

STATES OF JERSEY

Environment, Housing and Technical Services

Scrutiny Panel

Quarterly Meeting with the Minister for

Infrastructure

THURSDAY, 3rd MARCH 2016

Panel:

Deputy D. Johnson of St. Mary (Chairman)

Deputy T.A. Vallois of St. John

Connétable S.A. Le Sueur-Rennard of St. Saviour

Witnesses:

Deputy E.J. Noel of St. Lawrence, Minister for Infrastructure

Chief Officer

Director, Transport

Director, Property Holdings

[11:01]

Deputy D. Johnson of St. Mary (Chairman):

Welcome to the hearing of the Environment, Housing and, still, Technical Services Scrutiny Panel. Welcome to the media and public. Perhaps I could start by effecting introductions for the record. I am David Johnson, Chairman of this panel.

The Deputy of St. Mary:

Thank you for all that. We have seen you before and I am sure we will see you again. Perhaps we could kick off as we did last time with taxi regulations. The original timetable did provide for these regulations to come into effect the beginning of March. Could you perhaps update us as to where we are?

The Minister for Infrastructure:

Yes, certainly. As you say the original timetable is supposed to be started at the end of this month. It continues its next phase at the end of June and September/October time and it carries on over the next few years. That timetable has not changed in any material effect, the elements that were coming in this month are still coming this month. There have been some movement through meetings with the industry and ourselves. We are looking maybe at extending the period of the transition beyond the 3 years for various aspects but generally the proposals are as set out with one key exception which is the ... what we call the wheelchair accessible vehicles. We said right at the outset that all vehicles within the industry need to be accessible. We could not agree at the time with the industry about what percentage of those vehicles should also be wheelchair accessible vehicles. So we took the view to start the process that we will start with 100 per cent and continue working with the industry to come up with a figure that makes sure that the supply matches the demand, but also a mechanism that those that we have accessed at 100 per cent have those ... our wheelchair accessible vehicles can be fairly allocated.

The Deputy of St. Mary:

Sorry, Deputy, can we leave wheelchairs just for the moment. We have probably got a few questions on that.

The Minister for Infrastructure:

Yes, but that is the major change ... that is effectively the only significant change on the timetable and on the recommendations.

Director, Transport:

Yes, is it possible just to add something? What we have done is we have been in a period of engagement with representatives of the drivers and while the objectives have not changed at all what we have agreed are some transitional arrangements which we have now got to speak to the companies about a little further, but we are just taking an extremely pragmatic approach and listening to concerns and working closely with the industry.

The Deputy of St. Mary:

So for clarification, none of the regulations proposed are in force as yet? The new regulations?

The Minister for Infrastructure:

No, they come in ... the changes are at the end of this month.

The Deputy of St. Mary:

Right.

The Minister for Infrastructure:

So at the end of this month the proportion of ... we will be continuing that if a vehicle ...

The Deputy of St. Mary:

Just ... sorry.

The Minister for Infrastructure:

Sorry, if there's a vehicle and a driver that was not currently on the rank but had a suitable vehicle and suitable training, et cetera, they would be able to get access to the rank. That is still going to be in place but we are restricting those numbers to probably 20 per cent of the number of rank vehicles to be wheelchair accessible vehicles. So we have probably got somewhere between 8 to 12 additional vehicle spaces available on the rank from the end of this month.

Director, Transport:

Just to be clear, it is not one single point where the regulation has changed, it is a programme of regulatory change over a period of years. So not everything comes into effective at the end of March.

The Deputy of St. Mary:

Is there a published programme?

Director, Transport:

There is, yes, it is on the way.

The Deputy of St. Mary:

For that rolling change?

The Minister for Infrastructure:

It is what was published back in September. It has not changed.

Director, Transport:

No, not materially, it is just the transitional arrangements we are looking at at the moment.

The Deputy of St. Mary:

Okay, going on to wheelchairs then. Sorry, I deflected you there. You say you start off with the aim of having 100 per cent and that is ...

The Minister for Infrastructure:

It was driven by factors, when we knew that there was demand currently within the industry, across the whole of the industry for those requiring specifically wheelchairs, we have said from day one, and I have always said that, the whole fleet needs to be fully accessible but not for necessarily wheelchair access, we will be able to ... it means the person stays in their wheelchair to get into the vehicle as opposed to transfer from it into the vehicle. We said ... we could not decide within the industry, or agree within the industry prior to launching in September what was an appropriate percentage of the fleet to be wheelchair access vehicles or how those particular vehicles were allocated among the drivers. Since then we have worked with the industry to come up with an agreed percentage. We believe somewhere between 15 to 20 per cent and we are probably are going to go for the higher figure, we will have a sufficient supply to meet the demand. But that is something that we also agreed with the industry that we will have unmet demand surveys to make sure that across the piste that the whole of industry does meet the various demands. Working with the industry we have come up with what they believe to be a fair way of distributing those, effectively W.A.V. plates, wheelchair accessible vehicle licences.

The Deputy of St. Mary:

So you have agreed with taxi drivers in principle that format, have you?

The Minister for Infrastructure:

Yes, we have agreed it with the rank body and they have been working in conjunction with one of the private hire organisations who now have to take that out to the rest of the private hire organisations to get their feedback on it, prior to converting, which is a quite a range. We could provide this ... we have got industrial proposals for transitional arrangements, which we could share with the scrutiny I would have thought?

Director, Transport:

I think we can share it with you once we have met with the private hire companies, when we have their input and then that will then firm it up in its entirety and then we can certainly provide a copy of that.

The Deputy of St. Mary:

That is where we are trying to get to, find out exactly where you are and we can look at it more closely ourselves maybe. Because certainly I have had, myself, emails saying that 20 per cent is

not enough and I appreciate you looking into that and the fairness of it. Okay, so that would be useful. When might that be?

Director, Transport:

I would think we could have it to you within a month, I think would be a reasonable time. If we can get it to you earlier than that we would do but there's various events coming up so we have to get these meetings in and it is going to take more than one meeting to get everyone up to speed.

The Deputy of St. Mary:

Okay, thanks a lot.

The Deputy of St. John:

Can I just ask 2 follow up questions?

The Deputy of St. Mary:

Yes, please do.

The Deputy of St. John:

Will the 20 per cent ... would you envisage that as being a minimal requirement?

The Minister for Infrastructure:

Yes, certainly. If private hire firms or individuals on the rank side throughout the transitional period ... it's not going to be a maximum, it is going to be a minimum.

The Deputy of St. John:

You talk about the supply and demand situation, I am wondering how you would measure the demand in order to ensure that they are meeting the requirements?

Director, Transport:

So in the U.K. (United Kingdom) they have a structured format of undertaking unmet demand surveys. We would not intend to follow exactly that for Jersey because the market is slightly different but we would certainly be doing monitoring, so using spot sampling, we would be doing mystery shoppers, testing and so we would be doing not just the rank provision but also the private hire. We will be monitoring how long it takes to get a service at certain times of the year.

The Minister for Infrastructure:

On top of that we have a quantitative technique that we can implement but we need to discuss that more. We have discussed it with the rank organisations and the disabled ... the major private hire

businesses but we need to discuss it with the rest of the industry so that we have a tool that we can use to apply, because that is very much sort of subjective type data but we have a tool that will capture some of the objective data.

The Deputy of St. John:

Okay, so this is very much an ongoing situation with regard to the wheelchairs, you have no real like end date to it, it is just assess and see, is it?

Director, Transport:

I think we will be in a better position to discuss the detail with you once we have been able to provide ... once we have spoken to the private hire.

The Deputy of St. John:

Okay.

The Deputy of St. Mary:

So back to the month then, are we, effectively?

Director, Transport:

Yes.

The Deputy of St. Mary:

Yes. Just a final question on this one, from me at any rate, the roof branding and bonnet branding, that comes within the original regulations and that's still there then, is it?

The Minister for Infrastructure:

That is still there. We need to go out and get some design ideas and work with the industry about what is acceptable. There are a number of drivers who use, obviously, their vehicle for their business but also use it privately and when they go off Island they want to have an unbranded vehicle. So we are working on looking at what that would look like, but we would certainly be this summer coming in with the branding.

The Deputy of St. Mary:

That is just again ongoing consultation with the industry. Okay. Anything else on taxis anyone?

The Deputy of St. John:

No. Yes, on to the subject of transformation as we are all too familiar about. What are the number of job losses expected as a means of achieving your 4.6 million in savings?

The Minister for Infrastructure:

The final figure is yet to be determined and it depends on what you define as job losses. If you are talking about compulsory redundancies or you are talking the wider remit, we have had a number of voluntary redundancies. We are concerned with obviously not recruiting to vacant posts, et cetera, so it depends on what ...

The Deputy of St. John:

Okay, for example, if you have got 500 staff at the beginning of the process and then after saving £4.6 million, how many staff will you have left?

Chief Officer:

It is quite a complicated answer plus it is not just the staff costs, it is the operational costs and also the cost of other people doing that work, because the work does not stop being done so what we have done, as the Minister has alluded to, is over the last 2 years we have been making ... when people leave, have retired or taken V.R. (voluntary redundancy) - I think 25 employees accepted V.R. last year, 4 civil servants and 21 manual workers - we have tried to make those savings early and what we tried to do is re-engineer the process and the business as we are going along to make those savings sustainable, as well as looking at outsourcing for certain areas. So it is a very ... it is a simple question to ask and it is sort of a simple one to answer but it is quite complex. So I believe in the end there will be 100 staff less. Mine and the Minister's aim is to try to do that through natural wastage, which is a term for people retiring. I prefer the term "retiring" than natural wastage and also through the process of voluntary redundancy, because we are quite fortunate in that that the age profile of our staff is quite towards the latter years. So voluntary redundancy becomes an option for them, which is one which is quite a gentle way out of the organisation. We will not saying there will not be compulsory redundancies, there will inevitably be compulsory redundancies, but we are trying to minimise that.

[11:15]

The Deputy of St. John:

Okay, so you mentioned just briefly there about the potential for the outsourcing and this is from your reviews and re-engineering, of course that comes with understanding contracts as well. So in terms of contract management and enabling and ensuring quality management, because I think that is the biggest issue, you are losing lots of people ... I believe may be losing a lot of people that are very good at their jobs but the assurance to the public in terms of quality of the work, if you outsource ...

The Minister for Infrastructure:

That was one of the advantages of bringing Property Holdings within the Department for Infrastructure. That expertise sits within that side of the business and has done for many years. Property Holdings do not have any direct labour staff themselves but the thing that they do in terms of property maintenance et cetera is effectively outsourced. Some of that is outsourced to what was T.T.S. (Transport and Technical Services), some of it is outsourced to the private sector. So we have that expertise in managing those types of contracts within a building site, which is one of the advantages of bringing Property Holdings within the Infrastructure umbrella.

Chief Officer:

Just to add to that, we have been working closely with Procurement and the Procurement team to try and improve the model we have now so there is a more sustainable model in terms of how we award contracts, how we manage the contracts, how we do the K.P.I.s, the key performance indicators, for those contracts and also to sort of have lessons learnt from when this has been done in the past, which has perhaps not been ... it is very difficult but it is really lots of little contracts and finding a mechanism where we can monitor contractual performance without having a huge burden of bureaucracy on top of it. So that is what we are working with at the moment.

Director, Property Holdings:

If I may add to the Minister's comments? Property Holdings runs contracts for services, for ground maintenance and cleaning, which are 2 main areas that are being examined. Those contracts have some scalability in them so works can be added to those contracts and, indeed, have been over a number of years, it is not just a recent phenomenon but we would also need to ensure that when we retender packages of contracts that we make it attractive to the local industry and do not end up developing a monopoly supply. We are very conscious that we do not ... we would want to be in control and get best value for the public in terms of the contracts that we procure. Also, in terms of best value, it is not just the cost, it is value. So quality is as important as keeping the high standards that have been applied in those contracts so it is not a reduction in cost at all costs, it is a quality matter.

Chief Officer:

Just to add to that, the performance criteria in the document that is going out is for all contracts, 60 per cent on quality, 40 per cent on price. So even from the start this is about quality because that is the key tick that the Island deserves and we need to continue.

The Deputy of St. Mary:

A general point again, going back to the number of people that might leave the employment of the department for whatever reason, is the expectation that some of those will find employment within

the private sector during a similar job? Are they ... are they companies with which you already do business, they are obviously are alive to ...

The Minister for Infrastructure:

We have a live example where someone has taken V.R. and has gone out in the private sector and set up their own business providing a range of services that match their skillset. So some people will move on to being employees in other organisation but some also will set up their own businesses. Part of the procurement is a ... and particularly when we get further down the line, we have to have a consultation with the staff in parallel with asking the industry if they are interested in the work. That has been difficult for the last 2 weeks and the uncertainty that brings about is not something that we like but that is the only way you can do it. Once we get to the point where people know their jobs are at risk and we are running a tender, that is when we start joining those together to see if people are interested, and there is perhaps a preferred bidder stage, once the company is a preferred bidder then they could do some form of introductions.

The Deputy of St. Mary:

Right, so, thank you ...

The Minister for Infrastructure:

That is built into the procurement process. That procurement process started with a meeting last week to see what interest there would be out there in the private sector, and that process is going to continue because we do need to get that data to be able to make an informed decision, you know, when the service reviews are completed, about which direction we go for particular services.

The Deputy of St. Mary:

Okay, thank you.

The Connétable of St. Saviour:

All the equipment that you have which will be redundant, like the workforce, are you going to be able to sell those on or ...?

Chief Officer:

Yes, and I think one of the opportunities there is how to tie the preferred bidder into the option on the equipment and staff.

The Connétable of St. Saviour:

So if some of the men wanted to start up, they would have an option of being able to have the equipment?

Chief Officer:

Yes.

The Deputy of St. John:

Is there any assistance, whether it be from yourselves or from other States departments where they could assist in starting up businesses to help ...

The Minister for Infrastructure:

We are working in conjunction with Jersey Business and certainly help individuals to start up a new business.

Chief Officer:

Yes, what we've done is I briefed about 150 staff in these areas before Christmas. There was a lot of issues about pensions and about setting up business that people saw. So we have set workshops up since then where the staff can drop in and talk about V.R., C.R. (compulsory redundancy) and pensions, and also we have members from Jersey Business there and we have had about 100 of the staff through that. So we have tried to marry those opportunities up if they are interested.

The Deputy of St. Mary:

Okay, moving on from the transformation bit, it is suggested that there would be benefit to having a strategic champion for property across all the States. Is that in the implementation stage or consultation stage?

The Minister for Infrastructure:

I am trying to work out when I first drew this diagram. Probably 18 months ago now, prior to becoming the Minister when it was T.T.S., I was looking at this particular view of a strategic champion and I did envisage that you would have a Jersey infrastructure ... someone politically responsible for that looking after the whole of the infrastructure, not from a shareholder capacity, I think that is a Treasury issue. That is something I would like to pursue. It is not a policy thing at the moment, it is not on the Council of Minister's agenda. I have discussed it briefly with the Minister for Treasury and Resources in the past. Our main concern at the moment is the 4 strategic policies of this current term of office and producing the M.T.F.P. (Medium Term Financial Plan) 2 addendum. This, in my view, is a nice thing to do going forward but it is sort of business as usual in terms of policy ...

The Deputy of St. Mary:

I am glad to hear you will think about it. Surely the establishment of a strategic champion ... it could run parallel with everything else you are doing, it does not need to be ... it is already there, is it not?

The Minister for Infrastructure:

No, it does not need to be ... it is early days and it is something that I initially thought about, as I say, some 18 months ago. I shared it briefly with the Minister for Treasury and Resources about a year or so ago and it is something that does deserve further work on it.

The Deputy of St. Mary:

Perhaps you could share it with him again, maybe? Okay, thank you.

The Deputy of St. John:

Can I just ask how it would work?

The Minister for Infrastructure:

That is the next discussion. I envisioned that you would have a ... that all of the Jersey infrastructure, be it the Ports of Jersey, be it our electricity, our telecommunications to make sure that the Island has resilience and adequate supply of the Island infrastructure as a whole. But that is a discussion that will need to take place with my ministerial colleagues to see how and where we can move that forward and put a bit more flesh on to those few bones that we have currently.

The Deputy of St. Mary:

Yes, which reminds me, since your department has taken over Property Holdings this panel has not had the benefit of a presentation on the Property Holdings side of things, so can we just flag we would be interested in having a briefing on that some time.

The Minister for Infrastructure:

It was something we were going to offer when you come to your deadlines on the office modernisation plans.

The Deputy of St. Mary:

Okay.

The Minister for Infrastructure:

We have done ... I know Deputy Vallois has had a briefing probably 2 years ago now on the office modernisation programme, but, yes ...

The Deputy of St. Mary:

The panel itself would like one as well.

The Minister for Infrastructure:

Yes, and again I extend my invitation to come and do a half day or full day tour of the Department for Infrastructure to understand a bit more about what goes on behind the scenes.

The Deputy of St. Mary:

Okay, I was more concerned with Property Holdings itself. Thank you.

The Minister for Infrastructure:

That is no problem at all.

The Connétable of St. Saviour:

Yes, talking about the modernisation and the office plan, where is your preferred site to move to? Do you have one at this moment in time?

The Minister for Infrastructure:

We do, as of yesterday. There was a piece of work going on over the last year or 18 months or so looking at 2 possible sites, one was the site at Cyril Le Marquand Place and the other is the La Motte Street and Philip Le Feuvre House site. They have been evaluated on a high level and it went to the Council of Ministers yesterday and the site that we are now going to do a feasibility study on to make sure it is suitable will be the La Motte Street, Philip Le Feuvre House option, because that scored continually higher in the criteria.

The Connétable of St. Saviour:

It has been going on for quite a while and you only just sorted it out yesterday?

The Minister for Infrastructure:

It is a substantial investment for the States of Jersey as an organisation. It is quite a complicated matter to understand about what the future requirements of the States of Jersey will be in terms of office space and what type of services we will be providing the public, et cetera. So it is quite a complex mix. It seems to me if you are going to get these things right and it is going to be in place for a number of decades then you need to make sure that you come up with the right solution.

Director, Property Holdings:

If I can add to that, Minister. We had to do a degree of revisiting the base data because the number of office based staff has changed significantly downwards based upon the savings targets

that have been prepared by departments. It is still a fluid position; however, if you do not start you do not succeed. So we have now, having taken something to the Council of Ministers yesterday, have a set of base states that we are comfortable with that gives us enough certainty about reacting to or adapting to changes that might happen in the way service delivery and office space service delivery will move forward. One of the key things that has changed within the last 12 months is the reduction in the size of what we call central administration building step change. So a year ago we could not have fit in all the people that we were expecting to fit into a central administration building on either of the 2 sites that were proposed. We were looking at a solution that delivered 2 buildings in effect, which while we know was inefficient physically was the direction of travel. We have now managed to get to a stage where we can create a building that is capable of being built as a single entity on one of those 2 sites so we have spent a long time evaluating which site is the best so we now believe that the Philip Le Feuvre La Motte Street is the appropriate site for a number of reasons and we now need to move into a fairly short feasibility process, because we have done quite a lot of the ground work, 3 months or so to get to a position where we can firm up what we build, how much it will cost and the implications of doing that so that we can bring that forward as part of the M.T.F.P. 2 annexe to seek funding in the next cycle. So we are working to a tight timetable.

The Minister for Infrastructure:

To see if we change the way the States interact with its customers, being the Islanders, apart ... there is almost a cultural change that is required and certainly bringing as many people into one location that is purpose built, that is fit for the long term and is flexible is a great way of kick starting that cultural change to continue to provide the services that Islanders provide in an inefficient manner. So it is quite a critical part of it.

[11:30]

The Deputy of St. Mary:

Thanks for that update and pleased it is near to the decision making as well. Given the costs involved in the recent hospital site choosing, are you saying that the study you are engaging in now will be self-contained, you will not be doing any comparison with the Cyril Le Marquand House one, that has been done?

The Minister for Infrastructure:

That has been done and this effectively business as usual to deliver a States building in the way that we have done in the past for schools, et cetera.

The Deputy of St. Mary:

Sorry, you may have said earlier, but what is the timescale for consultation, et cetera on that?

The Minister for Infrastructure:

The feasibility is over the next 3 months so we would hope by the middle of the summer to be able to complete that work and then you go into the actual planning process, the planning cycle with the Department for the Environment to get the appropriate permissions, et cetera, and the ancillary work that needs to be done with that, traffic surveys, those types of things.

Director, Property Holdings:

That is, if I may say, Minister, the hard-edge process to get the building bought. Alongside that there will be an engagement and communications process that will happen with our staff primarily inward facing, which we will be doing through a number of medium. But outward facing we would obviously engage with the public and we need to explain what we are doing. But if I can separate this from what has been going on at the hospital, for example, this is not a public decision on where to place the States officials, it is an internal decision but we will ensure that the needs of the public, as visitors to the building, and the needs of the staff who are working in the building are properly catered for and discussed through the transition process. In terms of timeline, very approximately it is about a year from signing off the feasibility study to go through design, planning and get a spade in the ground, and then we would look to ... if we undertake a build that releases a building in 2 phases, the first phase towards the end of 2018 or possibly 2019 and then a second phase 18 months or so further on. What I would suggest is that we meet separately with the panel and give you a more detailed briefing on the project because there is a myriad of information that sits behind it.

The Deputy of St. Mary:

We will pursue that.

The Connétable of St. Saviour:

How are you planning on funding all of this? Is it through the sale of the present ...?

The Minister for Infrastructure:

There is a partial disposal of assets because obviously we will be freeing up a significant number of existing office space we have occupied, but there are a range of ways we can choose to fund this and that is something that we can talk to yourselves about in a private meeting, because obviously there are things we do not necessarily want to put into the public domain at this time of the likely costs which will then give the contractors that will be building it an indication of ...

The Deputy of St. John:

But you will have to come forward with something in the M.T.F.P. for funding?

Director, Property Holdings:

Indeed, but the costs only associated with disposal and seeking an alternative use for properties freed up will be undertaken in parallel with the feasibility study. We will work with our colleagues in Treasury to come up with what is an appropriate funding mechanism.

The Minister for Infrastructure:

That is part of the next phase which should be completed in 5 months' time.

The Deputy of St. Mary:

Which almost underlines the need for a property champion, does it not? The connection between what happens to Cyril Le Marquand House? Okay, that is probably all on Property Holdings. Can we move on to waste management now. Almost what to me is a starting point, the covenant with regard to Bellozanne, that seems to be crucial to the whole timetable, can you tell me where we are on that?

The Minister for Infrastructure:

Well, to explain a bit about the covenant at Bellozanne, because people refer to it as the covenant at Bellozanne but the advice I received is that it is the covenant on what was the destructors at Bellozanne and not on the land. You will appreciate that there is a difference there. So the advice I have received, a few months ago now, is that covenant has been spent, it no longer exists because the destructors no longer exist. That is the matter that we are seeking clarification on by the Royal Court because obviously the parish had a different view to the one I have been advised of. The simplest way is decide on that is to ask the Royal Court to find out. That is the process we are going through and whatever the outcome will be we will have to deal with ... with that situation.

The Deputy of St. Mary:

I understood ... and again the former Chairman had reasons why he felt he could not continue as Chairman but where are we in the application made by your department to the Royal Court then?

The Minister for Infrastructure:

Yes, a court date in the early part of May.

The Deputy of St. Mary:

They have given you a court date. Has the representation been finalised then?

The Minister for Infrastructure:

Yes, it has.

The Deputy of St. Mary:

Is that a public record document already or it will be?

The Minister for Infrastructure:

I do not know.

The Deputy of St. Mary:

Could you give us a copy of the representation when lodged?

The Minister for Infrastructure:

Providing the Law Officers Department say we can then we are happy to do so.

The Deputy of St. Mary:

That would be useful. So in May you may or may not get a declaration?

The Minister for Infrastructure:

The hearing is in May, how long the court reviews it and comes up with their finding, I do not know how long that will take. It will take a few months I would have thought.

The Deputy of St. Mary:

If you were to fail that representation, it was held to be still good, is there a plan B on the part of the department?

The Minister for Infrastructure:

At least then we know where we stand and if we need to enter into negotiations with the parish, then that is what we will do.

The Deputy of St. Mary:

So if you did fail presumably you anticipate there will be negotiations with a view to compensating them for buying it out possibly?

The Minister for Infrastructure:

Yes, because the reason for that is that there is great unfairness in the current waste system in terms of the commercial waste, it is disposed of free of charge currently. In fact domestic waste is disposed of free of charge, we all pay through our parish rates for its collection but the actual

disposal is paid out of ... the user does not pay, it is taxpayers that pay for the disposal of waste. So the taxpayers pay for the commercial disposal of waste currently as well and that does not seem fair to me and so, depending on the outcome of the Royal Court ruling on the covenant, yes, I would like to pursue with the parish a mechanism whereby we can at least pass on the burden from the taxpayer to the commercial entities.

The Deputy of St. Mary:

I appreciate what you say about the fairness, it was not really the question but in your submissions you will be distinguishing between domestic waste and commercial on the basis that the covenant was never probably intended to cover commerciality, was it?

The Minister for Infrastructure:

The covenant, from our point of view, as I understand it, all waste taken to the destructors by the Parish of St. Helier. That is the issue because their collection vehicles collect all types of waste at the same time so there is no physical separation at present.

The Deputy of St. Mary:

All right, thank you for that. Moving on from the covenant then, where are we in the waste programme? As you know, this panel has expressed interest in following up on that and at the moment it is perhaps not sufficiently decided to enable us to look at it with our scrutineering eyes, shall I say. Can you give us a timeline as where we are on this?

The Minister for Infrastructure:

I personally want to be able to bring forward proposals in parallel to the M.T.F.P. 2 addendum because obviously there is currently in the M.T.F.P. an agreement for user pays - I propose to call it user pays taxes as opposed to user pays charges - to be coming into effect 2018 to the tune of £3 million a year, in 2019 to the tune of £10 million per year. So we do need to work towards that and we do need to make sure that we have a mechanism of bringing in whatever those user pays - it is not just from my own department, it is across other departments as well - to make sure that those targets are achieved in this timescale that has already been agreed.

The Deputy of St. John:

Can I just clarify some issues on the user pays? The M.T.F.P. did not specifically say in the proposition to agree a user pays charge, so can that be taken as an in principle decision?

The Minister for Infrastructure:

It is a difficult one to ... I can see where you are coming from which is one of the main reasons why I would like to bring an in principle decision to the States in parallel to the next M.T.F.P.

addendum. Then what I was envisioning ... what I hope to do is to have a number of workshops for States Members as a whole to start to flesh out what would be the business case and what would be the meat on the bones of that in principle decision about how and what charges to bring in from 2018 onwards.

The Deputy of St. Mary:

Right, so you anticipate consultation with the Members as a whole before proceeding too much further?

The Minister for Infrastructure:

Yes, personally I am not a big fan of in committee debates, I would sooner have a number of workshops, similar to what we did last year with the 12 parishes and the police force and ourselves as the one of the 13 road authorities about road safety. I think in that environment you get a better outcome.

The Deputy of St. Mary:

Okay, thank you. Yes, kerbside recycling. You mentioned recommendations back in December of a study, has there been any progress on that or is it, again, linked to the overall waste strategy?

The Minister for Infrastructure:

We are very much in the hands of the 6 parishes now, including St. Brelade, that do have or will have kerbside recycling. We will be working with the other parishes to see how we could help them implement those changes as opposed to having an Island-wide system which was proposed by Deputy Tadier.

The Deputy of St. Mary:

Yes, the recommendations were to ... each parish not currently delivering kerbside recycling to discuss and agree a timescale. So you are saying that those discussions are going on on a parish by parish basis, are you?

The Minister for Infrastructure:

I believe that is the intent, yes.

The Deputy of St. Mary:

Do we have a timescale again on ...

The Minister for Infrastructure:

I do not have that with me today but we can get that and forward it on to you.

The Deputy of St. Mary:

Okay, thanks.

Chief Officer:

Without any fiscal mechanisms at the moment recycling costs more money than setting fire to it in the incinerator. In that regard it is a very difficult thing for parishes to bring in where they are going to increase the parish rate for this. It has been a difficult one, particularly when we have been through a recession, for parishes to get on board. Once they are on board I think they see the value of it and I have moved from a parish that did recycling to a parish that does not do recycling and I find it very frustrating. But it is a big reluctance and the recent one in St. Brelade was done at a contract change time, when they were changing from one contract to another, which gave them an opportunity to do it and keep the cost envelope very close to what it was before. We have assisted in that and assisted with providing some of the infrastructure for them to do it. That will be rolled out in the very near future. But it is a big challenge and something that without a charge at the energy from waste plant it is a really hard thing for parishes to do. Whereas what it should be, it should be not only good for the environment, it should be more cost effective for the parishioner and for the parish but at the moment it is not, which is counter to our strategy.

The Deputy of St. Mary:

Sustainable transport, are you ...?

The Connétable of St. Saviour:

Yes, sustainable transport. I will do this one first. You have a new structure with the bus company and I have had a lot of parishioners who have called in to say: "Why is this over the blanket price when the price of petrol or diesel has gone down?"

[11:45]

Way down this time for a long time and yet LibertyBus have been able to put their prices up. What was the consultation with that?

The Minister for Infrastructure:

Overall there is ...

The Connétable of St. Saviour:

Were you involved in the consultation when they said they were going to put prices up?

The Minister for Infrastructure:

Overall prices have ... 95 per cent of customers have either had a price reduction or a price freeze. So it is only a small, although important, 5 per cent that have seen an increase in their fares. But, for example, if you have a pay as you go AvanchiCard the flat fare is now £1.50, that is the same price as it was 7 years ago.

The Connétable of St. Saviour:

Yes, but it takes time to do that as well so quite a few people are quite happy with just putting the £1.50 because by the time you get the receipt out of the machine ... because it is not like the Oyster Card.

The Minister for Infrastructure:

It is quicker. I use it myself and it is quicker to use your AvanchiCard than it is to pay cash.

The Connétable of St. Saviour:

Is it? Well, I will remind my old people.

The Minister for Infrastructure:

It is one of the reasons why ... well, your old people ... forgive me, your people that are pensionable age will not be paying anything different anyway because they will have concessionary bus cards. So there is no difference for them at all.

The Connétable of St. Saviour:

But were you in the consulting period where the bus company said: "We are going to put the prices up although fuel has gone down, we need to cover costs we are putting ..."

The Minister for Infrastructure:

The bus company did consult with me prior to the changes.

The Connétable of St. Saviour:

You were there?

The Minister for Infrastructure:

So they have consulted with me. Surprisingly fuel is not a bigger ... does not have as big an impact to their costs as one would expect. Their costs are the labour and the capital investment in the kit that they have. I am sure we would be able to get a breakdown of the percentage of the fuel costs. Can you pass it on to scrutiny?

Director, Transport:

Yes, that would not be a problem. One of the big advantages of encouraging people over to the better value products that are available by the smart card system is it reduces the dwell time of buses in loading and unloading passengers and that enables the bus company to provide more services and a more efficient service. So this is part of the motivation. We already have 61 per cent of passengers using the AvanchiCard in one form or another and the intention is to get more and more people using that because everyone benefits from the efficiencies that provides.

The Connétable of St. Saviour:

It is a flat rate fare now. How does that work with the objectives of sustainable transport, if at all?

Director, Transport:

It works by providing a much better offering for those people undertaking the longer journeys into town.

The Minister for Infrastructure:

It is encouraging more people to commute say from the west into St. Helier and from the east into St. Helier, it will make it more attractive to take the bus as opposed to using your car.

Director, Transport:

In conjunction with that, the bus services have been improved in many of those areas and, indeed, across the Island and that is evidenced by the big increase we had in bus ridership, which is 30 per cent increase since the beginning of the contract in peak hours and 20 per cent overall. So, you know, this type of change is having an impact on how people use the bus and how convenient people find using the bus. Part of that is providing tools such as the Where's My Bus app and that type of thing. It just comes easy: "Look, there is a bus coming down the road, I can wander out and get bus with my card."

The Connétable of St. Saviour:

In February you got this app on your phone, how is that going? Have you had any ... is it too early to say?

The Minister for Infrastructure:

It has had quite a good uptake. We have noticed people switching from using the 4 digit numbers with the texting. Texting is quite expensive ... that is an expensive ...

The Connétable of St. Saviour:

Is that going in tandem at the moment?

The Minister for Infrastructure:

It is working in tandem.

The Connétable of St. Saviour:

Is that going to continue?

The Minister for Infrastructure:

It depends on the initial uptake of the ... we will call it an app, technically it is not an app but we will call it an app. It is working very well, it is interactive, it means that parents can keep an eye on school buses and understand where their child is on the return journeys, et cetera. It is still being tested effectively and it is on such platform that we can extend the functionality of it to currently now you can see where the buses are, you can look at the timetables and, as I say, you can follow the school buses as well. But there will be other features that we can add to that in the future.

Director, Transport:

Can I just quote some figures? We have only been running it for a very short time but we are having 100 hits per hour during the morning peak and we have had a 13 per cent drop off of use in Text My Bus already. So obviously people are switching channels because the app provides a lot more advantage, a lot more functionality than the Text My Bus. It is simpler to use when you get familiar with it.

Chief Officer:

What it has done in our household is avoided an argument between myself and my little boy in terms of getting ready for school because we can see where the bus is and I can use it accordingly. So it is very useful.

The Deputy of St. John:

I do not think that would make much difference in my household. **[Laughter]**

The Deputy of St. Mary:

Apart from the bus service, what other initiatives are there going on to decrease traffic levels?

The Minister for Infrastructure:

I have not publicised it yet but I am working with officers and with the retailers on the Island to bring in an incentive to get more people on to bicycles. Not necessarily people that are fitter and healthier ...

The Deputy of St. Mary:

Do not look at me like that, Minister.

The Minister for Infrastructure:

... but those that are on cusp that would not normally use a bicycle but may use an electric bike or an electrically assisted bike. So we are looking at a scheme - as I say it is very early days - with the local retailers about how we can get more people leaving their cars at home and using an electrical bicycle instead.

The Deputy of St. Mary:

Okay, anything else? Any other initiatives? Are you thinking of charging people for going to St. Helier or incentivising them to share cars and things like that?

The Minister for Infrastructure:

No, those types of issues are difficult to implement, it would not be popular and car sharing can be encouraged but to provide an incentive it is very difficult then to make sure that incentive is working and make sure it is not being abused. So we are working with making car parking arrangements more flexible with the car park. What we have done is obviously we started construction of the Valley path and the dual use path in St. Peter's Valley to effectively create the equivalent of the railway walk that is much loved by those going south to north as well as the road will go east to west. So we are expanding the off road network and we are continuing where we can to do similar things for the eastern cycle track.

The Deputy of St. Mary:

Okay. Yes, final question on this area. Sorry, no, just to go back on that point. You are in talks with LibertyBus, are you not about disabled access following a proposition by Deputy Tadier?

The Minister for Infrastructure:

Yes, we are. Those talks started prior to the Deputy lodging his proposition. We are working to the deadline that were set in the States. We are also working with LibertyBus, they are looking at a dial a ride scheme as well. That is the charitable side of their operation and they are talking to various charities to see how such a scheme might work in the Island. So we are working with LibertyBus about other initiative to improve the Island's transport network.

The Deputy of St. Mary:

Okay, again, could you update us on how you go on it, thank you.

The Deputy of St. John:

You briefly mentioned in one of your answers about the car parking and there was something recently about an apps based solution to car parking. Do you have any bids for that yet?

The Minister for Infrastructure:

We have just gone out to tender.

Director, Transport:

I would need to double check. We have done the pre-qualification process, so we have tenderers. I believe that the actual tender itself to be priced, the schedule of pricing, will be going out at the end of this week or certainly at the beginning of next week. We have also recently introduced before Christmas real time information at the car parks which the radio disseminate, which is proving to be very useful and popular to people in choosing where they might want to park. We are getting some interesting information out of that ourselves because it is the first time we have had real time information at car parks and we have been able to see that there has been availability in all our car parks throughout the Christmas period, which was something interesting. We shared that information with the Town Centre manager so that she can keep businesses informed.

The Deputy of St. John:

So do you have a rough timetable about this app and the ability to use it going forward?

The Minister for Infrastructure:

The app designed for people to be able to pay for their car parking? We will hopefully be able to introduce something in the latter part of the summer.

The Deputy of St. John:

Latter part of the summer?

Director, Transport:

I would just add a caveat to that, it really depends, because what we have gone out for is a performance specification, we have not told people what we want, we have asked them to come and with bare offerings. So it depends to a degree upon what is offered to us.

The Deputy of St. John:

Do you have an idea of what you want?

Director, Transport:

Yes, we have put in criteria that we want to have multiple channels of payment so that people will be able to use a smart phone or text or call, it is not just limited to one technology. We have also talked about various other performance aspects that we want from the system in terms of its robustness and how it handles the money and all that stuff, all the things that you need to have a good system have been specified but how they deliver it is going to be for the company itself to suggest. How it is marketed is going to be a big part for the company because that is how they are going to generate their revenue is from getting people to switch payment channels from pay cards to the cashless version. So it will be interesting to see what their proposals are.

The Deputy of St. Mary:

In the context of that, have disabled people been taken into account or is that review going on separately?

The Minister for Infrastructure:

Currently we have done what is known as pre-values but we are not looking at changing any of that.

The Deputy of St. Mary:

There is not an ongoing review on disabled parking at all?

The Minister for Infrastructure:

Not in terms of the fact that there is no cost for them to use their blue badge system in the parking spaces and we do not envisage any charge mechanism at this time on that. We are looking at improving the, I think it is, 88 spaces in ...

Director, Transport:

I might not have the actual figures here. Sorry, I do not have the figures.

The Minister for Infrastructure:

But we are looking at creating some additional spaces as we refurb our multi-storey car parks. We are looking to create some additional disabled spaces in Sand Street car park in the latter part of this year?

Director, Transport:

Yes, and in particular improving the quality of the spaces that are available, and their convenience is one of the main things we are looking at.

The Deputy of St. Mary:

Sorry, improving?

Director, Transport:

The quality and convenience of the spaces, so to ensure that they get good locations with easy access.

The Deputy of St. Mary:

Yes, being on the top floor is not much help.

Director, Transport:

Also making sure this space will be able to unload wheelchairs, et cetera, it is that side of it that we are focusing on, yes.

The Deputy of St. John:

So will you be replacing the pay card system at any point or will that work concurrently with the new system?

The Minister for Infrastructure:

It is going to have to work concurrently for a number of years yet because not everyone, although there is a significant penetration of smart phone use on the Island, has a smart phone. Not everybody, even if they do particularly want to go down that technology route so the paper system will carry on for the foreseeable future where I am imagining it will, as technology continues to change, whither on the vine.

Director, Transport:

The speed of the change in technology in this area, when you look back, is remarkable when we were looking at the A. N .P.R. (Automatic number plate recognition) and the opportunities only a few years ago what seemed impossible seemed completely different compared to what we are doing now. I am sure it will become outdated quite quickly. I am aware of some of the bigger cash payment solution providers are looking beyond smart phones now and saying: "Well, why does the car not pay for the parking" because more and more cars are getting on board computers, you can have that functionality within the vehicle itself. So I do not know where it is going to end up. Lots of people do strange and inventive things. There is a car park in America where they are using drones. I am not quite sure if they use the drones to police or to guide people to spaces. There are some peculiar things going on.

The Minister for Infrastructure:

What is certain is that change will happen and technology will drive that, and it will happen at an ever increasing pace. What we need to do is make sure that we can adapt with that. So what we do not want to do is go down the route where we have to put in a lot of infrastructure.

[12:00]

So you wouldn't want to necessarily ... one of the great things about an app based smart phone system is that you do not have to put in a lot of infrastructure and you can also use it for paying for not only your parking in car parks, in multi-storey and service car parks, but you can also use it to pay for your on street parking without putting in parking meters and infrastructure along those lines, so what we did to do is make sure that what we put in is flexible to not have a heavy infrastructure burden on it as well.

The Deputy of St. Mary:

Sorry, am I right in thinking that there is a uniform charge payable at the moment on all car parks?

The Minister for Infrastructure:

No, the S.o.J.D.C. (States of Jersey Development Company) car park is charged with a different mechanism to the Department for Infrastructure car parks, but even with our own car parks we have different charge structures. For example, Sand Street has a different ... has a sliding scale for its car parking charges, whereas Pier Road, et cetera, does not.

Director, Transport:

In addition to that, we have a rate for parking in town and then as you move out of town you get half price parking at St. Brelade Bay and some of the laybys and other locations.

The Deputy of St. Mary:

Yes, so there is scope for encouraging people to park in the less used car parks or penalise them for using the popular ones.

The Minister for Infrastructure:

Similarly we want turnover of vehicles because, say for example for shopping in Sand Street we want that turnover to happen so you can park there for longer but it costs proportionately more to do so because we want those spaces to be used for shoppers.

The Deputy of St. Mary:

Okay. Are we done on transport? All right, in the budget debate last year there was a proposition regarding the agricultural tractors and in the course of that debate both yourself, Minister, and the Minister for the Environment referred to discussions to take place with the farming community about looking at the system generally. It is early days yet, I appreciate, but has that discussion started as yet?

The Minister for Infrastructure:

It has not started from my own point of view. The Minister for the Environment is dealing on those overall changes.

The Deputy of St. Mary:

I could ask him next week then. Okay. A related point on that ... do you want to go on this, Sadie, the tractors and roads?

The Connétable of St. Saviour:

Yes, these tractors that are coming through now at a great rate of knots, we do not seem have a speed limit on these huge John Deere tractors coming through. Is there nothing that you can do?

The Minister for Infrastructure:

As far as I am aware they have 2 different types of gear boxes, both are restricted. One is restricted, it is what they call a 40 kilometre per hour gear box and so they are restricted to that. Most of the vehicles are, I believe, I have been told from the industry, 40K gear boxes. The other type is a 50K gear box, which is low 30s miles per hour but there are very few of those currently on the Island. The changes to the V.E.D. (Vehicle Emissions Duty) encourages one and discourages the latter so the changes to the V.E.D. that was brought about froze the V.E.D. duties on the slower tractors and increased the V.E.D. on the faster ones.

The Deputy of St. Mary:

That was the intention of that particular amendment but I think what the Connétable was asking really is whether they are on the lower gear box or higher gear box, these tractors are still capable of exceeding the speed limits on green lanes which are not built this size. Is there any ...

The Minister for Infrastructure:

Well, they cannot go faster than the speed limits that they are restricted to, generally on the Island it is 30 miles per hour. Those vehicles with the 40K gear boxes is below the 30 miles an hour limit. But if they are in a green lane or in a road that has a lesser speed limit of say 20 miles an hour

then yes they are physically capable of exceeding that, but that is a policing matter. We cannot control that from a vehicle licensing, D.V.S. (Driver and Vehicle Standards) type of requirement.

The Deputy of St. Mary:

I am just asking has any thought been given to somehow sort of, I do not know ... it is outside your jurisdiction, in fact, is what you are saying.

The Minister for Infrastructure:

Yes, it becomes a policing matter, as any vehicle that is capable of exceeding the speed limit in be it a green lane, a 20 mile an hour lane or a 30 mile an hour road, or ...

The Connétable of St. Saviour:

You cannot put any restrictions as a company at all. I am calling you a company because I cannot think of anything else. Do you know what I mean?

Director, Transport:

The 40 kph gear box, that gives you a speed of just under 25 ... a maximum speed of just under 25 miles an hour. Those vehicles need to be able to travel at that speed on the main road. The driver has a driving licence and that is what he puts at risk should he choose to travel faster in the green lanes, like any other driver. The 50 kph gear box allows them to go 31 and a quarter miles an hour. So you are only marginally above what the maximum speed limit is on most of the roads. But, again, it is up to the driver. With the licence should come the training and the ability to make the decision as to what the lawful speed to travel at is and then it becomes a matter for the police.

The Connétable of St. Saviour:

So we are back on to the companies who employ these people? If you cannot do anything about it we really need to get in touch with the companies and say: "Your drivers need to pay attention to what is going on" because they are huge vehicles and you are opening now cycle tracks, you want this and that to happen, it is going to be very, very difficult with these lorries up and down ... these tractors, great big ...

Chief Officer:

What is difficult is a tractor doing 20 miles an hour looks and feels, particularly if you are walking down a country road, far faster than a car or another vehicle doing 20 miles per hour.

The Connétable of St. Saviour:

Yes, but you are talking to a farmer here. I know about these vehicles.

Chief Officer:

They are huge and there is a lot of rotating machinery, there is lots of bits hanging off the back ...

The Connétable of St. Saviour:

Stuff behind pushing through.

Chief Officer:

There is huge pressure on the industry, particularly in the weather we have had for them to deliver very quickly. So what I think ... keeping the farmers ... by making sure they brief their staff about where the issues are, but as a person who lives in the countryside, it is something we come across all the time. We did recent studies at Bellozanne because we had lots of issues of perceived speeding from commercial vehicles up and down Bellozanne Road, particularly when the old scrap yard used to have a scrap building. We put a speed camera on there and we did not find any vehicles speeding but it all felt too fast, and I think that is the point is that it feels too fast and we have to get the education going better with the industry so they then appreciate ... because they get used to it but for the casual observer it is a scary position that we get put into. But in terms of doing it as the authority who dictates the speed limits and dictates the vehicles, it is very hard to do because we do not really have the mechanisms to do that.

The Connétable of St. Saviour:

Just thinking where the Deputy lives, La Route Du Mont Mado, it is a death trap and a nightmare.

The Deputy of St. John:

We are used to it now.

The Connétable of St. Saviour:

Okay, thank you, you cannot do anything.

The Deputy of St. Mary:

Just on this general area of vehicle ...

The Minister for Infrastructure:

Certainly, Constable, we could pick up with the 13 police authorities and 13 motor authorities, something was addressed at the workshop last June. So it is something maybe we ... the 2 sets of bodies can work together.

The Connétable of St. Saviour:

No, the onus still has to go back to the company. As a Connétable I will put pen to paper.

The Deputy of St. Mary:

Yes, that has touched on vehicles really. In fact there was a case in the paper this week about someone being prosecuted for being uninsured, partly because he had not switched his vehicle on foreign plates to Jersey plates. Now, I am obviously aware you are obliged to do that within a certain timescale, et cetera, but what measures are in place to enforce that? Where I am coming from is that there are ... I know of instances previously where foreign vehicles will come to the Island and they will leave within the 3 months or whatever and come back. Is there a structure in place which checks ...

The Minister for Infrastructure:

It depends on your residency. If you are resident in Jersey then it is illegal to drive a non-Jersey registered vehicle on the Island. There is no minimum time period or maximum time period in the laws. You do not get a period ...

The Deputy of St. Mary:

If you intend to stay here permanently, yes, but there are some who will argue they are here temporary.

The Minister for Infrastructure:

It is a matter of fact and a matter of law, and it is down to the police ...

The Deputy of St. Mary:

That is what I am asking, is there a means by which you can test that matter of fact because there are those who, I am sure, have brought their vehicle to the Island a long time ago and are still driving on foreign plates. Is there a way of your enforcing that to see when it was first brought into the Island? I am thinking the Sand Street car park, for instance, you have a photographic identity system. When they are there is there a way of extending that to vehicles off the boat or something similar.

The Minister for Infrastructure:

I do not know if the extent of the problem would warrant that type of investment in the structure required to monitor that - it is a very good system - and the manhours to police it. I am not aware the problem is that significant.

Director, Transport:

The issue is where you are lawfully resident. So it comes down to showing where someone is resident of the purpose of tax and everything else. A lot of this legislation comes from that position, so we mirror what the position is in the U.K. and across Europe which is agreed by

international treaty, the Vienna Convention of Motor Traffic and the European Regulations. A lot of those rules are basically: "Where is your legal residency?" It is a small issue for us because if you are Belgium or France and you have people living on one side of the border and working on the other side of the border, that is particularly where it becomes a very big issues in terms of controlling tax avoidance and everything else. That is where a lot of this legislation stems from.

The Deputy of St. Mary:

I appreciate all that, but the central point is there are people who have been here a long time who say they are a temporary resident when they are a permanent resident, they have permanent jobs here. They are using the vehicle on the road which should have been taxed here and is there any way of ...

Director, Transport:

What we do is, when we are doing the road checks ... so if they have changed their driving licence to a Jersey driving licence - so that is one evidence that they are resident, that is one of the things you have to do when you become a resident - and you are driving a vehicle plated from elsewhere in the world, that is certainly one of the incidents where we will act. Obviously proving residency from the point of view of a transport regulator is quite a hard thing to do because it is more of a tax matter.

The Deputy of St. Mary:

Yes, but if they are ... if they change their driving licence, I accept that but then you are talking about someone who is happy to comply with law and I can certainly say ...

Director, Transport:

You will get people who ... because you have to renew your driving licence periodically, so the time comes up to renew their licence, they are forced then to renew their licence in Jersey, so they have a Jersey licence, if they are still in foreign plates that is often when we catch them. I see exactly what you are saying, there is a lag there, yes.

The Deputy of St. Mary:

Yes, because the licence in that foreign place could run for another 5 years.

Chief Officer:

Yes, I think the other issue ... well, certainly not from any data but certainly from driving about and being on the roads quite a bit, there appears to be more non-Jersey plates about. I would suggest this is due to V.E.D. and some of the additional charges we put on the importation of vehicles. So it is almost an incentive for people not to do it because they avoid it. I have seen a lot more

Guernsey registered vehicles recently in Jersey, over the last 12 months and I think that again it is a matter of getting the police in, up to speed, and getting people to challenge those people who have that vehicle.

The Minister for Infrastructure:

I know that there has been a number of road checks whereby the authorities have been targeting non-Jersey registration plates vehicles, and that is ongoing policing that they are doing as a way of addressing this.

Director, Transport:

To be clear it really becomes a policing issue rather than a vehicle regulation issue. Although we have an interest and we participate in the road checks, the actual enforcement is not undertaken by ourselves.

The Deputy of St. Mary:

Could one simply liaise with social security? Could there be questions added on to the forms about vehicles?

Director, Transport:

It might be that police do but we do not get involved down the line on that. But we could ask them.

The Deputy of St. Mary:

All right, thank you for the explanation.

The Minister for Infrastructure:

Chairman, we can provide you a copy of how the regulations work and how they work in the U.K. and Europe as well.

[12:15]

The Deputy of St. Mary:

I probably have seen it but it would be a useful aide-de-memoire to take it further, maybe with other departments. I just have a general one. I have had, on a private matter, concerns expressed about the tipping arrangements at La Collette, which I do not want to go into a detailed situation here but could you give an overview as to what they are because some members of the construction industry have expressed concern that it is not a level playing field because of the way it is operated.

Chief Officer:

Tipping at La Collette has been worked in conjunction with a third part contractor who has done recycling since La Collette was built in the mid 1990s. Over the period of time the tip head where the waste goes into the sea and the land reclamation extends has always been run and operated by ourselves as the department and that is still the case now. What we have done for the recent contract is separate out completely the operation of the recycling business there with the operation of the tip head. So anybody who comes to La Collette can go over the tip head, pay the charge to ourselves, which is the income we get, and then that material gets tipped. We tendered through an open tender process for the recycling contract down at La Collette and that contract has operated with a contractor and they now operate their own weighbridge and they operate their business as Jersey's third quarry as they brand it. So the set up is effectively like a quarry. That contractor or that operator does not have access to the tip head. So if he needs to take waste to the tip head, he goes to our weighbridges and we charge him accordingly. That is how it operates and so far it has been very successful because the goal for us strategically is to put nothing over the tip head. We want that to stay as a strategic area for Jersey as long as possible. Generally speaking, Mainland Reclamation dug all the land out again and put it in the next reclamation and so the strategic advantage of having that space there should be kept preserved. So what happens is the recycling contractor recycles as much as he can, as much as possible, and that is a parallel business to the work that we do.

The Deputy of St. Mary:

Am I right in thinking that the company in charge of recycling therefore will self-analyse the amount that is available for recycling and can reject it and that it should all go to the tip.

Chief Officer:

That is correct, yes. So it can go to the other recyclers in the Island, and there is many of them in the industry.

The Deputy of St. Mary:

Okay, I will leave it at that for the moment.

Chief Officer:

There is one at La Collette but there are other people doing this elsewhere.

The Deputy of St. Mary:

So he has not, therefore, got a monopoly over the recycling aspect?

Chief Officer:

He is the biggest, he has probably got the best set up, he has invested the most money but he is not the only one.

The Minister for Infrastructure:

Even as a layperson in that, I can think of at least 2 other operators that are involved in recycling ...

The Deputy of St. Mary:

Okay, thanks, that is all I have on that. That is probably all the questions, is it not? Despite your reservations, Minister, of having a lot to cover, we have managed to cover it and I thank you for your succinct and look forward to seeing you all again. Thank you.

The Connétable of St. Saviour:

You do have some pieces of information you are going to let us have.

The Minister for Infrastructure:

Yes.

[12:19]