

STATES OF JERSEY

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ENVIRONMENT AND PUBLIC SERVICES: ESTABLISHMENT OF MINISTERS AND DEPARTMENTS (P.120/2005) – AMENDMENT

**Lodged au Greffe on 28th June 2005
by the Environment and Public Services Committee**

STATES GREFFE

ENVIRONMENT AND PUBLIC SERVICES: ESTABLISHMENT OF MINISTERS AND DEPARTMENTS
(P.120/2005) – AMENDMENT

In paragraph (b) after the words “20th June 2005.” insert the words –

“Except that in the said Appendix 2, after the words ‘on-Island transport policy’ there should be inserted the words ‘including political responsibility for the Driver and Vehicle Standards Department and the functions undertaken by that Department’.”

ENVIRONMENT AND PUBLIC SERVICES COMMITTEE

REPORT

When the States approved P.70/2002, Machinery of Government: Proposed Departmental Structure and Transitional Arrangements, the outline functions for the new ministries were laid out, but some doubt remained as to the overall functions of the Environment, Planning and Public Services ministries.

The original Proposition adopted by the States in August 2002 merged the previous Planning and Environment Committee and Public Services Committee for the transitional period of government to allow one Committee time to review all functions provided and, if necessary, make alternative proposals to the States. Having reviewed the functions within the Environment and Public Services Committee it has become clear that the provision of “on-Island” transport could potentially rest with 4 Ministers – Economic Development, Environment, Public Services and Home Affairs. This situation clearly does not fulfil one of the three key principles to underpin the new system of government that is “clear accountability, at ministerial level, for defined functions and areas of public service as perceived by the community at large.”

The Policy and Resources Committee’s Report and Proposition is fully supported by the Environment and Public Services Committee. However, for clarity it is felt that the role of the Driver and Vehicle Standards Department should be incorporated into the Transport Ministry thereby providing one ministry with overall responsibility for all on-Island transport matters.

The Driver and Vehicle Standards Department not only provides a regulatory function but also has many areas of responsibility for policy formulation and operation that affect the on-Island transport systems.

The matter has been discussed by the Home Affairs Committee which has stated that it is not prepared to agree, at this stage, for the transfer of Driver and Vehicle Standards and has requested the Chief Officer of Home Affairs to investigate the matter in more detail. Although that Committee did not object in principle to the transfer of one or more aspects of Driver and Vehicle Standards to the Transport Ministry, it was of the view that some of the regulatory functions should remain with Home Affairs because of the legal and policing aspects.

The Environment and Public Services Committee believes that locating all aspects of on-Island transport in one ministry achieves the maximum synergy, efficiency and transparency to the public. The Committee understands that the role of regulator must be protected and that clear accountability should be provided for this particular function. It does not see any significant issues in providing the required degree of segregation and there are many other examples existing both now and in the future within the States that work perfectly well.

In recognising that Driver and Vehicle Standards is a small department, the Environment and Public Services Committee feels that to split it between 2 ministries will disrupt its operation and create difficulty in adequately resourcing certain functions.

If the States supports the principle of creating a Transport Ministry, clearly there will be some re-organisation of existing Public Services functions to deliver this discreet service. In creating this structure, the Environment and Public Services Committee believes that the role of Driver and Vehicle Standards should be included from the outset so that appropriate management and reporting lines can be created within the new ministry. As part of the overall review of services, the Committee feels that by grouping services, there must be an opportunity for efficiency savings to be made and is proposing that, should the States approve this amendment, every opportunity will be taken to deliver efficiency savings as part of the overall change programme.

Financial and manpower consequences

There will be no additional or financial manpower resource implications and the Committee is confident that, should this amendment be approved, savings can be identified and delivered.