

# **STATES OF JERSEY**



## **STRATEGIC PLAN 2006 TO 2011 (P.40/2006): FOURTEENTH AMENDMENT**

---

**Lodged au Greffe on 6th June 2006  
by the Deputy of St. Ouen**

---

**STATES GREFFE**

STRATEGIC PLAN 2006 TO 2011 (P.40/2006): FOURTEENTH AMENDMENT

---

*After the word “Appendix” insert the words –*

“, except that,

in Commitment Six, after Outcome 6.3, insert the following new Outcome –

“ 

6.4 Recognise the strategic importance of harbours and airport.
---

”

Indicated by:

- Affordable cost of travel for residents and visitors alike;
- Increase in passenger numbers and destinations;
- Provision of facilities that meet the future long-term needs of the Island;
- Increased choice of travel for the general public.

What we will do:

- 6.4.1 Develop a long-term strategy for both the Airport and Harbour. (ED)
- 6.4.2 Secure sea and air links which are both cost-effective and beneficial to the Island. (ED)
- 6.4.3 Work with other Channel Islands to develop a co-ordinated transport policy (CM/ED)”.’.

DEPUTY OF ST. OUEN

## **REPORT**

The purpose of this amendment is to highlight the significance of the Island's harbours and Airport. In the proposed Strategic Plan the focus is solely on reviewing the ownership structure of the Harbours and the Airport. However I believe it is essential that the remit should be far wider than that. First we need to understand the strategic importance of these essential facilities and how they contribute to the Island's economy and our well-being. One mustn't forget that most of the commodities we rely on have to be imported into the Island either by sea or air. Equally, local businesses rely totally on the ability to export their products using these two routes. Finally we must recognise the reliance placed on these facilities for those that want to move to and from our Island. It could be said that in the past we have failed to realise how essential these facilities are to the Island as a whole. In the last Strategic Plan the focus was much broader than currently proposed and in my view better reflected the Island's requirement.

It is extremely important that we develop a long-term strategy for both the Harbours and the Airport. Members should realise that although the proposal in the Strategic Plan links the review of the ownership structure of the Harbours and Airport to an air and sea policy we currently do not have one as this is yet to be developed by the Minister for Economic Development and his department. I am aware that some of the indicators will be found elsewhere in the Strategic Plan, however it is important that these are considered in the right context and properly linked to specific aims and actions. Over the past years we have experienced some instability in sea and air travel. We no longer have a direct flight to Heathrow, which in itself has caused problems for residents and tourists alike. Recently the southern sea route has seen the loss of one operator due to financial pressures and an increasing reliance on one company to provide sea travel both to the Continent and the UK. Existing vessels are not meeting all of the requirements of both business and individuals alike, especially on the southern route which is itself causing problems.

Opportunities are being missed to take advantage of Cruise ships which regularly pass by our Island due to the lack of facilities required by those vessels. The new facilities on Elizabeth Quay aren't sufficient to meet the long term needs of the freight companies, indeed there are now concerns being raised relating to the newly built residential development and the proximity of a third planned Warehouse on the site.

I am not aiming to be critical but only wanting to highlight some of the issues which could be addressed in the development of a long-term strategy. Furthermore this view was upheld by the States as a whole when last year's Strategic Plan was approved.

Consideration needs to be given to the importance of freight and passenger movements between the other Channel Islands, UK and the Continent especially by sea and the benefits that can be gained by working closely together to develop a coordinated transport strategy. It is for this reason that I have made specific reference to this in the action points. Consideration should also be given to future facilities which may be required and where these should be sited. At a time when the States may be considering a new reclamation site it could be an opportune moment to consider new port facilities at the same time.

In summary the amendment is designed to ensure that all issues relating to the Harbours and Airport are considered rather than solely the ownership structure which is only a small part of the overall picture.

### **Financial and Manpower implications**

I do not believe that there are any additional financial and manpower figures to this amendment as it is only reflecting previously agreed decisions of the States.