

**WRITTEN QUESTION TO THE MINISTER FOR ECONOMIC DEVELOPMENT
BY DEPUTY T.M. PITMAN OF ST. HELIER
ANSWER TO BE TABLED ON MONDAY 13th SEPTEMBER 2010**

Question

Given that in his answer to a written question on 19th July 2010 he described the potential costs of making the Albert Quay area a 'restricted access' area - preventing boy racers and the playing of loud music whilst still permitting recognised port users and those who simply wish to fish from the quay to be 'excessive' would the Minister outline those costs and undertake to investigate how many ports around the world manage to enforce restricted access areas?

Answer

As in ports around the world, there are already four permanent restricted access areas at the port of St Helier at the Elizabeth Terminal, Albert Terminal, New North Quay and La Collette Tanker Berth. These areas are defined and managed in line with the International Ship and Port Facility Security Code (ISPS). The maintenance of these zones is part of the core business of running a commercial port.

As stated in the answer to the written question in July and in further discussions with residents over the summer, the decision to restrict general public access to an area of the harbour is not something that should be taken lightly and would not normally be considered unless for health and safety or security reasons. The public are generally welcome in all other areas of the harbour and legitimate users of the Albert Pier include the RNLI, ambulance service, visiting yachtsmen, small businesses, the passenger terminal, private parking and fishermen.

If it was decided to enforce the southern part of the Albert Pier as a restricted zone, it would be necessary to install gates at all access points to the Pier and in order to allow legitimate users to enter the area, the gates would have to be manned. The costs associated with this would likely be in the region of £70,000 to construct one gate and manning costs dependent on the times the area would be closed. Every hour the gates are manned would cost approximately £6,250 per annum. These costs are for one gate only and do not include barriers to the north to close the footpaths or the tunnel to the south.

Although we have great sympathy with the residents and will continue to work with them to provide cost effective measures where possible, the appropriate way to resolve the current problems would be to increase police involvement to control the noise issue and discussions will continue to this end.