



Air and Sea Ports (Incorporation) (Jersey) Law 2015

Case P-008: Regulatory Review of Air and Sea Port Operations

Initial Notice of proposed direction to Ports of Jersey Limited

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1. Executive summary

- 1.1 The Jersey Competition Regulatory Authority (the **Authority**), is issuing this Initial Notice of its intention to exercise a specified regulatory function to determine the prices that Ports of Jersey Limited (**Ports of Jersey**) charges for products and services where it has been found to be dominant (**Regulated Services**). This includes services at the airport, harbour and marinas. This document marks the next stage of the regulatory review of air and sea port operations (the **Review**).¹
- 1.2 This document sets out the Directions that the Authority proposes to issue to Ports of Jersey under the licence (the **Licence**) issued to Ports of Jersey by the Authority under Article 14(2) of Air and Sea Ports (Incorporation) (Jersey) Law 2015 (the **Law**). The proposed pricing framework and the approach to safeguarding the price control are set out in the direction included in chapter 4 of this document.
- 1.3 To summarise, the pricing framework establishes a price control of Retail Price Index (RPI) + 1.8% applicable to each Regulated Service, with effect from 1 January 2025 to 31 December 2029. The pricing framework includes a compliance and monitoring regime and a safeguarding approach, which provides the Authority with scope to vary the price control in response to material changes in forecast revenues or costs.
- 1.4 This Initial Notice sets out the intention of the Authority to exercise a specified regulatory function. In due course, the Authority may issue a Final Notice or a fresh Initial Notice if a response is received from Ports of Jersey, following the process outlined in Article 23 of the Law.

¹ All case documents are available at: [P-008 Regulatory Review of Air and Sea Port Operations](#)

2. Background

2.1 This section is split into three subsections, which cover in turn:

- (a) Statutory background;
- (b) The licence granted to Ports of Jersey; and
- (c) The Review process.

Statutory background

2.2 The Law provides that no person may carry out port operations² in Jersey without a licence from the Authority and establishes the regime under which port operators may be licensed by the Authority, the basis of such licensing and the various powers and duties of the Authority and the Minister.

2.3 Article 5 of the Law sets out the primary object of Ports of Jersey, being ‘to provide...safe, secure and efficient port operations for Jersey...’.

2.4 Article 26 of the Law sets out the duties of the Minister and the Authority, and in particular obliges them, in the performance of their functions, to:

- (a) protect and further the interests of users of port operations within Jersey by, wherever appropriate, promoting competition in the provision of port operations;³
- (b) ensure that provision is made to satisfy all reasonable demands, both current and prospective, for port operations;⁴ and
- (c) ensure that port operations are provided efficiently and effectively.⁵

2.5 Article 15(1) of the Law states that a licence ‘may contain conditions which, in the opinion of the [Authority], are necessary or desirable’ and goes on to set out what such conditions may relate to or impose conditions in relation to and various powers of the Authority.

2.6 Article 15(1)(i) specifically provides that the Authority may include in any licence, conditions that relate to ‘the levels of prices, premiums and discounts which may be charged or... allowed by a licensee having a dominant position in the conduct of port operations’.

2.7 Article 15(3)(d) and (e) provide, respectively, that a licence may contain conditions requiring the licensee:

- (a) *‘to refer for determination by the [Authority] any specified question or class of question, and to abide by or act upon such a determination’; and*
- (b) *‘to comply with any direction given by the [Authority] in respect of anything to which the licence relates’.*

² Article 2 of the Law sets out the extent of ‘port operations’ and that these comprise ‘airport operations’ and ‘harbour operations’.

³ Article 27(1)(a)

⁴ Article 27(1)(b)(i)

⁵ Article 27(1)(b)(ii)

2.8 Article 15(4) confers powers on the Authority, amongst other things, to make such determinations, pursuant to Article 15(3)(d), and to issue such directions, pursuant to Article 15(3)(e). Exercising either of those powers is a ‘regulatory function’ for the purposes of Article 23, which prescribes the process which the Authority must follow in order to exercise such a function.

The licence granted to Ports of Jersey

- 2.9 On 1 November 2015, the Authority, exercising its powers under Article 14 of the Law, issued a Licence to Ports of Jersey.⁶
- 2.10 The Licence contains, in Condition 22.1, provisions which, among other things, require the Ports of Jersey to publish details of any new prices for port operations and to provide details to the Authority. Condition 22.2 contains provisions entitling the Authority to determine the maximum charges Ports of Jersey may apply within a market in which it has been found to be dominant. Condition 22.2 also entitles the Authority to limit increases in charges by reference to a formula and to specify different limits for different periods of time.
- 2.11 Additionally, Condition 5 contains provisions relating to the provision of information by Ports of Jersey to the Authority and the Authority’s powers to verify such information. In particular, Condition 5.3 enables the Authority to require an audit of any aspect of Port of Jersey’s business relating to Port Operations, and the appointment of an authorised representative to conduct such an audit (Condition 5.4). Condition 5.5 states that Ports of Jersey must meet the reasonable costs of such an audit.
- 2.12 Chapter 3 of this Initial Notice sets out in more detail the basis on which the Authority is relying on these Conditions to issue the Directions to Ports of Jersey.

The Review process

- 2.13 The Authority’s approach to consultations was set out in an Information Note in July 2018.⁷ The Information Note outlines the process to be undertaken before carrying out certain regulatory functions in accordance with the relevant statutory process.
- 2.14 Under the process there is first a non-statutory process. The non-statutory process consists of a Call for Information, a Draft Decision and a Final Decision. For this Review, a Call for Information was issued in February 2023 (JCRA 23/03). The Draft Decision (JCRA 24/31), having taking into account stakeholders’ input, was issued in June 2024. The conclusion of this consultation process can be found in the non-statutory Final Decision (JCRA 24/52) which has been published alongside this Initial Notice. The Final Decision provides an outline of the responses to the Draft Decision and how the Authority has taken them into account in its decision making.

⁶ See: [Ports of Jersey Licence](#)

⁷ See: [Regulatory Consultation Process Information Note](#)

- 2.15 For the purposes of this Review, the Authority has been supported by a delivery partner EY. The advice provided was published in a report issued alongside the Draft Decision.⁸ EY also produced a Excel-based financial model for the purpose of setting the level of the pricing framework.
- 2.16 Following the non-statutory process, the Authority intends to make Directions to implement the pricing framework. As set out above, this is a regulatory function for the purposes of Article 23(1)(b) of the Law and accordingly the Authority has issued this Initial Notice. Further detail on the statutory process is included in Chapter 5 (Next steps).

⁸ See: [Regulatory review of air and sea port operations: Analysis to inform price control considerations \(EY\)](#)

3. Framework for the Directions

3.1 Condition 22.2 of the Licence provides that:

'The [Authority] 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. A determination may:

- (a) ...;*
- (b) restrict increases in any such charges ... by reference to any formula or otherwise;*
- (c) provide for different limits to apply in relation to different periods of time falling within the periods to which any determination applies.'*

3.2 In 2016 the Authority found the appropriate market definitions in Jersey are:

'the provision of airport operation services (excluding private users)'

'the provision of airport operation services to private users'

'the provision of commercial sea port operation services'

'the provision of sea port operation services to marine leisure port users'⁹

3.3 Given these market definitions, the Authority determined that Ports of Jersey has significant market power in these markets and considers that significant market power is equivalent to being dominant for the purposes of Condition 22.2 of the Licence.

3.4 Accordingly, the Authority has the power to determine the maximum level of charges that Ports of Jersey can apply for each of the markets set out in paragraph 3.2 by *'restrict[ing] increases in any such charges by reference to any formula...'*

3.5 In order to determine the maximum level of charges as referred to in paragraph 3.4, and in accordance with good practice, the Authority carried out a Review and the proposed restrictions set out in the direction have been set consistent with generally accepted principles and applied proportionately to Jersey.

3.6 For the purposes of the Review the Authority has been supported by EY and for the purposes of setting prices an Excel-based financial model has been developed. The financial model calculates the appropriate value of 'X', which when applied to inflation, aims to bring regulated charges in line with total allowable forecast costs (including a reasonable return) by the end of the price control period.

3.7 The Authority therefore has determined that in relation to Regulated Services in the markets set out in paragraph 3.2, Port of Jersey's maximum charges will be restricted in relation to each of the years in the period from 1 January 2025 to 31 December 2029 by restricting increases to RPI + 1.8%, where RPI is the retail price index (inflation) published by Statistics Jersey for September preceding the January in which the charges are increased.

⁹ See document [CICRA 16/41](#), issued in October 2016

3.8 Full details on the considerations taken in setting the prices are included in the Final Decision published alongside this Initial Notice.

3.9 Condition 5 of the Licence contains provisions relating to the provision of information by Ports of Jersey to the Authority and the Authority's powers to verify such information. Specifically, Condition 5.1 states:

'For the purpose of monitoring the Licensee's compliance with the Conditions and the law, the Licensee shall provide to the JCRA in the manner and at the times required by the JCRA, any documents, accounts, returns, estimates, reports or other information (whether financial, operational, technical or otherwise) ...'

3.10 Conditions 5.3 and 5.4 provide, respectively:

'The JCRA may require an examination, investigation or audit of any aspect of the Licensee's business relating to the Port Operations or its compliance with the Conditions and the Laws, and the Licensee shall provide any assistance requested by the JCRA in relation to any such examination, investigation or audit. The JCRA may issue Directions with regard to the manner in which such an examination, investigation or audit is carried out, including the creation of financial and/or technical specifications or documentation.

'In particular, the JCRA may authorise a person to carry out an examination, investigation or audit or may require the Licensee to arrange for an examination, investigation or audit of any aspect of the Port Operations to ensure compliance with the Conditions. The Licensee shall allow the JCRA's authorised representative to attend at, enter and inspect any premises under the Licensee's or any of its Subsidiaries or Joint Ventures' control, and to take copies of any documents and to acquire any information in the control of the Licensee or any of its Subsidiaries or Joint Ventures, as may be required in order to carry out the examination, investigation or audit.'

3.11 Condition 5.5 provides that Ports of Jersey will bear all reasonable costs associated with any such examination, investigation or audit.

3.12 To enable the Authority to verify that the restriction referred to in paragraph 3.7 is complied with and to ensure that the restriction remains appropriate, the Authority has determined, as set out in the Final Decision that Ports of Jersey should be subject to a compliance and monitoring regime.¹⁰

3.13 Further, the Authority, as set out in the Final Decision, has determined that it is appropriate to safeguard the price control. Therefore, the Authority will have the scope to vary the control in response to material changes in forecast revenues or cost, which were used as a basis for setting the control.

¹⁰ This regime is without prejudice to Ports of Jersey's obligations to notify the Authority of intended new prices under Licence Condition 22.1

4. The Directions

4.1 The Authority intends to issue Directions to Ports of Jersey as follows:

DIRECTIONS

The Jersey Competition Regulatory Authority (**Authority**) has determined that Ports of Jersey Limited (**Ports of Jersey**) is dominant in the following markets for the whole of the Bailiwick of Jersey, pursuant to the Authority's Final Notice in respect of Assessment of Market Power of October 2016:

1. The provision of airport operation services (excluding private users);
2. The provision of airport operation services to private users;
3. The provision of commercial sea port operation services; and
4. The provision of sea port operation services to marine leisure port users.

Within these markets there are charges for products and services where it has been found to be dominant (**Regulated Services**) and these are listed in the Annex to this Direction.

Pursuant to Article 15 of the Air and Sea Ports (Incorporation) (Jersey) Law 2015 (**Law**) and the conditions identified below of Ports of Jersey's licence dated 1 November 2015 (**Licence**), the Authority makes directions 1 and 3 below.

Direction 1: Pursuant to Condition 22.2 of the Licence

1. Ports of Jersey shall determine the amounts to be levied by way of charges for Regulated Services in each of the years, starting on 1 January 2025 and ending on 31 December 2029. Ports of Jersey shall determine charges in each year, ensuring that charges for each Regulated Service does not exceed an amount set in accordance with the following formula:

$$M_t = Y_{t-1} * (1 + RPI_t + X_t)$$

Where:

M_t is the maximum allowable charge for each Regulated Service in year t (where $t = 2025, 2026, 2027, 2028, 2029$)

Y_{t-1} is the charge for each Regulated Service in year $t-1$ (e.g., if $t = 2025$, then $t-1 = 2024$)

RPI_t is the retail prices index (inflation) published annually by Statistics Jersey in September, represented as a percentage. M_t is to be set by reference to the RPI published in September of the preceding year.

$X_t = 1.8\%$

Direction 2: Pursuant to Condition 5.1 of the Licence

2. In order to verify Direction 1, the Authority requires that Ports of Jersey shall provide:
 - 2.1 Capital expenditure report - within 20 working days of the last day of each quarter, for years one to three of the control, the information set out in the Excel template published alongside these directions together with an explanatory note with respect to capital expenditure.
 - 2.2 Price control report - within 20 working days of the last day of each half year, for each year of the control, the information set out in the Excel template annexed to these directions together with an explanatory note with respect to price control reporting.

2.3 Price notification report - no later than 15 November prior to the start of each year of the control, for each year of the control, the information set out in the Excel template published alongside these directions with respect to price notifications. This will include pricing in each relevant market where Ports of Jersey is dominant.

The submissions under Direction 2 will be in accordance with the framework set out in the Final Decision (JCRA 24/52).

Direction 3: Pursuant to Conditions 5.1, 5.3, 5.4 and 5.5 of the Licence

3. In relation to Direction 1, should the information provided pursuant to Directions 2.1 or 2.2 demonstrate at any time that either:

3.1 Ports of Jersey's cumulative revenue is materially below the level forecast in its 2023 Strategic Business Plan; or

3.2 Ports of Jersey's capital expenditure is materially less than the amount forecast in its 2023 Strategic Business Plan.

then the Authority shall have the following options:

3.3 To require Ports of Jersey to account for the discrepancy and to appoint an independent auditor to examine financial and other records and to report on the causes of such discrepancy; and

3.4 On the basis of such an audit, where necessary, review the pricing framework to take account of such discrepancy as the Authority shall determine.

The approach to Direction 3 will be in accordance with the framework set out in the Final Decision (JCRA 24/52).

Annexes

1. Annex – Regulated Services, included within this Initial Notice

2. Annex – Reporting Template, published alongside this Initial Notice

5. Next steps

- 5.1 This Initial Notice is part of an intended exercise by the Authority of a regulatory function, that is to determine the prices that Ports of Jersey charges for Regulated Services. Written representations to the exercise of this regulatory function may be made by Ports of Jersey, the Licensee, on or before 5pm on 8 November 2024.
- 5.2 If a representation is received before the deadline regarding the proposed exercise of such a function, the Authority will consider them and decide:
 - (a) Not to exercise such a function;
 - (b) To issue a new Initial Notice; or
 - (c) To issue a Final Notice confirming the direction to Ports of Jersey.
- 5.3 If no representation is received before such time, the Final Notice effecting such modification will be made on or about 13 November 2024. The direction will take effect in relation to the year commencing 1 January 2025.

Annex – Regulated Services

This annex provides an overview of the Regulated Services across the four markets where Ports of Jersey has been found to be dominant, namely the provision of:

1. Airport operation services (excluding private users);
2. Airport operation services to private users;
3. Commercial sea port operation services; and
4. Sea port operation services to marine leisure port users.

The services listed in this annex are from 2024. Any new charges introduced during the period of the price control will also be subject to 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)

Ports of Jersey holds a dominant position in the market for airport operation services (excluding private users). For the avoidance of doubt, the following are not Regulated Services: engineering services and airport parking.

Airport operation services	
<p>COMMERCIAL AIRCRAFT DUES</p> <p>Weight > 3 tonnes or commercially operated</p> <ul style="list-style-type: none"> - Per metric tonne - Per passenger - Per passenger - security charge - Freight - bulk contract newspapers - per 10 kilograms - Freight - other - Practice approach - per metric tonne <p>PRIVATE AIRCRAFT CHARGES NOT EXCEEDING 8 METRIC TONNES</p> <ul style="list-style-type: none"> - Landing - per 1/2 metric tonne (minimum £8.20) - For each practice approach per metric tonne of part thereof <p>PRIVATE, EMPTY, TRAINING, TEST AIRCRAFT - EXCEEDING 8 METRIC TONNES</p> <ul style="list-style-type: none"> - For each landing and departure per metric tonne of part thereof - For each practice approach per metric tonne of part thereof <p>LOCALLY BASED AIRCRAFT CHARGES</p> <ul style="list-style-type: none"> - per metric tonne or part thereof - Not exceeding 1 metric tonnes - Exceeding 1 but not 1.5 metric tonne - Exceeding 1.5 but not exceeding 2 metric tonne - Exceeding 2 but not exceeding 2.5 metric tonne - Exceeding 2.5 but not exceeding 3 metric tonne <p>JERSEY AERO CLUB AIRCRAFT DUES</p> <ul style="list-style-type: none"> - Aircraft owned and operated by the Club - per annum - 1st January each year <p>AIRPORT OUT-OF-OPENING HOURS DUES</p> <p>For each arrival and departure outside normal opening hours - additional dues</p> <ul style="list-style-type: none"> - After normal hours of closure but before 22:00 	<ul style="list-style-type: none"> - 22:00 to 22:30 - 22:30 to 23:00 - 23:00 to 23:30 - 22:30 to midnight - Midnight to 05:30 - 05:30 - 06:00 - 06:00 - 06:30 - 06:30 - 07:00 <p>whether or not an aircraft arrived or departed</p> <p>AIRCRAFT PARKING DUES (EXCLUDING LOCALLY BASED AIRCRAFT)</p> <ul style="list-style-type: none"> - First metric tonne (per 24 hours) - Each additional tonne (per 24 hours) <ul style="list-style-type: none"> o exceeding 3 metric tonnes o other aircraft <p>PIER PARKING STANDS DUES</p> <p>From when a direction or order is given to move the aircraft to when this is complied with</p> <ul style="list-style-type: none"> - Pier Parking Stand - First Hour - Pier Parking Stand - Subsequent Hours <p>OPERATIONAL SERVICES</p> <ul style="list-style-type: none"> - Aircraft Recovery - Aircraft Towing (Per Occurrence) - Airside Vehicle Permit (Per Permit) - Airside Driving Permit (Per Permit) <p>TERMINAL SERVICES</p> <ul style="list-style-type: none"> - Miscellaneous coaching - Terminal Services Support <p>ARFFS CALL OUT</p> <ul style="list-style-type: none"> - Normal operational hours - Out of hours <p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> - Spillage clean-up - Spillage penalty for repeat offences <p>FIXED GROUND POWER (FEGP)</p> <ul style="list-style-type: none"> - per hour or part thereof

Airport operation services to private users

Ports of Jersey holds a dominant position in the market for airport operation services to private users. For the avoidance of doubt, the following charges are not Regulated Services: engineering services and airport parking.

Airport operation services to private users	
<p>PRIVATE AIRCRAFT CHARGES NOT EXCEEDING 8 METRIC TONNES</p> <ul style="list-style-type: none">- Landing - per 1/2 metric tonne (minimum £8.20)- For each practice approach per metric tonne of part thereof <p>PRIVATE, EMPTY, TRAINING, TEST AIRCRAFT - EXCEEDING 8 METRIC TONNES</p> <ul style="list-style-type: none">- For each landing and departure per metric tonne of part thereof- For each practice approach per metric tonne of part thereof <p>LOCALLY BASED AIRCRAFT CHARGES</p> <ul style="list-style-type: none">- per metric tonne or part thereof	<ul style="list-style-type: none">- Not exceeding 1 metric tonnes- Exceeding 1 but not 1.5 metric tonne- Exceeding 1.5 but not exceeding 2 metric tonne- Exceeding 2 but not exceeding 2.5 metric tonne- Exceeding 2.5 but not exceeding 3 metric tonne <p>JERSEY AERO CLUB AIRCRAFT DUES</p> <ul style="list-style-type: none">- Aircraft owned and operated by the Club - per annum- 1st January each year <p>AIRCRAFT PARKING DUES (EXCLUDING LOCALLY BASED AIRCRAFT)</p> <ul style="list-style-type: none">- First metric tonne (per 24 hours)- Each additional tonne (per 24 hours)<ul style="list-style-type: none">o exceeding 3 metric tonneso other aircraft

Commercial sea port operation services

Ports of Jersey holds a dominant position in commercial sea-port operation services and the table below lists the Regulated Services. For the avoidance of doubt, the following are not Regulated Services: services (pilotage) beyond territorial waters, port parking permits, private monthly parking, commercial IT services and the weighbridge.

Commercial sea port services	
<p>SHIP CHARGE</p> <ul style="list-style-type: none"> - <500 GT - 501 - 1000 GT - 1001 - 3000 GT - > 3000 GT (Capped at 5000 GT) <p>SHIPS LAYING UP - PER METRE EACH DAY OR PART OF A DAY</p> <ul style="list-style-type: none"> - Under 30 m - Over 30 m <p>PASSENGER DUES</p> <ul style="list-style-type: none"> - Passengers - Cruise Passengers ISPS Security Charge - Private Cars - Private Motorcycle - Caravan or Caravanette - Small Commercial Vessel Permit Holders <p>FREIGHT / FUEL DUES – PER TONNE OR PART THEREOF</p> <ul style="list-style-type: none"> - Freight – Containerised / General - Heavy Fuel Oil - Liquid Fuel - Freight – Bulk - Unaccompanied Cars <p>FREIGHT FACILITIES CHARGES</p> <p>Ro Ro Charges: Commercial Vehicles / Trailers / Pods</p> <ul style="list-style-type: none"> - Up to 2.99 metres - 3 metres to 9.9 metres - Over 10 metres <p>Lo Lo Charges</p> <p>Commercial crane per tonne</p>	<ul style="list-style-type: none"> - Surcharge for vessels not working and arriving Friday 23:00 to Monday 06:00 <p>2nd Category</p> <ul style="list-style-type: none"> - Dues payable if an operation mentioned above is carried out by a special pilot - Licence and Examination Fees - Examination for Pilot's licence - Grant or renewal of Pilot's licence - Pilotage training - Two or more pilots trained at same time <p>Additional dues payable in respect of a ship not ready to depart</p> <ul style="list-style-type: none"> - For a period exceeding 30 minutes, but not exceeding 1 hour <p>For each succeeding hour or part of an hour</p>
	Quay rental
	<p>Flats, trailers, containers and equipment:</p> <ul style="list-style-type: none"> - Not more than 3 metres long - More than 3 but not more than 6 metres long - More than 6 but less than 7 metres long - More than 7 but less than 8 metres long - More than 8 but less than 10 metres long - More than 10 but less than 12 metres long - More than 12 metres long <p>Empty vehicles other than trailers per day or part of a day</p> <p>Per 10 square metres or part thereof per day or part thereof</p> <p>Annual charge – up to 13.5 metre trailer space</p> <p>Elizabeth Terminal Area - up to 13.5 metre trailer space</p>
	Ports Vessels
	<p>Minimum charge 1 hour, thereafter hourly including part thereof</p> <p>Band 1: Normal Charges – Mon to Thu 0800-1630, Fri 0800-1400</p> <ul style="list-style-type: none"> - Ports Tug - Ports Cutters and Launches <p>Band 2: Overtime – Mon to Thu 0000-0800 & 1630-2359, Fri 0000-0800 & 1400-2359, Sat & Sun 0000-2359</p> <ul style="list-style-type: none"> - Ports Tug - Ports Cutters and Launches <p>Band 3: Bank Holidays</p> <ul style="list-style-type: none"> - Ports Tug - Ports Cutters and Launches <p>Band 4: Community: Band 1 hours only</p> <ul style="list-style-type: none"> - Ports Tug - Ports Cutters and Launches
	Fishermen
	<ul style="list-style-type: none"> - Up to 7 m per annum - 7 - 10 m per annum - 10 - 15 m per annum - Over 15 m per annum
<p>Pilotage</p> <p>1st Category</p> <ul style="list-style-type: none"> - 06:00 – 23:00 Ship less than 70 metres in length – each metre or part metre - 06:00 – 23:00 Ship 70 metres or more in length – each metre or part metre - 23:00 – 06:00 Ship less than 70 metres in length – each metre or part metre - 23:00 – 06:00 Ship 70 metres or more in length – each metre or part metre - Minimum Dues - Boarding Dues - Cancellation Fee - Pilotage by a general pilot of a ship from one harbour to another in Jersey - Pilotage by a general pilot of a ship within the territorial waters of Jersey that returns to its harbour of departure - Services of a general pilot to move a ship in harbour from one berth to another - Services of the pilot where a ship anchors in the roads and later enters the harbour - For each boarding of the ship by the pilot - Boarding outside the pilotage zone 	

Sea port operation services to marine leisure port users

Ports of Jersey is dominant for the provision of sea port operation services to marine leisure port users in Jersey. For the avoidance of doubt, the following are not Regulated Services: marina parking permits, annual mooring charges, visitors – St Aubin and Gorey – Gorey and St Aubin cranes, as well as Gorey and St Aubin working bay.

Marinas	Greater than 4.2m beam boat
Daily Rates - La Collette Yacht Basin, Elizabeth Marina, St Helier Marina or Albert Pier Pontoons	<ul style="list-style-type: none">- Per lift per metre of length – Standard- Per lift per metre of length – Licensed- Minimum Charge – Standard- Minimum Charge – Licensed- Minimum Charge (over 20 m) – Standard- Minimum Charge (over 20 m) – Licensed- Relocation within Boat Park – Standard- Relocation within Boat Park – Licensed- Quick Turnaround (Boat remains in hoist) – Standard- Quick Turnaround (Boat remains in hoist) – Licensed- Lift and return to same position – Standard- Lift and return to same position – Licensed
Weekly rates – six times daily rate if paid in advance. Max length to be 20 metres, subject to vessel displacement and space available	LA COLLETTE BOAT MAINTENANCE PARK – PER SQUARE METRE PER MONTH
<ul style="list-style-type: none">- Up to 7.99 m- 8 – 9.99 m- 10 – 11.99 m- 12 – 13.99 m- 14 – 15.99 m- 16 – 19.99 m- Over 20 m – per m	Long stay flat rates to be agreed prior to lift out and subject to season
ANNUAL CONTRACT - PER METRE IF PAID QUARTERLY IN ADVANCE	<ul style="list-style-type: none">- Boats not hoisted – first month- Boats hoisted – first two weeks- Boats hoisted – second two weeks- Second month- Third month- After third month- Storage per day
<ul style="list-style-type: none">- La Collette Yacht Basin – Up to 5.2m without individual berth- La Collette Yacht Basin – Over 5.2m or with individual berth- St Helier Marina / Albert Pier- Elizabeth Marina- Albert Pier	ADMINISTRATION
SUMMER CONTRACTS	<ul style="list-style-type: none">- Entry or Re-Entry on Moorings / Marina Waiting List- Berth Change / Amendment to Details- Retention of boat number (Up to 3 years)- Daily rate invoicing / Administration Charge- Replace certificate of Registry for vessels registered as per inshore safety regulations
<ul style="list-style-type: none">- St Helier and Elizabeth - Summer Contracts (1st May to 30th September) per metre per month- La Collette - Summer Contracts (1st May to 30th September) per metre per month- Albert Pier Berth - Summer Contracts (1st May to 30th September) per metre per month	EVENTS
WINTER CONTRACTS	<ul style="list-style-type: none">- Up to 12m - per day- Over 12m - per day
<ul style="list-style-type: none">- St Helier and Elizabeth - Winter Contracts (1st October to 30th April) per metre per month- La Collette - Winter Contracts (1st October to 30th April) per metre per month- Albert Pier Berth - Winter Contracts (1st October to 30th April) per metre per month	TOWAGE BY MARINA DORY WITHIN HARBOUR AND NEAR APPROACHES
HOLDING PONTOONS - ST HELIER, ELIZABETH, LA COLLETTE (EXCLUDING ALBERT PIER)	<ul style="list-style-type: none">- Per tow – on station / duty- Per tow – off station- Visiting yachts- Hourly Rate, labour services
<ul style="list-style-type: none">- 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%	BLOCK BOOKINGS - PER DAY OR PART THEREOF (MULTI HULL x 1.5)
BOAT HOIST & PARK and CRANES	<ul style="list-style-type: none">- Single hull under 7 m- Single hull 7 – 10 m- Single hull 10 – 15 m- Single hull over 15 m- St Aubin's Pads (per week or part)
Quick Turn Around (2015 Product)	Visitors/Daily Rates
<ul style="list-style-type: none">- 1 Hour- 1.5 Hour- 2 Hour	<ul style="list-style-type: none">- Up to 12 metre- 12 - 19.99 metre- 20 - 24.99 metre- Over 25 metre
Less than 4.2m beam boat	POA - Stormbound arrangements for safe berthing available on application and are subject to conditions and discretion of Marina
<ul style="list-style-type: none">- Per lift per metre of length – Standard- Per lift per metre of length – Licensed- Minimum Charge – Standard- Minimum Charge – Licensed- Relocation within Boat Park – Standard- Relocation within Boat Park – Licensed- Quick Turnaround (Boat remains in hoist) – Standard- Quick Turnaround (Boat remains in hoist) – Licensed- Lift and return to same position – Standard- Lift and return to same position – Licensed	