



PORTS OF JERSEY PRICING FRAMEWORK

POJ1395J

INITIAL NOTICE

Jersey Competition Regulatory Authority

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Jersey Competition Regulatory Authority
2nd Floor Salisbury House
1-9 Union Street
St Helier, Jersey, JE2 3RF
Tel: +44 (0)1534 514990
Web: www.cicra.je

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1. EXECUTIVE SUMMARY

- 1.1 The Jersey Competition Regulatory Authority (the **Authority**)¹ is issuing this Initial Notice which will allow Ports of Jersey Limited (**PoJL**) to increase prices for products and services where it has been found to be dominant (**Regulated Services**) annually throughout a five year price control period by a maximum of Jersey RPI +1% applied to each charge to customers.
- 1.2 In order to report on the performance of the business as whole, PoJL will also manage total revenue (from Regulated Services and non-regulated revenue) on a ‘single till’ basis within 5% ‘tramlines’, both positive and negative. Should revenues fall outside these tramlines, PoJL will agree a corrective course of action with the Authority.
- 1.3 This control will be monitored on an annual basis with a review commencing in year 3 to allow for any adjustment to be made for a second five year control. For the avoidance of doubt, the introduction of any prices for new services or new prices for Regulated Services will follow the process outlined in Licence Condition 22. Where this increase exceeds the maximum allowable increase, a new determination will be required by the Authority.
- 1.4 This Initial Notice sets out the decision of the Authority. In due course, the Authority may issue a Final Notice or a new Initial Notice if responses are received, following the process outlined in Article XX of the *Air and Sea Ports (Incorporation) (Jersey) Law 2015* (the **Law**).

2. STRUCTURE OF THIS DOCUMENT

- 2.1 This document sets out the conclusions which the Authority has reached, having taken full account of information gathered for CICRA 19/05 – Ports of Jersey Long-term Pricing Framework, the Ports of Jersey Pricing Submission 2020-2024 received on 9 April 2019 and the Draft Decision of 24 April 2019.
- 2.2 The document is structured as follows:

Section 3	Outlines the background and legislative basis for this Decision
Section 4	Sets out the Statutory Notice of a Decision
Section 5	Sets out the next steps

3. LEGISLATIVE AND LICENSING BACKGROUND

- 3.1 Port operations are regulated in Jersey by way of the *Ports of Jersey (Incorporation) (Jersey) Law 2015* (the **Law**). In general terms, the aim of such regulation is to protect users of port operation

¹ The Jersey Competition Regulatory Authority (JCRA) and Guernsey Competition and Regulatory Authority (GCRA) co-ordinate their activities in the Channel Islands. However, for the purposes of this document, the Authority refers to the JCRA only as the Decision relates to Jersey only.

services (**Port Users**) from the risk of abuse of any dominant position in the provision of such services.

3.2 Port operations (**Port Operations**) are defined in Article 2 of the Law as:

- the provision of facilities and services for and in relation to commercial passenger travel and freight transport into and out of Jersey, by air or by sea,
- the provision of facilities and services for and in relation to non-commercial travel and leisure pursuits around, into and out of Jersey, by air or by sea, and specifically (in the case of harbour operations) within Jersey territorial waters, and
- the management, maintenance and operation of such facilities and services

3.3 Article 7 of the Law provides that, subject to certain exceptions, no person may carry out port operations in Jersey unless they hold a licence issued by the Authority. The primary duty of the Authority is **to best to protect and further the interests of users of port operations, in the short and long term, and to do so where appropriate by promoting competition in the provision of port operations.**

3.4 Article 15(1)(i) of the Law provides that the licence issued by the Authority may contain conditions relating to the level of prices, premiums and discounts which may be charged or allowed by a licensee having a dominant position in the conduct of port operations.

3.5 Ports of Jersey Limited (**PoJL**) is the company established by the Law that owns and operates the airport, harbours and marinas in Jersey. It is 100% owned by the States of Jersey and the only licensed port operator for Jersey. The primary object of PoJL is defined in the Law as **to provide, or ensure the provision of, safe, secure and efficient port operations for Jersey.** PoJL is also responsible for the discharge of certain public service obligations under the Law.

3.6 The PoJL Port Operations Licence² (the **Licence**) contains conditions in respect of price regulated services. Licence Condition 22.2 provides that the JCRA may determine the maximum level of charges the Licensee may apply for port operations within a relevant market in which the Licensee has been found to be dominant.

3.7 Such determination may:

- (a) Provide for the overall limit to apply to such port operations or categories of port operations or any combination of port operations
- (b) Restrict increases in any such charges or require reductions in them whether by reference to formula or otherwise, or
- (c) Provide for different limits to apply in relation to different periods of time falling within the periods to which any determination applies

3.8 Licence Condition 22.3 further provides that all published prices, discount schemes and special offers of, or introduced by the Licensee for port operations shall be transparent and non-

² <https://www.cicra.gg/licences-in-issue/ports-of-jersey-ltd/>

discriminatory; all prices and discounts shall be cost justified and all special offers shall be objectively justifiable.

3.9 PoJL has been found to be dominant in the provision of certain services³ relating to:

- (i) Airport operation services (excluding private users)
- (ii) Airport operation services to private users
- (iii) Commercial sea port operation services
- (iv) Sea port operation services to marine leisure port users

3.10 Article 23 of the Law outlines the process to be followed when the Authority intends to exercise a regulatory function. The exercise of a power of direction conferred by Article 15(4) of the law to give a direction is such a regulatory function (Article 15(3)(e)).

Public Service Obligations

3.11 Article 6 of the Law makes PoJL responsible for the discharge of certain functions, referred to as ‘public service obligations’ (PSO)⁴. These should be discharged in accordance with an agreement between PoJL and the Minister, or as directed by the Minister. These functions are excluded from the requirement to be licensed by the Authority⁵. As at the time of making this Initial Notice, there are no such agreements or directions in place.

3.12 In the absence of such arrangements, the Authority has taken the definition of the public service obligations from the ‘Case for Incorporation’ as presented to the States of Jersey. Products and services within these definitions are excluded from this pricing framework. In the event that this definition is changed by the Minister in any such agreement or direction, this price control framework may need to be adjusted accordingly.

ACTING AS CUSTODIAN OF JERSEY HARBOURS

3.13 Article 6(3) of the Law provides that this PSO shall be discharged by PoJL in accordance with any agreement for the purpose with the Minister for Treasury and Resources and, in relation to a particular harbour, in consultation with the Connetable of the Parish in which the harbour in questions is situated.

3.14 The Case for Incorporation describes this PSO as follows:

As Harbour Authority, Ports of Jersey Limited will be responsible for the maintenance of moorings within port limits and will have the ability to charge for such moorings. The Harbour Master will retain all necessary rights and power to ensure that such moorings do not interfere with the safety of navigation within port limits.

³ <https://www.cicra.gg/cases/2016/poj1204j-ports-of-jersey-significant-market-power-smp-dominance-designation/poj1204j-final-notice-ports-of-jersey-assessment-of-market-power/>

⁴ The public service obligations in the law can be found in Annex A.

⁵ Article 7(3)(c)

The Ports of Jersey Limited will perform a key role in facilitating the good management of the historic harbours, and will be required to develop a management plan for each confirming the planned maintenance and improvement works to be conducted. This will form part of the annual Strategic Business Plan. The management plans will set out the level of annual expenditure required, and it is expected that, in the first plan at least, will be broadly the same as current spending. Importantly, plans will be developed and agreed with the parishes and be the subject of consultation with relevant interest groups such as boat owners and associations.

In respect of moorings, it is important to re-emphasise the point made earlier in [the Case for Incorporation]. ‘The incorporation proposals are underpinned by an overriding assumption that Ports of Jersey Limited will continue to assume responsibility for those key areas and duties that its predecessor currently fulfils today’. Specifically, PoJ will continue to charge for any moorings for which it currently collects mooring fees. There is no intention to extend charging to private moorings.

3.15 Moorings fees have therefore been excluded from the list of tariffs attached to this Initial Notice.

4. INITIAL NOTICE

4.1 Price control is a regulatory tool commonly used by regulators where an incumbent supplier faces little or no actual or potential competition from other suppliers, meaning that competitive prices alone cannot be relied upon to control the incumbent’s ability to harm consumers by increasing prices. The effect of price control regulation is to protect consumers from overall high prices whilst at the same time providing incentives for PoJL to become more efficient in operations and to seek out new ways of growing its markets.

4.2 The reason for this Direction is that the Authority remains of the view that the services of PoJL listed in Annex B are not subject to effective competition at this time and that they should therefore be subject to price control.

4.3 Before exercising a regulatory function, the Authority is required to give ‘Initial Notice’. This Initial Notice gives notice that the Authority intends to make the following Direction to PoJL in relation to the level of prices which may be allowed by PoJL having a dominant position in the conduct of those port operations.

4.4 The Authority intends to make the following Direction on 29 July 2019.

DIRECTION

1. Regulated prices for individual products be allowed to increase annually throughout the five year price control period by a maximum of Jersey RPI +1% (September), which will run from January 2020 to December 2024. The current price list is attached at Annex B.
2. PoJL will manage cumulative revenues, calculated on a single till basis (i.e. both regulated and non-regulated revenue), in line with that cumulative forecast but within ‘tramlines’ recognising a 5% tolerance (both positive and negative).

3. This control will be formally monitored on an annual basis with a full review at year three to allow for any adjustment to be made for a second five year control.

4.5 Written representations in respect of this exercise of regulatory function may be made by PoJL by 12 July 2019. If such representations are made, they will be considered by the Authority before giving Final Notice or fresh Initial Notice or decide not to take action by issuing this Direction.

5. NEXT STEPS

5.1 This is Initial Notice of an intended Direction of the Authority. If representations from the licensee are received before 12 July 2019 regarding the proposed decision, the Authority will consider them and either decide not to issue this Direction, to issue a new Initial Notice, or to issue a Final Notice confirming the Direction. If no responses are received, the Direction will be made on or about 29 July 2019. At such time as any statutory final decision takes effect, it becomes binding on all parties.

Annex A: Port Operations and Public Service Obligations

Annex B: Regulated Prices as at 1 July 2019

ANNEX A: PORT OPERATIONS AND PUBLIC SERVICE OBLIGATIONS

Port Operations for which a JCRA Licence is required are defined in Article 3 of the Law as:

- (i) The provision of facilities and services for and in relation to commercial passenger travel and freight transport into and out of Jersey, by air or by sea
- (ii) The provision of facilities and services for and in relation to non-commercial travel and leisure pursuits around, into and out of Jersey, by air or by sea, and specifically (in the case of harbour operations) within Jersey territorial waters, and
- (iii) The management, maintenance and operation of such facilities and services

The conditions of the JCRA Licence do not apply to the public service obligations of PoJL as defined in Article 6, namely:

- (a) Co-ordinating or providing resources for co-ordinating maritime search and rescue within the Jersey Search and Rescue Region
- (b) Maintenance of aids to navigation in territorial waters
- (c) Acting as custodian of Jersey harbours
- (d) Enforcement of shipping legislation in territorial waters
- (e) Carrying out certain port State control functions
- (f) Management of the Channel Islands Control Area

ANNEX B: PORTS OF JERSEY LIMITED – PRICE REGULATED SERVICES

As at 1 July 2020

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Introduction

1.1 Port operations are regulated in Jersey by way of the *Ports of Jersey (Incorporation) (Jersey) Law 2015* (the **Law**). In general terms, the aim of such regulation is to protect users of port operation services (**Port Users**) from the risk of abuse of any dominant position in the provision of such services.

1.2 Port operations (**Port Operations**) are defined in Article 2 of the Law as:

- the provision of facilities and services for and in relation to commercial passenger travel and freight transport into and out of Jersey, by air or by sea,
- the provision of facilities and services for and in relation to non-commercial travel and leisure pursuits around, into and out of Jersey, by air or by sea, and specifically (in the case of harbour operations) within Jersey territorial waters, and
- the management, maintenance and operation of such facilities and services

1.3 Article 7 of the Law provides that, subject to certain exceptions, no person may carry out port operations in Jersey unless they hold a licence issued by the Authority. The primary duty of the Authority is **to best to protect and further the interests of users of port operations, in the short and long term, and to do so where appropriate by promoting competition in the provision of port operations.**

1.4 Article 15(1)(i) of the Law provides that the licence issued by the Authority may contain conditions relating to the level of prices, premiums and discounts which may be charged or allowed by a licensee having a dominant position in the conduct of port operations.

1.5 Ports of Jersey Limited (**PoJL**) is the company established by the Law that owns and operates the airport, harbours and marinas in Jersey. It is 100% owned by the States of Jersey and the only licensed port operator for Jersey. The primary object of PoJL is defined in the Law as **to provide, or ensure the provision of, safe, secure and efficient port operations for Jersey.** PoJL is also responsible for the discharge of certain public service obligations under the Law.

1.6 The PoJL Port Operations Licence⁶ (the **Licence**) contains conditions in respect of price regulated services. Licence Condition 22.2 provides that the JCRA may determine the maximum level of charges the Licensee may apply for port operations within a relevant market in which the Licensee has been found to be dominant.

1.7 Such determination may:

- (d) Provide for the overall limit to apply to such port operations or categories of port operations or any combination of port operations
- (e) Restrict increases in any such charges or require reductions in them whether by reference to formula or otherwise, or
- (f) Provide for different limits to apply in relation to different periods of time falling within the periods to which any determination applies

⁶ <https://www.cicra.gg/licences-in-issue/ports-of-jersey-ltd/>

1.8 Licence Condition 22.3 further provides that all published prices, discount schemes and special offers of, or introduced by the Licensee for port operations shall be transparent and non-discriminatory; all prices and discounts shall be cost justified and all special offers shall be objectively justifiable.

1.9 PoJL has been found to be dominant in the provision of certain services⁷ relating to:

- (v) Airport operation services (excluding private users)
- (vi) Airport operation services to private users
- (vii) Commercial sea port operation services
- (viii) Sea port operation services to marine leisure port users

1.10 The tariffs listed below are as at 1 July 2019. Any new charges introduced by PoJL during the period of the price control will also be subject to Licence Condition 22. The same applies for any discounts or premiums or special offers introduced during the price control period.

Airport Operation Services (Excluding Private Users)

The Authority has previously found that PoJL's share of the following market is 100%⁸. There is no compelling evidence that this market share does not give rise to a position of significant market power and the Authority's decision was therefore that PoJL holds a dominant position on this market.

The relevant market is:

The provision of airport operation services (excluding the provision of those services to private users) in Jersey, where airport operation services means:

- (a) Services relating to the landing and taking off of aircraft (e.g. the use of the runway and taxiways; the provision of aerodrome air traffic control services);
- (b) Services relating to the manoeuvring, parking and servicing of aircraft;
- (c) Services facilitating the arrival and departure of passengers and their baggage (e.g. baggage handling);
- (d) Services relating to the arrival and departure of cargo;
- (e) Services facilitating the processing of passengers, baggage or cargo between their arrival and departure (e.g. security screening, baggage checking in facilities);
- (f) Services facilitating the arrival and departure of airport staff;
- (g) Ground handling services

And includes the provision of access and infrastructure needed for the provision of those services.

⁷ <https://www.cicra.gg/cases/2016/poj1204j-ports-of-jersey-significant-market-power-smp-dominance-designation/poj1204j-final-notice-ports-of-jersey-assessment-of-market-power/>

⁸ <https://www.cicra.gg/cases/2016/poj1204j-ports-of-jersey-significant-market-power-smp-dominance-designation/>

NB: Car parking facilities and the provision of facilities for shops, retail business and offices are not included in the bundle of airport operation services.

The 2019 Tariff List for these services is as follows:

COMMERCIAL AIRCRAFT DUES	
<i>Weight > 3 tonnes or commercially operated</i>	
Per metric tonne	£4.24
Per passenger	£5.25
Per passenger - security charge	£2.09
Freight - bulk contract newspapers - per 10 kilograms (minimum £5.00)	£0.05
Freight - other (minimum £5.00)	£0.11
Practice approach - per metric tonne	£8.48
AIRPORT OUT-OF-OPENING HOURS DUES	
<i>For each arrival and departure outside normal opening hours - additional dues whether or not an aircraft arrived or departed</i>	
After normal hours of closure but before 22:00	£703.00
22:00 to 22:30	£1,308.00
22:30 to 23:00	£1,593.00
23:00 to 23:30	£2,565.00
22:30 to midnight	£4,499.00
Midnight to 05:30	£7,498.00
05:30 - 06:00	£1,593.00
06:00 - 06:30	£1,308.00
06:30 - 07:00	£703.00
PIER PARKING STANDS DUES	
<i>From when a direction or order is given to move the aircraft to when this is complied with</i>	
Pier Parking Stand - First Hour	£318.00
Pier Parking Stand - Subsequent Hours	£530.00
OPERATIONAL SERVICES	
Aircraft Recovery	At Cost

Aircraft Towing (Per Occurrence)	£116.54
Airside Vehicle Permit (Per Permit)	£29.20
Airside Driving Permit (Per Permit)	£11.68
Fixed Electrical Ground Power per hour or part thereof	£20.94
TERMINAL SERVICES	
Miscellaneous coaching	£55.49
Terminal Services Support	£55.49
Left Luggage - per 24 hours or part thereof	£3.00
ARFFS CALL OUT	
Normal operational hours	£163.00
Out of hours	£273.00
ENVIRONMENTAL	
Spillage clean-up	At Cost
Spillage penalty for repeat offences	£3,496.14
FIXED GROUND POWER (FEGP)	
per hour or part thereof	£20.76

For the avoidance of doubt, the following published charges are not included:

ENGINEERING SERVICES	
Engineering Manager, per hour or part thereof	£69.23
Engineering Technicians Normal Hours, for 4 hours, £45 per hour or part thereof	£191.72
Engineering Technicians out of hours, for 4 hours, £60 per hour or part thereof	£255.62
AIRPORT PARKING	
Annual Permit - Staff	£287.02
Annual Permit - Cargo	£359.71
Annual Permit - Premium	£680.22

Hourly Rates	£0.80
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Airport Operation Services to Private Users

The Authority has previously found that PoJL's share of the following market is 100%⁹ and the Authority's decision is therefore that PoJL holds a dominant position on that market.

The relevant market is:

The provision of airport operation services to the operators of privately owned aircraft in Jersey, where airport operation services to private users means:

- (a) Services relating to the landing and taking off of aircraft (e.g. the use of the runway and taxiways; the provision of aerodrome air traffic control services);
- (b) Services relating to the manoeuvring, parking and servicing of aircraft;
- (c) Services facilitating the arrival and departure of passengers (e.g. advance security screening, provision of private lounge facilities);
- (d) Services facilitating the arrival and departure of airport staff;
- (e) Ground handling services

And includes the provision of access and infrastructure needed for the provision of those services.

The 2019 Tariff List for these services is as follows:

PRIVATE AIRCRAFT CHARGES NOT EXCEEDING 8 METRIC TONNES	
Landing - per 1/2 metric tonne (minimum £8.20)	£4.24
For each practice approach per metric tonne of part thereof	£8.48
PRIVATE, EMPTY, TRAINING, TEST AIRCRAFT - EXCEEDING 8 METRIC TONNES	
For each landing and departure per metric tonne of part thereof	£4.24
For each practice approach per metric tonne of part thereof	£8.48
LOCALLY BASED AIRCRAFT CHARGES per metric tonne or part thereof	
Not exceeding 1 metric tonnes	£466.44
Exceeding 1 but not 1.5 metric tonne	£699.65
Exceeding 1.5 but not exceeding 2 metric tonne	£932.87
Exceeding 2 but not exceeding 2.5 metric tonne	£1,166.09

⁹ [ibid](#)

Exceeding 2.5 but not exceeding 3 metric tonne	£1,399.11
JERSEY AERO CLUB AIRCRAFT DUES	
Aircraft owned and operated by the Club - per annum	£1,680.00
1st January each year	£2,729.00
AIRCRAFT PARKING DUES (EXCLUDING LOCALLY BASED AIRCRAFT)	
First metric tonne (per 24 hours)	£12.72
Each additional tonne (per 24 hours)	£2.55

Commercial Sea Port Operation Services

The Authority has previously found that PoJL's share of the following market is 100%¹⁰ and the Authority's decision is therefore that PoJL holds a dominant position on that market.

The relevant market is:

The provision of commercial sea port operation services in Jersey, where commercial sea port operation services means:

- (a) Services related to the arrival and departure of commercial and passenger vessels (e.g. tug and pilotage services, provision of navigation aids);
- (b) Services related to the manoeuvring, docking and services of commercial and passenger vessels (e.g. the provision of access to piers and quays);
- (c) Services facilitating the arrival and departure of passengers (e.g. checking in services; passenger holding services within terminal buildings);
- (d) Services facilitating the arrival and departure of cargo;
- (e) Services facilitating the processing of passengers, baggage or cargo between their arrival and departure;
- (f) Services relating to the arrival and departure of port staff;
- (g) Stevedoring services

And includes the provision of access and infrastructure needed for the provision of those services.

NB: car parking services, and the provision of facilities for shops and retail businesses are not part of the commercial port services 'bundle'¹¹.

The 2019 Tariff List for these services is as follows:

¹⁰ [ibid](#)

¹¹ <https://www.cicra.gg/cases/2016/poj1204j-ports-of-jersey-significant-market-power-smp-dominance-designation/poj1204j-initial-notice-ports-of-jersey-assessment-of-market-power/>

SHIP CHARGE	
< 500 GT	£0.00
501 - 1000 GT	£37.10
1001 - 3000 GT	£79.50
> 3000 GT (Capped at 5000 GT)	£132.50
SHIPS LAYING UP - PER METRE EACH DAY OR PART OF A DAY	
Under 30 m	£9.60
Over 30 m	£14.42
PASSENGER DUES	
Passengers	£2.13
Cruise Passengers ISPS Security Charge	£3.98
Private Cars	£9.33
Private Motorcycle	£1.75
Caravan or Caravanette	£14.42
FREIGHT / FUEL DUES – PER TONNE OR PART THEREOF	
Freight – Containerised / General	£9.00
Heavy Fuel Oil	£8.92
Liquid Fuel	£8.76
Freight - Bulk	£8.51
Unaccompanied Cars	£9.42
FREIGHT FACILITIES CHARGES	
<u>Ro Ro Charges: Commercial Vehicles / Trailers / Pods</u>	
Up to 2.99 metres	£3.35
3 metres to 9.9 metres	£14.99
Over 10 metres	£15.13
<u>Lo Lo Charges</u>	

Commercial crane per tonne	£1.36
PILOTAGE	
<u>1st Category</u>	
06:00 – 23:00 Ship less than 70 metres in length – each metre or part metre	£2.57
06:00 – 23:00 Ship 70 metres or more in length – each metre or part metre	£3.12
23:00 – 06:00 Ship less than 70 metres in length – each metre or part metre	£3.84
23:00 – 06:00 Ship 70 metres or more in length – each metre or part metre	£4.69
Minimum Dues	£89.86
Boarding Dues	£102.82
Cancellation Fee	£117.14
Pilotage by a general pilot of a ship from one harbour to another in Jersey	135%
Pilotage by a general pilot of a ship within the territorial waters of Jersey that returns to its harbour of departure	175%
Services of a general pilot to move a ship in harbour from one berth to another	30%
Services of the pilot where a ship anchors in the roads and later enters the harbour	150%
For each boarding of the ship by the pilot Boarding outside the pilotage zone	200%
Surcharge for vessels not working and arriving Friday 23:00 to Monday 06:00	175%
<u>2nd Category</u>	
Dues payable if an operation mentioned above is carried out by a special pilot (of Dues Specified)	12%
Licence and Examination Fees	
Examination for Pilot's licence	£285.31
Grant or renewal of Pilot's licence	£89.41
Pilotage training	£4,693.79
Two or more pilots trained at same time discount	25%
<u>Additional dues payable in respect of a ship not ready to depart</u>	
For a period exceeding 30 minutes, but not exceeding 1 hour	£78.25
For each succeeding hour or part of an hour	£117.33

FISHERMEN	
Up to 7 m per annum	£817.62
7 - 10 m per annum	£1,285.53
10 - 15 m per annum	£1,905.66
Over 15 m per annum	£3,554.70
VESSELS	
<i>Minimum charge 1 hour, thereafter hourly including part thereof</i>	
<u>Band 1: Normal Charges – Mon to Thu 0800-1630, Fri 0800-1400</u>	
Duke of Normandy	£358.48
Cutters and Launches	£102.82
<u>Band 2: Overtime – Mon to Thu 0000-0800 & 1630-2359, Fri 0000-0800 & 1400-2359, Sat & Sun 0000-2359</u>	
Duke of Normandy	£425.61
Cutters and Launches	£130.87
<u>Band 3: Bank Holidays</u>	
Duke of Normandy	£494.10
Cutters and Launches	£158.94
<u>Band 4: Community: Band 1 hours only</u>	
Duke of Normandy	£262.89
Cutters and Launches	£75.40
QUAY RENTAL CHARGES	
1. Flats, trailers, containers and equipment:	
a. Not more than 3 metres long	£19.87
b. More than 3 but not more than 6 metres long	£39.71
c. More than 6 but less than 7 metres long	£49.12
d. More than 7 but less than 8 metres long	£52.95
e. More than 8 but less than 10 metres long	£66.21
f. More than 10 but less than 12 metres long	£79.45

g. More than 12 metres long	£90.06
2. Empty vehicles other than trailers per day or part of a day	£16.33
3. Per 10 square metres or part thereof per day or part thereof	£27.18
4. Annual charge – up to 13.5 metre trailer space	£688.45
5. Elizabeth Terminal Area - up to 13.5 metre trailer space	POA
Bonne Nuit, Rozel, Bouley, Gorey, St Aubin, St Catherine, St Brelade, St Helier	£4.28

For the avoidance of doubt, the following published charges are not included:

PILOTAGE	
<u>Services beyond territorial waters</u>	
Minimum for first three hours	£351.96
Following 6 hours – per hour	£117.33
Subsequent hours + reasonable travelling expenses if appropriate	£175.98
PORT PARKING PERMITS	
Annual Charge	£556.54
Fishermen	£198.68
PRIVATE MONTHLY PARKING	
Albert Pier	£164.90
New North Quay	£164.90
New North Quay – shared spaces	£127.41
WEIGHBRIDGE	
Per weigh – labour supplied	£25.31
Per weigh – own labour	£14.88

Port Operation Services to Marine Leisure Port Users

The Authority has previously found that PoJL is dominant for the provision of sea port operation services to marine leisure port users in Jersey¹².

The relevant market is:

The provision of port operation services to marine leisure port users in Jersey, where services may include:

- (a) Services related to the arrival and departure of private vessels (e.g. provision of navigation aids; port control services); and
- (b) Services related to the mooring of private vessels (e.g. marinas, moorings)

And includes the provision of access and infrastructure needed for the provision of those services.

NB: Services relating to the provision of facilities to marina users (e.g. showers, laundry services), the arrival and departure of port staff and boat owners, the provision of chandlers and other related marine services, and car parking facilities are not included within this market.

The 2019 Tariff List for these services is as follows:

DAILY RATES - LA COLLETTE YACHT BASIN, ELIZABETH MARINA, ST HELIER MARINA OR ALBERT PIER PONTOONS	
<i>Weekly rates – six times daily rate if paid in advance. Max length to be 20 metres, subject to vessel displacement and space available</i>	<i>Rounded (Before GST)</i>
Up to 7.99 m	£24.29
8 – 9.99 m	£26.67
10 – 11.99 m	£29.05
12 – 13.99 m	£35.71
14 – 15.99 m	£40.95
16 – 19.99 m	£60.48
Over 20 m – per m	£5.71
ANNUAL CONTRACT - PER METRE IF PAID QUARTERLY IN ADVANCE	
La Collette Yacht Basin – Up to 5.2m without individual berth	£254.57
La Collette Yacht Basin – Over 5.2m or with individual berth	£401.81
St Helier Marina / Albert Pier	£353.79

¹² [ibid](#)

Elizabeth Marina	£367.18
SUMMER CONTRACTS	
St Helier and Elizabeth - Summer Contracts (1st May to 30th September) per metre per month	£42.08
La Collette - Summer Contracts (1st May to 30th September) per metre per month	£43.95
WINTER CONTRACTS	
St Helier and Elizabeth - Winter Contracts (1st October to 30th April) per metre per month	£24.98
La Collette - Winter Contracts (1st October to 30th April) per metre per month	£25.97
HOLDING PONTOONS - ST HELIER, ELIZABETH, LA COLLETTE (EXCLUDING ALBERT PIER)	
Local craft – stay limited to 12 hours in any 24 hours	
NB: Ships other than a single hulled boat moored at La Collette Yacht Basin, St Helier and Elizabeth Marina – dues as above plus 50%	
ADMINISTRATION	
Entry or Re-Entry on Moorings / Marina Waiting List	£78.90
Berth Change / Amendment to Details	£54.90
Retention of boat number (Up to 3 years)	£59.69
Daily rate invoicing / Administration Charge	£24.53
EVENTS	
Up to 12m - per day	£18.40
Over 12m - per day	£28.21
TOWAGE BY MARINA DORY WITHIN HARBOUR AND NEAR APPROACHES	
Per tow – on station / duty	£32.73
Per tow – off station	£65.48
BLOCK BOOKINGS - PER DAY OR PART THEREOF (MULTI HULL x 1.5)	
Single hull under 7 m	£11.29
Single hull 7-10 m	£21.92
Single hull 10 – 15 m	£32.91
Single hull over 15 m	£43.86

St Aubin's Pads (per week or part)	£14.37
ELECTRICITY CHARGES <i>Unit charge as per JEC published rates</i>	
Standing Charge - Correct at time of publication	£6.22
Day rate/Visitors - Up to 12m	£2.50
Day rate/Visitors - Over 12m	£3.50
BOAT HOIST & PARK and CRANES	
<u>Quick Turn Around (2015 Product)</u>	
1 Hour	£50.00
1.5 Hour	£75.00
2 Hour	£100.00
<u>Less than 4.2m beam boat</u>	
Per lift per metre of length	£11.74
Minimum Charge	£147.64
Relocation within Boat Park	£147.64
Quick Turnaround (Boat remains in hoist)	£147.40
Lift and return to same position	£74.75
<u>Greater than 4.2m beam boat</u>	
Per lift per metre of length	£15.34
Minimum Charge	£221.77
Minimum Charge (over 20 m)	£295.28
Relocation within Boat Park	£221.77
Quick Turnaround (Boat remains in hoist)	£221.77
Lift and return to same position	£110.88
LA COLLETTE BOAT MAINTENANCE PARK – PER SQUARE METRE PER MONTH <i>Long stay flat rates to be agreed prior to lift out and subject to season</i>	
Boats not hoisted – first month	£6.19
Boats hoisted – second two weeks	£6.19

Second month	£6.19
Third month	£11.56
After third month	£22.91

For the avoidance of doubt, the following published charges are not included:

MARINA PARKING PERMITS	
Marina Contract	£282.87
Monthly Rate (Short term contracts)	£52.97
Trade (Non Members)	£327.46
Trade (Jersey Marine Traders Federation)	£163.73
St Aubin	£141.44
Replacement Permit	£61.18
La Folie (Daily)	£2.37
La Folie (Weekly)	£16.40
La Folie (Monthly)	£71.62
ANNUAL MOORING CHARGES	
St Helier, St Aubin's Inner Harbour and Gorey - Min Charge	£157.54
St Helier, St Aubin's Inner Harbour and Gorey - Per loa m	£52.20
St Brelades Bay, Bonne Nuit, Bouley Bay, Rozel – Min Charge	£103.15
St Brelades Bay, Bonne Nuit, Bouley Bay, Rozel - Per loa m	£28.32
Belcroute, St Catherine's, La Rocque, and St Aubin's Outer Moorings, Bouley Bay Outer Moorings - Min Charge	£56.27
Belcroute, St Catherine's, La Rocque, and St Aubin's Outer Moorings, Bouley Bay Outer Moorings - Per sq m	£13.81
VISITORS - ST AUBIN, GOREY	
Up to 5.99 m	£11.00
6 – 9.99 m	£12.50
10 – 11.99 m	£15.50

12 – 13.99 m	£16.50
14 – 19.99 m	£19.50
20 – 25 m	£25.00
GOREY & ST AUBIN CRANE	
Per Lift – Labour Supplied	£29.43
Per Lift – Own Labour	£17.01
GOREY & ST AUBIN WORKING BAY	
For up to 10 days	£17.01