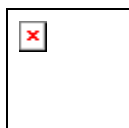


DRAFT AMENDMENT (No. 27) TO THE TARIFF OF HARBOUR AND LIGHT DUES

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



STATES OF JERSEY

STATES GREFFE

180

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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. 27) 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

Key points of departmental policy which affect pricing strategy

- Visitor fees should be competitive to attract more visitors and boost tourism.
- Local fees should be based on comparable marinas on the south coast of the United Kingdom (see Annex 1 to this report showing five other Gold Anchor Quality Marinas) and Guernsey, etc.
- Marine leisure fees should follow the 'user pays' principle.
- Marine leisure fees should be separated into a Part II of the Harbour and Light Dues Law and dealt with differently from Commercial Dues, which have a direct bearing on inflation (States Assembly 1999).
- Marine leisure should not be cross-subsidised from non-related income streams.

Pricing strategy for 2001

Last year the Committee split the difference between the 2.5 per cent anti-inflation strategy and the cost of living which resulted in an increase of 3.5 per cent. To make up the shortfall it instructed that savings equivalent to the difference between the increase and the current rate of inflation at the time (4.6 per cent) should be made.

Whilst final accounts have yet to be produced, interim reports demonstrate that by reducing seasonal staffing, re-organising supervision and implementing new rosters, the necessary savings will be achieved. The net result maintains 2001 income in line with 2000 inflation.

Factors affecting costs in 2001/2002

Over 80 per cent of day to day costs for marine leisure are staff wages. These have been increased by 5.5 per cent in line with the rest of the States. With inflation of 3.9 per cent on non-staff expenditure, overall costs should have increased by an average of 5.2 per cent on 2000. In fact the 2001 budgeted increase in costs will be contained to within four per cent of 2000 expenditure.

Recommended action

The recommended action is that marine leisure fees be raised by the RPI to at least maintain the current level of income and avoid further subsidy by Commercial Harbour Dues.

Impact of increasing marine leisure charges by 3.9 per cent

Financial

Should marine leisure fees be increased by 3.9 per cent, the impact would be an additional income of £25,000 and additional expenditure on capital repayments for Elizabeth Marina of £13,000, giving a net increase in surplus of £12,000. The net effect would be to increase the return to the Treasury by £19,000 (£6,000 from net surplus and £13,000 from capital repayments).

Manpower

No impact unless the recommended action is rejected. There may need to be stronger action in reducing manpower if this is the case.

ANNEX 1

Comparative Marina fees for Gold Anchor Quality Marinas in the south of England, Guernsey and France

Marina	Annual cost (£) per metre			Visitor cost (£) per metre per day		
	1999	2000	2001	1999	2000	2001
Mayflower Int. Marina	204.58	227.95	228.00	1.90	2.06	2.06
Dart Marina	411.25	411.25	411.25	2.94	2.94	2.94
Port Hamble Marina	401.00	429.00	448.00	2.00	2.10	2.20
Port Solent Marina	249.00	308.24	299.00	1.85	2.17	2.17
Brighton Marina	217.00	224.00	229.00	1.90	1.95	1.95
St. Helier Marina	192.00	198.60	205.40	1.44	1.44	1.50
La Collette Yacht Basin	198.50	205.25	212.20	1.44	1.44	1.60
Elizabeth Marina	184.68	190.96	197.90			
Beaucette Marina (Guernsey)	249.00	261.00	274.00	1.95	1.95	1.95
St. Peter Port Marina	-	-	115.50	1.40	1.54	1.54
Brest (France)	75.80	92.30	98.65	1.07	1.21	1.16

ANNEX 2

Reconciliation of Revised 2001 Budget to Original

	£'000	£'000
Original 2001 Budget Surplus		708
Add back:		
Elizabeth Marina Capital repayment	182	
Interest @ 8.5 per cent	<u>1,055</u>	
		1,237
Less:		
Elizabeth Marina Capital repayment	-765	
Interest @ 6.5 per cent	<u>-780</u>	
		-1,545
Revised 2001 Budget Surplus		400

The Elizabeth Marina Capital repayment is calculated as shown below at Annex 3.

Calculation of financial impact of raising marina fees by 3.9 per cent

	2002 Original £'000	Less 2.5 per cent £'000	Add 3.9 per cent £'000	2002 Revised £'000	Increase £'000
Marina fees	1,449	35	55	1,469	20
Moorings fees	175	4	6	177	2
Other fees	100	2	3	101	1
Ships Registry	94	2	3	95	1
Sundry income	46	1	2	47	1
TOTAL IMPACT					<u>25</u>

Calculation of impact on Elizabeth Marina Capital repayments

Elizabeth Marina income	916	22	35	929	13
Less interest @ 6.5 per cent	-333			-333	
Capital repayment 2002	<u>583</u>			<u>596</u>	
Increase in capital repayment on Elizabeth Marina					<u>13</u>

Explanatory Note

This Amendment increases dues that are payable for moorings (other than those for visiting yachts) by 3.9 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. 27) 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, has 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 B of Part III of the Tariff (which Section relates to dues payable in respect of mooring spaces), there shall be substituted the following Section -

“B. Dues payable in respect of marina and other mooring spaces

1. Ship owned by a person ordinarily resident in Jersey -

(a) if moored at Saint Helier Harbour (elsewhere than at a marina, a holding pontoon at the entrance to the drying harbour at Saint Helier or the holding pontoon at No. 5 Berth) or the inner harbour at Saint Aubin -

for each year or part of a year, £8.21 a square metre, or part of a square metre, of the superficial area of the ship, with a minimum charge of £43.95

(b) if moored at the inner harbour at Gorey -

for each year or part of a year, £7.07 a square metre, or part of a square metre, of the superficial area of the ship, with a minimum charge of £35.85

(c) if moored at the harbour at Bonne Nuit Bay, Bouley Bay or Rozel -

for each year or part of a year, £3.64 a square metre, or part of a square metre, of the superficial area of the ship, with a minimum charge of £19.33

(d) if moored at Belcroute Bay, Saint Catherine’s Harbour, La Rocque, Saint Brelade’s Bay or the outer moorings at Saint

Aubin -

for each year or part of a year, £1.77 a square metre, or part of a square metre, of the superficial area of the ship, with a minimum charge of £9.77.

All the dues referred to in this paragraph shall be paid annually in advance.

2. Single-hulled ship owned by a person having an agreement for the use of mooring space for a period of not less than one year, and moored at La Collette Yacht Basin Marina -

(a) for each day or part of a day

ship under 8 metres' overall length, £12.00

ship of 8 metres or more, but under 10 metres' overall length, £14.00

ship of 10 metres or more, but under 12 metres' overall length, £16.00

ship of 12 metres or more, but under 14 metres' overall length, £18.00

ship of 14 metres or more, but under 16 metres' overall length, £23.00

ship of 16 metres or more, but under 20 metres' overall length, £31.00

ship of 20 metres or more overall length, £1.60 per metre or part of a metre

- (b) for each week, if paid in advance six times the daily rate
- (c) for each month or part of a month within the period from 1st October to 30th April, if paid in advance an amount equal to the product of £15.07 and the overall length of the ship in metres
- (d) for any continuous period of 3 months within the period from 1st October to 30th April, if paid in advance an amount equal to the product of £35.53 and the overall length of the ship in metres
- (e) for any continuous period of 4 months within the period from 1st October to 30th April, if paid in advance an amount equal to the product of £47.38 and the overall length of the ship in metres

(f) for any continuous period of 5 months within the period from 1st October to 30th April, if paid in advance

an amount equal to the product of £59.22 and the overall length of the ship in metres

(g) for any continuous period of 6 months within the period from 1st October to 30th April, if paid in advance

an amount equal to the product of £57.98 and the overall length of the ship in metres

(h) continuously, for the period from 1st October to 30th April, if paid in advance

an amount equal to the product of £67.64 and the overall length of the ship in metres

(i) for any period of 12 months, if paid quarterly in advance

for a ship under 5.2 metres' overall length not having an individual mooring, an amount equal to the product of £142.34 and the overall length of the ship in metres

for a ship under 5.2 metres' overall length having an individual mooring, or a ship of 5.2 metres or more overall length, an amount equal to the product of £220.48 and the overall length of the ship in metres.

3. Ship (other than a single-hulled ship) owned by a person ordinarily resident in Jersey, and moored at La Collette Yacht Basin Marina -

the due specified in paragraph 2, as appropriate, plus 50%.

4. Single-hulled ship moored at Saint Helier Marina or the holding pontoon at No. 5 Berth, or, where paragraph 2 is not

applicable, at La Collette Yacht
Basin Marina -

(a) for each day or part of a day

the appropriate due
specified in paragraph
2(a)

(b) for each week, if paid in
advance six times the daily rate

- (c) for each month or part of a month within the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(c)
 - (d) for any continuous period of 3 months within the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(d)
 - (e) for any continuous period of 4 months within the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(e)
 - (f) for any continuous period of 5 months within the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(f)
 - (g) for any continuous period of 6 months within the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(g)
 - (h) continuously, for the period from 1st October to 30th April, if paid in advance the due specified in paragraph 2(h)
 - (i) for any period of 12 months, if paid quarterly in advance an amount equal to the product of £213.41 and the overall length of the ship in metres
5. Single-hulled ship moored at Elizabeth Marina -
- (a) for each day or part of a day the appropriate due specified in paragraph 2(a)
 - (b) for each week, if paid in advance six times the daily rate
 - (c) for each month, for any continuous period within the

period from 1st May to 30th
September

£23.40 a metre or part
of a metre of overall
length, if paid in
advance for a period of
not less than 3 months,
and not more than 6
months, and £26.00 a
metre or part of a
metre of overall length
in any other case

(d) for each month or part of a
month within the period from
1st October to 30th April, if
paid in advance

the due specified in
paragraph 2 (c)

(e) for any continuous period of
3 months within the period
from 1st October to 30th
April, if paid in advance

the due specified in
paragraph 2 (d)

(f) for any continuous period of
4 months within the period
from 1st October to 30th
April, if paid in advance

the due specified in
paragraph 2 (e)

(g) for any continuous
period of 5 months within the
period from 1st October to
30th April, if paid in advance

the due specified in
paragraph 2 (f)

(h) for any continuous period of
6 months within the period
from 1st October to 30th
April, if paid in advance

the due specified in
paragraph 2 (g)

(i) continuously, for the period
from 1st October to 30th
April, if paid in advance

the due specified in
paragraph 2(h)

(j) for any period of 12 months
if paid quarterly or annually
in advance

an amount equal to the
product of £205.62 and
the overall length of
the ship in metres

6. Ship (other than a single-hulled ship) moored at Saint Helier Marina, Elizabeth Marina or the holding pontoon at No. 5 Berth or, where paragraph 3 is not applicable, at La Collette Yacht Basin -

the appropriate due specified in paragraph 4 or 5, plus 50%.

7. Commercial ship using Saint Helier Harbour and not paying any other due in respect of cargo or passengers, or any other craft of 25 metres or more overall length and owned by a person not having an agreement for the use of mooring space for a period of not less than one year, for each day or part of a day

£1.66 a metre or part of a metre of overall length.

8. Ship moored on a holding pontoon at the entrance to the drying harbour at Saint Helier -

(a) if owned by a person having an agreement for the use of mooring space in Jersey for a period of not less than one year, for a stay not exceeding 12 hours in any period of 36 hours

nil

(b) in any other case, for each day or part of a day

£4.99 in respect of the first three days of its stay, and thereafter £14.75.

9. Ship owned by a person not ordinarily resident in Jersey and moored at a place other than La Collette Yacht Basin Marina, Saint Helier Marina, Elizabeth Marina or the holding pontoon at No. 5 Berth (other than a ship to which paragraph 7 or 8 applies), for each day or part of a day -

ship under 8 metres' overall length, £6.20

ship of 8 metres or more, but under 10 metres' overall length, £7.20

ship of 10 metres or more, but under 12 metres' overall length, £8.30

ship of 12 metres or more, but under 14 metres' overall length, £9.30

ship of 14 metres or more, but under 20 metres' overall length, £10.40

ship of 20 metres or more, but under 25 metres' overall length, £13.50.

10. Ship laying up in Jersey, for each day or part of a day -
- ship under 6 metres' overall length, £1.66
 - ship of 6 metres or more, but under 9 metres' overall length, £2.49
 - ship of 9 metres or more, but under 15 metres' overall length, £3.95
 - ship of 15 metres or more, but under 30 metres' overall length, £6.55
 - ship of 30 metres or more overall length, £9.87.

11. Ship moored at the Working Berths at the French Harbour at Saint Helier, for each week or part of a week
- £7.48 a square metre, or part of a square metre, of the superficial area of the ship.”.

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.