

**Minister for Infrastructure**

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9<sup>th</sup> January 2019

Dear Chairman

**Draft Road Traffic and vehicles (Vienna Convention – Miscellaneous Amendments) (Jersey) Regulations 201- (P.109/2018): Comments**

Thank you for your letter of 7<sup>th</sup> December 2018, inviting me to comment further on the recommendations identified in the Panel's comments to P109/2018.

As you are aware, P109/2018 set out both short term actions, including the inspection of minibuses, light motorbikes and mopeds, and longer-term actions, including developing proposals for periodic technical inspection of all motor cars.

In terms of the longer-term actions, you will understand that we are still at the very early stages of planning for the considerable work that needs to be undertaken to deliver this. As stated in my formal response to the Panel's amendment to P109, this work will be undertaken as part of an options appraisal study, which will consider the main delivery options and identify and agree a proposed solution, including business case and proposed fee levels. The agreed solution will then need to be implemented.

Again, as identified in my response to the amendment, this is work that I believe should be subject to continued scrutiny by your panel and I will ensure that the Panel is kept informed on ongoing developments through the implementation process.

I set out my response to the recommendations contained in your letter below:

**33. The cost of retests is something the Panel considers should be factored in as part of the procurement process, to determine what option will provide the best value for money for the public.**

I agree that the costs of retests should be factored in to the work to develop the preferred option for the periodic testing of motor cars. However, the Panel should be aware that retesting will be required as part of the short-term inspection regime and I will be sharing my proposals for retest fees for this part of the inspection regime with the Panel shortly.

- 40. The Panel would recommend to the Minister for Infrastructure to prioritise further collaboration with Highlands College, to look at ways to encourage young people into the motor industry and bring through more apprentices. Furthermore, to explore the possibility of temporary flexibility with employment licensing, to bring in skilled workers whilst there is the current shortage of skills within the industry.**

I recognise that resourcing the future inspection regime for motor cars will be a crucial issue as part of its delivery and that the requirement for skills will be an important element of any future solution. Once we understand the skills profile required, I agree that collaboration with Highlands College and the industry should be undertaken and that temporary flexibility with employment licensing could be explored to assist in meeting demand during any period of skills shortage. Preferably, there should be a focus on developing the skill set on Island.

- 43. The Panel believes that if testing were to be outsourced to the motor industry, there should be independent oversight from the States of Jersey, in order to suitably control the fees. The Panel is aware that a suitable franchise model might strike the right balance between a wholly States run facility and outsourcing testing entirely to the motor industry, and that this would be worthy of further consideration as part of the procurement process.**

As identified in P109/2018, the options appraisal study will need to consider a range of options including outsourced/dispersed, franchised, private and government operated. Consideration of an outsourced model will require governance from the States of Jersey to provide regulatory control over the operation and quality of service. This will be an important characteristic of this option.

As identified in P109/2018, a franchised model will be an option explored as part of the options appraisal process.

- 44. Several submissions also highlighted that if vehicle testing were to be outsourced to the motor industry, then it could/should be incorporated into routine vehicle servicing, thus reducing the cost to the motorist. 45. The Panel would therefore also suggest that this possibility is included for consideration as part of the procurement process and that the motor industry should be further consulted with on this.**

This would clearly form part of the evaluation of an outsourced model option. It is the intention to consult with the industry on all options as part of the options appraisal study.

In terms of timescales, as identified above, the department is currently at the very early stages of planning for the inspection of motor cars. However early thoughts are that the department would commission an organisation to undertake the study, including developing options, consultation, developing the financial and economic model and producing a business case. Provisionally, the aim is to have commissioned an appropriate organisation by mid-2019 and to conclude the study by the end of 2019.

Again, whilst at an early stage in planning, the brief for the options appraisal study will insist on extensive consultation with the motor industry as part of the process. I would anticipate that consultation will be required on the approach to be taken, the options being considered and any proposals emerging from the study, including the preferred option. This will be included within an engagement plan which I suggest will need to include consultation in many forms, including face to face meetings with representative

bodies, information gathering through a comprehensive survey and the seeking of feedback on proposals.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K. Lewis', with a long horizontal flourish extending to the right.

**Deputy K Lewis**  
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