



**THE STATES assembled on Tuesday,  
29th July, 1986 at 10.15 a.m. under  
the Presidency of the Bailiff,  
Peter Leslie Crill, Esquire, C.B.E.**

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All members were present with the exception of –

Jack Roche, Deputy of St. Saviour – out of the Island.

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Prayers

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**Tribute to the late Mr. J.D. Richardson, former Member of the House.**

The Bailiff paid tribute to the late Mr. John Dorey Richardson, a former Connétable of Trinity. The States observed one minute's silence as a mark of respect.

**Subordinate legislation tabled.**

The following enactments were laid before the States, namely –

1. **Public Rank Taxis (Fares and Charges) (Amendment No. 2) (Jersey) Order, 1986. R & O 7518.**
2. **Health Insurance (Pharmaceutical Benefit) (General Provisions) (Amendment No. 23) (Jersey) Order, 1986. R & O 7519.**

3. **Parish of St. Clement Fête (Jersey) Order, 1986. R & O 7520.**
4. **Poisons List (Jersey) Order, 1986. R & O 7526.**

**Etat Civil Committee: appointment of member.**

THE STATES appointed Snowdon George Robins, Connétable of St. Saviour, as a member of the Etat Civil Committee.

**States of Jersey Police Report 1985.**

The Defence Committee by Act dated 26th June, 1986, presented to the States a Report on the States of Jersey Police Force for 1985.

THE STATES ordered that the said Report be printed and distributed.

**Matters noted – land transactions.**

THE STATES noted Acts of the Finance and Economics Committee dated 23rd June, 4th and 16th July, 1986, showing that in pursuance of Standing Orders relating to certain transactions in land, the Committee had approved –

- (a) as recommended by the Housing Committee, with the support of the Island Development Committee, the purchase from Mr. Victor John Belton Hanby and Mrs. Susan Rose Hanby, née Williams, of the property “Trade Winds”, South Hill, St. Helier, required in connexion with the development of Bingham Court, Phase III, for a consideration of £95,000, with each party to be responsible for the payment of its legal fees;
- (b) as recommended by the Resources Recovery Board, the acquisition from Mr. Edgar Raymond Le Feuvre, Miss Mary Huelin and Miss Margaret Huelin, of 3,619 square feet of land at Le Mont de la Grève

de Lecq, St. Mary, as shown on Drawing No. WS700, required in connexion with the construction of a pumping station for the extension of the Foul Sewer to Grève de Lecq, at the rate of £1 a square foot, with the Board to be responsible for the payment of the legal fees;

- (c) as recommended by the Fort Regent Development Committee, the sale to the Parish of St. Helier of 339 square feet of land at Snow Hill shown on Drawing No. FRDC/1/86, required in connexion with the construction of a bus shelter, for the sum of £916, with each party to be responsible for the payment of its legal fees;
- (d) as recommended by the Public Works Committee for the purpose of road widening at La Rue de la Mare, St. Ouen, the acquisition of –
  - (i) 1,302 square feet of land at Field 866, St. Ouen, from Mrs. Jane Blanche Guillaume (née Gallienne) at a rate of £1 a square foot, with that Committee assuming responsibility for all accommodation works involving the reconstruction of a roadside bank and for the legal costs;
  - (ii) 2,045 square feet of land at Field 868, St. Ouen, from Mr. Edward John A'Court (Junior), Mr. Ronald Francis A'Court and Mr. John Philip A'Court, at a rate of £1 a square foot, with that Committee assuming responsibility for accommodation works involving the reconstruction of a roadside bank, and for the legal costs;
  - (iii) 226 square feet of land at Field 863, St. Ouen, from Herbert Charles Petty and Margaret May Petty (née Le Marquand) at a rate of £1 a square foot, with that Committee assuming responsibility for accommodation works involving the reconstruction of a granite wall and for all legal costs; and

- (iv) Field 871, St. Ouen, from Mr. Dennis Winston Boudin, at a price of £3,000, representing £3,468 a vergée, with that Committee assuming responsibility for accommodation works and all legal costs;
- (e) as recommended by the Harbours and Airport Committee, the assignment of the lease from the Jersey Shipping Company Limited to Sayer and Company (Transport C.I.) Limited of 3,160 square feet of warehouse accommodation on the New North Quay, Port of St. Helier, at an annual rent of £6,636 representing £2.10 a square foot, for the remaining period of the lease until 31st January, 1988, with effect from 1st August, 1986;
- (f) as recommended by the Public Works Committee, for the purpose of providing a footpath from Mont Nicolle School to Woodbines Corner, St. Brelade, and with the Committee assuming responsibility for the cost of all accommodation works and the payment of the legal costs involved, the acquisition from –
  - (i) Mrs. Eunice Mary Le Breton, née Germain, of 385 square feet of land on the northern frontage of Field 753, St. Brelade, at a rate of £1 a square foot;
  - (ii) Dr. Douglas Begg of 424 square feet of land on the northern frontage of Field 747A and 508 square feet at Field 755, St. Brelade, at a rate of £1 a square foot, with the Committee being responsible for the reconstruction of a roadside bank similar to the existing one which would remain Dr. Begg's property when the work was completed;
  - (iii) Beauport Nursing Home (1986) Limited of 441 square feet of land on the northern frontage of Field 747 at the rate of £1 a square foot and 932 square feet of garden area at the rate of £2 a square foot;

- (iv) Mrs. Elsa Mona Allen, née Colly, of 1,096 square feet of land forming part of Field 752, St. Brelade; and
- (v) Mr. Peter Amy Filleul of 375 square feet of land at Field 754, St. Brelade, with the Committee being responsible for repositioning the access to the Field so that it would join the boundary of Field 755 instead of Field 753;
- (g) as recommended by the Public Works Committee, the leasing to the Royal Channel Islands Yacht Club of 273 square yards of land used for car park and boat parking services at St. Aubin, for a further period of five years, with effect from 25th December, 1985, at an annual rent of £1,477;
- (h) as recommended by the Education Committee, the leasing to The Jersey Electricity Company Limited of the following sites on which electricity sub-stations were situated, in each case for a period of 99 years from 23rd June, 1986, at an annual rent of £1 for each site payable in one sum in advance, being a total amount of £495, on the basis of each side being responsible for the payment of its own legal fees, namely –
  - (i) sub-station No. 66 adjacent to Victoria College playing field pavilion;
  - (ii) sub-station No. 125 close to the Administration Block at d'Hautrée School;
  - (iii) sub-station No. 232 close to the entrance of Le Rocquier School;
  - (iv) sub-station in the centre of the Mont Cantel complex; and
  - (v) sub-station near the exit from the Highlands College complex;

- (i) as recommended by the Education Committee, the sale to The Jersey Electricity Company Limited of the following two sites on which sub-stations were situated, for a consideration of £10 for each site, being a total consideration of £20 on the basis of each party being responsible for the payment of its own legal fees, namely –
  - (i) sub-station No. 80 situated within the Plat Douet Primary School complex;
  - (ii) sub-station No. 144 at Heathfield, adjacent to Victoria College playing fields.

**Matter noted – financial transaction.**

THE STATES noted an Act of the Finance and Economics Committee dated 23rd June, 1986, showing that in pursuance of Rule 5 of the Public Finances (General) (Jersey) Rules, 1967, as amended, the Committee had noted that the Housing Committee had accepted the lowest of five tenders, namely that submitted by B & C Construction Limited in the sum of £191,000 in a contract period of 35 weeks for the development of Belford Place, Dicq Road, St. Helier, to provide 6 units of accommodation.

**Matters lodged.**

The following subjects were lodged “au Greffe” –

1. **Draft Health Insurance (Medical Benefit) (Amendment No. 28) (Jersey) Regulations, 198 . P.104/86.**  
Presented by the Social Security Committee. The States decided to take this subject into consideration on 19th August, 1986.
2. **Island Plan – Volume 2: plan and policies. P.105/86.**  
Presented by the Island Development Committee.

The following subjects were lodged on 8th July, 1986 –

1. **Pier Road Car Park Extension: approval of drawings and transfer of funds. P.99/86.**  
Presented by the Public Works Committee.
2. **Draft Companies (Supplementary Provisions) (No. 2) (Jersey) Law, 198 . P.100/86.**  
Presented by the Finance and Economics Committee.
3. **Draft Regulation of Undertakings and Development (Amendment No. 3) (Jersey) Law, 198 . P.101/86.**  
Presented by the Finance and Economics Committee.  
The States decided to take this subject into consideration on 19th August, 1986.

The following subjects were lodged on 15th July, 1986 –

1. **Hampshire Gardens, St. Helier (Phase II): approval of drawings. P.102/86.**  
Presented by the Housing Committee. The States decided to take this subject into consideration at the present Sitting.
2. **Draft Protection of Employment Opportunities (Jersey) Law, 198 (P.94/86): amendment. P.103/86.**  
Presented by the Policy Advisory Committee.

**Pier Road Car Park Extension: approval of drawings and transfer of funds. P.99/86. Withdrawn.**

THE STATES noted that the Public Works Committee had withdrawn the Proposition requesting approval of drawings and the transfer of funds for the Pier Road Car Park extension (lodged on 8th July, 1986).

**Draft Regulation of Undertakings and Development (Amendment No. 3) (Jersey) Law, 198 . P.134/85. Withdrawn.**

THE STATES noted that the Finance and Economics Committee had withdrawn the draft Regulation of Undertakings and Development (Amendment No. 3) (Jersey) Law, 198 (lodged on 5th November, 1985) having lodged a revised draft Law at this Sitting (P.101/86).

**Draft Regulation of Undertakings and Development (Amendment No. 2) (Jersey) Regulations, 198 . P.135/85.**

THE STATES acceded to the request of the President of the Finance and Economics Committee that the draft Regulation of Undertakings and Development (Amendment No. 2) (Jersey) Regulations, 198 (lodged on 5th November, 1985) be taken into consideration on 19th August, 1986.

**Draft Merchant Shipping (Deck Officers) (Amendment) (Jersey) Regulations, 198 . P.34/86.**

THE STATES acceded to the request of the President of the Harbours and Airport Committee that the draft Merchant Shipping (Deck Officers) (Amendment) (Jersey) Regulations, 198 (lodged on 11th March, 1986) be taken into consideration on 19th August, 1986.

**Sport, Leisure and Recreation: States' Committee. P.98/86.**

THE STATES acceded to the request of Deputy Leonard Norman of St. Clement that the Proposition relating to the setting up of a States' Committee for Sport, Leisure and Recreation (lodged on 1st July, 1986) be taken into consideration on 19th August, 1986.

**Proposed Single European Act. Questions and answers.**

Senator Peter Geoffrey Kevitt Manton asked Senator John William Ellis, President of the Defence Committee, the following questions –

“In the light of the proposed Single European Act, and in view of our allegiance to the Crown, will the President give an assurance that we are not about to hand over our sovereignty and independence to the European Economic Community, and will he confirm that passports issued in the Island will continue to carry the Royal Coat of Arms, and retain the prefix ‘British’?”.

The President of the Defence Committee replied as follows –

“I do not consider that the first part of the question is one that should properly be addressed to the President of the Defence Committee. I would observe, however, that it is well appreciated that the independence enjoyed by the Bailiwick of Jersey was granted by the Crown by special Charter and our allegiance to and recognition of the Sovereign remains unchanged. Equally the special European Economic Community arrangements negotiated for the Island by the United Kingdom, at the time of its accession to the Treaty of Rome, remain unaltered.

As regards the second part of the question, I have to say that the issue of British passports in the Island is undertaken by the Passport Office under the direction of the Lieutenant Governor. When machine readable passports of common format are introduced in the United Kingdom, the type of passports issued locally will, as hitherto, follow closely the pattern and design of their United Kingdom counterparts. They will continue to bear the Royal Coat of Arms on the cover together with the word ‘Jersey’ but, as in the case of passports that will be issued by the Home Office in

London, the new documents will no longer carry the prefix 'British'.”.

**Sickness benefit. Questions withdrawn.**

Deputy Michael Adam Wavell of St. Helier withdrew a question about increasing the level of sickness benefit.

**Transport to Elizabeth Castle. Questions and answers.**

Senator Richard Joseph Shenton asked Deputy Donald George Filleul of St. Helier, President of the Public Works Committee, the following questions –

- “1. Will the President inform the House as to the reasons why public money is being spent to look into the question of transport to Elizabeth Castle?
2. Will the President confirm that the present operator of the independent DUKW service has expressed his willingness to continue with the service which he has operated for many years?
3. Is the President aware that the action of the Committee is being seen as an attempt to put the present operator out of business and will the President confirm that such is not the case?”.

The President of the Public Works Committee replied as follows –

- “1. The licence to operate a ferry service to Elizabeth Castle is granted by the Public Works Committee as the administering authority for the Castle. The present licence was issued for a period of nine years, from March 25th, 1978, to March 25th, 1987.

During this time it is inevitable that changes in the requirements of the service have come about, and the

Committee has therefore initiated an enquiry into the avenues open to it in the future; included will be professional assessments and recommendations relating to the craft employed, and these have been commissioned from a local naval architect, Mr. Alan Buchanan. He has intimate knowledge of the technical problems inherent in this area and will produce a specification meeting the criteria laid down by those authorities whose assent must be obtained in respect of the design and operation of passenger-carrying craft.

The Committee believes it is acting in accordance with its public duty in assuring itself, in this manner, of the standards to be met by the ferry service.

2. The willingness of the present operator to continue the service as at present operated is not in dispute. What is of more consequence is the Committee's duty to control the standard of service provided not only for tourists but also for the significant number of people who must maintain and operate the Castle.

Those standards will be laid down, having regard to the technical reports referred to in Answer No. 1 and to the operating requirements which the Committee will specify with the benefit of the experience it has accumulated during the past years. With the major developments taking place at the Castle, its attraction as a museum and historical site has already increased, and the Committee must plan for an ever-increasing need to provide transport facilities in the unique tidal conditions of Jersey.

It is clear, therefore, that the service to be provided in the future will be significantly different from that which now exists, and it will be for the present operator to decide whether he wishes to submit proposals under new conditions.

3. It will be readily seen from the above explanations that the Committee cannot be accused of attempting to put the present operator out of business. He has enjoyed the terms of his present licence for nine years; experience has given the Committee cause to re-examine the structure and operational parameters of a service which is of vital consequence to the successful exploitation of a major heritage site.

The Committee will see to it that the present operator has an equal opportunity, with others, of submitting proposals for the future of the ferry service, and believes that this approach is in accordance with the States' policy of obtaining full information and competitive cost quotations when engaged in business activities of this nature."

#### **Sixth Form education in the Island. Question and answer.**

Senator Richard Joseph Shenton asked Deputy Philip George Mourant of St. Helier, President of the Education Committee, the following question –

"In view of the concern being expressed with regard to the future of Sixth Form education in the Island, will the President consider making a statement as to the reasons why an investigation is being carried out and the progress made so far?"

The President of the Education Committee replied as follows –

- "1. During 1985 the Education Committee had to consider two major issues affecting secondary education in the States' schools and Colleges. Firstly, the reduction in the birth rate which had occurred during the 1970s was affecting all Secondary Schools and the effect in the non-fee-paying sector was particularly severe. Secondly, deficiencies in the buildings of the two Colleges, especially Jersey College for Girls, had been identified. Work was put

in hand to prepare proposals for major capital developments for the two Colleges and to study the ways in which the non-fee-paying schools could best meet the consequences of reduced numbers. The results of both investigations are now being considered by the Education Committee and initial discussions have been held with the headteachers of all the schools concerned.

2. The issues facing the Committee can be simply stated.

The Committee has been informed that to bring Jersey College for Girls up to current standards across the curriculum and to provide Victoria College with more appropriate accommodation for the Library, Art, Craft, Design and Technology, and Computing Studies, will require capital expenditure of some five million pounds.

In the non-fee-paying schools the fall in the birth rate is making the system introduced in 1973 more expensive to maintain. The system was planned in the expectation of age groups of one thousand when it fact over the past five years age groups in secondary education as a whole have dropped to below eight hundred. The Committee is bound to consider the reorganisation of the non-fee-paying schools and the most effective way of using their buildings and resources. In doing so, regard must also be paid to the development of Further Education.

3. In seeking the best solutions to these problems the Committee is looking at ways in which the maximum benefit can be gained from the use of the resources which already exist and the additional capital investment which must be made in the very near future. In so doing the Committee recognises that any such action taken over the next few years will have consequences reaching well into the next century.

Therefore, it is considering the various ways in which secondary education can be organised in order to identify what is most appropriate to Jersey both now and in the foreseeable future.

4. One of the many options which have been before the Committee has been the establishment of a Sixth Form College, incorporating the Sixth Forms of the two Colleges and of Hautlieu, and open to all Jersey pupils intending to take Advanced Level examinations. There are undoubted advantages and disadvantages in this as in most options, but the Committee has thought it desirable now to state that it has decided not to proceed further with this particular option.

So far as the Colleges are concerned, the Committee wishes to ensure that the capital investment is effective and put to good use, while maintaining educational standards. Therefore it proposes to look at ways by which the Sixth Forms of the two Colleges can work more closely with one another in order to avoid unnecessary duplication and to gain the greatest possible benefit from both the expensive buildings and equipment and the specialist staff concerned with Advanced Level work.

In the non-fee-paying Secondary Schools the Committee must look at ways of removing the adverse effects of falling numbers and meeting the educational needs of pupils across the whole range of ability.

5. I must make it clear that the Committee has come to no other conclusions in respect of either the non-fee-paying schools or Victoria College and Jersey College for Girls. However, decisions must be taken in the near future.

The Committee has consulted first with the headteachers and intends to continue the process of consultation with all interested parties including parents and teachers.

I very much regret that this process of consultation has recently been so disturbed and that uncertainty and rumour have created unnecessary anxiety for parents. I assure the House that when the consultations are complete a full report will be presented to the States.”.

**Shop premises in Conway Street, St. Helier. Questions and answers.**

Senator Richard Joseph Shenton asked the Connétable of St. John, President of the Island Development Committee, the following questions –

- “1. Will the President inform the House what conditions were attached to the development of the premises in Conway Street occupied by Standard Chartered Bank insofar as the shop premises are concerned?
2. Will the President accept that the fact that the shop premises have remained empty for so long is deplored by many Islanders?”.

The President of the Island Development Committee replied as follows –

- “1. No conditions, as such, regarding the shops under reference were attached to the relevant development permit issued in November 1981, for the redevelopment of the Standard Chartered Bank premises at 7-9 Conway Street. They formed part of the application and this was sufficient to establish both their identity and use. The development was completed in 1982.

In June 1985 an application was received to incorporate both shops into the bank complex. It was refused in July 1985 on grounds primarily directed at avoiding the loss of retail floor space. In September 1985, a request for reconsideration was received over which the Committee maintained its decision to refuse

permission. This was further upheld at a subsequent interview between a senior representative of the bank and myself.

2. I am aware that, despite these Island Development Committee decisions, the shops have remained empty. I agree that this is deplorable because it is most desirable that the street scene and character of Conway Street be complemented by shopping at street level. It was precisely for this reason that the Island Development Committee refused consent for the loss of the two shops in question.

However, I have to say that the Committee has no powers to require an owner or occupier to keep land or property in actual use. This pressure normally arises from financial and/or market forces. In the final analysis, it is difficult to contemplate that situation ever being otherwise and it will be appreciated that the implications would go far beyond the realms of planning.

I therefore think this has to be seen as an unusual case and maybe as a minor example of what a certain politician elsewhere once described as the unacceptable face of capitalism. I have made my personal views abundantly clear to the bank concerned during the past few days and I hope that this will be sufficient to have the desired effect.”.

### **Civil Service. Questions and answers.**

Senator Richard Joseph Shenton asked Deputy Sir Martin Le Quesne of St. Saviour, President of the Establishment Committee, the following questions –

- “1. Will the President inform the House of the total percentage increase on the salary roll of the Civil Service Agreement negotiated for 1986/87?”

2. Will the President accept that the reasons why many Civil Servants are leaving public service, are more associated with the policies of the Establishment Committee as implemented by the Personnel and Management Department?
3. What steps are being taken to remove the dissatisfaction at present felt by middle management in the Civil Service with regard to future prospects and opportunities to act on their own initiative?"

The President of the Establishment Committee replied as follows –

- “1. There are three elements to the 1986 Civil Service Pay Award. The first is of course the general pay award, which this year is 6.8 per cent.

The second is an adjustment of pay resulting from my Committee's declared policy of matching movements in median pay and conditions for comparable groups in the private sector; as the average working week for white-collar workers outside the States has fallen to 36 hours, there should be a similar move in Civil Service hours. But to avoid the manpower consequences, we have agreed instead to increase pay by 3.8 per cent, this is the average cost of 1 hour's overtime. I should add that when the average working week for manual workers outside the States falls from its present 39½ hours to 38½ hours, States' manual workers will be entitled to recognition of that fact.

The third element is an adjustment of the scales at the middle ranges to correct inequalities dating from the introduction of the present grading structure. The cost of this adjustment varies and some Civil Servants receive nothing while a small number gain as much as 3.6 per cent.

The combined effect of the three elements is that the increase to individuals varies from 10.4 to 14.8 per cent; the cost is 12.6 per cent of the Civil Service pay bill, to the nearest 1 per cent.

2. No.
3. I and my Committee are of course aware that there is a degree of frustration felt by a number of our middle managers. This is a phenomenon to be found in almost any hierarchical organisation and it is usually the able who feel the most frustrated. In addition, however, there are a number of reasons special to Jersey which make it all the easier to understand and sympathise with this feeling. I think that four in particular can be identified.
  - (a) It is an inevitable characteristic of a service as small as our Civil Service that the ordinary processes of retirement and wastage only create a small measure of movement. My Committee will shortly be bringing to the House proposals to provide, under certain conditions and circumstances, for the early retirement of members of the Jersey Civil Service. Among the benefits which will flow from the change will be an increased degree of mobility in the service.
  - (b) This unavoidable degree of immobility in the Service is accentuated by an historic agreement with the Staff Associations, under the terms of which my Committee cannot move an employee from one post to another without first advertising the post and going through a prescribed selection process. However, I am pleased to say that we expect shortly to be entering into discussions with Staff Side with a view to the introduction of a Management Development Programme which

should go some way towards reducing the problems of people getting stuck in a rut.

- (c) I am afraid that it is all too true that the lack of opportunities to act on their own initiative is a source of frustration for some middle managers. But I am also afraid that the remedy does not lie in the hands of the Establishment Committee but in the hands of Presidents of Committees and their Chief Officers. I take this opportunity of urging them to give their staff scope for the full employment of their knowledge and experience.
- (d) Finally, there is the fact that the demand in the Island for trained and experienced staff far exceeds the available supply and that in many cases private sector employers are not restricted in the way that a public service is bound to be restricted in regard to the salary and other forms of emolument which they are able to offer. My Committee is extremely worried by the consequence for the public service of this overheating of the Island's economy and has formally drawn the attention of the Finance and Economics Committee to the problem.

I have no doubt that if – and I recognise that it is a big ‘if’ – we can make progress along these different lines we can expect to see the development of a greater degree of job satisfaction in the public service.

Finally, I would add that the level of morale in the Service is not improved by those who, from time to time, express in public the view that the Service is severely overstaffed and that Civil Servants are generally underworked and overpaid. I believe that the truth of the matter is that, due to the remorseless public demands for improved and new services and the policy of the States to restrict the increase in the number of public employees, the Civil Service is in fact

understaffed in some areas. Overall we have reason to be indebted to our employees for their dedication and hard work which enable the level of services to be maintained.”.

**Land used for parking cars for lease to hire car companies.  
Question and answer.**

Deputy Corrie Stein of Grouville asked the Connétable of St. John, President of the Island Development Committee, the following question –

“Will the President explain to the House what powers are available to his Committee in relation to the use of land for parking large numbers of cars intended for leasing to hire car companies and subsequent re-exportation to the United Kingdom?”.

The President of the Island Development Committee replied as follows –

- “1. The Island Development Committee is empowered by Article 5 of the Island Planning (Jersey) Law, 1964 to control the use of land for most forms of car parking or storage.
2. In more detail, the effect of that Article is that the consent of the Committee is required if –
  - (a) it is proposed to undertake physical works to construct car parks, and
  - (b) a material change of use of land is made, without recourse to any physical works, by using it for car parking or storage.

3. In the second case, it is a matter of fact and degree as to whether a material change of use is involved. By way of explanation, a field used temporarily for such purposes may not need consent because the extent and time of that use would not involve a material change from its normal use.
4. In practice, most of the storage of new cars imported into the Island at locations away from garage premises has been of this temporary nature not requiring the consent of the Committee (or has been of a sufficiently marginal nature as not to warrant the full paraphernalia of application).
5. However, that temporary type of use has rolled on this year to the extent of more cars being stored and for longer, and of a situation where applications may now be necessary. My Department is, in fact, currently investigating this subject. Some of its enquiries, as it happens, suggest that the above-average number of stored cars is, in itself, an abnormal situation that will not continue.”.

### **Senator J.S. Rothwell. Personal Statement.**

Senator John Stephen Rothwell informed the House that he wished to apologise to Deputy Sir Martin Le Quesne of St. Saviour for some of the comments he made during the recent “In Committee” debate on a defence contribution.

### **Health Services Agreement with Australia. Statement.**

The President of the Public Health Committee made a statement in the following terms –

“The States will recall that on 22nd October, 1985, they agreed that the Bailiff should be requested to inform the Secretary of State that it was the wish of the Assembly that the Agreement between the Government of the United

Kingdom of Great Britain and Northern Ireland and the Government of Australia on Health Services should apply to Jersey.

That Agreement was subsequently signed by the contracting parties and a copy has now been received in the Island. Arrangements have been made for the Agreement to be printed in the Regulations and Orders series of States' publications.”.

### **Corporation Tax. Statement.**

The President of the Finance and Economics Committee made a statement in the following terms –

“I wish to inform the House that, following discussions with the Advisory and Finance Committee in Guernsey and the Isle of Man Treasury Board, the Finance and Economics Committee will be proposing in the budget an increase in the rate of corporation tax to £500 with effect from 1st January, 1987. I understand a similar statement in respect of the equivalent form of tax is to be made in Guernsey tomorrow, and in the Isle of Man today, although differences in the fiscal year will mean that in the case of the Isle of Man the effective date will be 1st April, 1987, if the proposal of the Treasury Board is accepted by the Parliament of that Island.

The increase in tax, if accepted by the States, is expected to yield an additional £1.8 million. The rate of corporation tax was last increased in 1974, and the rate of £300 then adopted, if adjusted for changing money values over the period to-date, should now be £1,060. While having proper regard for the competitive position vis-a-vis other offshore centres, the Finance and Economics Committee and its opposite numbers in Guernsey and the Isle of Man are agreed that some adjustment in the rate of tax imposed on companies registered in each island but whose control is elsewhere is now called for. The announcement of the proposed increase in corporation

tax is made now so that, assuming a favourable decision of the States, the beneficial owners of corporation tax companies and their advisers have the necessary early warning of what is in mind.

In 1974 when the tax was increased by 50 per cent from £200 to £300, fears were expressed that the increase would result in a significant loss of business to the Island. However, there was nothing in the performance of the finance industry at that time, or subsequently, to suggest those fears were well founded. The Committee is confident that any similar fears that might be expressed in respect of what is now proposed will prove to be equally unfounded, and that £500 is more than justified for the privilege of a Jersey corporation tax company.”.

#### **New North Quay – lease of accommodation.**

THE STATES, adopting a Proposition of the Harbours and Airport Committee –

- (a) approved the lease to Brit-European Transport (C.I.) Limited of 4,760 square feet of warehouse accommodation on the New North Quay, Port of St. Helier, shown coloured red on Drawing No. N.16, for a further period of 3 years, with effect from 1st February, 1986, at an annual rent of £11,185, representing a rate of £2.35 a square foot;
- (b) authorised the Greffier of the States to sign the necessary agreement;
- (c) authorised the Treasurer of the States to receive the rent as it became due.

#### **Agricultural Loans and Guarantees Advisory Board – membership.**

THE STATES, adopting a Proposition of the Agriculture and Fisheries Committee –

- (a) approved the appointment of Mr. David Le Marquand as Vice-Chairman of the Agricultural Loans and Guarantees Advisory Board;
- (b) approved the appointment of Mr. Robin Pallot as a member of the Agricultural Loans and Guarantees Advisory Board.

**Road Safety Officer: permanent post. P.93/86.**

THE STATES, adopting a Proposition of the Defence Committee, agreed that the post of Road Safety Officer be created on a permanent basis.

**Adjournment.**

THE STATES adjourned and reassembled under the Presidency of the Deputy Bailiff.

**Draft Protection of Employment Opportunities (Jersey) Law, 1986. P.94/86.**

THE STATES commenced consideration of the draft Protection of Employment Opportunities (Jersey) Law, 1986 (lodged on 24th June, 1986) and adopted the Preamble.

Articles 1 and 2 were adopted.

Article 3 was adopted except for sub-paragraph (1)(c)(i) which was deferred to the next Sitting.

Articles 4, 5, 6, 7, 8, 9, 10, 11 and 12 were adopted.

The Schedule was adopted.

The Bill was thereupon lodged "au Greffe" in 2nd Reading and the States decided to continue consideration thereof on 19th August, 1986.

**Teachers' Superannuation (Jersey) Law, 1979 (Appointed Day) Act, 1986. P.95/86.**

THE STATES, in pursuance of paragraph (2) of Article 8 of the Teachers' Superannuation (Jersey) Law, 1979, made an Act entitled the Teachers' Superannuation (Jersey) Law, 1979 (Appointed Day) Act, 1986.

**Job Opportunity Scheme: continuation. P.96/86.**

THE STATES, adopting a Proposition of the Education Committee, authorised that Committee to continue to operate the Job Opportunity Scheme for a further period of three years commencing October 1986.

**Pier Road Development: approval of drawings. P.97/86.**

THE STATES, adopting a Proposition of the Housing Committee –

- (a) approved Drawings Nos. 2788/5, 2788/6 and 2788/7 showing Phase I of the development of the site of the former Public Health Department Offices at Pier Road, St. Helier to provide 25 units of one-bedroomed accommodation;
- (b) authorised the Greffier of the States to sign the said Drawings on behalf of the States.

**Hampshire Gardens, St. Helier (Phase II): approval of drawings. P.102/86.**

THE STATES, adopting a Proposition of the Housing Committee –

- (a) approved Drawing Nos. 1465: 15-21 showing the redevelopment of 1 and 2 Clare Villas, 1-10 Clare Cottages and 4-5 Clare Street, St. Helier (Hampshire Gardens Phase II) to provide 30 units of accommodation;

- (b) authorised the Greffier of the States to sign the said Drawings on behalf of the States.

THE STATES rose at 3.30 p.m.

**E.J.M. POTTER,**

*Greffier of the States.*