

3.7 Deputy R.G. Le Hérissier of St. Saviour of the Minister for Economic Development regarding the total cost of the recently installed Airport security fence:

What is the total cost of the recently installed airport security fence and what was the legislative requirement, if any, for its installation?

Senator P.F. Routier (Assistant Minister for Economic Development - rapporteur):

The total cost of the installation of the security fence at Jersey Airport is £439,000. The legislative framework is set out in the provisions of the Aviation Security Act 1982, which was extended to the Bailiwick of Jersey under the Aviation Security (Jersey) Order 1993. The requirements to establish secure boundaries are set out in the National Aviation Security Programme and reinforced in the direction to Single Aerodrome Managers SDAM1/06, which came into force on 1st January 2006, which is pursuant to specific Articles under the Aviation Security (Jersey) Order 1993. Jersey Airport faces up to 5 annual inspections by the U.K. Department of Transport to ensure that it continues to comply with its aviation security obligations. Over the years it has been identified that the former fencing around the airport did not meet its regulatory requirements; a fact that has been also highlighted by many airlines who serve the Island. Jersey Airport plays a role in international aviation and there is no escaping our responsibilities or our wish to do so. Civil Aviation is under constant and increasing threat and the installation of safety-compliant security fencing around our perimeter is an essential part of the protection framework put in place for those who use our airport.

3.7.1 Deputy R.G. Le Hérissier:

I thank the Minister for that extensive list of legislation. Would he confirm that within the legislation there is an express provision that a fence of the current kind must be installed? Could he confirm that the provision exists? Secondly, could he confirm that there were representations made that its appearance would have been saved had it been put, as was the path of some of the old fence, within trees and within bushes and therefore its stark effect minimised?

Senator P.F. Routier:

Firstly, the installation of a fence has to be there. The Department of Transport, which visits us on a regular basis, have written to us on several occasions requiring us to have a standard fence in place. I think I share the view of the questioner about the view that people see of the fence. I think it is abominable. I think it is disgraceful. But unfortunately we have to meet our safety requirements. The comment about it being within the trees: there is a requirement to have a 3-metre area clear so it can be visible from either side, so there are requirements that need to be met, the standard requirements like that, otherwise the ... When the planning approval was gained I know there were people who made objections to it and the Parish of St. Peter also made some comments known, but the planners looked at it and were satisfied and gave permission for it to be put into place.

3.7.2 Deputy M.R. Higgins:

Following on from the Assistant Minister's replies, could he possibly explain then that, first of all, when this requirement had to be met by and, secondly, why it is that Guernsey Airport and even Gibraltar Airport, which you would imagine would also

come under similar sort of regulations to what you are talking about, have got no fences whatsoever of the standard that is laid down here?

Senator P.F. Routier:

Guernsey Airport are currently installing ... they have just got permission to install their fencing and they will be doing that over a period of time while they are doing work on their runway as well. There is a requirement to have this type of fencing. What we have to be concerned about is the airlines do themselves want the security fencing put in place; particularly for the ones that are overnight in the Island. There has been concern for a number of years that ...

The Bailiff:

I am sorry, I think you are drifting off the question, which was the exact date of the legislative requirement.

Senator P.F. Routier:

Sorry. Well, there has been an ongoing stepping-up of the security requirements over the years. The most recent letter from the Department of Transport I have in front of me here, which instigates this latest replacement of fence dated 30th May 2008, if I just quote very briefly from it: "As you know, over the last couple of years we have both inspected the R.Z. (restricted zone) and the perimeter fencing at Jersey Airport. The fence has been gradually replaced, but several areas of vulnerability were identified as a matter of urgency if the airport were to continue to offer an acceptable level of protection to the travelling public." It goes on: "The requirements to establish boundaries are set out in section 10 of the U.K. N.A.S.P. (National Association of Security Professionals) and reinforced in the direction SDAM1/06, which is mandatory." There is no getting away from it. We are required to ...

The Bailiff:

I am sorry, can you give us a concise answer, Minister?

Senator P.F. Routier:

There we are.

3.7.3 The Deputy of St. John:

Could the Minister repeat the cost of installing this fence? Also, do the airlines ...

The Bailiff:

I am sorry, Deputy, he has given that already. You cannot ask ...

The Deputy of St. John:

I have asked him to repeat it. At the same time ...

The Bailiff:

Well, you cannot ask him to repeat it; he has given it already.

The Deputy of St. John:

In giving his reply could he also tell us what the airlines contribute towards that sum?

The Bailiff:

All right, the latter part of your question is in order, yes.

Senator P.F. Routier:

Because the airlines do pay landing fees that would all be subsumed within the overall cost. But certainly there are costs of providing the service in Jersey and we have to ensure that we have a safe airport otherwise airlines will not come to Jersey.

3.7.4 The Deputy of St. John:

Could the Assistant Minister review what he has just said, given that the airlines are obliged to pay certain costs, whether it is to do with security, i.e. the cost of going through the security as you arrive into the airport? I would presume this is part of the security they would have to contribute to?

Senator P.F. Routier:

The security fencing is included within all our overall capital costs of providing a safe and secure airport. The general landing fees and all the rest of it obviously help to recover that cost. There is not a specific item to ask an airline to pay for security fencing as there is with regard to security going through the airport.

3.7.5 The Connétable of St. Peter:

Given that the planning document for the airport fence said it was going to be installed along the lines of the fence existing on the southeast boundary - that between the terminal and the Aero Club, which is built on the airport side of the hedges - why was it not followed when the fence has been installed on the southwest boundaries on the outside of the hedges? If it requires a 3-metre visibility on both sides I can guarantee there is extensively more than 3 metres on the public side, because the areas it is supposed to be secure from and who should be able to see it cannot be seen because of the hedging that is already there.

[11:45]

Deputy M. Tadier:

This is filibustering. This is clearly filibustering. This question does not need to be that long. We have got other urgent questions on the agenda, so ...

The Connétable of St. Peter:

Well, listen and you might learn.

Senator P.F. Routier:

My understanding is the Planning Department did approve the positioning of the fence and I would be surprised if it is not in the place where Planning had approved it.

3.7.6 Senator A. Breckon:

I would like to ask the Assistant Minister who sanctioned the spending of £439,000 for a wire fence with concrete posts?

Senator P.F. Routier:

It would have been the Accounting Officer of the Airport Department.

3.7.7 Deputy R.G. Le Hérissier:

Very quick, building on Senator Breckon, does the Assistant Minister believe that that was the most cost-effective solution, £439,000?

Senator P.F. Routier:

It was certainly the necessary solution. The other options that were available to us were to build concrete walls, which would obviously have been more expensive. There are a very limited number of options which are available from the Department of Transport and we have taken the cheapest option.