

STATES OF JERSEY

OFFICIAL REPORT

TUESDAY, 20th OCTOBER 2026

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[9:30]

The Roll was called and the Greffier of the States led the Assembly in Prayer.

COMMUNICATIONS BY THE PRESIDING OFFICER

The Bailiff:

1.1 Tribute to Former Senator Bernard Binnigton

I would like to say a few words in tribute to former Senator Bernard Binnigton who died a few days ago at the age of 95. Born in Jersey in 1930, Bernard Thomas Binnigton was educated at Victoria College and then went into the family business established by his grandparents, namely running the Chelsea Hotel in Gloucester Street alongside his brothers. He married his wife, Elizabeth, better known as Betty, and the couple had 2 children, Alan and Anne. In 1965, he became president of the Hotel and Guesthouse Association, latterly the Hospitality Association, and remained a staunch advocate for the tourism industry for many years, notably pushing for there to be a strategic plan to counter the emerging threat from cheap Mediterranean holidays. He joined the States as a Deputy for St. Helier No. 2 District in December 1969, and served as such until November 1975, when he was elected as a Senator, a role in which he served for 3 terms before deciding not to stand again in December 1993. While a Deputy, he sought to improve States housing in his constituency and to provide more recreational facilities for young people. He served on many committees during his time in the Assembly, including Tourism, Finance and Economics, the Etat Civil, and was president of the Harbours and Airports Committee for 9 years, from 1984 until 1993. As President of the Agriculture and Fisheries Committee between 1975 and 1993, he brought forward subsidies for heating oil for greenhouse growers to help them remain competitive against European growers. He very much enjoyed his time as president of that committee, despite, or perhaps because of, him not having a farming background. He was able to unite the farming community and encourage co-operative working, and in consequence enjoyed significant support during elections in the country Parishes. He was also the States nominated director for the J.E.C. (Jersey Electricity Company) for 12 years until 1988, and oversaw the laying of Jersey's first cabling with France, where his fluency in French, having a grandmother who was born in Brittany, was invaluable in negotiations with his French counterparts. In a political era known for lengthy debates, Bernard Binnigton was highly regarded for his concise and targeted communication. Fellow Members noted he possessed the art of saying in a few moments what others would labour over for a fortnight, often utilising sharp wit to simplify complex propositions. He gained a reputation as a pragmatic, straight-talking and highly influential business-minded statesman. Following his retirement from the States, he and his wife were able to spend more time at their holiday home in Brittany, in effect going back to his Breton roots. In 1994, he was given an O.B.E. (Order of the British Empire) in the Queen's Birthday Honours List for his services to the community in Jersey. Our thoughts are with his family at this difficult time, and I ask Members to rise for a minute's silence in his memory. **[Silence]** May he rest in peace.

Senator L.J. Farnham:

May I raise the défaut on Senator Gorst?

The Bailiff:

Are Members content to raise the défaut? The défaut is raised on Senator Gorst.

APPOINTMENT OF MINISTERS, COMMITTEES AND PANELS

2. Appointment of Members of the Jersey Police Authority

The Bailiff:

Under F we have Appointment of Members of the Jersey Police Authority. The Jersey Police Authority consists of not less than 5, nor more than 7, members, up to 2 of which are elected Members of the States.

[9:45]

Article 5(6) of the States of Jersey Police Force Law 2012 stipulates that none of the following may be appointed as a member of the Police Authority: a police officer, a person who is a member of the Honorary Police, an officeholder of a Crown appointment, the Minister or his or her Assistant Minister, a Connétable, a States employee, a person who is bankrupt, whether under the law of Jersey or under the law of a country or territory outside Jersey, a person who has been a police officer at any time during the previous 5 years, or a person who has been a member of the Honorary Police at any time during the previous 5. Furthermore, in 2014, it was recognised that serving on the Children, Education and Home Affairs Scrutiny Panel could potentially constitute a conflict of interest with membership of the Jersey Police Authority. With that in mind, the Assembly is asked to appoint 2 elected Members to the Jersey Police Authority, and I invite the Minister for Justice and Home Affairs to make her nominations.

2.1 Senator H.M. Miles (The Minister for Justice and Home Affairs)

I would like to nominate Deputy Carina Alves and Deputy Tom Coles for the role as members of the Police Authority.

The Bailiff:

Are the nominations seconded? **[Seconded]** Are there any other nominations? If there are no other nominations, I can declare that Deputy Alves and Deputy Coles have been appointed as members of the Jersey Police Authority. **[Approbation]**

QUESTIONS

3. Written Questions

3.1 Deputy M.B. Andrews of St. Helier North of the Minister for Treasury and Resources regarding reviewing the zero-ten corporate tax regime. (WQ.176/2026)

Question

Will the Minister advise what consideration, if any, has been given to reviewing the zero-ten corporate tax regime?

Answer

The Time to Win Competitiveness Report stressed the importance of a simple and stable tax regime, with competitive tax rates and tax neutrality at its core. This is central to Jersey's ability to position itself as a leading financial centre.

In light of this clear strategic direction on competitiveness and also the implementation of the OECD Pillar Two regime for large multinational enterprises, no consideration is being given to changing the Zero/Ten tax regime.

3.2 Deputy S.J. Gleave of St. Helier South of the Minister for Infrastructure regarding the regulation and operation of taxis in Jersey. (WQ.177/2026)

Question

In relation to the regulation and operation of taxis in Jersey, will the Minister –

- (a) advise what consideration, if any, has been given to reviewing and updating the regulatory framework to –
 - (i) reduce operating costs and improve affordability;
 - (ii) increase flexibility to meet customer needs;
 - (iii) support the Island’s night-time economy;
 - (iv) increase availability of services for passengers;

while maintaining safety, accessibility and passenger-protection standards;

- (b) provide an update on the implementation of the Taxi-Cab Regulation Reform Programme, approved in 2015, including completed and outstanding actions;
- (c) publish a complete list of current requirements required of taxi drivers and vehicle licence-holders, identifying for each –
 - (i) its stated purpose;
 - (ii) the relevant legislation or legal authority;
 - (iii) who authorised it;
 - (iv) whether it received Assembly approval; and
 - (v) whether Driver and Vehicle Standards (DVS) has assessed that it falls within its authority; and
- (d) state whether he will work with relevant stakeholders to review these requirements and identify any that could be removed or simplified to allow reductions in costs and improve flexibility, while maintaining safety, accessibility and passenger-protection standards?”

Answer

It is worth putting my answers to these questions in context. As the Minister for Infrastructure, I have a legal obligation to ensure that the public has access to an ‘adequate, efficient and reasonably priced cab service available throughout Jersey at all times.’ As Minister, I exercise powers under the Motor Traffic (Jersey) Law 1935 for that purpose.

(a) I recognise that there is a public debate regarding the regulation and operation of the taxi service in Jersey. Work is commencing to review the regulatory framework in line with my primary duties to the public under the Motor Traffic Law. A secondary, but important, consideration is the reasonable expectation of drivers and other industry participants to make a living, as a sustainable industry is necessary to serve passengers well. The areas referenced in (i) to (iv) will be part of this work.

(b) The Taxi-Cab Regulation Reform Programme was approved in 2015 following public consultation. It introduced or progressed:

- a more integrated taxi-cab system and wider rank access;
- common maximum fares and clearer tariff arrangements;
- meters, fare displays and electronic payments;
- improved accessibility standards and driver training;
- enhanced driver-suitability checks; and
- affiliation with recognised booking entities.

Some elements were not completed as originally envisaged, including statutory licensing of booking entities, a comprehensive disciplinary system, aspects of common vehicle identity and formal complaints arrangements.

The work which I will now undertake will establish a comprehensive analysis of which elements were completed, superseded or remain outstanding, and whether further implementation remains appropriate.

(c) The current requirements that apply to taxi drivers and vehicle licence-holders arise from a combination of provisions stipulated in the Motor Traffic (Jersey) Law 1935, Orders made under that Law, public service vehicle licence conditions, driver-badge requirements, and administrative arrangements operated by Driver and Vehicle Standards.

The principal requirements include:

- a public service vehicle licence for each vehicle used as a cab;
- compliance with the conditions stated in that licence;
- a current certificate of fitness and compliance with vehicle, equipment and accessibility standards;

- ownership of the vehicle by the licence applicant and continued fitness and propriety of the licence-holder;
- display of the public service vehicle licence plate and prescribed passenger information;
- an appropriate driver badge, based on age, health, character, driving capability and knowledge of Jersey;
- approved taxi signs, meters and electronic-payment facilities;
- compliance with the statutory maximum-fare arrangements for immediate hire (pre-booked fares are not regulated but must be published);
- compliance with the rules governing ranks and pre-arranged services; and
- reporting of relevant vehicle damage, alterations and changes of ownership.

These requirements have a direct basis in the Law or subordinate legislation. The Law also permits the Minister to impose conditions on a vehicle's public service licence where the Minister considers them necessary or desirable to ensure the proper operation of the vehicle and the public service it provides. Such conditions may address who may operate the vehicle, the manner and times in which the service is operated and, for cabs, the use of taxi stands.

Further operational requirements have been introduced over time through standard licence conditions or Ministerial policy. These include, or have included:

- a minimum annual mileage requirement;
- taxi driving being the licence-holder's main employment;
- affiliation with a recognised booking or dispatch entity;
- an initial period gaining experience through an established company;
- affiliation with only one booking entity;
- restrictions on third-party advertising;
- wheelchair-assistance training;
- periodic criminal-record checks; and
- quantitative control of vehicle licences.

Purpose

The statutory and operational requirements have generally been intended to support the Minister's duty under Article 38 of the Motor Traffic (Jersey) Law 1935 to secure, so far as practicable, an adequate, efficient and reasonably priced cab service throughout Jersey at all times.

Their purposes include ensuring that:

- vehicles are safe, suitable, identifiable and accessible;
- drivers are competent, medically fit, of appropriate character and accountable;
- licences are actively used to provide a public service;
- bookings, journeys and complaints can be traced to an accountable person or entity;
- fares are transparent and reasonably controlled;
- sufficient services are available at different times and locations; and
- regulated services can be monitored and enforced.

Legislation or legal authority

The most relevant provisions of the Motor Traffic (Jersey) Law 1935 are:

- Articles 6 to 13, concerning vehicle licensing, certificates of fitness, licence conditions, quantitative limits, enforcement and licence plates;
- Articles 28 to 33, concerning driver badges and the driver's age, health, character, driving capability and knowledge of Jersey;
- Article 37, concerning conduct, taxi ranks and codes of conduct;
- Article 38, concerning fares, vehicles, equipment, signs, advertising, plying for hire and rank access; and
- Article 46, providing general Order-making powers.

Authorisation

A number of requirements are contained in primary Law and in Orders. Other requirements have been authorised through Ministerial Decisions, individual or standard licence conditions, or administrative arrangements developed by Driver and Vehicle Standards and its predecessor authorities. Some practices may originate in decisions of former Committees, or in historic paper licence conditions. In some cases, the complete original decision trail may no longer be readily identifiable.

I am clear that the present situation is not satisfactory. It is overly complex and not sufficiently transparent. It is also unacceptable that some regulatory requirements are being imposed when these appear to be based only on convention. Therefore, my aim is that one outcome of the current review will be an updated regulatory framework which will have a clear basis in statute and policy. It will be published as a single document which is publicly available.

DVS assessment of authority

Driver and Vehicle Standards administers the current framework on behalf of the Minister and applies the statutory requirements, licence conditions and Ministerial policies in its day-to-day regulatory work.

However, as referenced above, there is not presently a single, legally verified and published schedule demonstrating that every inherited licence condition or administrative requirement has recently been assessed against its precise statutory authority.

I am keen to look forward. Rather than devote disproportionate resources to reconstruct what may remain an incomplete historic record, I will produce a new authoritative schedule. For each requirement that is to continue, that schedule will identify:

- the requirement and the person to whom it applies;
- its purpose and intended public benefit;
- its legislative, licence-based or administrative authority;
- how and by whom it has been authorised;
- the body responsible for its administration and enforcement; and
- the date on which it should next be reviewed.

Each existing requirement will be considered against current circumstances and retained only where it is necessary and proportionate. The resulting framework will be supported by the necessary legislation, Ministerial Decisions, Orders, clearly stated licence conditions or, where required, proposals for legislative amendment.

The intention is to publish the completed schedule so that taxi drivers, vehicle licence-holders, booking entities, passengers, the regulator and future Ministers can readily identify the requirements in force and the authority for them.

- (d) Yes, this work will involve full consultation with the industry and relevant stakeholders to ensure we deliver a modern regulatory framework which best serves islanders and discharges my obligations under the Law.

3.3 Deputy H.L. Jeune of St. John, St. Lawrence and Trinity of the Minister for Planning and Regulation regarding the Dangerous Building Notice issued on 29th May 2026 in relation to properties situated on Rouge Bouillon, St. Helier. (WQ.178/2026)

Question

Further to the [Dangerous Building Notice](#) issued on 29th May 2026 in relation to the properties known as Ashton Villa (106) and Channel Mews (108), situated on Rouge Bouillon, St. Helier, will the Minister advise –

- (a) whether the remedial works constituted a permanent or a temporary repair;
- (b) if the remedial works were a temporary repair, the extent of, and responsibility for, any further work required, and the timeframe for this work to take place;
- (c) the total cost to the Government of the remedial works and traffic management measures, the costs recovered to date and steps to be taken to recover any remaining costs from the property owners; and
- (d) whether any enforcement action has been taken or will be taken for non-compliance with the Dangerous Building Notice?

Answer

- a. The works specified in a dangerous building notice are limited to those works required to make the building safe, and the direct action taken did not include further repairs of a permanent or temporary nature. The site was handed over in a safe condition to the landowners, and any further repairs or works are the responsibility of the owners.
- b. Any further works required to reconstruct the walls are the responsibility of the owners of the land.
- c. Works related to removing the danger amounted to £23,390.67 as follows:
 - Engineer's report and oversight: £1,159.20
 - Main contractor: £18,484.99
 - Emergency electricity work: £3746.48

Road closure and traffic management costs totalled £3,133.50

Officers are at present in the process of determining the proportion of costs to be assigned and recovered from the respective owners pursuant to Art.69 of the Planning and Building (Jersey) Law 2002, and the issuing of invoices is imminent. Failure to pay the reasonable costs will result in debt recovery in accordance with appropriate debt recovery procedures in association with the Law Officers Department.

- d. The undertaking of the works in default under Art.69 of the Planning and Building (Jersey) Law 2002 constitutes enforcement action. Failure to comply with a dangerous building notice is an offence under Art.70 of the Law, and the Regulation Directorate is presently carefully considering its position, taking into account the guidance provided by the LOD regarding referrals of regulatory breaches, and acknowledging that the Attorney General is the ultimate authority in respect of all prosecutions in the Island.

3.4 Connétable I. Gardiner of St. Helier of the Minister for Infrastructure regarding the Public Realm Capital Programme and the Regeneration of St. Helier Programme. (WQ.179/2026)

Question

In relation to the Public Realm Capital Programme and the Regeneration of St. Helier Programme, will the Minister provide details of the total budget allocated and the total expenditure incurred for each year from 2021 to 2026 inclusive; and for each programme and each year, provide a breakdown of each project, scheme, workstream or item of expenditure funded wholly or partly from those budgets to include, but not be limited to –

- (a) the name of the project, scheme, workstream or expenditure item;
- (b) the amount budgeted in that year;
- (c) the amount spent in that year; and
- (d) the current status of the project, scheme or workstream;

and will the Minister advise whether the sum of the individual amounts budgeted and spent in (a) to (d) above reconcile with the total budget for each annual programme and, if not, explain the discrepancies?

Answer

The following tables show the projects, schemes, workstreams and expenditure items and the corresponding budget at the start of the year, spend at the end of the year and difference between spend and budget for each year from 2021 to 2026 inclusive:

2021

Project / Scheme / Workstream / Expenditure Item	Budget at Start of Year	Expenditure at Year End	Difference between Expenditure and Budget
QZH400 - Island Public Realm	£858,971	£346,753	-£512,218
QZH450 - PR - Broad Street Phase 1	£100,000	£44,253	-£55,747
QZH451 - PR - La Motte Street	£65,000	£3,808	-£61,192
QZH452 - PR - Hill Street	£10,000	£2,739	-£7,261
QZH453 - PR - Minden Place	£0	£4,790	£4,790
QZH454 - PR - Midvale Road	£50,000	£46,957	-£3,043
QZH455 - PR - Havre des Pas	£75,000	£67,769	-£7,231

Total =	£1,158,971	£517,070	-£641,902
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2022

Project / Scheme / Workstream / Expenditure Item	Budget at Start of Year	Expenditure at Year End	Difference between Expenditure and Budget
QZH700 - Public Realm	£42,169	£149,080	£106,911
QZH701 - PR Parade to Ann Court	£189,522	£0	-£189,522
QZH702 - PR La Motte Street	£0	£44,266	£44,266
QZH703 - PR Hill Street	£10,000	£3,827	-£6,173
QZH704 - PR Minden Place	£52,900	£14,623	-£38,277
QZH705 - PR Havre des Pas	£500,000	£36,804	-£463,196
QZH706 - PR Parade to Ann Court Phase 1	£0	£7,823	£7,823
QZH707 - PR Midvale Road	£684,748	-£141,225*	-£825,973
QZH708 - PR Broad Street Phase I	£147,579	£0	-£147,579
QZH709 - PR Halkett-Beresford-Burrard St	£53,082	£0	-£53,082
QZH710 - PR Millbrook Park	£300,000	£73,364	-£226,636
QZH711 - PR Western Bus Gateway	£20,000	£14,092	-£5,908
QZH712 - PR - Coronation Park Irrigation Tanks	£0	£108,023	£108,023
QZH713 - PR Havre Des Pas Phase 2	£0	£14,465	£14,465
QZH714 - PR Eastern Bus Gateway Paving	£0	£429	£429
QZH715 - PR St John's Road - Pet Cabin Crossing	£0	£26,579	£26,579
QZH716 - PR Parish Schemes - Trinity	£0	£75,977	£75,977
QZH717 - PR Parish Schemes - St John	£0	£44,064	£44,064
QZH400 - Island Public Realm	£391,252	£527,001	£135,749
QZH456 - Coronation Park Splashpad	£199,274	£474,767	£275,494
Total =	£2,590,525	£1,473,960	-£1,116,565

* Income

2023

Project / Scheme / Workstream / Expenditure Item	Budget at Start of Year	Expenditure at Year End	Difference between Expenditure and Budget
M-317023-01C Coronation Park Extension	£275,000	£98,144	-£176,856
M-317023-02C Broad Street & Adjacent Areas	£100,000	£78,921	-£21,079
M-317023-03C Parade to Ann Street (Phase A1 & A2)	£5,000	£265	-£4,735
M-317023-04C Hill Street Improvements	£30,000	£2,149	-£27,851
M-317023-05C La Motte Street (Phase 1)	£604,635	£662,299	£57,664
M-317023-06C Minden Place (New Street to Bath Street)	£50,000	£20,532	-£29,468
M-317023-07C Havre des Pas (Ph 2A - Heart of Village)	£40,000	£29,885	-£10,115
M-317023-08C Havre des Pas (Ph 2B - Dicq Roundabout)	£40,000	£15,432	-£24,568
M-317023-09C Western Bus Gate	£100,000	£66,629	-£33,371
M-317023-10C Parish Scheme - Trinity	£764,429	£437,936	-£326,493
M-317023-11C Parish Scheme - St John	£30,000	£46,481	£16,481
M-317023-12C St John Pet Cabin Crossing	£30,000	£40,623	£10,623
M-317023-14C Public Realm Management	£133,102	£233,934	£100,832
M-317023-15C Havre Des Pas (Phase 1)	£30,000	£22,826	-£7,174
M-317023-16C La Motte Street (Phase 2)	£50,000	£32,293	-£17,707
M-317023-17C Coronation Way	£0	£19,388	£19,388
M-317023-18R Parks and Gardens Public Realm	£0	£604,000	£604,000
Total =	£2,282,166	£2,411,736	£129,570

2024

Project / Scheme / Workstream / Expenditure Item	Budget at Start of Year	Expenditure at Year End	Difference between Expenditure and Budget
P-314024-01C Coronation Park Extension	£160,000	£16,459	-£143,541
P-314024-02C La Grande Rue - General	£50,000	£14,960	-£35,040
P-314024-03C Union Street Improvement Works	£50,000	£0	-£50,000

P-314024-04C Hill Street Improvements	£50,000	£37,214	-£12,786
P-314024-05C La Motte Street (Phase 1)	£20,000	£438,208	£418,208
P-314024-06C Minden Place (New Street to Bath Street)	£535,000	£86,286	-£448,714
P-314024-07C Havre des Pas (Ph 2A - Heart of Village)	£70,000	£30,760	-£39,240
P-314024-08C Havre des Pas (Ph 2B - Dicq Roundabout)	£10,000	£0	-£10,000
P-314024-09C Western Bus Gate	£733,071	£137,179	-£595,892
P-314024-10C Parish Scheme - Trinity Village	£70,000	£43,522	-£26,478
P-314024-11C Parish Scheme - St John	£262,172	£304,662	£42,490
P-314024-12C La Motte Street (Phase 2)	£25,000	£0	-£25,000
P-314024-13C St Lawrence Village	£60,000	£1,958	-£58,042
P-314024-14C Public Realm Management	£74,757	£193,802	£119,045
P-314024-15C La Grande Rue - New Street	£1,050,000	£342,126	-£707,874
P-314024-16C La Grande Rue - Charing Cross	£50,000	£0	-£50,000
P-314024-18C La Grande Rue - Broad Street	£50,000	£104,392	£54,392
P-314024-19C Beresford Street/Halkett Street Crossing	£50,000	£7,828	-£42,172
P-314024-20C Beresford Street/Bath Street Crossing	£55,000	£0	-£55,000
P-314024-21C Halkett Street - Contribution to Parish	£300,000	£300,000	£0
P-314024-22C Halkett Place/Beresford Street Crossing	£80,000	£8,754	-£71,246
P-314024-23C Esplanade - Improvement Works	£225,000	£62,722	-£162,278
P-314024-24C Bridging the Ringroad	£80,000	£46,028	-£33,972
P-314024-25C Coronation Park Crossings & Bel Royal Promenade	£350,000	£0	-£350,000
P-314024-26R Storm Ciaron	£0	£400,000	£400,000
Total =	£4,460,000	£2,576,859	-£1,883,141

2025

Project / Scheme / Workstream / Expenditure Item	Budget at Start of Year	Expenditure at Year End	Difference between Expenditure and Budget
P-314025-02C Internal Programme Management	£300,000	£117,311	-£182,689
P-314025-03C New Cut/King Street Crossover	£1,000,000	£1,127,512	£127,512
P-314025-04C Broad Street Phase 1 (Threshold)	£800,000	£575,733	-£224,267

P-314025-05C Western Bus Gate	£100,000	£466,908	£366,908
P-314025-07C West Islands Framework	£25,000	£0	-£25,000
P-314025-08C Broad Street Phase 2 (Obelisk Square)	£225,000	£161,301	-£63,699
P-314025-09C Beresford Street Market Crossing Improve	£50,000	£52,953	£2,953
Total =	£2,500,000	£2,501,716	£1,716

2026

Project / Scheme / Workstream / Expenditure Item	Budget Start Year	Forecast Expenditure at of by End Year	Difference between Forecast Expenditure and Budget
P-300153-01R Neighbourhood Regeneration of St Helier	£167,000	£167,000	£0
F-300110-20C Western Bus Gate	£850,000	£850,000	£0
P-314026-02C Broad Street-Phase 1-Threshold	£265,000	£280,000	£15,000
P-314026-03C Broad Street-Phase 2-Obelisk Square	£10,000	£25,000	£15,000
P-314026-04C Broad Street-Phase 3-Blue Note Square	£633,000	£705,000	£72,000
P-314026-05C Broad Street-Phase 4-Les Sablons	£545,000	£25,000	-£520,000
P-314026-06C Internal Programme Management	£50,000	£230,000	£180,000
P-314026-07C New Cut/King St Crossover	£40,000	£60,000	£20,000
P-314026-08C Western Bus Gate	£450,000	£705,000	£255,000
P-314026-09C West of Island Planning Framework	£50,000	£0	-£50,000
P-314026-10C Beresford Street Market-Crossing Improvements	£10,000	£15,000	£5,000
P-314026-11C New Street	£180,000	£138,684	-£41,316
P-314026-12C Brooklyn St-Ring Road Crossing	£100,000	£90,000	-£10,000
P-314026-13R Broad St-Town Bus Route Alterations	£0	£59,316	£59,316
Total =	£3,350,000	£3,350,000	£0

Difference between Expenditure and Budget

Further time is required to provide a comprehensive and accurate explanation of the differences between expenditure and budget for each project, scheme, workstream and expenditure item. This is an extensive piece of work, involving tracking multiple contracts across different years. This information, including the current status of each project, scheme or workstream as requested in (d), will be provided by Friday 30th October 2026.

3.5 Deputy K.M. Wilson of St. Clement of the Minister for Sustainable Economic Development regarding inter-Island freight and passenger connectivity. (WQ.180/2026)

Question

In relation to inter-island freight and passenger connectivity, will the Minister advise –

- (a) what options are under consideration to further develop connectivity, including the frequency of services and freight and passenger carrying capacity, and the estimated annual costs of each option;
- (b) what options, if any, would require Government to make a financial contribution, provide a subsidy or any other financial support;
- (c) whether any such options would require modification to any existing Government contracts, or the introduction of a new Government contract, with the private sector; and
- (d) whether he intends to promote greater competition in the market for inter-island freight and passenger connectivity?

Answer

- a. I have held positive discussions with my counterpart in Guernsey and we are aligned on the need to work together, and with ferry operators, to identify opportunities for improving sea and air connectivity between the islands. Options under consideration include inter-island provision from Jersey and Guernsey's principal ferry operators, but I am also keen to engage the wider maritime industry on innovative solutions which could provide a sustainable blend of passengers services, and a requisite level of vehicle capacity when necessary.
- b. Demand for inter-island travel has, in recent years, not been especially strong, particularly outside the peak visitor season. For example, during DFDS's high-speed inter-island trial in 2025, passenger volumes were reported to be significantly below commercially sustainable levels. Any investment in services must represent value for taxpayers' money. As we continue to examine sustainable options in Jersey, and with our partners in Guernsey, any financial support, and our approach to it, remain under evaluation.

- c. Government's Concession Agreement with DFDS does not cover inter-island arrangements; it is principally focussed on Jersey's freight supply chain and core passenger routes to the UK and France. I would prefer first to see market-led solutions over further government contract expansion or regulation but I am of course prepared to consider any approach which secures sustainable inter-island connectivity.
- d. In awarding separate contracts to respective principal ferry operators, both Bailiwicks acknowledge the need for those ferry companies to make a fair and reasonable return on their passenger and freight operations. In this respect, competition is not a component of Jersey's Concession Agreement with DFDS. This agreement was reached through a competitive process. However, Jersey's Sea Transport Policy allows any ferry operator to apply for a ramp licence to operate inter-island services between the Bailiwicks of Jersey and Guernsey. In addition, opportunities may also exist to improve air services between Jersey and Guernsey. We will continue discussions with Guernsey regarding its Air Route Licensing framework and whether there may be scope for additional operators to enhance connectivity and capacity between the islands.

3.6 Deputy M.B. Andrews of St. Helier North of the Minister for Social Security regarding the Transform Programme. (WQ.181/2026)

Question

In relation to the Transform Programme which received £12,500,000 funding in the [Government Plan 2023-2026](#), will the Minister advise the total spend to date, the expected cost of completing the Programme, and if the costs exceed the original funding approved, detail the cost variances and provide a reason for each?

Answer

The Transform Programme is a multi-year programme, with work commencing in 2021 and scheduled to finish in 2028. The Budget 2027-2030 includes the most up-to-date programme budget of £30.6 million.

As at the end of 2025, the programme had spent £6.4 million. During 2026 the programme moved into delivery and so the rate of spending has increased. A further £3.4 million has been spent in 2026 (to the end of August), bringing total spend to £9.8 million

The programme is currently forecasting to deliver within the total budget of £30.6 million. The Transform programme is being rigorously managed to support the efficient delivery of the programme on time, and on budget. The Programme is in regular contact with the Social Security Minister with updates on budgetary and operational matters.

3.7 Deputy M.B. Andrews of St. Helier North of the Minister for Treasury and Resources regarding transfers into the Strategic Reserve. (WQ.182/2026)

Question

Will the Minister advise the total amount the Government intends to transfer into the Strategic Reserve, excluding prior year basis (PYB) taxation income and investment income, within the next 20 years and if he is not able to do so, will he explain why not?

Answer

The Council of Ministers and I remain committed to firstly rebuilding the Stabilisation Fund and then strengthening Strategic Reserve over time, consistent with the recommendations of the Fiscal Policy Panel and the Common Strategic Policy objective of maintaining financial stability.

The exact amount of the transfer will depend upon the return to budget surpluses and investment return performance over the period until the debt is repaid. I will provide more detail in the budget 2028-2030.

3.8 Deputy M.B. Andrews of St. Helier North of the Minister of the Chief Minister regarding support for old-age pensioners during the cost-of-living crisis. (WQ.183/2026)

Question

Will the Chief Minister advise what actions Government is taking, and intends to take, to support old-age pensioners during the cost-of-living crisis?

Answer

The Government provides a wide range of support to Jersey’s older residents that are targeted solely or principally to those over pension age.

In addition to provided assistance with living costs, the Jersey Old Age Pension rose by 4.7% from the beginning of October 2026, in line with a formula that ensures that pensioners always receive an increase that at least matches the pensioner RPI figure for the June quarter and provides a higher increase when wages have grown faster than prices.

A list of main benefits and support is set out in the table below.

Benefit scheme	or	Purpose and funding route	Eligibility and income test	Value eligible receive / what pensioners	Notes
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Jersey Old Age Pension	Social Security contributory pension paid at pension age, based on the person's contribution record.	Available to people who have reached pension age and have sufficient Jersey Social Security contributions. No income test; entitlement is based on contribution record	Pension payment based on the individual's contribution record. A full contribution record provides the full standard pension rate (£16,294 a year); partial records receive a proportionate pension.	
Cold Weather Bonus	Tax-funded winter heating support for pensioner households.	At least one adult must have lived in Jersey for the last 5 years Adult over pension age. no household Jersey tax liability for previous year	Variable payment linked to monthly temperature, paid in two instalments covering October to December and January to April.	Only one Cold Weather Bonus can be claimed per household.
Cold weather payments for Income Support households	Tax-funded additional help with heating costs during colder months.	Paid to Income Support targeted households that include at least one adult aged over 65	Automatic cold weather payments between November and May when temperature conditions are met; value varies by temperature and household circumstances.	Payments are automatic when conditions are met.
Pension Plus	Tax-funded targeted support with dental, optical and chiropody costs for lower-income pensioners.	Applicants must have reached pension age, have a Jersey Old Age Pension or Entitled residential status, and combined annual Jersey income tax liability of no more than £1,000. Capital assets must be below £64,000, excluding the home lived in.	Up to £55 every 2 years for an eye test; up to £165 every 2 years for glasses, lenses or contact lenses; up to £55 annually for dental check-up; up to £1,900 every 4 years for dental treatment or dentures; and up to £165 annually for chiropody.	Missed or cancelled appointments are not covered.
Christmas Bonus	Tax funded – targeted support for	Paid automatically to people over pension age, who receive Income	£114.19 per year	Payments are automatic when

	pensioners at Christmas	Support; or have a pension plus claim and no tax liability		conditions are met.
Free TV licence for people aged 75 or over	BBC-funded support with the cost of a TV licence for older residents.	Applicants must be aged 75 or over and live in a house or flat. Annual income must be below £21,250 for a single person or below £36,125 for a couple.	A free TV licence for the main home. If the licence has already been paid for, the BBC licensing authority refunds the difference directly.	A person under 75 who permanently lives with someone who qualifies can claim on their behalf.
Senior citizen bus pass	Service concession providing free travel on Jersey bus services.	Available to people permanently resident in Jersey who are aged 65 or over, or permanently resident, under 65 and holding a Jersey Social Security pension card.	Free travel on Jersey bus services.	
Health Access Scheme (available to all age groups)	Health Insurance Fund support providing reduced fixed fees for GP and nurse appointments.	Covers all members of an Income Support household and pensioners receiving Pension Plus.	Adults pay £10 for GP surgery or telephone consultations, £30 for GP home visits, £7 for nurse surgery or telephone consultations and £4 for healthcare assistant consultations.	Pensioners can qualify through either income support or pension plus.
Community Costs Bonus (available to all age groups)	Tax-funded annual payment to help with cost-of-living pressures.	At least one adult must have lived in Jersey for the last 5 years. Household combined Jersey tax liability must be less than £2,735 for 2025. No household member can have had an open Income Support claim in the previous 7 days.	One-off annual lump sum of £516.50 for the 2026 scheme. One-off additional payment of £200 proposed in 2027 budget	Majority of claimants are pensioners
Income Support (available to	Tax-funded means-tested household benefit	Eligibility depends on household circumstances, income, assets, residence and	Amount varies by household and is calculated from applicable	Pension income is subject to the income

all age groups)	providing help with living, housing and eligible costs.	other factors. There is no single income threshold; entitlement is calculated by comparing household income and assets with applicable components and eligible costs.	components, eligible housing costs, income and assets.	disregard which increases total household income
Housing Adaptation Grant (available to all age groups)	Tax-funded grant to make a primary home more accessible for people with disabilities.	Applicants must be Jersey residents with Entitled status, need clinically supported adaptations, and meet the means test which considers income and assets.	Means-tested grant support towards eligible adaptation costs. The maximum grant can cover 100% of eligible costs, with partial awards requiring the applicant to contribute.	Not pensioner-specific but particularly relevant to older people with disabilities or reduced mobility.
Subsidised primary care services (available to all age groups)	Health Insurance Fund support for subsidised GP and pharmacy services.	A person can have a health card if they have lived in Jersey for at least 6 months and have paid Social Security contributions. No income test.	GP consultation or home visit fees are reduced by £50.28; remote consultations and face-to-face allied health professional appointments are reduced by £30.28; eligible prescriptions are free.	Does not provide general free hospital or wider healthcare entitlement.
Long-term care scheme (available to all adults)	Financial support with eligible long-term care costs through the long-term care funding route.	Eligibility depends on assessed care needs, income, assets and the applicable long-term care financial route. Means-tested financial assessment available from day one of care	Financial support towards assessed long-term care costs; amount depends on care level, income, assets and support route.	Not solely a pensioner benefit, but particularly relevant to older people who need formal care.
Connect Me (available to all age groups)	Community wellbeing and social prescribing support.	Available to Islanders who may feel lonely, isolated or less active, with access through the Connect Me Directory, Link Workers and events.	Access to community activities, wellbeing support, social prescribing and Link Worker guidance; not normally a direct cash benefit.	Includes directory access, events and grant-funded community activities.

In addition to the above, subject to States Assembly approval, the proposed Budget 2027-30 also includes an additional one-off payment of £200 per household to all current recipients of the Community Cost Bonus (CCB). While not limited to pensioner households, over three-quarters of CCB payments are made to pensioner households.

The proposed Common Strategic Policy also includes a commitment (1.6) to reviewing affordability, with Ministers seeking to: *“identify how we can increase household resilience and improve Islanders’ real living standards over the course of the term”*. This includes Jersey’s old-age pensioners.

The [Older Persons Living Forum](#) is a direct route for pensioners to raise issues with Ministers and Government Departments. The Group meets every two months and discusses a wide range of issues. This remains an appropriate forum through which further action could be considered to support old-age pensioners with cost-of-living pressures.

3.9 Connétable A.N. Jehan of St. John of the Minister for Infrastructure regarding the service Level Agreement between Children, Young People, Education and Skills and Jersey Property Holdings. (WQ.184/2026)

Question

In accordance with the Service Level Agreement between Children, Young People, Education and Skills (‘CYPES’) and Jersey Property Holdings, will the Minister –

- (a) advise whether monthly income declarations have been completed for each month that CYPES’ educational facilities have been leased on a short-term basis; and
- (b) provide a breakdown of the monthly income declared from each CYPES’ facility leased on a short-term basis over the previous 12 months?

Answer

All buildings within the CYPES estate are owned by Jersey Property Holdings, who similarly operate all leases. Educational facilities are not formally leased to any third party, and no lease income is therefore received. Accordingly, no declarations are completed or received in this respect.

Educational establishments do hire out facilities, although such bookings do not constitute a lease arrangement. The terms for third party use of educational facilities are set out here – [Policy for third party use of Education premises](#).

At present, responsibility for the hire of educational facilities rests with individual institutions, and the reporting of income follows that scheme of delegation.

The effective and co-ordinated use of the public estate is a priority for the new infrastructure ministerial team, as it was for the Connétable during his time as Minister. This includes ensuring that public property is being utilised effectively at all times for the benefit of the community, and that income received for the use of public facilities contributes towards the long-term upkeep and maintenance of those facilities. Work is ongoing in these respects and we would welcome the opportunity to work with the Connétable to achieve our mutual objective.

3.10 Deputy H.L. Jeune of St. John, St. Lawrence and Trinity of the Minister for the Environment, Agriculture and Fisheries regarding the commitment within the Proposed Common Strategic Policy 2026-2030 to revise the Carbon Neutral Roadmap. (WQ.186/2026)

Question

In relation to the commitment within the [Proposed Common Strategic Policy 2026-2030](#) to revise the [Carbon Neutral Roadmap](#), will the Minister advise –

- (a) the proposed process for updating the Roadmap and the date on which a revised version will be presented;
- (b) how the update process differs from the original and whether a Citizens’ Assembly or equivalent will be held and, if not, why not;
- (c) the proposed stakeholders to be involved in the revision and how their views will be recorded and published;
- (d) the measures to be used to determine whether a policy is “practical” and “affordable”, including whether affordability will be assessed for households, businesses, public finances or all three; what cost or distributional thresholds will apply, and whether the long-term cost of not acting will be included in that assessment;
- (e) which evidence in the current Roadmap is no longer fit for purpose, what new evidence will be commissioned including who will produce it and whether it will be published;
- (f) the estimated amount required for the revised Roadmap and any measures to be taken to increase the Climate Emergency Fund; and
- (g) whether the 2030 interim emissions target will be kept?

Answer

- (a) the proposed process for updating the Roadmap and the date on which a revised version will be presented;

A. The Minister for the Environment is currently working with ministerial colleagues to agree the policies that will form the revised Carbon Neutral Roadmap (CNR) and delivery plan for 2027-2030. This will be published by the end of Q1 2027.

(b) how the update process differs from the original and whether a Citizens' Assembly or equivalent will be held and, if not, why not;

A. The revised CNR will not revisit the evidence base or alter the overall strategic direction, which remains achieving net zero by 2050. A Citizens' Assembly will not be held as the strategic direction has not changed and the time and cost of a Citizens' Assembly are therefore not felt to be proportionate.

Officer time and the Climate Emergency Fund will be used on the practical transition away from fossil fuels rather than on further deliberations and as such the revision will focus on the 2027-2030 policy delivery plan.

The Climate Council was convened and published their [report](#) in 2025 and their findings, including from a public survey, are feeding into the revised plan. In line with the discussions with the Council concerning the fact that the first delivery plan was too complex and wide-reaching, the revision will be for a simpler and more focussed action plan that prioritises the key policies. The intent is that a simpler, more focussed programme can reduce governance and administration overheads, be more effective and deliver more value for money.

(c) the proposed stakeholders to be involved in the revision and how their views will be recorded and published;

A. Extensive stakeholder engagement undertaken as part of the active workstreams across 2022-2026 are feeding into the delivery plan for 2027-2030. These include activities such as the long-standing heating industry engagement programme, the [Policy Centre Jersey waste event](#), [petrol and diesel phase out consultation](#), ongoing engagement work on waste and recycling and sustainable transport and regular [Energy Suppliers Group meetings](#), amongst other things.

In addition, the Climate Council completed extensive stakeholder and public engagement, and their [report](#) is informing the revised workstream.

(d) the measures to be used to determine whether a policy is “practical” and “affordable”, including whether affordability will be assessed for households, businesses, public finances or all three; what cost or distributional thresholds will apply, and whether the long-term cost of not acting will be included in that assessment;

- A. In order to agree the policies in the revised CNR I will be asking officers to provide sufficient evidence that the policy can be implemented effectively with available capabilities, is clear and deliverable, and can be delivered within the funding available through the Climate Emergency Fund.

Its costs should be proportionate to its expected benefits and should not place unreasonable burdens on government, businesses or households. It will also need to demonstrate its effectiveness in terms of delivering carbon reductions per pound spent, or indirectly through its enabling impact (e.g. education and awareness campaigns). I will also specifically look at the impact of policies on low-income households and other key sectors to ensure alignment with the principle of a Just Transition.

The long-term cost to the economy of not acting to reduce greenhouse gas emissions and incurring the costs of adapting to a changing climate remains a key consideration driving our decarbonisation plans.

- (e) which evidence in the current Roadmap is no longer fit for purpose, what new evidence will be commissioned including who will produce it and whether it will be published;

- A. The revised CNR will not revisit the [evidence base](#) or alter the overall strategic direction, which remains achieving net zero by 2050.

The key additional piece of evidence is the Island's greenhouse gas model which has been revised inhouse by officers to understand the potential carbon reduction impact of proposed policies and this tool will used to explore the likely impact of different combinations of proposed policies and inform the most cost-effective decarbonisation programme.

The previous Environment Minister made the decision that we would not be purchasing carbon offsets as part of our decarbonisation strategy (see [sequestration and offset update](#)) and therefore carbon neutrality at 2030 is no longer a target. Any part of the evidence base that references the policies and cost of carbon neutrality by 2030 are therefore redundant.

- (f) the estimated amount required for the revised Roadmap and any measures to be taken to increase the Climate Emergency Fund; and

- A. The policies identified in the revised roadmap for delivery in 2027-2030 will be achievable within the current Climate Emergency Fund envelope. This is forecast to have approximately £4m per year income that arises from the 9p / litre fuel duty hypothecation into the Climate Emergency fund.

Budget 2027 identifies work planned to review a replacement for fuel duty in recognition that fuel duty receipts are decreasing with the transition to electric vehicles.

(g) whether the 2030 interim emissions target will be kept?”

- A. The [Climate Council report](#) found that the interim emission reduction targets for 2030 and 2035 of 68% and 78% from 1990 levels were now out of reach for the Island but that net zero by 2050 remained achievable. The focus for the revised Carbon Neutral Roadmap will therefore be the long-term changes needed between now and 2050 to reach the overarching target of net zero. This remains a challenging and ambitious target.

3.11 Deputy H.L. Jeune of St. John, St. Lawrence and Trinity of the Minister for Infrastructure regarding the Northern sewer network upgrades. (WQ.187/2026)

Question

In relation to the [Northern sewer network upgrades](#), will Minister advise –

- (a) the expected completion date of the upgrades for each individual section and the full length of the road;
- (b) any planned works in the next five years to include, but not be limited to, works by Jersey Electricity, Jersey Water, Jersey Gas, telecommunications providers or the Government, in each case detailing the purpose, the expected timing, and the section of road affected;
- (c) what steps were taken before the upgrades began to coordinate with the utility companies, so that any planned cabling, pipework or ducting could be laid while the roads were open; and, if any utility declined or was not asked, explain why;
- (d) whether any legal or policy restriction exists that stops a newly resurfaced road from being dug up again within a set period (except for emergency works), and if so, how long it lasts and whether it would apply to any road affected by the Upgrades; and
- (e) what consideration has been given to the condition of the Parish lanes and by-roads currently being used as diversions during the upgrades?

Answer

- (a) The Northern Sewer Network Upgrades project comprises approximately 2.5km of sewer upsizing works from 400mm diameter to 600mm diameter pipework. The upgrades are being delivered under two contracts, Phase 1a and Phase 1b. Construction commenced on 04 November 2025. At present:
- Phase 1a (Bellozanne Valley to Union Inn crossroads) has a contractual Completion Date of 07 May 2027. Approximately 76% of the works have been completed and the contractor is currently on course to meet the completion date.
 - Phase 1b (Union Inn crossroads to Sion Village) has a contractual Completion Date of 26 May 2027 with the contractor targeting completion by this date. Progress was impacted by conflicts with existing Jersey Water infrastructure, requiring the

installation of a temporary overland water main. Construction of the new sewer recommenced on 21 September 2026 and approximately 55% of the foul sewer upgrades have been completed.

As construction progresses sequentially through La Grande Route de St Jean, which has been divided into a number of Work Areas, reinstatement and reopening of completed sections are undertaken progressively as the works advance.

- (b) The Government of Jersey does not hold a definitive programme of all future utility company works over a five-year period. Utility providers regularly review, amend and reprioritise their investment programmes in response to operational, customer and regulatory requirements.

Prior to commencing major highway resurfacing works resulting in embargo restrictions applied to resurfaced highways, the I&E Highway team consult with utility providers through the established roadworks coordination process to identify known planned works and opportunities for coordination. While some future utility projects may already be identified at a strategic level, detailed programmes, timings and extents are often not sufficiently developed to enable them to be incorporated into a scheme several years in advance.

- (c) Prior to construction commencing, the Department undertook the normal utility coordination processes which included consultation, obtaining statutory utility records, carrying out site investigations and engaging with utility providers to identify existing apparatus and any known planned works. Dual working opportunities are sought at the planning stage, and utility companies are encouraged to work together to minimise disruption. Opportunities for dual working must, however, be balanced against factors such as available road space, the extent and duration of the works, traffic management requirements, limited working windows and, most importantly, the safety of both the workforce and road users. Where these considerations cannot be satisfactorily accommodated, dual working is not considered appropriate.

The design of the new upgraded foul sewer was developed using information provided by the various utilities and included consideration of existing infrastructure. Utility providers were afforded opportunities to identify planned works that could potentially be undertaken alongside the sewer upgrade project through the roadworks coordination system ('TrafficWorx'); the monthly road works coordination meetings which are attended by all utility companies, highway authorities and the emergency services; and, in accordance with statutory processes to apply for permits to implement road closures.

Notwithstanding these activities, coordination is ongoing between the I&E Liquid Waste team and Jersey Water to replace the existing water main through Sion Village within the same excavation for the new foul sewer, and coordination with Jersey Electricity to enable a new connection and network upgrades to be completed in Sion Village for the Affordable Housing site in Field T1404 under the current road closure.

I am not aware of any utility company declining an invitation to participate in the coordination process.

- (d) The Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017 provide at Article (2):

2) *Embargo periods*

The length of time referred to in the definition “embargo period” in Article 28(1) of the Law commencing on the date substantial highway authority works are completed is –

- (a) 5 years where the substantial highway authority works comprised construction (including enhanced surfacing) or reconstruction of a carriageway;*
- (b) 3 years where the substantial highway authority works comprised resurfacing of a carriageway;*
- (c) 5 years where the substantial highway authority works comprised enhanced surfacing of a paved road other than a carriageway;*
- (d) 1 year where the substantial highway authority works comprised any of the following –*
 - (i) construction (excluding enhanced surfacing),*
 - (ii) reconstruction,*
 - (iii) resurfacing,**of a paved road other than a carriageway.”*

Where excavation of a recently resurfaced road is required, the Highways Authority may impose enhanced reinstatement requirements and other conditions through the Roadworks Permit process to protect the structural integrity of the highway asset, to preserve the Public’s investment in the road. Emergency works remain permissible where required to maintain essential services or public safety, again where embargoed these will be subject to enhanced reinstatement conditions.

The nature of the northern sewer upgrade works mean that they do not fall within the remit of Article 2 of these Regulations.

- (e) Parish roads remain under the administration of the relevant Parish highway authority, which retains responsibility for their repair and maintenance. Temporary use as a diversion route does not transfer that responsibility to Government or create an automatic liability for deterioration caused by the ordinary passage of traffic.

Diversion routes are selected having regard to their condition and suitability to accommodate reasonable levels of lawful traffic, together with any legal restrictions and temporary traffic-

management requirements. Before the closures began, photographic condition surveys were undertaken of the affected Parish roads. The routes continue to be inspected, and the project team remains in liaison with the relevant Parishes.

The surveys and inspections allow any specific damage directly attributable to the project's works or activities to be distinguished from pre-existing defects or ordinary traffic-related deterioration. Any identified project-related damage will be considered with the relevant Parish, without altering the respective highway authorities' statutory responsibilities.

3.12 Deputy H.L. Jeune of St. John, St. Lawrence and Trinity of the Minister for Housing regarding the commitment to assisted purchase schemes in the Proposed Common Strategic Policy 2026-2030. (WQ.188/2026)

Question

In relation to the commitment to assisted purchase schemes in the [Proposed Common Strategic Policy 2026-2030](#), will the Minister –

- (a) describe the assisted purchase schemes he intends to introduce or expand, stating whether these will be new schemes or a continuation of existing arrangements, such as Andium Homes' assisted purchase homes or the Government's shared equity and deposit loan schemes;
- (b) advise whether his department will be responsible for delivering these schemes, and if not, state which body or bodies will provide them;
- (c) explain why no specific funding for assisted purchase schemes appears in the [Proposed Budget 2027-2030](#), and whether the Government intends to set a specific budget for such schemes and, if so, when;
- (d) set out which section of the population the schemes will target, and what evidence of housing need this targeting is based on; and
- (e) state how many households he expects to help into home ownership through these schemes during this term of office, and how progress will be measured and reported to the Assembly?

Answer

- (a) As part of the commitment to help more Islanders into home ownership, I am considering the role assisted home ownership schemes can play in achieving that objective.

Given the early stage of the Ministerial term, it would be premature to specify whether this will involve new schemes, the expansion of existing arrangements, or a combination of both.

Andium Homes' Homebuy scheme continues to provide an established route into home ownership, having assisted 725 households since 2014. It continues to deliver up to 60 assisted purchase sales each year from its existing housing stock, while a further 123 assisted purchase homes are anticipated through the Bridging Island Plan developments, subject to the necessary approvals. The recently completed First Step scheme has also provided useful evidence to inform policy development. There is currently no deposit loan scheme, as the former scheme closed to new applications in 2013.

Future decisions on any such initiatives will be informed by housing need, market conditions and an assessment of how public funds can best be used to help Islanders access home ownership.

More broadly, the States of Jersey Development Company is progressing its development of the Westward scheme, which will provide an additional 35 shared equity homes for Islanders, and we will continue explore future opportunities on States' owned land that is no longer required, in accordance with Policy H5 of the Bridging Island Plan.

- (b) It is too early to determine delivery arrangements before decisions have been taken on the nature of any future scheme.

Andium Homes already delivers the Homebuy scheme and recently delivered the First Step scheme on behalf of the Minister for Housing. That experience will be an important consideration when future delivery arrangements are assessed.

- (c) No specific funding has been included in the proposed Budget 2027-2030 because no decisions have yet been taken on the form, scale or timing of any future assisted home ownership scheme.

Any future proposal would need to be considered alongside other Government priorities and the overall fiscal position. Whilst I am committed to helping more Islanders into home ownership and supporting housing mobility, it is important that any intervention represents an appropriate and proportionate use of public funds consistent with the Council of Ministers' commitment spending under control and restore financial discipline.

- (d) Assisted purchase schemes have traditionally focused on first-time buyers, and I expect that group will remain an important consideration. However, I am also interested in how assisted home ownership schemes can support housing mobility by helping Islanders move up the property ladder as their circumstances change.

Any future targeting will be informed by evidence of housing need, housing affordability, market conditions and where support can make the greatest difference.

- (e) It would be premature to set a target for the number of households assisted before decisions have been taken on the nature of any future scheme and the funding available.

Any future scheme would be accompanied by appropriate measures of success, including the number of households supported and the extent to which it assists households who would not otherwise have been able to access home ownership.

3.13 Deputy K.M. Wilson of St. Clement of the Minister for Planning and Regulation regarding the plans for the Jersey Care Commission to begin regulating hospital, ambulance and Government-provided mental health services. (WQ.189/2026)

Question

Will the Minister provide an update on the plans for the Jersey Care Commission to begin regulating hospital services, ambulance services and Government-provided mental health services, including the timetable for inspections by the Commission?

Answer

The relevant legislation came into force on 6 April 2026. Hospital services, ambulance services and Government-provided mental health services are required to apply for registration with the Jersey Care Commission (the Commission) by 6 October 2026. The Commission has been working with these services to support their preparation for regulation, including providing information on registration, statutory notifications and the inspection process.

Once registered, these services will be subject to the Commission's independent regulatory oversight, including statutory notifications and ongoing monitoring. A phased programme of inspections is planned to commence in 2027. The Commission will determine the timing and focus of each inspection, having regard to the information available following registration. Inspection reports will be published on the Commission's website following the Commission established approach to transparency and accountability.

The Commission's inspection handbook, service-specific standards and frequently asked questions are available on its website. The Commission plans to provide further comms/information about the scope of regulation and the inspection programme after the registration process has concluded.

3.14 Deputy K.M. Wilson of St. Clement of the Minister for Planning and Regulation regarding planning reforms. (WQ.190/2026)

Question

Further to the publication of the [Common Strategic Policy 2026-2030](#) and the Minister's stated intentions around planning reform, will he advise –

- (a) the specific planning processes he intends to reform during 2027;
- (b) the expected reduction in processing time;
- (c) how the cost and value of these reforms will be measured; and
- (d) how he intends to assess whether the reforms have reduced unnecessary regulation without detrimentally affecting planning safeguards?

Answer

The reduction of unnecessary regulation and red tape, including within the planning system, is a specific commitment of the proposed Common Strategic Policy 2026 to 2030. In support of that objective, the Minister for Planning and Regulation is developing a programme of planning reform to make the planning system simpler, more proportionate and more responsive, whilst maintaining appropriate environmental, heritage and community safeguards.

- (a) Much beneficial change and improvement has already been delivered in the performance of the island's planning service. The reforms being developed now and into 2027 will continue to build on this. The areas under consideration include the revision of elements of the Island Plan and its associated planning policy framework; the review and simplification of supplementary planning guidance; further expansion of permitted development rights; monitoring and review of application validation and the continued modernisation of digital planning services.

Lasting improvement is also dependent upon organisational culture and a commitment to customer-focused service delivery. The reforms will, therefore, seek to embed a more proportionate, risk-based and evidence-led approach to planning, ensuring that regulatory requirements are focused on matters of genuine public interest and supported by robust evidence. Work will continue to enhance the application validation process with three and six month reviews of the recently implemented improved validation and consultation matrix.

- (b) The objective of the reform programme is to improve the efficiency, consistency and responsiveness of the planning system. No specific target reduction in, for example, planning application processing times has, therefore, been established. This is because the programme comprises a range of interrelated reforms across the service, the impact of which will need to be assessed as they are developed and implemented.

The intention is to make the wider planning system simpler and more accessible, and to promote certainty and confidence in faster decision-making, whilst maintaining quality and appropriate safeguards to deliver robust planning outcomes. The key performance indicator for the determination of planning applications remains the percentage of planning applications determined within eight weeks (minor applications) and 13 weeks (major applications) - the performance target is 85%, and at present 90% of applications are determined within the target timeframe, or within a period agreed with the applicant.

- (c) The costs associated with implementing planning reforms will be managed through the normal processes of Government business planning, project governance and budget oversight.

The value of the reforms will be assessed through established and enhanced planning service performance information, together with the delivery and reporting of specific commitments, actions and outcomes arising from the reform programme.

Stakeholder feedback, user engagement and service data will provide an evidence-based assessment of the extent to which reforms improve clarity, accessibility, transparency, efficiency and the overall experience of those interacting with the planning system, whilst maintaining confidence in the quality and integrity of planning decision making.

- (d) The Minister's intention is to reduce unnecessary bureaucracy and delay rather than weaken planning safeguards.

In line with the Common Strategic Policy's emphasis on economic growth and competitiveness, the Minister will consider the extent to which planning reforms help to facilitate investment, support business activity and enable the timely delivery of homes and infrastructure, whilst continuing to safeguard the island's environment, heritage and quality of life. The Minister will, therefore, assess reforms against their ability to deliver the sustainable development of the island.

3.15 Deputy S.J. Gleave of St. Helier South of the Chief Minister regarding the 2027 staffing estimates included within the Annex to the Proposed Budget 2027-2030. (WQ.191/2026)

Question

Will the Chief Minister advise, for each Ministerial department and non-Ministerial body included within the [Annex](#) to the [proposed Budget 2027-2030](#), and as at the date used to prepare the 2027 staffing estimates –

- (a) the total number of full-time equivalent (FTE) posts, broken down by whether those posts were funded or unfunded;
- (b) the number of funded FTE posts that were occupied;
- (c) the number of individual employees represented by the occupied FTE;
- (d) the number of funded FTE posts that were vacant;
- (e) the number of funded vacant FTE that had remained vacant for –
 - (i) less than three months;
 - (ii) three to six months;
 - (iii) six to twelve months; and
 - (iv) more than twelve months;
- (f) the total budgeted staff cost;
- (g) the annualised payroll cost of occupied posts; and
- (h) any vacancy and turnover allowance included in the staff-cost budget;

and will he provide the definitions used by Government when reporting staffing reductions, distinguishing between reductions in total posts, funded posts, occupied FTE, employee headcount, payroll expenditure and recurring cash savings?

Answer

- (a) FTEs are published for each department in the [Proposed Budget Annex 2027-2030](#), summarised below.

Head of Expenditure	Funded FTE 2027
Cabinet Office	170.7
Children and Families	531.5
Digital Services	210.0
Economic Development	44.5
Education and Lifelong Learning	2,146.0
Employment, Social Security and Housing	280.1
Environment	78.4
External Relations and Financial Services	66.0
Health and Care Jersey	3,378.5
Infrastructure	557.3
Jersey Overseas Aid	10.0
Justice and Home Affairs	408.0
People Services	139.3
Planning and Regulation	109.0
States of Jersey Police	381.0
Treasury and Exchequer	415.8
Bailiff's Chambers	19.6
Law Officers' Department	107.7
Judicial Greffe	63.1
Viscount's Department	34.7
Official Analyst	8.0
Office of the Lieutenant Governor	13.5
Probation	36.0
Comptroller and Auditor General	-
States Assembly	71.0

FTE figures include roles that are recharged to Funds.

- (b) Actual FTE is published in the [Public Sector Staffing Statistics Report](#) (see p.4 and 5), summarised below.
- (c) Headcount is published in the [Public Sector Staffing Statistics Report](#) (see p.4 and 5), summarised below.

			(c)	(b)	
Department / Pay Group	Staff composition by contract type		Total headcount and FTE		Zero hour
	Permanent	Fixed term	Headcount	FTE	
Cabinet Office	149	14	163	155.6	1
Civil Servants				155.6	
Children, Young People, Education & Skills	2,799	163	2962	2498.1	298
Allied Health Professional				5.0	
Civil Servants				624.3	
Heads and Deputies				97.8	
Manual Workers				130.0	
Nurses and Midwives				19.7	
Residential Childcare Officers, Youth Service, Family Support Workers				112.2	
Teachers and Lecturers				974.7	
Teaching Assistants				534.4	
Department for the Economy	59	2	61	59.0	0
Civil Servants				59.0	
Department of External Relations	14	2	16	15.5	0
Civil Servants				15.5	
Digital Services	139	21	160	158.0	0
Civil Servants				158.0	
Employment, Social Security and Housing	264	25	289	273.7	0
Allied Health Professional				2.7	
Civil Servants				271.1	
Health and Care Jersey	2,897	155	3052	2895.9	215
Allied Health Professional				173.7	
Ambulance				57.0	
Civil Servants				936.5	
Doctors and Consultants				228.0	
Junior and Trainee Doctors				48.5	
Manual Workers				318.5	
Nurses and Midwives				1133.7	
Infrastructure and Environment	698	17	715	695.0	19
Civil Servants				421.2	
Manual Workers				273.8	
Justice and Home Affairs	702	28	730	733.3	4
Civil Servants				276.2	
Fire and Rescue				136.8	
Manual Workers				8.8	
Police				197.7	
Prison				113.9	
Non-Ministerial Departments	314	9	323	300.9	3
Bailiffs Chambers				16.7	
Establishment of H.E. Lt. Governor				13.0	
Judicial Greffe				49.1	
Law Officers' Department				96.7	
Probation Service				31.0	
States Greffe				66.4	
Viscount's Department				27.9	
People Services	122	8	130	123.5	10
Civil Servants				117.9	
Manual Workers				4.0	
Nurses and Midwives				1.6	
Treasury and Exchequer	345	22	367	359.0	2
Civil Servants				359.0	
Government of Jersey total	8,481	464	8945	8267.6	548

- (d) Vacancies by Department are published in the [Public Sector Staffing Statistics Report](#) (see p.9), summarised below.

Department / Vacancy Type	Fixed Term	Permanent	Grand Total	Vacancy Rate
Children, Young People, Edu & Skills	5	22	27	1.1%
Civil Servants			7	
Teachers			7	
Teaching Assistants			11	
Residential Childcare Officers, Youth Service, Family Support Workers			2	
Digital Services		1	1	0.6%
Civil Servants			1	
Employment, Social Security and Housing		1	1	0.4%
Civil Servants			1	
Health and Care Jersey	1	30	31	1.1%
Civil Servants			16	
Doctors and Consultants			8	
Manual Workers		1	1	
Nurses and Midwives			6	
Infrastructure and Environment		20	20	2.9%
Civil Servants			8	
Manual Workers			12	
Justice and Home Affairs		5	5	0.7%
Civil Servants			4	
Prison			1	
Non-executives and legislature		2	2	0.7%
Civil Servants			2	
Grand Total	6	81	87	1.1%

- (e) Vacancies are managed according to operational and workforce requirements rather than by reference to the length of time a post has remained vacant. Consequently, Departments do not routinely categorise funded vacant FTE by vacancy duration, and the information requested is not held in this format.

Work is underway to develop the capability in the Connect People system to allow reporting of vacancies against recorded dates and to confirm the budget allocation for each post. This will allow for increased transparency in workforce and establishment reporting in 2027.

- (f) Budgeted staff costs are published for each department in the [Proposed Budget Annex 2027-2030](#), summarised below.

Head of Expenditure	2027 £'000
Cabinet Office	15,280
Children and Families	45,849
Digital Services	16,411
Economic Development	5,324
Education and Lifelong Learning	162,226
Employment, Social Security and Housing	18,746
Environment	6,592
External Relations and Financial Services	6,324
Health and Care Jersey	273,426
Infrastructure	36,665
Jersey Overseas Aid	672
Justice and Home Affairs	36,124
People Services	10,378
Planning and Regulation	9,263
States of Jersey Police	31,355
Treasury and Exchequer	33,474
Bailiff's Chambers	3,067
Law Officers' Department	13,636
Judicial Greffe	5,935
Viscount's Department	3,007
Official Analyst	733
Office of the Lieutenant Governor	894
Probation	3,093
Comptroller and Auditor General	144
States Assembly	10,183

(g) Annualised payroll costs have been calculated using actual payroll costs for the 6 months to 30 June 2026, extrapolated for the 12 months to 31 December 2026.

Head of Expenditure	2026 £'000
Cabinet Office	15,132
Children and Families	33,727
Digital Services	14,716
Economic Development	4,224
Education and Lifelong Learning	160,214
Employment, Social Security and Housing	20,363
Environment	14,672
External Relations*	1,429
Financial Services*	3,048
Health and Care Jersey	267,557
Infrastructure	40,648
Jersey Overseas Aid	529
Justice and Home Affairs	32,954
People Services	10,745
States of Jersey Police	29,554
Treasury and Exchequer	32,035
Bailiff's Chambers	2,775
Law Officers' Department	12,570
Judicial Greffe	4,147
Viscount's Department	2,542
Official Analyst	611
Office of the Lieutenant Governor	755
Probation	2,774
Comptroller and Auditor General	-
States Assembly	10,245

*External Relations and Financial Services Heads of Expenditure have been amalgamated in 2027

Annualised payroll costs can often differ when comparing to total budgeted staff cost for a number of reasons, including:

- Some vacancies are filled by agency workers/locums/contractors, and the costs for these are recorded in non-pay.
- Variable payments such as overtime and allowances, parental leave costs etc will have an uneven profile
- Departments operating 24/7 and similar services will have additional costs incorporated into the budgets to maintain safe staffing levels
- Departments may have taken the decision to hold vacancies to temporarily cover other cost pressures in non-pay
- Annualised payroll costs do not take into account any recharges to Funds.

- (h) Any vacancy management factor applied will be determined by individual departments and on a cost centre by cost centre basis. It is currently too early in the detailed budgeting process to determine what this will be for 2027.

Definitions:

Reductions in total posts – FTE is the standard measure, however depending on the reporting requirements headcount and other definitions may be used in certain circumstances.

Funded posts – those posts that have budget allocated to them and are reported in the Budget Annex, converted to FTE.

Employee headcount – refers to the total number of individuals employed by the States of Jersey, regardless of their work schedule or hours at the reporting date.

Occupied FTE – FTE is a metric that converts the total hours worked by all employees into the equivalent number of FTEs. Occupied FTE is the number of FTE employed at the reporting date. It includes those on either a permanent or fixed term contract. It excludes any temporary agency workers, locums or contractors paid outside of payroll.

Payroll expenditure – includes basic pay and all other employer only associated costs such as allowances, sick pay, overtime, bank holiday pay, social security and pension contributions.

Recurring cash savings – savings that have resulted in a reduction in net expenditure on an ongoing basis.

Vacant posts – those roles active on our internal and external careers site as at the report date.

3.16 Deputy S.J. Gleave of St. Helier South of the Chief Minister regarding staff savings contained within the Proposed Budget 2027-2030. (WQ.192/2026)

Question

In relation to staff savings contained within the [Proposed Budget 2027-2030](#), will the Chief Minister advise, for Ministerial and non-Ministerial departments –

- (a) all posts that are to be removed or are proposed for removal, expressed as full-time equivalent ('FTE') positions and broken down by occupied, funded vacant and unfunded vacant roles, and the effective dates of the removal of each role;

- (b) for each category of role, the expected net saving for 2027 and the full-year recurring saving against baseline staff costs, as well as detail of existing vacancy allowances, redundancy costs, redeployment costs, and any associated temporary, agency or consultancy role expenditure;
- (c) the corresponding reduction in departmental budgets and whether this funding has been retained or reallocated by departments, transferred out of a department or removed from overall proposed expenditure for each year from 2027 to 2030;
- (d) expected changes in the number of occupied FTE roles, employee headcount, and payroll expenditure (net of any new or replacement FTE); and
- (e) whether there are any overlaps between staff savings identified in the proposed Budget and those detailed in earlier savings programmes, and if so, what the overlaps are?

Answer

- (a) Accountable Officers are currently working with their senior teams to determine how savings will be implemented in 2027. The precise impact on individual posts will be known once this work has completed and proposals have been finalised.
- (b) Accountable Officers are currently working with their senior teams to determine how savings will be made. This information is therefore not available.
- (c) Savings proposals are detailed by Head of Expenditure in the [Proposed Budget 2027-2030](#) (see p.109). Departmental cash limits have been reduced in line with these proposals. Departments are expected to deliver all existing functions within the reduced cash limit.
- (d) The precise impact on FTE and headcount will be known when the plans for the delivery of savings have been finalised.
- (e) The funding for a post may only be applied once to a savings target, so it is not possible to have any overlaps with earlier savings programmes.

3.17 Deputy S.J. Gleave of St. Helier South of the Minister for Social Security regarding the 2026 review of the Long-Term Care scheme. (WQ.193/2026)

Question

In relation to the 2026 review of the Long-Term Care scheme cited in the [Proposed Budget 2027–2030](#), will the Minister provide a copy of the review, along with its terms of reference, methodology, supporting evidence and modelling, and –

- (a) provide any available quantified breakdown of actual and forecast expenditure growth since 2022 between claimant numbers, care needs, duration of support and care prices, distinguishing provider fees from scheme benefit rates;
- (b) provide the analysis of any causes of residential and home-care price inflation, including staffing and agency costs, property costs, regulation, profit margins, competition, market capacity and any benchmarking;
- (c) explain how the [2024 LaingBuisson review](#) informed the review, including which recommendations were implemented and what savings resulted;
- (d) identify any matters in (b) and (c) which were not examined, or for which evidence was unavailable, and explain why; and
- (e) advise any measures considered to address underlying care costs without reducing eligibility or care quality, including for any such measure considered –
 - (i) estimated savings and implementation timetables;
 - (ii) how any review of such measures distinguished genuine cost reductions from costs

transferred to claimants; and

- (iii) whether these measures informed the contribution increase in the [Proposed Budget 2027–2030](#)

Answer

The 2026 report into the review of the Long-Term Care Scheme (LTC) will be published in due course.

The LTC scheme is designed to support claimants to help meet their assessed care needs. The 2026 Budget, published in September 2025, identified the need for a 1 percentage point increase to the LTC contribution rate from 2027 to maintain the stability of the LTC fund following an increase in overall demand and a higher proportion of higher care need packages. The previous Minister for Social Security initiated a review of the scheme to ensure that incoming Ministers in 2026 would have detailed information available when considering the proposed increase in contribution rates. A separate actuarial review of the Fund is in progress and is expected to be published in early 2027.

(a)

The 2026 review confirmed that benefit expenditure growth within the LTC scheme is being driven by a combination of more claimants and increasing care needs. Administrative data from 2023 to 2025 showed growth across home-care levels, with a marked increase in level 4 home-care packages from early 2025, and continuing growth in level 4 care-home placements. The Employment, Social Security and Housing Department (ESSH) does not maintain records of provider fees. Provider fees are set in an open market which includes charity and parish providers as well as commercial providers. Where the total fees charged by the provider exceed the scheme's standard benefit rates, the claimant is responsible for meeting the difference.

(b)

The LTC scheme works within the overall care market and is not designed to control prices within the market. As such, the review did not include any analysis of care fees.

(c)

The 2024 LaingBuisson review was an independently prepared review designed to support the introduction of standard hourly and other benefit rates for home care services, with the aim of improving equity in the LTC scheme. Standard hourly benefit rates have now been incorporated into the LTC scheme. The 2024 review was a separate exercise and is not directly connected to the 2026 review

(d)

The matters listed in part (b) and (c) did not form part of the 2026 review as stated above.

(e)

ESSH and Health and Care Jersey continue to work together to support improvements in the delivery of care and the assessment of care needs. These improvements will take time to develop and deliver and the proposed contribution increases in the 2027 Budget reflect the need to protect the Fund's short/medium-term sustainability while these longer-term measures are developed.

3.18 Deputy L.V. Feltham of St. Helier Central of the Minister for Housing regarding unoccupied Andium homes. (WQ.194/2026)

Question

Will the Minister advise, as at 30th September 2026 –

- (a) the number of unoccupied Andium homes, broken down by development, number of bedrooms and the duration of vacancy;
- (b) the reasons for these vacancies, identifying separately homes awaiting repairs, allocation or occupation, homes reserved for key workers, and any homes held for future hospital construction workers;
- (c) the number of vacant units within other Government-owned or Government-funded key worker accommodation, identifying separately any units also included in the Andium figures; and
- (d) the number of these homes which are currently habitable and could be offered to Affordable Housing Gateway applicants, and explain what prevents their allocation to these applicants, and the expected timetable for bringing them into occupation?

Answer

Andium Homes has a regular natural turnover of its stock, in addition to significant new build delivery. Vacant homes at the end of September represented homes which: -

- are in between tenancies, which in most cases have up to a 25 day turnaround for maintenance works and re-allocation through the Affordable Housing Gateway, or
- have been identified as homes to be sold through the Andium Homebuy Scheme, or
- represent new delivery awaiting sale through the Homebuy Scheme or rental through the Affordable Housing Gateway.

No homes are being held for future hospital construction workers

Existing Business as Usual turnover

With over 5,100 rental homes in the Andium portfolio, the list of vacant homes changes daily. For context, year to date Andium has signed 291 clients to new tenancies and upgraded 279 homes through the void property process. When homes are empty, Andium will take advantage to carry out any “Major Repairs”, which generally include works to improve the home which cannot reasonably be carried out with a tenant in occupation without major disruption and inconvenience.

On 30th September 2026, the following existing homes were vacant and in various stages of maintenance works, viewings, allocation or under offer: -

Development	Bed Size	Total Days empty	Current Reason	Intended Use
Lily Cottage	1	49	Refurbishment Works	Gateway Rental
Nicolle Close	2	22	Standard Maintenance	Homebuy Sale
Les Petites Anquetils	2	19	Pre-Let Works	Gateway Rental
Hampshire Gardens	0	14	Pre-Let Works	Gateway Rental
Clos St Andre	2	9	Pre-Let Works	Gateway Rental
La Cache Pallot	2	7	Pre-Let Works	Homebuy Sale
Gordon Le Breton Close	2	5	Pre-Let Works	Homebuy Sale

Le Geyt Flats	2	2	Pre-Let Works	Gateway Rental
La Collette	1	2	Pre-Let Works	Gateway Rental
Gordon Le Breton Close	2	2	Pre-Let Works	Homebuy Sale
Le Bel D'enton	0	1	Pre-Let Works	Gateway Rental
La Place Labey	2	1	Pre-Let Works	Homebuy Sale
Le Clos Couriard	1	182	Major Repairs	Gateway Rental
Dorset Street	2	166	Major Repairs	Gateway Rental
Pierson Court	1	69	Major Repairs	Gateway Rental
Les Vaux	1	65	Major Repairs	Gateway Rental
Sutton Court	4	56	Major Repairs	Gateway Rental
La Tour Heron	0	37	Major Repairs	Gateway Rental
Hue Court	2	33	Major Repairs	Gateway Rental
Kew Gardens	1	23	Major Repairs	Gateway Rental
Clos De La Colonie	2	16	Major Repairs	Gateway Rental
Chantemerle	5	2	Major Repairs	Gateway Rental
Liberation Court	2	33	Repairs Complete Viewings underway	Gateway Rental
La Tour Heron	1	33	Repairs Complete Viewings underway	Gateway Rental
Edinburgh House	1	29	Repairs Complete Viewings underway	Gateway Rental
Edinburgh House	1	23	Repairs Complete Viewings underway	Gateway Rental

George Cottage Homes	V1	16	Repairs Complete Viewings underway	Gateway Rental
George Cottage Homes	V1	16	Repairs Complete - Under Offer to Gateway applicant	Gateway Rental
George Cottage Homes	V1	16	Repairs Complete Viewings underway	Gateway Rental
Clos Gosset	3	13	Under Offer to Gateway applicant	Gateway Rental
Clos Gosset	1	8	Repairs Complete Viewings underway	Gateway Rental
Jane Sandeman Court	1	8	Repairs Complete Viewings underway	Gateway Rental
Walter Benest Court	2	6	Repairs Complete Viewings underway	Gateway Rental
Cyril Le Marquand Court	1	6	Repairs Complete Viewings underway	Gateway Rental
Le Grand Douet	1	6	Repairs Complete - Under Offer to Gateway applicant	Gateway Rental
Clos Gosset	3	5	Repairs Complete - Under Offer to Gateway applicant	Gateway Rental
Pomme D'or Farm	1	1	Repairs Complete Viewings underway	Gateway Rental
Les Petites Hinguettes	1	1	Repairs Complete Viewings underway	Gateway Rental
Nicolle Close	2	214	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
Spencer Close	2	176	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
The Limes	2	121	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
La Place Labey	1	76	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
Leslie Sinel Close	2	62	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
Les Maisonettes	3	50	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
Spencer Close	2	22	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale

Spencer Close	2	15	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
The Limes	2	5	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
Le Douet Clement	2	3	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale
La Place Labey	1	1	Repairs Complete - Marketed to Assisted Purchase List applicants	Homebuy Sale

New Build Delivery

In addition to the properties listed above, 32 new apartments were completed at Palmer Court, Ann Street Brewery on 18 September (for occupation by mid-October) and 11 new houses were completed at Clos Des Friquettes on the 17 August 2026.

- 25 x one bed flats
- 7 x two bed flats
- 1 x two bed house
- 10 x three bed house

These are undergoing viewings and in the process of being allocated for rental through the Affordable Housing Gateway, with the majority of Clos Des Friquettes now having been allocated.

Sales of new homes at Maison Les Arches also continue. 145 sales have now completed and on 30 September 2026, 39 homes were vacant and being marketed for sale or under offer: -

Block	Handover	Bed size	Current Reason
B	22 August 2025	2 x One beds 2 x One Beds	Marketed to Assisted Purchase Pathway applicants Under Offer
C	12 January 2026	4 x One Beds 2 x One Beds	Marketed to Assisted Purchase Pathway applicants Under Offer
D	28 August 2026	8 x One beds 3 x One Beds 11 x Two beds	Marketed to Assisted Purchase Pathway applicants Under Offer

			Under Offer
H	29 May 2026	4 x Three bed houses	Marketed to Assisted Purchase Pathway applicants
		3 x Three bed houses	Under Offer

Andium Homes rent 214 homes directly to Health for key worker accommodation via a master lease arrangement. Government manage the short-term tenancies and occupancy rate of these properties. Andium has no direct relationship with the individual occupants of these homes therefore is not aware which homes are unoccupied at any given time.

3.19 Deputy L.V. Feltham of St. Helier Central of the Minister for Housing regarding the possible use of Andium accommodation for hospital construction workers. (WQ.195/2026)

Question

Further to the Minister for Health and Social Services' response to [Oral Question 83/2026](#) regarding the possible use of Andium accommodation for hospital construction workers, will the Minister advise –

- (a) how many households were awaiting accommodation through the Affordable Housing Gateway (Gateway") as at 30th September 2026, broken down by priority band and bedroom requirement;
- (b) what assessment has been made of the effect of vacant Andium homes and the reservation of accommodation for key workers or construction workers on housing availability and waiting times for Gateway applicants;
- (c) what criteria and evidence will be used to determine that an Andium home is not required by local households before it is offered for hospital construction workers, including whether suitable Gateway applicants have first been offered the property; and
- (d) what arrangements will ensure that homes reserved for future workers are reviewed regularly and made available to Gateway applicants where they are not required; and
- (e) whether he will undertake to publish any assessment and allocation criteria?

Answer

- (a) As at 30 September 2026, there were 758 active households awaiting social rented accommodation through the Affordable Housing Gateway, comprising 267 households in Band 1, 43 households in the Partnership Pathway, 265 households in Band 2, 149 households

in Band 3 and 34 households in Band 4. Whilst the total fluctuates, around half of applicants are existing social housing tenants seeking a transfer within social housing.

The bedroom requirement of households registered with the Gateway was 102 studio households, 450 one-bedroom households, 124 two-bedroom households, 117 three-bedroom households, 57 four-bedroom households and 8 five-bedroom households.

- (b) The proposal is being developed by the Minister for Health and Social Services, for which we have not discussed to secure its principles. We intend to meet to progress discussions soon.
- (c) As above, I have not yet been afforded the opportunity to evaluate this. I would however fully expect any urgent housing needs from the Gateway (i.e. Band 1 applicants) to be prioritised, and there to be a clear mechanism to ensure communication between the Housing Advice Service and those charged with allocating outside of the Gateway, to ensure Islanders are not left without housing.
- (d) Arrangements have not yet been developed, but I will naturally wish to ensure appropriate arrangements are in place, with the use of homes for local people maximised.
- (e) Until I have been briefed on the proposed approach and reached an agreement in principle with the Minister for Health and Social Services, I'm not in a position to publish information that I do not hold or own. I do however commit to ensure appropriate transparency of arrangements.

3.20 Deputy V. Li of St. Helier North of the Minister for Education and Lifelong Learning regarding timetabled hours for full-time students aged 16-18 at Highlands College. (WQ.196/2026)

Question

Will the Minister state, for full-time students aged 16–18 at Highlands College in the current academic year –

- (a) the minimum number of timetabled hours per week required for a programme to count as full-time, and who sets that requirement;
- (b) the average number of timetabled hours per week, on site and online respectively, by qualification level;
- (c) the number of days per week full-time students are typically required to attend on site; and
- (d) how the Department monitors contact time and attendance as part of its funding and oversight of the College?

Answer

- (a) The length of time allocated for courses at Highlands college is governed by the guided learning hours required by the oversight authority for each qualification in England. In addition to course specific guided hours, there is an expectation that there will be age and stage appropriate pastoral and life-skills provision, designed by the College to align with the core programme.

There is no designated minimum number of timetabled hours that applies for post 16 provision on Island, as this would restrict the College in their flexibility of course design to combine taught hours, work placements and work experience, private study on site and pastoral and life skills provision appropriately for different types of course and different learner needs and requirements.

- (b) The average number of timetabled hours can be found as follows:

Sixth Form: Entry Level / Level 1 13-18 hours per week, L2 13-18 hours per week, L3 15-20 hours per week across 36 weeks.

Note: study programme components based on prior attainment (e.g. technical & vocational/English/maths) and is in line with GFE College national averages.

- (c) The number of days per week vary depending on curriculum needs (e.g. workshop resources, proportion of industry/work experience etc), typically this is a minimum of 3 but can be up to 5.

- (d) Attendance at the College is managed internally and the census of students on roll is monitored by the informatics team termly.

Performance across all courses, including attendance, achievement and destinations, is reviewed through the annual Quality Assurance Improvement Planning Cycle at the college, which is then monitored by the Governing Body and the Chief Officer or his delegate at the Annual Quality Review meeting. Annual achievement results for 16-18 aged students undertaking level 2 or level 3 qualifications is collected, validated and reported annually – contributing to Island GCSE and level 2 grade data, and average point scores for level 3 qualifications.

3.21 Deputy V. Li of St. Helier North of the Minister for Education and Lifelong Learning regarding open spaces at each Government school. (WQ.197/2026)

Question

Will the Minister state, for each Government school –

- (a) what outdoor or green space is available for play and outdoor learning;
- (b) what dedicated spaces are available for children with special educational needs, such as resource bases, sensory or quiet rooms;
- (c) what indoor space is available for break and lunchtimes in poor weather; and
- (d) the capital and maintenance budget allocated to improving school learning environments in each of the last three years and in the [Proposed Budget 2027-2030](#)?

Answer

- (a) what outdoor or green space is available for play and outdoor learning;
- (b) what dedicated spaces are available for children with special educational needs, such as resource bases, sensory or quiet rooms;
- (c) what indoor space is available for break and lunchtimes in poor weather

Government schools provide a range of outdoor learning environments, play spaces, specialist SEN/D facilities and indoor social spaces that reflect the differing age ranges, educational needs, site sizes and historic development of individual schools. The information below summarises the facilities currently available across each setting.

	What outdoor or green space is available for play and outdoor learning?	What dedicated spaces are available for children with special educational needs, such as resource bases, sensory or quiet rooms?	What indoor space is available for break and lunchtimes in poor weather?
Primary Schools			
Bel Royal	Playing fields, forest school provision and outdoor learning areas.	Additional Resource Provision and specialist SEN/D support spaces.	Classrooms and the school hall.
D'Auvergne	Playgrounds, all-weather pitch and forest school provision.	Additional Resource Provision, and sensory spaces.	Classrooms, covered areas and the school hall.
First Tower	Two hard-surfaced playground areas.	Children with additional needs are supported within mainstream school facilities as required.	Classrooms and the gymnasium.

Grands Vaux	Playground, outdoor learning and activity areas, and nature garden.	Additional Resource Provision	Classrooms, and the school hall.
Grouville	Playgrounds, playing fields, meadow and outdoor learning areas	Dedicated sensory, intervention and wellbeing spaces.	Classrooms and additional support spaces
Janvrin	All-weather play areas, gardens and nature learning spaces.	Dedicated support spaces are available.	School classrooms.
JCG Prep	Some outdoor learning space, playground and all-weather pitch.	Dedicated wellbeing space.	Classrooms, school hall and library
La Moye	Playgrounds, sports pitch, woodland areas and dedicated outdoor learning environments	SEN/D Hub, sensory and wellbeing spaces are available.	School classrooms
Les Landes	Playing field, playground, outdoor learning and forest school provision.	Sensory and support spaces are available.	School classrooms and library
Mont Nicolle	Playing field, playground, outdoor learning and forest school provision.	Children with additional needs are supported within mainstream school facilities as required	School classrooms and the hall.
Plat Douet	Playing field and outdoor activity areas.	Additional Resource Provision and support space.	School classrooms and the hall.
Rouge Bouillon	Playground and forest school area.	Additional Resource Provision, sensory facilities and specialist support spaces are available.	School classrooms and the hall.
Samarès	Playing field, playground and outdoor learning and activity areas.	Additional Resource Provision and sensory facilities are available.	School classrooms.

Springfield	Playground and dedicated Early Years outdoor provision	Wellbeing and sensory spaces are available.	School classrooms and the hall.
St Clements	Playing fields, playground, nature-based learning provision and Early Years outdoor spaces.	Additional Resource Provision, sensory facilities and specialist intervention spaces are available.	School classrooms.
St Johns	Playing field and playground facilities.	Sensory and support spaces are available	School classrooms
St Lawrence	Playing field and playground facilities.	Sensory facilities are available.	School classrooms and the hall.
St Lukes	Playground facilities and limited outdoor learning space	Children with additional needs are supported through mainstream facilities	School classrooms
St Martins	Playing field, playground and nature learning areas	Inclusion and sensory facilities are available.	School classrooms
St Marys	Playing field and playground	Quiet and sensory spaces are available.	School classrooms and the hall.
St Peters	Outdoor learning spaces, playground, playing field and nature garden areas.	Dedicated support and sensory spaces are available.	School classrooms
St Saviours	Playing field, playground, and Early Years outdoor provision	Additional Resource Provision, sensory facilities and low-arousal spaces are available.	School classrooms
Trinity	Playgrounds, outdoor classroom facilities and forest school provision	Quiet and sensory spaces are available.	Classrooms, the hall, the library and outdoor classroom
Victoria College Prep	Playground and forest school area. Access to playing fields and lawn at Victoria College.	Wellbeing and sensory facilities are available	School classrooms and the hall.

Secondary Schools	What outdoor or green space is available for play and outdoor learning?	What dedicated spaces are available for children with special educational needs, such as resource bases, sensory or quiet rooms?	What indoor space is available for break and lunchtimes in poor weather?
Grainville	Playing fields, grassed areas and hard-surfaced areas	Additional Resource Provision with sensory facilities. Dedicated SEN/D support space.	School classrooms and the halls.
Haute Vallée	Playing fields, sports courts	An Additional Resource Provision and sensory facilities are available.	School classrooms, canteen and dining area, theatre
Hautlieu	Outdoor green spaces and wellbeing gardens.	Quiet rooms and support facilities are available.	Classrooms and indoor sports facilities nearby
JCG	Outdoor recreation space including a netball court, Astroturf and field	A dedicated student support facility is available.	Classrooms, the hall, library and other supervised indoor spaces
Le Rocquier	Outdoor recreation and sports facilities, including field space	Additional Resource Provisions and quiet areas are available.	The hall, library and canteen are available
Les Quennevais	Outdoor recreation, ecology and sports facilities, outdoor learning spaces	Dedicated support, wellbeing and sensory facilities are available.	The hall, canteen and other supervised indoor areas are available
Victoria College	Playing fields, lawned areas and outdoor recreation spaces.	Dedicated SEN/D support facilities	School Classrooms, school library and canteen area.

Sen Provision Schools	What outdoor or green space is available for play and outdoor learning?	What dedicated spaces are available for children with special educational needs, such as resource bases, sensory or quiet rooms?	What indoor space is available for break and lunchtimes in poor weather?
The Lighthouse Primary	Outdoor play areas and an all-weather court.	Dedicated SEN provision.	School classrooms.
The Lighthouse Secondary	Outdoor recreation areas and an all-weather court.	Dedicated SEN provision.	School classrooms.
Mont À L'abbé Primary	Outdoor play areas, nature garden and playground facilities.	Dedicated SEN provision.	School classrooms. Main school hall.
Mont À L'abbé Secondary	Outdoor field space is available.	Dedicated SEN provision.	School classrooms.

(d) the capital and maintenance budget allocated to improving school learning environments in each of the last three years and in the [Proposed Budget 2027-2030](#)?

£'000s	2023	2024	2025	2026	2027 - B27	2028 - B27	2029 - B27	2030 - B27
School Improvements	5,863	5,764	2,000	3,000	2,000	1,474	-	-
DDA / Accessibility Works	-	700	700	300	-	-	-	-
Asset Replacement / Minor Capital	250	250	300	300	300	300	300	300

3.22 Deputy V. Li of St. Helier North of the Chief Minister regarding the Government's response to online harms. (WQ.198/2026)

Question

In relation to the Government's response to online harms will the Chief Minister advise –

- (a) the current membership and any updates that have been made to the published [terms of reference](#) of the Online Safety Policy Ministerial Group, as well as the dates on which it has met since the 2026 election, and any decisions or outputs it has agreed;
- (b) the current status and the funding allocated in 2027 for each of the following –
 - (i) the legislative gap analysis being undertaken by the Law Commission;
 - (ii) the proposed legislation to require the removal of harmful online content;
 - (iii) the consultation on network-level filtering; and
 - (iv) any legislative amendments to be lodged to safeguard children from online harms;
- (c) which of the items in (b) will be completed, and which will result in legislation being lodged, before the end of 2027; and
- (d) how the work in (b) interacts with the draft [Cyber Security Policy Framework 2025-2040](#), and whether that Framework includes any measures specific to children's online safety?

Answer

The proposed Common Strategic Policy 2026-2030 (CSP) was lodged on 29th September and contains an action to strengthen online safety and cyber protection for children and young people. As with other actions in the CSP, a work programme will now be developed with oversight from the Online Safety Policy Ministerial Group.

- a) The current members of the new Online Safety Policy Ministerial Group are the Minister for Children and Families (Chair), Minister for Education and Lifelong Learning, Minister for Economic Development, Minister for Justice and Home Affairs and the Minister for Health and Social Care. The Minister for External Relations has been added for this term of office.

The Terms of Reference have been updated to strengthen the group's role in driving policy development and implementation. It will be published shortly. The inaugural meeting was held on 7th September, and further dates have been scheduled for the remainder of the year.

b)

- (i) The legislative gap analysis by the Jersey Law Commission remains on schedule for completion later in 2027. The current cost estimate is up to £30,000.
- (ii) Law drafting instructions have been provided to the Law Drafting Office and drafting work is under way, utilising existing resources, with consultation to follow in 2027.
- (iii) The public consultation on network-level filtering will form part of a wider consultation at a later date on a wider range of future measures, utilising existing resources.

(iv) Specific legislative reform relating to online harms will be informed by the ongoing work of the Ministerial group, and budget determined as needed

c) The Council of Ministers 2027 legislative programme is currently being finalised.

d) The Framework is economic strategy document which can build and retain trust across the economy. At the same, it also recognises the link between cyber security and online safety, including that “an appropriate and proportionate Island-wide response to online safety needs to be co-ordinated across Ministerial portfolios”.

3.23 Deputy L.M.C. Doublet of St. Saviour of the Minister for the Environment, Agriculture and Fisheries regarding the Asian Hornet population in Jersey. (WQ.199/2026)

Question

In relation to the Asian Hornet population in Jersey, will the Minister advise –

- (a) the Government strategy regarding Asian Hornets;
- (b) how much has been spent on work to eradicate or control the population thus far, broken down by year;
- (c) whether any assessment has been made of the continuing impact of the invasive species on the environment, agriculture and local producers, tourism, and public safety, including children; and
- (d) the estimated cost to completely eradicate hornets from Jersey?

Answer

(A) Government strategy regarding Asian Hornets

The Government of Jersey operates a long-standing Asian Hornet surveillance, detection and response programme designed to **suppress populations**, minimise impacts and support long-term management of this invasive species, delivered through a partnership between Government officers, the Jersey Asian Hornet Group (JAHG), contractors, beekeepers and members of the public.

It has never been the intention of the programme to eradicate Asian Hornets. From the outset, eradication was considered technically impossible. The programme has instead focused on slowing the establishment of the species, suppressing populations through nest destruction, and reducing impacts on biodiversity, businesses and public safety. Success should therefore be measured by the impacts avoided and the reduction in hornet numbers that would otherwise have occurred in the absence of intervention.

The current strategy is based on six complementary pillars of public awareness and engagement, report coordination, spring queen trapping, nest tracking, nest destruction, and research and collaboration.

In 2026 a 7th Pillar has been introduced

7 - Public Wellbeing and Cross-Agency Working

To date, the Asian Hornet response has been led and coordinated by the Biological Security team, supported by contractors and other Government departments where required. However, as hornet numbers increase and resources don't, a more risk-based approach to management is becoming necessary.

Sting incidents are recorded each year. During 2025, 50 sting incidents were reported, including one confirmed anaphylactic reaction and a number of hospital attendances. Most incidents resulted from the accidental disturbance of nests rather than encounters with individual hornets away from a nest. Officers are also aware of a number of near-miss events where members of the public, contractors or children narrowly avoided significant nest disturbance and potential injury.

With around 1,000 nests forecast for 2026 and potentially 2,000 as a maximum capacity for our island, the likelihood of serious sting incidents, including life-threatening reactions, is expected to increase. While Asian Hornets remain a biological security issue, they are increasingly becoming a broader public safety and public service challenge, requiring a coordinated cross-government response.

Current Status

As at early October 2026, more than 800 nests had been identified during the year, the majority of which have been successfully destroyed. **This represents a 50% increase on the nest numbers this time last year.** While Asian Hornet numbers continue to increase, officers consider that the programme has significantly slowed the establishment of the species and reduced impacts on biodiversity, businesses and public safety. Without continued intervention, hornet populations and associated risks would be expected to increase more rapidly, placing greater pressure on public services, communities and the wider environment.

(B) how much has been spent on work to eradicate or control the population thus far, broken down by year;

The Asian Hornet programme cost approximately £71k in 2024 and £74k in 2025. These costs are made up from £25k and £36k respectively in operational and equipment costs of contractor nest-destruction services, equipment, consumables and volunteer support costs with the significant remainder being Biosecurity Officer time to coordinate the spring trapping, receive, triage and act upon reports, coordinate nest tracking and nest destruction activities. Biosecurity Officers carry out a significant proportion of the nest destructions themselves. Officer time is likely to be under recorded due to the exceptional dedication of the officers involved.

In 2026 the operational costs are likely to be in the region of £45k: an increase mainly due to the number of nests requiring destruction. Despite efficiencies in the public reporting process, the sheer numbers of reports and nests continue to demand a significant proportion of Biosecurity officer time, with a final cost for 2026 estimated at £90k.

These costs do not reflect the extraordinary and substantial contribution made by trained volunteers within the Jersey Asian Hornet Group, whose support remains a vitally important component of the Island's response. Over many years, its volunteers have donated literally thousands of hours of their time to spring trapping, monitoring, tracking, public engagement as well as being trained up to carry out nest destructions. Their commitment, expertise and willingness to respond at short notice have been fundamental to the success of the programme, and the Minister wishes to place on record her sincere thanks for their continued dedication.

(C) whether any assessment has been made of the continuing impact of the invasive species on the environment, agriculture and local producers, tourism, and public safety, including children;

While no single formal economic impact assessment has been undertaken, Government and delivery partners continue to monitor and record a range of impacts including sting incidents, nest locations, disruption to public spaces, effects on beekeeping activities and operational demands associated with managing the species.

Pollinator impact – Asian Hornets are known to prey on a wide range of pollinating insects. However, the overall impact on wild pollinator populations in Jersey is difficult to quantify. As in many jurisdictions, comprehensive baseline data on pollinator abundance and distribution was not available prior to the arrival of the species. Research undertaken in collaboration with the University of Exeter has improved understanding of the species being preyed upon and seasonal feeding patterns, but it remains difficult to determine the extent to which Asian Hornets are affecting pollinator populations at an Island-wide level.

Agriculture impact – There have been no reported impacts on crop pollination in Jersey. Jersey Royal potatoes do not require insect pollination, cereal crops are wind-pollinated, and local orchard producers have not reported pollination failures. While the potential for ecological impacts on pollinators remains a concern, the absence of historical baseline data means that the scale of any effects on Jersey's pollinator populations cannot currently be determined.

Beekeeping impact – Beekeepers have played a central role in Jersey's Asian Hornet response, working with Government and volunteers to develop many of the surveillance, trapping and nest-tracking techniques used today.

Honeybees are a significant prey species for Asian Hornets and sustained predation can weaken colonies, reduce honey production and affect overwinter survival. While the overall impact on Jersey's beekeeping community is difficult to quantify, there is anecdotal evidence of increased colony losses in recent years and some beekeepers have reported reducing or ceasing their activities due in part to Asian Hornet pressure.

Many beekeepers now invest in protective measures such as traps, hive muzzles and electric harps, creating additional costs. The programme continues to promote spring trapping, nest tracking and volunteer surveillance as the most effective long-term means of protecting managed honeybee colonies and reducing wider impacts on pollinators.

Tourism and Public Space impact – While no formal assessment has been undertaken, increasing Asian Hornet activity has the potential to affect visitor experience and public use of outdoor spaces. Reports of disruption are increasing and have included temporary restrictions at schools, parks, visitor attractions and hospitality venues. As hornet numbers continue to rise, further disruption to public spaces, outdoor events, businesses and recreational facilities can be expected, together with increased demand on public services.

Public Safety impact – To date, the Asian Hornet response has been led and coordinated by the Biological Security team, supported by contractors, volunteers and other Government departments where required. However, as hornet numbers continue to increase, the consequences of Asian Hornet establishment are extending beyond biological security and biodiversity into wider public safety and public service considerations.

During 2025, 50 sting incidents were recorded, including one confirmed anaphylactic reaction and a number of hospital attendances. Most incidents resulted from the accidental disturbance of nests, although officers are also aware of a number of near-miss events involving members of the public, contractors and children who narrowly avoided injury.

Increasing hornet activity is already resulting in disruption to schools, parks, visitor attractions, businesses and other public spaces. As nest numbers continue to rise, the likelihood of serious sting incidents, temporary closures, restricted access to public areas and demands on public services will also increase.

With more than 800 nests identified during 2026 and possibly a capacity of around 2,000 nests within a few years, the challenge is no longer solely one of managing an invasive species. Asian Hornets are increasingly becoming a broader public safety issue requiring a coordinated response across Government, public services, landowners, businesses, community organisations and volunteers. While Biological Security will continue to play a leading role, the long-term management of Asian Hornets is likely to become a shared responsibility across a number of sectors and stakeholders.

Resource and Service impact – The increasing cost and resource demands associated with Asian Hornet management present a growing challenge for the Biological Security service. Beyond the direct costs of surveillance, tracking and nest destruction, the response requires a substantial commitment of specialist staff time. A Grade 11 Senior Scientific Officer and a Grade 8 Scientific Officer are largely focused on Asian Hornet activities between April and October, often working additional hours to maintain response capacity.

As hornet numbers continue to rise, this level of commitment inevitably reduces the capacity available for other biological security priorities. To help maintain wider service delivery, seasonal interns are increasingly being used to support activities such as Japanese Knotweed management and other work programmes. While this has enabled services to continue, it also highlights the growing opportunity cost of the Asian Hornet response.

The challenge is not simply one of increasing nest numbers, but of increasing demand on public resources. As the Island moves towards an environment where significantly higher numbers of nests are expected each year, a response modelled primarily through Biological Security becomes increasingly difficult to sustain. The future management of Asian Hornets is therefore likely to require a greater degree of shared responsibility across Government departments, public services, contractors, landowners, volunteers and community organisations.

While Biological Security will continue to provide technical leadership and coordination, the long-term response is likely to require additional resources and a more integrated, cross-agency approach to surveillance, risk management, public communication, incident response and nest destruction activities.

(D) Estimated cost of complete eradication

No estimate has been produced for complete eradication. Given the established population in Jersey, the presence of large populations in neighbouring regions of France, and the continuing risk of natural reintroduction, complete eradication has never been considered a realistic or achievable management objective. The Island's strategy has therefore focused on surveillance,

rapid response, nest destruction and population suppression to reduce impacts on biodiversity, businesses and public safety. Success should be measured not by eradication, but by the extent to which the programme reduces hornet numbers and limits the environmental, economic and public safety impacts that would otherwise be experienced across the Island.

Future Pressure (extra info)

Asian Hornet numbers are expected to continue increasing in Jersey over the coming years, resulting in growing pressures on biodiversity, public safety, businesses and public services. While the species remains an important biological security concern, its impacts are increasingly being felt at the interface between the natural environment and the communities that live, work and recreate within it.

Jersey presents a particular challenge in this regard. Unlike many larger jurisdictions, the Island has a relatively high population living in close proximity to the countryside, parks, gardens, schools, visitor attractions and other green spaces. The distinction between urban and rural environments is often less pronounced, resulting in frequent interaction between people and the habitats in which Asian Hornets forage and nest.

As hornet populations increase, the focus of management is therefore likely to extend beyond nest destruction and population suppression alone. Greater attention will need to be given to managing risk where the natural environment and public life intersect, including schools, parks, public spaces, infrastructure, businesses and residential areas.

The challenge for Jersey is to maintain and enhance biodiversity, increase tree cover, support climate resilience and carbon sequestration, and manage invasive species, while continuing to provide safe and accessible public spaces. Achieving these objectives will require a coordinated, long-term approach that balances environmental stewardship with public safety and community wellbeing.

3.24 Deputy L.M.C. Doublet of St. Saviour of the Minister for Education and Lifelong Learning regarding the costs of extending funded school meals and the healthy start scheme. (WQ.200/2026)

Question

Will the Minister advise the costs of –

(a) extending funded school meals to –

- (i) all households earning whose combined income is less than £75,000;
- (ii) single parent families in primary schools; and
- (iii) single parent families in secondary schools; and

(b) expanding the healthy start scheme to –

- (i) all households earning whose combined income is less than £75,000;

- (ii) single parent families in primary schools;
- (iii) single parent families in secondary schools;
- (iv) those families eligible for income support had they lived on the Island for over 5 years; and
- (v) all pregnant women and children under 5?

Answer

The costs set out below are indicative estimates and are based on a number of assumptions, as the Government does not routinely hold all of the data required to model these scenarios precisely.

(a) Extending funded school meals

(i) All households with a combined income below £75,000

Based on Statistics Jersey data, it is estimated that 60-65% of households with children have a combined income below £75,000. Given that approximately 36% of primary school meals are currently provided free of charge, extending eligibility to this group is estimated to reduce income to the school meals service by approximately £260,000 per annum, assuming current meal uptake remains unchanged. We do not currently hold data for Secondary schools and are therefore unable to forecast this cost.

(ii) Single-parent families in primary schools

(iii) Single-parent families in secondary schools

The 2021 Census identified approximately 1,780 single-parent households with dependent children, with an average of 1.7 children per single-parent household. As data is not readily available on the age of children in these households, it is not possible to provide separate estimates for primary and secondary pupils. Assuming all single-parent families not already eligible were provided with funded school meals, and that current uptake rates remained unchanged, the estimated reduction in income to the school meals service would be approximately £1.5 million per annum but will range from £1m to £2m depending on the variability within the assumptions underlying this estimate.

(b) The Healthy Start scheme is administered by Public Health and the answers below have been provided on behalf of the Minister for Health and Social Services.

“The estimates below should be interpreted with caution as they are based on available administrative and survey data, which have limitations for some population groups (see below). All cost estimates assume 100% uptake and full use of vouchers by all individuals meeting the eligibility criteria. Actual costs are likely to be lower and will depend on awareness, eligibility verification, uptake rates, and voucher utilisation”

(i) Estimated annual cost: £11,868,064

(ii) Data is only currently collected by number of single parent households, we do not have data on how many children in different age ranges these families have.

For one child analysis (if single parent households have one child in this age range) this would be an estimated cost of: £451,610 per annum

For two child analysis (if single parent households have two children in this age range) this would be an estimated cost of: £903,219 per annum

(iii) Data is only currently collected by number of single parent households, we do not have data on how many children in different age ranges these families have

For one child analysis: £436,883 per annum

For two child analysis: £873,766 per annum

(iv) This data is not available currently, as survey sample sizes are too small when extrapolating data stratified by both income and residency status. Work is being carried out to increase granularity of data, but this is ongoing and may take 2-3 years

(v) Annual costs estimated at circa £378,544 for all pregnant women to receive healthy start, and £2,288,926 for all children under 5.

Total combined estimated cost of this would therefore be:

£2,667,470 per annum

¹The estimate for households with a combined income below £75,000 is based on existing school meals data and assumes that approximately 36% of children within this cohort already receive funded meals. The estimated cost therefore reflects only the additional meals that would need to be subsidised. By contrast, data is not available to identify how many children in single-parent households currently access school meals.

As a result, the estimate for single-parent families has been calculated using the average number of children per single-parent household, based on Census data, multiplied by the standard meal cost. This approach is likely to overstate the additional cost when compared with the income-based estimate, as it does not account for children who may already be receiving funded meals.

3.25 Deputy K.M. Wilson of St. Clement of the Minister for Planning and Regulation regarding regulating medicinal cannabis clinics. (WQ.201/2026)

Question

Further to the adoption of the [Draft Regulation of Care \(Jersey\) Amendment Law 202-\(P.57/2025\)](#), which stated that over time further regulations would be brought forward including “clinic services, including provision of medicinal cannabis”, will the Minister advise what progress has been made towards regulating the clinics including –

- (a) the cost to include regulation of medicinal cannabis clinics by the Commission and how this will be funded; and
- (b) any timetable for inspection of these services;

and if no progress has been made on this matter, will he explain why not?

Answer

As noted in response to WQ.189/2026, the Jersey Care Commission (the Commission) is currently preparing to regulate hospital, ambulance and Government-provided mental health services. A phased programme of inspections is planned to commence in 2027. The Commission is also preparing to regulate the Assisted Dying Service.

There are no plans to extend the Jersey Care Commission's remit while it prepares to take on these substantial new commitments.

In addition, the Minister for Health and Social Services plans to bring forward new legislation to place new regulation on doctors who prescribe medicinal cannabis. This is due to come into force in early 2027. This will provide additional oversight, requirements and control of medicinal cannabis prescribing practise.

3.26 Deputy M.B. Andrews of St. Helier North of the Minister for Economic Development regarding the Government of Jersey and DFDS Jersey Sea Connectivity Concession Agreement. (WQ.202/2026)

Question

“In relation to the Schedule 1 of Government of Jersey and DFDS [Jersey Sea Connectivity Concession Agreement](#), requiring that Northern Route and Southern Route vessels accommodate not less than 120% of historic 2023 passenger, vehicle and freight volumes (p. 54), will the Minister advise –

- (a) which organisation(s) holds the 2023 dataset mentioned in Schedule 1 and whether this information is publicly available, and if not, why not;
- (b) whether any compliance reviews were undertaken during 2025 and 2026, and if none, why not; and
- (c) whether any shortfalls in passenger, vehicle or freight volumes were recorded, or remedial action required?”

Answer

- a) The 2023 passenger, vehicle and freight data referenced in Schedule 1 was provided by Ports of Jersey Limited as part of the procurement process undertaken during 2024. This information was made available to bidders during both the Joint Channel Islands procurement and the subsequent Jersey-only procurement process and was used in establishing the minimum capacity requirements incorporated into the Concession Agreement.

Helpful headline figures relating to 2023 freight and passenger volumes are available in [Ports of Jersey Ltd's 2023 Annual Report](#).

The requirement for vessels serving the Northern and Southern Routes to accommodate not less than 120% of 2023 passenger, vehicle and freight volumes is intended to ensure that the contracted fleet provides sufficient capacity to accommodate future growth in demand above 2023 baseline levels.

- b) Government officers have reviewed DFDS's deployed fleet against the contractual capacity requirements contained within Schedule 1 of the Concession Agreement.

The combined passenger, vehicle and freight capacity available across DFDS's freight-only, Ro-Pax and high-speed vessels operating under the concession has been assessed as meeting the minimum capacity requirements specified in the Agreement. No fleet changes have been implemented since March 2025 that would alter that assessment.

- c) No instances of non-compliance with the Schedule 1 capacity requirements have been identified. Accordingly, no remedial action has been required in relation to those provisions.

3.27 Deputy M.B. Andrews of St. Helier North of the Minister for Economic Development regarding growing the economy. (WQ.203/2026)

Question

“Will the Minister detail the specific actions he intends to take to grow the economy during this term of office?”

Answer

It is important to note at the outset that economic growth is delivered by individual businesses and Islanders. The role of government is to provide the right environment to enable businesses to thrive and to remove barriers where these are identified.

To achieve real economic growth, we need to deliver the Time to Win initiative to enable growth in our financial and related professional services sectors and also to mobilise the existing, non-financial services sectors of our economy. We are currently undertaking an assessment on the principal barriers to Jersey's competitiveness and what actions can be taken to correct this.

A number of actions have already been identified, such as those included within the Common Strategic Policy 2026-2030 which includes a number of specific objectives relating to restoring competitiveness and I will be working with the newly established Economic Growth Group to deliver these in the coming months.

We will also be looking to make the most of our Regulators and Arm's Length Body organisations to ensure that regulation is proportionate and businesses have access to the advice and support they need.

My department will also continue to work with Ports of Jersey and our neighbouring jurisdictions to safeguard and enhance the Island's air and sea connectivity and open up new business opportunities.

In addition to the above I am working to support a number of emerging sectors which support high-value, low-footprint exports and I hope to be able to outline in further detail during the coming months.

More broadly there needs to be a collective focus from across Government and the States Assembly to manage inflation and cost pressures which effect the cost of doing businesses in Jersey and, ultimately, the cost of living for Islanders.

3.28 Deputy M.B. Andrews of St. Helier North of the Chair of the States Employment Board regarding public sector workers who currently reside outside Jersey. (WQ.204/2026)

Question

“Will the Chair advise the number of Jersey public sector workers who currently reside outside Jersey, and explain why employing people who live overseas is deemed appropriate?”

Answer

Public sector employees appointed on permanent or fixed-term contracts are required to reside in Jersey as a condition of their employment.

On occasion, and in exceptional circumstances, individuals may work remotely from outside of Jersey for a temporary and pre-agreed period due to personal circumstances or specific operational requirements. The number of public sector workers residing outside of Jersey is currently less than twenty. Such arrangements are subject to approval and are reviewed on a case-by-case basis. This includes a small team of External Relations staff, which relates to the island's representation overseas and remains important to maintain political and commercial links.

3.29 Deputy L.M.C. Doublet of St. Saviour of the Minister for Education and Lifelong Learning regarding extending the provision of free school meals. (WQ.205/2026)

Question

“Further to the adoption of the [Budget \(Government Plan\) 2026-2029 nineteenth amendment, as amended](#), within which it was agreed that the Minister would explore the feasibility of extending the provision of free school meals, will the Minister advise –

- (a) what actions have been taken to progress this work;
- (b) what findings have been made to date;
- (c) whether any proposals have been specifically ruled out, and why; and
- (d) when will the full report be presented to the Assembly?”

Answer

- (a) Officers have commenced work to assess the feasibility of extending free school meal provision in accordance with the amendment adopted by the Assembly. This has included identifying the data required to assess the groups referenced within the amendment and engaging with relevant Government departments to establish whether such data is available.

Discussions have taken place with colleagues in Employment, Social Security and Housing to understand what information is currently held and whether it can be used to support modelling of potential eligibility cohorts and the implications of any extension to the existing scheme.

- (b) The initial assessment has identified significant limitations in the data currently held by Government in relation to some of the groups referenced within the amendment.

Government does not routinely hold data that would identify households that would otherwise qualify for Income Support were they not owner-occupiers of a mortgaged residence. As a result, it is not currently possible to quantify this cohort or accurately assess the impact of extending eligibility to these households without further investigative work.

Officers are continuing to explore whether any alternative data sources or methodologies could support the analysis required.

- (c) No options have been formally ruled out at this stage. However, the feasibility assessment will need to take account of the availability and reliability of data, alongside the financial and operational implications of any proposed extension to free school meal provision.

Where eligibility groups cannot be robustly identified using existing Government data, this may present challenges in assessing or implementing specific options.

- (d) The Minister intends to report to the Assembly before the end of 2026, in accordance with the requirement set out in the adopted amendment.

3.30 Deputy L.M.C. Doublet of St. Saviour of the Minister for Social Security regarding the provision of Healthy Start Jersey vouchers for fresh fruit and vegetables. (WQ.206/2026)

Question

“In relation to the provision of Healthy Start Jersey vouchers for fresh fruit and vegetables, will the Minister provide an update of the information supplied in [Written Question 248/2023](#), to include the relevant information to date, and will she further provide a breakdown, for each of the years identified, of the number of recipients who have received these vouchers who were not on Income Support but were identified by a Health Visitor as living in poverty, and the cost of that provision?”

Answer

The Healthy Start scheme supports good nutrition during pregnancy, breastfeeding and early life by providing vouchers to purchase fresh fruit and vegetables in local shops. The scheme is available to low income families as follows:

- A pregnant woman who is receiving Income Support can apply for the Healthy Start scheme once she has had her first midwife appointment.
- A parent with children aged 0–5 (until the day before their 6th birthday) who is receiving Income Support is automatically enrolled in the Healthy Start scheme, with the option to opt-out. Eligibility is identified and participants enrolled automatically by the Employment, Social Security and Housing Department once a child is born and registered.
- A parent who is receiving Income Support can apply for the Healthy Start scheme on behalf of a child up to the child's 6th birthday.
- The scheme can also support parents of children aged 0-5 who have lived in Jersey for less than five years and are not eligible to apply for Income Support, if a Family Nursing and Home Care (FNHC) health visitor or school nurse confirms their need to receive this support. Charities and community organisations are also able to refer families to FNHC to receive a Healthy Start assessment.

The below table summarises the number of recipients and the cost of these vouchers from 2024 – October 2026. Please note the scheme was extended to include children under 6 in November 2025 (prior to this, only pregnant women and parents with children under 4 were eligible).

Year	NUMBER OF RECIPIENTS	Cost
2024	562	£104,219
2025	633	£120,947

2026 (Jan - Oct)	645	£105,499
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The number of recipients who have received these vouchers through an FNHC assessment is shown in the table below. This data is only available from 2025 when eligibility was extended to families with under 5 years residency

Year	nUMBER RECIPIENTS	OF Cost
2025	33	£6,301
2026 (JAN – OCT)	43	£7,033

3.31 Deputy B.B. de S.D.V.M. Porée of St. Helier South of the Minister for Justice and Home Affairs regarding modern-slavery legislation. (WQ.207/2026)

Question

“Further to the article in the Jersey Evening Post on 5th October 2026 wherein the Minister stated that officers were working on establishing the “shape and function” of modern-slavery legislation, will she advise whether the actions approved in [P.57/2026 \(as amended\)](#) have been commenced, including the independent review of how work permits are held, and will she further advise –

- (a) what engagement has been undertaken to date, and with which stakeholders; and
- (b) what engagement is planned, with which stakeholders, and when this will take place?”

Answer

Following the adoption of P.57/2026, the Jersey Customs and Immigration Service (JCIS) continued existing dialogue with the Jersey Community Relations Trust (JCRT) and in June 2026 the JCRT commenced a review of the Work Permit Policy. The remit of this review includes an assessment of the feasibility, implications, and potential benefits and risks of changing the registration process for work permits from being held in the name of the employer to being held in the name of the employee.

In line with the requirement in the Deputy’s proposition that this review should be independent, arrangements have been put in place to ensure that the review is undertaken solely by the JCRT. As such, I am not privy to the detailed information regarding stakeholder engagement already undertaken, nor to the specific engagement planned as the review progresses.

Regular updates from the JCRT indicate that the review is well underway and progressing as anticipated. The JCRT has advised that engagement has already taken place with a range of

stakeholders and that these discussions have been constructive and productive in informing the review's work.

I understand from the JCRT that engagement activity will continue throughout the review period to ensure that relevant experiences, perspectives and evidence are considered from a wide range of stakeholders before recommendations are developed and reported.

I am looking forward to receiving the findings of the independent review in due course and will consider any recommendations arising from it alongside the wider work being undertaken in respect of modern slavery legislation.

3.32 Deputy S.J. Gleave of St. Helier South of the Minister for Justice and Home Affairs regarding the £5 million allocated to Violence Against Women and Girls ('VAWG') in 2027. (WQ.208/2026)

Question

“In relation to the £5 million allocated to Violence Against Women and Girls ('VAWG') in 2027, within the [Proposed Budget 2027-2030](#), will the Minister –

- (a) provide a breakdown of each funding recipient, including –
 - (i) the amount allocated to each recipient, broken down by the proportion of funding allocated to direct victim support and funding allocated to administrative support;
 - (ii) whether the recipient is a victim-facing service;
 - (iii) the purpose of the funding allocation;
 - (iv) whether the funding relates to new or existing VAWG services or initiatives; and
 - (v) the intended funding outcomes, including how these outcomes will be measured and by when;
- (b) advise whether VAWG funding will result in the creation of any new Government roles, including the number and type of roles;
- (c) detail the proportion of funding allocated to training, consultancy, research, IT, data collection and communications; and
- (d) advise the proportion of funding allocated through grants, service-level agreements or commissioning arrangements with the charitable or third sector?”

Answer

In March this year, the States Assembly voted in favour of a package of legislation designed to improve the ability of the criminal justice system to respond to crimes associated with violence against women and girls ('the VAWG legislation'). This package of legislation included the five items listed below:

- P.5/2026 Draft Sexual Offences (Jersey) Amendment Law 202-
- P.6/2026 Draft Harassment and Stalking (Jersey) Law 202-
- P.7/2026 Draft Domestic Abuse (Jersey) Amendment Law 202-
- P.8/2026 Draft Crime (Strangulation) (Jersey) Law 202-
- P.9/2026 Draft Crime (Public Order) (Jersey) Amendment Law 202-

These Laws create and strengthen important protections for victims of abuse in Jersey through the introduction of new intimate image abuse offences, a new stalking and harassment law, the insertion of pre-conviction emergency barring notices and orders into the domestic abuse law, a new standalone offence of strangulation, and expansion of the existing "threats offence" to include threats relating to a wider variety of sexual offences.

During the debate on those laws, and included in the financial implications detailed in the accompanying reports as lodged by my predecessor, much attention was paid to the ability of the island's justice system to implement these laws properly. In particular, these reports outlined the estimated cost implications of this legislation that were developed through significant work undertaken to forecast the additional demand likely to be created across the criminal justice system. When States Members voted to adopt this package of legislation, they did so with the knowledge that significant investment would be required to safely and effectively enact these new laws.

The funding included in the proposed budget represents significant and much needed investment in the island's ability to respond to crimes associated with VAWG. A large proportion of this funding relates to investment into the operationalisation of the incoming package of VAWG legislation. However, a significant proportion of the funding also relates to ensuring our criminal justice system is able to meet existing demand in relation to these crimes, which has steadily increased following the work of the VAWG Taskforce and Government's commitment to address this important issue.

(a) provide a breakdown of each funding recipient, including –

- (i) the amount allocated to each recipient, broken down by the proportion of funding allocated to direct victim support and funding allocated to administrative support;*
- (ii) whether the recipient is a victim-facing service;*
- (iii) the purpose of the funding allocation;*
- (iv) whether the funding relates to new or existing VAWG services or initiatives; and*

The recipients of the funding allocated to VAWG in 2027 include: Justice and Home Affairs², States of Jersey Police (including Victim's Services), the Law Officers' Department, the Judicial Greffe and Viscount's Department, and the Official Analyst's Laboratory.

A breakdown of each funding recipient is detailed in Appendix 1. This breakdown includes:

- The amount allocated to each recipient, broken down by the proportion of funding allocated to direct victim support and funding allocated to administrative support;
- Whether the recipient is a victim-facing service;
- The purpose of the funding allocation; and
- Whether the funding relates to new or existing VAWG services or initiatives.

(v) the intended funding outcomes, including how these outcomes will be measured and by when;

The intended funding outcomes are included in detail in each individual departmental business case. The successful submission of business cases into the Proposed Government Budget is subject to a robust review process involving oversight from Senior Leadership, Executive Leadership and at the Ministerial level.

These outcomes will be measured by:

- Successful delivery of the remaining VAWG recommendations commitments in order that that the Island transitions into a sustainable long-term programme addressing VAWG in the wider context of domestic abuse and sexual harms. This includes implementing outstanding recommendations and responding to the outputs of the criminal justice and family court reviews in a structured and coherent way.
- Successful implementation of the incoming package of VAWG legislation. This extends beyond just legislation to requiring a coordinated development of guidance, training, operational pathways and multi-agency processes to ensure consistent and effective application across the system. Without strong coordinating of these efforts, the island risks a siloed approach rather than maximising the opportunity to rationalise and coordinate a cross-agency approach, especially with regards to workforce training and victim survivor pathways.
- Creation of additional posts to align with existing demand across individual services to address resource gaps identified during the business case process. Establishment of an overarching coordination function, without which there is a risk that individual investments are delivered in isolation with limited effectiveness.

² With funding committed for VAWG-related posts and training in Health and Care Jersey and victim support posts in Jersey Domestic Abuse Support service, which sits under States of Jersey Police.

(b) advise whether VAWG funding will result in the creation of any new Government roles, including the number and type of roles;

The VAWG allocation in the budget will:

1) Fund the following roles, related to increasing capacity within the system to meet current demand:

States of Jersey Police -

- 11 x FTE Detective Constables
- 2 x FTE Detective Sergeant
- 1 x FTE Detective Inspector

2) Fund the creation of additional role in Health and Care Jersey to provide specialist therapeutic support for victim-survivors:

Health Care Jersey –

- 1 x FTE Therapeutic Psychologist

3) Fund the creation of two new roles relating to improving the ability of the Family Court System to respond to cases involving domestic abuse allegations and implement a Child-Focused Court Model:

Victim's Services –

- 2 x FTE JDAS IDVAs (Family Court)

4) Fund the following new roles, designed to support the delivery of the operational preparations required for the safe and effective implementation of the new package of VAWG legislation:

Justice and Home Affairs -

- 1 x FTE Training and Delivery Support Officer
- 1 x FTE Data Analyst

Victim's Services –

- 1 x FTE Clinical Director
- 2 x FTE JDAS IDVAs
- 1 x FTE JDAS Team Manager
- 1 x FTE Victims Services Support Staff

States of Jersey Police –

- 8 x FTE Detective Constables

- 2 x FTE Detective Sergeant
- 1 x FTE Detective Inspector
- 1 x FTE L&D Trainer
- 1 x FTE Forensic Services Manager
- 1 x FTE Telecoms SPOC
- 1 x FTE Digital Forensic Investigator
- 1 x FTE Digital Forensic Technician

LOD –

- 2 x FTE Legal Adviser 2
- 1 x FTE Legal Adviser 1

Judicial Greffe –

- 3 x FTE Proceedings Officers

Viscount's Department –

- 1 x FTE Court Enforcement Officer

Official Analyst's Laboratory –

- 2 x FTE Analyst

(c) detail the proportion of funding allocated to training, consultancy, research, IT, data collection and communications; and

Training and communications	
Justice and Home Affairs	£242,000
States of Jersey Police	£192,000
TOTAL	£434,000
Consultancy	
Justice and Home Affairs	£50,000
TOTAL	£50,000
Research	
Justice and Home Affairs	£5,000
TOTAL	£5,000
Office set up	
Justice and Home Affairs	£6,000

States of Jersey Police (including digital forensic equipment and licences)	£298,000
Law Officers' Department (includes onboarding and operational costs)	£50,000
TOTAL	£354,000
Data Collection	
Justice and Home Affairs	£57,000
TOTAL	£57,000

(d) advise the proportion of funding allocated through grants, service-level agreements or commissioning arrangements with the charitable or third sector?"

A significant proportion of the budget allocated to VAWG in 2027 is designed to fund the operationalisation of the package of VAWG legislation that the States Assembly voted to adopt in March 2026. As statutory services are the primary stakeholders involved in the operationalisation of new legislation, it is therefore reasonable that these services are the primary recipients of the funds allocated to operationalising these new laws in 2027.

Recognition of the fact significant funding would be required to safely, and effectively, enact this legislation was a key element of the debate discussion that preceded the Assembly's unanimous vote to adopt the five new laws designed to improve our ability to respond to crimes associated with violence against women and girls.

In particular, the budget allocated to VAWG in 2027 is detailed in Appendix 1.

Appendix 1 – 2027 breakdown of each funding recipient

Recipient: Justice and home affairs The funding allocated to Justice and Home Affairs (JHA) addresses the system-level capability required to ensure that investments to address operational demand within individual services across the criminal justice system are able to deliver their intended outcomes. Some of the funding allocated to Justice and Home Affairs has been committed to support VAWG-related training and posts in Health and Care Jersey. Without the overarching coordination function of JHA, there is a risk that investments into individual services will be delivered in isolation, with limited effectiveness. In particular, this investment relates to: implementing the remaining VAWG Taskforce recommendations relating to healthcare, data collection and engagement with marginalised communities; implementing the recommendations that have arisen from independent reviews into both the criminal justice and family justice systems; and coordinating the delivery of the new multi-agency policies, guidance, training and comms required for the effective operationalisation of the incoming package of VAWG legislation.					
Purpose	Amount (£)	Description	Direct victim support/Victim-facing service	Administrative support	New or existing service/initiative
Office set up	6,000	Laptops for 5 x FTE	No	Yes	N/A
HCJ Training and Delivery	83,000	Training for Health Care Jersey staff on VAWG, how to implement routine and targeted enquiry processes, dangers and symptoms of non-fatal strangulation, and on how to implement the new medical pathway for responding to cases non-fatal strangulation.	Yes	No	Existing - VAWG recommendation
Follow-up independent review of criminal justice system	50,000	Eleanor Laws KC to conduct follow-up review on progress towards	Yes	Yes	Existing - VAWG recommendation

		implementing recommendations of the Laws' Review.			
1 x FTE Data Analyst (G10)	57,000	Funding for a Data Analyst post to monitor demand data for services to support the demand-led funding model agreed by GoJ to fund demand resulting from the new VAWG legislation; implement remaining VAWG Taskforce recommendations relating to a VAWG Centralised dataset and extension of the Istanbul Convention; and provide data analysis and insight into the Domestic Abuse and Sexual Harms Partnership to ensure decision-making is data-led.	No	Yes	Existing - VAWG recommendation
1 x FTE Training and Delivery Support Officer (G10)	57,000	Funding for a post to coordinate the delivery of multi-agency training related to the operationalisation of the incoming	Yes	No	New

		VAWG legislation, the remaining VAWG Taskforce recommendations, and the introduction of Vulnerable Witness Training for criminal justice professionals as recommended in the Laws' Review.			
HCJ 1 x FTE Specialist Therapist	57,000	Funding to resource the creation of an additional Specialist Therapist post to provide therapeutic support to victims of domestic abuse and sexual violence within Health and Care Jersey.	Yes	No	Existing VAWG recommendation -
Training and delivery costs	150,000	Funding to resource the introduction of mandatory Vulnerable Witness Training for professionals working within the criminal justice system, and to coordinate and deliver multi-agency training requirements, guidance and pathways arising	Yes	Yes	New

		from the incoming VAWG legislation.			
Marginalised community engagement	5,000	Further research and engagement with marginalised groups to understand unique vulnerabilities in relation to VAWG and how support provision may be improved.	Yes	No	Existing VAWG recommendation -
Implementation of recommendations from independent review of family court system	50,000	Funding to resource the recommendations arising from the independent review of the family court system conducted by Hannah Markham KC, for the purposes of improving the management of cases involving domestic abuse in the family justice system for both victims and their children.	Yes	Yes	Existing VAWG recommendation -
TOTAL: £515,000 Total allocated to direct victim support/victim-facing service:£509,000 Total allocated to administrative support: £313,000					

Recipient: States of Jersey Police

For police and victim services, the proposed investment will strengthen the response to Violence Against Women and Girls by addressing existing operational pressures and providing the additional capacity and capability required to support implementation of the new legislation. The investment includes victim-facing investigative activity, supervisory of that activity, specialist digital and forensic capability, training, domestic abuse advocacy, clinical leadership and wider victim support. Most expenditure involves direct contact with victims. However, activity such as supervision, training, digital forensics and technology should not be regarded simply as administrative support. These are enabling functions that directly support the effective investigation of VAWG and the quality and timeliness of the service provided to victims.

Purpose	Amount	Description	Victim facing and operational support	Administrative support	New or existing service/initiative
11 x FTE Detective Constables (PCO8)	671,000	Investigates existing VAWG demand, maintaining timely victim contact, safeguarding and case progression throughout the investigation.	Yes	No	Existing
2 x FTE Detective Sergeant (SGT4)	145,000	Supervises existing VAWG investigations, ensuring effective case management, safeguarding and consistent victim contact.	Yes	No	Existing
1 x FTE Detective Inspector (INSP4)	85,000	Directs investigation strategies for existing VAWG demand and develops the team to maintain effective, victim-focused delivery.	Yes	No	Existing
Training for Detective Constables	56,000	Maintains specialist VAWG investigative capability, supports general police onboarding and strengthens the	Yes	No	Existing

		wider skills required to deliver effective, victim-focused policing.			
Relocation	40,000	Enables the relocation of staff and equipment to align capacity and capability with changing operational demand.	Not applicable: recruitment costs	Not applicable: recruitment costs	Existing
Office set up	35,000	Provides the essential technology and licences required to equip additional staff and support effective VAWG investigations.	Not applicable: associated costs of increasing headcount	Not applicable: associated costs of increasing headcount	Existing
8 x FTE Detective Constables (PCO8)	488,000	Investigates increased VAWG demand arising from new legislation, providing consistent victim-facing contact, safeguarding and support through the criminal justice process.	Yes	No	New
2 x FTE Detective Sergeant (SGT4)	145,000	Supervises increased VAWG investigations arising from new legislation, ensuring investigation quality, safeguarding and a consistent victim-focused service.	Yes	No	New
1 x FTE Detective Inspector (INSP4)	85,000	Directs investigation strategies arising from new	Yes	No	New

		legislation and develops the team's capability to meet changing VAWG demands.			
1 x FTE L&D Trainer (CS10)	57,000	Develops and delivers training to improve VAWG services and prepare police and victim services for effective implementation of the new legislation.	Yes	No	New
1 x FTE Forensic Services Manager (CS14)	89,000	Leads and develops forensic services to meet increased VAWG demand, with flexibility to strengthen and oversee digital forensic capability as operational needs evolve.	Yes	No	New
1 x FTE Telecoms SPOC (CS08)	45,000	Coordinates lawful access to communications data and engagement with service providers, strengthening the intelligence and evidential response across VAWG investigations.	Yes	No	New
1 x FTE Digital Forensic Investigator (CS10)	57,000	Examines and interprets digital evidence, supporting timely, effective VAWG investigations and improved outcomes for victims.	Yes	No	New
1 x FTE Digital Forensic Technician (CS10)	57,000	Recovers and processes digital evidence, supporting timely	Yes	No	New

		examination and effective VAWG investigations.			
Training for Detective Constables	15,000	Builds the specialist and wider workforce skills required to implement the new legislation and respond effectively to increased VAWG demand.	Not applicable: training costs	Not applicable: training costs	New
Digital Forensics Unit training	50,000	Develops specialist skills to recover, examine and interpret digital evidence, strengthening DFU capability and supporting effective VAWG investigations.	Not applicable: training costs	Not applicable: training costs	New
Relocation	60,000	Enables the relocation of staff and equipment to align capacity and capability with changing operational demand.	Not applicable: costs associated with recruitment	Not applicable: costs associated with recruitment	New
Office set up	43,000	Provides the essential technology and licences required to equip additional staff and support effective VAWG investigations.	Not applicable: associated costs of increasing headcount	Not applicable: associated costs of increasing headcount	New
Forensic workstations, imaging equipment & licences	30,000	Provides the specialist technology and software required to recover, examine and interpret digital evidence supporting VAWG investigations.	Not applicable: associated costs of increasing headcount	Not applicable: associated costs of increasing headcount	New

Microsoft 365 licenses	20,000	Provides access to essential Microsoft products, communication and collaboration tools required to equip additional staff and support effective VAWG delivery.	Not applicable: associated costs of increasing headcount	Not applicable: associated costs of increasing headcount	New
Long term deep archive (cloud), 100 years, consumption based	20,000	Provides secure, consumption-based storage and preservation of digital evidence for up to 100 years, supporting evidential integrity and long-term retention requirements.	Not applicable: DFU capability	Not applicable: DFU capability	New
Internet/network security license (both sites)	35,000	Protects forensic systems and digital evidence across both sites through secure, resilient network access and threat protection.	Not applicable: DFU capability	Not applicable: DFU capability	New
Privileged access management	20,000	Controls and monitors access to sensitive forensic systems and digital evidence, reducing security risk and protecting evidential integrity.	Not applicable: DFU capability	Not applicable: DFU capability	New
Server antivirus	15,000	Protects forensic servers and digital evidence from malware and cyber threats, supporting secure and resilient DFU operations.	Not applicable: DFU capability	Not applicable: DFU capability	New
Security logging	50,000	Records and monitors activity across forensic systems, supporting threat detection,	Not applicable: DFU capability	Not applicable: DFU capability	New

		accountability and evidential integrity.			
PKI management	10,000	Manages digital certificates and trusted identities, securing access to forensic systems and protecting the authenticity and integrity of digital evidence.	Not applicable: DFU capability	Not applicable: DFU capability	New
1 x FTE Clinical Director	83,000	Provides clinical leadership, governance and quality assurance for trauma-informed forensic medical and crisis support to victims of sexual violence.	Yes	No	New
2 x FTE JDAS IDVAs	104,000	Provide specialist risk assessment, safety planning and advocacy to victims of domestic abuse, supporting them throughout the criminal justice process.	Yes	No	New
1 x FTE JDAS Team Manager	57,000	Leads and supervises the IDVA service, ensuring effective risk management, consistent practice and high-quality support for victims of domestic abuse.	Yes	No	New
1 x FTE Victim Support	45,000	Provides trauma-informed advocacy, practical support and guidance to victims, helping them understand and navigate the criminal justice process.	Yes	No	New

Staff onboarding including training and equipment	62,000	Provides the training, equipment and technology required to onboard additional staff and support effective victim-facing services.	Not applicable: costs of training and increasing headcount	Not applicable: costs of training and increasing headcount	New
2 x FTE BASC IDVAs (Family Court)	103,000	Provide specialist risk assessment, safety planning and advocacy to victims of domestic abuse, supporting them throughout the family court process.	Yes	No	New
Training	£9,000	Builds the specialist knowledge and skills required to implement the new legislation and provide consistent, trauma-informed support to victims.	Not applicable: training costs	Not applicable: training costs	New
Office set up	£2,000	Provides essential hardware to equip additional staff and support effective, secure victim-facing services.	Not applicable: hardware costs	Not applicable: hardware costs	New
Total allocation: £2,888,000 Total allocated to direct victim support: £2,167,000 Total allocated to administrative support: £45,000					

Recipient: Law Officers' Department

The incoming package of VAWG legislation is anticipated to create an increase in work for the LOD of between 145 to 225 additional cases per year (an increase in workload of between 25% and 38%). The Criminal Division of the LOD cannot accommodate such a significant increase in workload on current resource levels. In order to ensure there is capacity within the Division to handle the anticipated increase in volume of cases, a corresponding increase in resourcing levels will be required which equate to a further three Legal Advisers in 2027.

Purpose	Amount	Description	Direct victim support/victim-facing service	Administrative support	New or existing service/initiative
Onboarding costs for new staff	20,000	Relocation and office set up costs.	No	Yes	N/a
Staff costs	323,000	2 x FTE Legal Adviser 2 (LAdv2.3) 1 x FTE Legal Adviser 1 (LAdv1.3)	Yes	No	Existing
Operational costs	30,000	Additional annual licences, software, training etc.	No	Yes	N/a
Total Allocation: £373,000					
Total allocated to direct victim support: £323,000 (86.59%)					
Total allocated to administrative support: £50,000 (13.4%)					

Recipient: Judicial Greffe and Viscount's Department

The LOD have estimated that the incoming package of VAWG legislation will result in an additional 225 criminal cases per annum and that 70% of these charges will be pursued in the Courts. The anticipated increase in Court Cases will inevitably result in an increase in workload for the Court Service. To ensure there is capacity within the Court Service to manage the expected increase in court cases, additional resource will be required for the Judicial Greffe (in both the Magistrate's Court and the Royal Court) and the Viscount's Department (in the Enforcement and Court Services teams). This investment relates to investment in three additional Magistrate's Court Proceedings Officers, budget to increase temporary Usher resource when required, additional funding for Relief Magistrates where required, and one additional Court Enforcement Officer to ensure resourcing and capacity is aligned with demand.

Purpose	Amount (£)	Description	Direct victim support/victim-facing service	Administrative support	New or existing service/initiative
Judicial Greffe: one-off costs	12,000	Onboarding	No	Yes	Existing
Judicial Greffe: staff costs	170,918	3 x FTE Proceedings Officers	Yes	No	Existing
Judicial Greffe: staff costs	15,000	Funding for additional Usher resource where required.	Yes	No	Existing
Judicial Greffe: staff costs	10,000	Funding for additional Relief Magistrate resource where required.	Yes	No	Existing
Viscount's Department: one off costs	4,000	Onboarding	No	Yes	Existing
viscount's Department: staff costs	33,349	1 x FTE Court Enforcement Officer	Yes	No	Existing

Total allocation: £245,000 (Judicial Greffe: £208,000 and Viscount's Department: £37,000)

Total allocated to direct victim support: £229,267 (93.57%)

Total allocated to administrative support: £16,000 (6.53%)

Recipient: Official Analyst's Laboratory

The Official Analyst's Laboratory provides essential forensic services that enable policing, safeguarding and court processes in Jersey. Recent and forthcoming legislative reforms relating to VAWG, drug-driving offences and CBD product regulation have significantly increased the operational demands placed on the Official Analyst Laboratory. The Laboratory is already operating beyond capacity with a significant backlog. Without investment, there is a clear risk that the Island will be unable to deliver on its legislative commitments, leading to delays, increased risk of legal challenge, and reduced protection for victims and consumers. This investment ensures the Government is prepared, with the capacity and capability needed to deliver legislation effectively by realigning the Laboratory's capacity and capability with current and foreseeable demand, reduce delays and rebuild operational resilience. This cost relates to investment in two analysts to meet current and anticipated demand arising from legislation relating to VAWG, drug driving and CBD.

Purpose	Amount (£)	Description	Direct victim support/ Victim-facing service	Administrative support	New or existing service/ initiative
Staff Cost	105,000	2 x FTE Analyst (G7)	No	Yes	No

Total Allocation: £105,000

Total allocated to direct victim support: 0 (0%)

Total allocated to administrative support: £105,000 (100%)

3.33 Deputy T.A. Coles of St. Helier South of the Minister for Treasury and Resources regarding the decision not to include a stamp duty holiday for right-sizing in the Proposed Budget 2027-2030. (WQ.209/2026)

Question

“Will the Minister provide details of the analysis, advice and considerations that informed the decision not to include a stamp duty holiday for right-sizing in the [Proposed Budget 2027-2030](#)?”

Answer

A joint decision was made by the Minister for Treasury and Resources and the Minister for Housing not to introduce a stamp duty reduction for those who are right-sizing in the Proposed Budget 2027-2030.

In reaching this decision, Ministers considered policy advice from officers, analysis of housing market conditions and the potential fiscal impact on public revenues. Particular consideration was

given to whether a stamp duty concession would be likely to influence household moving decisions sufficiently to increase the availability of family-sized homes.

The analysis indicated that stamp duty is not generally regarded as the principal barrier preventing older homeowners from right-sizing. Rather, the limited availability of suitable downsizing accommodation remains a more significant constraint. Ministers also considered the reduction in stamp duty revenues that would result from such a measure and concluded that there was insufficient evidence that a stamp duty holiday would deliver benefits proportionate to its fiscal cost.

Ministers therefore determined that a stamp duty holiday for right-sizing should not be included in the Proposed Budget 2027-2030. As stated in the Budget, consideration will continue to be given to non-tax measures that may support right-sizing and improve housing market mobility in future budgets.

3.34 Deputy T.A. Coles of St. Helier South of the Minister for Infrastructure regarding the traffic arrangements at the junction of Clarence Road and Pleasant Street. (WQ.210/2026)

Question

“Will the Minister provide details of the analysis, consultation and evidence that informed the decision to make the temporary traffic arrangements at the junction of Clarence Road and Pleasant Street permanent?”

Answer

The Clarence Road scheme forms part of the Bagatelle Safer Routes to School project and is an important part of a strategic walking route, with connections between the Bagatelle area schools and Town.

The Bagatelle Safer Routes to School project was developed following an island wide online engagement exercise in 2022 (summary available online: [Bagatelle Road Safer Routes to School Engagement Summary Report.pdf](#)) and completion of school travel reports in consultation with schools (reports available online: [School Travel Reports](#)). This engagement identified opportunities for road safety and active travel measures including the provision of a pedestrian crossing outside Victoria College Preparatory School.

Pedestrian and traffic counts undertaken in November 2024 to inform a potential crossing scheme showed that over 370 pedestrian crossing movements take place adjacent to the Victoria College Preparatory School during each of the school morning and afternoon peak hours.

Proposals for a crossing on Clarence Road were sent to 832 local households in February 2025 with a public drop-in held in March with over 20 attendees. Following feedback received from residents, the previous Minister for Infrastructure agreed to undertake a trial of a part-time crossing on Clarence Road by introducing a set of traffic bollards on Clarence Road at its junction with Pleasant Street, Grosvenor Street and College Hill between 07:45-08:45 and 14:45-15:45

The trial was introduced on 2nd June 2025 and ended on 17th July 2026 following a 6-month extension in December 2025. The set up and removal of the crossing is managed by Victoria College Preparatory School and their caretaker.

An evaluation of the part-time crossing trial showed:

- Over 800 pedestrian crossing movements at the junction during the AM and PM peak in last 6 weeks of 2026 school summer term.
- 23%-56% increase in pedestrian crossings at the new crossing.
- 26%-55% reduction in traffic on College Hill and Pleasant Street during AM and PM school peak periods.
- No significant change in traffic volumes on Mont Millais following implementation of the scheme trial.

A summary of the data analysis completed has been published online: [IE Bagatelle SRtS Clarence Rd Data Summary July 2025](#)

Following a review of the trial results and consultation with Victoria College Preparatory School, the Minister of Infrastructure agreed to make the part-time crossing arrangement permanent from Tuesday 8 September 2026. A letter and leaflet were shared with residents ahead of the change in status of the scheme.

3.35 Deputy A.F. Curtis of St. Clement of the Minister for Treasury and Resources regarding his proposal in the Proposed Budget 2027-2030 to introduce “Tax Warehouses for Investment Assets”. (WQ.211/2026)

Question

“Further to his proposal in the [Proposed Budget 2027-2030](#) to introduce “Tax Warehouses for Investment Assets” (p. 40), will the Minister advise –

- (a) whether this has previously been referenced in any “Time to Win” publications;

- (b) what consultation, if any, has been undertaken with industry and the public regarding this introduction;
- (c) whether a business case or economic model has been produced to assess the financial case for this proposal and if so, will he provide a summary of the case or model;
- (d) whether the availability of warehousing space has been considered in the proposals;
- (e) whether new legislation will be required to introduce the proposal, and if so, the timeline for this;
- (f) what consideration has been given to safeguards and restrictions on access to tax warehouses to prevent misuse; and
- (g) what types of “investment assets” would qualify for tax warehousing in Jersey?”

Answer

whether this has previously been referenced in any “Time to Win” publications;

No. The proposal was not specifically referenced in the Time to Win publications, although it is consistent with recommendations to strengthen Jersey's attractiveness as an international finance centre and to ensure tax administration remains responsive to international business needs.

what consultation, if any, has been undertaken with industry and the public regarding this introduction;

Several financial services stakeholders and industry representatives were engaged during the development of the policy. In addition, further engagement will be undertaken as Jersey Customs & Immigration Service develops the operational requirements and guidance for the warehousing regime.

whether a business case or economic model has been produced to assess the financial case for this proposal and if so, will he provide a summary of the case or model;

No formal business case or economic model has been prepared. The proposal is expected to involve only limited administrative costs and minor changes to existing customs systems. Should further investment be required as the operational framework is developed, an appropriate business case will be prepared at that stage. This is intended to open up opportunities for private sector investment.

whether the availability of warehousing space has been considered in the proposals;

Tax warehousing regimes are well-established internationally, including in international financial centres where land is at a premium, such as Singapore. The terms “tax warehouse” or “customs warehouse” are terms of art used in customs and excise legislation and should not be understood as requiring a conventional warehouse building. Depending on the nature of the goods, approved tax warehousing arrangements may include safe deposit boxes, vaults, and other secure areas. The Minister understands that there are existing underused facilities on the Island that interested providers could repurpose. Consultation with another jurisdiction operating a comparable regime suggests that any new facilities would not have a significant physical footprint. Any such construction would be subject to the normal planning procedures.

whether new legislation will be required to introduce the proposal, and if so, the timeline for this;

Minimal enabling legislation will be presented in the Draft Finance (2027 Budget) (Jersey) Law, expanding on existing provisions for approved premises in the Customs and Excise (Jersey) Law

1999. As with existing provisions on approved premises, detailed rules for operation of warehouses would be established by the Agent of the Impôts.

what consideration has been given to safeguards and restrictions on access to tax warehouses to prevent misuse;

The Agent of the Impôts will be responsible for establishing appropriate safeguards and controls, drawing on best practice from existing approved premises and warehousing arrangements in Jersey, as well as comparable regimes in other jurisdictions. The proposed amendment provides only for the suspension of duties (including import GST); it does not affect the application of other regulatory controls, prohibitions, and restrictions, which will continue to apply in full.

what types of “investment assets” would qualify for tax warehousing in Jersey?”

The list of eligible goods will be prescribed by Ministerial Order, allowing the regime to be tailored to consultation responses, market demand, and operational considerations. The Government currently envisages that the initial scope of the regime will include investment-grade physical bullion, such as gold certified to London Bullion Market Association (LBMA) standards.

3.36 Deputy A.F. Curtis of St. Clement of the Chief Minister regarding the statement that “from 2025 and beyond, the delivery of the Digital Services Platform (the Platform) shall be built and designed following open design principles”. (WQ.212/2026)

Question

“In relation to the [Budget \(Government Plan\) 2025-2028](#) statement that “from 2025 and beyond, the delivery of the Digital Services Platform (the Platform) shall be built and designed following open design principles” (p. 65), will the Chief Minister advise how these principles have been adhered to, including –

- (a) whether any part of the Platform has been published as open-source;
- (b) what parts, if any, of the Platform have been developed using open-source technologies;
- (c) whether ‘vendor independence’ has been built into the platform from 2025, such as multi-cloud support of the platform or on-premises deployment;
- (d) whether the use of open design principles has supported the independent procurement and onboarding of multiple suppliers to develop the Platform; and
- (e) any specific examples from the Platform he considers showcase the best use of “open design principles”?”

Answer

- a) whether any part of the Platform has been published as open-source:**

When designing new features, Digital Services considers the solution that offers the best overall value, assessment of IT security risk and can be supported effectively within the Platform and local expertise, including the use of open-source technologies where appropriate.

Digital Services does not currently intend to publish publicly the Platform's source code and associated technical documentation; however, it is available for suppliers who are contracted with Government of Jersey for the Platform.

The approach reflects the current maturity of the Platform, level of cyber risk to Government of Jersey and the need to ensure appropriate governance, support and safeguards are in place. This is particularly important where our online services handle sensitive personal and tax information. Digital Services will keep this position under review as the Platform continues to mature.

b) what parts, if any, of the Platform have been developed using open-source technologies;

Several parts of the Platform use well-established open-source technology, including the tool used to build online forms and the technology used to build its web pages.

c) whether 'vendor independence' has been built into the platform from 2025, such as multi-cloud support of the platform or on-premises deployment;

The Platform is hosted on Microsoft Azure, the Government's current strategic cloud infrastructure service provider. This means it follows the Government's existing technology and security standards and can be supported using current staff skills, licences and security arrangements.

Running the Platform across several cloud services or on Government-owned systems would need extra set-up and support. For Jersey, this would add cost and complexity without providing significant benefits.

The Government reduces reliance on any one supplier by using widely recognised technology standards, keeping control of how the Platform is set up, and storing important items - such as form designs - in formats that can be used with other suppliers.

d) whether the use of open design principles has supported the independent procurement and onboarding of multiple suppliers to develop the Platform;

The Platform has been set up so that different suppliers can work on it, rather than relying on the company that first built it. It is maintained by a local Jersey service provider, managed by the Government's Digital Services team, and is being further developed by other local Jersey digital suppliers working on digital projects, such as the replacement of Social Security systems and the new Pillar 2 digital tax system. All development teams follow the same Government standards and use

the same shared building blocks. The Platform can also use specialist services from other digital providers, such as services that confirm a person's identity online.

e) Any specific examples from the Platform he considers showcase the best use of “open design principles”?

The following examples of ‘open design principles’ support the proposed Common Strategic Policy commitment to a leaner, less complex public sector:

- The new online Personal Income Tax return is built based on open-source design principles to provide digital forms and replacing forms previously supplied by a third party.
- Shared digital features – such as signing in, notifications and the citizen's profile – built once and reused across departments, including for Change of Name and broader Social Security functionality.
- A shared design library: one set of tested, accessible web page elements used by every service. Useful elements built for one service are reviewed and added, so other services can reuse them.

3.37 Deputy A.F. Curtis of St. Clement of the Minister for Treasury and Resources regarding a separate VED category and rate for motorhomes. (WQ.213/2026)

Question

“Further to the publication of the [Proposed Budget 2027-2030](#) and the proposed 2.8% increase in Vehicle Emissions Duty (VED), will the Minister advise what consideration, if any, was given to creating a separate VED category and rate for motorhomes and advise –

- (a) what correspondence, if any, he has received from industry bodies or associations on this matter;
- (b) whether he, as Minister, specifically considered proposals for a separate motorhome category;
- (c) whether such proposals were discussed by the Council of Ministers; and
- (d) whether a business case, policy research or other analysis was undertaken regarding the introduction of such a category?”

Answer

The Minister did not give specific consideration to the creation of a separate Vehicle Emissions Duty (VED) category and rate for motorhomes as part of the development of the Proposed Budget 2027-

2030. Under the existing VED framework, motorhomes are classified as non-commercial passenger vehicles and are therefore subject to the same VED principles as other passenger vehicles, with charges determined by vehicle classification and CO₂ emissions.

(a) None.

(b) No. However, the Minister was made aware recently that the previous Minister for Treasury and Resources had, before the 2026 election, met with representatives of the motorhome community who sought a reduction in, or exemption from, VED charges for newly imported motorhomes.

(c) No.

(d) No.

3.38 Deputy L.V. Feltham of St. Helier Central of the Minister for Planning and Regulation regarding inspections of agricultural staff accommodation. (WQ.214/2026)

Question

“Further to his response to [Oral Question 84/2026](#) regarding inspections of agricultural staff accommodation, will the Minister advise –

- (a) how many accommodation units inspected since 1st May 2026 were found not to meet the required minimum standards, detailing the hazards identified, their severity, any remedial actions required, and in each case whether a formal notice was issued;
- (b) what remedial actions were requested in relation to these units, the relevant deadlines set, how many units remain subject to outstanding remedial works, and how compliance has been verified;
- (c) what criteria Officers apply to determine whether a hazard requires immediate action or formal enforcement, and what measures protect occupants while remedial works remain outstanding;
- (d) how many accommodation units which are expected to remain occupied during Winter have yet to be inspected, when those inspections will be completed, and whether inspections specifically assess suitability for Winter occupation, including heating, insulation, damp and mould, ventilation, weatherproofing, fire and electrical safety; and
- (e) what evidence can he give that agricultural workers’ accommodation remaining occupied over Winter is safe and suitable, and what arrangements are in place, if any, with other relevant Ministers and agencies to secure safe alternative accommodation where necessary?”

Answer

- (a) Since 1 May 2026, officers have inspected 295 units of agricultural accommodation and identified 315 hazards requiring remedial action. Due to current system limitations, the Directorate cannot readily determine how many individual units failed to meet the required standards without manually reviewing each inspection record. However, the majority of inspected units were found to contain one or more hazards requiring remedial action.

The most common hazards identified related to excess cold, electrical safety, damp and mould, falls, and water supply issues. Most hazards were minor and addressed promptly following inspection, although a small number required more urgent intervention. No formal notices have been issued, as compliance has been secured through engagement with landlords.

- (b) Remedial actions have included improvements to heating, electrical installations, fire precautions, water supplies, damp and mould treatment, and other measures necessary to address hazards identified during inspection.

Timescales for completion vary according to the severity of the hazard and the nature of the works required. Compliance is verified through follow-up engagement, documentary evidence and, where appropriate, further inspections.

The number of units subject to outstanding remedial works is not possible to articulate without officers manually reviewing all records. Officers continue to work closely with those responsible for the premises to ensure the necessary improvements are completed.

- (c) Officers assess hazards using the Housing Health and Safety Rating System and professional judgement, taking account of the severity of risk and likelihood of harm. Where significant risks are identified, immediate action may be required and formal enforcement powers may be considered. While remedial works remain outstanding, officers may require temporary measures to reduce risk and will monitor cases until they are satisfied that accommodation is safe. The Directorate continues to monitor such cases until it is satisfied that the hazard has been mitigated to an acceptable level and that the accommodation is safe for continued occupation. Information this this is available in the Code of Practice for the Public Health and Safety legislation available at [Rented Dwellings Licensing code of practice.pdf](#).
- (d) None of the agricultural accommodation currently known to the Directorate remains outstanding for inspection. Inspections assess accommodation using the Housing Health and Safety Rating System, which considers hazards likely to affect occupants throughout the year, including excess cold, damp and mould, ventilation, fire safety and electrical safety.
- (e) The Directorate's assurance is based on the inspection programme undertaken since May 2026, through which hazards have been identified and remedied where necessary. Where accommodation is reported to be occupied only seasonally, officers may undertake spot

checks to verify occupancy arrangements. Where accommodation is occupied during periods not previously declared, and where this results in exposure to risks that have not been assessed, enforcement action may be considered. Officers also work with partners through the Migrant Safeguarding Partnership to support a coordinated approach to accommodation, welfare and safeguarding matters, including consideration of alternative accommodation where necessary.

3.39 Deputy L.V. Feltham of St. Helier Central of the Minister for Planning and Regulation regarding inspection and enforcement activities carried out under the Public Health and Safety (Rented Dwellings) (Jersey) Law 2018. (WQ.215/2026)

Question

“In relation to inspection and enforcement activities carried out under the [Public Health and Safety \(Rented Dwellings\) \(Jersey\) Law 2018](#), will the Minister advise –

- (a) the proportion of occupied and vacant full-time equivalent roles available for licensing, inspection and enforcement activities, and the proportion of staff time allocated to other regulatory and internal matters;
- (b) the number of inspections undertaken in 2026 to date, broken down by proactive inspections and inspections following complaints, as well as re-inspections;
- (c) the number of distinct dwellings inspected against the total number licensed;
- (d) how many cases are awaiting further action, broken down by assessed urgency, and what the target and actual response times are, including the longest outstanding wait for an inspection;
- (e) how proactive inspections are prioritised, the processes for identifying unlicensed and unsafe accommodation where no complaints have been made, and the impacts of staffing and funding constraints on planned activities; and
- (f) whether the current staffing and funding arrangements are adequate to deliver the inspection programme, respond promptly to urgent hazards and verify completed remedial works over the Winter 2026 to 2027 period, setting out the evidence to support that assessment and any actions planned to address identified shortfalls?”

Answer

a. The Directorate does not allocate fixed full-time equivalent posts solely to licensing, inspection and enforcement activities. Resources are deployed flexibly across statutory functions according to operational demand, risk and service priorities.

The Housing and Nuisance team currently has one vacant officer position, out of an FTE contingent of 10 posts. As officers undertake a range of regulatory functions, it is not possible to provide a

meaningful breakdown of occupied and vacant posts solely against licensing, inspection and enforcement activities.

b. To date in 2026, officers have completed 683 housing inspections, of which 71 were intelligence-led or complaint-driven.

c. Since the introduction of the licensing scheme, officers have undertaken inspections of 1,607 licensed accommodation units. There are currently 17,951 active rented dwelling licences, meaning approximately 11% of licensed dwellings have been inspected. Although lodging houses fall outside the scope of the licensing scheme, officers have undertaken 150 lodging house inspections during the same period.

d. There are approximately 50 active housing cases under investigation. The Directorate's service standard is to respond to complaints within 10 working days, and all complaints have received an initial response within that timescale. There are currently no cases awaiting initial assessment or allocation.

Cases are prioritised according to risk. The Directorate does not routinely categorise cases into published urgency bands and does not hold a report showing response times by urgency category. All active cases have either been inspected or have an inspection scheduled where required. The Directorate does not hold data on the longest outstanding wait in a format that can be readily extracted.

e. Proactive inspections are prioritised using available intelligence and an assessment of potential risk to public health. Information regarding potentially unsafe or unlicensed accommodation is obtained through complaints, referrals from partner agencies, wider regulatory activity and officer-led investigations. Staffing and funding constraints limit the volume of proactive work that can be undertaken and the further development of supporting information systems.

f. The Directorate continues to deliver its inspection programme within existing staffing and funding arrangements. Current service standards are being met and all complaints are receiving an initial response within published timescales. Urgent hazards continue to be prioritised through a risk-based approach. Although staffing and funding constraints limit the scope for additional proactive activity and service development, the Directorate remains focused on maintaining frontline service delivery and responding to seasonal

3.40 Deputy K.M. Wilson of St. Clement of the Minister for Health and Social Services regarding introducing a regulatory framework for medicinal cannabis clinics in Jersey. (WQ.217/2026)

Question

“Will the Minister advise what progress, if any, has been made towards introducing a regulatory framework for medicinal cannabis clinics in Jersey, and provide details of any proposed timescale for implementation?”

Answer

Work to introduce additional controls is underway and advancing, due to existing concerns regarding oversight of medicinal cannabis prescribing in Jersey and consultation with patients, on the proposals, will begin this month.

In early 2027, I will bring forward new legislation requiring doctors who prescribe unlicensed medicinal cannabis to adhere to more stringent practices. This will include requiring the review of a patient’s medical records before prescribing; requirements to repeatedly meet face-to-face with patients during treatment or before amending the prescribed dose; and required recording of adverse reactions.

In addition, doctors will not be able to prescribe medicinal cannabis unless they have an on-island GMC responsible officer, making it easier to investigate any concerns about their individual practice.

After those initial controls have been introduced, I will then develop proposals related to a full licencing scheme for all doctors who prescribe medicinal cannabis in Jersey.

3.41 Deputy L.M.C. Doublet of St. Saviour of the Minister for Education and Lifelong Learning regarding the Jersey Premium (JP) funding programme. (WQ.218/2026)

Question

“In relation to the Jersey Premium (JP) funding programme, will the Minister provide an update of the data supplied in response to [Written Question 299/2024](#) parts (a) and (c) for the years 2016 to 2026 and advise –

- (a) the total JP funding allocated to Government of Jersey schools for each year from 2016 to 2026;
- (b) the JP funding allocated to Government of Jersey schools in 2026, detailing the sum for each school;
- (c) how the rate of inflation affects the annual JP funding allocation; and
- (d) whether the JP budget was transferred to Annually Managed Expenditure (as noted in the response to [Written Question 299/2024](#)) and the implications of that decision?”
- (e)

Answer

- (a) Jersey Premium (JP) was piloted in 2016 for 19 schools with a full roll-out island-wide from 2017.

The total JP funding allocated to Government of Jersey schools for each year from 2016 to 2026 is given in the table below;

Year	GoJ Schools and Colleges £
2016	500,066
2017	2,141,983
2018	2,366,820
2019	2,255,960
2020	2,782,000
2021	3,348,000
2022	4,048,000
2023	4,030,000
2024	4,521,000
2025	4,720,000
2026	4,970,000

- (b) The JP funding allocated to Government of Jersey schools in 2026, detailing the sum for each school is shown in the table below;

School/College	2026 budget £
Bel Royal	66,000
d'Auvergne	243,000
First Tower	203,000
Grainville	406,000
Grands Vaux	118,000
Grouville	161,000
Haute Vallée	365,000
Hautlieu	123,000
Janvrin	254,000
Jersey College Prep	10,000

Jersey College for Girls	42,000
La Moye	134,000
La Sente Primary	32,000
La Sente Secondary	88,000
Le Rocquier	284,000
Les Landes	20,000
Les Quennevais	197,000
Mont à l'Abbé Secondary School	157,000
Mont Nicolle	50,000
Plat Douet	268,000
Rouge Bouillon	274,000
Samarès	350,000
Springfield	169,000
St Clement's	76,000
St John's	38,000
St Lawrence	40,000
St Luke's	114,000
St Martin's	47,000
St Mary's	45,000
St Peter's	64,000
St Saviour's	92,000
Trinity	48,000
Victoria College	33,000
Victoria College Prep	5,000
Virtual School	75,000
Highlands	279,000
Total	4,970,000

- (c) the JP budget is 75% staffing and 25% non-staffing, therefore 75% of the budget is increased. The remaining 25% is increased based on non-pay inflation allocated by Treasury. The 2026 JP Budget is £4,970,000
- (d) A request was not made to the Minister for Treasury and Resources to transfer the JP budget to Annually Managed Expenditure after consideration of all the implications of such a decision.

4. Oral Questions

The Bailiff:

I invite Deputy Feltham to put the ... is Deputy Feltham here? She is online.

Deputy L.V. Feltham of St. Helier Central:

I am online, Sir.

The Bailiff:

Yes, you are. I have noted that on the piece of paper before me but ... yes, you are here.

4.1 Deputy L.V. Feltham of St. Helier Central of the Minister for Housing regarding measurable improvements in the availability and affordability of rented family homes. (OQ.96/2026)

Will the Minister advise what measurable improvements in the availability and affordability of rented family homes he intends to achieve during his term of office and when he intends to publish delivery targets against which Islanders can assess progress?

Deputy M.R. Ferey of St. Saviour (The Minister for Housing):

I thank the Deputy for the question. Increasing housing supply, including more family homes, is one of my key priorities and a focus for this Government. Working with Andium Homes and the Jersey Development Company, around 450 homes with 2 or more bedrooms are already under construction or have planning approval, including almost 300 homes on the Bridging Island Plan sites for rent and assisted purchase. Housing delivery should be guided by evidence. Statistic Jersey have published 2 reports on housing needs; one that looks at need relative to demographic change and one that considers it based on people's future intentions. What we ultimately plan for should take into account both of what those data suggests, what has or is already being delivered, and importantly reflect the future policy direction that we want to promote for housing in Jersey. To support this, I will be working with the Minister for Planning and Regulation to update housing supply and demand projections for the most recent baseline of the Bridging Island Plan and then using this to inform the development of a planning assumption for future housing requirements. While I have yet to agree the approach with the Minister for Planning and Regulation, this work is going to form part of an important consideration of the Island Plan review work, which I fully expect will be published in due course.

4.1.1 Deputy L.V. Feltham:

What measure of affordability will the Minister use, and will his target show whether rents are becoming more affordable relative to household incomes?

Deputy M.R. Ferey:

I intend to use the output from the rent review to more deeply assess how affordable rent is, and that will be a good measure of where we should ultimately be going. That is the approach that I intend to take.

4.1.2 Deputy S.J. Gleave of St. Helier South:

Does the Minister accept that the Housing Gateway may be creating a perverse incentive, whereby applicants turn down accommodation that could meet their immediate needs because accepting it would mean going to the back of the queue for a more suitable home that actually meets their needs? Will he review whether that is preventing available properties from being occupied and slowing movement through the social housing system?

Deputy M.R. Ferey:

The Housing Gateway, obviously persons on Band 1 have the highest priority, and when they get offered an opportunity they have 3 opportunities to take that up. Then if they do not take up that first opportunity, they are still in the highest band priority. So if they have turned that down, for whatever reason, they are still very much at the front of the queue. Once they have turned that down 3 times, of course, then they are in a different situation. But it is still based upon an individual's need and finding the type of accommodation which is most suited to that need.

4.1.3 Deputy S.J. Gleave:

I have a lot of constituents who are coming under increasing pressure to accept accommodation that does not meet their requirements, and they keep on being presented with the same type of housing. Will the Minister review and consider allowing applicants who accept accommodation that meets their ... that they are offered initially but not their longer-term requirements, to retain their original Gateway application date and priority so that accepting an available home does not disadvantage them when a more suitable property becomes available?

Deputy M.R. Ferey:

The policies are set up as such so that people do have that ability to not accept the first property, and anything that we can do to make that process better or easier for people who are seeking affordable housing I will certainly look at it.

4.1.4 Deputy M. Tadier of St. Brelade:

There is, in my experience, a shortage of social housing for rental in St. Brelade, and unfortunately not only is not more being built but actually the Andium homes in some cases are being sold off. Is this something that the Minister will agree to look into, and does his plan, when it comes to supply and demand, include looking at different parts of the Island and making sure that not all social housing is crammed into town but there is suitable provision in the outlying areas?

Deputy M.R. Ferey:

Yes, I have a list of the properties that are going to be built over the next couple of years. Some are in town obviously, none are in St. Brelade, unfortunately, but there are some in outlying Parishes as well. I think that it is good that we have a spread of accommodation across the Island, and while town has certainly brought the brunt - certainly the north of town area - I do think we need to diversify and look at other planning opportunities outside of town.

4.1.5 Deputy M. Tadier:

Yes, there is a contradiction. It seems to be 2-bedroom flats in St. Brelade are being sold off and none of the stock is being replenished. Would the Minister agree to ask Andium to pause their sale programme and actually, while he considers whether Andium is best placed to stick to what I believe it does best, is as a social rental provider, and perhaps let the building and selling of properties to other branches of States-owned arm's-length organisations?

Deputy M.R. Ferey:

Allowing people to aspire to the dream of home ownership is very much front and centre of Andium's policy. Yes, they are primarily a social housing provider, but they are also, for lots of people, the only realistic way that they would get on to the housing ladder and own a property of their own. I think it is really important that we do both of those things: we do continue to supply good quality homes for rental, but we also give people the opportunity to purchase their own property where they would probably never have another opportunity to do so.

4.1.6 Deputy C.S. Alves of St. Helier Central:

The Minister in an earlier question mentioned that applicants are able to turn down offers 3 times. Is the Minister able to say whether applicants are made aware of this provision? If so, when did this change, because this was not always the case?

Deputy M.R. Ferey:

As far as I can understand that has always been the policy, that people have what is, in effect, called the 3 strikes. They do have that ability 3 times to turn down an offer.

Deputy C.S. Alves:

Sorry, can he just answer the first part of that question? Does he know whether applicants are made aware of this?

Deputy M.R. Ferey:

Yes, that is part of the policy and will be communicated to anyone who turns down that first offer.

4.1.7 Deputy C.S. Alves:

Has the Minister considered talks with Andium whether to bring back the swapping scheme that they once had? I believe that this alleviated a number of pressures from applicants or people that were already in the system, so I would like to know whether the Minister would consider that again.

Deputy M.R. Ferey:

Yes, there are people who still have the ability to move within Andium Homes with agreement with both tenants. That has always existed, that remains. I do not think it is as popular as it once was, but that policy is still there.

4.1.8 Deputy K.F. Morel of St. John, St. Lawrence and Trinity:

The I.F.S. (Institute for Fiscal Studies) is forecasting the potential for Bank of England base rates to hit 4.75 per cent by the end of next year. In such a scenario, how does the Minister believe he and Andium will help people get on the housing ladder in terms of purchases?

Deputy M.R. Ferey:

Andium operates a Homebuy scheme and that offers a 25 per cent equity stake for people who want to get on the housing ladder. Of course, upwards pressure on interest rates is always going to affect people's ability to purchase, but lots of people make that purchase without operating the full 25 per cent equity stake, so I would imagine that more people would maximise that which is available to them.

4.1.9 Deputy B.B. de S.V.M. Porée of St. Helier South:

Based on the swapping scheme, can the Minister tell us what evidence has he got that the scheme is no longer popular? In my understanding, that could not be further from the truth.

Deputy M.R. Ferey:

Just that it does not happen as much as it once did, so whether it is popular or not I just think maybe more people are content where they already live or, for whatever reason, they do not want to move.

4.1.10 Deputy B.B. de S.V.M. Porée:

As I said, that is not my understanding or my experience. Is it no longer popular because the service has been removed? Is that the evidence the Minister has got, rather than the need for the residents to be moved around for better accommodation to suit their needs?

Deputy M.R. Ferey:

That is not my understanding.

4.1.11 Deputy L.V. Feltham:

The Minister's answers were based mainly around new housing stock. But when it comes to people who are already renting and will continue to rent, what specific improvements will those families see or can they expect by the end of this political term?

Deputy M.R. Ferey:

People who are already renting should expect still access to good-quality accommodation. If that accommodation needs refurbishing during the lifetime of their tenancy they will expect good service from Andium in making sure that their home remains safe and sustainable.

[Please note, on 22nd October 2026 Deputy M.R. Ferey corrected certain elements he referenced in his initial responses to supplementary questions relating to OQ.96/2026. The Minister provided the following clarification.]

I have an obligation to correct any errors or to clarify points made at the earliest opportunity and wish to do so now in relation to responses provided to supplementary questions during the States Assembly sitting on 20 October 2026.

Firstly, I stated that applicants may refuse three offers of accommodation before being removed from the Affordable Housing Gateway waiting list. In fact, where an applicant refuses an offer of accommodation, their application is reassessed and, where the property is considered suitable for their housing needs, they *may* be moved to a lower priority band or lose their priority within their current banding.

Secondly, I stated that Andium Homes operates a home exchange scheme. This is no longer the case. Home exchanges are considered in rare and exceptional circumstances, with housing moves generally managed through the Affordable Housing Gateway to ensure that housing is allocated according to need.

I apologise to Members for these inconstancies in my responses and trust that the above clarifies the position.

4.2 Deputy B.B. de S.V.M. Porée of St. Helier South of the Minister for Economic Development regarding delivery of the Better Business Support Package for employers and employees during the transition towards a living wage. (OQ.102/2026)

Will the Minister advise what measurable improvements in the availability and affordability ... sorry, wrong question. I will start again. Will the Minister provide an update regarding delivery of the Better Business Support Package for employers and employees during the transition towards a living wage; and will he detail any demonstrated outcomes of the £20 million allocated to the scheme?

Deputy F.G. Voisin of St. Helier North (The Minister for Economic Development):

The Better Business Support Scheme was introduced in 2025 as a 2-year programme to support businesses through the transition to a living wage. In the programme's first year, 337 local businesses benefited from funding.

[10:00]

There has been strong demand for the available funding, with productivity, visitor economy and skills grants all being fully subscribed by June 2026. Apprenticeship funding remains open for businesses investing in their employees. The programme has also encouraged private sector investment. For every £1 of government productivity funding, businesses have invested £1.40 of their own capital. Much of this investment was spent on-Island with 3 out of 4 projects, including expenditure with local companies. Targeted support has also been delivered to the agriculture, marine, and visitor economy sectors; 154 businesses benefited from the rural and marine funding via the Better Business Support Package in 2025. Other targeted support includes funding for route development, including securing new connections to Amsterdam, Paris, and Bordeaux, and supporting destination marketing through Visit Jersey. The latest figures reported in August showed overnight visitors up 9 per cent year-to-date to August, indicating positive momentum in visitor demand and engagement. Early results are encouraging, including strong demand on air routes and positive awareness of "Bergerac" among U.K. (United Kingdom) audiences. While these are encouraging early indicators, it is still too soon to draw firm conclusions about the programme's full economic impact. A final delivery report will be published in quarter one 2027, followed by an evaluation of the programme. This will assess the extent to which the package has delivered against its objectives, identify lessons learned and help inform the design of any future business support. The programme's longer-term economic impacts are expected to become clearer over time and will be considered as part of the evaluation.

4.2.1 Deputy B.B. de S.V.M. Porée:

What assessment, if any at all, has the Minister made or intends to do to assess if employees are seeing genuine improvement in their household income as a result of the scheme, and how is it going to be measured, if at all?

Deputy F.G. Voisin:

Following the question, I will make sure that that is part of the evaluation. What I can say is that we believe that, of the businesses that have been helped through the support package, 100,000 hours have been redeployed from low-productivity areas to high-productivity areas, which would indicate at least sustaining income, if not improving.

4.2.2 Deputy L.D. Carpenter of St. Helier Central:

Given the Minister's stated view that the minimum wage is strangling the economy, and that at the election he stood on a Value Jersey platform he now shares with a *J.E.P. (Jersey Evening Post)* columnist who advocated for scrapping the minimum wage, can the Minister confirm that he agrees with action point 3.3 and the Government's Common Strategic Policy that it will continue working towards a living wage?

Deputy F.G. Voisin:

Just a point of correction, I did not stand on a platform of scrapping the minimum wage. What I would say is that as far as the Common Strategic Policy is concerned, it is, I believe, everybody's intention on the Council of Ministers, my own included, to make people better off in Jersey. Quite how that is to be done, of course the Council of Ministers will be discussing in due course. But certainly that is the aim, to make people in Jersey better off.

4.2.3 Deputy L.D. Carpenter:

I am not sure that the Minister actually answered my question on whether he agrees with that particular action point.

Deputy F.G. Voisin:

I have just said, it is my view, my belief, my aim, to improve the lives of people in Jersey and make them better off.

4.2.4 Deputy M. Tadier of St. Brelade:

I wish him all the best with that trickle-down economics. I have come across many individuals who have benefited from the productivity but only one last week who said that his application for his company in the tourism field had worked wonders this year. He was able to be much more productive and he asked me whether the scheme was going to continue next year. So that is the question I am asking the Minister. It seems to have been a successful scheme on the ground. Will it be continuing next year, and if not, why not?

Deputy F.G. Voisin:

Thank you, and may I congratulate the Deputy for an excellent question. On early indications it would seem that the scheme has been successful in some areas and it does raise the question, how are we, as a States Assembly, going to encourage investment in our economy? What we have seen, as I said in the answer to the first question, is that for every £1 of States money that has gone into the scheme, £1.40 has been invested by private businesses. It is really important that if we are going to grow the economy, we have got to unlock investment, and the funding scheme is a good way of doing that. So we may not have ... I am afraid that there is not the budget to continue the scheme in 2027 but it is certainly something that is going to be on my list of funding requirements for 2028, 2029 and 2030.

4.2.5 Deputy M. Tadier:

Would the Minister agree with 2 premises: the first is that businesses generally need stability and certainty rather is the question. The second is that when we have a scheme that is just running for one year, whether it is this - or another example would be the free entry to the museum, which I think lasted a couple of years - it is really important that we do not just chop and change when it comes to government policy and that we let a long enough period go by where we can properly assess the economic benefits or otherwise over a longer period than just one year. With that in mind, if the Minister does agree, and he says so, would he then be amenable to an amendment coming forward, either by himself or by somebody else, to secure funding for the Better Business Support Package to be in place again for next year, so that businesses can already start gearing up for next year for their applications?

Deputy F.G. Voisin:

Yes, I do agree that businesses need certainty for the future, but in this case the scheme was always a 2-year scheme. What I would say is that I think it is a bit premature to leap to bring an amendment to the Budget or the Common Strategic Policy, because I am currently working with private investors to explore the opportunity of a fund for private investors to invest in the local economy, and I think that if that gets nowhere then that would be a time to look for additional funding elsewhere. But at the moment I think that it is right to see if there is private money that can be invested instead of the States money.

4.2.6 Deputy K.F. Morel of St. John, St. Lawrence and Trinity:

In his answer the Minister mentioned roots connectivity. Number one, does the Minister agree that connectivity is key to the development of Jersey's economy and, following that, and given the success

of some of those European routes, will he commit to continuing support for some of those key European routes, one of which I understand the operator is very keen to expand in future years?

Deputy F.G. Voisin:

Yes, we are keen to continue to support those routes, and funding has already been earmarked to achieve that.

Deputy K.F. Morel:

Good to hear somebody else praise the Better Business Support Scheme.

4.2.7 Deputy B. Ward of St. Clement:

The £20 million that was given to the investment fund obviously was provided by withholding money from the States grant that goes into the social security scheme, which I absolutely opposed. If further investment is being looked at and being considered for the future after this year, because that £20 million was for 2025 and for 2026, can the Minister give the full assurance that money is not taken from our social security grant?

Deputy F.G. Voisin:

I do not know that it is in my remit to decide whether to take money from the Social Security Fund or not. I think that is for the Minister for Social Security. If I am going to make a bid for increased funding for the department, then that will go to the Minister for Treasury and Resources, and how that money is provided is for him and possibly the Minister for Social Security.

4.2.8 Deputy B.B. de S.V.M. Porée:

Has there been any evidence of higher wages due to an increase in productivity from the Better Business Scheme?

Deputy F.G. Voisin:

I am not aware that there has been any evidence, but as I said in a previous answer to a question, I will make sure that that is included in the delivery report, which is to be published in the first quarter of 2027.

4.3 Deputy M.B. Andrews of St Helier North of the Chief Minister regarding a Public Services Ombudsperson. (OQ.90/2026)

Will the Chief Minister advise whether the Council of Ministers will pursue the introduction of a public services ombudsperson and, if so, when the role will be implemented?

Senator L.J. Farnham (The Chief Minister):

The Council of Ministers is yet to consider the matter of a public services ombudsperson proposal, but this will be placed on the agenda for the Council of Ministers to consider before the end of the year.

4.3.1 Deputy M.B. Andrews:

Can I ask the Chief Minister, why has this been deferred for later this year when the Council of Ministers had all summer to decide on whether to pursue the public ombudsperson?

Senator L.J. Farnham:

Firstly, it was a matter of prioritisation. The Council of Ministers' priorities for the summer were preparing and lodging the C.S.P. (Common Strategic Policy) and the Budget, as well as allowing new Ministerial colleagues to equate themselves with their departments and roles and responsibilities. Previous Member Deputy Scott, produced a report entitled *The Final Stage of Complaints Handling*

for the Public Services and the findings of that report were considered by the last Council of Ministers towards the end of the term. The report itself was published earlier this year, not long before the election. The report defined an appropriate scope for the ombudsperson to achieve comprehensive coverage to avoid duplication, proposes to simplify and rationalise complaint handling, consider the cost containment and budget development, and the size appropriation of the service. It asked to consider governance frameworks for complaint handling, develop an implementation roadmap, and the report was very detailed and highlighted considerable policy development work required to establish a cost-effective ombudsperson. The report also highlighted the cost of the ombudsperson but also potential benefits for hearing public complaints in a more effective manner. That is quite a lot for the new Council of Ministers to consider following the report. So, as I said, I undertake to place that before C.O.M. (Council of Ministers) in due course.

4.4 Deputy T.A. Coles of St. Helier South of the Minister for Treasury and Resources regarding the introduction of an industrial rate of electricity. (OQ.94/2026)

Will the Minister advise, in his capacity as shareholder representative, whether he has had any communication with the Jersey Electricity Company regarding the introduction of an industrial rate of electricity?

Senator A.J.H.M. Maclean (The Minister for Treasury and Resources):

No, there have been no formal discussions with Jersey Electricity regarding the introduction of an industrial electricity tariff. Jersey Electricity does, of course, operate different tariff structures to reflect different patterns of consumption, such as off-peak and network use. I should add that the electricity costs are one of the few things sold in Jersey that are considerably cheaper than in the U.K. by approximately 19 per cent, cheaper than in Guernsey by approximately 17 per cent, and cheaper than the Isle of Man by approximately 29 per cent.

4.4.1 Deputy T.A. Coles:

I am aware this part of my question might be slightly ironic, given how much it is raining today, however, industries like Jersey Water and Jersey Dairy require large amounts of energy for their product. These 2 items alone have good impact on our cost of living. Therefore, an industrial rate of electricity for suppliers like Jersey Water and Jersey Dairy may impact people's cost of living. Is this not a good argument to consider an industrial rate of electricity?

Senator A.J.H.M. Maclean:

I understand where the Deputy is coming from. The problem here is, of course, you could describe as wooden dollars or wooden pounds, and that is because as a 62 per cent shareholder in Jersey Electricity, we benefit from the dividend that the company makes. We need to, and I have a responsibility as shareholder, ensure the sustainability of the company, its ability to invest in its infrastructure and so on. So the balance has to be appropriate. Of course, I might also point out to the Deputy that one of the largest consumers of electricity is the Government itself. So equally, the same argument could apply there. But of course, as I have mentioned, we get a dividend so we have to get the balance right, and I feel the balance is currently right.

4.4.2 Deputy M. Tadier of St. Brelade:

If I understand that last question, is the Minister for Treasury and Resources saying that effectively the dividend that the States gets, he is treating it as a tax on companies, perhaps especially in the absence of any corporation tax for many of those companies in Jersey?

[10:15]

Senator A.J.H.M. Maclean:

No, and in fact, just to be correct, there is a dividend payment that comes to the Government and to the States from Jersey Electricity. The company also pays tax in the Island. The contribution in 2025 for both the dividend and tax was in the region of about £10 million.

4.4.3 Deputy M. Tadier:

I think the Minister misunderstood the question. I am not talking about whether Jersey Electricity pays tax, but the companies who may be zero rated who buy their electricity off Jersey Electricity of course the Government gets the benefit via dividends; so just to clarify. Does the Minister want to answer the underlying question I think that Deputy Coles has raised, which is if residential customers can benefit from off-peak preferential rates, should the business community not be able to also do the same?

Senator A.J.H.M. Maclean:

Sorry, I thought I did make that clear in my opening answer. There are a range of tariffs available, not just to private consumers but to businesses as well that run from approximately 11.7 pence per kilowatt up to the standard rate, which is 22. So there are businesses for different consumption levels that do get discounts. What I was answering the question, and specifically Deputy Coles' question, was about an additional industrial rate on top of that. That is what I was saying that has not been raised with the company, and the company does not consider it, from what I can understand, to be appropriate.

4.4.4 Deputy T.A. Coles:

I have been led to believe that the off-peak rates suggested for homes is for heating essentially. Where the Minister mentions about the Government being a large user of electricity, these things do not necessarily comply to being an industrial product. Does the Minister not see that there is a difference between an industrial product, as in making water through reverse osmosis that Jersey Water does, and the pasteurisation process that Jersey Dairy does, and therefore these are industries that would benefit from a reduced tariff?

Senator A.J.H.M. Maclean:

I can see the argument; absolutely I can see the argument. There are other businesses from an economic perspective who could perhaps argue that they are also large consumers of electricity and on a volume basis would justify being able to negotiate a lower rate. There is an economic argument. I have no doubt about that whatsoever. We have to focus on the fact that we already have some of the cheapest electricity rates in Europe bar the French, which is heavily subsidised. Just about everywhere else we are significantly cheaper as we stand. That said, if there is a business that would benefit from what is described as an industrial rate, I would suggest the first port of call would be the Economic Development Department to see if any support might be appropriate through that Department who could then lobby Treasury to look at the matter and speak to the company itself. If the consumption levels were so significant there may well be an argument, but of course infrastructure investment, as I have mentioned, the company spends in 2025 £23 million on infrastructure. We have a new cable to France that needs replacing in the next few years, that is going to be between £60 million and £80 million. There are significant capital investments in a business of this type that have to be taken into consideration.

4.5 Deputy S.J. Gleave of St. Helier South of the Chief Minister regarding the £9,635,000 savings identified as resulting from 'Roles', within the Proposed Budget 2027-2030. (OQ.100/2026)

Will the Chief Minister explain whether the £9,635,000 savings identified as resulting from "Roles", within the Proposed Budget 2027-2030, are already reflected in published departmental funded full-

time equivalent and staff-cost figures and, if so, advise how the roles and payroll reductions removed from the departmental baselines have been identified?

Senator L.J. Farnham (The Chief Minister):

Deputy Gleave has agreed that Deputy Ferey, in his capacity as Vice-Chair of the States Employment Board, can answer the question.

Deputy M.R. Ferey of St. Saviour (Vice-Chair, States Employment Board - rapporteur):

I thank the Deputy for the question and agreeing that I can take the answer. Departmental cash limits have been reduced to reflect the allocated £9.635 million in role savings for 2027. They are expected to deliver all existing functions within the reduced cash limit. As referred to in Written Question 192/2026, which was kindly submitted by the same Deputy, accountable officers are currently working with their senior teams to determine how these savings will be implemented. The precise impact on individual posts will be known once this work has been completed and proposals have been identified.

4.5.1 Deputy S.J. Gleave:

I thank you for that answer, but does the Minister accept that a reduction in a departmental cash limit does not by itself establish a reduction in funded posts, occupied F.T.E. (full-time equivalent) employee headcount or payroll expenditure?

Deputy M.R. Ferey:

I think the way this will work in practice is these savings will be achieved through natural attrition. So where a member of staff leaves or retires, that post will not automatically be subject of replacement. That is the way it will work in real terms. So over the course of the next couple of years, we will see those cash savings made and we will see those roles gradually reduced as they are not automatically replaced.

4.6 Deputy M. Tadier of St. Brelade of the Minister for Education and Lifelong Learning regarding a review of the general provision and regulation of nursery care in Jersey. (OQ.98/2026)

I understand this will be answered by the Assistant Minister, which is great for me, if that is all right with everyone else. Further to the announcement that Busy Bees nursery will close its business at Leeward, what steps is the Minister taking, if any, to review the general provision and regulation of nursery care in Jersey?

Deputy L.K.F. Stephenson of St. Mary, St. Ouen and St. Peter (Assistant Minister for Education and Lifelong Learning - rapporteur):

I was of course sorry to learn of the closure of Leeward Busy Bees. The closure of any nursery is concerning for parents, children and staff, and my thoughts do remain with those who are affected during this transition period. I can confirm that the Childhood and Early Years Service has worked closely with the nursery's owners to minimise disruption. I am advised that there are no job losses expected, with Busy Bees offering places for the affected children at its other 2 settings in Jersey and transferring staff where appropriate. The Department has been helping a small number of families in securing alternative childcare arrangements, and if there are any others who are impacted who do need support then I would urge them to contact the Department. I understand that overall the numbers of childcare spaces in Jersey is growing. A new nursery has recently opened and additional childminders are currently progressing through the registration process, which will further strengthen provision. We are continuing as a Department to maintain a focus on the early years' sector. I am grateful to the Minister for giving me delegated responsibility in this area very recently so that we

can continue to do that, and I am due to meet with key stakeholders in the very near future. Looking ahead the main legislative reform priority for 2027 will be the Day Care of Children (Jersey) Law 2002, while also undertaking a wider review of statutory requirements to ensure the framework remains effective, proportionate and fit for the future.

4.6.1 Deputy M. Tadier:

I thank the Assistant Minister for her answer. Notwithstanding the review that is going on at the moment, there have been some voices, what I might call fringe voices, that suggest that the sector is currently over-regulated. Is this a view that her Ministry shares, and would she explain whether she believes that the current general state of regulation is either valid or excessive?

Deputy L.K.F. Stephenson:

I will repeat a comment that we made at Scrutiny on Thursday, that the regulation review is absolutely not about deregulation. It is about making sure that the regulations that we do have are fit for purpose for 2026 and beyond. Clearly the law that is in place from 2002 is 24 years old. Children's safety and safeguarding will always come first, as will the quality of the early years provision in Jersey. The piece of work that is already underway and will happen in 2027 will involve formally consulting the sector and the wider public, so people are very free to share their views as part of that going forward.

4.6.2 Deputy V. Li of St. Helier North:

I just wondered what was the evidence for the scheme in the first place and how will it be funded sustainably after 2 years? As I was being told during the public hearing it is only a 2-year scheme.

Deputy L.K.F. Stephenson:

Do I understand when the Member says "the scheme" she means the 2 to 3 funding scheme? Yes and the question of ongoing ... it is a 2-year pilot scheme and it will be assessed going forward. The absolute intention is to continue that going forward. I do not think we would be starting such a scheme without wanting to see it continue, but of course we will look at the evidence. When it comes to funding, that is a wider Government question and, as Government moves towards a 3-year funding cycle, that will be part of the conversations that happen over the next few months and into early next year.

4.6.3 Deputy L.M.C. Doublet of St. Saviour:

I am delighted that the Assistant Minister has been given this responsibility. When the review is going to be carried out, obviously the Assistant Minister cannot foresee the outcome of it, but is her general direction more or less regulation?

Deputy L.K.F. Stephenson:

Thank you for the question. I think I would repeat what I have said before; it is not about deregulation, it is about making sure we have the correct fit-for-purpose regulation going forward. There are certain areas, and I can list some of them that have already been identified by officers in the department as needing to be looked at, so it is around definitions, categorisations of childcare, improved clarity on workforce qualifications, prioritisation of safeguarding responsibilities, the inspection framework needs to be aligned with contemporary risk-based models. I could go on and share some of those. As we say, there will also be those that come up during the consultation with the sector and the public as well. I do not think it would be appropriate for me at this stage, having had delegated responsibility for I think a week now as well, to say that it should be either way. My priority, and I think I share this with the Minister - I know I do - is that children's safety and safeguarding always comes first. The quality of provision is important. It is not about deregulating

the sector, it is about making sure that we have the correct regulation and the system that ensures that it is in place as well.

4.6.4 Deputy L.M.C. Doublet:

I thank the Assistant Minister for her answer. I am pleased to hear that quality will continue to be a big focus. I think that rates of pay for childcare workers is key in attracting high-quality staff. Is there anything that the Minister is considering doing to tackle this issue, given that it has been I think quite difficult for private businesses to make a profit in this area and there is that interaction there? What can Government do to actually improve the terms and conditions and the pay offered to those childcare workers to attract some really high quality workers there?

Deputy L.K.F. Stephenson:

The most recent piece of research that was conducted with providers, the *Child Care Providers Survey Research Report 2025*, and that is going to be an annual survey going forward - it has been done for the previous 3 years - does look at the challenges in the sector. We know that recruitment and retention is a challenge that is often cited by providers. That piece of research also looks at the current offerings to those working in the sector. Those who were surveyed in the last survey are all paying the living wage to their staff. There are also a number offering additional benefits around gym memberships and memberships to other things on-Island. It is something that the providers and the sector are very aware of, they are working on. I think one of the key areas for Government is around how we help to upskill and the courses that are offered. There has been a lot of very good work that has gone on in recent years in that area focusing on childcare, but it is something on my list to check in with, see where we are at with that and what more could be done.

4.7 Deputy B.B. de S.V.M. Porée of St. Helier South of the Minister for Justice and Home Affairs regarding suitable accommodation for migrant workers. (OQ.103/2026)

Will the Minister provide an update on what changes have been put in place since the fatal incident of a migrant worker in 2025 to make sure employers provide suitable accommodation for migrant workers in line with the conditions of their work permits; and if no such changes have been made, will she explain why not?

Senator H.M. Miles (The Minister for Justice and Home Affairs):

Following the tragic death of Mr. George Castrudes in 2025, the Government has carefully considered the findings of the coroner and the subsequent recommendations arising from the inquest. The work permit policy already places clear responsibilities on employers to give due consideration to the welfare of their employees, both inside and outside the workplace, and expressly states that employers are expected to take reasonable steps to ensure that workers are accommodated to a standard that supports their health and well-being.

[10:30]

It also requires employers to ensure that accommodation-related deductions are reasonable, proportionate and compliant with Jersey employment legislation. Since the inquest, Jersey Customs and Immigration Service has worked closely with agricultural employers, the Jersey Farmers Union and the Housing and Nuisance Team from Infrastructure and Environment, who hold the responsibility for the licensing and regulations of rented dwellings. Information regarding accommodation was shared with the Housing and Nuisance team who have inspected 295 units of agricultural accommodation in order to ensure that they are fit for habitation for everyone, not just migrants. The Housing and Nuisance team have indicated that work is ongoing to resolve any hazards found within those units and further monitoring will be undertaken in the future. While the regulation inspection of residual accommodation does not fall within the remit of Jersey Customs and

Immigration Service, information is of course shared with the relevant parties where concerns arise so that appropriate regulatory action can be considered. I would like to emphasise that J.C.I.S. (Jersey Customs and Immigration Service) will continue to take all measures available to safeguard the welfare and safety of migrant workers in Jersey. Where concerns regarding accommodation conditions are identified, these are actively pursued with the relevant authorities, and appropriate interventions will be made to protect affected workers. Therefore, while the core obligations on employers to provide suitable accommodation were already in place before this tragic incident, work has continued across Government to strengthen both the collaboration, oversight and enforcement arrangements to help ensure that migrant workers are housed safely and appropriately.

4.7.1 Deputy B.B. de S.V.M. Porée:

Can the Minister tell the Assembly precisely who carries out those checks, how frequently they take place, and what actions are taken where accommodation is found not to meet the required standards?

Senator H.M. Miles:

As I said in my answer, the responsibility for those inspection checks falls to the Housing and Nuisance team from the Infrastructure and Environment Department. So any questions regarding frequency and detail of those would need to be addressed to the relevant Minister.

4.7.2 Deputy L.V. Feltham of St. Helier Central:

The Minister for Planning and Regulation asked a Written Question, which I received yesterday. Was the Minister for Justice and Home Affairs as shocked as I was to find that the majority of agricultural accommodation that has been checked has one or 2 hazards? It seems that there are very many of these accommodation that are very hazardous as we reach winter.

Senator H.M. Miles:

I must confess, I have not read the response to the Written Question. I will consider it with interest and I will discuss with people at the department.

4.7.3 Deputy L.V. Feltham:

Can I ask the Minister, before a work permit is issued or renewed, what evidence is required that the accommodation offered meets the applicable safety standards?

Senator H.M. Miles:

The Jersey Customs and Immigration Service rely upon the declaration made by the employer. Currently, due to resources, we do not have the ability to do any compliance or dip sampling on those applications.

4.7.4 Deputy M. Tadier of St. Brelade:

Does the Minister believe that there is any tension within Government given the fact that, for example, we have the Minister for Economic Development who is part of a political movement, who has been elected to deregulate, to also pay lower wages to the already lowest paid in Jersey, and that movement is now chaired by an individual whose business is based on bringing in migrant workers to Jersey? Does she think that there is an even more urgent need from Government to show leadership in this area, one of which could be to bring forward modern day slavery legislation and to ensure that these kind of things are no longer brushed under the carpet where they might have been in the past?

Senator H.M. Miles:

The work permit policy is written for everybody, and everybody needs to follow it. In regard to modern slavery legislation, as has been noted, I am considering the introduction of offences that will

deal with modern slavery as part of my term. In relation as to a particular party, I do not think it is particularly relevant in these circumstances. We have a work permit policy that we adhere to rigidly.

4.7.5 Deputy M. Tadier:

To go back to the initial answer, I think one of the questions that Deputy Porée was focusing on is whether there is going to be any change in outlook or policy or implementation from the Department? Can the Minister explain? It sounded very much like it is business as usual, we are just going to do more checks, but is there going to be any fundamental change in the policy?

Senator H.M. Miles:

It absolutely is not business as usual. Members will know that we have launched a work permit review, which is being undertaken by the Jersey Community Relations Trust. That is due to report finally in June 2027. I think I am due to have some sort of formal briefing about some of the interim findings, but that is an independent review, so I trust that organisation to look in great detail across every aspect where concern has been raised with the work permit policy.

4.7.6 Deputy L.M.C. Doublet of St. Saviour:

The Minister mentioned just then in her answer that she was planning or considering legislation dealing with modern slavery. Does she have any rough timeline around this, when that would be completed by, and what kind of resources would be necessary?

Senator H.M. Miles:

In regard to modern slavery, my policy team are looking at that at the moment. There is a permissive extent clause in the Modern Slavery Act 2015 in the U.K., and it might be possible that we would extend ... we could only actually extend one part of that. What I want to achieve is to understand where there are gaps in our legislation, particularly around penalties for modern slavery-type offences. I am optimistic that that work will be carried out by probably quarter 3 of 2027.

4.7.7 Deputy L.M.C. Doublet:

Is that in time to put any necessary bids into the next Budget?

Senator H.M. Miles:

It certainly would be, but at this stage, I cannot be sure that we will require any extra resources to implement the offences that might be created.

4.7.8 Deputy B.B. de S.V.M. Porée:

What evidence does the Minister currently hold that may allow her to be satisfied that every employer receiving the work permit is complying with the accommodation conditions rather than simply declaring that they will comply with it?

Senator H.M. Miles:

Sadly, I cannot give the Deputy that confidence. As I have said, due to resource issues, Jersey Customs and Immigration do not have any capacity to do compliance work, and it is only at the point that that compliance work can be done that I could have total confidence that every person that comes to Jersey is in accommodation that sustains their well-being.

4.8 Deputy T.A. Coles of St. Helier South of the Minister for Economic Development regarding consideration of a commercial tenancy law. (OQ.95/2926)

Will the Minister advise whether he has given any consideration to a commercial tenancy law to provide assurance and certainty to businesses with commercial tenancies, and if not, why not?

Deputy F.G. Voisin of St. Helier North (The Minister for Economic Development):

This is not yet something which I have given detailed consideration to, but I would be happy to discuss this with the local business community. I am however, aware of the proposition P.68/2025, as amended, which called for a review into commercial leases and the provision of a set of best practice principles for commercial landlords and tenants. Much of this information is already provided online by local property law firms. However, Jersey Business have also been undertaking work in this area as part of their ongoing business advisory support. This has included a workshop hosted in September, with a second due in November. These have included representatives from commercial tenants, commercial real estate firms and local property lawyers, and I look forward to understanding the outcomes of this work in due course.

4.8.1 Deputy T.A. Coles:

Given the first contract most commercial tenants enter is normally the one that is most descriptive and easiest to understand, the challenge is after, if that lease is for a 9-year term, that once you have been in Jersey and established for 9 years, it is that second one that becomes the challenge to renegotiate, because the landlord has all of the weight in their favour. You either have to leave your successful business location to find somewhere else. Does he not believe there needs to be a better balanced structure to support businesses so they can invest further in their businesses?

Deputy F.G. Voisin:

I think with the number of empty commercial properties at the moment, there is every incentive for the landlord to renew a lease at the end of a 9-year term, but if a businessperson wishes to have more support and guidance when renewing the lease, then they can receive that from Jersey Business.

4.9 Connétable T. Palmer of St. Lawrence of the Minister for Economic Development regarding support to private sector employers competing with public sector wages. (OQ.92/2026)

Will the Minister advise what support, if any, he intends to provide any private sector employers who are struggling to compete with public sector wages and benefits and who, facing staff shortages, are unable to deliver their services?

Deputy F.G. Voisin of St. Helier North (The Minister for Economic Development)::

I certainly recognise that the rapid growth in the public sector over the period 2022 to 2024 has created challenges for other employers in Jersey. This growth has now been curbed and the Council of Ministers is committed to preserving front line services while limiting the expansion of the public sector. The recruitment freeze has been extended through 2027. From my own experience, I recognise the challenges in recruiting and retaining staff. I remain committed to raising these issues around the Council of Ministers table. I believe steps like the current public sector recruitment freeze and greater emphasis on apprenticeship programmes within the Civil Service are positive steps to ensure we fill public sector vacancies whenever we can, from within whenever we can. The department for C.Y.P.E.S. (Children, Young People, Education and Skills) also operates a number of apprenticeship schemes, and this has featured prominently in the recent Better Business Support Scheme. The goal of these schemes is to strengthen the pipeline of locally-trained skilled workers, particularly in specialist and technical roles where skills are in short supply.

4.10 Deputy L.V. Feltham of St. Helier Central of the Minister for Infrastructure regarding funding to improve Cheapside. (OQ.97/2026)

Given the commitment within the Proposed Common Strategic Policy 2026-2030 to regenerate St. Helier, will the Minister advise whether the Proposed Budget 2027-2030 provides sufficient funding

to improve Cheapside as a gateway into town, and whether he will commit to developing a scheme with residents, businesses and the Parish to undertake such work, including a timetable for delivery?

Deputy J. Renouf of St. Brelade (The Minister for Infrastructure):

The current programme of public realm investment is focused on delivering the St. Helier public realm and movement strategy, working in partnership with the Parish. This involves public realm projects in the centre of town, active travel, and neighbourhood improvement schemes. At Cheapside, pedestrian and traffic management improvements are being planned at the junction of Westmount Road and St. Aubin Road as part of the new hospital project. Future improvements will need to be included and prioritised within the regeneration plan for St. Helier. Funding and delivery would need to form part of the Investing in Jersey programme and the next 3-year budget cycle. But if short-term measures such as improved lighting, greenery and seating would be beneficial, I would be happy to look at this further.

4.10.1 Deputy L.V. Feltham:

I think that short-term measures would be welcomed by the local community. Will the Minister agree to a site meeting with district Deputies, the Parish residents and businesses before the end of this year to establish the scope of such a scheme?

Deputy J. Renouf:

Yes, I would be very happy to do that. I think the caveat I will put on this is that whatever work we do in that area needs to be part of the integrated programme that we will be bringing forward. I do want to direct attention and energy into that work and see whatever work we do at Cheapside in that context. But in terms of whatever improvements we might be able to make with limited budget, if you like, outside that main programme, yes, I would be happy to meet Deputies and the Constable, and to have a look, certainly.

[10:45]

4.10.2 Deputy S.J. Gleave of St. Helier South:

While we are putting in bids for St. Helier, can I put in a bid for Havre des Pas, Don Road and Colomberie as well? But joking aside, does the Minister agree that regenerating St. Helier needs a joined-up approach and working closely with the Connétable of St. Helier and the Parish alongside local businesses and residents? Importantly, where communities are willing to come together, contribute funding and deliver improvements themselves, will he commit to Government being an enabler rather than obstacle, helping these initiatives happen rather than holding them up through bureaucracy and delays?

Deputy J. Renouf:

When I spoke to officers about answering this question, I predicted that there might be a bid for either Havre des Pas or St. Saviour or from every direction coming into town, which is why I specifically said I wanted to direct attention towards the overall programme, but I take the Deputy's bigger point that she is making. Yes, there is a long-term ... it has been around for a few years, I think 2021 in the St. Helier public realm and movement strategy; there have also been commitments in the Bridging Island Plan to regenerate St. Helier. The work that we need to do is reasonably well understood at the big scale. Of course that process should be a collaborative process. Certainly I have said on many occasions I intend to work very closely with the Constable on that, as the civic head of the Parish, but I am certainly also very keen to involve whichever Deputies want to be involved. Of course Government should be an enabler; the only caveat on that of course is the resources that we have available.

4.10.3 Deputy S.J. Gleave:

I am really pleased to hear the Minister say that he sees Government as being an enabler. Will he commit to working with the Connétable and the Deputies to ensure that community-led regeneration projects have a clear route through Government? I am currently working closely with the Havre des Pas residents and businesses, and we have got a number of potential community-led initiatives and it would be good to have his support with those.

Deputy J. Renouf:

Yes, I can, in principle, agree to that. I would also point the Deputy in the direction of the neighbourhood improvement schemes which are already part of the co-working between the Parish and my department, where we attempt to do match funding and so on. There are routes forward, as I say, still limited by the overall funding envelope that we have available.

4.10.4 Deputy M. Tadier of St. Brelade:

Does the Minister agree that one of the things that could be done to improve Cheapside as a gateway to town, given the quite heavy traffic that will go through there every day - and just as an aside I would be interested to have the stats from the Minister at some point about how many cars go through Cheapside every day in and out of town - could simply be to improve air quality. It would not just benefit Cheapside - it certainly would benefit those residents and the businesses there - but the whole of the Island if we can move towards a clean air policy where we do see decarbonisation prioritised for moving away from petrol and diesel. Is that something that the Minister regrets that this Government is moving away from, and would he seek to support measures if an amendment were to come forward in that regard?

Deputy J. Renouf:

Provide sufficient funding to improve Cheapside as a gateway into town; I guess we are just within the realms.

The Bailiff:

Well, only just, you are quite a long way from the question.

Deputy J. Renouf:

The questioner will not be remotely surprised to know that I remain committed to the principles of decarbonisation. I do not think it is true to say that the Government has moved away from that. We have stated clearly that we need to review the plans that are in place because the aims and ambitions that were set out in the short term are no longer achievable, so it makes sense to recalibrate. If you are on a diet and you do not achieve your short-term objectives you do not give up, you recalibrate and go again. The question of decarbonisation and its link to air quality is obvious. We have a policy to encourage decarbonisation of transport; it is the major sector producing carbon emissions but also air pollution that goes with it. I do not see any reason why we would want to change that. We want to encourage active travel and buses where we can. So all of that holds and the decarbonisation strategy stands, in my view, not just as an attempt to save the planet, if you like, it is a strategy to improve the quality of life and indeed the cost of living because people who are driving cars which are not fossil-fuel powered are not subject to the vagaries of being held to ransom by various foreign wars. Maybe strayed a little far from the question but that is my answer.

4.10.5 Deputy M. Tadier:

It was somewhat tenuous, I hold my hands up, but nonetheless it does show that when it comes to improvements in this particular area of town, which does face some of the heaviest traffic and which is also populated by residents and businesses ... I am sure the Minister will agree that it is important

that we think right across the board, not simply about putting in zebra crossings or traffic calming measures, but anything that can improve the lives of people, especially in the busiest parts of the Island - and it could be the same for Red Houses of course - should be welcomed. Does the Minister agree not everything needs to immediately cost money?

Deputy J. Renouf:

I think we are honing back in on the question. Yes, what I have already said in answer to the questions I have had so far, that both in terms of the overall plan for town and in terms of what you might call smaller scale measures that might be able to make immediate improvements, I am very happy to consider both.

4.10.6 Deputy L.V. Feltham:

I am pleased to hear some of the Minister's answers. Given that the Government does have a long-term ambition for the Cheapside and Kensington Place area in terms of the new hospital facilities ... I am mindful that the Government has purchased a number of buildings next to the Gloucester Street site around Kensington Place. Would the Minister look at perhaps some short-term usages for those buildings to ensure that area does not become a derelict waste ground while we are waiting for the second stage of the hospital programme?

Deputy J. Renouf:

Of course I will be happy to have a conversation with my colleague, the Minister for Health and Social Services, to discuss that. I would say though that is largely outside my area of Ministerial responsibility and, therefore, I would temper expectations around that. The priority is to work out what Health require of that site. I do acknowledge the point the Deputy is making, and I will be happy to have a conversation with the Minister, and I am sure the Deputy is capable of doing the same. But the priority on that site has to be the future requirements of the Health estate.

4.11 Deputy M. Tadier of St. Brelade of the Minister for Planning and Regulation regarding the Enforcement Notice issued to the owners of the former Nude Dunes site. (OQ.99/2026)

Will the Minister advise whether his Department is actively pursuing the Enforcement Notice issued to the owners of the former Nude Dunes site regarding the removal of an unlawful modular structure? If not, why not? If this is being pursued, when and how does the Minister expect to enforce compliance?

Senator Sir M.J. Boleat (The Minister for Planning and Regulation):

The enforcement notice remains in effect and has not been complied with. Non-compliance with the enforcement notice may be a criminal offence, and accordingly it would not be appropriate for me to comment further.

4.11.1 Deputy M. Tadier:

I suspected that might be the case. It is possible that the Minister may want to comment on whether - and I think he has implied it - the contravening structures are still in place. Can he confirm that the Enforcement Notices were first sent in August, but not August this year, August last year, so it has been well over 12 months since the requirement has been made to reduce that? If he is not able to answer the question, which I understand for the reasons he has outlined, could he perhaps answer the question as to whether he thinks that non-compliance over such a long period does anything to instil public confidence in his Department and the ability to uphold effectively the rule of law?

Senator Sir M.J. Boleat:

That is a really excellent point and it is a problem that I think I we grapple with. As I have said, what is going on now may be a criminal offence and it is very difficult to comment further, but it is clearly

very unsatisfactory when there is an Enforcement Notice that is not complied with for a lengthy period, and I will do what I can to consider how we can best address this problem in the future. I agree it is unsatisfactory.

4.12 Deputy S.J. Gleave of St. Helier South of the Minister for Infrastructure regarding removing or amending taxi restrictions and requirements. (OQ.101/2026)

Firstly, I would like to thank the Minister for his very helpful and positive response to my Written Question. Further to that, will the Minister consider making early Ministerial Decisions to remove or amend specific outdated or disproportionate taxi requirements, including restrictions on advertising, before completing the wider regulatory review; and will he set a deadline for Driver and Vehicle Standards to publish a comprehensive list of all requirements currently applicable to taxi drivers and licence-holders?

Deputy J. Renouf of St. Brelade (The Minister for Infrastructure):

I am grateful to the Deputy for the question. I have also had representations of a similar nature from within the industry. I have considered, in particular, the question of allowing advertising on taxis and my view is that the advertising question can safely be separated from the wider regulatory review I have already announced. I also agree that a ban on advertising is not necessary in the modern day and age. Accordingly, earlier this morning I signed a Ministerial Decision which will have the effect of removing the blanket ban on advertising for all future licences. There is a small caveat in that this policy change will depend on the development and publication of advertising standards to be undertaken in consultation with the industry to ensure vehicle advertising is appropriate in terms of size, placement, content, *et cetera*. While I am happy to deal with the advertising question separately from the wider review, I do not currently intend to remove or amend any other taxi regulation outside the review. In respect of the second part of the question, I will publish a discussion paper before the end of the year setting out proposals to revise and update the regulatory framework. The list of all current requirements, as requested in part (c) of Written Question 177/2026, will be included in that paper.

4.12.1 Deputy S.J. Gleave:

Thank you, Minister. I am absolutely delighted with that response, as I am sure he will be aware. Taking what he said, that he does not want to take anything out outside of the wider review, will he commit to taking a practical approach and, as unnecessary restrictions are identified, rather than allowing them to remain in force while the review is waiting to be published, perhaps take similar action with Ministerial Orders?

Deputy J. Renouf:

I think I am unlikely to do that, although I would not rule it out. I think it might help to just say a word or 2 about the way I will approach, given that she has raised that question. We regulate for several reasons. We regulate to improve public safety; to achieve our social, environmental, economic policy objectives; to level the economic playing field, to stop bad businesses undercutting good businesses, for example. I am not anti-regulation but my principle is - and the principle I shall be bringing to this review - that we should have the lowest possible regulatory footprint, consistent with our policy objectives. The review of taxi regulation will start with policy objectives - what kind of taxi service do we want - and then put in place the minimal regulation necessary to try and further those objectives.

4.12.2 Deputy A.F. Curtis of St. Clement:

The Minister may be aware of reports of off-Island technology companies visiting the Island to review our taxi industry, and that Jersey has seen recent work by companies such as The Messina

Group, whose C.E.O. (Chief Executive Officer) has been suggested through historic leaks to be tied to lobbying for the global firm Uber. Given this, how will the Minister ensure that any further decisions are not unfairly influenced by external forces, and change is aligned to Jersey's best interests?

[11:00]

Deputy J. Renouf:

It is a good question. I hope that Members of the Assembly will accept if I say that I will be taking a holistic view about this. I have outlined in my previous answer how I am going to approach this review. I think we will want to have a debate about what kind of taxi service we wish to have, how do we provide to make sure we have disabled passengers; there are a number of issues that we need to resolve. The question of Uber or other ride-hailing apps that might come from outside is not directly within my control. Uber or any other company - assuming they set up according to the regulations we have in force at the moment they arrive - can operate in this Island. It is not something which I can facilitate or refuse; it is simply there as a possibility. However, this does give us an opportunity to think as a society about what kind of taxi service we want. Maybe we want more taxis, we may want to reduce car ownership, we may want to encourage E.V.s (electric vehicles) through the taxi service. There are lots of things that we could think about in terms of the taxi service, and I hope this review will give all those who have an interest in that the ability to comment.

4.12.3 Deputy A.F. Curtis:

The Minister will know that the change in regulation of taxi industries globally has in many ways changed by the advance of technology platforms. It is understood that many of those have lobbied heavily to ensure that the policies they wish follow through, rather than the regulated platform that any community wishes, which has had good and bad consequences. Given this, will he ensure that any lobbying or representation by any companies is clearly marked when he submits his policy position, to ensure that where submissions are made they are clearly attributable?

Deputy J. Renouf:

I am sure I can give that assurance, in the sense that any submission I would expect to have to know who it has come from. I think the wider point the Deputy is making is about undue influence and, as I say, I can only repeat what I have said, which is I shall start and finish with a calculation about what I think is in the best interest of the Island. It is a complex issue. Everybody would like cheaper taxis and more taxis, but delivering that in a way that delivers wider social benefits and so on is not necessarily as easy as it might be thought simply by removing one particular piece of regulation. It does need a holistic approach and, as the Deputy has expressed an interest, I am sure he will make contact with me and express it in more detail.

4.12.4 Deputy K.F. Morel of St. John, St. Lawrence and Trinity:

Setting aside for a moment my clear concern about the capture of Jersey's democratic process by external lobby groups, I was wondering, now that the Minister has signed this Ministerial Decision obviously enabling the slightly longer-term taxi companies to take in extra revenue streams, which is superb, does the Minister expect to see a reduction in consumer prices as a result?

Deputy J. Renouf:

The honest answer is I do not know. The hope would be that a more profitable industry can use that more profitable position to reduce prices. I think that would be very hard to track, in all honesty, but it was certainly my hope - having had representations from within the industry - that they will be in a more financial viable position, and that should lead to some benefits in terms of the price of taxi services. But in all honesty I cannot guarantee it.

4.12.5 Deputy K.F. Morel:

I will be slightly harder then. Given that the Minister plays a role in regulating the maximum price of taxis, will he be taking the extra revenue streams that he is enabling into account when setting that price?

Deputy J. Renouf:

My recollection is that the regulated taxi fares relate to rank taxis and not to all fares. Many fares - for example booking a minicab and so on - are not regulated. Certainly I will bear that in mind. It is a fair point. If we help increase revenues then that is worth reflecting on when we come to set those regulated fares that I do control.

4.12.6 Deputy T.A. Coles of St. Helier South:

The Minister has made references to the principles of the policymaking around the taxi regulations. Will the Minister guarantee that during his regulation review he will keep passenger safety and driver accountability at the forefront of this review?

Deputy J. Renouf:

Certainly. As I said, the whole point of the review is to take a holistic approach. While removing unnecessary regulation is absolutely a part of that, the test of what is necessary depends upon our wider view about what kind of taxi service we want, what kind of services we want to secure, protect, and so on, and the overall safety of the service of course.

4.12.7 Deputy T.A. Coles:

The Minister has mentioned a rank taxi and a minicab being slightly different in the regulation, and obviously most people will not know the difference between a minicab and a taxi directly. Will this also then pull the minicab regulations into the same review?

Deputy J. Renouf:

My recollection is that the formal distinction between rank and minicab taxis was removed many years ago by a predecessor of mine. What remains is a distinction in the fare setting; only certain fares are regulated. Certainly we will look at that with a view to understanding which bits of the industry need to have regulated fares so, yes, it will be a part of it, but the actual formal distinction between minicabs and taxis no longer exists.

4.12.8 Deputy M. Tadier:

We were reminded earlier that people like straight speaking in politics, so I will probably ask the question more directly than other Members have been skirting around. Given the fact that many of us widely believe that the 2026 election was bought by The Messina Group, will the Minister give an assurance that our local taxi industry will not be bought by The Messina Group or any other outside interests that some politicians in this Assembly might be seeking to put forward?

Deputy J. Renouf:

I think I will just answer that, yes, I can give that assurance.

4.12.9 Deputy M. Tadier:

More worryingly perhaps on a political level, when we talk about political capture do we think that given all the time that the ...

The Bailiff:

Deputy, I would remind you that a question should be not framed to convey a point of view, it should be designed to seek information from a Minister.

Deputy M. Tadier:

Sir, if we apply that in every question that is being asked today, or indeed in the last time memorial, I think that ...

The Bailiff:

Could you just ask an appropriate question?

Deputy M. Tadier:

I will ask an appropriate question, thank you. Does the Minister believe that while the taxi reform programme might be urgent for some people - especially those who find themselves going back and forward to the airport because maybe they have properties or business interests in London - that when it comes to how his time is best used as a Minister, given the fact that there are big problems about cost of living, food bank use, accommodation, migrant workers in Jersey, that this might be a distraction for both him and his Council of Ministers?

Deputy J. Renouf:

No, I do not accept that, and I would say that the taxi service is of value to far more people than people going to and from the airport. It is part of the night-time economy, it is part of people going to and from hospital, there are lots and lots of different ways in which it works, and it also could be - if we were to see it as potentially expanding as a service - part of our decarbonisation policy. We could potentially think of using taxis more as part of our transport system, reducing private car ownership and so on, which the Deputy might like. So I do not accept the narrow premise of the question. I am not going to be spending every waking minute on this review; these are things that you choose as a politician to focus on. Officers who are very well-equipped to deal with this will bring forward options for me and Ministers to consider, and I will engage with any Member, with the public, and with industry in a way that is proportionate to the task ahead. It is a reasonable thing to do. It has not been looked at for quite a long while.

4.12.10 Deputy G.A. Raimondo of St. Brelade:

I will try and keep my question more to the point. I know you have no control over ride-sharing apps coming here, but would the Minister believe that the regulation is preventative and uninviting for companies to come here and make it easier.

Deputy J. Renouf:

I think I will fall back on what I have already said, which is I want this review to look at the whole picture. It may well be that companies from outside regard aspects of our regulation as a barrier. I want to look at this with an open mind. *Apropos* of previous questions from Deputy Curtis, I will approach this with an open mind. I do not come at this with a pre-set view, and so I am not going to go any further than that in stating a view that might pre-empt the conclusions of what I am going to look at.

4.12.11 Deputy G.A. Raimondo:

Would the Minister also look into consulting with young people as they are often a group that struggles more to find transport around the Island, they cannot drive and often the bus services will not always bring them to the correct places. Has the Minister considered also asking their point of view?

Deputy J. Renouf:

Yes, it is a valid point, and in answer to Deputy Tadier I pointed out that many different people use the taxi service, and young people certainly should be consulted as part of that. We know that it is relatively difficult to engage young people in general but I shall certainly do what I can. It might be something we can talk to the Youth Assembly about, and certainly I would be keen to involve young people in that.

4.12.12 Deputy S.J. Gleave:

I am really pleased that the Minister both confirmed his commitment to the health and safety of passengers, and also recognised the wider economic value of taxis. This is not just about getting businessmen to the airport; it is about our tourism industry and our night-time economy. I recognise also that he is aware that we need to look at the costs of taxis and anything that we can do to reduce those. It is more expensive for a visitor to get a taxi from the east of the Island to the airport than it is for them to fly from Gatwick to Jersey. Going back to giving businesses clarity, can the Minister commit to doing that list of requirements of what a taxi company has to comply with, because if we can give them clarity over what they need to do operationally that will help reduce their administrative burden and their costs.

Deputy J. Renouf:

I thank the Deputy for her question and for her engagement with me on this matter more generally. I think I did answer the question she is asking in my first answer, which is that the list of all current requirements will be published in the paper that I intend to submit before the end of this year. To be fair, there is quite a lot of information out there and the answer to the Written Question that she posed a few weeks ago did include some of that, but I accept that we need to have a comprehensive list. Clarity is always a good thing and that is why I have committed to provide it.

[11:15]

5. Questions to Ministers without notice - The Minister for Justice and Home Affairs

5.1 Deputy T.A. Coles of St. Helier South:

Many foreign nationals, either with settled status or right to live and work in Jersey, still have issues with travelling back to the Island. Can the Minister explain what action, if any, her department is doing to get Jersey more digitally recognised?

Senator H.M. Miles (The Minister for Justice and Home Affairs):

I thank the Deputy for the question. The issue about Jersey residents with settled status is one of my top priorities, and certainly a top priority among J.C.I.S. The issue has come about since the introduction of the Carriers' Liability Law. Jersey has had that but it has been introduced globally, and we are seeing quite a lot of issues with our nationals at various different airports. It is something that we have raised with the Home Office. The total solution to this is to adopt the eVisa scheme. Appropriate funding has been made available for that to happen, not only for Jersey but also the other Crown Dependencies. I am confident that by end of 2027, which I know sounds a long way away, that we will have a digital solution to this and that problem will cease totally. In the interim, what I would say to people who have got settled status in Jersey is please ensure that your new passport numbers have been provided to Customs but also check in in person at the airport and receive a paper boarding card, and that way you will have no problem boarding the aircraft when you get to the gate.

5.2 Deputy A.F. Curtis of St. Clement:

The Minister will be aware the proposed Budget includes proposals to introduce tax warehousing for investment assets. Will she outline what role she played with the Minister for Treasury and Resources

in drafting these plans and what dialogue she has had with the Agent of the Impôts about the safeguards required?

Senator H.M. Miles:

I thank the Deputy for his question. To the best of my recollection I have had no conversations at all with Treasury about tax warehousing.

5.2.1 Deputy A.F. Curtis:

For the Minister's and the Assembly's benefit it will be on page 40 of the proposals, and the Minister for Treasury and Resources answered a Written Question 211 giving more details showing the scope would, in essence, use approved premises under the Customs and Excise Law 1999 and would require consultation with the Agent of the Impôts. Given there are risks associated with, ultimately, tax warehousing for investment assets, whether they are financial or the exploitation, such as a use of these in the domestic curtilage of properties, is she concerned or does she have any consideration to the staffing required for J.C.I.S. if they are to expand to protect the approved premises system to cover tax warehousing for investment assets? Does she think she will need to discuss this with the Minister prior to the approval of the Budget?

Senator H.M. Miles:

I thank the Deputy for his clarification. Most certainly anything that is going to impact on the staffing capacity of J.C.I.S. will need consideration. At the moment the approved premises that we have are within the curtilage of Ports of Jersey. Anything that would go out of that would require careful consideration. As the Deputy will know, there are already certain conditions that are placed on approved premises. They are rigorously enforced and rightly so. Most definitely I will be speaking to the Agent of the Impôts so that she can advise me of any discussions she may have had with officials in the Treasury Department about the proposal to this service.

5.3 Deputy A. Maltman of St. Mary, St. Ouen and St. Peter:

In November 2024 the Minister questioned her predecessor on whether misogyny would be included in Jersey's proposed hate crime law and pressed her to state her position. Now that she has responsibility for the legislation, will the Minister confirm whether she supports the inclusion of misogyny, either within the hate crime law or through separate legislation?

Senator H.M. Miles:

I thank the Deputy for the question. It is lovely how questions always come back to haunt you. **[Laughter]** States Members will have seen today that I have launched the consultation into the hate crime law. While specifically I have not mentioned misogyny, it is one of the things that I would be interested to see whether it is something that the community would consider. Currently misogyny is not listed as a protected characteristic in the Discrimination Law, so it would not automatically be covered by any offences that we introduce to tackle hate crime.

5.4 Deputy S.J. Gleave of St. Helier South:

Firstly, thank you for the answer to the Written Question that I submitted. I welcome the additional investment in tackling violence against women and girls and recognise from the response to that question the significant pressure that the new legislation will place on our criminal justice system. I also know that the Minister is a strong supporter of the charitable sector and believes Government should work closely with charities. However, I could not identify any specific funding for specialist organisations, such as J.A.A.R. (Jersey Action Against Rape) and F.R.E.E.D.A. (Freedom from Domestic Abuse), which already provide vital support to victims. I understand that J.A.A.R.'s counselling Service Level Agreement was withdrawn last year, while Government is now proposing

£57,000 for a new therapeutic post, which is more than the cost of the Service Level Agreement. Can the Minister explain how Government is ensuring that it makes best use of existing charitable expertise, rather than duplicating services and whether commissioning additional support through these organisations is being considered?

Senator H.M. Miles:

I thank the Deputy for the question. In terms of funding the charitable sector, as everybody will see, the vast majority of the budget is going to the statutory sector, which is where the vast majority of the work around violence against women and girls sits. When it comes to the charitable sector I think we have to consider 2 things, it is whether charitable organisations are fulfilling their charitable purpose, in which case those funds would come from charitable donation or whether we are going to commission those services from specific charities to do specific things. There will be a delivery plan attached to all of this funding evidently as a significant amount of funding. Any money that goes to J.A.A.R. or F.R.E.E.D.A. to support a service would need to be commissioned from within that existing budget. It is a little bit too early at this point in time to understand how much we will be commissioning from the charitable sector and how much will remain in house.

5.4.1 Deputy S.J. Gleave:

While I recognise the need to strengthen the investigations and prosecutions, the £5 million appears largely directed towards dealing with violence and abuse after it has occurred. Can the Minister identify what additional investment is specifically going into early intervention and preventing harmful behaviour from escalating, rather than simply responding to its consequences?

Senator H.M. Miles:

I have got the 15-page answer to the Written Question in front of me. I cannot go into great detail. However, there is investment in the Building a Safer Community framework and that is solely aimed at prevention and early intervention. The Domestic Abuse and Sexual Harms Partnership, which is the successor to the Violence Against Women and Girls Taskforce, now sits within that partnership. Any future investment will be discussed as part of a partnership approach.

5.5 Deputy L.M.C. Doublet of St. Saviour:

I would like to ask the Minister about the independent review of the family justice system; could she please give an update on the progress of this review?

Senator H.M. Miles:

I thank the Deputy for the question. The review has been carried out by Hannah Markham. The Family Justice Council has seen initial drafts. It is my understanding that the final report will be published in the first week of December and Hannah Markham is coming back to Jersey to present that. Also, I can assure the Deputy that funding for the implementation of the recommendations of the Hannah Markham review has been included in the budget allocation for violence against women and girls.

5.5.1 Deputy L.M.C. Doublet:

I thank the Minister for her answer. In terms of the contributions to the review, is the Minister certain that everybody who wanted to contribute to the review was able and given an opportunity to do so?

Senator H.M. Miles:

One can never be certain that everybody who wanted to contribute has contributed. However, the consultation was publicised widely, and I know there had been approaches from individual Members to Hannah Markham to hear specific areas. I think to the best of our ability we have covered that consultation.

5.6 Deputy A.F. Curtis:

Returning to tax warehouses for investment assets, should the Minister find that the staffing or safeguarding implications would arise from the proposals on either of the J.C.I.S. or States of Jersey Police, will she ensure that proposals are not progressed until she receives further budget from Treasury to cover the shortfall in the difference in staffing or operational implications?

Senator H.M. Miles:

Yes, I can give the Deputy that commitment. It is absolutely unthinkable that anybody would be operating outside of the law.

5.6.1 Deputy A.F. Curtis:

It was less about operating outside of the law. If I could, it was more that should she find the proposals require more staffing from her teams, will she ensure that she will ensure they are suitably staffed prior to the implementation of any proposal, so the law does not change allowing these prior to her having the staff to ensure they are operated effectively by her teams and that she is not then managing a deficit put on her without consultation?

Senator H.M. Miles:

I look forward to the discussions with the Minister for Treasury and Resources on that subject.

5.7 Deputy T.A. Coles:

The Minister, in answer to another question around the inspection of workers' accommodation that she is under-resourced, how comfortable is she that this Budget is going to allow her to maintain the level of resources that she needs to operate her department?

Senator H.M. Miles:

J.C.I.S. is resourced at the moment for the work that it does. I do not think it is any secret that particularly with the growth of work permits and naturalisations that the staffing has not grown to accommodate the significant growth that we have had. I am not confident that there is sufficient provision in this Budget. In the conversations that I have had with the Chief Officer and the Agent of the Impôts, it is about understanding the growth in demand throughout 2027 so we might put a bid in for appropriate resources or some kind of restructuring process for the 2028 Budget.

5.7.1 Deputy T.A. Coles:

Has this been registered on the Corporate Risk Register and what rating has it been given?

Senator H.M. Miles:

I would not say that the risk to J.C.I.S. is anywhere sufficient to escalate that risk to the Corporate Risk Register. What it does is it increases delay. What I would like is permits, compliance, all of that to be done in a more timely manner. But it certainly does not affect the risk to escalate it to a corporate level, in my view.

5.8 Deputy G.A. Raimondo of St. Brelade:

Does the Minister acknowledge that introducing a hate crime law could be a form of introducing discrimination into law itself?

Senator H.M. Miles:

One of the reasons for the consultation is to address those sorts of issues. But, no, I do not consider that the introduction of legislation that covers hate crime reinforces discrimination.

5.8.1 Deputy G.A. Raimondo:

Does the Minister believe that there is a potential for an introduction of hate crime law to limit freedom of speech?

Senator H.M. Miles:

Yes, and that is why consultation matters. I want to hear from people who have experienced prejudice but also I want to hear from people who are concerned about the implications for free speech.

5.9 Deputy T.A. Coles:

Is the risk of not having hate crime law meaning that actual hatred is allowed to fester under the surface and not be tackled properly as it should be?

Senator H.M. Miles:

Again, one of the reasons for the consultation is to hear from everybody. We are one of the few jurisdictions that does not have hate crime legislation. As people will know, we have public order and we took the prejudice part out of that back in 2022. Again, this is why the consultation is important. I think we need to hear from everybody who is particularly interested in this to understand their perspective on it before we start making law.

The Bailiff:

Supplementary? You have got 26 seconds.

5.9.1 Deputy T.A. Coles:

There was an incident previously outside the mosque in Aquila Road, will our Muslim community be fully engaged with within this process?

Senator H.M. Miles:

Yes, all community groups, all faith groups, the consultation will be widespread.

The Bailiff:

Thank you very much, Minister, that brings that period of questions to a close.

[11:30]

6. Questions to Ministers without notice - The Minister for Planning and Regulation

The Bailiff:

The second period of questions are for the Minister for Planning and Regulation. The first question is from Deputy Coles, then Deputy Gleave.

6.1 Deputy T.A. Coles of St. Helier South:

Can the Minister give his reasoning to keep the consultation on minimum space standards so limited?

Senator Sir M.J. Boleat (The Minister for Planning and Regulation):

It is not intended to be limited, it is a targeted consultation which is frequently done on a number of issues. I would welcome the widest possible response, and I will arrange to put it on the Government website as a consultation. I am not at all in the business of restricting consultation.

6.1.1 Deputy T.A. Coles:

I am glad that the Minister has said that he will have it put on to the Government website. Does he know the reason why it was not put on there in the first instance?

Senator Sir M.J. Boleat:

It is a targeted consultation. Ministers announce consultations in different ways. The review of taxi regulation was announced in a written response to Deputy Gleave. We have heard today about a review of early years regulation. It is a standard practice but, if there is a wish for this to be a full public consultation, I am very happy to arrange for that.

6.2 Deputy S.J. Gleave of St. Helier South:

The Minister has spoken about making planning more proportionate and reducing unnecessary regulation. Does he recognise that for small businesses the difficulty is not always obtaining permission for a new development but finding existing premises that they can use. Will he consider making it easier and quicker for businesses to change the use of suitable existing commercial premises where there is no material impact on neighbours or the environment, rather than requiring them to go through a lengthy planning process?

Senator Sir M.J. Boleat:

I sympathise with that point but we are constrained by the Bridging Island Plan. I will undertake to see what we can do within the limits of the plan. But if it is in the plan, in the short term there is little we can do about that. We will be seeking to revise the plan during the next year or so, and that is one of the issues we will certainly look at.

6.2.1 Deputy S.J. Gleave:

Taking that point on board, could you perhaps consider extending permitted development rights to certain changes for commercial use so that businesses can adapt and grow without needing individual planning permission where the risks are minimal?

Senator Sir M.J. Boleat:

We are already committed to an extension of permitted development rights. The principles have been agreed. In the last week or so we are having a consultation largely to get the wording right. But, as I have said, we are constrained by what we can do by the Bridging Island Plan. We are going as far as we can in that respect within the limits of the plan.

6.3 Deputy L.D. Carpenter of St. Helier Central:

In the Minister's interview with the *J.E.P.* printed on 8th August, the Minister is quoted as saying: "If you are living in St. Mary or St. Ouen a car is pretty essential but I cannot see that this is necessary everywhere." Does the Minister accept that people living in St. Helier are just as likely to want or require use of a car as someone living anywhere else in the Island?

Senator Sir M.J. Boleat:

Absolutely.

6.4 Deputy B. Ward of St. Clement:

We are all aware of the shortage and the availability of affordable homes for our families and also to rent or buy but also it is about the building of Parish homes as well. Could the Minister advise if more derelict greenhouse sites are being considered for a change of use from agriculture to building or planning so we can facilitate these provisions?

Senator Sir M.J. Boleat:

That is a very good point. Derelict greenhouse sites are a problem, they do nothing to enhance the Island's natural environment. But, again, we are constrained by the Bridging Island Plan agreed, I think unanimously, by this Assembly, which states that they must be returned to agricultural use. A number of sites have been returned to a mixture of agricultural use and some development. The planning system does allow for that to be done. But we cannot go further than that; we cannot rezone

by administrative order. It might be tempting for the Minister to do that but, quite rightly, it is not possible. We are looking at the guidance at present to see whether it can be refined in any way that would help. My officers do talk directly with the owners of those sites to seek to identify what legitimately can be done. I know that the Planning Committee also is very conscious of this issue and it is about getting the right balance. Clearly, it is not feasible for some of these sites to be returned 100 per cent to agricultural use; that is not viable. It is about looking at what is the best mix of some development and returning most of the space to agricultural or green use that we need to be looking at.

6.4.1 Deputy B. Ward:

I thank the Minister for his response, and I think it sounded very hopeful. Because of this hope, can you assure the Assembly that if some of these sites do come on stream is that they will be for houses and homes and not for flats?

Senator Sir M.J. Boleat:

I cannot anticipate what a planning application may want, nor how it would be reviewed by officers and by the Planning Committee. But I would think it unlikely, given that where these sites are, that flats will be acceptable. But, as I said, I cannot anticipate what might be in an application.

6.5 Deputy L.V. Feltham of St. Helier Central:

Given the Minister's answer to my Written Question in relation to the occupation of agricultural units for work permit holders, will he confirm now whether there are any urgent hazards that remain unresolved in occupied accommodation and how he has verified that position?

Senator Sir M.J. Boleat:

I had some difficulty understanding the question in my own hearing but ...

The Bailiff:

Do you want it repeated?

Senator Sir M.J. Boleat:

Yes, please.

The Bailiff:

Could you repeat your question please, Deputy Feltham?

Deputy L.V. Feltham:

Yes, Sir. Given the Minister's answer to my Written Question 214 with regard to units occupied by migrant workers in agricultural accommodation, can he confirm whether any urgent hazards remain unresolved in occupied accommodation and how he has verified that position? Are there any urgent hazards in accommodation that is currently being occupied by people on work permits that his department is aware of?

Senator Sir M.J. Boleat:

Yes, and I apologise for having to ask for that question to be repeated. The answer is that we have seen no hazard that requires formal notices to be given. Indeed, there has been very good co-operation from the industry. The properties have been inspected, a large number of hazards have been identified. But there is a very long list of hazards, and indeed I would suggest that if the inspectors came into many of your homes some of these hazards might be identified. But it has been encouraging the way that the industry has responded. We have had very good co-operation. Where

hazards have been identified they are generally very quickly dealt with. So far there has been no need to issue a formal notice.

6.5.1 Deputy L.V. Feltham:

Can the Minister give an example of that very good co-operation?

Senator Sir M.J. Boleat:

It is difficult to give an example. I am simply advised by my officers that there has been excellent co-operation. I think where officers have inspected premises and they have identified that there are hazards, then the normal response is for the hazards to be addressed quite quickly. It can be something that could be done really very quickly indeed. I think in some cases businesses have welcomed what the inspectors have been able to look at. They have taken account of the points and where they have been easy to rectify that they have been.

6.6 Deputy M. Tadier of St. Brelade:

Will the Minister confirm whether any risk assessment was done before his decision to delay the Food (Jersey) Law coming into effect and if none was done, why not? If it was done, what were the risks that came up in delaying the Appointed Day Act?

Senator Sir M.J. Boleat:

My understanding was that the Scrutiny Panel said it was important for businesses to have time to prepare. On many of these issues simply passing a law can be the easy bit. It is important that it is implemented correctly, and that requires businesses being given due notice. That was the reason for the delay; it was responding to what I believe was said by a Scrutiny Panel. I had a briefing on this and a discussion on this yesterday with officers. It is intended to implement the law early next year; we are looking at March at present. But my understanding is at present many of the businesses are complying with what the law will be anyway. The industry, again, has co-operated very well with the Department. I understand that the relationships have been very good, that retailers and other businesses have been interested to know what is planned; they want time to adapt. We need to be careful in all of these issues that we are not imposing quite unnecessary regulations on things like a coffee morning that somebody is organising. We need to get it right and I can assure the Member that that is what we are seeking to do. But at the moment we are looking at implementation in March.

6.6.1 Deputy M. Tadier:

This law was brought forward not by the previous Minister but by the Minister before him, and this law was approved several months ago. Does the Minister not share my concern that there is a big risk here that this law could be enacted now and that by waiting until March this could literally be a matter of life or death for somebody with a serious allergy who eats food unaware that it contains something that they are allergic to?

Senator Sir M.J. Boleat:

If I felt the risk was that great, yes, we could move more quickly on implementing the law. But, as I have said, the evidence is that businesses are already, probably in many cases, entirely complying with it. But we need to ensure that all businesses are capable of complying with the law, and that was the reason for the delay. At present we do not see that that is a huge risk. We want to get that right. We have to issue the instructions to the law draftsman to do that. Currently we are looking at implementation at the beginning of March.

6.7 Deputy A.F. Curtis of St. Clement:

Looking at building control, the Minister will be aware that Jersey requires structural design of elements to be signed off by an industry professional who is on the S.E.R. (Structural Engineers

Registration) scheme and it has not been for a long time that a member of the public could submit designs to the Department for approval of the engineering specification. Does he consider that this scheme has introduced any inflationary element or regulatory overstep to our building control system? Will he review introducing a route to approval by the Department and not the requirement to rely on private individuals for certification?

Senator Sir M.J. Boleat:

The Member suggested that I am aware. I am not as aware as I should be, and I was not aware then as I now am. I think the Member has raised a really good point. I will take it back and look at it and write to him.

6.8 Deputy T.A. Coles:

The Minister has launched his consultation on permitted development rights, and I think there are some good things in there and some bad things in there. But there is also the risk that with extending permitted development rights the department will see a decrease in its income through applications. Has this been balanced out before launching this consultation?

Senator Sir M.J. Boleat:

The worst form of regulation is one designed to give fee income to the regulators. There will be a reduction in fee income but there will be a reduction in work, and the 2 should be balanced. What we are trying to do with the changes to permitted development rights is to make it easier for people to make changes to their homes that do not raise significant issues for the community in general. That will also reduce the work that the Department has to do in looking at these proposals. As far as we are concerned it is a win-win. There has been extensive consultation on these changes. What we are now looking at predominantly is the wording. If there are any specific policy issues that come up - and I am aware of one already - we are quite happy to look at those. Yes, there will be a reduction in fee income but I warmly welcome a reduction in fee income, balanced by a reduction in the workload.

6.8.1 Deputy T.A. Coles:

Unfortunately, the fee income does not just fund the planning office itself, it funds also the other elements of regulation, like inspecting workers' accommodation, which we have heard from the Minister for Justice and Home Affairs today that enough inspections have not been carried out due to staffing resource levels. Has the wider consideration about the staffing requirements budget needed for his Department to make sure that not only migrant workers but all people living in accommodation are safe?

The Bailiff:

You have got 15 seconds, Minister.

Senator Sir M.J. Boleat:

Sir, how long?

[11:45]

The Bailiff:

Less now, 10. [Laughter] Now it is 7.

Senator Sir M.J. Boleat:

Sorry, I missed that, Sir.

The Bailiff:

You have only got 4 seconds left. **[Laughter]** Very good, we will leave it there. That completes the questions for this Minister.

Senator Sir M.J. Boleat:

I will talk to the Member directly, Sir.

The Bailiff:

Yes. Thank you very much. Thank you, Minister.

7. Questions to Ministers without notice - The Chief Minister

The Bailiff:

We now move to the third period of questions for the Chief Minister, and the first question is from the Connétable of St. John and then Deputy Rebindaine.

7.1 Connétable A.N. Jehan of St. John:

I expected Deputy Wilson to have asked this question today. Will the Chief Minister explain what action, if any, the Council of Ministers intends to take in relation to medicinal cannabis clinics in Jersey following the Coroner's *Prevention of Future Deaths* report into the tragic death of an Islander last year, which included findings that cannabis had contributed to the man's death? If no immediate action is planned, will he explain the reasons for that decision?

Senator L.J. Farnham (The Chief Minister):

I am pleased to say immediate action is planned and is being progressed now. The Council of Ministers has received an update from the Minister for Health and Social Services at its last meeting. The action is based around the tightening of regulations in relation to the prescription of cannabis.

7.1.1 The Connétable of St. John:

Given that in July the Minister for Health and Social Services was unable to provide either the outcome of the consultation or a timetable for publishing the proposed legal controls and independent inspection regime, will the Chief Minister now give firm dates for publication and explain what interim safeguards are in place to protect patients until those measures are introduced?

Senator L.J. Farnham:

I cannot give interim details of the protections in place between now and then. That is something I will have to take up with the relevant professionals and we can provide those to the Connétable. The aim is to introduce and make the changes to the regulations in Q1 of next year.

7.2 Deputy C.J. Rebindaine of St. Mary, St. Ouen and St. Peter:

A camel is often described as a horse designed by a committee. The C.S.P. document reminds me of a camel, as it is born from multiple manifestos. Given the undoubted intellect and experience of the team he has chosen around him on the Council, and knowing it took 10 weeks to produce, I expected one vision, one strategy from which would flow through each department multiple specific outcomes to be delivered by 2030. Why has the Chief Minister proposed a list of C.S.P.s on a transition budget, which to my reading is short on ambition? **[Approbation]**

Senator L.J. Farnham:

Just waiting for the one person to finish stamping their feet. **[Laughter]** I disagree with the Deputy. While I respect the question, I think the C.S.P. is a progressive document. It is an evolution of the previous C.S.P. It was a change of plan from C.S.P.s we have seen in the past, which contained reams and reams of paper and ambition. We have 4 targeted themes; targeting action on the cost of

living, restoring competitiveness, investing in Jersey and maintaining financial stability. Yes, taken from a lot of the feedback from public concern and public interest at the previous election, why would it not be? Why would we not have a Common Strategic Policy which aimed to deal with some of the challenges we are currently facing? The C.S.P. has been designed with 11 key actions sitting underneath those, I think 43 action points, all of which are targeted to deliver tangible results. Having said that, we welcome input and amendments from Members; that is why we are having the process now. We are going through Scrutiny with that. Any ideas and propositions and amendments coming forward which could improve the C.S.P. would be gladly received.

7.2.1 Deputy C.J. Rebindaine:

We probably all enjoy blue skies and sunny uplands, but the C.S.P. with no identified funding is little more than a wish list. How can we be asked to endorse a 4-year programme light on priorities when the 12-month Budget is mainly silent on how they will be delivered? This Assembly should not be expected to commit to these priorities and better still a revised smarter version until a multi-year Budget clearly explains how they will be funded and achieved. I know the law today but by whatever means he and his officials can conjure up, will the Chief Minister commit to ensure the C.S.P. and budget run to identical timelines either now or next year?

Senator L.J. Farnham:

I think it is absolutely implied in both the C.S.P. and the Budget that we will certainly not be proposing anything that we would not have intention of budgeting. In the 2028-2030 Budget we have put in place a Budget now that deals with the most pressing issues, while being, I think, fiscally responsible and maintaining our aim to balance the books, create a surplus, invest in our reserves. This Budget includes significant investment in our capital infrastructure. I would maintain the vast majority, if not all of the C.S.P. action points are either in the Budget or can be achieved by reprioritisation of our priorities. We have made that clear from the very start. I do understand the Deputy's point. I do disagree with the sunny days' analogy. A lot of thought has gone into this Budget; the C.S.P. and Budget targeted at helping Islanders with what we need to do right now. Having said that, we will pay special attention to the additional funding required for programmes like Investing in Jersey in the 2028-2030 Budget. That is going to be an important and challenging piece of work, not just for Ministers but for this whole Assembly next year, as we agree what priorities we are going to use to invest in what matters most.

7.3 Deputy T.A. Coles of St. Helier South:

Does the Chief Minister agree that it is best and parliamentary to bring rescindment propositions when no longer following through on decisions of the Assembly?

Senator L.J. Farnham:

I have always maintained that where I can. I have been the victim of having decisions withdrawn and completely changed that were approved by the Assembly without them being properly rescinded. In relation to the Ombudsperson, if that is what the Deputy is alluding to, we did say in the last Government that if we were going to change the direction of a States decision we would come back with a rescindment proposition. If this Council of Ministers would look to do that we would discuss it first and I would propose we did bring a rescindment.

7.3.1 Deputy T.A. Coles:

Unfortunately it is not to that particular piece of proposition that came before the Assembly, it was former Deputy Raluca Kovacs's land levy that was unanimously approved by this Assembly and was missed from the Minister's last Budget and is also not present in this Budget. If the Chief Minister has no intention of following through on this unanimous Assembly ... sorry, it was not unanimous,

one Member voted against it, former Deputy Ahier, who was the only person who voted against it but I would expect if he has no intention to following through on that to bring it to the Assembly as a rescindment so that we can make our dissent on that clear.

Senator L.J. Farnham:

That has been discussed briefly. We are not going to forget that altogether. We are aware that it is an outstanding decision of the Assembly and will be discussed in due course.

7.4 Deputy A. Maltman of St. Mary, St. Ouen and St. Peter:

Given the proposed cuts to BBC Radio Jersey, including replacing its locally produced Sunday breakfast programme with a regional programme from the U.K., will the Chief Minister seek assurances that the proposed changes will not diminish the BBC's commitment made in 2016 to reflecting Jersey's unique identity, culture and local communities? In fact, what steps will the Government take to safeguard locally-produced broadcasting and ensure that the Island's distinct constitutional and community interests are protected in future broadcasting arrangements?

Senator L.J. Farnham:

The BBC is facing significant financial pressure. This is being driven by a fall in the licence fees nationally. In charter negotiations with the U.K. Government, the BBC are calling for reform to the licence fee in relation to the provision of local radio. I include the Channel Islands in that figure, although we are not part of the U.K., 94 per cent of the population consume BBC services, only 80 per cent are paying for it and that number is falling. That led to the requirement for cuts across local radio but nothing locally has been confirmed as yet, other than they are planning changes to off-peak programming, including weekday evenings and Sunday mornings programme. I am not sure if it is on the Minister for External Relations to discuss how that may impact upon local services. There are forthcoming discussions with the relevant U.K. bodies but it certainly is important that we maintain strong local coverage from the BBC. I have noticed there has been a shift to more Channel Island reporting on news bulletins at certain times. While I appreciate the service the BBC do give us, it is important we try and retain as much of it based on Jersey as we possibly can. But I cannot give any guarantees as to what that will look like.

7.4.1 Deputy A. Maltman:

The Chief Minister did reference the charter. I was just wondering whether there have been discussions with the Department for Culture, Media and Sport regarding the continuation in future of specific broadcasting commitments beyond 2027.

Senator L.J. Farnham:

Not as yet around this from a local point of view, but I will request that the Minister for External Relations does perhaps commence discussions.

7.5 Deputy S.J. Gleave of St. Helier South:

Following the excellent question from the Connétable of St. Lawrence about private businesses struggling to compete with public sector pay and benefits and following concerns raised during my recent Scrutiny hearing with the Minister for External Relations about Government crowding out the financial services sector, does the Chief Minister recognise that the benefits of a leaner Government go well beyond savings to the taxpayer? In a small island with a limited workforce, reducing Government's demand for labour could also ease recruitment pressures and wage inflation across the private sector, particularly for small businesses.

Senator L.J. Farnham:

Yes, I do agree with that.

7.5.1 Deputy S.J. Gleave:

Does the Chief Minister therefore agree that delivering a leaner Government should be seen not simply as a public spending objective but as an important part of improving Jersey's wider economic competitiveness and reducing the cost of doing business?

Senator L.J. Farnham:

Again, yes, I do. We often use the phrase "Smaller Government, bigger economy"; that is what we are aiming to do. We use the phrase "leaner", I would prefer to use the phrase "more efficient". With the onset of technical advances and artificial intelligence, I think there are opportunities for the Government to do much more with less resources; that is our aim.

7.6 Deputy C.D. Leck of St. Saviour:

My question relates to the C.S.P. The 2027 Budget has been described by your good self as boring and a prudent extension of the 2026 Budget. How many of the 11 priorities in the C.S.P. are represented in the 2027 Budget, other than the support to families and the cost of living?

Senator L.J. Farnham:

I have not described the Budget as boring, and the Minister for Treasury and Resources and I think it is quite interesting and have spent hours poring over it of an evening. As I said earlier - I think I am getting the Deputy's question right - we would certainly not be putting aspirations into the C.S.P. that were not able to be funded. As far as I am concerned, all of those aspirations are funded and accounted for. There are areas, for example, implementation of the Investing in Jersey programme. The Investing in Jersey programme is a large programme that will be in place far longer than this C.S.P. will be. Obviously it should be implied; it is implied when we say implement the Investing in Jersey programme, we will implement the aspects of that. This Government and this Assembly deem most worthy of financial prioritisation and budget for that accordingly.

[12:00]

The Bailiff:

There is 28 seconds left. Have you got a very short supplementary, Deputy Leck?

7.6.1 Deputy C.D. Leck:

Yes. How will success of the C.S.P. be measured and could not quantification in money terms be applied to the 11 priorities so that we know what success looks like?

Senator L.J. Farnham:

We have tried to set out the C.S.P. with tangible action points. We can literally tick them off and say they are completed. I will have a look at whether we can more closely align the cost of all of the 43 items and come back to the Deputy.

The Bailiff:

Thank you, Chief Minister. That completes the period of questions without notice.

PUBLIC BUSINESS

8. Jersey Overseas Aid Commission: appointment of a Commissioner (P.67/2026)

The Bailiff:

Moving back to the Order Paper, there is nothing under J or K, so we move on to Public Business. Jersey Overseas Aid Commission: appointment of a Commissioner, lodged by the Minister for International Development. The main respondent is the chair of the Economic and International

Affairs Scrutiny Panel. Deputy Maltman, I think you are acting as rapporteur today, is that right, as one of the States Member Commissioners? I ask the Greffier to read the proposition.

The Greffier of the States:

The States are asked to decide whether they are of opinion – to appoint Mr. David Postlethwaite as a non-States Commissioner of the Jersey Overseas Aid Commission effective from 20th October 2026 until 20th October 2029, in accordance with the Jersey Overseas Aid Commission (Jersey) Law 2005.

8.1 Deputy A. Maltman of St. Mary, St. Ouen and St. Peter (Jersey Overseas Aid Commission - rapporteur):

Regarding this proposition, it is to seek to appoint Mr. Postlethwaite as a non-States Commissioner for the Jersey Overseas Aid Commission. I think Members have had the opportunity to read Mr. Postlethwaite's bio. I can just add that the appointment is for a 3-year term to October 2029. The appointment follows an open recruitment process conducted in accordance with the requirements of the Jersey Appointments Commission. As Members are aware, the Commission is an international development programme and supports sustainable development initiatives in some of the world's poorest countries. Mr. Postlethwaite has extensive experience in sustainability governance and finance and has held senior roles across the legal and finance and sustainability sectors. He served as Head of Sustainability Services at KPMG Islands Group and he has also served on the management board of the Jersey Teachers' Superannuation Fund and is a founding trustee of the Greening Trust of Jersey. The appointment will replace Alistair Calvert, who is stepping down after providing valuable service to the Commission. That is my proposition. I believe we ask if there is anybody that needs to speak.

The Bailiff:

I will do that.

Deputy A. Maltman:

OK. [Laughter]

The Bailiff:

Very kind of you to offer but that is one of the things I do.

Deputy A. Maltman:

I am glad you are going easy on me on my first proposition.

The Bailiff:

Yes.

Deputy A. Maltman:

Iron out all the bugs. Thank you, Sir.

The Bailiff:

All right, thank you very much. Is the proposition seconded? [Seconded] Does anyone wish to speak on the proposition?

8.1.1 Deputy S.J. Gleave of St. Helier South:

As chair of the Economic and International Affairs Scrutiny Panel, I would simply like to confirm that the panel has considered the proposed appointment of Mr. David Postlethwaite to the Jersey Overseas Aid Commission. We have reviewed the information provided and have identified no matters of concern. Indeed, it seems that Mr. Postlethwaite has a very impressive C.V. (curriculum

vitae) for this role. The panel would, therefore, just like to wish Mr. Postlethwaite every success in the role and thank him for being willing to contribute his time and expertise to the Commission.

The Bailiff:

Does anyone else wish to speak on the proposition? I call upon Deputy Maltman to reply.

8.1.2 Deputy A. Maltman:

Thank you, Deputy Gleave, for your words concerning Mr. Postlethwaite. The Minister is happy to recommend the appointment and commends the proposition to Members.

The Bailiff:

Is the appel called for? The appel has been called for. Members are invited to return to their seats and I ask the Greffier to open the voting. If all Members present and attending remotely have had the opportunity of casting their votes, then I ask the Greffier to close the voting. I can announce the proposition has been adopted unanimously:

POUR: 42		CONTRE: 0		ABSTAINED: 0
Senator L.J. Farnham				
Senator I.J. Gorst				
Senator A.J.H.M. Maclean				
Senator M.R. Le Hegarat				
Senator T.J.A. Binet				
Senator H.M. Miles				
Senator Sir M.J. Boleat				
Senator S. M. Kersten				
Connétable of St. Mary				
Connétable of St. Brelade				
Connétable of St. John				
Connétable of St. Clement				
Connétable of St. Ouen				
Connétable of Trinity				
Connétable of Grouville				
Connétable of St. Saviour				
Connétable of St. Lawrence				
Deputy C.F. Labey				
Deputy M. Tadier				
Deputy L.M.C. Doublet				
Deputy C.S. Alves				
Deputy K.F. Morel				
Deputy F. G. Voisin				
Deputy M.B. Andrews				

Deputy R.E. Binet				
Deputy T.A. Coles				
Deputy A.F. Curtis				
Deputy C.D. Curtis				
Deputy L.V. Feltham				
Deputy M.R. Ferey				
Deputy B.B.de S.V.M. Porée				
Deputy J. Renouf				
Deputy L.K.F. Stephenson				
Deputy B. Ward				
Deputy L.D. Carpenter				
Deputy S.J. Gleave				
Deputy C.D. Leck				
Deputy V. Li				
Deputy A. Maltman				
Deputy R.J. Parker				
Deputy G.A. Raimondo				
Deputy C.J. Rebindaine				
Deputy P.J. Romeril				

The Bailiff:

That concludes Public Business for this meeting.

ARRANGEMENT OF PUBLIC BUSINESS FOR FUTURE MEETINGS

The Bailiff:

I invite the chair of P.P.C. (Privileges and Procedures Committee) to propose the Arrangement of Public Business for Future Meetings.

9. Deputy C.S. Alves of St. Helier Central (Chair, Privileges and Procedures Committee):

There are currently no changes as per the Consolidated Paper. Members will be aware that the amendment deadline for the C.S.P. is on 27th October. I suspect that our next sitting will need at least one continuation day. With that, I propose the Arrangement of Public Business.

The Bailiff:

Are Members content to proceed, as suggested by the chair of P.P.C.? Are Members content now to adjourn? The States stand adjourned until 9.30 a.m. on Tuesday, 10th November.

ADJOURNMENT

[12:07]

