

DRAFT AMENDMENT (No. 26) TO THE TARIFF OF HARBOUR AND LIGHT DUES

**Lodged au Greffe on 13th November 2001
by the Harbours and Airport Committee**



STATES OF JERSEY

STATES GREFFE

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PROPOSITION

THE STATES are asked to decide whether they are of opinion -

in accordance with Article 6 of the Harbour and Light Dues (Jersey) Law 1947, as amended, to approve the draft Amendment (No. 26) to the Tariff of Harbour and Light Dues as set out in the Appendix to the Report of the Harbours and Airport Committee dated 17th October 2001.

HARBOURS AND AIRPORT COMMITTEE

Note: The Finance and Economics Committee approves the increases proposed by the Harbours and Airport Committee, with its support for those which are above 2.5 per cent being on the basis of the principle of 'user pays'.

Report

The following amendment is to the fees charged in relation to the landing and departure of passengers, goods and vehicles. With the exception of a new category for large private vehicles introduced by the States for this year, the charges have been increased by 2.5% and are in accordance with the approved budget projection for 2002. The higher rate for private vehicles has been increased to £7.11 per vehicle representing an additional fee for larger vehicles landed of only 34p. This upper charge only applies where the ferry company concerned makes a higher charge for larger vehicles so as to maintain the level of income for each journey. The smaller ferries having the lower dimensions for a higher charge. The Committee is thus applying the same rationale for the use of the ferry ramps and other harbour facilities.

There are no additional manpower implications for the States arising from this amendment to the fees.

17th October 2001.

Explanatory Note

This Amendment revises harbour dues for arriving and departing passengers, imported and exported goods and mail, and vehicles carried on “drive on/drive off” ferries. Generally, the dues are increased by 2.5 per cent.

The Amendment was made on 2001
and comes into force on 1st January 2002.

Harbour and Light Dues (Jersey) Law 1947

AMENDMENT (No. 26) TO THE TARIFF OF HARBOUR
AND LIGHT DUES

THE HARBOURS AND AIRPORT COMMITTEE, in pursuance of Article 6 of the Harbour and Light Dues (Jersey) Law 1947, as amended,^[1] and with the approval of the States given on the _____ day of _____ 2001, following amendment to the Tariff of Harbour and Light Dues approved by the States on the nineteenth day of August 1980, as amended^[2] (in this Amendment called “the Tariff”) -

1. For Section A of Part III of the Tariff (which Section relates to dues payable on arrival and on departure), there shall be substituted the following Section -

“A. Dues payable on arrival and on departure

1. For each passenger disembarked from or embarked on a ship -

(a) if an adult; or £1.74

(b) if a child, 87p

with a reduction, for each passenger bound for or from a port within 55 nautical miles of the Port of Saint Helier, of 14p an adult and 7p a child.

2. (a) For each private vehicle (other than one to which any of sub-paragraphs (b), (c) and (d) applies) disembarked from or embarked on a “drive-on/drive-off” ferry and accompanied by a driver £6.77
- (b) For each private vehicle (other than one to which either of sub-paragraphs (c) and (d) applies) disembarked from or embarked on a “drive-on/drive-off” ferry and accompanied by a driver, where the fare payable depends on the dimensions or weight or any other distinguishing feature of the vehicle and any fare other than the lowest fare is payable £7.11
- (c) For each private motorcycle disembarked from or embarked on a “drive-on/drive off” ferry and accompanied by a driver £1.33
- (d) For each caravan, or caravanette, whether accompanied or unaccompanied by a driver. £10.97
3. Where it is disembarked from or embarked on a “drive-on/drive-off” ferry -
 - (a) for each commercial trailer, or pod, whose overall length does not exceed 3 metres £2.46
 - (b) for each commercial trailer, or pod, whose overall length exceeds 3 metres but does not exceed 10 metres £10.97
 - (c) for each commercial trailer, or pod, whose overall length exceeds 10 metres. £11.07
4. Where it is disembarked from or embarked on a “drive-on/drive-off” ferry -
 - (a) for each trade car £10.97
 - (b) for each commercial vehicle (other than a commercial trailer, or pod) whose length does not exceed 10 metres £10.97

- (c) for each commercial vehicle (other than a commercial trailer, or pod) whose length exceeds 10 metres £11.07
- (d) for each private vehicle unaccompanied by a driver. £10.97
5. (a) For each metric tonne net of liquid fuel (other than heavy fuel (Britoleum)) in bulk unloaded from or loaded into a ship £6.66
- (b) for each metric tonne net, in bulk, of cement, fertilizer, coal, timber, scrap, aggregate or animal feed, unloaded from or loaded into a ship £6.58
- (c) for each metric tonne net of heavy oil (Britoleum) in bulk, or goods (other than those to which either of paragraphs 5(a) and 5(b) refers) or mail, unloaded from or loaded into a ship. £6.77
6. Where at any harbour in the Island -
- (a) any passenger travelling to a destination outside the Island disembarks from a ship and for the purpose of continuing his journey embarks on another ship;
- (b) any car, trailer, pod or other vehicle being shipped to a destination outside the Island is disembarked from a “drive-on/drive-off” ferry and for the purpose of continuing its shipment is embarked on another “drive-on/drive-off” ferry; or
- (c) any fuel oil, other goods or mail being shipped to a destination outside the Island is unloaded from a ship and for the purpose of continuing its shipment is loaded on another ship,
- the appropriate dues payable under any of paragraphs 1, 2, 3, 4 and 5 shall be reduced by 50%.
7. In this section, ‘driver’ means a driver who is also a passenger.”.

2. This Amendment shall come into force on the first day of January 2002.

[1] Recueil des Lois, Tome VII, page 399.

[2] Nos. 6845 and 153/2000.