

FINAL DRAFT

NATIONAL TRANSPORT POLICY

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LIST OF ABBREVIATIONS & ACRONYMS

AAJ	Airports Authority of Jamaica
ARIP	Airport Reform and Improvement Programme
ATM/CNS	Air Traffic Management /Communication Navigation Surveillance
CARICOM	Caribbean Community
CMI	Caribbean Maritime Institute
COx	Carbon Oxides
CSME	Caribbean Single Market and Economy
EIA	Environmental Impact Assessment
EMS	Environmental Management System
FAA	Federal Aviation Administration
FIR	Flight Information Region
GDP	Gross Domestic Product
GMDSS	Global Maritime Distress Safety System
GOJ	Government of Jamaica
ICAO	International Civil Aviation Organisation
IMO	International Maritime Organisation
ITA	Island Traffic Authority
ITS	Intelligent Transportation Systems
JCAA	Jamaica Civil Aviation Authority
JRC	Jamaica Railway Corporation
JUTC	Jamaica Urban Transit Company Ltd.
KMTR	Kingston Metropolitan Transport Region
MAJ	Maritime Authority of Jamaica
MARPOL	Marine Pollution (Convention)
MMR	Montego Bay Metropolitan Region
MMTH	Metropolitan Management Transport Holdings Limited
MOU	Memorandum of Understanding
NCHIP	Northern Coastal Highway Improvement Project
NGO	Non-governmental Organisation
NIBJ	National Investment Bank of Jamaica
NIP	National Industrial Policy
NMT	Non-motorised Transport
NMV	Non-motorised Vehicle
NTP	National Transport Policy
NWA	National Works Agency
OUR	Office of Utilities Regulation
PAJ	Port Authority of Jamaica
PPT	Public Passenger Transport
PRA	Parochial Revenue Act
PSC	Port State Control
RMF	Road Maintenance Fund
STATIN	Statistical Institute of Jamaica
STCW	Standards of Training, Certification and Watch-keeping
TA	Transport Authority
TIA	Transportation Impact Assessment
TPDCO	Tourism Product Development Company Limited
TRA	Toll Roads Act

- ***Vision Statement***

Vision

Sustainable competitive safe accessible and environmentally friendly transport network providing world class Air Land Rail and Marine facilities contributing to a vibrant import, export and transshipment trade for Jamaica and the world

FOREWORD

Jamaica's transportation infrastructure includes a main road network throughout the island, two international airports and four domestic aerodromes, an air traffic control system, three public deep-water ports and nine ports dedicated to specialised commodities, a mainline railtrack system, and six privately owned mining railway lines. The country is also endowed with a large fleet of private highway vehicles, trucks, buses and taxis, and a national airline. An extensive road network provides the basis of transit for a variety of transport modes playing a role in supporting the economic and social development of Jamaica. Many Jamaicans earn their living in the transportation sector, and a fairly elaborate network of private and public institutions have been, or are being, developed to manage the system.

Jamaica's transportation system is beset by some fundamental difficulties, as follows: -

- The development of the transportation system has been taking place in the absence of a comprehensive, well articulated National Transport Policy that should guide its overall development; and ensure that specific transportation initiatives are integrated into an overall vision for economic and social development
- In the absence of a cohesive set of policy principles and strategic directions; the public sector cannot identify what it ought to be doing better, what it should no longer do, and what it could do in collaboration with other entities.
- Adequate investment cannot be obtained from the scarce public resources, while components of the system identified to become financially self-sustaining remain fragile.
- While the Government of Jamaica has moved forward with institutional reforms to more effectively meet the needs of the transportation system, many of these changes are

not yet complete and may require additional refinement.

- The persistent transportation of contraband across Jamaica's borders.

With respect to land transport, there is still limited capacity within the public sector to:

- (a) effectively oversee and guide the development of the transportation system;
- (b) manage public resources;
- (c) enforce transportation regulations, in relation to overloading, speeding, safety and illegal public passenger transport

These problems are compounded by a lack of available data that would allow such functions to be performed effectively.

The New National Transport Policy

The National Transport Policy, prepared in 1993 by the then Ministry of Public Utilities and Transport was never completed and promulgated and omitted the critical issue of maintenance.

Based on this, the former Ministry of Transport and Works embarked on developing and completing a National Transport Policy Document in 1998 with assistance from Transport Canada. Subsequently a Needs Assessment for the National Transport Policy was completed in 2000. The document was partially based on the National Industrial Policy (A Strategic Plan for Growth and Development), which was published in April 1996.

Policy Themes

The development of the National Transport Policy was guided by a clear sense of purpose and sound policy principles. This was drafted within the framework of existing policies such as the Road Safety Policy and National Construction Policy among others. The following are the principles which guided the approach to policy development,

and which assisted the consideration of all the detailed issues faced by each transport mode:

- **Competition:** Competition and market forces should guide the transport system to ensure efficient, affordable and responsive services and carriers should be able to compete, within the various modes of transportation.
- **Cost Recovery:** Transport users and providers should contribute to the real cost of resources, facilities and services provided to them at public expense
- **Economic Development:** Economic well-being and growth should be served by an effective and efficient transport system
- **Consultation:** Shared public/private infrastructure facilities having to include public consultation in decisions on funding and spending.
- **Private Sector Participation:** Services should be provided by the private sector, as far as practicable
- **Environmental Protection:** Service being provided in sustainable manner with minimum environmental disruptions and the cost of environmental degradation recovered by tariffs and user fees, or in direct charges
- **Equal Access to Transport:** The population should have reasonable access to the transport system
- **Energy Efficiency:** All modes of transportation should be guided towards an efficient and cost saving energy policy.
- **Land Use :** Sectoral Plans will be generated from the National Transport Policy that will ensure conformity to Jamaica's prescribed development orders

Fundamental Aims of the Policy:

The fundamental aims of the policy are to:

- support the goals of the NIP for sustainable economic growth and social development;
- identify the legislative and administrative arrangements to support the policy objectives;
- ensure the development of the transport system in light of the realities of the global economy and the national fiscal situation;
- ensure compliance of the transport sector with international security and safety standards
- provide a framework within which the appropriate institutional arrangements can be created and strengthened;
- emphasize the human and physical resource needs for implementation of the policy;
- provide a framework within which transport infrastructure and services can be used efficiently by the Government and other stakeholders;
- provide a framework within which transportation can be developed and operated in a safe and environmentally friendly manner;
- give confidence to the private sector to invest in, and improve, the transport sector.

Key Priorities of the Policy

The key priorities of the National Transport Policy are to:

- encourage greater private sector participation
- improve inter-agency co-ordination in inter-modal transport
- have users contribute towards the costs of transport services
- facilitate access to subsidies for the provision of transport services to the vulnerable in society
- create policy awareness and further participation in policy development

- improve the integration of transport policy, planning appraisal and implementation across modes
- improve the integration of transport policy with land use and other critical areas of policies
- increase access to reliable and efficient transport and transport services in rural areas
- ensure that adequate regulations are in place meeting international safety, security and environmental standards
- ensure safety and security of transport and transport services
- support the reduction in fuel importation

Key Issues Addressed in the Policy

Roads/Infrastructure

- Update and continuation of medium and long-term plans for the road network
- Maintenance of the road network at a level which preserves the value of the investment
- Facilitation of the efficient movement of public transport on the roadways
- Securing a sustainable means of funding road maintenance expenditures
- Encouraging greater private sector participation in infrastructure, services and maintenance
- Minimisation of any negative environmental impact arising from the provision of transport services and infrastructure
- Improvement in the institutional arrangements for the management of the main and parochial road networks, and agricultural and housing/community roads.
- Improvement of transport infrastructure to meet the needs of key industries

Public Transportation

- Ensuring the provision of a safe, secure and efficient Public Transport Service/System throughout Jamaica
- Privatisation of the operations of all public transport services, and provide support, where required
- Rationalization of the taxi industry and the rural transport system
- Co-ordination of the transport agencies and the regulatory and enforcement authorities to provide and set standards for a safe, secure, high quality, efficient and well regulated transport system

Traffic Management

- Reduction of negative environmental impacts caused by vehicles and traffic
- Encouraging the use of energy-efficient transport modes
- Institution of sound traffic management systems in urban centres and throughout the country to improve the flow of traffic, especially for public passenger vehicles
- Development of an integrated planning approach for roads and developments
- Improving road safety
- Regulating vehicle laden weights to ensure better quality road condition and safer freight vehicles
- Regulation of the transportation of dangerous goods and hazardous materials
- Regulation of the operation of modified vehicles

Non-motorised Transport

- Fostering a safer regime for use of non-motorised transport
- Creating better conditions for pedestrians
- Fostering greater use of bicycles

Rail Transport

- Revitalization of the railway
- Encouraging private sector participation in the provision of services
- Regulation of the revitalized railway
- Obtaining a greater share of the freight market
- Optimizing the use of the railway assets
- Establishment of a railway safety regime
- Integration of rail with port and ground transportation systems

Air Transport

- Promoting the expansion and development of the air transport infrastructure
- Ensuring the promulgation of adequate legislation, which will provide the legal framework for national aviation activities, in keeping with international practices
- Promoting an efficient and productive aviation industry which will effectively compete in the market place, while providing world class service
- Ensuring that our skies and airport system are safe and secure – consistent with locally and internationally accepted standards
- Encouraging the development of new and existing aviation services in order to enhance the viability of the aviation sector and the related industries
- Promoting relations with other countries, groups and subgroups of countries and international and regional organizations involved in aviation
- Engendering sustainable environmental practices that are consistent with nationally and internationally accepted standards

Marine Transport

- Development and maintenance of an efficient, effective and

internationally competitive Jamaican maritime industry

- Facilitating the enhancement and expansion of international, regional and coastal trade
- Ensuring the timely promulgation of adequate maritime legislation to facilitate Jamaica as a responsible and competitive maritime state
- Facilitating the expansion of shipping and berthing infrastructure, transshipment and dry docking facilities and services
- Encouraging greater private sector participation in the provision of shipping and allied services
- Promoting relations with other countries, group and subgroups of countries and international maritime organisations
- Promoting and maintaining internationally accepted standards for security, safety and marine environmental protection
- Upgrading and development of cruise ship facilities that will support Jamaica's position as a major tourism destination.
- Development and the promotion of safe local marine transport activities
- Recruitment and development of a cadre of highly trained and competent individuals for the ship and shore based industry

The National Transport Policy also addresses the issues facing the use of non-traditional modes of transport, e.g. pipelines, cable cars, fibre optics etc. as well as transport services for the vulnerable in the society.

This policy is a comprehensive approach to the issues of the maintenance, regulation and development of the transportation sector in Jamaica. In an era where the value of traditional mode transportation (air, land, sea) is increasing, while the security issues

surrounding intra and inter-state transportation have never been more intense, this document is the beacon that will guide the development of the country, through the transformation of transportation.

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Minister of Housing, Transport, Water &
Works

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Permanent Secretary

Background

Country Profile

Jamaica is an island in the Caribbean Sea, positioned 18.43 degrees north and 78.21 degrees west, and lies 145km south of Cuba. The island is 235km long and varying between 35km and 82km in width, with a total area of 10,991 square kilometres. It is the largest English speaking Caribbean island and the 3rd largest Caribbean island, having a population of 2.65 million people with a population growth rate of 0.5%¹ (2004 estimate). The island has the seventh largest natural harbour in the world.

The island is divided into fourteen parishes with nearly half of the population living in the Kingston Metropolitan Region (KMR), which includes Kingston, St. Andrew, Spanish Town and Portmore. Kingston is the major commercial centre while Montego Bay, the second city, is one of the major tourist destinations on the north coast of the island.

Economic Overview

Jamaica has a small open economy largely dependent on the mining sector for its merchandise exports and on tourism for its invisible receipts. In 2004, per capita income (constant) was J\$8,700 and Gross Domestic Product was J\$237,615.1 million.¹ The two sectors of mining and tourism account for at least 23% of Jamaica's Gross Domestic Product.

On average, Tourism is worth US\$1.2 billion per annum to the Jamaican economy with visitors from the US Eastern Seaboard making up 70% of visitor arrivals annually.

Other sectors worth noting are Agriculture (principally sugar cane, bananas, coffee and cocoa), Financial Services, Construction, Telecommunications and Information Technology.

¹ Source: Economic & Social Survey Jamaica 2004

¹ *ibid.*

Transport Sector Overview

Jamaica has a multi-modal transportation system and consists of a road network that covers the entire island. The island has one of the densest road networks in the world, comprising 15,394km of roadway.

The road network is divided into arterial² roads (844km), secondary roads (717km), tertiary roads (3,225km), urban roads (282km), parochial roads (10,326km) and 800 bridges on main roads. There is a mainline railway network covering 330.66km of track, six privately owned mining railway lines and 10km of pipelines for petroleum products. The country has a large domestic fleet of private vehicles, trucks, buses and taxis and a large fleet of Government owned and operated public passenger buses.

Road construction has shown significant improvement with the continuation of some major government projects such as Highway 2000, a major toll road that will eventually link Kingston to Montego Bay and Ocho Rios, and the Northern Coastal Highway Improvement Project (NCHIP), which will link Negril in the west to Port Antonio in the east.

Jamaica has two international airports, four domestic aerodromes, ten specialized seaports, three public deep-water ports.

International air transportation passenger and cargo services are considered relatively adequate while domestic air service has the potential for development.

The capacity of the ports, mainly the Kingston Container Terminal, is undergoing expansion to accommodate the increase in container handling and cargo movements and modern equipment is being installed to improve the efficiency and profitability of its operation.

In 1995, the Government took the decision to restructure the public passenger transport

² Source – National Works Agency

system (moving away from the franchise system) by investing in the development of the required infrastructure to the tune of over J\$6.0 Billion. A transport holding company was established with specific responsibility for the purchase of buses, depot construction and leasing of these facilities to the bus operator. In 1998 another entity was established to operate the bus service in the KMTR, Spanish Town and Portmore regions.

The transportation industry was directly responsible for the employment and incomes of over 80,300 people or 6.7% of Jamaica's workforce in 2005.³

Funding

The development and implementation of the National Transport Policy and its resulting sectoral plans has a vital part to play in the nation's efforts to advance both socially and economically.

Government is responsible for the funding of the National Transport Policy and is cognizant of the high cost of financing the development and maintenance of transport infrastructure. To this end, the Government has, over the years, sought to implement a number of financing mechanisms such as the Airports Improvement Fee, the Road Maintenance Fund, the Parochial Road Fund, Head Taxes and concession agreements.

Similarly to other developing countries, Jamaica has established strong links with international funding agencies such as the Inter-American Development Bank (IDB), the Caribbean Development Bank (CDB), the Kuwaiti Fund for Arab Economic Development (KFAED), Japan Bank for International Cooperation (JBIC) as well as the European Union (EU) in transport infrastructural project development and implementation. The Government expects their funding arrangements to continue for the medium term. (Refer to Appendix 1.)

³ Source: Labour Force 2005, STATIN

1. INTRODUCTION

1.1 The Government of Jamaica has prepared this policy document with a view to creating an efficient transport system for passengers and freight, by air, water, road and rail. Government will also create the conditions for the safer movement of passenger and goods together with an environmentally sustainable transportation system.

Policy Development

1.2 This policy has been developed on Government initiative and with the input of the stakeholders.

1.3 In creating the policy the Government has ensured an inclusive approach with the public and private sector, and across all modes of transport.

1.4 Whilst the aims of public policy are broad and far-reaching, the individual components relied on the identification of a large number of issues. The facts and options associated with those issues were developed following discussions with Senior Personnel of the former Ministry of Transport and Works, its agencies and others.

1.5 For policy to be a success it must be owned and implemented not just by Government, but also by all stakeholders. To this end, the Government will consult with all its partners on implementation issues in the provision of transport infrastructure and services. The Government's participatory approach will create greater policy awareness.

1.6 The Policy commits the Government to a number of actions. At the same time, it provides opportunities for the private sector to participate with confidence in the development of transport infrastructure and sustainable transport systems in Jamaica.

Scope of the Policy

1.7 This policy covers all aspects of transport in Jamaica, that is: air, water, roads and railways; infrastructure and services. It identifies the issues faced by the Government in the development of this very important sector. It addresses the roles of Government, the private sector and the numerous authorities operating in the sector. It identifies the changes necessary in the regulatory structure and it also deals with the environment and safety.

1.8 The policy is arranged in the following sections:

Section 1 provides the introduction;

Section 2 sets out the purpose of transport policy and its overall aims;

Section 3 contains the policy objectives and principles;

Section 4 addresses integrated and strategic policy issues;

Section 5 outlines policies for land transport i.e. roads and traffic management;

Section 6 outlines policies for air transport;

Section 7 outlines policies for maritime transport;

Section 8 outlines the policies for railways;

Section 9 sets out the non-traditional modes of transport.

2. Purpose of the National Transport Policy

2.1 Transport is vital in fostering economic growth and development. The 1996 National Industrial Policy (NIP) states that transport has a role to play in two strategic industrial clusters targeted for growth, namely: tourism, shipping and berthing.

2.2 Jamaica needs to develop a strong economy, a sustainable environment and an inclusive society. Good transport facilities are central to economic development and general quality of life.

2.3 The Government is committed to facilitating the mobility of the populace in an economically, financially and environmentally sustainable manner. In this regard, Government will address issues such as gender inequality, provisions for the disabled and the elderly.

2.4 The Government believes that an effective transport policy is needed at the local, national and regional levels to meet the nation's transport needs, whilst respecting safety and environmental concerns.

2.5 Available funds are scarce and the need has now arisen for efficient resource allocation to ensure that funds are used in the most effective way. At the same time, the Government will seek to reduce its reliance on international - borrowing, and involve the private sector to a greater extent.

2.6 A national transport policy covers all modes of transport. A major theme is "integration across modes", and this will be rigorously pursued in subsequent Government actions.

2.7 The National Transport Policy should be seen as a long-term statement of objectives that would be appropriate for many years to come. However, it must be recognized that many parts will have a shorter life and this document will be continuously reviewed and amended to

ensure that it remains current. Many of the short-term action - items, particularly those in sections 5 – 8 inclusive, will be reviewed on an annual basis and revised as necessary to ensure that they remain valid.

2.8 This National Transport Policy seeks to:

- support the goals of the NIP for sustainable economic growth and development;
- identify the legislative and administrative arrangements to support the policy objectives;
- Provide incentives to the private sector to encourage the investment in and improvement of the transport sector..
- ensure the development of the transport system in light of the realities of the global economy and the national fiscal situation;
- provide a framework within which the appropriate institutional arrangements can be created and strengthened;
- to emphasize the human and physical resource needs for implementation of the policy;
- provide a framework within which transport infrastructure and services can be used efficiently by Government and other stakeholders;
- provide a framework within which transportation can be developed and operated in a safe and environmentally friendly manner.

3. Policy Objectives and Principles

A) Policy Objectives

3.1 Transport infrastructure and services are a means of supporting Government's objectives as set out in the National Industrial Plan. The Government will create the environment in which transport is efficient and accessible, as a way of assisting key economic and social objectives.

To increase Jamaica's competitiveness in the global environment, through lowering of transport costs.

3.2 In order to serve its customers in a competitive manner, Jamaican industries need cheap, reliable, safe and efficient transportation. Transport costs are often a high proportion of the total cost of goods and services, and where these are reduced, competitiveness is increased, and resources can be released for other activities.

To help foster economic growth, and to underpin continued human development by attracting overseas investments.

3.3 The Government will monitor and intervene in the provision and operation of transport services to strengthen capability to support and underpin economic development. Transport is vital for human development, in terms of access to markets and basic services.

3.4 **Poverty alleviation** is a priority goal of the Government. The transport system, through providing adequate service to designated areas, should assist in the reduction of poverty and the provision of employment.

3.5 **Education** is another key priority of the Government and the transport system is a key component to making education readily available to all.

3.6 National policy places emphasis upon the **development of rural areas** and **agriculture** in particular. The transport system should facilitate the development of a thriving rural and agricultural economy.

3.7 Transport can make a substantial contribution addressing gender inequality and productivity and promoting social equity.

3.8 Policy is meaningless unless it is supported by interested parties. The Government will lead and coordinate systematic and regular consultation through the entities reporting to the Minister according to their respective roles or directly as applicable.

B) Policy Principles

3.9 The following are the principles which guided our approach to policy development, and which assist the consideration of all the detailed issues faced by each transport mode:

3.9.1 Economic well-being and growth are best served by an economic and efficient transport system, making the best use of all modes at lowest total cost;

3.9.2 Competition and market forces should guide the transport system;

3.9.3 Where competition is lacking, regulation may be needed to limit the exercise of market power. Such regulation should be neutral, not favouring one carrier or mode over another;

3.9.4 Transport users and providers should pay for the real cost of resources, facilities and services provided to them at public expense and, as far as practicable, shared public infrastructure facilities should include direct user input in decisions on funding and spending;

3.9.5 In order to achieve social policy objectives the Government will intervene to secure safer and more affordable transport;

3.9.6 The transport system should conform to the highest practicable safety standards;

3.9.7 Everybody should have reasonable access to the transport system. Where such access cannot be provided on a commercially viable basis, government should intervene in such a way as to minimize interference or modifications of the commercial system;

3.9.8 As far as practicable, transport services should be provided by the private sector. Government interventions to provide non-commercial services should occur in the most cost-effective way and should not favour one mode over another;

3.9.9 Providers of transport services and infrastructure should be compensated for

any imposed public duties that cause them to incur additional costs;

3.9.10 Fares, rates and conditions should not pose an impediment to the mobility of persons with disabilities and the most vulnerable in the society;

3.9.11 Services should be provided with a minimum of environmental disruption and in a sustainable manner. As far as practicable, the real costs of environmental effects should be incorporated into taxes and user fees, and/or taken into account by regulation where that is more efficient and effective than direct charging;

3.9.12 Ownership of major transport infrastructure such as roads, rails, ports and terminals are primary development items that are critical to sustainable development such as industry, tourism, and housing. They require Government investment and support either directly or through public/private partnership. Public infrastructure should remain in public hands although public/private partnerships should be encouraged to optimize the use and management of such facilities;

3.9.13 Regular consultation on policy will take place in accordance with the Government's Consultation Code.

4. Strategic and Integrated Policy Issues

Vision

4.1 Transport infrastructure and services will be planned, provided and operated in an integrated and coordinated manner, in order to minimise user costs, optimise efficiency in the industry and the use of scarce resources.

Strategic Objectives

4.2 The strategic objectives for the transport sector are:

Encourage greater private sector participation;
Improved co-ordination in inter-modal transport;
Users should pay for the costs of transport services;
Transparent access to subsidies for the provision of transport services for social and economic benefit;
Create policy awareness and further participation in policy development;
Increased access to transport and transport services in rural areas;
Integration of transport planning across modes;
To ensure that adequate regulations are in place meeting international and safety standards;
Ensure equitable applicant and enforcement of transport laws and regulations;
To promote energy conservation and environmental protection.

Policy Statements

Greater private sector participation

Issue

4.3 The Government plays a major role in the island's transport sector. In the Kingston Metropolitan Transport Region

(KMTR), the Government provides the public passenger bus service, and oversees the operation of the island's airports and seaports. However, rail services are predominately controlled by private companies, even though some are on Government - owned right of way. The Government's aim is to raise operating efficiencies to reduce transport costs across all sectors. At the same time, the Government wishes to see a greater participation by the private sector in transport and a number of sectoral policies have been developed specifically to address this.

Policy

4.4 The Government will invite the private sector to further participate in the development and growth of transport infrastructure services through concessions for toll roads, and port and airport operations.

4.5 Key infrastructure assets: roads, railway, air and port properties will remain in state ownership.

4.6 Where the private sector is involved in providing transport services, the Government will set long-term lease terms that reflect the above principle, whilst allowing the private sector sufficient time to recoup its investment.

4.7 The Government will ensure there are no unnecessary legal or regulatory impediments to facilitate investment by the private sector.

Improved co-ordination in transport

Issue

4.8 Responsibilities for the provision and management of transport and transport services are shared between the Ministry of Housing Transport Water and Works and its agencies, Tourism Product Development Company Ltd. (TPD Co.), the Ministry of Local Government and Environment and organisations directly dependent on the transport industry. The self-regulated enforcement of transport laws is shared among the Ministry of Housing Transport

Water and Works, the Ministry of National Security and the Local Authorities. In order for policy to be effective, there needs to be cooperation and coordination between the ministries and agencies.

Policy

4.9 The Government will effect improved co-ordination between its Departments, Ministries and Private Sectors.

4.10 This will be achieved by creating working links between Government and the public and private sectors. Consultation forums on policy implementation will be carried out with private sector participation.

4.11 The Government will set clear objectives for each sector in order to create more integrated working relationships.

Users should pay for the costs of transport services

Issue

4.12 Transport users should pay for the transport facilities and services that are provided either by the public or private sector.

Policy

4.13 Road Funds will be used to channel vehicle licence fees directly into road maintenance.

4.14 Government will ensure through legislation for compensation; that the damage caused to transport infrastructure by users be channelled back into infrastructure renewal.

Access to subsidies for the provision of services for social and economic benefit

Issue

4.15 The poorer sectors of the community need a cheap source of transport in order to be able to access work opportunities and basic services

Policy

4.16 The Government through the Office of Utilities Regulation (OUR) will continue to regulate public passenger transport fares, and will seek to place the lowest possible financial burden on consumers.

4.17 The Government will develop transparent and fair appraisal methods in the allocation of public funds as subsidies. The cost of the subsidy must be in keeping with economic or social benefit to the country.

4.18 Public and private sector operators seeking subsidies will participate under the same conditions.

Create policy awareness and further participation in policy development

Issue

4.19 A transport policy is necessarily a dynamic document which will change over time to take account of altered circumstances. Public awareness and participation is essential to ensure policies remain valid and policy decisions are appropriate. Policy dissemination, in this way, will help government to sharpen policy. It aids transparency and good governance.

Policy

4.20 The dissemination of information and public policy awareness will be directed in three areas:

- the general policy level - This is to publicise the Government's aims and objectives and cause the public to be involved in the process of consultation and policy review;
- at the level of users – This is to assist users to understand that policy is aimed at fostering improvements for them, either as users or society as a whole;
- informing users of their responsibilities in using transport - This will be geared particularly towards safety.

4.21 To implement the awareness, Government will use a variety of communication methods geared at all sectors and age groups.

Integration across modes

Issue

4.22 The integration of policy across transport modes is an important aim of Government.

Policy

4.23 Where tariff levels for passenger and freight are regulated, these will be reviewed across all modes of transport to ensure that costs to users are at a minimum and consistent with other policy objectives.

4.24 The Government will ensure that investment decisions across all modes of transport are subject to the same level of financial, economic, legal and regulatory assessment.

4.25 Integration of all modes of transport will be encouraged where there are benefits to users in the form of costs reductions or environmental improvements.

4.26 Where integration of modes of transport is in the public and operators' interests, operators will be encouraged to utilise each other's services.

4.27 Financial support for modal integration will be guaranteed by Government, so that schemes are not held back by the unwillingness of individual sectors to pay. The Government will establish a mechanism for aiding multi-modal schemes, and will periodically publish criteria for funding.

Increase access to transport and transport services in rural areas

Issue

4.28 The development of a well-regulated transport system in rural areas is important for poverty reduction and agricultural development. An integrated multi-sectoral approach is required.

Policy

4.29 Concurrent with the development of the road network, it will be possible to foster improved rural mobility and access to basic transport facilities. Transport and rural development policies will be more closely linked to improve economic conditions.

Integrate transport policy, planning appraisal and implementation across modes

Issue

4.30 The development of an integrated transport policy in transport is fundamental. The strengthening of Government's capabilities in the transport sector will need more specialist education and research. The development of expertise in transport management, consulting and operations is also required.

Policy

4.31 The Minister of Housing Transport Water and Works will be responsible for the co-ordination of transport policy and its implementation across all modes of transport. In addition, the Government will liaise with other responsible entities to assist in transport planning.

4.32 The Ministry will create a new transport forecasting and planning capability in data collection, statistical analysis and transport forecasting together with economic and financial appraisal. It will develop a rational basis for resource allocation across modes of transport in keeping with policy, and well - applied appraisal methods to achieve this.

4.33 The Government will treat long-term transport planning as a priority. The Government's vision for transport needs to be translated into a physical strategy for transport for the next 20 years and beyond. Work on developing a multi-modal transport strategy will be commissioned as soon as possible.

Ensure that regulations are adequate and are enforced to meet international environmental and safety standards.

Issue

4.34 The transport sector is regulated by a number of agencies. These are the Ministry of Housing Transport Water and Works (MHTWW), Transport Authority (TA), Island Traffic Authority (ITA), Office of Utilities Regulation (OUR), Airports Authority of Jamaica (AAJ), Jamaica Civil Aviation Authority (JCAA), Port Authority of Jamaica (PAJ) and Maritime Authority of Jamaica (MAJ). The MHTWW is responsible for the overall policy decision-making in the sector. With respect to land transport, the TA regulates and monitors licensing, routing and quality of service of public passenger vehicles. The OUR sets fares so that the economic and financial viability of the sector is maintained. With respect to the Air and Maritime Sectors, there are numerous international regulatory standards, and in this regard, the AAJ, JCAA, PAJ and MAJ are mandated to regulate all areas of these modes.

Policy

4.35 The Government will engage in continued dialogue with the Office of Utilities Regulation (OUR), Jamaica Civil Aviation Authority (JCAA), Maritime Authority of Jamaica (MAJ) and the Transport Authority (TA) as the economic and operational regulators of each mode when setting policies.

4.36 The Government will strengthen the capacity, through revised regulations, of the TA JCAA and MAJ to regulate and monitor the operation of public passenger vehicles and maritime services, respectively.

4.37 The MHTWW will ensure, through regular consultation with stakeholders, that regulations remain current and appropriate.

To promote energy conservation and environmental protection

Issue

4.38 Jamaica experienced a severe energy crisis in the 1980s as a result of the petroleum shortages brought about by the OPEC oil embargo in 1973 when oil prices quadrupled then further doubled after the 1979 oil price shocks. Faced with that harsh reality, energy conservation became a national priority of the Government of Jamaica as part of its overall National Energy Policy.

4.39 During the period 1983-87, the Government undertook the largest energy efficiency program in Jamaica with support from the USAID under the Energy Sector Assistance Project.⁴ The Government's Energy Conservation Programme which attracted the participation of the private sector, met with a measurable amount of success but the energy conservation thrust has not been sustained over the years.

4.40 Approximately 90% of the Jamaica's energy demand is satisfied by imported non-renewable fossil fuel of which transportation accounts for more than 20% of our energy demand. 6.3% is used by Jamaica's aviation sector and the maritime sector combined. The annual demand for fuel has risen consistently over the past decade.

4.41 Statistics have shown that transportation consumes more than 20% of the world's total primary energy. In 1996, Jamaica imported 18.77 million barrels of oil at a cost of US\$369.27 million and by 2002, this figure rose to 27.1 million barrels at a value of US\$813 million.⁵ The price of oil also moved from US\$21 per barrel in 1996

⁴ Jamaica: Energy Sector Strategy, Ministry of Public Utilities & Transport, October 1995

Jamaica: Energy Sector Policy (1995)

⁵ Ministry of Commerce, Science & Technology, Energy Div. Petroleum Consumption by Product/Sector 2003

Economic and Social Survey Jamaica 1996 – 2003, Planning Institute of Jamaica

to over US\$40 per barrel in 2003 on the world market. At the pumps the average prices for unleaded gasoline (87 & 90) were \$27.25 and \$29.48 respectively, automotive diesel \$25.15 and Turbo Fuel \$24.41.

4.42 In 2003 Jamaica consumed 25.79 million barrels of petroleum products over the 25.05 million barrels consumed in 2002. Preliminary statistics show that of this figure the transport sector consumed roughly 31.34% in 2003 compared with 31.38 % in 2002. While this sector is not the largest consumer of fuel, it does utilize a significant percentage and therefore the necessary measures must be put in place to encourage and facilitate energy conservation.

AVIATION

4.43 According to a 2002 Report published by the Air Transport Action Group in association with the United Nations Environment Programme (UNEP), there has been significant fuel efficiency gains in the airline industry over the past several years when compared to other modes of transport.

4.44 The new types of aircraft being manufactured today by the two major manufacturers, Airbus Industries (A3 series) and Boeing (B7 series) consume three times less fuel per seat-kilometre than aircraft in operation in the early 1960s. Fuel consumption constitutes a major component in an airline operating costs. Between 13% and 15% of an airline's operating expenses is attributable to fuel costs.

4.45 The volatility of the price of oil on the world market over the past several months has impacted severely on the operating costs of the national airline, Air Jamaica. In 2000, fuel costs to Air Jamaica rose by approximately 63% (US\$60M) over the previous year (US\$31M).⁶ In 2004 fuel prices reached its highest level in twenty-one years. The cost of jet fuel moved from US 0.89c a gallon to more than US\$1.26 per gallon. Air Jamaica's projected that it would have to pay an additional US\$18 M for fuel at the end of 2004. The airline has already

⁶ Jamaica Gleaner Online: September 15, 2000 & May 21, 2004

taken steps to implement a conservation programme in all areas of its operations with a view to, among other things, reducing the impact of high fuel costs.

MARITIME

4.46 The Port Authority of Jamaica is the agency charged with the responsibility for the development of port facilities in Jamaica

4.47 At this time there is no official energy conservation policy in Maritime Transportation although environmental issues, of which energy conservation is a part, are given great consideration in project planning. Energy conservation is promoted at every level, within the day-to-day operations as well as in the execution of all projects. In a business climate such as ours, it is expected that this trend will continue to play a critical role as new and improved conservation methods are introduced.

LAND

4.48 There are a number of alternative fuels to fossil fuel such as methanol, ethanol (biomass fuels), and hydrogen which are now on the market. However, the decision by states whether to use these alternative fuels is primarily based on economic factors such as the cost of production and the volume required. According to a recent report,⁷ it is yet to be determined the world's capacity to produce biomass fuels in the requisite quantities to meet future energy needs.

4.49 Jamaica has met with some amount of success at fuel diversification (the production of biomass fuels and ethanol) as part of its overall strategy to reduce energy costs. It recognized, that as a long-term strategy, the production of ethanol could be economically viable.

4.50 Jamaica must therefore find more practical ways such as promoting energy conservation and improved energy efficiency to reduce its level of dependence on fossil fuel.

⁷ Riley, Robert Q.; Energy & Transportation - Energy Consumption & the Environment: Impacts and Options for Personal Transportation

4.51 In 2003 Jamaica consumed 25.79 million barrels of petroleum products over the 25.05 million barrels consumed in 2002. Preliminary statistics show that of this figure the transport sector consumed roughly 31.34% in 2003 compared with 31.38 % in 2002. While this sector is not the largest consumer of fuel, it does utilize a large percentage and necessary measures must be put in place to encourage and facilitate energy conservation.

4.52 While the transportation sector does not have the largest demand for fuel it does utilize a large percentage and necessary measures must be put in place to encourage energy conservation.

4.53 The Government's decision to revise the motor vehicle import policy and to restructure the public passenger transport system made it easier for individuals to own motor vehicles both for private use and public use.

4.54 Jamaica has over the last ten (10) years seen an increase in the stock of motor vehicle being imported into the Island. Most of these vehicles are powered by the use of imported fuel. The Inland Revenue Department also reported a total of 453,084 registered vehicles for 2003.⁸ These statistics no doubt impact greatly on the increase in importation and consumption of fuel and other petroleum products.

4.55 The Transport Authority which has responsibility for public passenger operated vehicles has on record a total of 20,845 vehicles in the public passenger service for 2004 compared with 16,538 in 2002 and 15,846 in 2003.

4.56 Travel times on some bus routes are extended based on the volume of traffic that can cause long delays.

4.57 The sustainability of energy conservation programmes in the transport sector in particular land transport, will depend on the implementation of the appropriate macro-economic policies and

environmental regulations by the Government

Policy

4.58 Encourage the efficient and cost effective use of fuel in the public passenger transport services.

4.59 Establishment of efficiency standards in the transport sector such as correct tyre specifications for the local road network and the regular servicing of buses.

4.60 Provide reasonable support to the Ministry of Commerce and Technology in its pursuit to reduce the energy import bill and in their initiative to introduce liquid natural gas in the Jamaican market.

4.61 Improvements in traffic management through integrated land use and urban and rural transport planning.

4.62 Increase the number of articulated and bi-articulated buses in the JUTC fleet and encourage the use of these on longer routes with "bus only" lanes.

4.63 Increase access and freer movement to better roads and highways which will ultimately reduce fuel consumption.

4.64 Encourage all agencies to observe and participate in good energy conservation practices such as the setting up of fuel use tracking systems.

4.65 Support as far as possible any energy conservation policy directly or indirectly impacting the transport sector.

4.66 Establishment of a compulsory programme for the weighing of heavy-duty vehicles to preserve the road surfaces and limit maintenance costs.

4.67 Implementation of an efficient public transport system with a view to reducing travel time and the use of energy in the transport sector. The Ministry is contemplating the introduction of a bus system using the existing railway corridor to reduce travel time and fuel use.

⁸ Inland Revenue Department, Information Unit

4.68 Implement measures to improve traffic flow in urban townships and highways through improved road infrastructure.

4.69 The importation of high efficiency vehicles which will reduce the level of emission, will be encouraged.

4.70 Periodic reviews of standards will be undertaken to ensure that they are up-to-date and in keeping with international standards and growing trends in the transport sector.

4.71 Periodic energy audits of all portfolio entities and fleet vehicles to identify waste and the need for retrofitting or retiring of equipment will be encouraged.

4.72 A comprehensive transportation sector database to inform policy and the decision-making process will be established.

4.73 The quest to privatise the rail service and encourage its usage in order to reduce the use of private motor vehicles, resulting in reduction in fuel consumption will be continued.

4.74 The use of Light Diode Lamps (LED) in the traffic signals (lights) to reduce energy consumption will be increased. This will be accompanied by other traffic management measures to minimize congestion and fuel.

4.75 The sustainability of Jamaica's radar environment which facilitates the efficient use of Jamaica's air space thus leading to fuel savings for airlines.

4.76 Ensure that Jamaica accedes to the relevant international Conventions on environmental standards in the maritime and aviation sectors.

4.79 Ensure that all major transport infrastructure developments and improvements are subject to rigorous environmental impact assessments

4.80 Promote an effective, affordable, physically accessible and environmentally

sound public transport and communication system giving priority to collective means of transport, with adequate carrying capacity and frequency that supports basic needs.

5. Land Transport

Vision

A safe, cost effective, efficient and sustainable system of land transport that facilitates economic development through the movement of people, goods and services throughout Jamaica.

A) Roads/ Infrastructure

Vision

A properly maintained road network that serves the economic and social needs of the country, and which all road users can use safely.

Strategic Objectives

5.1 The strategic objectives for the road sector are to:

- plan, construct and maintain a road system which serves the transport needs of people and industry;
- maintain the road network at a level which preserves the value of the assets;
- provide a safe road system for users;
- secure a sustainable means of funding road maintenance expenditures;
- promote the greater use of and facilitate the efficient movement of public transport;
- encourage and facilitate greater private sector participation in the construction, management and maintenance of the road network;
- minimise any negative environmental and social impacts resulting from the provision and maintenance of roads and roads infrastructure;

- improve the inter-institutional arrangements for the management of the main and parochial road networks;
- develop the institutional capacities and capabilities of the roads authorities;
- improve road transport infrastructure to meet the needs of key economic sectors;
- produce a formal hazard mitigation strategy and a disaster management contingency plan for the road transport sector.

Policy Statements

To plan, construct and maintain a road system which serves the transport needs of people and industry

Issue

5.2 The provision of road transport infrastructure demands a long-term planning horizon. Existing plans for the main and parochial road networks need to be reviewed and updated and new plans developed where appropriate.

Policy

5.3 The Government will develop medium-term and long-term Strategic Road Network Development Master Plans. These will be used as the basis for the ongoing development of the strategic highway network and to guide decision-making on, and determine priorities for, future road maintenance, rehabilitation and construction programmes, together with the bridge rehabilitation and maintenance programmes.

Issue

5.4 As the demand for movement by road increases, many sections of the network are becoming overloaded and more congested. To address this demand either additional road space will be required, deteriorated roads will have to be rehabilitated or, alternatively, the capacity of existing roadways will have to be utilised more efficiently. Strategic road network master plans and road maintenance master plans are to be drawn up to address the

issue of usable road space availability. In addition to these initiatives, more focus is needed on optimising the use of the existing road system.

Policy

5.5 Where in accordance with the strategic development plans for the road network, or when specifically identified as being necessary to assist particular social or economic development initiatives, or to provide or maintain essential public access, the government will give consideration to constructing new roads or upgrading existing roads.

5.6 Where appropriate opportunities are identified, measures for improving roadway capacity utilisation, relieving congestion or reducing journey times and traffic delays will be developed and implemented. All such schemes should be rigorously appraised, ensuring that the social, environmental and traffic impacts are evaluated and that the schemes are economically justifiable

5.7 The Government will strengthen its capability in traffic monitoring and demand forecasting to facilitate the planning process and the efficient use of resources.

To maintain the road network at a level which preserves the value of the assets.

Issue

5.8 The road network is a key part of the national transport system and of the economic and social fabric of the country. Central to the road sector policy, is the idea that this asset has to be maintained and used more efficiently throughout its life cycle. Thus, the issue of asset management is fundamental to a sustainable transport system.

5.9 It is essential that the nation's roads be maintained to appropriate standards to ensure accessibility to markets and services.

Policy

5.10 Maintenance projects and programmes will be carefully appraised and audited to ensure value for money.

Issue

5.11 Overloaded vehicles cause a disproportionate amount of the damage to the roads and infrastructure managed by central and local government authorities. Road Authorities need to be more appreciative of the extent of this damage being caused to their principal assets and to be more visible and pro-active in the efforts to control the behaviour of offending truck operators.

Policy

5.12 The Road Authorities will assume a more significant role in tackling the problem of overweight vehicles. In cooperation with the regulatory and enforcement agencies the Road Authorities will participate pro-actively in the monitoring and controlling of vehicle overloading.

Issue

5.13 Jamaica has one of the densest road systems in the world with a road network in excess of 20,000km. This constitutes a significant maintenance responsibility. In the past, the majority of resources had been used to build new roads and rehabilitate existing ones and less than required has then been spent on road maintenance. Given that current funding for the maintenance of the entire road network is inadequate, there is now a need to rationalise the road network to ensure that road maintenance funding is allocated to those roads which most urgently require maintenance

Policy

5.14 An ongoing rationalization programme will be implemented, to allow for the most effective management and maintenance of the road network. Priorities for investment will be established in the form of the Road Maintenance Master Plans which will set out detailed and fully-costed road maintenance programmes for the main and parochial road networks. This rationalization will take account of such criteria as traffic flows, road conditions, community access needs, economic

development factors and stakeholder viewpoints.

5.15 The Government will ensure an appropriate balance of spending on roads between capital (new roads and major rehabilitation) and maintenance of the existing road network (routine and periodic). As a general principle, quality maintenance of the existing system will be given priority before considering new capital investments.

Issue

5.16 Since the establishment of the NWA, the majority of maintenance and rehabilitation works has been contracted out to private sector contractors. The national contracting industry is currently made up of a large number of mainly small regionally-based firms. It is in the interests of all transport sector stakeholders that a strong and sustainable national contracting industry be developed. A professional and healthy engineering contracting industry would produce improved standards of work and enable contractors to operate more viably and to grow in size.

5.17 There is now a need to build the capacity of contractors through training and skills development so as to improve proficiency in the use of up-to-date construction techniques and modern management methods. A strong and sustainable national contracting industry would stimulate a healthier competitive environment, which would keep contract prices down and enable and encourage contractors to become equipped with the necessary plant and equipment to ensure the highest quality of work is delivered.

Policy

5.18 The Government will actively support efforts to promote, strengthen and sustain the national contracting industry.

To provide a safe road system for users

Issue

5.19 The poor condition of much of the country's system of roads, the lack of road markings and traffic signs, and the geometric configurations of many of the

carriageways are contributory factors in the high incidence of traffic accidents. Ill-designed, poorly constructed and inadequately maintained roads are some of the primary root causes for the high accident rates and this situation needs to be addressed urgently. Consistent geometric design standards need to be applied so that road users are not inadvertently exposed to unnecessary accident risks and the principles of road safety engineering need to be applied to identify and to mitigate any potential hazards to road users.

Policy

5.20 The Government will ensure that during the planning, designing, construction and maintenance of roads sufficient consideration is given to protecting the safety of all road users. Road safety audit techniques will be introduced in order to identify potential hazards to road users before road maintenance or development schemes are implemented.

The use of black-spot identification techniques to identify hazardous road sites will be encouraged and remedial countermeasures such as; traffic calming will be implemented where appropriate. The frequency of traffic and direction signs and standards and conditions of lane markings will also be improved.

Issue

5.21 The needs of pedestrians, cyclists, the elderly and the disabled should be taken into account when road maintenance or road construction schemes are being designed or implemented. During the works, attention should be given to maintaining safe public access and new roads should provide roadside facilities which enable the safe movement of such vulnerable road users

Policy

5.22 Where appropriate and feasible, the Government will endeavour to assist vulnerable road users through the provision of dedicated roadside pathways, ramps, pedestrian crossings and improved lighting, and to protect them from the hazards of vehicular traffic through the use of kerbs, barriers and road markings.

To secure a sustainable means of funding road maintenance expenditures

Issue

5.23 Many countries have adopted Road Maintenance Funds whereby road users contribute to the upkeep of roads infrastructure through motor vehicle levies and user charges. This is in line with the **“user-pays”** principle. To this end, Jamaica has enacted The Toll Roads Act (2003), The Parochial Rates and Finance Act (1996), and The Road Maintenance Fund Act (2002).

5.24 The existing Road Maintenance Fund and Parochial Road Maintenance Fund lack adequate funding from which routine and periodic maintenance can be effectively carried out. The amounts allocated are insufficient and the funds' incomes now need to be enhanced.

5.25 The current funding arrangement is not fully consistent with the principle that road users pay in accordance with their usage of the network. Alternative sources of funding now need to be explored and identified. In particular, consideration must be given to securing additional income from taxes on vehicle fuel and from taxes on the more damaging heavy vehicles such as trucks.

Policy

5.26 The Government is committed to the growth of the road maintenance funds through motor vehicle licensing fees and other road user tariffs so as to better meet the expenditure requirements for road maintenance. Accordingly, funding mechanisms will be established which are more in accordance with the principle that road users should contribute to maintenance in line with the extent that they use or cause damage to the road network.

5.27 Additionally, tolls will also be considered as a means of funding maintenance through either public or joint venture-type partnerships. Toll roads will be allowed, provided that there is an acceptable toll-free alternative.

5.28 Financial and Technical Assistance will be sought to enable the Government to reduce the maintenance backlog and adequately maintain the road network to acceptable standards.

Issue

5.29 There are a number of Agencies involved in construction and maintenance of roads.

Policy

5.30 The Government will pursue rationalising the management of the network

To promote the greater use of public transport

Issue

5.31 The road network should provide maximum accessibility and facilitate the efficient movement of people, goods and services. However, limited road network capacity and increasing traffic congestion are inhibiting the efficient utilisation of the country's road system.

5.32 Public transport services provide the most effective means and broadest scope for offering the majority of the public a viable and economical means of mobility. However, the existing road system and road infrastructure does not adequately give advantage to, nor promote the use of public transport nor facilitate the efficient operation of public passenger vehicles.

5.33 There is a need to plan, design and operate the road network so as to increasingly favour and promote the use of public transport services over private vehicles.

Policy

5.34 The Government will ensure that the road network, especially in urban areas, gives priority to public transport. This may include the provision of dedicated lanes or road corridors for multi-passenger vehicles

5.35 The Government will continue to ensure that the road network is maintained

at appropriate standards to allow for the efficient delivery of public transport services.

To encourage and facilitate greater private sector participation in the construction, management and maintenance of the road network

Issue

5.36 There is considerable scope for the private sector to become more actively involved in, or to invest in, the provision, management and maintenance of the country's road system. Private sector participation would offer beneficial capital investment opportunities, while also providing Road Authorities with a fresh source of finance and, also, the learning potential of exposure to innovative and best practices and procedures.

Policy

5.37 The Government will invite and encourage private sector interests in becoming more involved in the planning, financing, designing, construction and maintenance of the road network.

5.38 The Government will provide the appropriate legal framework so that private investors have a clear understanding of their roles and responsibilities, as well as rights and entitlements.

5.39 Overall, regulations regarding tariffs, investment criteria and bidding procedures will be published.

5.40 Areas in which private sector participation will be encouraged will include:

- Construction and operation of tolled roads and bridges;
- Maintenance of roads and bridges;
- Project Management;
- Engineering Consulting.

To minimise any negative environmental and social impacts arising from the provision, and maintenance of roads and road infrastructure

Issue

5.41 By their very nature, the construction and use of roads can result in a variety of damage being caused to the immediate and wider environment. The provision of roads can also directly affect and have significant implications for social behaviour and conditions in local communities. In light of this, there is the need to actively pursue measures that will protect and preserve the physical and social environments.

Policy

5.42 The Government is aware of the potential environmental impact of road construction and will give environmental protection and preservation a high priority.

5.43 All new roads and major improvements, tolled or otherwise, will be subjected to an Environmental Impact Assessment (EIA) and a Transportation Impact Assessment (TIA) by the relevant agency, in order that appropriate measures can be identified to mitigate any adverse effects of road construction and use.

5.44 Environmental standards for new roads and road improvements will be promulgated. These will include social and re-settlement issues.

5.45 Where appropriate, consultations with the public and with relevant stakeholders will be undertaken so as to take account of their concerns. Benchmarking surveys will also be carried out to evaluate any social and resettlement or displacement impacts.

5.46 In an attempt to minimize any potential environmental or safety hazards, or disruption to local communities, the Government will strive to ensure that construction and maintenance projects are fully completed in a timely and environmentally responsible manner.

To improve the inter-institutional arrangements for the management of the main and parochial road networks

Issue

5.47 The country's road infrastructure is primarily divided between the NWA, which has responsibility for the main road network and the Local Government Authorities that are responsible for the parochial road network. Additionally, there are other entities that have oversight for agricultural, housing scheme and private roads. The lack of a single mechanism for the co-ordination of the strategic planning, financing, management and maintenance of the country's road infrastructure can lead to inefficient use of resources and duplication of effort.

Policy

5.48 Links among the various road authorities and also between the two road funds will be strengthened and communications arrangements redefined so as to achieve more effective and efficient management of the country's road network. The appropriate structures will be established and systems put in place to coordinate planning efforts.

To develop the institutional capacities and capabilities of the Road Authorities

Issue

5.49 The National Works Agency, the Directorate of Technical Services of the Ministry of Local Government and the Parish Councils are the agencies with primary responsibilities for planning, designing, managing and maintaining the country's main and parochial road networks. These Road Authorities need to have the organizational and technical capacity to carry out these duties effectively.

Policy

5.50 The Government will ensure that the roads authorities have the capability to fulfil their responsibilities by:

- ensuring that they are adequately staffed, structured, equipped and funded;
- ensuring that adequate skills in the fields of road maintenance, highway engineering, transport planning, project management, contracting, and cost and quality control are in place.

To improve road transport infrastructure to meet the needs of key economic sectors

Issue

5.51 The National Industrial Policy recognizes that transport has a critical role to play in developing a favourable macro-economic environment for investment. The unsatisfactory quality of the existing road transport infrastructure is a constraint on private sector development. Sub-standard and poorly maintained roads, inadequate accessibility to rural communities and urban congestion are all counterproductive features of the national road network.

5.52 Given the limited funds available, funding support for roads infrastructure should, as a priority, be primarily focused on road infrastructure improvements which directly promote development initiatives in the key economic sectors.

Policy

5.53 The Government will ensure an appropriate allocation from the limited resources available for road maintenance and construction to improve regional accessibility and stimulate and facilitate sustainable growth in the agricultural, industrial and tourism sectors.

To produce a formal hazard mitigation strategy and a disaster management contingency plan for the road sector

Issue

5.54 Jamaica is particularly vulnerable to the destruction and devastation caused by hurricanes, earthquakes, floods and landslides and has, in the past, suffered considerable costs as a result of such

events. There is a need for preparedness and advance planning to reduce the susceptibility of the road network to suffering excessive damage in the event of a natural disaster and also to minimise the amount of disruption to the effective functioning of the transport system in the aftermath of such an event.

Policy

5.55 The Government will develop a hazard mitigation strategy to limit the adverse impact of natural, environmental or technological disasters on the country's road transport network. The Government will also formulate a disaster response strategy to maintain the continuing functioning of the road system following any natural disasters or catastrophic events.

B) Public Transport

Vision

5.56 A safe and efficient public transportation system for the movement of people, goods and services throughout Jamaica.

Strategic Objectives

5.57 The strategic objectives for public transport are to:

- ensure a safe Public Bus Service;
- seek support for the JUTC/ KMTR and Montego Bay Metro Limited;
- regulate the taxi industry;
- co-ordinate the transport agencies and the regulatory and enforcement authorities to provide a safe, efficient and well regulated transport system
- ensure that proper facilities for buses and taxis, including the necessary provision of public transport road infrastructure such as bus stops, sheds, splash guards, passenger information signage, etc. will be developed at urban interchange points and other strategic points throughout the island

- promote the use of public transport over private car travel as far as possible.

A safe Public Bus Service

Issue

5.58 A bus service that ensures the safety of the travelling public is desirable.

Policy

5.59 The Government will encourage private sector bus operators that operate safely to enter the market.

Seek support for the JUTC in the KMTR and Montego Bay Metro Limited

Issue

5.60 The JUTC plays a vital role in transporting commuters daily to ensure mobility and accessibility to work and school and in the conduct of personal or private business within the KMTR.

5.61 Public transport systems throughout the world generally rely on government subsidy to supplement fare collections. However, the aim is always to reduce the level of support by increasing operational efficiencies within the sector.

5.62 The JUTC has had to depend heavily on the fare box and on Government relief to sustain its operations. The Government's contribution to the JUTC includes the transfer of capital assets, the long-term replacement of rolling stock, the taking-over of certain of the company's debt and concessions in the form of relief (rebates on the Special Consumption Tax on fuel, GCT and duty concessions on the importation of spare parts and vehicles). When quantified, the GOJ's contribution would constitute approximately 37% of the JUTC's operating cost.

5.63 Capital funding of the JUTC has not been commensurate with the size of its operations. The company's current financial

situation indicates the need for additional funding to enable the company to meet its operational costs.

Policy

5.64 The Government will develop a sustainable and dedicated funding mechanism to support the operations of the JUTC and by extension Montego Bay Metro Limited. The Government is however mindful that fares should remain affordable in order to make it accessible to ordinary citizens while affording the transport operator a reasonable return on investment.

5.65 A Price Adjustment Mechanism (PAM) will be put in place to deal with fluctuations in the price of fuel and other foreign inputs.

Regulate the taxi industry

Issue

5.66 Taxis are an important part of the public transport system. High quality vehicles under regulated fare regimes can offer services that complement the bus network, and provide an alternative to the private car.

Policy

5.67 The Government will institute a licensing regime whereby vehicle fitness, driver capability and adherence to regulations will determine competence to operate.

Issue

5.68 Many taxis and minibuses operate in direct competition with many buses contrary to their licenses. In addition, the rapid growth in legal and illegal taxis and minibuses operating across the country has severely strained the resources of both the Police and the Transport Authority (TA).

Policy

5.69 The Government will rationalise the taxi industry by implementing a number of programmes to help update their information system i.e. visual identification of taxis,

introduction of metered taxis, expansion of route taxi services in rural and urban area.

5.70 The Government will allow route taxis to operate on designated routes within the KMTR where commuter needs cannot be satisfied by the public bus system, or if the roads are too narrow for larger buses.

5.71 A system will be developed to allow for a fair selection of route taxi operators for the designated routes in the KMTR, and a number of routes will be assigned.

5.72 Government will strengthen the capacity of the Transport Authority to monitor and regulate public passenger vehicles.

Issue

5.73 It is difficult for commuters and regulators to visually identify taxis as only red plates are required. Additionally, it is difficult for commuters to determine if taxis are operating contrary to their license.

Policy

5.74 The Government will mandate that all taxis will be colour coded, depending on the type of license and that distinctive colours will be used to allow for easy identification by commuters and regulators.

To co-ordinate the transport agencies and the regulatory and enforcement authorities to provide a safe, efficient and well - regulated transport system

To ensure that proper facilities for buses and taxis, including the necessary public transport road infrastructure such as bus stops, sheds, splash guards, passenger information signage, etc. will be developed at urban interchange and other strategic points throughout the island.

Issue

5.75 The Island Traffic Authority including the Traffic Area Authorities, the Transport Authority, the Road Authorities and the Police all have a vital role to play in ensuring that land transport plays an effective role in Jamaica's economic development. A close coordination between these players is essential.

Policy

5.76 The Government will strengthen the transport agencies and the regulatory and enforcement authorities to provide the environment for a safe and efficient well-regulated transport system.

5.77 The Government will strengthen the capacity of the Transport Authority to regulate and monitor the operation of public passenger vehicles.

5.78 The Government will define operating, performance and safety standards with respect to vehicle specification and condition, the conduct of bus crews and franchise holders (KMTR and MMR), operators of public passenger vehicles, and commuters.

5.79 Through the consultative process, the Government through its key agency, the Island Traffic Authority (which includes local Traffic Area Authorities) and other key stakeholders, will ensure that proper facilities are established at key urban interchange points to allow for the efficient movement of commuters and to improve traffic flow in these urban centre

C) Traffic Management

Vision

5.80 A safe and efficient system for the movement of people, goods and services throughout Jamaica.

Strategic Objectives

5.81 The strategic objectives for traffic management are to:

- regulate vehicle weights to ensure better quality road condition and more efficient freight vehicles;
- reduce pollution from vehicles;
- encourage the use of energy-efficient transport modes;
- improve traffic management in urban centres and throughout the country to improve the flow of traffic;
- develop an integrated planning approach for roads and development;
- improve the management of traffic on the network to make the best use of the road system (travel demand management);
- improve road safety;
- regulate the operation of Modified vehicles.

Policy Statements

To regulate vehicle weights to ensure better quality and more efficient vehicles

Issue

5.82 The number of vehicles on the nation's roadways has increased rapidly. The operation of overweight trucks has, over time, resulted in the rapid deterioration of many roads. This not only reduces the flow of traffic, thereby creating traffic congestion, but also requires scarce financial resources for repair.

Policy

5.83 Government will ensure that roads are used by the correct types of vehicles and loadings for which they are designed. New legislation will be sought to off-load overweight vehicles and to increase fines for non-compliance.

5.84 The Government will ensure, through the Island Traffic Authority, that procedures are in place for monitoring and regulating trucks to ensure that they conform to specified weight carrying limits. This will be done by:

- roadside checks;
- weigh stations;
- sign posting of load limits at locations with restrictions.

To reduce pollution from vehicles

Issue

5.85 Air pollutants in urban areas from mobile sources are the most significant sources of nitrogen oxides (NO_x) and carbon monoxide (CO). Air pollutants will increase as the number of vehicles increases. In tandem with the increase in number of vehicles in operation, air quality can be expected to deteriorate if steps are not taken to slow the rate of mobile emissions.

5.86 Jamaica has successfully introduced the use of unleaded petrol only. The Government now intends to strengthen policies on harmful emissions from vehicles.

Policy

5.87 Facilities will be put in place for the testing of motor vehicle emissions to meet stipulated standards. Vehicles will need to pass both emission and operational tests to be licensed. The modernisation of the Island Traffic Authority (ITA) and privatisation of the Vehicle Inspection Services will be one of the measures to achieve this.

5.88 The Government will strengthen enforcement to make sure that filling stations do not supply adulterated fuel.

To encourage the use of energy-efficient transport modes

Issue

5.89 Motor vehicle fuel consumption needs to be controlled, as the demand for foreign exchange to import fossil fuels strains our economy.

Policy

5.90 The Government will encourage walking through directing road investment towards pedestrian facilities.

5.91 The Government will monitor developments in new types of energy efficient fuels.

To improve traffic management in urban centres and throughout the country to improve the flow of traffic.

Issue

5.92 Traffic congestion, particularly in urban areas, has increased in the last few years and congestion is perceived as severe by both private vehicle operators and public transport users.

Policy

5.93 Traffic management plans will be prepared for all major town areas, based on studies of traffic flow, land use, and development plans.

5.94 The Government will develop a policy on parking, both off-street and on-street. Bans on on-street parking will be encouraged where this reduces traffic flows.

5.95 The Government will develop the street management capabilities of local authorities, and address the regulations required to ration road space between the various users in an organised manner to reduce conflicts. Good street management will result in better use of the road network, and make traffic flows more efficient.

5.96 The Government will ensure that relevant authorities carry out research for implementation of best practices in traffic management, awareness and safety.

Issue

5.97 If demand for movement by road continues unchecked it is possible that many sections of the network will become congested.

Policy

5.98 Government will encourage inter-modal road and rail transport.

Issues

5.99 The Government will encourage better public transport to provide a realistic alternative to the private car.

5.100 Travel demand restriction may need to be considered where the resource required to overcome traffic congestion are not matched by the benefits of so doing.

5.101 School transport systems, based on public transport and walking will be encouraged.

To develop an integrated planning approach for roads and developments

Issue

5.102 Greater integration is needed between Government departments and ministerial agencies in developing roads and maintaining traffic flows. All roads must be protected from encroachment and congestion caused by roadside activities.

Policy

5.103 An integrated approach to the design of main roads will be adopted, so that appropriate facilities are provided to meet the needs of essential roadside activities.

5.104 Standards for items such as access to main roads from developments, junctions in the strategic road network, provision of sidewalks and crosswalks, will be constantly reviewed, to ensure that all new construction and upgrades conform to current standards.

5.105 Emphasis will be placed on the provision of adequate pedestrian facilities for new roads and developments. Agencies will be asked to locate new pedestrian facilities on existing roads on a phased basis.

5.106 Proper use will be monitored and enforced, by route permit revocation if necessary.

5.107 A comprehensive management information system, based on indicators and models that enable demand to be quantified, will be developed, in order to promote an integrated transport management approach.

Improve road safety

Issue

5.108 The standard of road safety in Jamaica needs to be improved. The number of fatalities has fallen during the last decade, but provisional data indicates a 38.9% increase in persons attending accident and emergency units at Government hospitals.

Policy

5.109 Road safety will be improved through a comprehensive programme of regulation, enforcement, education and publicity. Attention will be given to strengthen capabilities in this field.

5.110 The Government will improve co-ordination between its agencies to emphasize its commitment to reducing accident rates and speeding up the implementation of accident prevention measures. A key approach is the National Road Safety Policy's five E's strategy for reducing/preventing accidents:

- Engineering and Traffic Management;
- Education and Information;
- Enforcement and Legislation;
- Emergency Response;
- Evaluation and other Comprehensive Actions;

5.111 The Government will enhance its safety programmes through research and analysis of causes of accidents, with a special urgent emphasis on black-spot identification.

5.112 The Government will institute and encourage programmes of low-cost measures to provide for better and safer use of the existing highways. The first priority will be in urban centres.

5.113 All new road design, and road improvement proposals, will in future be subjected to safety reviews.

Regulate the operation of Modified Road Vehicles

Issue

5.114 Road vehicles, particularly trucks (lorries) and small to medium size buses may be locally transformed to increase the load or the number of seats. Cars may also be modified to increase their power or change their appearance. This may be a real safety issue if the vehicles are modified without taking into account the other changes that must be made to brakes, suspension, etc. There is the additional problem of the standards to be used for these operations.

Policy

5.115 The Government will establish appropriate standards and regulations to govern modified vehicles and ask the ITA to implement these.

d) General

To encourage private sector participation in transport through investment in transport services

Issue

5.116 Many of the policy issues set out in this section offer opportunities for the private sector to assist the government in achieving its objectives.

Policy

5.117 The Government welcomes associations with the private sector, particularly in the following activities:

- Operation of vehicle fitness testing stations;
- On-street parking management;
- Construction and operation of off-street parking facilities;
- High quality urban bus services;
- Taxi operations;
- Road safety;
- Terminal development and operations;

- Traffic management measures.

5.118 This will be facilitated by removing regulations which may hinder further private sector participation, hence allowing the private sector to participate more freely in the provision of transport services.

5.123 Government will develop a properly coordinated approach to ensure non-motorized transport of all types can safely use the country's roads. This will involve education and training, improved road designs, good traffic management techniques and better enforcement.

e) Non-motorized transport

Issue

5.119 Non-motorized transport

The sharing of the road infrastructure between motorized and non-motorized users is a major concern. The major issues are:

5.120 Animal drawn carts and other equipment:

- competence of drivers (often children);
- construction and maintenance of the carts;
- health and protection of the animal;
- pollution by animals.

5.121 Bicycles

The bicycle is one of the major carriers of individuals and their belongings in the world. The main issue is the:

- safety of the users, both driver and rider,
- knowledge of the Highway Code and of basic safety measures on the part of cyclists and motor vehicle drivers

5.122 Pedestrians and bystanders

Walking is one of the most important modes of transport, particularly in the developing world. Measures to assist walking, to make it easier and safer, are especially helpful to the poor and vulnerable.

Policy

6.0 Railways

Vision

6.1 A railway system that provides a safe, economic, reliable and efficient transport service for the movement of passengers and freight in certain critical corridors.

Strategic Objectives

6.2 The strategic objectives for rail are to:

- encourage private sector participation in the provision of rail services;
- obtain an appropriate share of the freight market;
- use railway assets effectively;
- establish a railway safety regime to facilitate the efficient and effective operation of the railway;
- expand and develop the tourism product.

Issue

6.3 The railway service was introduced to the island on November 21, 1845. It was the first rail service to be established in the Western Hemisphere. After changing hands between public and private ownership on several occasions, the Jamaica Railway Corporation (JRC) was established in 1960 to provide rail transport of passengers and freight at the most economical cost. The JRC suspended operations in October 1992 due to the inability to generate funds to sustain viable operations without substantial Government support.

6.4 Parts of the JRC (the tracks) have subsequently been leased to a bauxite company upon which non-common carrier trains are operated. The term “non-common carrier” denotes that the bauxite company can only carry its own commodities. Some JRC locomotives and drivers are leased to

the bauxite company and additional revenue is derived from locomotive maintenance in the workshops.

6.5 Three bauxite companies operate non-common carrier railways outside the ambit of the JRC and on their own private rights of way.

6.6 Discussions have taken place with the private sector over a possible joint-venture which would see the reopening of the railway. However, the proposed private investors had expressed concern about the impact of Highway 2000 on projected passenger service revenues. Negotiations were terminated when there was no clear commitment from the investors to complete the transactions.

6.7 The Government is presently giving consideration to a railway rehabilitation/construction project from a new consortium of investors which speaks to the construction of new terminals and the renovation of existing buildings to serve as transportation hubs and commercial centres as well as the rehabilitation of the railway tracks. The project also includes the supply of various passenger coaches, cargo wagons and locomotives.

6.8 Urban congestion and damage caused by heavy trucks has focused attention on the railway as an alternative mode of transport. It could play an important role in reducing congestion and wear and tear of the nation’s roads, especially with intermodal integration. Also, under certain circumstances railways can be more fuel efficient and environmentally friendly.

6.9 The railway is a valuable national asset, and better use should be made of it. Investment will be necessary and this should be measured against improvements in efficiency and cost reductions across modes.

6.10 Because no decisions have yet been made on the revitalization of the railway the following policy statements are set out in three sections:

- policies regarding private sector participation
- policies to be followed in the event that no privatization is carried out
- policies with regard to the private (i.e. non JRC) railways

To encourage private sector participation in the provision of services

Issue

6.11 The involvement of the private sector in Jamaica’s railway service is essential to the reinstatement of service.

Policy

6.12 The Government has welcomed approaches from the private sector in achieving its objectives. In the event that a joint venture arrangement is reached with the private sector, the railway will be required to operate to agreed operating and safety standards and give good value for taxpayers’ money.

6.13 The Government will encourage private-public partnership in the revitalization of rail service.

6.14 The private operator will be expected to take the lead role in:

- Operation of passenger and freight services including ticketing;
- Supply and maintenance of rolling stock;
- Track and maintenance.

Obtain an appropriate share of the freight market

Issue

6.15 There is a need to reduce pressure on the road network. Long distance and bulk traffic flows should be encouraged to move by rail. A multi-modal approach should be encouraged in the movement of container freight in selected corridors.

Policy

6.16 Government supports the emergence of formal links between ports, rail, trucks and buses.

6.17 The railway will be asked to establish suitable locations for new terminals, particularly outside Kingston.

6.18 Government will ensure that the railway has the freedom to negotiate tariffs so as to maximize market share.

To use railway assets effectively

Issue

6.19 In the event that an operator cannot be found for the railway, an effective use must be found for the JRC’s assets. These are mainly the right of way and adjacent lands as well as workshops, all of which are currently under-utilized.

Policy

6.20 The Government will explore with the JRC the most effective way to use these assets for the national good, provided however, that the right of way should be retained in national ownership.

6.21 The Government will explore with JRC the most efficient uses of the railway’s land assets (for example in joint ventures with the private sector).

6.22 The Government will explore with the JRC possible assistance to allow the workshops (woodwork, upholstery and heavy machinery etc) to compete commercially for contracts on the open market.

6.23 The Government will ensure that the railway right of way be used, as far as practicable, in a joint manner for utilities such as water pipelines, fibre-optic cables or power lines. This will minimize the cost of providing infrastructure and ensure that this valuable transportation corridor is used to the best advantage.

Establish a railway safety regime to facilitate the efficient and effective operations of the railway

Issue

6.24 Regardless of whether or not the Jamaica Railway Corporation is revitalized there is a need to ensure that all railways in the country are operated according to acceptable safety standards. The JRC presently exercises safety oversight over the lines leased from the JRC but there is currently no regulatory oversight with regard to the private bauxite railways.

Policy

6.25 The Government will ensure that appropriate safety standards are established for all railways operating in the country.

6.26 The JRC will be asked to monitor the operations of all railways on the island and ensure compliance. Where necessary, the JRC will also investigate accidents and carry out appropriate follow up.

Issue

6.27 There are many level crossings between road and rail in Jamaica, and many of these are potential safety hazards. The operation of these level crossings regularly causes delay to traffic.

Policy

6.28 Government will ensure that in the future all authorized crossings on National and Regional Roads are manned, and that all manned crossings have a means of communication to operating trains.

To expand and develop Jamaica's tourism product

Issue

6.29 The redevelopment of the rail service provides an opportunity to revive old and develop new tourism attractions.

Policy

6.30 The Government will support efforts to expand and develop the tourism product.

6.31 The Governors Coach, a tour operation out of the Montego Bay station can be revived, including the tourism attraction in Catadupa and Appleton. Similar attractions in Bog Walk and Accompong offer good prospects.

6.32 Expectations are that more attractions will be developed along the central and eastern end of the rail tracks where the majority of the Jamaican population resides and where most of the heritage and business operations are located.

7.0 Air Transport

Vision

7.1 A competitive, environmentally friendly aviation system, that ensures safety in accordance with international standards, meeting current and future demands, and provides low cost services in a reliable and efficient manner while contributing to the social and economic development of the country.

Strategic Objectives

7.2 The strategic objectives for the air transport sector are to:

- encourage public/private partnerships for the international airports;
- enhance the safety of our skies by improving air navigation, surveillance and traffic control systems;
- promote an efficient and productive aviation industry which will compete domestically and internationally;
- facilitate the development and commercialisation of the domestic aerodromes;
- promote the use of, and develop the capacity for international air cargo services;
- maintain internationally accepted standards for safety and environmental protection.

Policy Statements

To encourage public/private partnerships for the island's aerodromes

Issue

7.3 The Government wants to see the private sector play a greater role in the expansion and operation of the island's aerodromes.

Policy

7.4 The Government will encourage participation in the aviation industry by allowing investors to realize adequate returns.

7.5 The Government will encourage private enterprise to perform functions that Government is not obligated to provide and which can be done as well or better by a private entity (i.e. SIA divestment);

7.6 The Government will seek concessions for the international airports and domestic aerodromes to secure greater investment in them and to use internationally reputable managers with a mandate to expand airport facilities

7.7 The Government will ensure that private investors have a clear understanding of their roles and responsibilities, as well as their rights and entitlements.

To enhance the safety of our skies by improving air navigation, surveillance and traffic control systems

Issue

7.8 Safety and security of the air navigation, surveillance and traffic control systems are of paramount importance and should be enhanced.

7.9 The air navigation system depends heavily on a variety of advanced technologies for communication, navigation, surveillance and air traffic management.

Policy

7.10 Jamaica's radar system will be upgraded to meet present and future control requirements and international standards.

7.11 The Government will develop a state of the art surveillance system designed to protect passengers and staff from terrorist threats.

7.12 The Government will use new technologies, and through structural changes to air traffic services will develop an effective, efficient and up-to-date air navigation system with high safety standards. (Refer to Appendix 1 – New ATC Towers)

7.13 The Government, through the Jamaica Civil Aviation Authority, will ensure training is provided for all staff complying with international standards.

7.14 The Government will improve the air navigation and air traffic control systems through the Airport Reform & Improvement Project (ARIP), and other projects.

7.15 The implementation of a global air traffic management system, which will cope with worldwide growth in air traffic, will be encouraged.

Promote an efficient and productive aviation industry which will compete domestically and internationally.

Issue

7.16 Approximately 60% of the island's 2.2 million visitors use the international airports as a point of entry. In addition, more than 200,000 Jamaicans and visitors annually use the four domestic aerodromes for intra-island travel. However, in recent years facilities have become inadequate.

7.17 International Air Transport volumes are increasing and it is vital to the country's Tourism and Trade sectors that scheduled air transport linkages are established throughout the world to increase the attractiveness of the country as tourism and trade hub.

Policy

7.18 The Government through the Air Policy Committee will continue on the path of gradual liberalization of air services agreements to increase the volumes of scheduled air services to the country. **(App. 3 – Summary of Bilateral Agreements)**

7.19 Recognizing that this sector is important to the country's development,

especially tourism, the Government will improve general aviation facilities. The end product will be comfortable customs, immigration and airport services, and efficient processing of general aviation traffic.

7.20 The Government will promote the continued upgrading and modernisation of airport infrastructure under the Airport Reform and Improvement Project (ARIP) and other projects. (App. 1 – Capital Development Programmes at SIA and NMIA)

7.21 Economic decisions will be subject to general competitive principles applicable to all industries, aimed at maximising consumer choice and satisfaction.

7.22 The Government will structure the air transport system so as to support and promote Jamaica's competitiveness in the international and regional market place.

7.23 Jamaica will meet its international aviation obligations as promulgated by the International Civil Aviation Authority (ICAO) and will maintain its Category 1 rating by the Federal Aviation Administration (FAA).

To facilitate the development and commercialisation of the domestic aerodromes

Issue

7.24 The Government manages and operates four domestic aerodromes which must be adequate for future growth.

7.25 In order to improve efficiency and achieve long-term savings, the Government, in consultation with the aviation community, is examining options for commercialising the domestic aerodromes.

7.26 The development of the General Aviation Facilities will be dependent on the market driven forces and developments in other sector such as home-porting for Cruise ships, hotel developments, and Marina operations.

Policy

7.27 The Government will promote private sector participation to encourage enterprise and efficiency in operation, as well as the development of aerodromes throughout the island to facilitate intra-island transport.

7.28 The Government of Jamaica will seek to develop the General Aviation Facilities within the Jamaican Aviation Sector to promote the growth in domestic air transport.

7.29 Where the need arises through increased traffic, the Government will consider converting domestic aerodromes into international ports of entry. Appropriate improvements will be made to accommodate the increase in air traffic.

7.30 The Government will ensure that all participants in the domestic air transport market are treated equally and can expect a reasonable return on investment.

To promote the use of, and develop the capacity for international air cargo services

Issue

7.31 International air cargo volumes are increasing and it is important to ensure that this traffic, which is increasingly important in the global world economy, can be handled in an effective manner.

7.32 Jamaica negotiated an all-cargo open skies agreement with the US. It creates important new opportunities to strengthen U.S.-Jamaican economic relations through closer air links in tourism and trade.

Policy

7.33 The Government will ensure that all international airports have adequate capacity to handle international air cargo services in an effective and efficient manner.

7.34 The Government believes ground-handling services are crucial to quality service. These will be improved.

7.35 Economic and competitive freight rates with the safe and secure handling of cargo will be promoted.

7.36 Jamaica will seek to assist other members of the Caribbean Community (CARICOM) to reap the benefits of an open skies agreement recently reached with the United States by exploring how the idea can be expanded into a regional arrangement.

Maintain internationally accepted standards for safety and environmental protection.

Issue

7.37 Jamaica boasts a very high level of aviation safety. However, the continuous increase in air traffic means that we must constantly improve safety systems.

Policy

7.38 The Government will enforce aviation safety policies, within the ICAO framework and will ensure that aviation legislation is consistent with ICAO requirements. (ICAO Convention, Annex 17 – Security)

7.39 The Government will ensure that internationally mandated annual and triennial follow-up inspections are conducted and deficiencies are promptly corrected.

7.40 The Government will maintain the highest possible safety standards for aircraft, passengers and airport staff through the Airport Authority regulations, ICAO requirements, the Health and Industrial Safety Policy and other relevant legislation.

7.41 The Government will participate (through the JCAA and AAJ) in multi-lateral investment fund projects to strengthen airport security.

7.42 The Government will promote co-operation in safety oversight within the CARICOM region. The Regional Aviation Safety Oversight System (RASOS) was

established throughout CARICOM and is the first multi-lateral alliance of its kind in Caribbean Aviation and aims at facilitating multifaceted and widespread problem solving to issues of safety oversight and infrastructure.

7.43 The Government will promote safety awareness by facilitating the effective sharing and use of aviation safety data and information.

Issue

7.44 Increase in air traffic brings potentially serious environmental problems.

Policy

7.45 The Government will manage the impact of aviation activities on the environment by promoting sustainable management of natural and physical resources and taking appropriate action to avoid, alleviate or correct the adverse effects on the natural and physical environment.

7.46 The Government will reduce the environmental impact of air traffic (noise, pollution).

7.47 The Government will provide a healthy operating environment at its airports, aerodromes and offices for its employees, users and neighbouring communities.

7.48 Environmental Impact Assessment Studies will be undertaken for all new projects.

7.49 The Government will encourage investment in air transport technology and infrastructure aimed at improving environmental performance.

7.50 The government will maintain its International Environmental programme through continued involvement with the Airports Council International World Environmental Standing Committee which aims to:

- establish energy consumption targets;

- implement the Environmental Management System;
- put in place an Environmental Action Plan;
- put in place an Environmental Stewardship Programme.

8.0 Maritime Transport

Vision

8.1 Cost-effective port facilities with Kingston becoming the Caribbean hub port; effective regulation of the movement of all vessels within Jamaica territorial waters and maximum participation of Jamaicans in the industry.

Strategic Objectives

8.2 The Strategic Objectives for the Maritime Transport Sector are to:

- facilitate and enhance the expansion of international trade, particularly tourism and exports;
- facilitate the expansion of shipping and berthing infrastructure, transshipment ports and docking facilities for containers, bulk cargo, passengers and fishing vessels;
- encourage greater private sector participation in the provision of services;
- promote an efficient, effective and internationally competitive Jamaican maritime industry;
- promote relations with countries and international maritime organisations
- ensure safety, security and protection of the marine environment.

Policy Statements

Facilitate and enhance international trade, particularly tourism and exports.

Issue

8.3 Trade is important to Jamaicans in terms of job creation and economic activity. Everyone benefits when goods and services move smoothly to markets. Trade is essential to a healthy shipping industry. Shipping is essential to the promotion and preservation of fixed trade links between nations.

Policy

8.4 The Government remains committed to the promotion and development of regular shipping services and related infrastructure as well as a well-defined regulatory framework.

8.5 The resources of the Port Authority of Jamaica and the Maritime Authority of Jamaica will be increased to enable it to deal satisfactorily with all maritime matters, including Port State Control (PSC).

8.6 The Government will ensure, to the extent practicable, that carriers provide services in the most efficient and affordable manner through free competition and the operation of market forces.

8.7 The Government will ensure that Jamaican firms are not victims of unfair shipping practices.

8.8 The Government will regulate customs duties for importation of local trade vessels and import duties on foreign built craft.

Facilitate the expansion of shipping and berthing Infrastructure, transshipment ports and docking facilities

Issue

8.9 The Maritime transport sector is critical to the economic development of Jamaica. To satisfy projected increases in transshipment container activity, facilities and equipment need to be improved and modernized in order to meet the challenges of the global economy.

Policy

8.10 The Government will encourage the expansion of transshipment and the development of docking facilities to meet growing demand and take advantage of Jamaica's geographic location. (Refer to Appendix.1 –Development Programme at KCT and other ports islandwide)

8.11 The Government will commit to the expansion of shipping and berthing infrastructure and to the development of

related services to support bunkering, dry docking, leisure boating etc.

8.15 The Government will continue to promote the Port of Kingston to become a major, world class, transshipment hub.

8.16 The Government will strive for low cost, high level of service, and shipper choice in port operations by creating a competitive environment by encouraging private enterprise to offer port services.

8.17 The Government will continue to support technical upgrades to equipment at the seaports, particularly those required to meet security requirements and will seek ways to facilitate funding, possibly through public-private cooperation. Low cost steps, such as the use of tamper-proof seals, better fencing and closed circuit television will be taken to reduce delays and spoilage.

8.18 The Government will ensure cost-effective waste management facilities through the establishment of port reception facilities for ship generated waste, as well as to assist with identifying funding for the acquisition of oil-spill response equipment.

8.19 Sterile areas will be established within ports to ensure that goods are not compromised after they have been handed off from legitimate businesses and after they have been processed through inspection systems.

Issue – Bulk Cargo

8.12 Jamaica exports significant quantities of bauxite and alumina exclusively through privately run piers. The sector is projected to grow significantly as a result of growing world demand for aluminum. Additionally, other bulk commodities such as limestone, construction aggregates and dimension stones are showing increased export potential.

Policy

8.13 The Government will support the bulk commodity export sector through facilitating the investment in appropriate bulk facilities.

8.14 The Government will promote the importation and exportation of bulk commodities.

Issue – Oil and Gas

8.20 The Government has adopted a policy to diversify Jamaica's energy sources to include Liquefied Natural Gas (LNG) and is in the process of establishing a LNG facility in central Jamaica. The planned LNG terminal is conceivably an integral part of a larger maritime industrial area to be developed in Jamaica.

Policy

8.21 The Government will support the development and integration of the LNG sector into the maritime cluster.

Issue – Cruise and Home Porting

8.22 Cruise shipping is gaining increased importance in Jamaica's economy as a result of the continued expansion of cruise shipping within the Caribbean.

Policy

8.23 The Government will seek to optimize the opportunities in cruise shipping through the provision of adequate cruise ship berths and support to facilitate the development of support services which will encourage vessels home port in Jamaica.

Issue- Yachting and Leisure

8.24 Nautical tourism is growing in the Caribbean and more and more super yachts are being constructed. Due to the threat of terrorism, there is a shift away from the traditional sailing areas in the Mediterranean to the Caribbean. Jamaica is unique in that it contains all the elements for a successful nautical tourism sector namely a significant local boating community, the presence of marinas and the potential for cruising around the island by long stay visiting yachts and charters. As our tourism increases the water sports sub sector is also expanding.

Policy

8.25 The Government intends to attract yachts to Jamaica by providing first class marinas and services for yachts and will also encourage the registration of these vessels under the Jamaican flag. The Government will ensure that all vessels in the leisure and water sports sector continue to develop and operate according to the best safety practices.

Encourage greater private sector participation in the provision of services

Issue

8.26 The Maritime sector is a part of a global industry and can attract investment. The encouragement of private sector participation is essential to the realization of Jamaica's potential as a shipping centre.

Policy

8.27 The Government will expand private participation and stakeholder consultation, including all levels of government, US agencies and the private sector, in the management, planning and development of ports.

8.28 The Government will provide legal and fiscal framework for the encouragement of ship ownership operation and management.

8.29 The Government will monitor the current Customs Modernisation program, with special emphasis on soliciting greater input from the private sector.

8.30 The Government will facilitate private sector involvements in shipping and berthing facilities through the creation of the appropriate enabling environment.

8.31 The Government will strive for low cost, high level of service, and shipper choice in port operations by creating a competitive environment by encouraging private enterprise to offer port services.

8.32 The Government will establish necessary consultation mechanism to ensure effective public / private sector

collaboration in the management, planning and development of the shipping sector.

Promote an efficient, effective and internationally competitive Jamaican maritime industry.

Issue

8.33 The Maritime transport sector is critical to the economic development of Jamaica. It contributes significantly to the country's foreign exchange earnings from both cargo and cruise shipping activities. Jamaica needs to use its resources, both human and financial, in order to become a premier shipping center incorporating the inter-related activities of:

- Port facilities
- International Ship Registry
- Crewing and Maritime Skills Pool
- Ship Ownership and Ship Management
- Short Sea Shipping
- Bunkering
- Dry-docking and Ship Repair
- Marine insurance / Ship finance and Legal services
- Yacht Marinas

Policy

8.34 The Government will promote Jamaica as a crewing nation by ensuring that education and training continue to comply with international standards and will support, possibly through legislation, the hiring by shipping companies of Caribbean Maritime Institute graduates.

8.35 The Government will make every effort to attract ship owners to register their vessels in Jamaica through a vibrant ship registry that is internationally respected and profitable. Fees for certification and registration of vessels should be periodically reviewed and revised to ensure cost recovery for the services provided.

Promote international relations with other countries and international organisations involved in maritime activities.

8.37 The Government will facilitate the use of state of the art equipment and training of personnel to ensure first class services at the transshipment port.

8.38 The increase in fuel costs, road congestion and higher costs for the repair and maintenance of Jamaica's road network are some of the factors that will encourage the development of coastal or short sea shipping in Jamaica. The main elements of the policy would include the development of a clear strategy for the development of short sea shipping in Jamaica.

8.39 The Government will promote the expansion of bunkering, dry-docking and ship repair activities to support the maritime sector.

8.40 The Government will encourage the provision of support services such as: marine insurance, ship finance and legal services.

8.41 The Government will facilitate the development of marina facilities to tap into the growing nautical tourism market.

Issue

8.42 In order to attract investors, Jamaica will establish relationships with other sectors involved in the International Maritime Organization (IMO) and others.

Policy

8.43 The Government will continue to regularly review and update its shipping related legislative framework in conformity to its international obligations.

8.44 The Government will reach out to U.S. Customs authorities within Jamaica's two (2) most important destination ports: Miami and Newark, possibly through its support of the Customs Modernisation program.

8.45 The Government will make every effort to ensure that Jamaica remains on the IMO White List (STCW Convention).

8.46 The government of Jamaica will uphold its regional and international maritime obligations.

8.47 The Government of Jamaica will continue to establish bilateral agreements to support maritime developmental activities such as double taxation treaties, reciprocal port agreements etc.

8.48 The Government of Jamaica will continue to become contracting parties to and effectively implement the key international treaties affecting shipping.

Safety, Security and Protection of the Marine Environment

Issue

8.49 The sustainable development of the shipping sector is hinged on the existence of safe, secure and environmentally sound transportation of goods and passengers which adheres to acceptable local and international standards of maritime safety, security and marine environment protection.

Policy

8.50 The Government will ensure that Jamaican Ships and foreign ships operating in Jamaican waters operate in accordance with local and international maritime safety, security and environmental protection standards.

8.51 The Government will ensure the promulgation of regulations to govern safe operation of Jamaican ships worldwide and foreign ships operating in Jamaican waters.

Issue

8.52 Port State Control (PSC) is a mechanism instituted through the IMO by which a state may conduct limited safety inspections of all foreign vessels calling at its ports to ensure their conformity to maritime safety, security and pollution prevention standards. PSC has demonstrably reduced the incidence of substandard ships calling at ports where it is rigorously enforced.

Policy

8.53 Jamaica will continue to collaborate with the Caribbean and other Regional MOUs to eliminate sub-standard shipping through continued implementation of a Port State Control regime inspecting at least 15% of all foreign ships calling at Jamaican ports. (The Caribbean MOU or CMOU is now housed at the MHTWW. The CMOU was established on February 9, 1996 and consists of 12 participating Maritime Administrations and covers the waters of the Atlantic Ocean that hugs the Leeward side of the Commonwealth of the Bahamas and encompasses the Caribbean Sea.)

8.54 Jamaica will continue meeting the PSC inspection targets, currently set at 15% of all ships making a port call and will ensure that resources required are adequate.

Issue

8.55 To ensure safety, security and protection of the marine environment.

Policy

8.56 The Government will preserve the marine environment by eliminating pollution by oil, garbage and other harmful substances and minimizing the accidental discharge of such substances through the implementation of the Marine Pollution (MARPOL) Convention.

Issue

8.57 To foster a safe maritime system of operation.

Policy

8.58 The Government will ensure that Jamaican territorial waters will continue to be in conformity with international law and rules. State-of-the-art techniques will be used to disseminate information to seafarers on weather, sea state and other safety items.

8.59 The Government will ensure that all ports fulfill requirements regarding depth, width, harbour channel markings and other navigational safety items.

8.60 The Government will improve/introduce radar equipment to help track Maritime activity.

8.61 The Government will continue to fulfill its obligations under multilateral and Bilateral agreements regarding maritime security.

To develop and promote safe local maritime transport activities

Issue

8.62 Sections of our navigable rivers are used for a variety of transport activities, most of which are tourism oriented. Several of these watercraft are under regulated as modes of transport.

Policy

8.63 The Government will ensure that appropriate regulations are developed to achieve safe usage of the waterways.

Issue

8.64 Ferry services can provide freight and passenger links between coastal communities.

Policy

8.65 The Government will promote the development of such services as an alternative transport mode, where practicable.

Issue

8.66 Many of our small fishing vessels are operated without being in compliance with established standards of the Fisheries Division.

Policy

8.77 The Government will take steps to educate and inform fishermen of the existing regulations that govern their activities and encourage compliance.

9.0 Non-traditional modes of transport

9.1 There are a number of forms of transport which are outside those normally considered in the development of policy. The following comments have been set out to ensure that they are considered within the context of policy formulation.

9.2 **Pipelines** do not play a very important role in Jamaican transport at present. However, some transport related developments, particularly in highways, may encourage the use of pipelines in joint use transport corridors, especially in relation to water pipelines. While the MHTWW may not be the lead agency, pipeline development should certainly be taken account of in long-term policy formulation. At the appropriate time a policy will be developed for pipeline transport.

9.3 **Jamaica Defence Forces** would not normally be included for policy consideration due to the sensitive and generally confidential nature of information and data. However, the National Transport Policy should take account of military requirements particularly in regard to the coordination between the Defence Forces and the MHTWW and its relevant entities in the use of the transport infrastructure, and the development and implementation of civilian emergency-related operations, such as search and rescue, and disaster preparedness and response.

9.4 **Tourism and pleasure boating.** There are a number of specialized vehicles designed for the tourism and leisure industries such as dune buggies and other off-road vehicles, watercraft, raft, boats and animal drawn vehicles. It can be argued that none of these vehicles are used for transport per se but are rather an end in themselves as part of the tourism and leisure industries. It will be essential to develop a coordinated approach to these through close cooperation with the Ministry of Industry and Tourism and other stakeholders.

9.5 **Banana Monorails** are used in the banana fields to move bananas to central packing points. In some cases, these cross public roads and it is essential to ensure that the safety of the road user is protected.

10.0 Poverty Alleviation & Transport for the Vulnerable

Objective

10.1 Through its effect on economic growth, transport improvement should be capable of acting as an instrument of poverty reduction.

Background

10.2 The poor incur high costs in time and money to gain access to employment, health services, education and other amenities. Lowering these costs contributes directly to poverty reduction. Narrowly focused output growth oriented strategies tend to increase car dependence which, in turn, tends to displace non-motorized transport and reduce the variety of public transport means available to the poor. The poor are also disproportionately displaced by the expansion of right-of-way for transport infrastructure or are less able to afford increased prices as the transport sector becomes more commercial. For those reasons transport policies and programs must be carefully designed to recognize and will respond to the needs of the poor, and where possible differentiate between urban and rural poor. As a minimum, programs must be established to prevent adverse spin-off effects of the transport sector development aggravating the condition of the poor.

Policy Statements

Providing Adequate Public Transport to Places of Employment

Issue

10.3 The high financial cost of journeys to work can be a significant drain on the income of the poor and poor accessibility can significantly reduce the prospects of their employment in Kingston. People living on the edge of the capital, disadvantaged by low incomes, are hampered by poor

connections to the main radial routes on which bus services is concentrated.

10.4 Public transport subsidies are often a wasteful response to this kind of problem.

10.5 First, they do not always have a good poverty focus. Second, even where subsidies are targeted in the form of reduced fares for selected categories of person, they often benefit the non-poor, reduce the return on enforcement of payment (if those receiving concessions account for a disproportionate share of the patronage) and encourage fare evasion by those who should pay. Finally, some of the benefits of general subsidies on operations go to the management and staff of operating companies in the form of higher wages and slack operating conditions.

10.6 Where the problem is well-defined geographically, subsidies may be directly targeted by route. Where deprivation is geographically more diffused, income supplements are preferable to payments in kind. However, direct income transfers to the poor may be difficult to organize where income tax systems are weak or there is no adequate basis for income recording and verification to support "means tested" vouchers.

Policy

The Government will investigate the benefits of specific subsidies on journey-to-work tickets channelled through the employer.

Issue

10.7 Attempts to use the operator of public transport as the instrument to protect the poor frequently fail. Controlling the fares of commercial companies reduces profitability and normally has the perverse effect of reducing the amount of service provided. Restricting competition (often by protecting an SOE) to create a basis for subsidy of unprofitable services from profitable ones, is not only likely to increase costs but may also have the perverse effect that services to poor areas (where residential densities are high and demand strong) subsidize those to wealthier areas. Periodic competition for monopoly

franchises, either for specific routes (which may involve direct payments by the public authorities) or for specified “packages” of service designed to have acceptable cross-subsidy characteristics, may be used either to minimize the cost to government or to select the best combination of cost and service quality. This requires that the public sector be capable of fairly and effectively administering the tendering and financing arrangements.

Policy

10.8 Operators should receive transparent subsidies to compensate them for losses legitimately incurred on those services provided as public service obligations.

Eliminating the Impediments to Non-motorized Transport

Issue

10.9 The balance between modes of transport depends very heavily on income, both at the household and national levels.

10.10 One of the best ways to help the poor is thus to improve non-motorized transport. For the very poor transport is walking, the security and convenience of which should be protected and enhanced. Even more dramatic improvement can be achieved by a shift from walking to cycling. For passenger transport, cycling offers speeds at least three times, and effective ranges of movement nine times, as great as walking. Cycling may then be an efficient complement as a local distributor, allowing wider stop spacing and higher corridor speeds and flows. For freight transport, its role in the distribution function outside local areas is likely to diminish as incomes grow. On metalled roads, trucks can move over 1,000 tons per hour per meter lane at an average speed up to 40 km/hour,⁹ while non-motorized vehicles are unlikely to exceed a productive capacity of 240 tons in the same road space at a maximum speed of 10 to 15 km/hour.

10.11 Despite its potential, users of non-motorized transport (NMT) have been disadvantaged in various ways. First, they have suffered from being physically very vulnerable. This is particularly a consequence of the failure to separate motorized and non-motorized traffic, for example, by providing sidewalks for pedestrians and bike paths for cyclists. Second, there is usually no national manufacturing capability. About a dozen countries manufacture over 90 percent of the world's bicycles. Finally, there is the question of image. The association of NMT with poverty tends to make it something “planned against” rather than “planned for.”

Policy

10.12 The Government will become increasingly more receptive to the incorporation of NMT in overall transport strategies.

Eliminating Gender Bias in the Provision of Transport

Issue

10.15 Women tend to work nearer their homes than men do, and, particularly during the period when they are raising a family, they have to take more trips for educational, health and other welfare purposes. Their “essential” trips are hence more dispersed in time and location than those of men.

10.16 To date transport policies have been geared primarily to the needs of men. Many of the activities with which women are engaged are of low status and are often disregarded in resource allocation and planning. In the process of public transport commercialization, rural and off-peak urban services, on which women are particularly dependent, are sometimes lost. Within the family, women have less access than men to any bicycles or cars owned by the family and are much more dependent on public transport and walking. Public transport can be unsafe for women at night and in remote areas, which restricts their employment possibilities.

10.17 Many of the problems which stem from social and cultural norms or the deterioration of law and order are beyond the reach of transport policy to solve. However, other problems are not. Using the very simplest form of wheeled vehicle would immediately halve the amount of time required by women for local transport. Making services and commodities more accessible in rural areas, either by improving the way services are provided, or by increasing access to transport, benefits the whole family by releasing a woman's time so that she can give her attention to other more important tasks. Inter-peak urban public transport services can often be provided at low marginal cost. This both increases the probability that they can be supplied commercially for lower-than-peak flows, and also means that the real costs of supporting them as a social service are much less than the costs of peak service. Failure to consider these possibilities is often due to inadequate analysis rather than excessive cost.

Policy

10.18 Where the Government intervenes in the transport sector, it will act to eliminate gender bias.

APPENDIX 1 - TRANSPORT INFRASTRUCTURE DEVELOPMENT

Table A Transportation: Five Year Infrastructure Development Programme 2004 to 2009

Programme	Description	Timeline	Entity Responsible	Remarks
Kingston Container Terminal Development	<p>Phase 5 - procurement of equipment and civil works to increase terminal capacity to</p> <ul style="list-style-type: none"> ▪ Phase 5A- 2,500,000 TEUs. ▪ Phase 5B- 3,200,000 TEUs <p>Projected cost: US\$103,400,000</p>	April 2007 - October 2009	Port Authority of Jamaica	Project is underway
Ocho Rios Cruise Ship Terminal Development	<p>Expansion to increase cruise ship-berthing capacity to four 4th generation vessels (31 1m).</p> <p>Projected cost: US\$43.000.000</p>	April 2008 - October 2010	Port Authority of Jamaica	Project is at feasibility stage
Montego Bay Cruise Ship Terminal Development	<p>Development to increase the cruise ship berthing capacity and the terminal building to accommodate two 4th generation vessels and to facilitate home porting.</p> <p>Projected cost: US\$60,000,000</p>	November 2007 – February 2009	Port Authority of Jamaica	Project is at design stage

Programme	Description	Timeline	Entity Responsible	Remarks
Port of Lucea	Development of a cruise ship terminal		Port Authority of Jamaica	Project is not being undertaken due to construction of a new hotel at the site for which this development was being planned.
Port of Falmouth	Development of a cruise ship terminal		Port Authority of Jamaica	Project is at feasibility stage.
Norman Manley International Airport (NMIA) Development	Airport Terminal Expansion Project J\$51.0M Construction of the Cargo Village 3.5M	2006 January - 2007 July 2005 March - 2005 December	Airports Authority of Jamaica	This is part of a 20-year Capital Development Programme. Project is underway.
Sangster International Airport (SIA) Development	Capital Development Programme Terminal Expansion Phase 2- US\$65,000,000.00	2006 January – 2008 July	Montego Bay (MBJ) Airports Limited	Project is underway.
Sangster International Airport Norman Manley International Airport	Construction of new Air Traffic control Towers- US\$5,000,000.00 each.	2007 March- 2008 March	Jamaica Civil Aviation Authority	Project to be tendered.

Programme	Description	Timeline	Entity Responsible	Remarks
Highway 2000 Phase 1 B -Sandy Bay to Williamsfield	Four-lane divided highway from Sandy Bay to Williamsfield, with interchanges and other related toll infrastructure.	Completion in 2008	National Road Operating and Constructing Company	Still in design phase
North Coast Highway Improvement Project - Segment 2A	Construction of 27 kilometres four lane highway from Montego Bay to Greenside . Projected cost: US\$50.28m	March 2006 – September 2007	National Road Operating and Constructing Company	Project is underway
North Coast Highway Improvement Project - Segment 3	Improvement of corridor from Ocho Rios to Fair Prospect, including reconstruction and widening of some sections Projected cost: US\$116,000,000	November 2004 – October 2007	National Works Agency	Funded by grant from the European Union
Proposed North South Link between Ocho Rios and Spanish Town	Partial tolling of 2*2 highway between Ocho Rios and Spanish Town	To start January 2008	National Road Operating and Constructing Company	Project is at the design stage
Montego Bay Bypass	Construction of a four-lane toll road from Bogue Road to Ironshore, with links to major communities to open access to eastern areas of development in Montego Bay.	To start in early 2007	Ministry of Housing Transport Water and Works	Funding is to be provided by CIDB Malaysia. Preliminary layout has been prepared.

Programme	Description	Timeline	Entity Responsible	Remarks
Proposed East-West Coast Road Link (Kingston)	Extension of Michael Manley Boulevard from Lower South Camp Road to Marcus Garvey Drive.	Indefinitely on hold.	Kingston City Centre Improvement Co.	Designs not yet prepared. Funding not yet identified.
Revitalization of Rail Service	Reintroduction of rail services from Montego Bay to key tourism development areas such as Appleton Estate, St. Elizabeth.	Not yet determined	Ministry of Tourism Entertainment & Culture	Information gathering stage for preparation of proposal.
Upgrading of Examination Depots	Rehabilitation works to upgrade the ITA depots islandwide. Projected cost :	Ongoing	Island Traffic Authority	Nine depots targeted for rehabilitation
Development of Public Passenger Terminals in the KMTR	Construction of a modern transport centre in Half Way Tree with supporting commercial facilities that will accommodate all bus routes and allow easy transfer of passengers. Projected cost US\$55,000,000	October 2004 – Sept. 2006	Ministry of Housing Transport Water and Works	Scheduled for completion in September 2007
Development of Public Passenger Terminals in the KMTR	Construction of transportation centre in Downtown Kingston	June 2004 - November 2005.	Kingston City Centre Improvement Company	This is part of the Downtown Kingston Redevelopment Plan.
Bridge Development Programme	Construction and replacement of critical bridges along the main road network.	2004-2009	National Works Agency	Ongoing programme
Urban Transport Project	Execution of a comprehensive transport study for the KMTR, to allow the preparation of a 25-year transport development plan for the KMTR.	December 2007 - April 2009	Ministry of Housing Transport Water and Works	Funding not yet identified.

Programme	Description	Timeline	Entity Responsible	Remarks
Road Master Plan	Development of a master plan for islandwide road rehabilitation and maintenance.	November 2004 - October 2007	MHTWW/ NWA/ MLG	Funded by European Union: 9 th CDF Support to the Road Sector

Table B
**Transportation: Five Year Infrastructure Development
Programme 2004 to 2009 – Completed Projects**

Programme	Description	Timeline	Entity Responsible	Remarks
Kingston Container Terminal Development	Phase 4 - procurement of equipment and civil works to increase terminal capacity to 1,500,000 TEUs. Projected cost: US \$72,705,093.33	Feb 2004 - Nov 2005	Port Authority of Jamaica	Project is completed.
Norman Manley International Airport (NMIA) Development	Airport Terminal Expansion Project (Interim Works) J\$3.5M Additions/Alterations to Departure Concourse J\$2.5M	2005 June - 2006 February 2004 February - 2005 October	Airports Authority of Jamaica	This is part of a 20-year Capital Development Programme. Interim works completed.
Sangster International Airport (SIA)	Capital Development Programme Terminal Expansion Phase 1b- US\$42,500,000.00	2003 November-2005 December	Montego Bay (MBJ) Airports Limited	Work Completed
Negril Aerodrome	Extension to Runway (150M Safety Area) J\$8,000,000.00	2005 April - 2005 Sept.	Airports Authority of Jamaica	Work completed
Highway 2000 Phase 1 A -Segment 2: Kingston to Bushy Park	Construction of four-lane divided highway from Mandela Highway to Bushy Park, with interchanges and related toll infrastructure.	August 2003 - December 2004	National Road Operating and Constructing Company	Construction was completed and toll road is in operation.
Highway 2000 Phase 1 A -Segment 3: Portmore Causeway	Construction of 6-lane highway and bridge from Marcus Garvey Drive to the Portmore Town Centre, and a two-lane link into Dyke Road, with related toll plaza and infrastructure.	May 2004 – July 2006.	National Road Operating and Constructing Company	Construction was completed and toll road is in operation.
North Coast Highway Improvement Project - Segment 2	Improvement of the main road from Montego Bay to Ocho Rios, including some realignment, to reduce travel time and support tourism development along the corridor. Projected cost: US\$60,400,000.	December 2001 – November 2006	National Works Agency	Completed.

Appendix 2 - NTP Supporting Data Tables

ROAD TRANSPORTATION

Table 1 Petroleum Consumption by Activity 1998 –2001/ 2003 (BLS)

ACTIVITY	1998	1999	2000	2001	2002	2003	2004
<i>Road and Rail Transportation</i>	5,745,292	5,950,365	5,691,514	5,714,767	5,883,380	6,070,870	5,894,550
<i>Shipping</i>	73,412	204,441	156,024	356,187	360,968	391,008	217,427
<i>Aviation</i>	1,530,306	1,519,714	1,640,492	1,452,198	1,616,873	1,620,143	1,792,975
<i>**Cement Manufacturing</i>	323,929	400,768	183,190	132,759	84,941	51,124	104,791
<i>Electricity Generation</i>	5,105,852	5,267,036	5,889,825	6,031,323	6,136,061	6,471,480	6,225,912
<i>Bauxite/Alumina Processing</i>	8,669,822	8,739,108	8,763,373	8,595,428	9,167,593	9,545,660	9,454,267
<i>Sugar Manufacturing</i>	175,133	151,091	186,159	144,500	152,178	80,384	77,012
<i>Cooking and Lighting</i>	847,668	893,559	889,818	873,776	906,919	905,551	917,530
<i>Petroleum Refinery</i>	-	-	288,555	285,787	296,526	259,405	223,266
<i>Other Manufacturing</i>	144,117	81,795	81,450	55,516	73,066	142,276	135,991
<i>Other</i>	188,469	215,188	112,141	364,349	375,499	252,743	595,611
TOTAL	22,804,000*	23,423,065*	23,882,541	24,006,590	25,054,004	25,790,644	25,639,332

Source: Ministry of Commerce, Science and Technology (with Energy)

* Total does not include figures for Petroleum Refinery.

Table 2 Road Works: Estimates of Expenditure 2003-2004 to 2005-2005

Programme	\$'000		
	Estimates 2005-2006	Approved Estimates 2004-2005	Actual Expenditure 2003-2004
<i>Disaster Management*</i>	50,000.0	-	33,108.0
<i>Arterial Roads*</i>	1,813,800.0	595,000.0	458,000.0
<i>Secondary Roads*</i>	-	-	3,083.0
<i>Tertiary Roads*</i>	-	-	695.0
<i>Urban Roads, Kingston and St. Andrew*</i>	-	-	1,663.0
<i>Capital B Road Projects</i>			
<i>(Ministry of Transport and Works)</i>	2,105,200.0	1,670,000.0	976,377.0
<i>Capital B Road Project/Disaster Management (Ministry of Local Government)</i>	160,000.0	165,000.0	341,898.0
TOTAL			1,814,824.0

Source: Estimates of Expenditure for the year ending 31st March 2006 (As Passed by the House of Representatives 27th April 2005), Ministry of Finance and Planning

* Capital A Budget of the Ministry of Transport and Works

Table 3 Estimated Road Budgets for 2002/ 03, Jamaica (\$Jm)

Road Project	Main Roads	Parochial Roads	Total
<i>Major Road Rehabilitation- New Roads</i>	675	329	1,004
<i>Routine Maintenance Patching</i>	515	141	656
TOTAL	1,190	470	1,660

Source: Ministry of Transport and Works

Table 4 Road Maintenance Fund: Expenditure on Road Works by Parish 2003-2004

Parish	Amount (J\$ Million)	Percentage (%)
<i>Kingston and St. Andrew</i>	38,527,054.88	22.3
<i>St. Catherine</i>	16,262,049.40	9.4
<i>Clarendon</i>	14,448,283.90	8.4
<i>Manchester</i>	17,547,235.43	10.2
<i>St. Elizabeth</i>	8,173,835.71	4.7
<i>Westmoreland</i>	10,465,997.65	6.1
<i>Hanover</i>	3,744,513.00	2.2
<i>St. James</i>	6,366,337.55	3.7
<i>Trelawny</i>	6,433,714.68	3.7
<i>St. Ann</i>	7,741,314.26	4.5
<i>St. Mary</i>	27,799,791.64	16.1
<i>Portland</i>	8,932,111.75	5.2
<i>St. Thomas</i>	5,996,170.06	3.5
TOTAL	172,438,409.91	100.0

Source: Road Maintenance Fund

PUBLIC TRANSPORTATION

Table 5 Buses and Taxis: Illegal vs. legal (March 2003- March 2004)

Taxis & Buses	Number	Percentage (%)
<i>Illegal</i>	18,074	55.5
<i>Legal (route taxi and hackney carriage)</i>	14,501	44.5
TOTAL	32,575	100.0

Source: Islandwide Transportation Coverage Report (June 2004), Transport Authority

Table 6 Public Passenger Vehicles (Legal and Illegal) by Region (March 2003 - March 2004)

Licensing Region	Rural Stage		Route Taxi	
	<i>Legal (bus)</i>	<i>Illegal (bus)</i>	<i>Legal (car)</i>	<i>Illegal (car)</i>
<i>Western</i>	512	400	3,801	3,603
<i>Southern</i>	571	224	3,130	2,016
<i>Central</i>	1,262	538	2,642	4,840
<i>North-Eastern</i>	672	645	1,911	5,808
TOTAL	3,017	1,807	11,484	16,267

Source: Islandwide Transportation Coverage Report (June 2004), Transport Authority

Table 7 Licence Application and Issuance by Type (April 2004-March 2005)

Licence Type	<i>Licences</i>	
	Applications Received	Licences Issued
<i>Hackney Carriage</i>	3,139	2,594
<i>Contract Carriage</i>	1,640	2,510
<i>Rural Stage</i>	664	712
<i>Public Carriers</i>	3,989	5,115
<i>Private Carriers</i>	10,308	15,585
<i>Route Taxis</i>	10,536	11,240
TOTAL	30,276	37,756

Source: Transport Authority

Table 8 Comparison Between 2005 and 1999 for Growth Trends at Ten Highest Intersection Traffic Volume Locations in Kingston and St. Andrew in 2005

Intersection Location	2005	1999	% Change
<i>Hope Road / Trafalgar Road / Waterloo Road</i>	57,040	44,388	28.50
<i>Half Way Tree Road / Oxford Road</i>	41,832	40,197	4.07
<i>Half Way Tree Road / Chelsea Avenue</i>	40,885	31,183	31.11
<i>Maxfield Ave / Hagley Park Road / Eastwood Park Road</i>	40,284	38,200	5.46
<i>Constant Spring Road / West Kings House Road / Eastwood Park Road</i>	39,377	37,113	6.10
<i>Waterloo Road / South Avenue</i>	37,650	29,644	27.01
<i>Hope Road / Old Hope Road / Barbican Road (Matilda's Corner)</i>	37,122	25,945	43.08
<i>Eastwood Park Road / Molyne's Road / South Odeon Avenue</i>	36,035	34,086	5.72
<i>Hope Road / Lady Musgrave Road / East Kings House Road</i>	34,955	29,599	18.10
<i>Constant Spring Road / Hope Road / H.W.T. Road / Hagley Park Road</i>	34,939	35,921	-2.73

Source: National Works Agency

Table 9 Total Vehicle Certified by Vehicle Type 2004/5 – 2005/6

Period	Vehicle Type					Grand Total
	Cars	Trucks	Tractors	Trailers	Cycles	
2004-2005	198,783	85,914	849	2,202	5,007	292,755
2005-2006	215,111	96,826	854	2,250	4,580	319,621
TOTAL	413,894	182,740	1,703	4,452	9,587	612,376

Source: Island Traffic Authority (Compiled by Technical Services Unit, MHTWW)

Table 10 Total New Motor Vehicle Registration by Year 1997-2004

YEAR	MOTOR CAR	MOTOR TRACTOR	TRAILER	MOTOR TRUCK	MOTOR CYCLE	NES	TOTAL
1997	36,831	48	195	8,577	3,281	667	49,599
1998	32,376	106	196	8,694	1,636	0	43,008
1999	18,973	63	122	6,018	982	0	26,158
2000	16,069	63	176	6,201	935	0	23,444
2001	17,002	52	187	6,173	1,108	0	24,522
2002	18,795	54	92	7,030	1,075	0	27,046
2003	22,059	126	191	8,072	1,152	0	31,600
2004	16,625	66	387	5,489	1,254	0	23,821
TOTAL	178,730	578	1,546	56,254	11,423	667	249,198

Sources: Inland Revenue Department

Nes – Not Elsewhere Specified

AIR TRANSPORTATION

Table 11 Annual Passenger Volume at International Airports 1999-2005

Year	Sangster International Airport	Norman Manley International Airport	Total
1999	2,906,259	1,582,173	4,488,432
2000	3,028,711	1,543,576	4,572,287
2001	3,028,256	1,550,379	4,578,635
2002	3,115,600	1,511,804	4,627,404
2003	3,228,062	1,459,470	4,687,532
2004	3,339,378	1,454,733	4,794,111
2005	3,117,301	1,589,288	4,706,589
TOTAL	21,763,567	10,691,423	32,454,990

Source: Airports Authority of Jamaica

Table 12 Aeronautical & Non-aeronautical Revenue 2003-2004 – 2005-2006

Aeronautical Revenue (J\$)	Year 1	Year 2	Year 3
	2003/2004	2004/2005	2005/2006
Embarking Passengers- Terminal Revenue	239,733,565	262,574,869	283,974,003
Embarking Passengers - Security Revenue	44,966,953	49,251,309	53,265,156
Total Aircraft Landing Revenue	163,666,748	167,518,227	175,225,013
Less Projected Discounts on Landings	25,053,087	26,204,518	28,296,414
TOTAL	423,314,179	453,139,886	484,167,758

Source: Airports Authority of Jamaica

Table 13 Non-aeronautical Revenue 2003-2004 – 2005-2006

Non-Aeronautical Revenue	Year 1	Year 2	Year 3
	2003/2004	2004/2005	2005/2006
Space Rental	42,180,110	44,710,916	47,393,571
Advertising Space Rental	6,785,535	7,045,509	7,315,443
Utilities Recovery	28,655,953	31,073,942	34,470,968
Car Park	112,330,959	118,720,628	125,824,977
Concession Income	197,297,947	215,966,162	232,346,037
TOTAL	387,250,503	417,517,158	447,350,996

Source: Airports Authority of Jamaica

MARITIME TRANSPORTATION

Table 14 Annual Cruise Ship Passengers to Jamaica 1999-2005

<i>Year</i>	Cruise Ship Passengers
1999	746,662
2000	907,611
2001	840,366
2002	862,993
2003	1,124,174
2004	1,088,680
2005	1,117,797
TOTAL	6,688,283

Source: Port Authority of Jamaica.

Table 15 Analysis of Receipts (Foreign Exchange) from Marine Vessels

Financial Year (F/Y)	US\$	J\$ Equivalent
2001/2002	46,660.54	2,181,576.92
2002/2003	120,676.40	6,038,385.18
2003/2004	195,004.45	11,483,611.69
2004/2005	272,087.39	16,682,606.41
2005/2006	323,184.98	20,340,898.98
TOTAL	957,613.76	56,727,079.18

Source: Maritime Authority of Jamaica

Table 16 Total Marine Vessels Licensed 2005

Vessels	Type	Number
Small*	Boats	643
	Jet Ski	254
	Non-Motorised Vessels	1,480
Total Small Vessels		2,377
Large*	Above 24 Metres	46
Total Large Vessels		46
<i>Total Vessels</i>		2,423

Source: Maritime Authority of Jamaica

APPENDIX 3 – Relevant Acts & Regulations

Legislative Compliance Monitoring Framework

The Ministry is responsible for administering the Acts and Regulations shown below:

Legal Responsibilities

Listed below is a comprehensive list of the Acts, Regulations and International Conventions administer and observed by the Ministry.

Sector	Acts/Regulations
Air Transport	<ul style="list-style-type: none"> The Airports Authority Act The Airports (Economic Regulations) Act The Airports (Economic Regulations) Regulations The Civil Aviation Act The Civil Aviation (Amendment) Act & Regulations
	<p>Pending</p> <ul style="list-style-type: none"> The Carriage by Air (Montreal Convention) Act
Marine Transport	<ul style="list-style-type: none"> The Beach Control Act The Cargo Reference Act 1979 The Carriage of Goods Act 1989 The Customs Act 1941 The Exclusive Economic Zone Act 1991 The Fishing Industry Act 1976 The Harbours Act 1894 and Regulations The Harbours Fees Act The Jamaica Export and Free Zones Act The Lights and Lighthouses Act 1900 (1961, 1974) The Marine Insurance Act The Maritime Areas Act 1996 The Pilotage Act & Regulations The Port Authority Act & Regulations The Quarantine Act The Shipping Act 1998 The Shipping Fees Act 1979 The Wharfage Act The Harbours Rule 1971 The Shipping (Fees) Regulations 2006 The Shipping (Local Trade) Regulations 2003 The Shipping (Registration of Ships) Regulations 2006 The Tourist Board (Water Sports) Regulations 1985 The International Convention on Civil Liability for Bunker Oil Damage The International Convention on Oil Pollution Preparedness and Response Co-operation Caribbean Maritime Institute Act 1993

Sector	Acts/Regulations
	<p>Pending The Shipping (collision) Regulations) 2006 The Shipping (Tonnage) Regulations 2006 The Shipping (pollutions Prevention and Control) Act</p>
Land Transport	<p>The Jamaica Railway Corporation Act The Motor Vehicle (Third Party Risks) Act The Public Passenger Transport (KMTR) Act 1947 The Public Passenger Transport (Rural Area) Act 1970 The Road Traffic (Amendments) Act 2002 The Road Traffic Act & Regulations 1938 The Transport Authority Act, 1987 The River Rafting Act The Transport Authority Regulations 1988 The Jamaica Railway Corporation By-Laws 1969</p>
Works Related	<p>The Advertisements Regulations Act The Architects Registration Act The Fire Brigade Act The Gun Powder and Explosives Act The Kingston and St. Andrew Act The Local Improvements Act The Main Roads Act The Parish Councils Building Act The Professional Engineers Registration Act The Quarries Control Act The Road Maintenance Fund Act The Road Protection Act The Toll Roads Act The Water Act</p>
Other Acts (General)	<p>The Companies Act The Financial Administration and Audit Act The Public Bodies Management and Accountability Act</p> <p>The Executive Agency Act 2002</p>

APPENDIX 4- Definitions

Maintenance - the routine and periodic upkeep and rehabilitation of main roads and structures of main roads

Facilitation - intervention to ensure the designing and running of successful meetings of groups .

Privatization - the transfer of property or responsibility from the public sector (government) to the private sector (business). This can refer to partial or complete transfer of any property or responsibility held by government.

Regulation - a legal restriction promulgated by government administrative agencies through rulemaking supported by a threat of sanction or a fine. This attempts to produce outcomes which might not otherwise occur, produce or prevent outcomes in different places to what might otherwise occur, or produce or prevent outcomes in different timescales than would otherwise occur

Mult-modal - sector consisting of many differing forms of transportation.

Policy - a plan of action to guide decisions and actions which includes the identification of different alternatives, such as programs or spending priorities, and choosing among them on the basis of the impact they will have.

Development - a dynamic process of improvement, which implies a change, an evolution, growth and advancement.

APPENDIX 5 - SUMMARY OF AIR TRANSPORT AGREEMENTS

Country	Type of Agreement	Entry into Force	Traffic Rights	Air Carrier Designation	Weekly Capacity	Weekly Frequency		Route Structure (Intermediate and Beyond Points)	Registration	Comments
BAHAMAS	ASA	11/29/73							Expired 31/12/83	New ASA in process
BELGIUM	ASA	5/27/80	3/4	Single	Airlines to determine		BEL: JAM:	Two intermediate points and three beyond points without 5 th freedom Two intermediate points and two beyond points without 5 th freedom		
BRAZIL	ASA									New ASA in process
CANADA	ASA & Exchange of Notes	18/10/85 16/12/87	3/4/5*	Multiple	Airlines to determine	Airlines to determine	CAN: JAM:	Named intermediate and beyond points in Carib. & S.A. points with no 5 th freedom Named intermediate with 5 th freedom traffic rights on one point from USA		
CHILE	ASA	9/15/88	3/4	Double Designation	Airlines to determine	Three per week	CHI: JAM:	Named intermediate and beyond points with limit on frequency, no 5 th freedom rights Named intermediate and beyond points, no 5 th freedom rights		New ASA in process
CHINA										New ASA in process
COLOMBIA										New ASA in process
CUBA	ASA	9/14/74	3/4	Single	Airlines to determine	Airlines to determine	CUB A JAM:	1 intermediate pt, named beyond pts in Caribbean, Africa and S.A. 1 intermediate pt, unnamed beyond pts.		

								In N.A., Europe, M. East, Mex., C. America		
DENMARK	ASA	10/13/76	¾	Single	Airlines to determine	Airlines to determine	DEN: JAM:	Open intermediate and beyond points without 5 th freedom traffic rights Open intermediate and beyond points without 5 th freedom traffic rights		
DOMINICAN REPUBLIC	MOU	1/17/94	3/4	Multiple	Up to 265 per aircraft	Up to seven (7)	DOM: JAM:	1 named intermediate pt and 1 named beyond point; no 5 th freedom traffic rights 1 named intermediate pt and 1 named beyond point; no 5 th freedom traffic rights		
FRANCE										New ASA in process
GERMANY	ASA & Agreed Minutes	4/4/80 1/2/06	3/4	Double Designation	Airlines to determine	Up to seven (7)	GER: JAM:	Named intermediate and beyond points without 5 th freedom traffic rights Named intermediate and beyond points without 5 th freedom traffic rights		New ASA in process
HAITI	ASA	3/13/78	3/4/5	Multiple	Airlines to determine	Airlines to determine	HAIT I: JAM:	No intermediate pts. 5 th freedom rights on open and unnamed beyond points Ex N. America No intermediate pts. 5 th freedom rights on open and unnamed beyond points Ex N. America		
HUNGARY	ASA	10/23/86	3/4	Single	Airlines to determine	Airlines to determine	HUN: JAM:	Open Route Schedule, unnamed intermediate and beyond points without 5 th freedom		

								rights, aeronautical authorities to agree on points		
ITALY	ASA	7/30/77	3/4/5*	Single	Up to B747	Four weekly	ITA: JAM:	Full traffic rights on intermediate and beyond points in Europe and S, C America respectively Full traffic rights on intermediate and beyond points in Caribbean and Europe, Africa, M. East		
MEXICO	ASA	7/3/75	3/4	Single	Max B727 or 156 seats	Up to seven (7)	MEX: JAM:	2 points in Jamaica, no intermediate & beyond pts 3 points in Mexico, no intermediate & beyond pts	Expired and extended	New ASA in process
NETHERLANDS	ASA	4/1/95	3/4/5*	Double Designation	Airlines to determine	Up to seven (7)	NET H: JAM:	Open Route Schedule own stop over traffic on limited points, 5 th freedom on 1 point for both countries with exclusions		
NORWAY	ASA	10/13/76	3/4	Single	Airlines to determine	Airlines to determine	NOR: JAM:	Open intermediate and beyond points without 5 th freedom traffic rights Open intermediate and beyond points without 5 th freedom traffic rights		
PANAMA	ASA	5/3/99 (Prov)	3/4	Double Designation	Airlines to determine	Airlines to determine	PAN: JAM:	2 named intermediate pts and 1 named beyond pt 2 named intermediate pt and 6 named beyond pts, up to four weekly frequencies		
RUSSIAN FEDERATION	ASA	12/12/78	3/4/5*	Single	Up to DC8 or IL-62	One Weekly	RUS:	5 th freedom on named intermediate and		

							JAM:	beyond pts, no traffic rights on other intermediate 5 th freedom on named intermediate points, no traffic rights on other intermediate pts		
SOUTH AFRICA										New ASA in process
SPAIN										New ASA in process
SWEDEN	ASA	10/13/76	3/4	Single	Airlines to determine	Airlines to determine	SWE D JAM:	Open intermediate and beyond points without 5 th freedom traffic rights Open intermediate and beyond points without 5 th freedom traffic rights		
SWITZERLAND	ASA	5/3/76	3/4	Single	Airlines to determine	Airlines to determine	SWIZ JAM:	Named intermediate and beyond points Two points in Switzerland and named intermediate and beyond points		
TRINIDAD & TOBAGO	ASA	8/19/86	3/4/5	Single	Airlines to determine	Airlines to determine	TRIN : JAM:	Named intermediate and beyond pts, 5 th freedom on 1 point with limited frequency Named intermediate and beyond pts, 5 th freedom on 1 point with limited frequency		
UNITED KINGDOM	ASA	6/6/05	3/4	Multiple	Airlines to determine	Airlines to determine	UK: JAM:	Full traffic rights on named intermediate and beyond points Full traffic rights on named intermediate and beyond points		

UNITED STATES	ASA		3/4	Multiple	Airlines to determine	Airlines to determine	US: JAM:	Open route schedule with traffic rights on intermediate and beyond points Open route schedule with traffic rights on intermediate and beyond points		
VENEZUELA	ASA				Airlines to determine	Four weekly	VEN: JAM:	Open intermediate and beyond points with 5 th freedom traffic rights on 1 pt with limited frequency for both countries	Expired	New ASA in process

Note:

New ASA with Chile is provisionally in force from August 18, 2006
New ASA with Brazil is provisionally in force since September 1, 2006
Revised ASA with Germany being negotiated
Revised ASA with the UK being negotiated

- END -