

STATES OF JERSEY



PUBLIC IMPACT OF PROPOSITIONS: PROPOSED AMENDMENT TO STANDING ORDERS

**Lodged au Greffe on 3rd August 2018
by Deputy G.C.U. Guida of St. Lawrence**

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

- (a) that in addition to the existing requirements under Standing Order 21(2), every proposition should also be accompanied by a statement estimating the impact of its implementation on the public of Jersey in both time and money, along with an explanation as to how the proposer has calculated his or her estimate;
- (b) to request the Privilege and Procedures Committee to bring forward amendments to the Standing Orders of the States of Jersey to give effect to this change.

DEPUTY G.C.U. GUIDA OF ST. LAWRENCE

REPORT

The States of Jersey have been engaging in an unprecedented campaign to update and complete their system of Laws and Regulations. While it is a worthwhile and often necessary endeavour, the process does little to reveal how much consideration was given to the impact of those Laws and Regulations on the economy, businesses, families and individuals.

This Proposition, at very little cost to the Legislative Drafting Office, would help the States Assembly to better balance the desirability of new Propositions, Laws and Regulations against their direct cost to the economy and the people of Jersey.

As an example:

Jersey might want to introduce the requirement for drivers to carry a Breakdown Kit, including a yellow jacket, triangle and first aid kit, as is already the law in many countries in Europe. The proposer would explain how this would enhance road safety and reduce accidents, bringing a social benefit to the Island and reducing health costs.

Standing Order 21(2) asks the proposer to report that this would incur no significant cost to the States.

This proposal would require the proposer to go further, mentioning in a manner similar to the following, that –

“The new Regulations would cost Islanders £2.3 million, considering a cost of £20 per kit and 115,000 vehicles needing it, bearing in mind that some, regularly travelling to the continent, will already be equipped, and other vehicles, rarely used, may share a kit. Manpower needs would be negligible, as the kit would be bought locally alongside other purchases, or online in a few minutes. A total of 3 man/years can be estimated from a time of 6 minutes spent by each of around 60,000 drivers.”

Financial and manpower implications

There are no financial or manpower implications for the States arising from the adoption of this proposition.