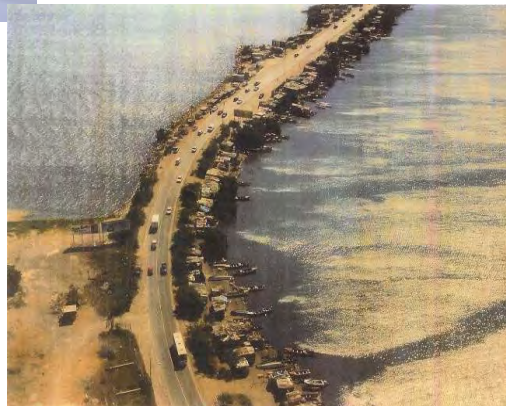




RELOCATION FOR PORTMORE CAUSEWAY FISHING VILLAGE

“Rationale”

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BACKGROUND:

The Portmore Causeway was completed in the late 1960's, and at that time a number of Kingston Harbour fisherfolk who had been operating from beaches along the northern rim of Hunt's Bay, moved southward to find themselves more convenient bases inside Hunt's Bay along the shoreline of the causeway embankment. The move was inspired in the first instance by a sense of isolation created by the Causeway, and later (1979/80) additional fisherfolk moved to escape from political violence in western Kingston (Social Development Commission, 2000). By the end of the 1970s the practice of landing the catch inside Hunt's Bay along the causeway embankment, just south of the Causeway Bridge, had become firmly entrenched, and fisherfolk began to attract much patronage selling directly from their boats, to passing commuters between Kingston and the rapidly expanding Portmore.

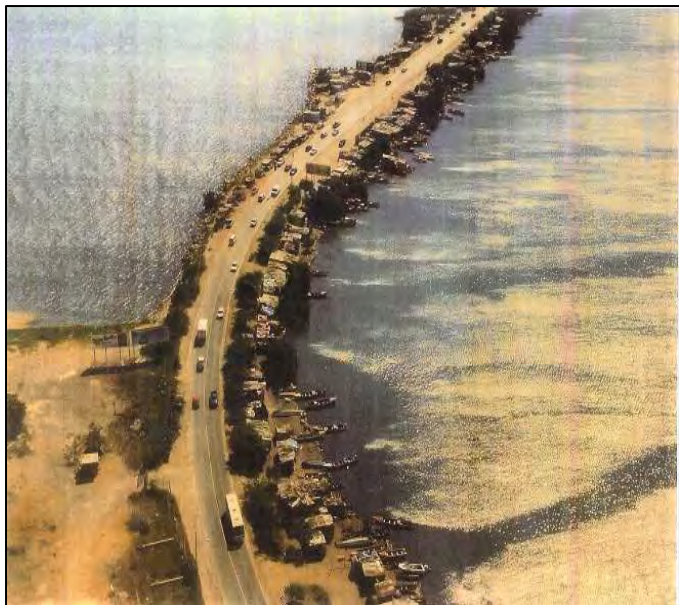


Figure 1: Portmore Cause Way 2004

Fish vending along the causeway increased during that period to the extent that at times, especially on weekends, a section of the main road near the ("old") bridge had become a drive-through fish market with patrons coming from both the Kingston and Portmore side. That activity this continually worsened over the years, and attracted considerable adverse public comment, but despite several announcements regarding the need to address the critical environmental issues that have been generated (public health, sanitation, traffic hazards, visual aesthetics), the colony of fishers and vendors flourished. The quarter mile stretch of the Causeway on the

Portmore side of the bridge was lined on both shoulders with clusters of unsightly shacks which serve as shops and dwelling units for both fishers and vendors.

Data provided by the Fisheries Division (Environmental Solutions Ltd, 2002) indicated that the Causeway/Hunt's Bay location has some 734 registered fishermen. Fishing was generally undertaken in Hunt's Bay, Kingston Harbour, on the Pedro Banks, St. Thomas and as far west as St. Elizabeth. In 1996 the population of boats berthed on the Causeway was a modest 25 to 40 although an additional small number were kept at Dawkins Pond nearby. The Fisheries Division (Environmental Solutions Ltd., 2002) reported approximately 103 boats on the Causeway beach, but Environmental Solutions Ltd., 2002, reported some 146 boats counted in 2002, with 126 of these berthed on the inside of Hunt's Bay.

The profile of the fishers in along the Causeway, noted in 2005 is as follows:

The main fishery type is that of shrimp, ground fish and crabs. An estimated 63613.73 pounds of shrimp was landed, value at J\$12,722,746.00, boat-side price averaging J\$200 per pound (Fisheries Department, 2006)

The Kingston Harbour based fishing fleet comprised both larger long distance boats and smaller canoes. The fishing beaches licensed by the Fisheries Division in the Kingston Harbour include Port Royal, Hunt's Bay, Port Henderson, Passage Fort, Greenwich Beach, Gypsum Wharf, Harbour Head, and Rockfort. The Causeway was then recognized as a beach which had been traditionally used by fisherfolk.

Relocation Requirements

The area beside the Causeway where the fisherfolk were located is designated for expansion of the Kingston Trans Shipment Port and the need for the relocation of the Fisherfolk (*see appendix for review*).

There were three aspects related to the relocation of fisherfolk along the Portmore Causeway. These are:

- 1) Landing Beach

- 2) Residence
- 3) Vending

(1) Landing Beach

Prior to construction, the fisherfolk landed their catch on the Portmore Causeway. A proposal was been made to the Ministry of Agriculture for the provision of an alternative beach area where the fisherfolk could land their catch. An area was suggested by the Ministry of Agriculture on the south west portion of Hunt's Bay, which was public land. The Ministry of Agriculture would have had responsibility for all the aspects related to the establishment of a new fishing beach. Another proposal under consideration was a shift of the alignment between chainage 191+600 km to 192+200 km. This would then result in the fisherfolk on the south side of the Causeway remaining there, and those on the north side being relocated to the other side, within the fishing village. This proposal was considered as most favorable at that time.

(2) Residence

Fisherfolk currently residing on the Portmore Causeway, if relocated completely, would possibly be provided with the opportunity to purchase land at Portmore Villas, north of Waterford and adjacent to the Dyke Road (in the area commonly referred to as Lesser Portmore). Portmore Villas was already zoned as a residential area. NROCC, at that time deeded to determine how many persons would qualify to purchase land in this area. If the alignment is shifted so that only the northern based fisherfolk are dislocated, the relocation of the entire village, and residential options, would not need to be implemented.

(3) Vending

The fisherfolk who occupied the Causeway also sold their catch from the Portmore Causeway. NROCC had discussions with the Portmore Foundation, which was a Non-Governmental Organization that had identified the need for a public market facility in the area. The Foundation had prepared a Business Plan for 2002-2006 which addressed the need for a market in the area with a wet area for handling fish and meat. Approximately 2.89 acres of land had already been leased for a twenty-

five (25) year period, from the Urban Development Corporation (UDC), in the Portmore Town Centre for that purpose.

Temporary Relocation:

With the assistance of the Fisheries Division and the Social Development Commission, a process of engagement with Fishers from the Kingston Harbor side resulted in the vendors, Fishers and residents from the Hunt's Bay side moving to the Kingston Harbor side. This required an agreement to provide: running water, sanitary facilities, minimum clearance of mangroves, raising the level of the land to reduce coastal flooding, solid waste facilities and assistance with the relocation of structures. Given that the new Toll road was a limited access road, a ramp was contemplated from the Causeway to allow access to the fishing village as well as the private marina. This would allow the purchasers to access the village heading in a westerly direction. A walkway was also provided from the fishing village to the Fort Augusta Interchange.

Permanent Relocation:

The Port Authority had served eviction notice on the Fisherfolk to quit the land on the Harbour side of the road heading from Portmore to Marcus Garvey Drive, following the temporary relocation undertaken by NROCC (discussed above). The Fisheries Division of the Ministry of Agriculture had advised the Fishers to remain on their temporary site, until a suitable permanent location was identified. After a meeting of all the principal stakeholders on August 19, 2004, an area was identified for their relocation along the Dyke Road. The concerns of the fisherfolk were mainly the following:

- 1) They need to have space of approximately 1500 – 2000 square feet.
- 2) Enough sand on the beach front to prevent damage to boats
- 3) Inclusion in the development of the site
- 4) Permanent structures , and;

5) Safe place for boats and facilities

Permission for building was granted by the Portmore Municipal Council in March 2005 to erect a Commercial Fishing Village at Jam World, along the Dyke Road to accommodate the Fisherfolk and Vendors who occupied coastal lands along the Portmore Causeway. Other endorsement/Letters of no objection was received from the following agencies:

1. The National Environment & Planning Agency, November 16, 2004
2. The Environmental Health of the Ministry of Health , September 3, 2004
3. The Water Resources Authority, September 6, 2004

Moving forward, NROCC agreed to make provisions for 110 units as well as 34 vending stalls, in two phases as indicated below:

- (i) Phase 1, Comprised the construction of storage containers and vending stalls for fishing gears and vending activities, respectively.
- (ii) Phase 2, Consists of beach improvement works and dredging of a boat channel for fishing boats.

No provision for residential accommodation was made in accordance with the permission granted by NEPA.

Additional measures implemented to ensure a smooth transition include:

1. Regular meetings with the Fisherfolk and other stakeholders on a regular basis to provide update on progress and deal with any outstanding concerns the fisherfolk may have.
2. The setting up of a steering committee comprising members from the Fishing Cooperative, Vendors, Fisheries Division of the Ministry of Agriculture, NROCC and the Portmore Municipal Council.

Conclusion:

In order to ensure that the facilities are allocated to the right persons, NROCC commissioned a census which was completed in July 2008 (*see appendix*). This was done to document beneficiaries of the units at the new fishing complex. These are licenced fishermen who are boat owners and vendors. The total fishermen censored numbered seventy four (74) and the total vendors censored numbered twenty three (23). It was agreed among the main stakeholders that the numbers arrived at the time of the census represents the official numbers to be relocated to the new site.

References:

1. Environmental Solutions Ltd. 2003. Environmental Impact Assessment. Highway 2000 Segment 1, Phase 1A Portmore Causeway.
2. Environmental Solutions Ltd. 2004. Environmental Considerations for The Relocation of the Portmore Causeway Fishing Village
3. Environmental Solutions Ltd. 2008. Census Survey for the Relocation of Fisherfolk to the Dyke Road Fishing Complex.

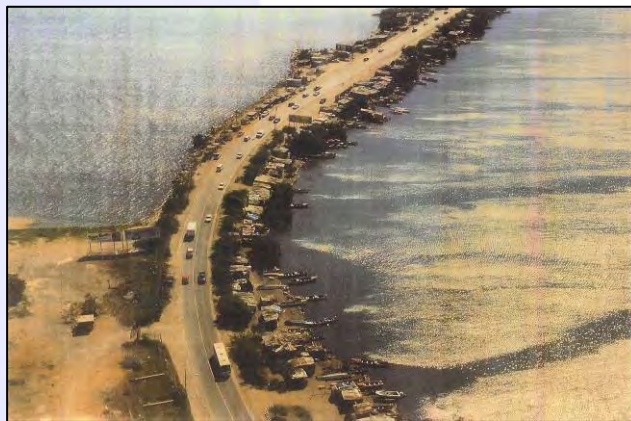
APPENDIX 1

- Census Data
- Environmental Review
- Site Location (Dyke Road)

CENSUS SURVEY

FOR

THE RELOCATION OF FISHERFOLK TO THE DYKE ROAD FISHING COMPLEX



Prepared for:

National Road Operating and
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Prepared by:

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20 West Kings House Road
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July 25, 2008



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1. INTRODUCTION

The Highway 2000 Project (H2K) one of the Government of Jamaica's landmark Millennium Projects began in 2001, when the Prime Minister of Jamaica announced that Bouygues Travaux Publics of France was selected as the Preferred Bidder for Phase I of the project. The upgrade of the Old Harbour Bypass was the first phase of the project and this was followed by the construction of the Kingston to Bushy Park, and the Portmore Causeway segment. Two other sections have received permits of approval: Phase 1B: Sandy Bay to Williamsfield and the Mount Rosser Bypass.

ESL Management Solutions Ltd was contracted by National Roads Operating and Constructing Company (NROCC) to do a census survey of the fisherfolk along the Portmore Causeway Beach for their relocation to the Dyke Road Fishing Complex

Currently, the area to the south of the Causeway Bridge is occupied by fisher folk on both sides of the existing alignment. These fisher folk have been there for several years and their occupation includes landing of catch, vending and residence. Occupation of this area, which is Crown Lands, is illegal.

This report presents the census survey results for the fisherfolk along the Portmore Causeway Beach done on June 24 and June 25, 2008.

1. LIST OF FISHERMEN AND VENDORS

The Beach was separated into two sides; Side 1 which consisted of Structures 1-93 and Side 2 which consisted of Structures A1- A47 (see Figure 1). Several structures were not reported because the owners had either permanently left the beach or they were not present on the days that the fieldwork was carried out. Table 1 is a complete list by structure number of all the fishermen and vendors surveyed.

Table 1: List of Fishermen and Vendors by Structure Number

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	VENDOR	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
SIDE 1							
1	Robinson	Rupert	Ray		Y		Y
2	McNeil	Robert	Bigga		Y		Y
3	Wilson	Ornan	Hulk		Y		Y
5	Williams	Raymond	Ray		Y		Y
6	Rhoden	Justin	Scuppy		Y		N
7	Williams	Anthony	Tiby		Y		Y
8	-	-	Sleepy		N	Y	N
9	Rhoden	Rohon	Ronger		Y		Y
10	McLennon	Patrick	Morgon		Y		Y
11	-	-	Likkle		Y		Y
12	Goffe	Chester	-		Y		Y
13	Barker	Vernal	Jackie		Y		N
14	Wynter	Andy	Hoodla		Y		Y
15	Davis	Rudolf	Catman		Y		Y
16	Goff	Glostons	Parko		Y		Y
17	Beckles	Alrick	-		Y		N
17a*	King	Everton	-		Y		N
18	Bake	Willfred	-		Y		N
19	Bailey	Everton	Baba Tanti		Y		Y
20	Whitaker	Beverley	Bev	Y			
20a**	Webster	Maria		Y			
21	Pottinger	Dolston	Dolston		Y		Y
22	Ledgister	Horace	Blossome		Y		N
23	Williams	Basil	Coley		Y		N
24	Tantiah	Melvin	-		Y		N
25	Mornege	Lloyd	Jagon		Y	Y	N
26	Bennet	Marcus	Marcus		Y		N
27	Jagoo	Daniel	Boo		Y		Y
28	Watson	Omar	Lagoy		Y		Y
29	Williams	Nathaniel	Nutty		Y		Y
30	Ford	Winston	Winnie		Y		Y
31	Mitchell	Christopher			Y		N
32	Simpson	Neil	Baba		Y		N

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	VENDOR	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
33	Latchmon	Michael	Mikey		Y		N
35	Jagoo	Daniel	Boo		Y		N
36	Jagwood	David	Junni Mon		Y		Y
37	Singh	Daniel	D		Y		Y
39	Clarke	Vincent	Vones		Y		Y
40	Clarke	Vincent	Vones		Y		Y
41	Richardson	Nelson	Sekie		Y		Y
43	Myers	Luckal	Myers		Y		Y
45	Clarke	Fitzroy	Donovon		Y		Y
46	Sommon	Merl	Ioni	Y			
47	Barnes	Delroy	Potty		Y		Y
48	Steward	Deavid	Brother		Y		Y
49	Dile	Marie	Fine Voice	Y			
51	Jagoo	Anthony	Bredda	Y			Y
53a***	Davis	Anthony	Driver		Y		Y
54	Smith	Anthony	Bailey		Y		Y
55	Bignall	Ervine	-		Y		Y
57	Henclewood	Joan	Chim Chim	Y			
58	Scott	Wille	Wille		Y		Y
59	Brown	Derek	-		Y		Y
60	Chambers	Randal	Short Man		Y		N
63	Mitchell	Gosford	Captain Blood		Y		Y
64	Rickets	Anthony	Mighty Mouse		Y		Y
66	Ashmeade	Olga	Olga	Y			
69	Dickens	Dane			Y		Y
70	Scotland	Michael	Mike		Y		Y
71	Francis	Eric	Bigga Belly		Y		N
72	Verley	Gory	Callaloo		Y		Y
73	Walker	Ifred	Killer		Y		Y
74	Evans	Christopher	Voodoo		Y		Y
75	Millwood	Desmond	Goggles		Y		N
76	Lewis	Ricardo	Bagoo		Y		Y
77	Nehmard	Neville	G		Y		N
78	Wilson	Jerome	Chris		Y		Y
79	Ferreria	Federick	Tallest		N		N
81	White	Merick	Black		Y		Y
82	Johnson	Veronica	Valerie	Y			
83	Sewell	Donald	Son Son		Y		Y
84	Allen	Sylvia	Toma		Y		Y
85	Allen	Vernl	Nonka		Y		Y
86	Butler	Renford	Butler		Y		Y
87	Sagar	Amarnath	Hammer		Y		N
88	Cresent	Veneble	Goonoly		Y		Y
89	Graham	Jean	Fine Voice	Y			

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	VENDOR	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
90	Martin	Maria	Marie	Y			
91	Esteen	Marcia	Glovena	Y			
92	Lynch	Marva	Mava	Y			
93	Copeland	Deloris	Del	Y			
SIDE 2							
A1	Forbes	Jerome	Johnny		Y		Y
A2	Gordon	Paul Anthony	Titi		Y		Y
A3	Verley	Glen	Chukie		Y		Y
A4	McLennon	Patrick	-		Y		Y
A5	Phillips	Donovan	Prento		Y		N
A6	Mondell	Trevor	Bone Man		Y		N
A7	Winston	Urich	Gitz Brown		Y		N
A8	Forbes	Orville	Fast Car		Y		N
A9	Gordens	Anthony	Charlie		Y		N
A11	Lofters	Carole	Etty	Y			
A12	Banner	Clive	Olive		Y		N
A14	Maragh	Vince	Polly		Y		Y
A15	Thorpe	Sylvester	Blood		Y		N
A16	Powell	Wayne	-			Y	N
A18	Maitland	Willis	Jolly		Y		N
A21	McLean	Dwayne	Fatta		Y		N
A22	Street	Kenneth	Barnabus		Y		Y
A23	Sylvester	Joseph	Blacks		Y		Y
A24	Brown	Hyacinth	Hyacinth	Y			
A26	Watson	Orville	Lascelle		Y		Y
A27	Morgon	David	Debo		Y		N
A28	Hibbert	George	-		Y		N
A29	Taylor	Abraham	Mackie		Y		N
A30	Haynes	Viven	Queenie			Y	N
A31	Williamson	Rose-Martin	Lesrine	Y			
A32	Moodie	Errol	Avolis		Y		N
A33	Edwards	Ivan	-		Y		Y
A34	Banks	Clover	-	Y			
A35	Palmer	John	King		Y		N
A36	Manning	Lyneala	-	Y			
A37	Wright	Jennyvee	Jennie	Y			
A38	Ashmeade	Angela	Mawde	Y			
A39	Wright	Wilbert	Wilbert		Y		N
A40	Lawrence	Albert	-		Y		Y
A41	Crossdale	Allan	Shangel	Y			
A42	Hamilton	Carol	Zaka	Y			
A43	Armstrong	Paul	Ricky		Y		Y
A44	Turner	Derrick	Bun I		Y		Y
A45	-	Derrick	Rice		Y		Y
A46	Clarke	Sonicle	Chris		Y		Y

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	VENDOR	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
A47	Douglas	Doreen	-	Y			
A50	Malcolm	Patrick	Sleepy		Y		Y
A53	Rattary	Melva	-	Y			
A54	Thomas	Henrie	Lucky		Y		N
A55	Mitchelle	Artonio	Toni		Y		Y
A56	Brooks	Leroy	Adada		Y		Y
A58	Dyce	Kingsley	Edge		Y		N
A59	Edwards	Lester	Lester		Y		Y

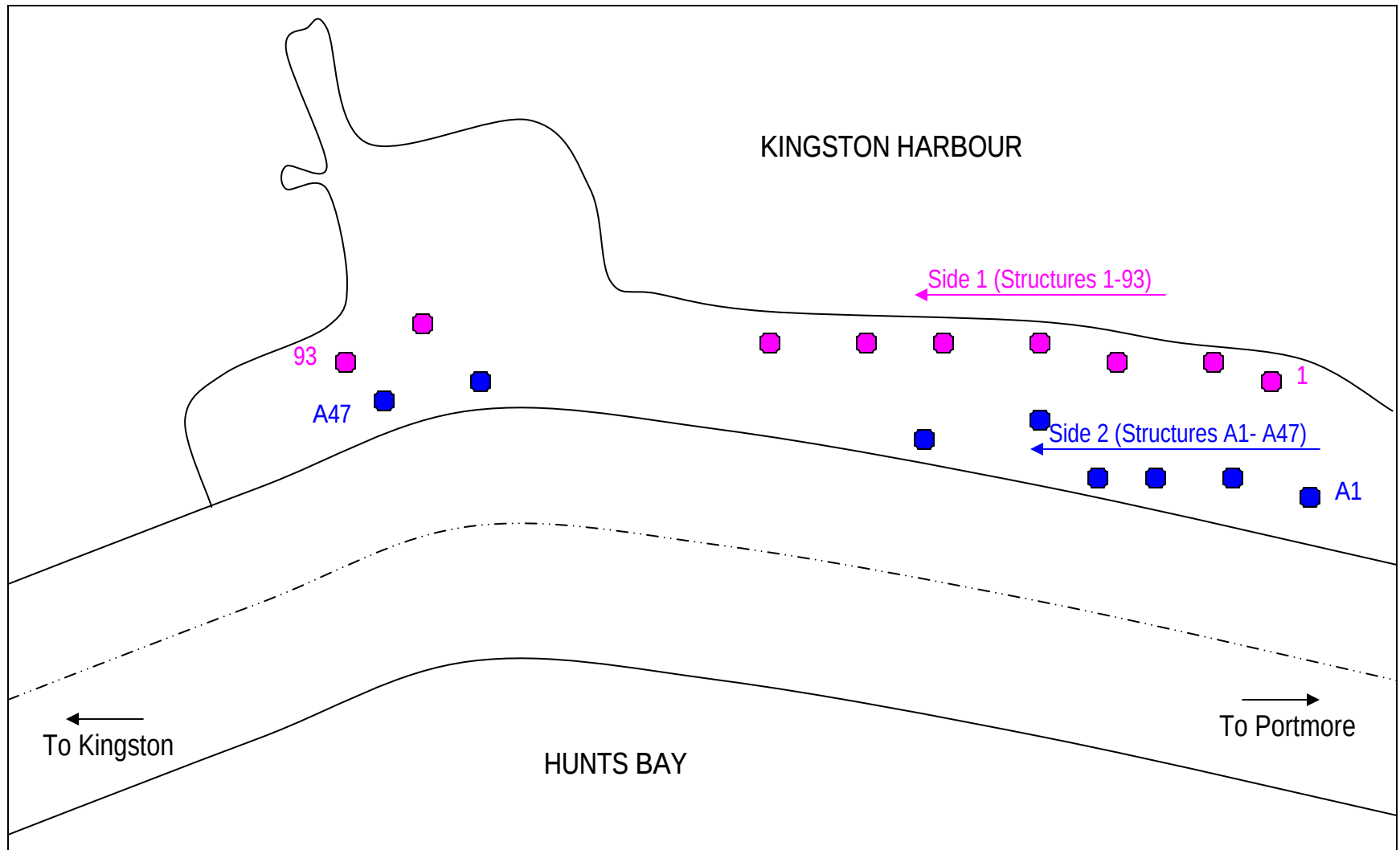
* Structures 17 and 17a are the same structure with 2 separate entrances owned by 2 different people

** Structures 20 and 20a are the same structure with 2 separate entrances owned by 2 different people

*** Structure 53a is the same as 53; however there was no one present at Structure 53, so it was not included in the list

- No names were given

Figure 1: A Sketch of the Site Showing the Numbering Direction of Structures



2. VENDORS

Table 2: List of Vendors in Alphabetical Order

LAST NAME	FIRST NAME	BEACH NAME	STRUCTURE #
Ashmeade	Olga	Olga	66
Ashmeade	Angela	Mawde	A38
Banks	Clover	-	A34
Brown	Hyacinth	Hyacinth	A24
Copeland	Deloris	Del	93
Crossdale	Allan	Shangel	A41
Dile	Marie	Fine Voice	49
Douglas	Doreen	-	A47
Esteen	Marcia	Glovena	91
Graham	Jean	Fine Voice	89
Hamilton	Carol	Zaka	A42
Henclewood	Joan	Chim Chim	57
Johnson	Veronica	Valerie	82
Lofters	Carole	Etty	A11
Lynch	Marva	Mava	92
Manning	Lyneala	-	A36
Martin	Maria	Marie	90
Rattary	Melva	-	A53
Sommon	Merl	Ioni	46
Webster	Maria	-	20a*
Whitaker	Beverley	Bev	20*
Williamson	Rose-Martin	Lesrine	A31
Wright	Jennyvee	Jennie	A37

* Structures 20 and 20a are the same structure with 2 separate entrances owned by 2 different people

Table 2a: List of Vendors by Structure Number

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME
SIDE 1			
20*	Whitaker	Beverley	Bev
20a*	Webster	Maria	
46	Sommon	Merl	Ioni
49	Dile	Marie	Fine Voice
57	Henclewood	Joan	Chim Chim
66	Ashmeade	Olga	Olga
82	Johnson	Veronica	Valerie
89	Graham	Jean	Fine Voice
90	Martin	Maria	Marie
91	Esteen	Marcia	Glovena
92	Lynch	Marva	Mava
93	Copeland	Deloris	Del
SIDE 2			
A11	Lofters	Carole	Etty
A24	Brown	Hyacinth	Hyacinth
A31	Williamson	Rose-Martin	Lesrine
A34	Banks	Clover	
A36	Manning	Lyneala	
A37	Wright	Jennyvee	Jennie
A38	Ashmeade	Angela	Mawde
A41	Crossdale	Allan	Shangel
A42	Hamilton	Carol	Zaka
A47	Douglas	Doreen	
A53	Rattary	Melva	

* Structures 20 and 20a are the same structure with 2 separate entrances owned by 2 different people

3. FISHERMEN

Table 3: List of Fishermen in Alphabetical Order

LAST NAME	FIRST NAME	BEACH NAME	STRUCTURE #	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
Allen	Sylvia	Toma	84	Y		Y
Allen	Vernl	Nonka	85	Y		Y
Armstrong	Paul	Ricky	A43	Y		Y
Bailey	Everton	Baba Tanti	19	Y		Y
Bake	Willfred	-	18	Y		N
Banner	Clive	Olive	A12	Y		N
Barker	Vernal	Jackie	13	Y		N
Barnes	Delroy	Potty	47	Y		Y
Beckles	Alrick	-	17*	Y		N
Bennet	Marcus	Marcus	26	Y		N
Bignall	Ervine	-	55	Y		Y
Brooks	Leroy	Adada	A56	Y		Y
Brown	Derek	-	59	Y		Y
Butler	Renford	Butler	86	Y		Y
Chambers	Randal	Short Man	60	Y		N
Clarke	Vincent	Vones	39	Y		Y
Clarke	Vincent	Vones	40	Y		Y
Clarke	Fitzroy	Donovon	45	Y		Y
Clarke	Sonicle	Chris	A46	Y		Y
Cresent	Veneble	Goonoly	88	Y		Y
Davis	Rudolf	Catman	15	Y		Y
Davis	Anthony	Driver	53a**	Y		Y
Dickens	Dane	-	69	Y		Y
Dyce	Kingsley	Edge	A58	Y		N
Edwards	Ivan	-	A33	Y		Y
Edwards	Lester	Lester	A59	Y		Y
Evans	Christopher	Voodoo	74	Y		Y
Ferreria	Federick	Tallest	79	N		N
Forbes	Jerome	Johnny	A1	Y		Y
Forbes	Orville	Fast Car	A8	Y		N
Ford	Winston	Winnie	30	Y		Y
Francis	Eric	Bigga Belly	71	Y		N
Goff	Glostons	Parko	16	Y		Y
Goffe	Chester	-	12	Y		Y
Gordens	Anthony	Charlie	A9	Y		N
Gordon	Paul Anthony	Titi	A2	Y		Y
Haynes	Viven	Queenie	A30	N	Y	N
Hibbert	George	-	A28	Y		N
Jagoo	Daniel	Boo	27	Y		Y
Jagoo	Daniel	Boo	35	Y		N

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

LAST NAME	FIRST NAME	BEACH NAME	STRUCTURE #	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
Jagoo	Anthony	Bredda	51			Y
Jagwood	David	Junni Mon	36	Y		Y
King	Everton	-	17a*	Y		N
Latchmon	Michael	Mikey	33	Y		N
Lawrence	Albert	-	A40	Y		Y
Ledgister	Horace	Blossome	22	Y		N
Lewis	Ricardo	Bagoo	76	Y		Y
Maitland	Willis	Jolly	A18	Y		N
Malcolm	Patrick	Sleepy	A50	Y		Y
Maragh	Vince	Polly	A14	Y		Y
McLean	Dwayne	Fatta	A21	Y		N
McLennon	Patrick	Morgon	10	Y		Y
McLennon	Patrick	-	A4	Y		Y
McNeil	Robert	Bigga	2	Y		Y
Millwood	Desmond	Goggles	75	Y		N
Mitchell	Christopher	-	31	Y		N
Mitchell	Gosford	Captain Blood	63	Y		Y
Mitchelle	Artonio	Toni	A55	Y		Y
Mondell	Trevor	Bone Man	A6	Y		N
Moodie	Errol	Avolis	A32	Y		N
Morgon	David	Debo	A27	Y		N
Mornege	Lloyd	Jagon	25	Y	Y	N
Myers	Luckal	Myers	43	Y		Y
Nehmard	Neville	G	77	Y		N
Palmer	John	King	A35	Y		N
Phillips	Donovan	Prento	A5	Y		N
Pottinger	Dolston	Dolston	21	Y		Y
Powell	Wayne	-	A16	N	Y	N
Rhoden	Justin	Scuppy	6	Y		N
Rhoden	Rohon	Ronger	9	Y		Y
Richardson	Nelson	Sekie	41	Y		Y
Rickets	Anthony	Mighty Mouse	64	Y		Y
Robinson	Rupert	Ray	1	Y		Y
Sagar	Amarnath	Hammer	87	Y		N
Scotland	Michael	Mike	70	Y		Y
Scott	Wille	Wille	58	Y		Y
Sewell	Donald	Son Son	83	Y		Y
Simpson	Neil	Baba	32	Y		N
Singh	Daniel	D	37	Y		Y
Smith	Anthony	Bailey	54	Y		Y
Steward	Deavid	Brother	48	Y		Y
Street	Kenneth	Barnabus	A22	Y		Y
Sylvester	Joseph	Blacks	A23	Y		Y
Tantiah	Melvin	-	24	Y		N

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

LAST NAME	FIRST NAME	BEACH NAME	STRUCTURE #	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
Taylor	Abraham	Mackie	A29	Y		N
Thomas	Henrie	Lucky	A54	Y		N
Thorpe	Sylvester	Blood	A15	Y		N
Turner	Derrick	Bun I	A44	Y		Y
Verley	Gory	Callaloo	72	Y		Y
Verley	Glen	Chukie	A3	Y		Y
Walker	Ifred	Killer	73	Y		Y
Watson	Orville	Lascelle	A26	Y		Y
Watson	Omar	Lagoy	28	Y		Y
White	Merick	Black	81	Y		Y
Williams	Raymond	Ray	5	Y		Y
Williams	Anthony	Tiby	7	Y		Y
Williams	Basil	Coley	23	Y		N
Williams	Nathaniel	Nutty	29	Y		Y
Wilson	Ornan	Hulk	3	Y		Y
Wilson	Jerome	Chris	78	Y		Y
Winston	Urich	Gitz Brown	A7	Y		N
Wright	Wilbert	Wilbert	A39	Y		N
Wynter	Andy	Hoodla	14	Y		Y
-	-	Sleepy	8	N	Y	N
-	-	Likkle	11	Y		Y
-	Derrick	Rice	A45	Y		Y

* Structures 17 and 17a are the same structure with 2 separate entrances owned by 2 different people

** Structure 53a is the same as 53; however there was no one present at Structure 53, so it was not included in the list

- No names were given

Table 3a: List of Fishermen by Structure Number

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
SIDE 1						
1	Robinson	Rupert	Ray	Y		Y
2	McNeil	Robert	Bigga	Y		Y
3	Wilson	Ornan	Hulk	Y		Y
5	Williams	Raymond	Ray	Y		Y
6	Rhoden	Justin	Scuppy	Y		N
7	Williams	Anthony	Tiby	Y		Y
8	-	-	Sleepy	N	Y	N
9	Rhoden	Rohon	Ronger	Y		Y
10	McLennon	Patrick	Morgon	Y		Y
11	-	-	Likkle	Y		Y
12	Goffe	Chester	-	Y		Y
13	Barker	Vernal	Jackie	Y		N
14	Wynter	Andy	Hoodla	Y		Y
15	Davis	Rudolf	Catman	Y		Y
16	Goff	Gloston	Parko	Y		Y
17*	Beckles	Alrick	-	Y		N
17a*	King	Everton	-	Y		N
18	Bake	Willfred	-	Y		N
19	Bailey	Everton	Baba Tanti	Y		Y
21	Pottinger	Dolston	Dolston	Y		Y
22	Ledgister	Horace	Blossome	Y		N
23	Williams	Basil	Coley	Y		N
24	Tantiah	Melvin	-	Y		N
25	Mornege	Lloyd	Jagon	Y	Y	N
26	Bennet	Marcus	Marcus	Y		N
27	Jagoo	Daniel	Boo	Y		Y
28	Watson	Omar	Lagoy	Y		Y
29	Williams	Nathaniel	Nutty	Y		Y
30	Ford	Winston	Winnie	Y		Y
31	Mitchell	Christopher	-	Y		N
32	Simpson	Neil	Baba	Y		N
33	Latchmon	Michael	Mikey	Y		N
35	Jagoo	Daniel	Boo	Y		N
36	Jagwood	David	Junni Mon	Y		Y
37	Singh	Daniel	D	Y		Y
39	Clarke	Vincent	Vones	Y		Y
40	Clarke	Vincent	Vones	Y		Y
41	Richardson	Nelson	Sekie	Y		Y
43	Myers	Luckal	Myers	Y		Y
45	Clarke	Fitzroy	Donovon	Y		Y
47	Barnes	Delroy	Potty	Y		Y
48	Steward	Deavid	Brother	Y		Y

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
51	Jagoo	Anthony	Bredda			Y
53a**	Davis	Anthony	Driver	Y		Y
54	Smith	Anthony	Bailey	Y		Y
55	Bignall	Ervine	-	Y		Y
58	Scott	Wille	Wille	Y		Y
59	Brown	Derek	-	Y		Y
60	Chambers	Randal	Short Man	Y		N
63	Mitchell	Gosford	Captain Blood	Y		Y
64	Rickets	Anthony	Mighty Mouse	Y		Y
69	Dickens	Dane	-	Y		Y
70	Scotland	Michael	Mike	Y		Y
71	Francis	Eric	Bigga Belly	Y		N
72	Verley	Gory	Callaloo	Y		Y
73	Walker	Ifred	Killer	Y		Y
74	Evans	Christopher	Voodoo	Y		Y
75	Millwood	Desmond	Goggles	Y		N
76	Lewis	Ricardo	Bagoo	Y		Y
77	Nehmard	Neville	G	Y		N
78	Wilson	Jerome	Chris	Y		Y
79	Ferreria	Federick	Tallest	N		N
81	White	Merick	Black	Y		Y
83	Sewell	Donald	Son Son	Y		Y
84	Allen	Sylvia	Toma	Y		Y
85	Allen	Vernl	Nonka	Y		Y
86	Butler	Renford	Butler	Y		Y
87	Sagar	Amarnath	Hammer	Y		N
88	Cresent	Veneble	Goonoly	Y		Y
SIDE 2						
A1	Forbes	Jerome	Johnny	Y		Y
A2	Gordon	Paul Anthony	Titi	Y		Y
A3	Verley	Glen	Chukie	Y		Y
A4	McLennon	Patrick	-	Y		Y
A5	Phillips	Donovan	Prento	Y		N
A6	Mondell	Trevor	Bone Man	Y		N
A7	Winston	Urich	Gitz Brown	Y		N
A8	Forbes	Orville	Fast Car	Y		N
A9	Gordens	Anthony	Charlie	Y		N
A12	Banner	Clive	Olive	Y		N
A14	Maragh	Vince	Polly	Y		Y
A15	Thorpe	Sylvester	Blood	Y		N
A16	Powell	Wayne	-	N	Y	N
A18	Maitland	Willis	Jolly	Y		N
A21	McLean	Dwayne	Fatta	Y		N

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

STRUCTURE #	LAST NAME	FIRST NAME	BEACH NAME	LICENCED FISHERMAN	CREW MEMBER	OWN A BOAT
A22	Street	Kenneth	Barnabus	Y		Y
A23	Sylvester	Joseph	Blacks	Y		Y
A26	Watson	Orville	Lascelle	Y		Y
A27	Morgon	David	Debo	Y		N
A28	Hibbert	George		Y		N
A29	Taylor	Abraham	Mackie	Y		N
A30	Haynes	Viven	Queenie	N	Y	N
A32	Moodie	Errol	Avolis	Y		N
A33	Edwards	Ivan	-	Y		Y
A35	Palmer	John	King	Y		N
A39	Wright	Wilbert	Wilbert	Y		N
A40	Lawrence	Albert	-	Y		Y
A43	Armstrong	Paul	Ricky	Y		Y
A44	Turner	Derrick	Bun I	Y		Y
A45	-	Derrick	Rice	Y		Y
A46	Clarke	Sonicle	Chris	Y		Y
A50	Malcolm	Patrick	Sleepy	Y		Y
A54	Thomas	Henrie	Lucky	Y		N
A55	Mitchelle	Artonio	Toni	Y		Y
A56	Brooks	Leroy	Adada	Y		Y
A58	Dyce	Kingsley	Edge	Y		N
A59	Edwards	Lester	Lester	Y		Y

* Structures 17 and 17a are the same structure with 2 separate entrances owned by 2 different people

** Structure 53a is the same as 53, however there was no one present at Structure 53, so it was not included in the list

- No names were given

4. QUESTIONNAIRE

Quest #: ☐☐☐

TALLY ☐☐☐

RELOCATION OF FISHERMEN TO DYKE ROAD FISHING VILAGE Census

Interviewer's Initials:

Structure #

Name of Owner:

Name of Person Spoken to if not owner:

& Beach Name

& Beach Name

PLACE PHOTO(S) HERE

1. Are you a licensed fisherman? ☐ Yes [1] ☐ No [2] If yes skip to 5
2. Are you a vendor? ☐ Yes [1] ☐ No [2] If yes skip to 21
3. If neither a vendor nor licensed fisherman do you regard yourself as a Fisherfolk? ☐ Yes [1]
☐ No [2] If No terminate but keep name record (ask question 4)
4. Please state your main occupation on the beach? ☐ Unlicensed fisherman[1] ☐ Boat
Carpenter [2] ☐ Engine mechanic & repair[3] ☐ Gear repair/handler [4] ☐ Crew member [5]
☐ Welder[6] ☐ Handyman[7] ☐ Watchman [8] ☐ Beach cleaner [9] ☐ Fish Cleaner
[10] ☐ State Other[11] _____
5. What is your license # from the Fisheries Division Lisc # _____
6. Is it current? ☐ Yes [1] ☐ No [2]

FISHERMEN & FISHERFOLK (Excluding Vendors)

Boats

7. Are you the owner of one or more fishing boat using this beach? ☐ Yes [1] ☐ No [2]
8. If yes, how many? _____
9. Is it registered? ☐ Yes [1] ☐ No [2] ☐ Don't know

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

10. What is the boat's name (s)_____ (☐ Don't know) and registration number (s)_____
(☐ Don't know)

11. Which beach is your boat registered to? _____

Equipment

12. What type of **equipment** do you own/have control over? ☐ Engine [1] ☐ Fish Pot [2]

☐ Nets [3] ☐ Other Tackle [4] ☐ Fuel Storage [5] ☐ Fresh Fish Storage [6] ☐
Other Supplies

13. If required, would you pay a rental fee for storage? ☐ Yes [1] ☐ No[2]

Structures

14. Do you live on the beach? ☐ Yes [1] ☐ No[2]

15. How many structures do you own or control on the beach? (please photograph)_____

16. How many are used for? ☐ Gear Storage [1]_____ ☐ Accommodation [2]_____ ☐
Or both_____

17. Including yourself how many persons sleep in the accommodation you own or control?

18. How long have you stayed on this beach? _____

19. If you are relocated would you see this as ☐ increasing [1] or ☐ decreasing [2] sales? ☐
No Change[3]

20. Can you suggest a percentage by which it may ☐ increase [1] or ☐ decrease [2]

VENDORS

21. How many stalls or shops do you own or control on the beach? ☐ Stalls[1] ☐ Shops[2]
☐ None[3]

22. What is **mainly** sold? (tick 1 per shop) ☐ Fresh Fish [1] ☐ Cooked Fish [2] ☐ Other
Food [3] ☐ Other Item [4]

23. Including yourself how many persons sleeps some nights in your
shop?_____ ☐ None

24. How long have you stayed on this beach?_____

25. Including yourself, how many people work at this location/shop?_____

CENSUS SURVEY FOR THE RELOCATION OF FISHERFOLK TO DYKE ROAD FISHING COMPLEX

26. Do you own a boat operating on this beach ☐ Yes [1] ☐ No [2]

27. What is its registration number? _____

Income

28. If you are relocated would you see this as ☐ increasing [1] or ☐ decreasing [2] sales? ☐
No Change[3]

29. Can you suggest a percentage by which it may ☐ increase [1] or ☐ decrease [2]

30. If required, would you pay a rental fee? ☐ Yes [1] ☐ No[2]

COMPLETED

QUESTIONNAIRES

Environmental Considerations for the Relocation of the Portmore Causeway Fishing Village



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February 2004



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1.0 Background

This report presents the findings of an environmental review of the considered relocation of fisherfolk from the Bay side of the Portmore Causeway to the Harbour side, and presents environmental guidelines for the proposed relocation. Highway 2000 (H2K) is one of the Government of Jamaica's landmark Millennium Projects which will link Kingston to Montego Bay, through the parishes of Kingston & St. Andrew, St. Catherine, Clarendon, Manchester, St. Elizabeth, Westmoreland and St. James. The Highway will also connect Bushy Park and Ocho Rios, traversing the parishes of St. Catherine and St. Ann. The total length of the highway is approximately 230 km, with an anticipated right-of-way of 100m.

Segment 1 of the Highway 2000 Project has been divided into two phases as follows:

- Phase 1A will include extensive work on the Portmore Causeway, as well as work from Kingston to Sandy Bay. This will include construction of four lanes from Kingston to Bushy Park (2x2) and doubling of the Old Harbour Bypass (by construction of a second 2 lane carriageway).

The Portmore Causeway crosses Hunt's Bay and links the parishes of Kingston and St. Catherine, in the region of Gordon Cay and Fort Augusta, respectively. Currently the Causeway supports two lanes of traffic only and in an effort to improve traffic flow, directional changes occur during the weekdays. The morning peak hour flow has been restricted to east-bound traffic traveling into the capital city, and the evening peak hour flow has been restricted to west-bound traffic traveling into the dormitory town of Portmore. Two-way traffic is permitted during the off-peak hours between 9:00 am and 5:00 pm.

The Causeway upgrading provides for a new 2 x 3-lane highway from Kingston to Portmore leading over a new Hunt's Bay Bridge. A main toll plaza, located to the west of the bridge will be constructed. The Toll Plaza will provide 21 lanes as well as an

Operation and Maintenance Centre. In addition a 2-lane urban highway through Portmore along the existing Dyke Road, will be upgraded and remain untolled.

Currently, the area to the south of the bridge is occupied by fisherfolk on both sides of the existing alignment. These fisherfolk have been there for several years and their occupation includes landing of catch, vending and residence. Their occupation of this area, which is Crown Lands, is illegal.

2.0 The Consultant's Understanding of the Project

Based on discussions held with the National Road Operating and Constructing Company Ltd. (NROCC). It is the understanding of the Consultants that:

1. The Fishing Village will not be relocated away from the existing area of the Causeway
2. NROCC will upgrade the facilities for commercial fish vending and for fisherfolk residential accommodation by:
 - a. Moving all fisherfolk to the southern side of the Causeway
 - b. Providing running water, sanitation, waste disposal and improved structures
 - c. Building a wall on the northern side of the Causeway for purposes of security

3.0 Scope of Work

ESL Management Solutions has been contracted by NROCC to carry out the following tasks:

1. Conduct environmental feasibility and provide guidelines for the proposed provision of running water, sanitation, waste disposal facilities, and upgraded structures.
2. Assess southern site for environmental improvement and increased structures and support facilities
3. Identify environmental improvement requirements for northern side

4.0 Methodology

Data gathering and interpretation were based on the following main components:

- ✓ Windshield Survey
- ✓ Review of Existing Documentation
- ✓ Analysis of Aerial Photos
- ✓ Interviews with Key Informants
 - ❖ Glasford Michelle : Secretary of the fledgling Majestic Gardens & Causeway Fisherfolk Cooperative
 - ❖ Gosford Mitchell : Who gives his title as 'Manager of the Beach'
 - ❖ Desmond Burrell : Fisherman
 - ❖ Henry Thomas : Fisherman
- ✓ Application of Survey Instruments

5.0 Description of the Existing Environment

5.1 Natural Environment

The Portmore Causeway is a narrow connection between the industrial area of the Kingston Free Zone / Newport West and the dormitory settlement of Portmore. The Causeway was created as a solid fill causeway over thirty years ago, across the connection between Hunts Bay and Kingston Harbour. Hunts Bay is a shallow muddy bay (less than 2m) that directly receives the inflows of the Rio Cobre, the Duhaney River (Fresh River) and the Sandy Gully, as well as numerous smaller drains. In addition to the Causeway, the area has been modified by the construction of wharves and container terminals (Newport West and Gordon Cay) and more recently by deposition of the fill in the vicinity of Fort Augusta, to accommodate the expansion of the shipping operations of the Port Authority of Jamaica.

The Bay side of the Causeway is dominated by the fishing village and there are no pristine stands of vegetation. Vegetation on the eastern section of the Bay side can be classified as scrubland and is dominated by the thorny scrub *Acaci sp.* Towards the western section are stands of Red Mangrove *Rhizophora mangle*. On the Harbour side, exists a smaller number of fisherfolk and the vegetation is dominated by the thorny scrub, *Acacia sp.*, isolated stands of cotton, and the Button Mangrove *Conocarpus erectus*.

The avifauna is dominated by cattle egrets *Bubulcus ibis* and brown pelicans (*Pelecanus occidentalis*) which mostly follow the fishing nets when being hauled in. Both species are very common in these areas.

5.2 Social Environment

The fishing village existing on both sides of the Causeway was established in the late 1970's and into the 1980's, when fisherfolk moved from the Hunts Bay Fishing Village due to political warfare. This fishing beach on the Causeway is not licensed by NEPA.

A study by the Social Development Commission (SDC) in 2002 revealed 95 fisherfolk and vendors, 46 non-resident vendors, 17 residential families and 53 non-resident fisherfolk. There are no sanitary facilities, no central garbage disposal or collection system and no running water. Commuters utilizing the Causeway Bridge from St. Catherine and Kingston, are regular patrons of the fishing village.

6.0 Main Issues Identified

6.1. Mangroves

This area has been the route of the existing alignment for over thirty years and is a highly disturbed environment with no pristine areas of vegetation. The Causeway alignment is fringed with mangrove on some sections, and the proposed relocation site has some stands of Button Mangrove.

6.2. Sentiment of Fisherfolk to be Relocated

With the assistance of the Fisheries Division and SDC, contact was made with persons acknowledged to be community leaders, and a meeting was set up on the beach. The fact of relocation of fishers to the Kingston Harbour side is already a common expectation on the beach. The beach leadership was favourably disposed to the proposed relocation, with respect to:

1. Proposed Relocation Site
2. Provision of running water
3. Provision of sanitary facilities
4. Solid Waste Management
5. Assistance with relocating structures

The opportunity was taken to traverse the site intended for relocation, and the fisherfolk were encouraged to contribute their views freely to each of the above issues so as inform the deliberations of the consultants and also for possible inclusion within any report.

a. Proposed Relocation Site

The fishers opinions were that the area of land starting immediately south of the last camp but stopping short of the reclaimed area across from Fort Augusta, was more than adequate to accommodate the relocation.

They stressed that minimum of clearance should be done to the mangroves, and used an illuminating term to make their point. "The mangrove is a part of fisherman's culture"

Additionally, due to flooding occasioned by rough seas, (an almost monthly event), the entire length of the new site would need to be raised. As evidence for this, they point to the high water mark, represented by a line of floatsam several meters behind the beach and into the fringing scrub. Further they point to the fact that expansion, southwards along the beach, has not proceeded beyond its present point, due entirely to flooding. Finally, by reference to benchmarks in the sea, it is their estimation that the harbour has been reclaiming the beach at a rate of about 50 feet every 10 -15 years.

Due to the prevailing SE winds, which can be forceful, they feel that a berm, perhaps 150 to 200 meters offshore could mitigate this problem, although normal tidal movements would still require some elevation of the beach. They also see a berm, as solving the problem of having to keep their boats out of the water. Some floats would then be used to moor the boats.

b. Provision of Running Water

It was accepted that the supply would be metered and were optimistic that savings from the purchase of bottled water could defray any consumption costs. It was felt than no more than eight (8) standpipes should be installed to serve the entire beach.

c. *Provision of Sanitary Facilities*

Provision should be made for gender specific facilities. Requirements for spacing, and the inevitable demand on the facilities by the public, it was felt that 5 banks of toilets with four (4) units each were required.

d. *Solid Waste Management*

It was felt that 6 large skips, frequently cleared, would maintain the beach in a litter free environment.

e. *Assistance with Relocating Structures*

The opinion was that compensation should not be the issue, but that assistance would be needed and would only be fair. The fishers accepted that 'assistance' would likely be in the form of some lumber (they preferred plywood) to rebuild.

On the clear understanding (and acceptance) that the extent and nature of the assistance was yet to be determined, and would not be related or determined by the information they gave, an indication was sought as to what the typical size of a camp was, and the amount of material normally used to build it.

Typical; size : 8ft x 10 ft.

Materials: 10 pcs of 5/8 Plywood sheets

12 pcs of 16 x 2 x 4 lumber for form work.

10 sheets of 12 ft zinc.

Some wood for laths.

Although many camps used sand flooring, for relocation to the new site, it was felt that a concrete floor foundation would have to be cast by the owners. This was mainly due to

the elevation required to prevent flooding. In their estimation, such a foundation would require 80 cement blocks and 8 bags of cement.

At the very outset of discussions, the fisherfolk wished it to be noted, that they would hope and expect that employment would be offered to them, in any related upgraded infrastructure for the beach.

6.3 Health and Hygiene

Currently there is no running water or sanitary facilities for the fisherfolk on either side of the Causeway. The relocation exercise will see NROCC assisting with the provision of running water and sanitary facilities. This will be a significant improvement for the fisherfolk, residential families and vendors, as well as for the public that purchases from this fishing village.

6.4 Facilities

Under the relocation exercise the fisherfolk will be assisted in relocating existing structures, ranches and berthing facilities.

6.5 Highway Access/Security

Highway 2000 is a limited access toll road. However, a ramp will be provided from the Causeway to allow access to the fishing village as well as to an existing private marina. This will allow purchasers to access the fishing village. A walkway is being considered for inclusion in Highway 2000 to provide access from the fishing village to the Fort Augusta Interchange. A wall will be constructed on the Bay side of the Causeway for security purposes.

6.6 Storm Waves

The frequency of rough seas and the resulting storm wave action as described by the fisherfolk indicate that this is an issue that needs to be addressed in the relocation of the fisherfolk to the Harbour side of the Causeway. Advice will have to be sought from oceanographic engineers in determining the best solution of minimizing the threat of storm waves on this beach.

6.7 Regulatory Aspects

The regulation of fishing beaches/villages is the responsibility of the Ministry of Agriculture Fisheries Division. The Causeway Fishing Village is not a licensed fishing beach, and all persons are occupying without legal status. The proposed relocation site is adjacent to another smaller fishing village on the east side of Fort Augusta.

7.0 Environmental Guidelines

7.1 Running Water

It is recommended that running water be provided for the relocated fishing village as well as for the existing one on the Harbour side of the Causeway. This would require the establishment of an underground pipeline from the nearest trunk main of the National Water commission (NWC) at Dawkins Drive, Fort Augusta or Kingston Free Zone. The pipelines would lead to two community standpipes for the relocated fisherfolk and one for the remaining community. The stand-pipes should be fitted with water conservation devices such as a spring stop-cock or timed control. The cost of the water is to be borne by the fishing village and payments made directly to the NWC.

7.2 Sanitary Facilities

The possible options for toilets with environmental impacts are listed below:

- a. Portable chemical toilets (Port-a-loos). These could be installed by a contractor and removed for cleaning and replaced as necessary. This offers a good solution in removing the sanitary waste from the environment. However, this sees short-term and long-term maintenance and running costs, which would have to be borne by the fishing village.
- b. Toilets with soak-away-pit. These could be easily installed but are not recommended for this coastal environment with a high water table.
- c. VIP Toilets. These dry toilets feed into lined pits (concrete or plastic) to prevent leaching into the coastal environment. These toilets would have to be managed properly, with no deposition of garbage or other materials, and cleared periodically.
- d. Toilets with septic tank. These toilets will feed into a lined septic tank (cesspool) which would have to be emptied periodically by a certified contractor. These

toilets would have to be managed properly, with no deposition of garbage or other materials, and cleared periodically.

- c. Tile Field. The construction of a tile field which collects the sewage effluent with evapotranspiration beds. This would require space which does not appear to be adequate at the site.

Options c and d appear to be the most feasible with the least environmental impact. It is recommended that whatever option is chosen that four (4) banks of toilets with three (3) units each be provided for the relocated fisherfolk and two (2) banks with three (3) units each be provided for those not being relocated. The fishing village would have to take responsibility for cleaning and routine maintenance of the facilities.

7.3 Solid Waste Management

Solid waste including plastics, bottles and fish waste must be disposed of in skips. It is recommended that four (4) skips be provided for the relocated fisherfolk and two (2) skips be provided for those remaining. Discussion must be held with the National Solid Waste Management Authority (NSWMA) for the provision of the skips and for inclusion of the Causeway fishing village on their collection route.

7.4 Facilities

The fisherfolk and vendors that are being relocated would need to be given assistance in purchasing material and re-establishing their ranches, shops and/or berthing facilities. Facilities to be rebuilt would be of the same size as existing facilities. No new facilities would be built for those fisherfolk not being relocated.

7.5 Shoreline Protection

Shoreline protection will be required to prevent this area from flooding as discussed in Section 6.6.

7.6 Inter-Agency Collaboration

In order to see the smooth facilitation of the relocation of the fisherfolk and upgrading of facilities, it is recommended that the following agencies be involved in the process:

- ✓ National Solid Waste Management Authority (NSWMA)
- ✓ Social Development Commission
- ✓ Fisheries Division
- ✓ National Water Commission
- ✓ Public Health Department
- ✓ St. Catherine Parish Council

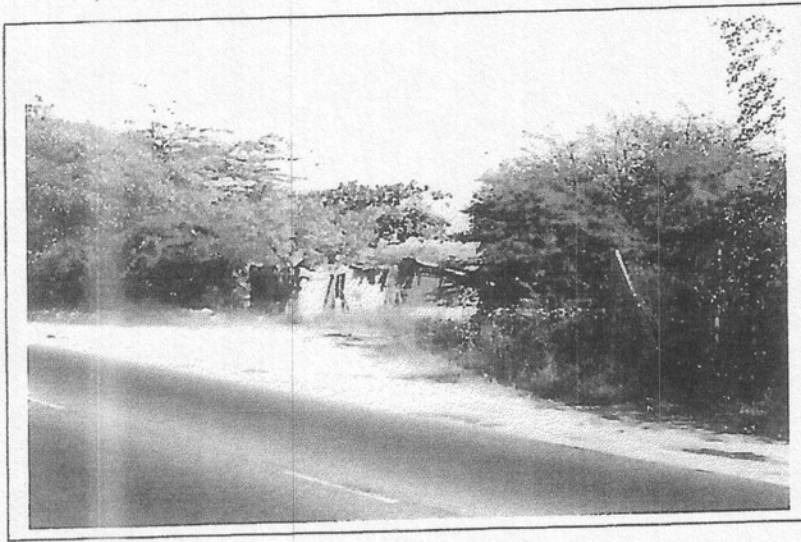


Plate 1:
Existing shack
close to the
proposed
relocation site

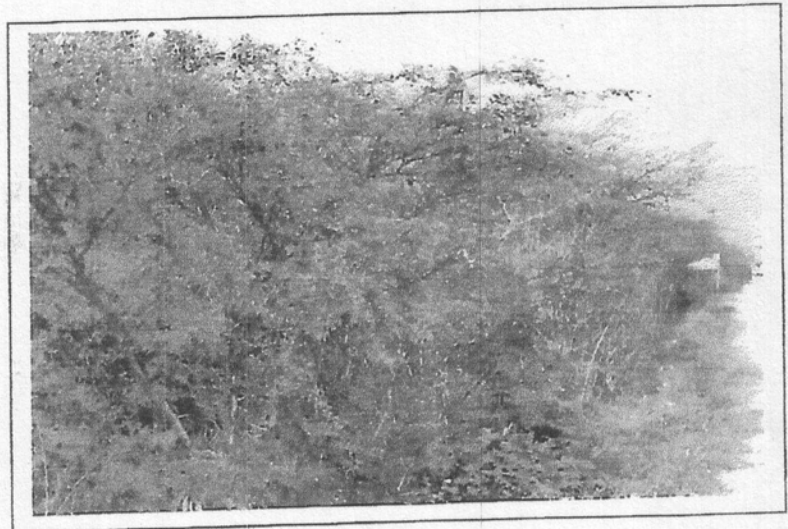


Plate 2:
Scrubland on the
Bay side

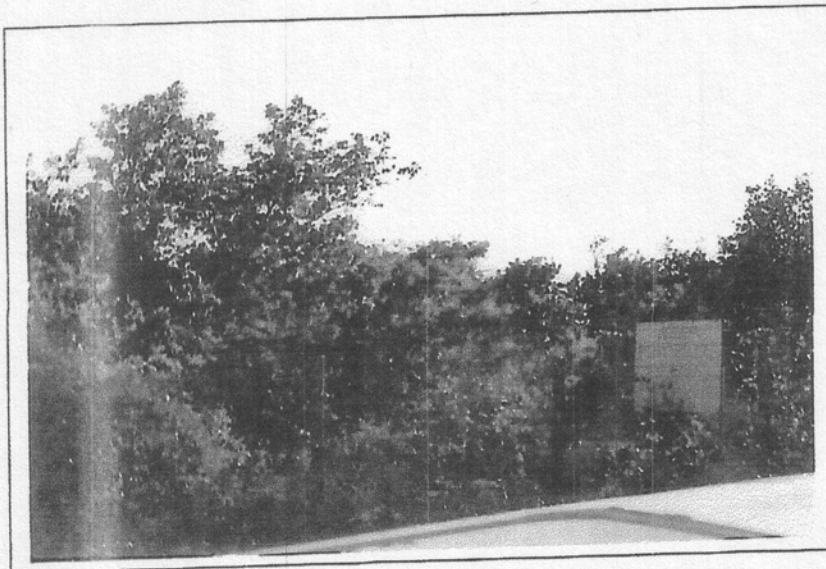
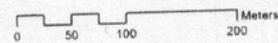
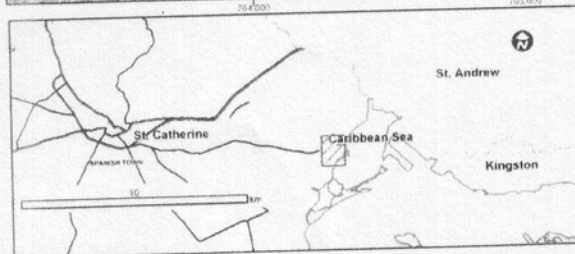
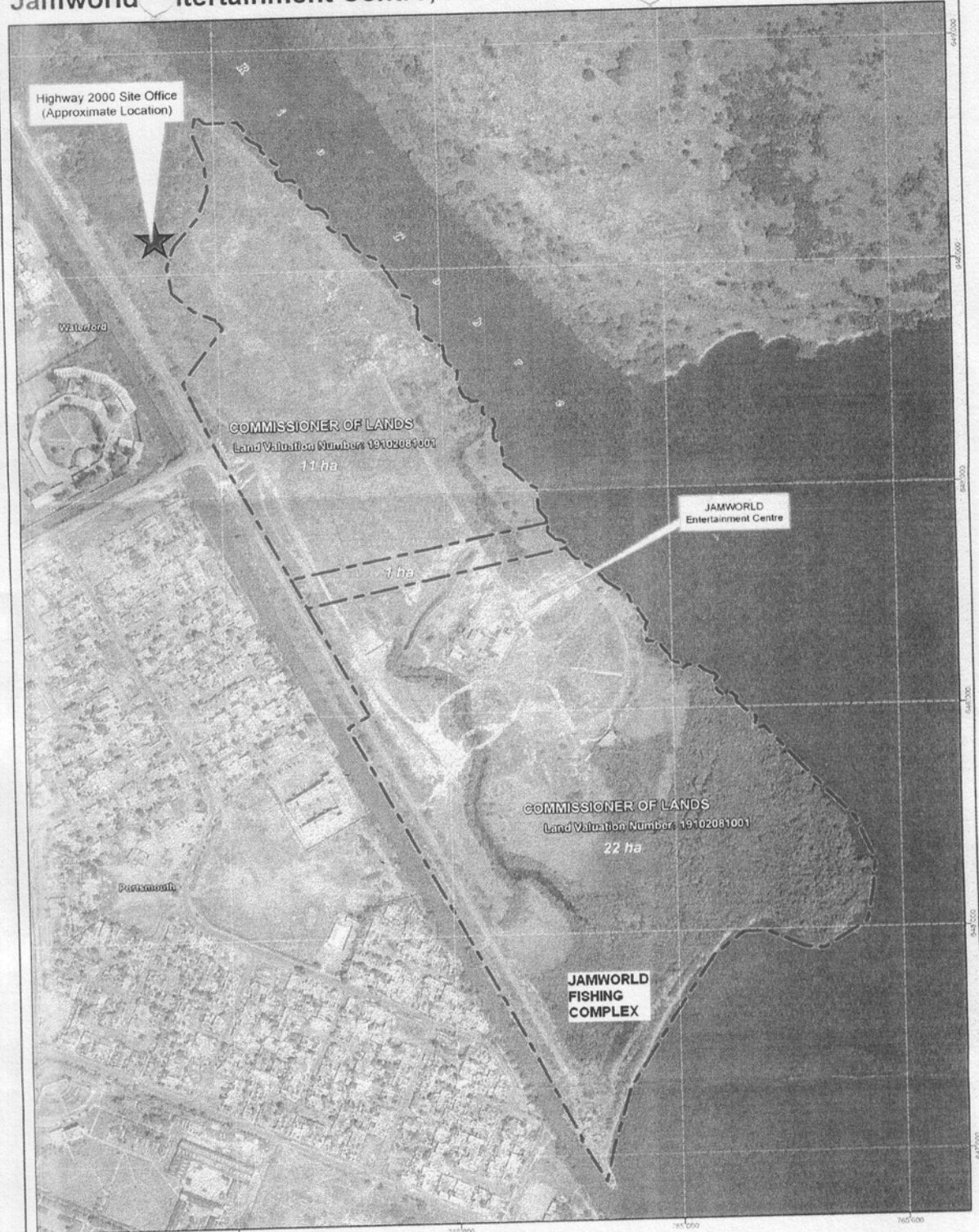


Plate 3:
Scrubland on the
harbour side



Oblique aerial photo showing the existing settlement of fishers and vendors along Portmore Causeway just south of the existing bridge (*Photo by Tyndale Biscoe*)

Jamworld Entertainment Centre, Portmore



Legend

- Parcel Boundary
- ★ Highway 2000 Site Office Approximate Location