

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES BY CONNÉTABLE OF ST. JOHN
ANSWER TO BE TABLED ON TUESDAY 19th FEBRUARY 2013**

Question

Could the Minister advise whether, since December 2012, a number of sewage pumping stations across the Island have failed causing effluent to discharge on land and along the roads and, if so, would he provide a résumé of the reasons for the failures and highlight which stations have required temporary back up facilities like tanker services or running temporary surface piping to help alleviate flooding pollution?

Would the Minister provide an estimate of the additional cost to the Department's budget to date caused by the failure of these stations, and advise whether an application has been made to the Treasury for additional funding to help meet the costs of remedial works necessitated by the heavy rainfalls over the last 9 months, and, if not, why not?

Answer

Since the middle of last year and particularly from December onwards, there has been practically continuous rainfall which has raised the height of the water table to a level far higher than has been seen in recent years. This has resulted in significant groundwater and rainwater finding its way into the foul sewer system through leaking pipes and manholes, both Public and Private, and overloading many of the smaller pumping stations.

A number of stations have been served by tankers and overpumping since December, including Chestnut Grove, La Retraite, Thistle Grove and La Chasse. Whilst spillages have occurred from some of these stations, none has occurred as a result of a pump station failure. It has simply been the case that fresh water has inundated a number of stations to the point where they have been unable to pump the water away quick enough. Both the TTS tanker service and private tankers have done an excellent job and worked long hours to prevent and reduce spillages over this period.

Jersey is not currently alone in experiencing sewage drainage issues of this nature as both Southern England and France are experiencing numerous problems.

The cost of tankering during this period with both the TTS fleet as well as contractors is approximately £60,000. Throughout the period TTS has been surveying and attempting to identify the locations of groundwater and rainwater ingress into the foul sewer system using both TTS staff and specialist Contractors. These surveys are providing vital information for the department to start eliminating this water ingress. Works have already started on repairs in some of these areas and will continue for the foreseeable future.

Whilst surface water infiltration into the foul network has been recognised as an issue for some time, and surveys of sewers to identify problems were commenced 12 months ago as part of a long term surface water infiltration programme, this recent episode has seen a re-prioritisation of this capital funding within TTS to address the most vulnerable areas as quickly as possible. Should further funding be required this will be sought through a re-allocation of Capital funding within TTS.