at that time.

Chairman: Thank you; thank you, we have to try and speed it up a little bit now.

Ms. Abrahams: Good evening. My name is Doris Abrahams, and I am from the community of Albion Heights, not Albion - Albion Heights, otherwise known as Fourteen Miles. Now, that is, when you leave Three Finger Jack and you come around that deep corner, you go down into that descent and when Grants Pen Hill starts. Now, we are in the descent, right there, Albion

Heights or fourteen Miles. We did not attend the meeting yesterday evening in Albion because it said there will be a meeting here this evening. We would like to see what will happen to our area in terms of where is the road going to run? Not only that, but right in that descent, there is a culvert that comes out of our community and goes under the road; that has not been maintained. The Member of Parliament told us it belongs to NWA, and he didn't have any money. So, it's blocked, and what happens now, is that when the rain falls, the whole of that road, the water gathers in there. Our whole community is a wreck, and we are all people with titles, as the gentleman says, that we have bought our property up there. We have no light; we have nothing. So, I want to know

where is the highway going to run by us? I want to know what's going to happen to that culvert, and I want to know if when all of that comes, if we are going to get electricity up there because right now we have had to spend a lot of money to either put in solar or to put in wind. So, we need to know because that area is a huge area. There is Albion A, B, C, D, E, F, so we need to know.

Mr. Barrett: Alright, I don't have the specific area on the map, but let me just say this, that...

Ms. Abrahams: Excuse me, it should be on the map because the...

(Inaudible comments)

Mr. Barrett: Okay, let me just say this. Now, one of the criteria in developing this highway - the road - was that it must be an all weather road, meaning that

there must be access in severe rainfall events. In other words, access should not be prevented on the road because you have rainfall. I mean, we can have landslides and those things, but, as it relates to the road being inundated, simply by the volume of water coming off the hill, it should take a really, really extreme event to prevent access. So, what we presented was just some areas that are well-known to have a problem. Notwithstanding, the entire road - the drainage for the entire road was considered and almost every culvert and areas where you have significant waterways, those were improved to facilitate the new design close - that was considered in the highway. And as I showed you before, those standards exceed the minimum standard of the NWA. So, what

I am saying to you is that, the culvert and the drainage that you mentioned in that area will be replaced. It has to be replaced. It cannot remain, and a new structure will be put in. In addition to that, one of the things that will have to be monitored during the construction process and the final design is, you will have to have to have energy dissipating structures -because some of those areas are steep - and you will have to have energy dissipating structures to prevent erosion on the downstream side. Those will come in the final designs that are being provided. So, those things are considered, so you don't have to worry now that that specific culvert was not mentioned. It is considered.

Ms. Abrahams: But, what I mean, sir, is from out at Eleven Miles - from Eleven Miles

to Grants Pen, just show us that piece of the new road, so we can see where we fall if the road is going to run below us, or if you are going to use the present main road that we are on. That's what we are trying to find out.

Mr. Shaw: All right, let me see if I can help you. Where you are at Albion Heights, it is the same alignment. So, there isn't a diversion there.

Ms. Abrahams: Okay.

Mr. Shaw: The issue that you raised, as it relates to drainage, Lawrence touched on it, will have to fix that particular issue as part of the project. You have a problem now, in that the drain is blocked, based on what we said. I have noted it. We have a new drain cleaning programme that the Prime Minister announced in

Parliament yesterday. I will have the Parish Office - St. Thomas Parish Office that is, look at that particular issue. Thanks.

Ms. Bohaven: Shannette Bohaven. Now, you said there will be a deviation at Ten Miles, for the road, and I am wondering what will take place for the existing road from Ten Miles to Twelve Miles?

Mr. Marshall: The Government is responsible through the National Works Agency, to maintain the existing main roads. So, while we will be deviating from Ten Miles to Twelve Miles, the new alignment, the existing road will have to be maintained. The extent of which the improvements can be carried out and that stretch will have to be looked at, bearing in mind that that section of roadway will now

not be taking any significant amount of traffic, but will still have to be maintained, and we will just have to see the extent to which it can be rehabilitated, while we are doing the other sections. Bottom-line, that road will not be abandoned. That section of road will not be abandoned. The existing road from Ten Mile to Twelve Mile will not be abandoned because people still have to use it. But, the extent to which it will be rehabilitated will have to be looked at by the National Works Agency.

Chairman: Thank you. It seems we have got two previous happy customers there. Next.

Ms. Wilmot: Good night, I am Claudette Wilmot, resident of Eight Miles Bull Bay, and a member of the Bull Bay CDC. I have

a little concern about the water that you are going to be diverting to the Bull Bay Football Field, and what will happen to the persons who are already living below the football field and have a problem with flooding. Another thing is that you are going to put a culvert to take some of that water, but when you take it to the sea, what is the plan, because what is to happen is that that culvert would extend not just to the beach but way out because the sand comes up, and will, in times of rough seas, and that will contribute to the water not being able to flow out. So, have you considered that? It is not just the small drain there that you see at the bottom. On the other side between Brooks Pen and Cable Hut Beach, where you will come to go to the sea, it can't just stop

at the beach, it used to go all the way out, but it had broken off, over the years because you have to consider the sea swell.

Mr. Barrett: Right, understand. So, the designs are being finalized, and I believe that the NWA will make note of that, notwithstanding - as I said previously, just now, that these systems always require maintenance.

Ms. Wilmot: Right, and another thing, up near Cable Hut, when the water is coming down from this side, it goes right over into that area on the other side of the road, because that used to be like ponds is not just a pond but a whole area that is flooded and had been dumped up; so you need to consider that also, because people have suffered over the years from annual flooding out, and so on.

Ms. Watson: My name is Merlene Watson...

Mr. Marshall: One moment. Just want to make a point that you have three main objectives for the Highway improvement: one, is to create a road that is free from flooding. What we see happening when you come from Kingston when the rainfalls it is crazy. That will be eliminated as part of the solution with the Highway. You want a road also that is safe and efficient, and a road also that will encourage development. So, that is one of the main objective for the Highway. All those flooding concerns that are out there, will be addressed as part of - you can't borrow so much money from others and the road is deficient; it can't work. So, all those drainage concerns that are there now will be addressed, and we can give you our word on that.

Chairman: Thank you.

Ms. Ottey: My name is Merlene Ottey. I am a property owner in Seven Miles, Bull Bay. I have two questions and one recommendation. The first question is, I would like to find out; the highway coming in from Harbour View to Ten Mile wherever, which side of the road it will take, or you don't know at this point? If you are going on the south or you are going on the north? Also, number two, when the work starts, I notice, even this morning on Mandela Highway, there is a red to say you are to stop, but to go the persons just walk out the road. There is nothing to say go. So, I hope when our project comes, it will not be like that. My recommendation now is, the earlier days, if we notice a lot of the roads, the lasting roads in Bull Bay,

those were from the earlier days, and they used to use the river shingle and the stones to fix the roads. Now, we are using marl. As soon as it rains, the marl washes out. We have our own river shingles here. (Applause) Why don't we use river shingle and the gypsum stone to patch the road instead of marl? (Applause)

Mr. Marshall: Let me address the first questions. Currently, we have an alignment that was never really developed, from an engineering point of view. Unfortunately, we are constrained by the sea to the south, and in most cases there is the hill to the north. We are looking at providing a high plain that allows for traffic - for the next 20 years, and that's the reason why the four lanes from Harbour View to Albion. In the area in question, where the alignment is

not efficient or not so bad, we will just have to work to improve existing alignment. And because you are moving from two lanes to four lanes which include soft shoulders and perhaps, the utility lane, and so on, we will have to acquire lands on both sides because if you go too far to the south, in most cases we are affected to the sea. So, the alignment has been developed, based on proper engineering requirement so that we can get good speeds on the roads, and as such - such a design determines the extent to which we can acquire lands. And in most cases it has to be a differences in properties on both sides. If you try to do one side only, you may have to - a lot of people has to leave and we don't want to do that. So, from a different point of view, most of the properties

that are affected, especially along the alignment where it exists; it is impacting properties on both sides, maybe eight per cent of the alignment in those areas.

In the case of the deviations course where it is impacting properties of many residents, so it is our main problem, but along those sections that exist, in order to ensure you get four lanes for the future, you have to divide property, in most cases, on both sides.

With respect to traffic management as you raised as a concern, as part of the contract, the contractors responsible to ensure there is proper traffic management while the works are going on. We can only ensure that this is implemented, and the Government will have their

officers who have been engaged to provide supervision of the corridor to make sure that traffic will not be adversely impacted, in going on their business. But, we will require full cooperation from all road users, because you are talking about an existing road that is now being used and now to be widen, so there will be delays, but we just have to make sure that we manage the corridor while it is under construction. And those who are using it, will plan their movements in such a way that they will start a little earlier because will be delays, unfortunately, but you have to minimize those adverse impacts.

With respect to the material from the - that is being used to construct the road, it is now to say that marl, are used to make the basic material,

as in pavement, will not be just a one-inch asphaltic surface, it will be at least a minimum of about three inches. So, at least the pavement will not be subject to so much destruction and degradation. So, from an engineer point of view, we are putting in the best material for the base - sub-base, properly graded and compacted, and this will be tested as part of the process, so the contractor cannot put down the final asphalt concrete on a base that has not been tested to ensure that you are satisfied with technical requirements, because these roads are going to be built using proper specifications - technical specifications - which is not quite the same. The bottom line, the road to be built in accordance with proper engineering, technical

specifications and proper testing will be done at every level before the final asphalts are laid, which will ensure that the road will last to the design that we have. One thing we have to make an issue to, is that a lot of our truckers are overloading their vehicles, and it is the trucks that create most of the damage to the road pavement.

Participant: True, true.

Participant: So, as part of the effort, we will have to - what we know will happen is that proper regulations will take place to ensure that trucks are not unduly overloaded because they are the ones that create most of the damage on the corridor. (Applause)

Mr. Hibbert: Good night, ladies and gentlemen. My name is Paul Hibbert. I am the President of the Bull Bay Football

Club, and a citizen of Bull Bay and Copacabana. While I heard a lot of technical terms, the one that stood out to me, was *it will not address the problem, but it won't make it worse*. I am very disappointed with that statement. It was said, in regards to flooding in Bull Bay, and there is a picture of a car under some dirt and stuff like that. I always thought that highways and roadways were meant to improve the lives of the citizens that it affects. All the questions that were asked, one was asked by Mr. Senior, Mrs. Wilmot brought up her thing, she is also with the club. None of it has said how the new roadway will actually help and improve the lives of the citizens that borders. There are a lot of things that you have in the document here that does not

reflect what is happening in real life. A statement was made that if the little pond beside the football field gets a lot of water, it will be flooded on to the football field, but it is not only the football field that is going to be flooded; there are residents that live adjacent to the football field. How does the construction of the road mitigate against that. You understand? There are other things that you have touched on, but I have not seen where you have said that the road will improve the lives of the citizens and I am disappointed with them. All the technical terms only referred how well this road is going to be built and nothing else, so I am disappointed with that. (Applause)

There were a few other specific questions, and I'll just leave it to

the football club that I am involved with.

Whenever you do projects like this, I notice that on our little diagram, you have cut off quite a bit of the western side and my corner flat and taken away all my wall. The property that I am on is leased from NLA; I just want to know if when you take away that wall, if you are going to build a new wall on the other side to begin with. It will also run adjacent to that new pipe-way that you are going to flood into the pond, will there be a wall - because there is a building there, right on top of it, right where the green line runs, are you going to demolish that? We just got a new building that was re-designed by USAID, I notice one of your lines run through it, but it does not address it specifically in

your documents here. So, there is a lot of things that needs to be looked at specifically, because they seem too vague to me. The last point I am going to make is that I am not too sure what the green, purple and some of those lines mean, because some of them run into properties that will wipe away - the Deacon from African Martyrs pointed out that the church, the school, the clinic, will be gone, based on some of these lines that you have here. So, again, we need to have a little index to tell us that well maybe the green line, nah go lick down the building, but the red line will - something along those lines. But, there are a lot of vague areas near to it, and my view is that it only focuses on how good the road is going to be, and not specifically

how good it is going to be for the citizens. (Applause)

Chairman: Thank you; thank you.

Mr. Barnett: This here was where the football field was, was a challenge for us, and you had two options, to remove the football field and find a different location for it, or find a design that allows the football field to remain. And we decided that it would be, maybe, too much to have the football field removed and find another location. And so, we came up with some solutions that would allow the football field to remain. And so, because, if we did not take the road here, the road would come straight through the football field. And so, in order to facilitate the road here, we had to find a way to maintain proper drainage for the area. And we

recognize that to continue, the best way to do that to preserve the football field and to allow for the road to have - because you have design standards that the road need to meet as well for safety in driving and so forth. And when we put all of that together, we had to take the drain away from here and place - and convey the water into the pond, and then to convey the water from the pond here. And so, what happens now is that we had to make sure that there is adequate outfall so that the water that is put inside here will be able to flow out without increasing any flooding in the area. In fact, the flooding in the area, should be reduced. What happen is that it is a standard practice for a facility like a football field, in order to protect the community

around it, that maybe for half an hour ten/fifteen minutes, you allow the football field to be flooded and drain. It is better to do that than to allow the community to be flooded. So, it is only in extreme weather conditions that the football field will be utilized and as a detention pond, but because the additional capacity is in place for the water to move out of the area, the water will not remain on the football field for any long period, in that extreme situation. And the necessary infrastructure - I think you mentioned is here, the drain goes to - I think this is the building here that you mentioned. Those are issues that will be addressed during the process of communication with owners of land and so forth and - all of

those will be addressed in due course.

Mr. Hibbert: But, that is not the most important point. We are grateful that you have allowed us to stay, so that is not an issue, realignment is great. I am concerned - the field is a little bit higher than the community that rests below it. It doesn't show on the map there, but to that right hand corner where you have the edge of your planner, there is a community behind there. There is a small community, we are a little bit higher in elevation, so if it floods on to us we will flood off on them. To make sure - because when Mr. Senior asked you, you couldn't give him an answer to say you are going to deal with the section up the top. You say you are going to deal with just bringing down the bottom. I am saying to look

at the overall picture that is going to affect everybody that comes into contact or close to contact with the road, and not just the road itself.

Mr. Barnett: And that will be addressed in the final designs.

Mr. Hibbert: I am hoping because he said it is a guarantee, and you said, and I will quote, "it will not address the problem, but it won't make it worse."

Mr. Barrett: Just one clarification, please. That was not in relation to here. That was in relation to Ten Mile.

Mr. Hibbert: Ten-Miles, I know. But if that is the general attitude, I hope that is not the general attitude, because there are a lot of places, other than Ten Miles, that is affected by floods, either directly or indirectly, that doesn't show up on

your thing. That is all I am saying, consider everybody.

Chairman: Thank you for the question. Remember what I said earlier, if you listen, you'll learn and there are lots of things coming out in these questions that they need to take away with them.

Mr. Marshall: We recognize and acknowledge, it is very challenging, trying to achieve constructing the highway to the standards that we have developed, and at the same time not impacting the residents because the road is narrow as it is. We are developing a four-lane corridor for the next 20 years, so that movements can go freely and quickly from one point to the next. So, the issue was raised regarding the church the African Church. If you look at - we are

trying to improve that line in the road; to improve it, there has got to be casualties. Unfortunately so because again, one of the existing problem is that it is two lanes - no shoulder, and if you don't want to improve the road for the future you are going to have problem who is going to come this side. So, no one, as I mentioned previously, the objective of the highway is to build a road that is free from flooding, that will encourage development and that will ensure growth and development. In the process of so doing, there will be few casualties as well. With respect to the football field, as a footballer myself, I understand the concern, and I - we just have to dialogue some more to see what are the options that we can do, because we certainly wouldn't

want to do anything that will make it worse than it is, unnecessarily so. So, I can assure you that as we go through the designs to finalize it, discussions will be held with those who are affected, whether it is the football field, or the church, or whatever, to make sure that we come to an arrangement that is mutually beneficial to us. Perhaps we might have to, may provide somewhere that will be even better, because even right now, the highway alignment would have gone through the field to make it better. We shifted it, but in so doing it is going to impact buildings, we have to look at other options, so we are open to dialogue to look at what solutions can be effected that it is mutually beneficial to both parties. Just to conclude, the highway will

provide jobs for the people. Those who are affected in their lives will be compensated one way or the other it will take you to other places. So, at the end of the day, we are not expecting any negative casualties. Opportunities may come for people to move elsewhere within the parish because there is going to be development, so there is lots benefit, and the benefit will not be right away but it will come. So, the bottom-line, what we are doing is, we are opening up the corridor so more investments can take place in the community. If you don't want to do that we are going to be stifle where we are, so the improvement must take place in order for the country to move forward.

Dr. Campbell: I just want to just clarify; you raised an issue about colour of the

lines. Just for clarity, don't take the colours seriously, in terms of what they mean. What is important for you is the width, where you have the width, and that would include road, plus the shoulders, plus any other development along the signs. So, really, the impact area here is the width of the road, so don't mind colours that you see.

Mr. Hibbert: Which is the blue lines.

Dr. Campbell: It could be the blue lines. Some others might be a little wider.

Participant: How wide is the four lane?

Participant: Which line is the new road?

Dr. Campbell: All of this is the new road. I am just saying the width - he was asking about the colours, and I am saying, in terms of the impact here, the width of the lines - the farthest

line is where the middle of the highway is, right.

Mr. Espeut:

Good evening ladies and gentlemen. My name is Peter Espeut. I was fortunate, Mr. Chairman, to be able to get a copy of the document two weeks ago, and so I have studied it very carefully. And I have been trying to get as much information out of it as I can. The trouble is I don't think the document is complete, and I am sorry that the NRCA approved the plan, because it seems to lack a lot of information. For example, I notice that my Tyre man out in front of St. Benedicts is going to be removed. But, my other tyre man out by Hope Hill Baptist Church, there is no map showing whether he is going to have to move. I would have liked to see, Mr. Chairman, the alignment of the road,

as we have been told, from Harbour View, all the way to the Albion Crossing. But, unfortunately, it doesn't. The only one or two places where we can actually see which properties are going to be affected, which shops are going to have to go, so that people who have come here tonight, Mr. Chairman, to know whether they are going to be affected, they are going to leave without knowing. (Applause) I would have to consider this document that you can get at this Post Office, and that Parish Council Office, and that library. The document is deficient because the people here go to these places on your advice and you read the document and would not find the answer to the information that they want. Will their land be impacted by this road? And I, myself, was

marking this EIA, maybe as far as the environmental part is concerned, it might be all right, but as far as the social impact is concerned, Mr. Chairman, I think the document is sadly lacking.

Participant: It is.

Mr. Espeut: As far as the Bull Bay Football Club - they got a whole page in the document, entitled: Bull Bay Football Club, right at the top of the page. And the whole page was saying how their situation would be addressed, and I am sure Paul and others are very pleased at that. But, you got, right through the African Martyrs Church, right through the African Martyrs Basic School, right through the clinic that the church has built at African Martyrs which is operated by the Ministry of

Health. You are going to go right through our Pastor's Centre which has homework centre and community, and computer room, but you don't even mention the word African Martyrs in the Report, as if African Martyrs doesn't exist. You just go right through the church, and whereas in fact if you look at the - you not even bother to put the proper slides so the people can see where the road departs from the present road and cuts along the parish boundary, with Bull Bay River. And then that new bridge across the Bull Bay River, if only you took the alignment, Mr. Chairman, and move further south, between the river, and the church, you could save the church, you could save the basic school, you could save the clinic and you could save the Pastoral Centre and Homework Centre.

But it just go right through the middle of the church. I am almost tempted to believe - no, I won't say it. (Laughter) Maybe you will call me rude. But, it looks a little bit fishy to me, and then you don't even mention that African Martyrs... obliterate it. I find that strange. And so, Mr. Chairman, I wish that the document would be a little more detailed so that the people who are here tonight who have come to find out if they are going to be affected, they are going to leave here not any more knowledgeable than when they came. (Applause)

And finally, Mr. Chairman, I am happy to hear that this is not a final document. It is not a final draft. That means, Mr. Chairman, than in the final document, there is a chance that maybe we'll be able to see the

final alignment. But, I also hope, Mr. Chairman - and the guidelines, you provide for it, I don't think it is often used. After the design is finalized, that you come back here - another public meeting, with a better document, where people can see the exact alignment, and so our comments can be recovered. But right now hardly any comments from the public can get incorporated into any new design, because they haven't been given details of the new design, and any questions we ask, we are told, oh we will work that out later, there will be negotiations later. What kind of public meeting is this, Mr. Chairman? (Applause)

Chairman: Peter, thank you; thank you for that.

Dr. Campbell: Mr. Espeut, let me try and address some of your concerns. First and

foremost, it is unfortunate that you said that the document didn't have the information. But, if you look at Appendix III...

Mr. Espeut: But you have a list and supply no names...

Dr. Campbell: Yes, but person's privacy right here, you don't want to list person's names, phone number. Persons who have their titles can check Appendix III has the volume and folio number of the properties that will be impacted with this alignment. At the back here, there is a printout, much bigger than what can be provided in the entire document. Surely, the alignment - so you will have persons can look at the back to have an idea of where the alignment runs. So, that would answer your question, in terms of who will be impacted. And as was said first,

previously, that persons who are impacted, that they will get notification to say that their areas will.

Mr. Espeut: How soon that would be?

Dr. Campbell: That I won't be able to answer but the information is in - that would be an NWA decision, and Government of Jamaica. That is in terms of the land and properties that are impacted.

Mr. Marshall: As I said earlier, in order for development to take place more aggressively on this side of the island, you need good roads. You need roads that have the adequate capacity that can generate and encourage development. They are constrained by the geography of the island, by our rivers and mountains. It influences what we may do. And

so, there are casualties - if that's the right word - that will accrue in order to carry the investment of the Highway. The church, clearly, is a great concern, but if you look at from Ten Mile to Twelve Mile on the existing road, there is no way it will go through with a four lane carriage way, it impacts too many people.

Participant: What about the church?

Mr. Marshall: What the church, as a unit by itself, one would have to explore other options as to where it can be relocated. As to whether or not you could modify the design, to avoid impacting all of that buildings and that parcel of land, those were looked at, one can look at them again, but the cost will have to be considered because even the very

bridge - the bridge is 132 metres long, and if we were to shift the road further south, or west we have to think about the bridge, but Mr. Churchman...

Participant: Espeut.

Mr. Marshall: Mr. Espeut, I don't think that there is any objection to have those details looked back at again. That's why we are having our meeting. We can't lock shop to say this is the final - it is actually so. As you raise your comments, we look at it; we take into consideration and see where, if any adjustments can be made. And if it can't be made, then we just have to expect it, and set it and arrangements made to address it. But it is best if the line design is based on engineering, environmental, costs, social

factors. And with all our different interest groups and properties that are affected, it has been very challenging. But we are not adverse until we look at modification and see the extent to which any modification can be done. If not, then we are expecting you to work along with us. You can't build the highway without casualties in that regard, but we will make sure that everyone is satisfied at the end of the day.

Chairman: Thank you for that. I am going to ask can you put your hands up, those who wish to ask questions at the back. Six people.

Participant: Can we take them?

Chairman: I will have to have a cut-off point at some stage. That man in the stripe shirt, you'll be the last one. Introduce yourself, please.

Mr. Clarke: Good night, my name is Michael Clarke, resident of Eight Miles, Bull Bay. Speaking about casualties, I see a lot of casualties right now because we are basically a dense community all the time. And building a highway through all of Eight Miles, four lanes, inclusive of five lanes utility. I heard you spoke about pedestrian crossing. Will there be any stoplights? Will there be any overhead bridge, as our children need to go to school in the morning and come home in the evening and they live on both sides of the road? Will the roads be cordoned off, like Highway 2000, with fencing? As there will be 80 per cent casualty in business people here? Question B, wouldn't it be easier if you had cleared for existing two lanes and in closing of the drains and shoot

the Highway through the hill as we are a low income?

Participants: No, sir.

(Inaudible comments)

Mr. Marshall: As I said before, the development - the acceptable alignment, several options were looked at. Now, as I mentioned before, the geography of this part of the island is very challenging because even an existing road is at the coast, if you look at this parish and Portland, it's lots of mountains and hills. And so, the main road currently - the main road is currently along the low-lying areas towards the sea. If we are to do development in this part of Jamaica, then the road has to be widened, certainly from Albion to Kingston. Why? Apart of the volume of the vehicles, the trucks. To make

it safe for John Public to use the road, you have to have your four lanes along with the trucks and those who are travelling can overtake is that reasonable?

Participant: Yes, it is.

Mr. Marshall: So, there is a cost in pursuing that direction. We can't have our cake and what?

Participant: Eat it.

Mr. Marshall: So, you have to give up something. But, all I can say is that whatever you give up, you will be duly compensated for it. The price we pay for the development of the road will be met. So, the need for movement of pedestrians will be addressed as part of the project, because it doesn't make any sense for us to build a highway, and it is not benefitting the residents. It is not

only just allow people to drive and go to Port Antonio, the people reside here, your interest will also be protected. Barriers, traffic lights, wherever they are required, due process will be pursued, in terms of the need, and where necessary, those certainly will be provided. Although it is called a highway, it is not intended to be a highway that you can't cross, because it is permanent. Normally, the Government is going to ensure that in the area, the speed limit is reduced to what? Fifty kilometres per hour, even though it was designed to travel very fast, but we are gaining an existing community that is serving residents locally, and also allowing people to travel to Port Antonio. So, it is going to be a good mix. Bottom line, the concerns raised will be

addressed as part of the project, for pedestrian users, for business, for everyone, and we just have to find a good mix that addresses the concerns of everyone. We just cannot allow the road to be the way it is. You want the road to remain the way it is?

Participants: No.

Mr. Marshall: No, we can't. You can't go to the hills neither. It is going to be too expensive. So, we have to find a middle ground to achieve - if we want to achieve a satisfied ground.

Chairman: Order, we can't have more than one meeting going on at the same time. Next.

Ms. Cole: My name is Sheila Cole and I am a resident at Seven Mile at the apartment building. So, my question is, with the four-lane traffic that you are going to make, and then you

turn off to two lanes, and the trucks are one of the problems that we seem to be having with the heavy load. As far as I am concerned, common sense would tell me that just make my road one lane that the trucks must travel on this road. So even if we come over here so, that is the road for the truck. Another thing too is, I was born and grown in St. Thomas, so I am have an idea and when I go to the country these days, I see what Poor Man's Corner is like. There are houses that have built there now that I go and see; when I was growing up as a child, there were no houses down there so. Because, Yallahs River, when it comes down, it just come down. So, when I went up there yesterday and see the sort of places and the road and how it takes in the water, then as my grandmother says...

'him walk here one time im a come back again. So, I am wondering more or less, you are going to have a challenge when you get to Poor Man's Corner with these houses and the road and Yallahs River. That is my comment. I am a private citizen.

Chairman: Thank you. Next.

Ms. Henry: Good evening. The name is Patsy Henry and I live at Eight Miles, Wickie Wackie. I guess I am referring to right where there is river in the road right now, where you can hardly pass, right in front of Bay View. My question is - I want to make a statement first. I work with the public sector, and I know that when you are assigned somewhere and you are re-assigned, your benefits should not be less than what you are getting at your current position. My

question - and I want to find out - whose responsibility is it going to be to relocate those 391 buildings? They are the dwelling houses. Some of them have been four/five/two/three, so that could equate to a few thousand persons well. Whose responsibility is it going to be to relocate us, because I am seeing where I am in the relocation? Are you going to identify areas for us to live, and how, in terms of the compensation? Are you are going to ensure that we are compensated, that the quality of life, and the living that how we live now, is not less than we are enjoying now? Whose responsibility, and how are you going to assure us that the quality of life - where are you going to move us to? Have there been areas that have been identified, where

persons can go? Is it going to be my responsibility to go and look for a one hundred million dollar house when you are going to pay me five million dollars? How is that going to go, in terms of compensation for us to live and to enjoy the quality of life that we are living now?

Chairman: I think your point is taken.

Mr. Shaw: Yes, ma'am, quickly, the National Works Agency..

Participant: Identify yourself.

Mr. Shaw: I did earlier. My name is Stephen Shaw. The National Works Agency, along with the National Land Agency does the land acquisition. The NLA really takes the lead, and once the process is gone through, the NWA does the payment. How it is done is that the properties will be valued. Current market values will be used,

and a cost for each parcel will be determined - buildings included - if the buildings are impacted. So, it is going to be based on the current market value for property in the locale. I am not sure that properties, land and buildings go for in this part. I suspect that with the road coming, the property values have been going up. I suspect that. So, the market will determine what the final price will be. Once the price is determined - once we have determined that we are going to be taking your house and land as part of the construction that will be valued. We go into some negotiations so that we have an agreement; that is a preferred route for us to have an agreement. Once we have that agreement, a determination or some communication, rather, would be sent

from NLA to NWA to say we have an agreement for sale, please proceed to paying Mary Jane one million dollars for whatever, whatever, or seventy million dollars for whatever, whatever, and the process is treated with, insofar as payment is concerned. But, of course, concrete different from board and so on, and so forth, so the quality of the housing, if a house is there. We cannot get into the business of relocation because that is outside of our scope. That is something that Government, another entity of Government would have to speak to. We are not, as part of this project, doesn't have resettlement as part of our mandate.

Participant: You can start that section now then?

Chairman: Thank you for that, Stephen Shaw. Would you introduce yourself, please? Did I say you were going to be the last one, being the fifth one?

Mr. Byfield: Yes, you did, but I am sure you will permit the lady, and we did a lot of that. So, we don't want to be rushed because it is not a very long line. Now, my question...

Participant: Name... name.

Mr. Byfield: I am Brandon Byfield, sorry. I hope tonight's accommodation is not reflective of the type of road that we will inherit. Did you realize that most of the people were standing? I hope when the road is done, more people will not be standing and uncomfortable than those who are seated. but I know that you will do an excellent job, as best as you can. I am mitigating that. We are

realists; the highway is coming. Most people welcome the highway. We are not enemies of each other and we know that something has to give, obviously. Everybody is not going to be where they are and the highway just come and we understand that. My question is, you said earlier that six hundred and thirty-two parcels will be affected. Those are six hundred and thirty-two parcels on paper, but there are six hundred and thirty-two plus lives. I think it is a very emotive issue, the Highway. People are very concerned about their livelihoods, and they don't have a lot of information, nor can they, because we understand that you are in the process of finalizing your final alignment, and all these things take time. But, the people are apprehensive; they are concerned;

they want to know that they don't wake up next week and get a letter to say that they are not going to have a place. The bigger issue is this: monies have been borrowed for the highway, and we understand that. I want to know if any of that money has been set aside to help people who might need legal assistance to probate wills, to administer wills; that's my question. Mr. Shaw, on two occasions, spoke to - he made a lot of reference to legal jargons, a lot of people here won't understand that, not really carrying any weight, when this Highway really comes and affect their lives in a real way. So, I want to know if any monies have been set aside to help people that might be living on granny land, and granny had the title and granny dead, but they are living

there with granny's consent. And in a sense, they are legitimately there, but they don't have a title for the piece that they are on, and the road is going to run right through their living room, and they don't have the legal understanding or the money power to get the kind of legal help that they require. So, that is my first question. Is any of that money set aside to help people in a real way, to get their wills probated, so that they can still come out of this with some amount of dignity? That's my first question. Number two. All the speakers here have said in some form or fashion that the design for - this is just proposed so it is not yet finalized. We want to know what measures will be taken by the respective parties to inform people as the changes are

made, post the design phase, as to what changes are made and how it will affect them? So, the long and short, we want to know, post the design phase, what changes are made and how people will be informed of those changes so that they can make plans.

Mr. Shaw:

All right, I will give Dr. Campbell the second question. The first one; this project, the scope does not include that kind of thing that you speak about, getting titles, probating wills, and so on. We are not about that. That's a completely different agency of Government that would do that. So, if persons grandmother died, leaving land, that they are living on, and they don't have the legal document, I explained earlier, what you need to do, there is an entity, an agency in Government, the Administrator

General's Department, you can go there...

Participants: Three years... too long.

Mr. Shaw: ...go there, that is the entity. We are not about doing wills and that kind of thing.

Mr. Byfield: But you are about road. I would expect that a meeting of this magnitude would have had those people here?

Mr. Shaw: No, no, wait; be reasonable. This meeting is about the presentation of the Environmental Impact Assessment Study. This is what the meeting is about. We will have other meetings as we progress towards the implementation of the project, but we can't be confusing - it so happens that that issue came up, and I used the opportunity - or I am here using the opportunity here now, to explain

to persons what it is that they need to do because sometimes persons don't have the information, and so, I think it is a good thing for me to say what it is that you need to do to put yourself in that position. But, we are not about that here. It is about the EIA. That is what we are about. Thank you.

Dr. Campbell: I'll address the concerns that I have heard raised about the alignment, and final designs, and preliminary designs. Let us be clear that the design that you have seen - the alignment that you have seen here is more or less what the Government of Jamaica is looking at. When CHEC comes along, they might want to tweak and make some changes, based on their engineering, based on costs. Now, what is done, if there is any major change, then NEPA will require us to

have another meeting, say this area is going to change, the alignment is changing; this is what is going to be done and then you will have that meeting like this. So, that's how it's done, in terms of any deviation from what is presented here.

Mr. Byfield: Alright, thank you. I am happy to know that there will be ongoing consultation with the community.

Ms. McFarlane: Good night. My name is Simone McFarlane. I am a recent land owner, and I just wanted to find out - I am from Wickie Wackie - and I just wanted to find out why did - I don't know if somebody is here from KSAC, but I wanted to find out why did they approve my blueprint with the knowledge that the road would be coming through; why did they approve and take mi money?

Mr. Marshall: A case like that, you would have to come, give us the details, and we can check it out. We can't - we are not aware of the details of the development, but before we leave, provide us with the information.

The plans that we have developed was done with the knowledge and the cooperation of the Municipal Corporation through which the project runs. It was due process; whenever anyone makes an application for development, that application goes to the Parish Council. They oftentimes send it to the National Works Agency for us to comment on those applications. And in the event that that application - that proposal were met, it is impacted by the alignment of the Highway, the people are so informed. But, touch

base with us, give us the details,
we can check it out for you.

Ms. McFarlane: Alright.

Chairman: That is the end of question time. I
want to take this opportunity in
thanking you all for your
participation. You have been very
patient, and orderly. I also take the
opportunity to thank your political
representatives who have been
present, and your Ministers of
Religion, and Citizen's Association.
We thank the National Works Agency
and those agents for attending.

Thank you very much and good night.

There are some refreshments outside.

Adjournment taken at 8:38 p.m.