

6.1. Road Races Bill 2015 – Clauses considered

Mr Houghton to move.

The Speaker: We turn now to the Road Races Bill, and I call on the mover, the Hon. Member for Douglas North, Mr Houghton.

Mr Houghton: Thank you, Mr Speaker.

I would like to move clauses 1 and 2 together. These give the Bill its short title and provide for it to come into operation on one or more days appointed by the Department of Infrastructure.

I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: I put the motion that clauses 1 and 2 stand part of the Bill. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 3.

Mr Houghton: Clause 3, Mr Speaker, deals with the application of the Bill. It makes clear that the new Act will apply to racing involving machines with a maximum net engine power of over 2 kW. This clause seeks to limit the new Act's application to racing with machines that have a greater risk associated with them. It is not applicable to racing with lower-risk machines such as electric push bikes, which are better described as entertainment. It eliminates the overlap with the Highways Act 1986 in respect of closing the road for entertainment racing.

I beg to move.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: I put the motion. Clause 3: those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 4.

Mr Houghton: Clause 4, Mr Speaker, gives the interpretation of terms within the Act.

I beg to move.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: Clause 4: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 5, Mr Houghton.

Mr Houghton: Thank you, Mr Speaker.

This clause introduces the concept of a racing authorisation, which is similar to a Road Racing Order under the existing 1982 Act. As drafted, a racing authorisation cannot be issued to authorise racing on a Sunday on the whole of the mountain course or the whole of the Billown course before 1 p.m. and 9 p.m.

To be clear, a racing authorisation could be issued elsewhere on the Island on a Sunday. Indeed, it could be issued on parts of the two courses mentioned to authorise racing. For example, a hill climb could be authorised on Lhergy Frissell above May Hill in Ramsey.

I would like to reassure Hon. Members that although this provision enables the Department to issue a road racing authorisation on a Sunday following a request from an organiser, it does not compel the Department to issue one. If the Department does not think it appropriate, an authorisation will not be issued.

Mr Singer, Mr Cannan and Mr Robertshaw all made comment about racing until 9 p.m. on a Sunday at the Second Reading. Their concerns were general but touched on the need to let people enjoy their Sunday in the way that they wanted and the potential impact on church services. They suggested that racing on the Sunday should not be allowed to continue into Sunday evening on the TT course; whilst Mr Peake, Mr Gawne and Mr Ronan reminded us that sport and racing on a Sunday is now commonplace around the world, as can be seen on television. They also said that the importance of motorsports to the Isle of Man should not be understated.

The Department has considered at length the comments made by Members and I believe that Mr Singer has an appropriate amendment that the Department is minded to support. Mr Singer's amendment not only restricts the times of some racing on a Sunday but also requires the Department to consult prior to issuing a racing authorisation on a Sunday around the mountain course, which I understand has been requested by the Chamber of Commerce.

Mr Speaker, I beg to move.

The Speaker: Mr Skelly.

Mr Skelly: I beg to second and reserve my remarks.

The Speaker: Hon. Member for Michael, Mr Cannan.

Mr Cannan: Mr Speaker, I seek your guidance. It would be preferable for me if my amendment was voted on after Mr Singer's amendment was voted on, on the basis that were his to succeed I am minded to withdraw my amendment.

The Speaker: Yes. For the guidance of the House, Mr Singer's amendment, if moved and seconded, I would be putting to the vote first, and in the event that it was successful I would treat yours as having been superseded – if that is helpful.

Mr Cannan: Okay, thank you, Mr Speaker.

In that case, I will be very brief in terms of ... I merely have brought forward an amendment to ensure that racing was finished by 6 p.m. on a Sunday, where it was permitted.

Again, I would just back up the comments – and I am very reassured by the Hon. Member who has brought this forward, the approach he has given. Clearly, there is a need to balance the interests of the community with those who follow motorsport. I am sure that that will take place and that any requests will be considered carefully.

Therefore, I beg to move my amendment:

Amendment to clause 5

Page 10, lines 13 and 14, for "9 p.m." substitute «6 p.m.».

The Speaker: Mr Robertshaw.

Mr Robertshaw: I beg to second.

The Speaker: Hon. Member for Ramsey, Mr Singer.

Mr Singer: Thank you, Mr Speaker.

Hon. Members, the items 1 and 2 and printed under my name are paving clauses, enabling me to move the clause and therefore, with your permission, Mr Speaker, I would like to outline the contents of the new clause so that Hon. Members will be clear before they vote their approval for the paving clause, as I cannot move the new clause without my amendments to clause 5 being approved.

At the Second Reading I indicated that I thought the proposals were too wide and, depending on who was a Minister at the time –

Mr Gawne: I was just trying to attract the Speaker's eye, but it is not always ...

The Speaker: Sorry, Mr Gawne.

Mr Gawne: Sorry, I was just trying to attract your eye so I could speak next.

The Speaker: Do you wish the Member to give way?

Mr Gawne: No, I just wanted to second Mr Singer's amendment and I was trying to catch your eye. *(Laughter)*

The Speaker: Oh, right, making sure of it!

Mr Singer: I thought he had already anticipated what I was going to say next! *(Laughter)*

At the Second Reading I indicated that I thought the proposals were too wide and, depending on who was a Minister at the time, we could end up in extreme circumstances (**A Member:** Hear, hear.) of having Sunday racing many times a year or none at all. I am not in any way intimating that the current DOI Minister is extreme – and that is why I thought he was going to stand up. So I have tried to put together in this clause a middle-ground position which will accommodate the views of all interested parties – residents, business, the racing fraternity, the Church and the Department. I have adapted their concerns, which are now incorporated into the new clause, and I am pleased to thank both the Minister and Mr Houghton for their help, co-operation and support.

The new clause states that a racing authorisation may only authorise racing on a Sunday on the whole of the TT course if it is published as a notice in two newspapers circulating in the Island not more than 12 months before the proposed day of racing and specifying the period of time within which objections can be made and considered by the Department. This gives the public the opportunity to make known their views. I have to emphasise here that needing an authorisation does *not* apply for the Sunday in between practice and race weeks for the TT and the Festival of Motorcycling and Manx Grand Prix in the event of the postponement of any race the previous week. There is no change to the present policy.

The Bill as published authorised racing from 1 p.m. to 9 p.m. There were concerns that eight hours would interfere with the general activities of the public and I have a compromise which I believe is acceptable to all interested parties – and there are two exceptions, which I will come to shortly. The proposal is that the actual racing on a Sunday should be permitted from 1.30 p.m. to 5.30 p.m. – that is the racing commencing at 1.30 with time before that to close the course and racing being completed by 5.30 with time then to reopen the course. This is different from the amendment proposed by Mr Cannan, which would allow total road closure from 1 p.m. to 6 p.m.

Representations were made on behalf of the Southern 100 and the Pre-TT Classic Motorcycle Race organisers that this time restriction should not apply for one Sunday in each case on the Billown circuit. It may well be that the four-hour window for racing is adequate, but I am happy that this exemption should be in the Bill.

Finally, if the Department is minded to approve the racing authorisation after the consultation, the Minister, under subsection (6), will refer it to the Council of Ministers for their approval in order for racing to take place on a Sunday on the TT and Billown courses.

The new clause will therefore meet the concerns expressed whilst permitting adequate time for racing after full consultation.

Therefore, having explained the clause, Mr Speaker, I would move the amendment to clause 5 as printed:

Amendment to clause 5

Page 10, leave out lines 10 to 18.

Renumber the following subsections of the clause accordingly.

Page 10, after line 21 (and after the re-numbered subsection (6)) insert —

«(7) This section is subject to section 6, and section 7 contains supplemental provisions about racing authorisations.»

Renumber the following subsections of the clause accordingly.

As I say, the House's approval is needed in order to proceed to the new clause.

The Speaker: Hon. Member, Mr Gawne.

Mr Gawne: Gura mie eu, Loayreyder.

I rise to second the amendment by Mr Singer and indeed to thank Mr Singer, the Hon. Member for Ramsey, for working with the Department on this issue. The Department had obviously listened to the debate at Second Reading and had begun the process of looking at an amendment that might suit Members' requirements, but I had a meeting with the Hon. Member for Ramsey and we agreed the sorts of principles that we felt needed to be addressed. The Hon. Member for Ramsey has been very patient, I think, with the Department. There was a little bit of toing and froing with different club organisers for different events, and I think the Hon. Member for Ramsey has been very accommodating.

As far as the Department is aware, the amendment, and the new clause if it is supported, would allow the organisers of events to do the sorts of things that they had hoped to be able to do through the provisions of this Bill, so I do commend the amendment and hopefully will be in a position to commend the new clause to the House if we get to that stage. So I am very happy to support.

The Speaker: Hon. Member, Mr Malarkey.

Mr Malarkey: Thank you, Mr Speaker.

I just want some reassurance yet again from the mover of the Bill with regard to the TT and the Manx Festival, that this in no way is going to infringe on racing happening either on Mad Sunday or the following Sunday or the two weeks during that period, and that this Bill, by bringing the amendments in, is not going to stop that from happening – that this is for outside the event period – because obviously it says you have to give two days' notice in a newspaper, and if that suddenly fell into the clause of the Bill it would be almost impossible to have racing on Mad Sunday etc. if we had bad weather or for any other reason. So as long as it does not infringe in any possible way ... That is the reassurance I want from the mover of the Bill, Mr Speaker.

The Speaker: Hon. Member for North Douglas, Mr Peake.

Mr Peake: Thank you, Mr Speaker, I would just like to talk to the amendment.

Mr Singer: No, we are not talking –

Mr Peake: I was quite surprised, really, that we seem to have gone down to 5.30. I think the whole idea of having racing on a Sunday was that people could book their holidays to the Isle of Man knowing when the racing was. As we are all aware, the Manx weather can sometimes delay those races, and to have roads open at 5.30 is then contrary to every other day of racing, where you can have the racing and if the weather is poor it can be extended into the early evening. That was the whole idea, in my opinion, of trying to keep it consistent, so people could book their holidays knowing they would get a fair day's racing. So I am surprised that we seem to have lost that.

Thank you, Mr Speaker.

The Speaker: I call on Mr Singer to reply to the debate.

Mr Singer: Do you wish me to reply to the debate on the clause at this stage?

The Speaker: You are replying to the debate on the clause and the amendments.

Mr Singer: In relation to Mr Malarkey, there is no change at all in the present position. Whatever happens now will continue to happen. This is for racing at times on the TT course and the Billown course other than times regarding the TT event and the Festival of Motorcycling. There is no change, and I did say that. *(Interjection by Mr Malarkey)* Okay, well I am sure that ... if the Minister will confirm that.

As far as the Hon. Member, Mr Peake, is concerned, it is a matter of compromise. We heard it said by Mr Houghton that Mr Peake basically was looking at having racing at any time, that that was his main concern; but other people, we heard also ... We had people speaking to us and expressing their views, that you had to take all the public into account as well. So that is why. And the Minister is quite right, we did have to go and froing in order to get what is on the paper now. It is a compromise and I believe it is a genuine compromise which will allow racing on a Sunday. It will allow the racing for four full hours and for opening and closing on either side of that, so we are not starting to close the course at 1.30, then have the racing, and have the course closed by 5.30. That is not the case. The actual racing can take place for the full four hours. I hope that has answered the question.

The Speaker: Mr Cannan, do you wish the right of reply?

Mr Cannan: No, I am fine, thanks, Mr Speaker.

The Speaker: In that case, Mr Watterson to reply. Sorry, Mr Houghton to reply.

Mr Watterson: I'll do my best! *(Laughter)*

Mr Houghton: Thank you, Mr Speaker.

I thank all the contributors to this clause and the amendments from Mr Cannan and Mr Singer. Of course, the Department is not minded to support Mr Cannan's amendment and Mr Cannan quite understands that, and we are minded to support Mr Singer's amendment, as has already been stated.

To support Mr Singer's comments on the what I would call postponed racing on a Saturday on to Mad Sunday and the likes, in fact, is in order under the postponed schedule of racing and that will not be interfered with at all. It is quite obvious that that is the case. What this clause deals with here is scheduled racing, not postponed racing. Where there is a racing event that somebody wants to have on a Sunday, in let's just say October, outside the racing season of this, for rallying or what

have you, for whatever purpose, then this clause deals with that particular issue and must not be maligned with that of postponed racing.

I note Mr Peake's obvious points. That is the whole reason why the Department initially had the opportunity of racing to nine o'clock at night on a Sunday should there have been postponed races due to inclement weather. So I quite understand Mr Peake's point on that, but of course politics is the art of compromise.

I beg to move.

The Speaker: Hon. Members, we are dealing with clause 5, to which there are two amendments. Dealing with Mr Singer's amendment, those in favour, please say aye; against, no. The ayes have it. The ayes have it.

Mr Singer's amendment having been agreed to, Mr Cannan's we treat as having fallen.

Therefore, clause 5 as amended: those in favour, please say aye; against, no. The ayes have it. The ayes have it.

It would now be sensible to take the new clause, tabled by Mr Singer ... move the new clause to form part of the Bill.

Mr Singer: Thank you, Mr Speaker.

Obviously, I have outlined the contents of the new clause and I am happy to hear any further comments or answer any further questions from Members.

Mr Speaker, I move that the new clause becomes part of the Bill:

New clause

Page 10, after line 25 insert —

«6 Racing authorisation: Sunday racing

(1) A racing authorisation may only authorise racing on a Sunday if the requirements of this section are complied with (as applicable).

(2) Subject to subsection (3), a racing authorisation may only authorise racing on a Sunday on the whole of the Tourist Trophy Mountain Course if —

(a) the Department has published a notice in two newspapers circulating in the Island not more than 12 months before the date on which the proposed Sunday racing is to take place —

(i) stating that the Department is proposing to authorise racing on that particular Sunday; and

(ii) specifying a period within which representations may be made to the Department about the proposal; and

(b) the Department has had regard to any representation made to it within the specified time period.

(3) Subsection (2) does not apply to a racing authorisation which authorises racing —

(a) on one Sunday only, for the Isle of Man Tourist Trophy motorcycle races; and

(b) on one Sunday only, for the Festival of Motorcycling (previously known as the Manx Grand Prix);

in the event of the postponement of any race from the preceding week.

(4) Subject to subsection (5), a racing authorisation may only authorise racing on a Sunday on the whole of —

(a) the Tourist Trophy Mountain course, or

(b) the Billown Circuit,

between 1.30 p.m. and 5.30 p.m.

A racing authorisation to which this subsection applies may provide for the closure of roads and the imposition of other requirements outside those times so far as is reasonably necessary to facilitate racing within them.

(5) Subsection (4) does not apply to a racing authorisation which authorises racing —

(a) on one Sunday only, for the Southern 100 motorcycle races held on the Billown Circuit; and

*(b) on one Sunday only, for the Pre-TT Classic motorcycle races held on the Billown Circuit.
(6) Before giving a racing authorisation which authorises any racing on a Sunday, the Department must obtain the prior approval of the Council of Ministers to racing taking place on that day.
(7) Any approval of the Council of Ministers under subsection (6) may be subject to conditions.»
Renumber following clauses of the Bill and adjust cross references accordingly.*

The Speaker: Mr Quirk.

Mr Quirk: I beg to second, Mr Speaker.

The Speaker: I put the question that the new clause do form part of the Bill. Those in favour, please say aye; against, no. The ayes have it. The ayes have it.

Now to move the new clause in detail to stand part of the Bill, Mr Singer.

Mr Singer: I move, Mr Speaker.

Mr Cregeen: I beg to second.

The Speaker: Seconded by Mr Cregeen.

The new clause having been moved and seconded, those in favour, please say aye; against, no. The ayes have it. The ayes have it.

We turn now to clause 6. Mr Houghton.

Mr Houghton: Thank you, Mr Speaker.

This clause provides for a racing authorisation to include supplementary provisions dealing with matters such as the erection of grandstands on land owned by the Government and prohibiting traffic on roads, including roads not being used for the purpose of the race. Prohibition of land cannot proceed if the landowner and occupier object to it being prohibited. However, the Department will have the power to place signs on such land or elsewhere, indicating that the Department considers that the use of the land by race officials or spectators would constitute a hazard to their safety or the safety of others.

This clause will reduce significantly the amount of paperwork and administration that will need to be undertaken by the Department and consequently improve safety.

I believe that this clause strikes a good balance between the rights of people to enjoy their land and a race organiser's obligations to organise a safe event.

I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: Mr Quirk.

Mr Quirk: Mr Speaker, just to the mover, I wonder whether ... Obviously, the course is monitored and the risks are assessed. Can I just ask the mover of the Bill whether there will be plenty of pre-application advice to those individuals who may be at risk on the course – that they will be well identified? So we are talking about there being months talking to them, not weeks.

The Speaker: Hon. Member, Mr Malarkey.

Mr Malarkey: Thank you, Mr Speaker.

Could I ask the mover: does this criminalise landowners in any way? If a prohibition sign was put in somebody's front garden and they decided to ignore it, does that make them break the law or does that then say to them, 'Well, you are not going to be insured because we have said you should not be there, and if there is an accident ...'? I just want a bit of meat on the bones for this, Mr Speaker.

The Speaker: Mr Houghton to reply.

Mr Houghton: Yes, thank you, Mr Speaker.

In answer to the Hon. Member, Mr Quirk's point on pre-application advice, of course that will be done when those that we wish to advise, strongly advise ... that those people need to refrain for safety reasons not being put there.

In the case of the Hon. Member, Mr Malarkey, in the case of criminalising people, the answer to that is no.

The Speaker: Hon. Members, I put the motion that clause 6 do stand part of the Bill. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 7.

Mr Houghton: Thank you, Mr Speaker.

Clause 7 provides for the variation, suspension and revocation of a racing organisation within the four-hour period leading up to a race and during a race, but only if there has been a significant and serious failure to comply with the terms of the racing authorisation or an emergency. To be clear, this will not stop variations, suspensions and revocations at any other time leading up to the race.

I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: I put the motion that clause 7 stand part of the Bill. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 8.

Mr Houghton: Mr Speaker, this clause provides for the appointment by the organiser of marshals. This will give the organiser the authority and responsibility to marshal the event safely.

The Chief Constable appoints marshals under the 1982 Act. This is not appropriate, because the Chief Constable does not organise the marshalling of racing events and it can lead to confusion over the role of the Chief Constable in relation to the organisation of a race. There should be no room for confusion.

The organiser is responsible for the arrangement of a safe event in its entirety, and this includes the marshalling of both the sporting and spectator event. Under this clause, marshals are required to have photographic identification and, given the extent of some of the powers being given to marshals, this is not seen to be unreasonable.

It is worth noting that the organiser has discretion in the appointment of an individual marshal and can withdraw a marshal's authorisation at any time, and must do so at the request of the Police or the Department of Infrastructure.

Mr Speaker, I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: I put the motion. Clause 8: those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 9.

Mr Houghton: Mr Speaker, I would like to move clauses 9, 10 and 11 together.

These clauses set out the marshals' powers and functions in connection with the race. There may be a slight misconception that this Bill will give marshals additional powers: it does not. The 1992 Act gives marshals the wide-ranging powers of a constable. The new Act will limit these powers to those that might be needed to marshal in a safe sporting and racing event, and they are limited to the race. The Department expects the organisers to issue guidance to marshals on the use of these powers and it will support the organisers in the development of that guidance. This means that although there are strong legal powers available to marshals, some organisers may choose not to approve the use of those powers or limit them to emergency situations. Under the Bill as drafted, marshals will have the same liabilities and immunities as a constable.

The Department feels that this change of approach is an important part of clarifying the roles and responsibilities around the management of events, in that it gives the organisers of events the legal powers that they need to organise and implement a safe race.

I beg to move, Mr Speaker.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: I put the motion that clauses 9, 10 and 11 do stand part of the Bill. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 12.

Mr Houghton: Mr Speaker, this gives police constables in uniform the same powers as a marshal. I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second.

The Speaker: Clause 12: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 13.

Mr Houghton: Mr Speaker, clause 13 creates offences. It is appropriate, in the Department's view, to introduce the potential for a custodial sentence given the potential deadly consequences of inappropriate actions.

The clause provides for the defence of lawful authority and reasonable excuse.

Mr Speaker, I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: Clause 13: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 14.

Mr Houghton: Mr Speaker, clause 14 allows racing vehicles and competitors to not comply with the normal laws of the road whilst engaged in a race.

Mr Speaker, I beg to move.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: Clause 14: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 15, please.

Mr Houghton: Mr Speaker, clause 15 relates to the suspension of other enactments to facilitate the holding of a racing event – for example, to allow special vehicles such as additional police cars or cone trucks to be used on Manx roads in support of a race without the need to pay Manx vehicle duty. The suspension of enactments under this clause must be by way of a determination made by the Department. Any such determination must be notified to the public as soon as possible.

Mr Speaker, I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second and reserve my remarks.

The Speaker: Clause 15: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 16.

Mr Houghton: Mr Speaker, clause 16 gives a racing order the same powers as a racing authorisation, and vice versa. In time, this will allow the Department to reduce the detail of a racing authorisation by placing routine and repetitive requirements into an order approved by Tynwald.

Mr Speaker, I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second.

The Speaker: Clause 16: those in favour, say aye; against, no. The ayes have it. The ayes have it. Clause 17.

Mr Houghton: Mr Speaker, clause 17 sets out the Tynwald procedure to be followed for the making of orders and regulations under the Bill.

I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second.

The Speaker: I put the motion. Clause 17: those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 18.

Mr Houghton: Thank you, Mr Speaker.

This clause makes consequential amendments to other Acts.

I beg to move.

The Speaker: Mr Skelly.

Mr Skelly: I beg to second and reserve my remarks.

The Speaker: I put the motion. Clause 18 – (*Interjections*) Oh, I beg your pardon – amendment. I do beg your pardon.

Mr Singer: Thank you, Mr Speaker.

This amendment adjusts the numbering consequential to the acceptance of the new clause.

I move the amendment to clause 18 and, in doing so, I again thank the Minister and the Department for their support, and also Joanne Geldart in the Attorney General's office, whom I could not have done without.

Thank you, Mr Speaker. I so move:

Amendment to clause 18

Page 19, on line 1 for "section 5(6)" substitute «section 6».

The Speaker: Mr Gawne.

Mr Gawne: Gura mie eu, Loayreyder.

I beg to second.

The Speaker: I put the amendment to clause 18. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Clause 18 as amended: those in favour, say aye; against, no. The ayes have it. The ayes have it.
Clause 19.

Mr Houghton: Thank you, Mr Speaker – if I may move clauses 19 and 20 together.

Clause 19 repeals the 1982 Act together with the two Acts that are amended.

Clause 20 deals with the expiry of clauses 18 and 19.

Before I move these clauses, Mr Speaker, I would like to thank all Members of this Hon. House for supporting this very important Bill, which will assist in bringing further finance and support to the Island. I would like to thank those who brought the amendments – Mr Singer. And I would also like to thank our Director of Highways, Mr Robinson, (**Mr Gawne:** Hear, hear.) for all the hard work he has done in the creation of this Bill.

Mr Speaker, I beg to move.

The Speaker: Mr Gawne.

Mr Gawne: I beg to second.

The Speaker: I put the motion that clauses 19 and 20 do stand part of the Bill. Those in favour, say aye; against, no. The ayes have it. The ayes have it.

Hon. Members, that concludes the business of the House today. The House will now stand adjourned until the next sitting, which will take place at 10 o'clock on 9th February in this Chamber.

The House adjourned at 12.46 p.m.