

SECTORAL DEBATE 2026/27

PRESENTATION BY

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NORTHWEST MANCHESTER,

Gordon House,

May 13, 2026

Madam Speaker, I rise again to make my contribution to a Sectoral Debate with a deep sense of gratitude to the voters of Northwest Manchester who last September returned me for a fourth consecutive term as Member of Parliament. Gratitude is a must as we embark on this new term of office. I pledge to continue serving to the best of my ability.

Madam Speaker, Northwest Manchester has been favoured with representatives of profound dedication and meritorious service. We recall the six-term legacy of Ernest Peart and the five terms of Dean Peart; I now stand humbled as I embark upon my fourth. While the loyalty of my constituents remains steadfast, I must serve notice that they merit far more than the current provisions.

I am grateful to the Leader of the Opposition for reappointing me as Shadow Minister of Transport and Mining. I intend to be vigorous and effective.

Truth be told, Madam Speaker, the state of both the transport and mining sectors is unhealthy, on life support, and just

awaiting the formal pronouncement of death, as they limp along, devoid of policies, daily shifts in negative narrative and in perpetual decline.

To my family—my wife Rhonda, my daughters Isabel and Gabriela, my mother Sandra, my father Peter, and my siblings—you are the very bedrock of my existence, providing the steadfast support that sustains me.

Transport

Madam Speaker, I turn my focus to transport, a sector currently besieged by frustration for our long-suffering commuters and operators.

For a decade, spanning the tenure of four different Ministers, I have consistently demanded a coherent, diagnostic, and implementable transport policy.

The absence of such a policy framework has led to a serious deterioration in uncertainty and efficiency, culminating in the embarrassing spectacle of state and private entities now aggressively jostling for passengers and fares across Jamaica.

On April 20, 2026, barely a month ago, the Ocho Rios to Kingston corridor was plunged into chaos as bus operators withdrew their services.

They were protesting against the state-owned JUTC, whose recent incursions into their licensed routes have been described as a direct assault on their livelihoods.

These operators contend that the JUTC is leveraging artificially low fares to create an unfair competitive environment, whittling away route revenue expectations.

Madam Speaker, this act highlights the desperate need for a coherent policy, and it also begs the question. Is it now the administration's intent to cherry-pick profitable routes for state takeover?

Does the JUTC still hold an exclusive franchise for the KMTR under the Public Passenger Transport Act, where it is obligated to provide an adequate, safe and modern service, or has it abandoned its original purpose?

Furthermore, if the Transport Authority, by law, dictates the fare structure, how can the government justify undercutting those very rates approved by cabinet, effectively cannibalising the route yield of the very same investors it has licensed?

Madam Speaker, what can really go so? How unjust can this Government be?

These are policy issues that the Minister must address through the formulation of a comprehensive transport sector policy, so that every investor, financial institution, operator, worker, and, importantly, the regulator can have clarity about the roles of all stakeholders in the industry.

Without this, Madam Speaker, whatever is the Minister's claim, the decline will persist, and there will be no prospect of real improvement of transport services for our people.

The Minister must also be transparent about what he considers "improvement" under his stewardship.

Is it the unchecked explosion of road licenses, the rampant chaos of taxis performing stage carriage functions, or is it a race to the bottom where suppressed costs have sacrificed all meaningful service standards?

I will leave it to Jamaica to determine whether this Minister and the administration he serves have improved the transport sector. or just making sweet-sounding announcements, without real action or real improvements.

JUTC

Madam Speaker, let us turn our attention to JUTC. For a decade now, the JUTC has been languishing in the hospital's accident and emergency department, left on a bench without even a bed.

They have called on a carpenter to examine the patient, when what is truly required is oxygen and a skilled physician to diagnose the ailment and prescribe a cure.

Madam Speaker, the JUTC is currently in its most pathetic state since its birth in 1998.

The financial wreckage is undeniable: the JUTC has incurred **cumulative losses of more than \$100 billion over** the last decade, a direct consequence of this administration's apathy that has left the company in this pathetic state.

Imagine if we had wisely directed those precious taxpayer dollars, our nation would today boast of a truly world-class transportation network.

Furthermore, under government accounting standards, the massive subsidies granted to the JUTC are recorded as revenue, creating a deceptive veneer that masks the entity's true, perilous financial condition.

The financial toll is immense:

- **A staggering \$14.8 billion loss is projected for this fiscal year alone**, with the entity remaining operational only through an \$11 billion government bailout.

Madam Speaker, despite acquiring over 250 new buses, the JUTC's farebox revenue, the acid test of performance and the very lifeblood of its operation, has remained largely stagnant or fallen, failing to reflect meaningful growth in any of the measuring tools: bus run out, fleet availability, cycle trips, revenue, staff-to-bus ratio and cost recovery ratio.

The Minister also needs to be reminded that fleet addition will never lead to higher fleet availability unless there is fleet maintenance.

The JUTC's daily operational dispatch remains stubbornly below 300 units; this is a damning indictment, considering that with 250 new acquisitions and 170 older units, the

serviceable fleet should stand at 420. To illustrate the gravity of the crisis, **Madam Speaker**, on May 12, 2026, a mere 221 buses were deployed from the three JUTC depots to service the approximately 80 routes across the KMTR.

In his contribution last week, the Minister made heavy weather of an 86% (\$121M) surge in charter revenue; **the reality is that fare-paying passengers have declined by 29% year-to-date**, a figure that confirms the JUTC remains comatose.

The financial devastation has worsened as we look ahead to the **2026/27 fiscal year**; JUTC's operating expenditures have skyrocketed to a massive **\$17.4 billion**.

This represents an unparalleled \$7 billion spike compared with the previous period, even as farebox and charter collections — the company's very lifeblood — remain stubbornly stagnant and anaemic at a mere \$2.6 billion.

This catastrophic outcome, with a paltry **16.6% cost recovery ratio**, is destined to be regarded as one of the JUTC's most pathetic performances.

Given the overwhelming maintenance and administrative costs associated with fare collection, including hardware and software and the staff required for cash handling, we find ourselves at an absurd crossroads.

It may be more financially responsible for the government to offer the bus service free of cost and save money, rather than maintaining this facade of charging fares for much longer.

Madam Speaker, the moment has arrived for this administration to demonstrate genuine and earnest resolve to rescue the JUTC from its current peril.

It is truly alarming that, although **66% of the current fleet** comprises newer units, repair and maintenance costs are set to increase by \$3 billion, reaching a staggering \$4.2 billion.

This is a massive leap from the \$1.3 billion recorded in the prior fiscal period.

The data is even more chilling, **Madam Speaker**, with the fuel allocation projected to rise by an unprecedented \$1.3 billion. This is despite a fleet primarily powered by CNG and electric buses.

This surge arrives even before the impact of global price shocks from the Iranian conflict. We must ask what level of internal dysfunction is at play. **Madam Speaker, what can really go so?**

What the minister has been doing is the very definition of "sweet talking" without substance or real improvement.

Furthermore, the JUTC persists in its haphazard rollout of a rural transport system, including coach buses. This strategy persists despite the lack of supporting data.

This operation is bleeding millions in costs every month, while stagnant, anaemic farebox revenue fails to cover even half the operating costs. While the KMTR routes remain underserved.

We have called upon this administration time and time again, **Madam Speaker**, to answer a simple question:

Why has it taken so long for a national transport plan?

What is the long-term vision to rescue and improve our public transportation system? We certainly did not hear it in the Minister's presentation.

This ad hoc, patchwork approach, **Madam Speaker**, has proven to be a failure and will continue to fail both our long-suffering commuters and transport operators alike.

Transport Authority

I would like to share some Transport Authority data with my colleagues:

In 2016, licences were issued to approximately:

- 1,600 Hackney carriage operators in the KMTR
- 363 Route Taxis in the KMTR
- 12,000 Route taxis islandwide
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In 2025:

- 5,200 Hackney carriage operators in the KMTR
- 2,466 Route taxis in the KMTR
- 20,275 Route taxis islandwide

When you examine these numbers, **Madam Speaker**, a staggering 225% explosion in Hackney carriage licenses within the KMTR over nine years, together with a 168% surge in Route taxis islandwide, reveals the gravity of the crisis.

The Transport Authority is merely a cash cow with no interest in quality service.

- With no additional parking infrastructure,
- no rationalisation of the existing system,
- And no coherent plan for public transport,

Madam Speaker, how much longer must this nation languish before this promised plan is delivered?

It is no wonder, **Madam Speaker**, that what we witness daily, is chaos and mayhem in every town across Jamaica, where both operators and commuters are crammed into cars as if it were the Middle Passage, relegating them to second-class status.

I will not dwell upon the escalating confrontations between law enforcement and transport operators. These skirmishes frequently endanger our commuters while projecting an image of public disorder and anarchy.

Much of this systemic chaos, **Madam Speaker**, is a direct consequence of the clear deficit in parking infrastructure. It is the government's fault because the Road Traffic Regulations cannot be fairly enforced in such an environment.

Consider the sheer absurdity of doubling taxi licenses from 13,963 in 2016 to nearly 28,000 in 2025, while providing no meaningful parking facilities or logistical support. This is the very height of governmental negligence, a move that effectively mandates the congestion and systemic indiscipline now choking every major town centre across this nation.

And before the mischief from some members, Madam Speaker, I am not an advocate of indiscipline in the public transport sector, but we must recognise some of the contributory factors.

For several years now, **Madam Speaker**, we have been promised the tabling of legislation to amend the Transport Authority Act, yet we are still waiting. This prolonged delay is yet another clear example of this administration's legislative lethargy and its persistent failure to deliver on meaningful reform.

POLICY

Madam Speaker, I would like to propose a 10-point policy plan for the government's consideration, as it must promulgate a transport policy to save lives and improve services and livelihoods.

POLICY CONSIDERATIONS

1. Restore bus capacity as the backbone of the KMTR system

The Government should set a new, clear minimum bus-seat target for the KMTR, based on peak-hour demand, and publish quarterly progress.

The priority should be high-capacity buses on major corridors such as Spanish Town Road, Half-Way Tree, Downtown Kingston, Portmore, Papine, Cross Roads and Constant Spring.

This requires a multi-year bus procurement and maintenance programme, not occasional purchases. Jamaica needs predictable fleet replacement, proper spare-parts management, depot upgrades and a public dashboard showing buses owned, buses available, buses dispatched, and routes underserved.

2. Establishing a Workable Taxi Franchise System: A National Necessity

Madam Speaker, it is a national necessity that we move with urgency to establish a functional and workable taxi franchise system in the KMTR.

Any thorough evaluation of our transport industry must recognise the indispensable role of our committed taxi operators, who constitute the fundamental core of Jamaica's commuting environment, and it is time we strategically integrate their service demands.

- Prioritise corridors where the lack of JUTC services is most evident in the KMTR.
- Implement a comprehensive zonal franchise system that requires formal applications for designated corridor assignments.
- Offer exclusive route franchises to provide investors with a stable and predictable operational environment.

4. Subsidise and Incentivise Upgrades

- Establish a **National Taxi Modernisation Grant and Loan Facility** through a strategic partnership with the DBJ and commercial financiers. This mechanism should provide restorative financing and partial grants to operators who integrate into the franchise framework and pledge to procure fit-for-purpose units.

- Implement a suite of fiscal incentives, including tax relief, fuel relief, duty concessions, and low-cost credit, for stakeholders who align with the franchise system and modernise their fleets with vehicles that meet rigorous safety and public transport standards.

5. Establish a Coherent and Resilient Fare Framework

Madam Speaker, no discussion of public transport could be complete without mention of passenger fares. I am not an advocate for higher unaffordable fares, but the last increase of 35% took effect on October 15, 2023. 19% was given, and the remaining 16% was promised to take effect on April 1, 2024.

On April 1, 2024, the then-finance minister said it was too inflationary and cancelled the fare order.

Madam Speaker, the necessity of a predictable fare policy cannot be overstated.

We must confront the reality that, while many find high costs unaffordable, keeping rates artificially low without matching government subsidies results in systemic decline and a sharp drop in service standards.

Jamaica requires a diagnostic fare formula that accounts for the harsh realities of fuel prices, labour, upkeep, and inflationary pressures. A superior, more nuanced approach would involve:

- Institutionalising regular, data-driven reviews linked to national inflation metrics.
- Providing targeted, restorative relief for our students, the elderly, those with disabilities, and economically vulnerable commuters.
- Tying direct operating support for the JUTC and licensed investors to rigorous, transparent performance benchmarks.

Madam Speaker, this would dismantle the current facade in which the administration refuses meaningful adjustments

while expecting operators to bear the burden of an inefficient system.

This administration's timid strategy of persistent procrastination, effectively kicking the proverbial can down the road, offers no relief for either our commuters or transport investors. The hour for **genuine and earnest resolve** has arrived; we demand tangible results, not more "sweet-talking" without substance.

Time and again, we have advocated for the mandate to determine public passenger fares to be transferred to the Office of Utilities Regulation (OUR).

6. The creation of designated taxi parks, holding areas and loading zones

A primary driver of the prevailing chaos within the taxi sector is a licensing regime that effectively sanctions operation while simultaneously denying the necessary physical space to function.

Every significant urban hub and transit intersection across the KMTR, by extension, the entire island, must be equipped with

official staging grounds, loading and dropoff zones, and clearly marked regulatory zones.

This strategic infrastructure must be realised through deep collaboration involving all Municipalities, the Transport Authority, law enforcement, and private landowners.

No license should be issued for a route unless there is an approved loading and parking plan. Urgency is needed in this area.

7. Use more technology to manage the system

Jamaica should move toward one integrated public transport platform with:

- Cashless payment.
- Real-time bus tracking.
- Taxi and bus route maps.
- Digital route licenses.
- Passenger complaint tracking.
- Data on passenger demand by route and time of day.

The JUTC already promotes its Smartercard cashless system, but this should become part of a wider integrated payment system across buses and approved feeder services.

8. Strengthen enforcement, but make it fair

Enforcement must target the causes of disorder, not just the symptoms. Police and Transport Authority operations should focus on illegal operators, overcharging, dangerous driving, illegal parking and route breaches.

The Transport Authority has warned operators against unauthorised fare increases, underscoring the pressure created when official fares do not cover operating costs.

Enforcement must be paired with reform. You cannot demand order from operators while denying them proper routes, parking, fare adjustments, and business viability.

10. Reform governance

The KMTR needs a single transport planning authority with real power to coordinate JUTC, route taxis, hackney carriages,

municipalities, traffic management and infrastructure. Right now, responsibilities are too scattered.

A strengthened metropolitan transport authority should plan routes, set service standards, approve parking arrangements, regulate fares, publish data and hold operators accountable.

Madam Speaker, these proposals may help to form the core of a national transport plan, a strategic, long-term vision to salvage our public transportation system from its current state of decay.

School & Rural Transport

We, on this side, have long championed the introduction of a robust rural school bus service, a vision I have previously articulated within these very walls during Sectoral Debates.

The current iteration of this system has been hobbling along for over six months, launched after the Cabinet essentially

handed the Minister of Transport a blank cheque to procure second-hand units.

At that time, **Madam Speaker**, we cautioned this administration about the inherent limitations of these American-built buses on our roadways. The Minister's response was to dismiss our concerns as "bad mind."

I must ask, **Madam Speaker**: will he finally be open with the Jamaican people? Or will he persist in masking the reality that he merely saw an opportunity with second-hand buses as an election neared, choosing to squander over \$1 billion of taxpayer dollars on a system that was never properly diagnosed, planned or executed?

It would have been far more prudent, **Madam Speaker**, for this administration to forge a strategic partnership with private investors within the public transport sector.

A National School Bus Service must comprise a synergistic blend of both public and private entities, with a primary reliance on private operators to ensure islandwide efficiency.

Implementing such a strategy would afford this administration the necessary fiscal space to desperately rebuild JUTC, which is currently hobbling along.

Madam Speaker, we need only look to jurisdictions like Florida and New York, which successfully utilise a synergistic blend of public operations and private contracting, all while the state maintains rigorous oversight and safety monitoring.

By leveraging private contractors, we can cut operational expenditures by 30 to 40%, while stimulating robust employment and economic growth across our nation.

Consider the impact of establishing a specialised credit facility via the Development Bank of Jamaica or a comparable body, designed to provide restorative financing

and reduced interest rates as a strategic incentive for stakeholders to acquire fit-for-purpose vehicles.

Madam Speaker, let us examine the first six months of this Rural School Bus Service, which deploys 115 units across 13 parishes.

According to the Ministry's internal data, this emerging framework has already imposed a high cost on the national budget:

- Fuel costs amounting to \$126 million, representing a monthly expense of approximately \$21 million;
- Salary obligations totaling \$252 million, or \$42 million every month.

This culminates in a \$378 million financial pressure—a figure that excludes ongoing maintenance liabilities.

I leave these numbers, **Madam Speaker**, for the Jamaican people to consider, especially when viewed alongside the over \$100 billion in losses already incurred by the JUTC under this administration's watch. **The country is owed the courtesy of a plan.**

We, on this side, put forward the **RIDE Program (Rural Initiative for Delivering Education)**—a robust partnership with private operators designed to provide subsidised transport for over 30,000 schoolchildren daily across the length and breadth of this island, compared with the 15,000 under this administration's plan.

This vision deliberately targets vulnerable students who are forced to navigate multiple transit points just to reach a classroom, bringing much-needed relief to their already struggling families.

It is a plan that looks beyond simple town-to-town transit, reaching deep into those remote, forgotten communities that currently possess no official routes.

This, **Madam Speaker**, is the level of planning required to establish a truly sustainable National School Bus Service, rather than the patchwork fixes we see today.

Ride-Sharing

Madam Speaker, in a prior address to this House, I recounted the harrowing fate of Danielle Anglin, the young educator whose life was tragically extinguished after she engaged a ride-sharing service in May 2024.

The discovery of her remains in Salt River stands as a grim indictment of this administration's catastrophic failure to regulate this rapidly growing industry.

A full twelve months have elapsed since the Minister stood before us and solemnly pledged to enact an immediate legislative framework for ride-sharing.

Yet, in this current session, we are met with another empty vow regarding a national policy that has allegedly received Cabinet approval—a document the Minister purports will form the bedrock for regulating Jamaica's ride-hailing industry.

The contradiction is stark, **Madam Speaker**: how could a legislative promise be made a year ago when the guiding policy remained non-existent? Can we truly expect this latest framework to finally manifest into actual law?

I certainly hope we are not witnessing another year of "sweet talking," another cycle of hollow commitments, and a total absence of meaningful protection for the Jamaican people.

While the Minister slumbers on this matter of life and death, our legitimate, law-abiding operators—the dedicated members of JUTA, JACAL, and MAXI and our hackney carriage operators—are being strangled by systemic inertia.

These essential stakeholders are bleeding financially because the government refuses to confront the ride-hailing crisis. It is a disgrace, **Madam Speaker**, and represents a complete abdication of leadership.

I implore the Minister to table the promised regulatory framework with urgency, so that we may debate, pass, and ultimately safeguard the lives and livelihoods of Jamaican commuters and transport investors alike.

AIRPORT OPERATIONS

Madam Speaker, before I assess the aviation landscape, it is only fitting that I pause to acknowledge the profound dedication and meritorious service of our aviation workforce.

Their tireless efforts following Hurricane Melissa ensured that our vital air connectivity was restored at remarkable speed. Their steadfast commitment during that crisis is worthy of our deepest gratitude.

I turn my focus now to airport operations and concession management, specifically this administration's short-sighted decision to securitise future airport cash flows. This move to monetise future revenue to address some fiscal demands, including the SPARK road programme, effectively mortgages the future of the next generation.

The 2024–2025 securitisation has pledged government revenue from both the Norman Manley International Airport and Sangster International Airport, fundamentally altering

the incentive structure of airport governance for years to come.

The irony is stark, **Madam Speaker**: while airport funds are diverted to roadworks, the actual access to our airports and their logistical integration remain woefully suboptimal.

This securitisation creates a climate of future fiscal rigidity that we can ill afford. By grabbing these future concession cash flows today, Jamaica has severely restricted its future flexibility.

We now face intense pressure to protect airport revenue at any cost, a situation that threatens to distort sound, diagnostic policy.

While the Airport Authority maintains a public commitment to modernisation, the reality is a projected loss of nearly **\$200 million** for this 2026/27 fiscal year, a staggering decline from the **\$600 million** surplus recorded the year prior.

The AAJ has historically been a profitable entity, making this downward spiral all the more alarming.

The long-term repercussions are grave: reduced leverage to renegotiate concession terms, pressure to hike fees, and a diminished ability to benefit from growing passenger growth numbers, since future flows are already well spoken for.

The central question, **Madam Speaker**, is whether we have converted a future revenue stream into an asset that truly bolsters national productivity. Unless SPARK delivers measurable gains in logistics and transport, we have merely borrowed.

Over the past year, we witnessed embarrassing operational failures, including electrical maintenance issues that caused unscheduled closures and chaos for travellers. Maintenance protocols must be improved.

The hurricane disruptions of 2025 exposed this fragility, as damage to Sangster's infrastructure crippled operations and revenue.

While Norman Manley has seen some improvement, it remains commercially anaemic compared to its true potential.

Ian Fleming remains strategically neglected, failing to mature into the regional gateway it was promised to be.

Madam Speaker, to improve the viability of our airports, I propose the creation of an Airport Economic Zones Policy to develop logistics, warehousing and support for perishable exports. We must transform these terminals into genuine economic platforms.

Specifically, this policy must include:

- **Targeted Tax Incentives:** We must offer aggressive fiscal relief to companies that provide value-added services, such as assembly, packaging, and high-tech maintenance, within the airport zones to attract global logistics leaders.
- **Cold Chain Logistics Development:** Jamaica must invest in state-of-the-art refrigerated warehousing to ensure our agricultural exports meet international

standards and reach global markets with their value intact.

The administration urgently needs a specialised inter-ministerial unit to coordinate transport, tourism, and airport concessions, ensuring that our national development is the primary driver of the sector.

Mining

Madam Speaker, while the mining industry remains a cornerstone of our national GDP and a vital source of foreign exchange, it seems to be a forgotten industry, a mere appendage in the Ministry of Agriculture, Fisheries and Mining and lacking focus to ensure that it continues to take pride of place in building a resilient economy, making the contribution it can in keeping with the importance of the mineral sector.

The reopening of the JISCo Plant is languishing, about 5 years overdue; other important minerals lack a strategic development plan; the potential of rare-earth minerals is

being ignored; and people in mining communities continue to cry out for attention.

Madam Speaker, the government cannot turn a blind eye to the cries of our people in affected communities. For too long, they have endured the choking dust, the blight on their farms, the scarring of their lands, and a blatant lack of meaningful consultation.

Extraction alone is no longer enough; mining must be integrated into a robust, diagnostic strategy for sustainable development. It is time this administration moves beyond "sweet-talking" about progress and commits to truly equitable and sustainable practices.

Our regulatory framework must be modernised with urgency to align with global standards and reflect the harsh realities on the ground. We must empower local stakeholders, ensuring that grassroots voices are not merely heard but are the very architects of the sector's future.

Those who have suffered the most from mining operations are owed far more than mere apologies; they deserve restorative investment and a genuine stake in their own future.

For over a decade and a half, **Madam Speaker**, we have been subjected to the tired refrain that our bauxite reserves possess a mere twenty-year lifespan. We must demand a precise, diagnostic assessment of the sector's true health.

Instead of substance, we are fed a steady diet of missed deadlines regarding the resuscitation of JISCO, alongside hollow commitments toward land reclamation and titling. Like so many other facets of this administration, it is a legacy of "sweet talking" and unfulfilled vows.

Madam Speaker, it is critical that we move beyond rhetoric and establish a robust, long-term framework for the hundreds

of acres of derelict waste ponds that scar Manchester, St Ann, and St. Elizabeth.

If a strategic vision exists, let it be laid before this House; our people require restorative action, not the lethargic silence that currently persists.

We must:

- Strengthen **environmental regulations** and **enforce land reclamation**
- Reinvest mining revenues into **impacted communities**—infrastructure, health care, and education
- Ensure **transparency** in mining leases and community assessments
- Develop a **national minerals policy** focused on **value-added production**, such as refining and manufacturing, instead of raw exports

Mining must serve the people, not the other way around.

CONCLUSION

Madam Speaker, the picture I have painted for this House today is not one of progress, but of peril. From the comatose state of the JUTC, haemorrhaging billions of taxpayer dollars, to the chaos gripping our public roads, to mortgaging the Airport Authorities' revenue and the tragic price paid for the administration's legislative lethargy on ridesharing.

It all points to a single, damning reality: this administration has chosen sweet-talking over serious, diagnostic governance.

We have exposed the failure to plan, whether for a sustainable National School Bus Service or a modernised mining sector that truly serves its people.

If the government continues to ignore the collapse of public transport and refuses to reform the mining sector, Jamaica's future will be bleak.

A nation cannot survive if public transport strangles productivity, traps the poor in cycles of lost time and wages and widens the gap between urban and rural parishes.

Workers are late, students are stranded, and commerce and industry have slowed. The economy literally bleeds every hour.

An unreformed mining sector means squandered wealth, depleted communities and no revenue to build schools, hospitals or modern infrastructure. Ignore these twin failures, and we choose to decline, not Jamaica.

We have asked repeatedly, where is the plan? The clock is not merely ticking; it is counting down to a crisis. I implore this administration: Abandon the patchwork fixes, cease the hollow commitments, and deliver the real action that the

Jamaican people, our long-suffering commuters, and our national productivity truly deserve.

The time for political rhetoric is over. Action is not optional. The time for restorative, diagnostic leadership is now. And we will be watching.

Thank you, Madam Speaker. Jamaica Land We Love.