

Price : £2.25

THE STATES assembled on Tuesday,
7th November 1995 at 9.30 a.m. under
the Presidency of the Bailiff,
Philip Martin Bailhache, Esquire

His Excellency the Lieutenant Governor,
General Sir Michael Wilkes, K.C.B., C.B.E,
was present.

All Members were present with the exception of -

Senator Richard Joseph Shenton - out of the
Island
Senator John Stephen Rothwell - ill
Senator Antony Beresford Chinn - out of the
Island
Carlyle John Le Herissier Hinault,
Connétable of St. John - ill
Leonard Norman, Deputy of St. Clement - out
of the Island
John Nicolle Le Fondré, Deputy of St.
Lawrence - out of the Island.

Prayers

Review of the States Greffe - statement

The Bailiff made a statement as follows -

“Members will wish to know that I have
established, after consultation with the
Presidents of the Establishment and House
Committees and with my Consultative Panel,
a Working Group to review the
administrative services provided by the
States Greffe. The Working Group will be
chaired by Sir Clifford Boulton, G.C.B., a

former Clerk of the House of Commons, and will be composed of Senator R.R. Jeune, O.B.E. and two former members of the States, Mr. John Averty and Mr. John Le Gallais. The secretary to the Working Group will be Mrs. Diana Booth.

The terms of reference of the Working Group are -

Having regard for -

the overall efficiency of the machinery of government in Jersey;

the effectiveness with which the business of the States is planned and executed;

the proper functioning of the democratic process in Jersey;

to examine -

the support services presently provided to the President of the States, Committees of the States and States members generally in carrying out their respective functions;

the present responsibilities of the States Greffe with regard to the provision of those services and the other functions that the States Greffe is charged to perform;

the present organisation, staffing and working practices of the States Greffe;

any other matters arising out of and in connection with such examination;

and to recommend what (if any) changes are required in -

the support services provided to the President of the States, Committees of the States and States members generally in carrying out their respective functions;

the responsibilities of the Greffe and the other functions that the States Greffe is charged to perform;

the organisation, staffing and working

practices of the States Greffe.

Any member who wishes to make a submission, whether orally or in writing, to the Working Group is asked to contact Mrs. Booth, c/o the Education Department. The report of the Working Group will be laid before the States in due course".

Subordinate legislation tabled

The following enactments were laid before the States, namely -

1. Motor Vehicles (Driving Licences) (Amendment No. 3) (Jersey) Order 1995. R & O 8872.
2. Public Rank Taxis (Fares and Charges) (Amendment) (Jersey) Order 1995. R & O 8873.
3. Road Traffic (Saint Clement) (Amendment No. 11) (Jersey) Order 1995. R & O 8874.
4. Royal Court (Amendment No. 8) Rules 1995. R & O 8875.

Industrial Relations Committee -
resignation of member

THE STATES noted the resignation of Deputy Michael Adam Wavell of St. Saviour from the Industrial Relations Committee.

Matter presented

The following matter was presented to the States -

Review of the application process.
Presented by the Planning and
Environment Committee.

Matters noted - acceptance of tenders

THE STATES noted Acts of the Finance and Economics Committee dated 30th October 1995, showing that in pursuance of Rule 5 of the

Public Finances (General) (Jersey) Rules 1967,
as amended, the Committee had noted that -

- (a) the Housing Committee had accepted the lowest of eight tenders, namely that submitted by A.C. Mauger and Son (Sunwin) Limited, in the sum of £2,308,000 in a contract period of 104 weeks for the refurbishment of Cherry Orchard Court, St. Helier;
- (b) the Education Committee had accepted the lowest of six tenders, namely that submitted by Camerons Limited, in the sum of £1,591,000 for alterations and extensions to St. John's Primary School.

Matters lodged

The following matters were lodged ``au Greffe" -

1. Draft Royal Court (Amendment No. 8) (Jersey) Law 199 - P.149/95.
Presented by the Legislation Committee.
2. Projet de Loi (199) (Amendement No. 6) réglant la procédure criminelle - P.150/95.
Presented by the Comité de Législation.
3. Draft Police Court (Miscellaneous Provisions) (Amendment No. 5) (Jersey) Law 199 - P.151/95.
Presented by the Legislation Committee.
4. Fish farmers: loan scheme - P.152/95.
Presented by the Agriculture and Fisheries Committee.
5. Draft Trusts (Amendment No. 3) (Jersey) Law 199 - P.153/95.
Presented by the Finance and Economics Committee.
6. Taxis and cabs in Jersey: re-organisation - P.154/95.
Presented by the Public Services Committee.

7. Airport redevelopment:
financing - P.155/95.
Presented by the Harbours and
Airport Committee.

8. St. Helier Waterfront
Development - P.156/95.
Presented by the Policy and
Resources Committee.

9. Public Employees Contributory
Retirement Scheme: subordinate
legislation - P.157/95.
Presented by the Establishment
Committee.

10. Fields 93 and 94, St. Brelade:
proposed cemetery for the Parish of St.
Brelade - P.158/95.
Presented by the Planning and
Environment Committee.

11. Draft Disability Transport
Allowance (Jersey) Law 199 - P.159/95.
Presented by the Employment and
Social Security Committee.

Industrial Relations Committee: supplementary
vote of credit. P.56/95 - withdrawn

THE STATES noted that the President of the
Industrial Relations Committee had withdrawn the
proposition relating to a supplementary vote of
credit (lodged ``au Greffe" on 25th April
1995).

Disabled transport allowance. P.168/94 -
withdrawn

THE STATES noted that the President of the
Employment and Social Security Committee had
withdrawn the proposition relating to a disabled
transport allowance (lodged ``au Greffe" on
13th December 1994), having lodged the draft
Disability Transport Allowance (Jersey) Law 199
(P.159/95) at the present meeting.

Arrangement of public business for the
meeting on 21st November 1995

THE STATES confirmed that the following subjects
lodged ``au Greffe" would be considered at the

meeting on 21st November 1995 -

Springfield Lane, St. Helier: purchase of roadway - P.123/95.
Lodged: 12th September 1995.
Planning and Environment Committee.

Victoria College: Board of Governors - P.126/95.
Lodged: 12th September 1995.
Deputy F.J. Hill of St. Martin.

Planning charges: (a) Draft Public Health (Control of Building) (Amendment No. 3) (Jersey) Law 199 ; (b) Draft Island Planning (Amendment No. 6) (Jersey) Law 199 - P.141/95.
Lodged: 10th October 1995.
Planning and Environment Committee.

Protection of Jersey's architectural heritage and incentive scheme of grants - P.27/95.
Lodged: 28th February 1995.
Planning and Environment Committee.

Draft Insurance Business (Jersey) Law 199 - P.147/95.
Lodged: 24th October 1995.
Finance and Economics Committee.

Draft Royal Court (Amendment No. 8) (Jersey) Law 199 - P.149/95.
Lodged: 7th November 1995
Legislation Committee.

Projet de Loi (199) (Amendement No. 6) réglant la procédure criminelle - P.150/95.
Lodged: 7th November 1995.
Comité de Législation.

Draft Police Court (Miscellaneous Provisions) (Amendment No. 5) (Jersey) Law 199 - P.151/95.
Lodged: 7th November 1995.
Legislation Committee.

Fish farmers: loan scheme - P.153/95.
Lodged: 7th November 1995.
Agriculture and Fisheries Committee.

Draft Trusts (Amendment No. 3) (Jersey) Law 199 - P.153/95.

Lodged: 7th November 1995.
Finance and Economics Committee.

Airport redevelopment: financing -
P.155/95.

Lodged: 7th November 1995.
Harbours and Airport Committee.

Public Employees Contributory
Retirement Scheme: subordinate
legislation - P.157/95.
Lodged: 7th November 1995.
Establishment Committee.

Fields 93 and 94, St. Brelade:
proposed cemetery for the Parish of St.
Brelade - P.158/95.
Lodged: 7th November 1995.
Planning and Environment Committee.

Victoria College: Board of Governors -
P.126/95

The Bailiff informed members that as he was the Chairman and the Deputy Bailiff was a member of the Victoria College Board of Governors he did not consider it proper that either of them should preside over the debate on the proposition of Deputy F.J. Hill of St. Martin at the next meeting. Therefore, the Greffier of the States, Mr. Geoffrey Henry Charles Coppock, would preside.

Concession at Jersey Airport - questions
and answers (Tape No. 311)

Senator Terence John Le Main asked the President of the Harbours and Airport Committee, the following questions -

1. Would the President confirm that the existing Bellingham's Bureau de Change/Hotel Reservations concession at the Arrivals Hall at Jersey Airport ceased on 31st October 1995 after 26 years?
2. Would the President confirm that at its meeting on 22nd June 1995, the Committee proposed to secure a full Travel Shop facility for incoming travellers and importantly, an exchange facility for visitors to change their

Jersey money back into the currency of their country on their departure. What was the outcome of this proposal?

3. Would the President inform the States if he and his Committee believe that an unmanned Thomas Cook bureau de change and hotel reservation service for Jersey hotels and guest houses via a freephone link to London, is in the best interests of incoming visitors? If the answer is in the negative, would his Committee re-advertise this Travel Shop facility and reconsider its agreement with Thomas Cook?
4. Would the President inform the States what amount Thomas Cook will be paying the Committee for this concession?
5. Would the President inform the States if any negotiations or otherwise have taken place with the Tourism Committee to offer a full Information/Travel Shop facility? If the answer is in the affirmative, would the President please explain the Committee's reasons for either accepting or declining?"

Deputy James Thomas Johns of St. Helier, on behalf of the President of the Harbours and Airport Committee, replied as follows -

1. Yes. By letter of 31st July 1995, Bellingham Travel wished to be released from its contract with effect from 31st October 1995, or to close for the winter, or to operate rent-free because there has been a dramatic reduction in the number of visitors arriving at the Airport without pre-booked accommodation or local currency and the business had gone into a loss-making situation. At its meeting on 24th August 1995, the Committee agreed to terminate the existing concession some 14 months early.
2. The term of the concession held by Bellingham Travel was due to terminate on 31st December 1996. In anticipation of a relocation within the airport development, tenders for this concession were invited by advertising

in the Jersey Gazette during April 1995. Three tenders were received and these were considered by the Harbours and Airport Committee on 22nd June 1995. The tenders received were in different formats, therefore, renegotiation was necessary to clarify a number of points. The Committee took the view that the tenderers might be persuaded to operate a full Travel Shop. This proved not to be the case as they did not consider it viable at this time.

In the interim Bellingham's request to terminate was received. The other two tenderers were advised of Bellingham's position and withdrew their interest except that Thomas Cook proposed the establishment of a freephone telephone reservation service linked to its Gatwick Central Reservations Centre which serves numerous reservations units around the United Kingdom and is open during Jersey Airport operational hours. They will introduce a manned operation when business levels permit.

The third tenderer was given the opportunity to make a proposal on this basis but declined.

There are two automated cash machines at the Airport which issue sterling notes and which accept most United Kingdom and European cards.

3. A manned hotel reservation service is preferable but a freephone facility is better than none and is used at a number of United Kingdom airports. The concession was advertised in the usual and appropriate way and in the absence of any other tenderers, the Committee does not propose to reconsider its agreement. Interest from other parties has been only with the benefit of hindsight.
4. The Committee will receive a percentage of the commission received by Thomas Cook. The precise percentage figure is commercial and in confidence.
5. The question of the Tourism Committee

providing a full service at the Airport has previously been considered but it has not been possible because of manpower constraints. In the present case, the Tourism Committee was consulted regarding the provision of a hotel reservations service at the time Bellingham Travel indicated its wish to terminate trading at the airport. Whilst the Department would dearly love to operate satellite units at the posts, it is not able to because there are only three contract staff in the central reservations service office. They are on two-year contracts and have already completed half of that term. The hours of business of the CRS office are restricted and fall some way short of airport operational hours.

Establishing a CRS freephone service on behalf of the Tourism Committee would be on a commercial basis, such as that we have reached with Thomas Cook."

Island's sewerage and drainage systems - questions and answers (Tape No. 311)

Senator Terence John Le Main asked Deputy Dereck André Carter, President of the Public Services Committee, the following questions -

1. Would the President inform the States of the estimated cost of the 'cavern' and the associated works under Fort Regent as at June 1993 when the States debated the project (P.80/93) and what was the estimated date for completing the works?
2. Would the President inform the States at what stage the present works of the 'cavern' and main line from the Gas Works to the Weighbridge are, and the works on the shaft at the Gas Works end of the drainage system?
3. In view of the fact that the Committee has always stated that the project is being financed from its rolling programme of capital works, rather than being paid out of a specific vote, would the President inform the States what parts of its mains drainage

programme would have been carried out had the `cavern' project not been approved?

4. Would the President confirm that Liberation Square will have to be re-dug to complete the contract at the Weighbridge end?
5. Would the President inform the States if the contract has been broken and whether the main contractors or any contractors are now working on a day work basis because the Committee changed its mind about blasting in mid stream of the contract. If so, would the President also state what the cost is to the Island?
6. Would the President inform the States if the excavated stone from the `cavern' has been disposed of to Ronez, also whether the stone has been crushed and re-sold to the Committee or to the States. If so, would the President give full costings of the re-purchase of these materials, and any other details?
7. Would the President inform the States if the Committee has suspended all other drainage works in the Island until the year 2000 to enable enough money to be used for the `cavern' and what is the Committee's programme for extending main sewers throughout the Island until the year 2000?"

The President of the Public Services Committee replied as follows -

1. When the States debated the project in May and June 1993, the estimated cost of the Weighbridge to town centre, St. Helier, surface water link and storage tank (the `cavern' and the surface water tunnels) was 9.1 million pounds.

The estimated date for the completion of the works was not included in the report. However, at that time it was estimated that the Civil Engineering construction would start in November 1993 and be completed in June 1995, with the mechanical and electrical

construction continuing to October 1995.

2. The present stage of construction is as follows -

- (a) the storage tank, or 'cavern', has been excavated to 90 per cent of its size;
- (b) the surface water tunnel from the Weighbridge to Snow Hill is approximately 50 per cent complete;
- (c) following breakdown and repairs, the tunnel boring machine (TBM) constructing the surface water tunnel from Snow Hill to the Gas Works car park has just re-started cutting the rock, and is still going through commissioning stages;
- (d) the shaft at the Gas Works car park is almost fully excavated, but the TBM will have to be removed before this shaft can be finished.

3. This project is not being financed from the Committee's rolling programme capital works. As explained in the report to the States on 11th May 1993, funds for this scheme were voted in three parts, as follows -

- (1) In 1992, 2.5 million pounds was voted for Phase I of the surface water sewer from the Weighbridge to town centre, this being the section from the Weighbridge to Bath Street (Vote No. C0453 - Surface Water).

The Senator may recall that the former Resources Recovery Board, when he was a member of the Board, stated its plan, in its Capital Estimates Reports for 1989 (P.64/88) and for 1990 (P.69/89), to construct a surface water relief sewer from the town centre to the Weighbridge, as part of its ongoing programme of surface water separation and flood alleviation

in St. Helier.

- (2) In 1992, funds were voted for the construction of improvements to the Bellozanne Sewage Treatment Works. In addition to a new inlet works, these funds included for the provision of storm overflow storage, to the amount of five million pounds (Vote No. C0480 - Liquid Waste Treatment).
- (3) In 1993. 1.6 million pounds was voted for Phase II of the surface water sewer from the Weighbridge to the town centre, this being the section from Bath Street to Oxford Road (Vote No. C0418 - Reconstruction of Sewers).

By amalgamating these sums from these three existing votes, funds of 9.1 million pounds were available to finance the scheme.

On receipt of tenders for the civil engineering contract in November 1993, it was identified that there was a shortfall in funds of 1.2 million pounds. The main areas of increased costs were the tunnels and shafts.

There were also increased costs on the inlet works project of £200,000, and it was necessary to reduce the amount available from Vote No. C0480 by £200,000 to £4,800,000.

It was therefore agreed with the Finance and Economics Committee to provide the required funds of £1,400,000 from existing votes, as follows -

- (a) £750,000 from Vote No. C0418 - Reconstruction of Sewers, by deferring temporarily the reconstruction of sewers at St. Saviour's Hill. This project was originally planned to follow completion of the surface water tunnel and storage tank in any case, as it would result in increased flows to the central area of town. Without the tunnel and the storage tank, this would

increase the risk of flooding. The St. Saviour's Hill scheme is now planned for 1996.

- (b) £650,000 from Vote No. 0453 - Surface Water, by deferring temporarily various minor planned surface water schemes. Developments in a number of areas had been delayed, due to financial cut backs, and this had lessened the urgency of some of these schemes.

A separate specific vote has been set up for the 'cavern' project.

The Senator's question asks what parts of the mains drainage programme would have been carried out had the 'cavern' project not been approved.

By this, I take it that he is referring to the extension of the main foul sewers, in which case, I can say that the answer is none.

The Committee has a separate rolling capital vote, Vote No. C0452 - Foul Sewer Extensions, which has not been used in any way to finance the 'cavern' scheme or any schemes other than foul sewer extensions.

This vote has been kept sacrosanct, as it is considered by the Committee to be of the utmost priority to extend the foul sewers.

4. No. On the contrary I can state that Liberation Square will not be re-dug to complete the contract.

There is remaining work to be carried out inside the new manhole shaft, which was constructed under the corner of Liberation Square, and in the existing underground Weighbridge pumping station, in the layby adjacent to the Liberation Square. This work does not require any surface excavation and will be carried out through the existing manhole covers, early in 1996.

5. The contract has not been broken, and neither the main contractor nor his

sub-contractor is working on a daywork basis.

The Committee agreed to an alternative method of construction, proposed by the contractor, for the surface water tunnel from the Weighbridge to Snow Hill. This was to construct the tunnel by horizontal raise-boring, instead of blasting.

The horizontal raise-boring is being carried out from the shaft adjacent to the marina, whereas the construction by blasting would have been carried out from Snow Hill.

Despite the estimated additional cost of £67,000, the removal of a section of construction involving blasting was seen by the Committee as being better on environmental grounds. This change was negotiated within the contract, with the full agreement of the contractor, as a variation to the contract, a procedure which is allowed for within the condition of civil engineering contracts.

6. Having attempted to identify a use for the excavated stone from the `cavern' in various States projects, it was decided that there were too many difficulties involved with the handling, storage, and crushing of this quantity of stone.

Most of the stone from the `cavern' has therefore been sold by the Public Services Committee to the contractor, to be sold to the various local contractors who deal in the crushing and recycling of stone.

The contractor has sold the stone mainly to Ronez, but also to D.C. Cummins, R.G. Romeril and W.P. Le Marquand.

The further use of this stone has not been recorded.

A small quantity of the stone is being retained by the Committee for use in the marina project.

7. The answer to the first part of the Senator's question is no.

The answer to the second part is that the Committee's programme for extending the main foul sewers has been unaffected by the 'cavern' works.

The Committee's programme of proposed sewerage projects 1996 to 1999 was reported to the States on 29th August 1995 (R.C.20).

This report included the proposed programme of foul sewer extensions, and the list of remaining areas being considered for sewers.

What the programme has been affected by is the Policy and Resources Committee's recent recommendation to grant us no further money either for sewerage extensions or for surface water drainage schemes in 1996, 1997 or 1998 - but with four years worth of extensions budgeted for in 1999.

I am sure the Senator and other members will recall that I made my feelings about the wisdom of this decision very well known indeed during the Strategic Policy Part II debate last month.

At that time we were given an undertaking by the President of the Finance and Economics Committee that he would re-examine whether a way could be found to reinstate all or at least some of the 1996 sewer extension capital vote. I have to report that a meeting between myself and the President of the Finance and Economics Committee has taken place but that the outcome was that he was unable to recommend to his Committee that any funds be granted for sewer extensions in the 1996 budget.

He has given us some hope that if funds are earmarked in 1997 we might be able to apply to bring one scheme forward to commence in the latter part of 1996.

My Committee will now have to consider whether, in the light of this outcome, it will wish to propose amendments to the budget.

I would welcome members' views on this issue, but not of course during question time.

Schemes for the year 2000 have not yet been prioritised, but will be chosen from the remaining list of areas, which at present number a further 41."

Marina west of Albert - questions and answers
(Tape No. 311)

Senator Nigel Lewis Quérée asked Senator Pierre François Horsfall, President of the Finance and Economics Committee, the following questions -

1. It is estimated that resulting from the construction of the marina west of Albert the additional external income from visiting yachtsmen will be £1.7 million a year, the additional taxation will be £0.25 million a year and the annual deficit of the marina £0.4 million.

Can the President confirm to the States that the Finance and Economics Committee has scrutinised the projected financial benefits and costs and that these figures represent the best estimates that can be made at this time?

2. On what basis would the Finance and Economics Committee agree to recommend that part or all of the capital cost of the marina west of Albert should be written off?"

The President of the Finance and Economics Committee replied as follows -

1. The project was recommended to the States by the Policy and Resources Committee in the capital programme for 1995 as part of the drive to support tourism and to invest in tourism infrastructure. In the Strategic Policy Review & Action Plan for 1994 it is stated that the Tourism Committee supports the plans for a new marina west of Albert which will involve at least

50 per cent of the 600 berths being made available for visiting yachts. This will both bring new business to Jersey and create a good ambience.'

The figures of projected financial benefit and costs were carefully scrutinised by officers of the Finance and Economics Committee and of the Policy and Resources Committee who were satisfied that the assumptions on which the estimated figures were based and the figures themselves were reasonable. It has always been accepted that the value of the marina, in common with marina developments elsewhere that involve expensive sea wall construction, cannot be assessed solely on the direct financial contribution from users of the marina facilities. Justification for the marina has always depended on the indirect benefits arising from the expenditure in the Island of visiting yachts. The need to take account of the indirect benefit is not peculiar to the marina. It can be expected to apply to any major investment in tourism infrastructure.

The benefit to be obtained from the construction of the marina includes the enhanced value of adjacent land areas, and the attraction of ancillary businesses from cafés and restaurants to yacht maintenance and repair services including chandlery. New business opportunities will be presented to the Island's marine traders, and this will lead to an increase in the number and range of job opportunities available to Island residents. In addition a marina provides a background amenity that is attractive to tourists as well as to the local population. Although they are difficult to quantify, these are known benefits from investment in marina projects and are largely the driving force behind the many publicly funded marinas that have been or are being built on the adjacent coast of France.

2. When the project has been completed there will be a re-assessment of the costs and income of the marina together

with the overall financial position of the Harbour's trading account. While it is anticipated that some write-off of capital costs will occur the precise amount will be dependent on this review. This will be a similar exercise to that undertaken for the Elizabeth Harbour which would not have been built had it depended solely on its direct financial benefit to the States. A similar view has been taken of the current plans for the development of the airport."

Yacht marina, west of Albert Pier: business plan - P.160/95

The following matter was lodged ``au Greffe" -

Yacht marina, west of Albert Pier:
business plan.
P.160/95
Senator N.L. Qu  r  e.

Working Party on controlling the number of permanent residents in the Island - statement

The President of the Policy and Resources Committee made a statement in the following terms -

``The States at their meeting on 12th September 1995 agreed that the Policy and Resources Committee should set up a Working Party comprised of States and non-States members to consider the case for and against -

the various options for further controlling the number of permanent residents in the Island, including the introduction of residence permits;

the introduction of identity cards, which are likely to be required if they are introduced in the United Kingdom;

and to report back to the States by June 1996.

I am pleased to be able to inform the House that Mr. Mark Boleat, presently Director General of the Association of British Insurers, and a well known and respected Jerseyman, has agreed to chair the Working

Party.

He will be joined by -

States members: Senator Stuart Syvret
Connétable Iris Le
Feuvre
Deputy Jerry Dorey

Non-States members: Mrs. Marie-Louise Backhurst who is currently President of the Société Jersiaise

Mrs. Micki Lewin who is
Chairwoman of the
Westaway Trust and on
the Management Committee
of Centrepoint

Mr. Richard Pirouet, an
accountant and Partner
in Ernst and Young

Mr. David Watkins,
Island Director for
Lloyds Bank plc

I and my Committee are most grateful to them all for agreeing to serve on this most important Working Party."

Social Security (Amendment No. 11) (Jersey) Law 1995 (Appointed Day) Act 1995

THE STATES, in pursuance of Article 6 of the Social Security (Amendment No. 11) (Jersey) Law 1995, made an Act entitled the Social Security (Amendment No. 11) (Jersey) Law 1995 (Appointed Day) Act 1995.

States of Jersey (Amendment No. 5) Law 199 - P.88/95

THE STATES commenced consideration of the draft States of Jersey (Amendment No. 5) Law 199 and adopted the Preamble.

Members present voted as follows -

``Pour" (40)

Senators

Jeune, Horsfall, Le Main, Le Maistre,
Stein, Qu  ree, Bailhache, Tomes.

Conn  tables

St. Clement, St. Lawrence, St. Mary, St.
Brelade, St. Peter, Grouville, St. Helier,
St. Saviour, St. Martin, St. Ouen.

Deputies

Rumboll(H), Wavell(S), St. Peter,
H. Baudains(C), Le Sueur(H), St. Ouen,
Coutanche(L), Huelin(B), St. Mary,
S. Baudains(H), Le Geyt(S), Walker(H),
Crespel(H), Pullin(S), Trinity, Carter(H),
Johns(H), Routier(H), Dorey(H), Layzell(B),
Breckon(S), St. Martin.

``Contre" (7)

Senators

Syvret.

Conn  table

Trinity.

Deputies

Duhamel(S), Matthews(B), Grouville,
Huet(H), St. John.

Articles 1 and 2 were adopted.

THE STATES, subject to the sanction of Her Most
Excellent Majesty in Council, adopted a Law
entitled the States of Jersey (Amendment No. 5)
Law 199 .

Prevention of Terrorism (Jersey) Law 199 -
P.128/95

THE STATES, subject to the sanction of Her Most
Excellent Majesty in Council, adopted a Law
entitled the Prevention of Terrorism (Jersey)
Law 199 .

La Collette fuel storage: fire protection
facilities - P.139/95

THE STATES, adopting a proposition of the Public

Services Committee -

(a) approved, in principle, the provision of finance to the Jersey Gas Company Limited for the purpose of installing new liquid petroleum gas storage tanks with improved protection at the site leased to the Jersey Gas Company Limited, at La Collette, St. Helier;

(b) agreed to the utilisation of the sum of £900,000 allocated for the replacement of the Weir Pumping Station from Capital Vote C.0393 - "South of La Collette Reclamation" for the purpose of carrying out the proposed works.

Deputy Alan Breckon of St. Saviour declared an interest in the matter and withdrew from the Chamber prior to the debate.

Reservoirs (Jersey) Law 199 - P.142/95

THE STATES, subject to the sanction of Her Most Excellent Majesty in Council, adopted a Law entitled the Reservoirs (Jersey) Law 199 .

F.B. Playing Fields (Construction and Use of Sports Hall) (Jersey) Law 199 - P.144/95

THE STATES, subject to the sanction of Her Most Excellent Majesty in Council, adopted a Law entitled the F.B. Playing Fields (Construction and Use of Sports Hall) (Jersey) Law 199 .

Adoption (Amendment No. 3) (Jersey) Law 1995 (Appointed Day) Act 1995 - P.146/95

THE STATES, in pursuance of Article 8 of the Adoption (Amendment No. 3) (Jersey) Law 1995, made an Act entitled the Adoption (Amendment No. 3) (Jersey) Law 1995 (Appointed Day) Act 1995.

Policing of Parks (Amendment No. 11) (Jersey) Regulations 1995 - 148/95

THE STATES, in exercise of the powers conferred upon them by the Order in Council of the twenty-sixth day of December 1851, Article 49 of the Road Traffic (Jersey) Law 1956, as amended, and the Policing of Roads, Parks and Sea Beaches

(Application of Fines) (Jersey) Law 1957, as amended, made Regulations entitled the Policing of Parks (Amendment No. 11) (Jersey) Regulations 1995.

THE STATES rose at 3.15 p.m.

C.M. NEWCOMBE

Deputy Greffier of the States.