

OFFICIAL



# Guernsey Harbours Annual Report - 2018



States of Guernsey  
Trading Assets

# Contents

<b>Chapter 1</b>	<b>Message from the General Manager - Ports</b>	<b>4</b>
<b>Chapter 2</b>	<b>Profile</b>	<b>5</b>
	2.1 Purpose	5
	2.2 Vision	5
	2.3 Core Business	6
<b>Chapter 3</b>	<b>Summary And Key Year Highlights</b>	<b>7</b>
<b>Chapter 4</b>	<b>2018 Performance</b>	<b>8</b>
	4.1 Foot Passenger Movements	8
	4.2 Private and Commercial Vehicle Movement Analysis – Guernsey Harbours	9
	4.3 Cruise Ships	9
	4.4 Cargo	11
<b>Chapter 5</b>	<b>Financial</b>	<b>12</b>
	5.1 Financial Performance – Guernsey Harbours	12
<b>Chapter 6</b>	<b>Safety, Environment and Security</b>	<b>13</b>
	6.1 Safety Management	13
	6.2 Environment Management	13
	6.3 Security Management	14
<b>Chapter 7</b>	<b>2018 Project Updates</b>	<b>15</b>
	7.1 Posidonia	15
	7.2 Marine Service Centre Opening	15
	7.3 Vessel Traffic Service	15
	7.4 Southampton Boat Show	16
	7.5 Military Training	17

<b>Chapter 8</b>	<b>Consultation And Feedback</b>	<b>18</b>
8.1	Commercial Ports Users Group	18
8.2	Social Media	18
8.3	Guernsey Harbours and Shipping Registry – 2018 Social Media Performance	19
<b>Chapter 9</b>	<b>Human Resources</b>	<b>21</b>
<b>Appendices</b>		<b>22</b>
Appendix 1	Contact Details	22
Appendix 2	Guernsey Harbours Accounts	23
Appendix 3	Passengers By Route and Month 2018	24
Appendix 4	Report for the Chief Inspector of Marine Accidents – Guernsey	27
Appendix 5	Registry of British Ships (Guernsey) Annual Report 2018	35
Appendix 6	Guernsey Coastguard Annual Report 2018	39

Unless stated, all pictures are credited 'Guernsey Harbours'.

# 1. Message from the General Manager - Ports

2018 was a year of mixed fortune for Guernsey Harbours with traffic levels in our substantial markets generally suffering when compared to 2017. This was a common theme across Airports and Harbours and was indicative of a general economic downturn impacting across several key areas of marine traffic.

Overall, there was a -4% drop in the number of sea passengers travelling through Guernsey Harbours in 2018, (307,997 compared to 320,255 in 2017) with the majority of the reduction occurring on the Guernsey-Poole service.

There were however, some improvements to report in 2018 with more cruise ship visitors in 2018 and increases in cargo tonnage across St Sampson's and St Peter Port Harbours. It was particularly encouraging to be awarded 'Best UK/British Isles Port of Call' Award in the 2018 Cruise Critic Editors Awards Competition.

Income for 2018 totalled £9.4m, which was slightly ahead of budget and up on 2017. Commercial income reduced on 2017, but income from leisure activities (primarily generated from local and visiting boat owners) made up for that reduction and led to an overall improvement over the year.

Although Harbour assets have been well maintained, it is recognised that a number of our built assets require upgrading and as a result a significant capital spend will be necessary across the Guernsey Harbours estate and infrastructure. Much progress on quantifying and resourcing that maintenance demand was made in 2018 and this remained a high priority as we enter 2019. We remain active stakeholders in the wider Harbour Action Area working party, and this will assist in our ensuring any spend is targeted and prioritised in light of the future demands on Guernsey Harbours.

I am grateful for the co-operation and support of all staff at Guernsey Harbours and for their help and assistance in 2018. They are a dedicated and highly professional team who love maritime affairs and our island waters. I am proud to lead them into another year of exciting opportunity and challenge.

Colin Le Ray  
**General Manager – Ports**

## 2. Profile

### 2.1 Purpose



The stated purpose of the harbours' operations was unchanged in 2018. Guernsey Harbours provide for safe and expeditious movement of commercial and private vessels, passengers and cargo to and from the islands on the most cost-effective basis. The Harbours' also looks to ensure that policies, facilities and services are aligned to its five-year business plan. The purpose also needs to be commensurate with the requirements of the Islands in respect of commercial and private sea transport services, general marine navigation and aligning to the standards set by the United Kingdom Maritime and Coastguard Agency (MCA) and the United Nations' International Maritime Organization (IMO) and other external maritime regulatory agencies, when required to do so.

### 2.2 Vision

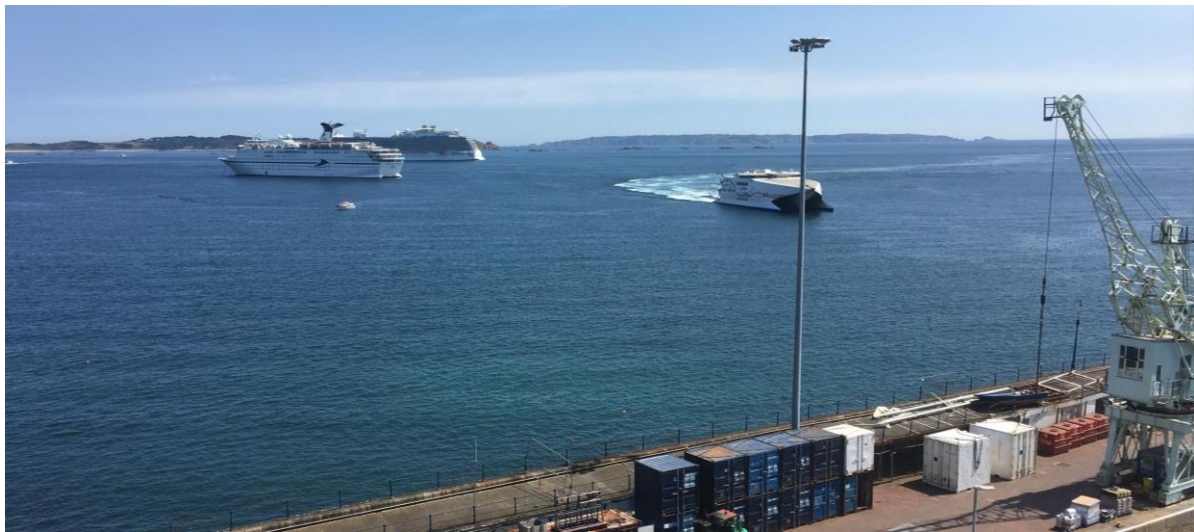
Guernsey Harbours remain committed to ensuring both St Peter Port and St Sampson's Harbours remain open, safe and secure and that its operations and standards are industry leading.

## 2.3 Core Business









Guernsey Harbours' core business in 2018 was reflected through our Business Plan. Which was updated and published in 2018. Services to our customers continued to be delivered to exacting standards in a transparent and non-discriminatory manner.

The core business of Guernsey Harbours encompasses the following services:

- Provision of serviceable marine harbours, marina infrastructure for local and visiting vessels, passenger terminal and operational infrastructure at St Peter Port and St Sampson's Harbours, which ensure both ports, remain open, safe and secure.
- Provision of a Port Control covering both St Peter Port and St Sampson's, (soon to be vessel traffic service (VTS), with a clear objective to providing a safe, structured and smooth vessel traffic service within its area of responsibility.
- Provision of marine navigation aids under Guernsey Harbours' jurisdiction and liaising with other providers (Trinity House) on maintaining and enhancing navigation assets for mariners in Bailiwick territorial waters.
- To provide staffing for Search and Rescue Co-ordination for Guernsey Coastguard.



### 3. Summary and Key Year Highlights

<b>Full Time Equivalent Employees</b>  77	<b>Total Income</b>  £9,465,000
<b>Freight Landed (Metric tons)</b>  306,058	<b>Active Moorings</b>  1,850
<b>Cruise Liner Visits</b>  81	<b>Cruise Ship Passengers Landed</b>  117,698
<b>Harbours Estate (Properties)</b>  116	<b>RIDDOR<sup>(a)</sup> Events</b>  2

- (a) Reporting of Injuries, Diseases and Dangerous Occurrences (RIDDOR) which are required to be reported to the Guernsey Health and Safety Executive



## 4. 2018 Performance

Guernsey Harbours provides essential lifeline services including sea passenger and freight facilities for commercial operators, a fishing port, and visitor and several local marinas. Without these facilities, the goods the islands' economies need to thrive on. Additional facilities include the provision of berthing and/or marina facilities for local and visiting boat owners, together with berthing and handling facilities for the commercial sea transport requirements of the Island. All of these services are delivered around the year, around the clock, whilst complying with the international codes and requirements.

### 4.1 Foot Passenger Movements

Overall, there was a -3.83% drop in the number of passengers travelling through Guernsey Harbours in 2018, 307,997 compared to 2017's figure of 320,255. On the Poole service, 111,296 passengers used the route compared to 120,495 in 2017. That represents a drop of 9,199 or -7.63% compared to the previous year. Foot passenger numbers using the Portsmouth service showed stability and recorded a modest -0.52% drop compared to 2017, 28,298 in 2018 and 28,445 in 2017.

Passenger movements to Jersey increased to 79,189 an increase of 1.96%. It is important to note a trial was undertaken in 2018, supported by the States of Guernsey and the States of Jersey, and operated by French company Manche iles Express that saw increased frequency and competition on the Guernsey – Jersey route.

Passenger numbers on the French routes saw mixed fortunes on the St Malo and Dielette services. St Malo saw a pleasing 2.28% increase in passenger numbers, 77,854 in 2018 compared to 76,120 in 2017 despite ongoing uncertainty surrounding Brexit. These numbers may have benefited from a stronger Euro exchange rate against the Pound. Passenger numbers from Dielette in Normandy fell by 35.17% in 2018 or 11,360 compared to 17,523 in 2017. Some of the reduction in passenger numbers related to technical issues with the vessels operated by the company.

Inter-island sailings to Herm, Sark and Alderney all saw increases in 2018 in passenger numbers compared to 2017 figures. Herm saw an increase of 1.04% or an extra 791 people travelling to the island compared to 76,024 in 2017. Sark saw an extra 1,070 passengers being carried in 2018 compared to 2017's figure of 49,617, an increase of 2.16%. Passenger numbers on the seasonal Alderney service saw an increase 108.39% in 2018 as there was a full season of operation in 2018 with 2,061 passengers carried. Full passenger trends on all services can be found on the graphs in Appendix 3.





## 4.2 Private and Commercial Vehicle Movement Analysis – Guernsey Harbours

Private vehicle traffic on all routes (Poole, Jersey, Portsmouth and St Malo) suffered from varying degrees of decline in numbers in 2018 compared to the 2017 figures. Private vehicle numbers declined by 4.96% on Poole services or 29,668, compared to 31,217 in 2017. Portsmouth performed better by carrying only 10,011 vehicles, 23 less than 2017. Jersey saw a drop of 302 vehicles, and St Malo saw a drop of 480 vehicles. Full details can be found in Appendix 3.

In total, there was a slight increase of 0.55% or 176 commercial vehicles entering into Guernsey during 2018 or 32,102. Poole saw a drop of 18.57% from a low base of 926 in 2017; Portsmouth carried 440 more commercial vehicles than in 2017, Jersey was seven less, and St Malo saw 85 less vehicles carried.

## 4.3 Cruise Ships

Cruise ships call into Guernsey either as part of an around British Isles cruise, or on the outbound or return legs of cruises to the Spanish Canary Islands, the Azores and Madeira, as well as to the Netherlands, Belgium, France, and Spain.

## OFFICIAL

Cruise Ships also visit during repositioning voyages between Northern Europe and the Western Mediterranean, and on short-break trips or taster cruises that leave from Southampton and give passengers a chance to experience a mini-cruise.

Guernsey's cruise ship season starts in April and runs through until October in any given calendar year. The total number of passengers who came ashore in 2018 was 117,698 compared to 110,209 in 2017. This represents a 6.8% increase compared to 2017. Full analysis can be found in Appendix 3.

Guernsey was named the 'Best UK / British Isles Port of Call' category in the 2018 Cruise Critic Editors' Picks Awards, winning the title for the third time in four years. As a destination, Guernsey is fortunate to have a port so close to the town centre with easy access to other island destinations, unlike Honfleur for Paris, La Spezia for Florence/Pisa in Italy where a several hour coach trip is required to visit the promotion destination. Day trips to Herm and Sark on organised excursions from the cruise ship company can also be arranged.



## 4.4 Cargo

Pleasingly there was an increase of 6.52% on 2017 figures of cargo handled at St Peter Port and St Sampson's Harbours. This figure includes general cargo, hydrocarbons (Oil, Petroleum and Liquefied Petroleum Gas (LPG) Self Discharge, and Commodities.

Oil and Petroleum saw the biggest increase of 24.25% in the amount discharged. This is mainly due to Guernsey Electricity importing heavy fuel oil to continue on-island generation of electricity following the failure of the cable link between Guernsey and Jersey. LPG Gas imports also saw an increase to 6,149 metric tonnes or 7.14% compared to 2017's figures of 5,739 metric tonnes.

Guernsey aims to recover and recycle as many materials (metals, plastics, and electronics) as possible as part of the States of Guernsey's Waste Strategy. These commodities resulted in an increase of 6.52% in materials being processed or 31,506 tonnes out of Guernsey Harbours facilities in 2018. It is expected this will increase in the future as more materials are recycled, processed and sent off island.

General cargo saw a 0.9% increase with 203170 tonnes being handled through Guernsey Harbours in 2018 compared to 201,365 in 2017.



## 5. Financial

### 5.1 Financial Performance – Guernsey Harbours

Guernsey Harbours' income in 2018 was £9.4 million compared to a budgeted £9.2 million and a 2017 outturn of £9.1 million.

Expenditure, excluding capital, at Guernsey Harbours in 2018 was £5.9 million, compared to a budgeted 6.5 million and an actual expenditure in £6.2 million in 2017.

The overall trading surplus before depreciation was £3.5 million, up from £2.9 million in 2017.

A link to Guernsey Harbours' trading accounts is attached as Appendix 2 to this annual report, and a copy of the accounts is published on the States of Guernsey's website at [www.gov.gg](http://www.gov.gg).

## 6. Safety, Environment and Security

### 6.1 Safety Management

Guernsey Harbours continue to operate a safety and security management system that has been in place since 2015. The management system continues to mature and develop following internal and external reviews by the harbours' regulators.

Extensive safety related activities were completed during 2018 that included:

- Safety occurrence reporting and investigations
- Safety surveys
- Internal and business partner audit programme
- Just culture promotion activities and training
- Safety training
- Internal and external safety meetings
- Safety promotional activities

Guernsey Harbours' Health and Safety Committee meets quarterly and sets and monitors safety performance indicators.

### 6.2 Environment

Guernsey Harbours does promote environmental awareness among staff who work in the marine environment. Vessels using Harbours' marina and port facilities also have to abide by strict rules and regulations in port and Bailiwick territorial waters concerning waste disposal, and hydrocarbon management. This is backed up by local and national legislation concerning.

Guernsey Harbours has used various methods, and working with La Societe Guernsesiase to promote awareness of the increasing number of dolphins and other marine mammals living in Bailiwick waters, asking boat operators to be mindful of their presence in the water and not to harass them in the marine environment. We are pleased to say the vast majority of boat owner do respect these creatures in watching them in the water.

Guernsey Harbours also installs a series of yellow speed limit buoys around the south east corner of Herm highlighting to boat owners the area is contains a significant number of sea birds. The island is a breeding colony for puffins and other sea birds who fish in the water nearby.

We are pleased to say the vast majority of boat owners do respect the speed limits in force during the breeding season and this helps maintain and improve the biodiversity of the local marine environment.

### **6.3 Security Management**

Despite some challenges with security management through 2018, business as usual was maintained with the core focus remaining:

- Continuing to ensure compliance with relevant maritime security legislation in the Bailiwick and international treaty (ISPS) and best practice
- Protecting all users, the facilities and infrastructure of both harbours.
- Ensuring a robust regime of auditing, inspection and testing of security measures and procedures were maintained

Security awareness campaigns remained a priority through 2018 with the ongoing maritime threat level remaining at 'Moderate'.

## 7. 2018 Project Updates

### 7.1 Posidonia

Guernsey Harbours embarked on a transformational project that will revolutionise the way commercial and local mooring holders manage their marine affairs thanks to an online port management system. Called Posidonia, it will enable customers themselves to manage when operational, their bookings and payments will be managed online, and reduce the need for customers to visit the Harbour Office or the Marine Services Centre in the future. For commercial operators it will mean they will enter their future schedules, port calls, and update the public passenger sailing display system in the terminal.

### 7.2 Marine Service Centre Opening

The Marine Services Centre on the Albert Pier in St Peter Port opened for business on Monday 17th December 2018. The centre will handle all transactions relating to visiting and local boat owners from payments, local boat registration, and mooring account support instead of the Harbour Office on St Julian's Emplacement. The aim is to provide a more convenient facility for local and visiting boat users to manage their mooring affairs. The centre has step free access for those with reduced mobility. The centre is part of a wider programme to improve services for Guernsey Harbours' customers.

### 7.3 Vessel Traffic Service

Guernsey Harbours' is planning to introduce new procedures on how vessel traffic is managed within Guernsey's Harbours and their approaches. A Vessel Traffic Service (VTS) will be introduced in the near future that is designed to improve safety of navigation and the efficiency of vessel movements. In simple terms, a marine VTS may be said to have similar characteristics to an air traffic control service for airports and airspace.

It is anticipated, the VTS area will be defined in a zone enclosed by a line joining St Martin's Point, the Lower Heads Buoy, Le Plat Houmet, Tautenay, the Platte Fougere Lighthouse and Fort Doyle. This area will be monitored using Radar, Automatic Identification System (AIS), VHF Radio, and CCTV coverage. A new radar will be placed on the White Rock Breakwater and another radar tower will be sited at Longue Hogue.

The introduction of the call sign 'Guernsey VTS', which will replace 'Guernsey Port Control', and will be used by the VTS officers who govern and monitor vessel movements around Guernsey's eastern seaboard will be an obvious change. The VTS officers will also use standard Marine Communication Phrases, set out by the United Nation's International



Maritime Organization (IMO), and are designed to avoid any ambiguity or misunderstanding between VTS officers and vessel crew. This is particularly important where English is not the first language on the bridge of visiting vessels.

## 7.4 Southampton Boat Show



Guernsey Harbours joined its partners in Ports of Jersey, Alderney and France with a presence at the Southampton Boat Show after a number of years absence. The aim is to highlight what the Bailiwick has to offer to a wide audience the wide and varied cruising grounds for visiting boat owners.

Being at the show has given Guernsey Harbours and the wider Guernsey brand and product exposure to over 100,000 visitors from the UK and around the world. Being at the show means we can meet existing and new customers face-to-face, provide an incredible platform to entertain under the same stand as our partners.

Forging new partnerships with new partners and customers under Europe's biggest boat show. It will be interesting to see if visiting and local boat numbers increase in 2019.

## **7.5 Military Training**

During 2018, Guernsey Harbours accommodated a number of UK Royal Navy, UK Border Force and French Navy vessels on visits or carrying out navigational training in Bailiwick territorial waters that we understand can test trainee sailors, navigators, and junior officers. This trend has also been seen at Guernsey Airport where local airspace has been used by the UK Royal Air Force to train navigators, pilots, and squadron air crew members in challenging conditions in Bailiwick skies.

## 8. Consultation and Feedback

### 8.1 Commercial Port Users Group (CPUG)

The Commercial Port Users Group was formed in 2015 and met every month in 2018 with the Commercial Manager – Ports as Chairman to discuss all aspects of the Guernsey Harbours' Port operations, and strategic matters.

The Group comprises senior representatives of all of the Harbours' key customers and tenants; including ferry operators, handling agents, service-delivery organisations, general and maritime business representatives and law enforcement agencies.

The Group's agenda and discussions over the last year covered a wide-range of topics, including:

- Promotion of general maritime affairs
- Guernsey Harbours' Business Plan 2018 engagement and review
- Technological updates on navigational aids
- Facilities re-tendering
- Consultation on future dues and charges for 2019

The Group provides a valuable check and balance on the activities of Guernsey Harbours', it holds its management and officers to account and provides all of our key stakeholders with an opportunity to challenge and direct the work planned and subsequently undertaken.

### 8.2 Social Media

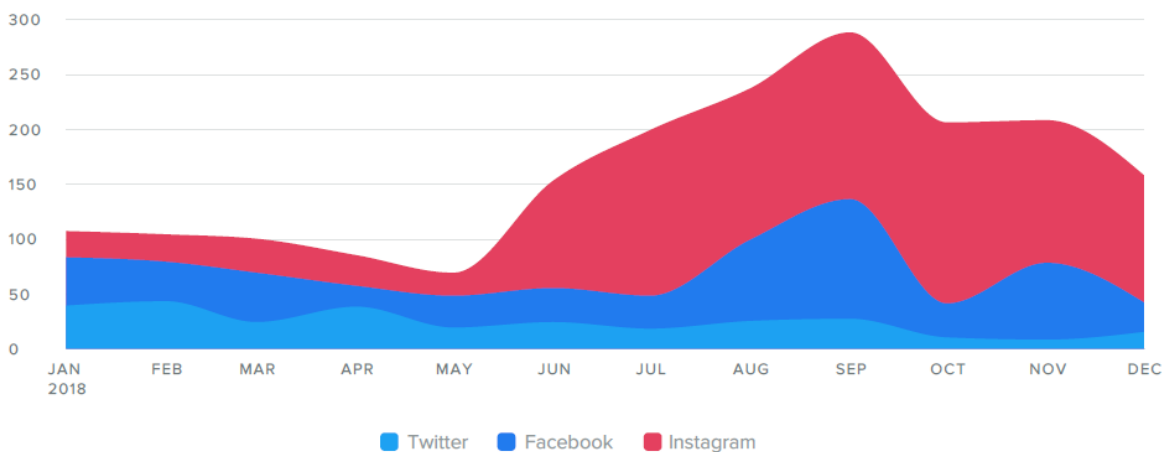
Guernsey Harbours has a significant social media presence on Facebook, Twitter, and Instagram platforms. By being present on the platforms, Guernsey Harbours can respond quickly to praise, comments and feedback, and communicate to a new audience who may not engage with traditional media means of communication or advertising. Alongside its Guernsey and Alderney Airport counterparts, Guernsey Harbours has been working hard to increase the amount of traffic to these channels, with the aim of boosting visitor numbers, promoting sea travel, and the Guernsey marine economy. It also provides a means of highlighting the significant work that goes on behind the scenes to keep our harbours running.

### 8.3 Guernsey Harbours and shipping registry – 2018 social media performance

Social Media continues to attract an audience of under 40s both locally and overseas, who are crucial to growth, as they are likely to have disposable income to visit relatives, attend events, conduct business travel, or visit for pleasure. Interest often ‘spikes’ when there is a significant event, e.g. rough weather, seafront events, and unusual vessel movements. The activities of Guernsey Harbours, and the open nature of the majority of its estate compared to the Airport, attracts the interest of both islanders and visitors. The graphs below provide a snapshot of the social media statistics for by Guernsey Harbours in 2018. What is pleasing is a growth in followers in following Guernsey Harbours on our social media platforms, but only witnessing a slight drop in the impressions, or how many sets of eyes ‘see’ the content.

#### Group Audience Growth

##### Followers Gained, By Month



Audience Growth Metrics	Totals	Total Followers % Change
<b>Total Followers</b>	<b>10,460</b>	<b>↗ 11.98%</b>
<b>Total Net Follower Growth</b>	<b>1,145</b>	
Twitter Net Follower Growth	290	↗ 16.83%
Facebook Net Fan Growth	398	↗ 6.53%
Instagram Net Follower Growth	457	↗ 24.02%

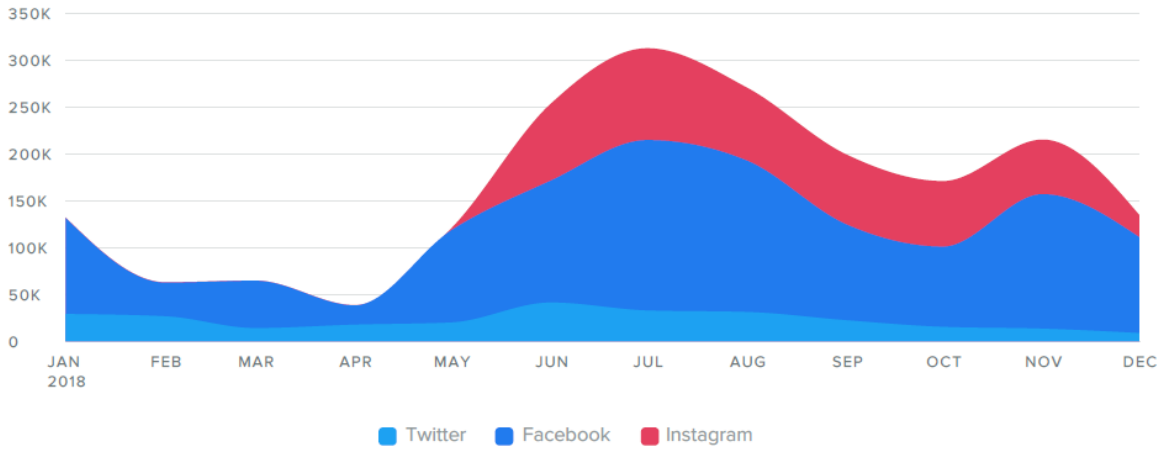
Total followers increased by  
**▲12%**  
 since previous date range

Source: Sprout Social

## OFFICIAL

### Group Impressions

#### Impressions Per Month



Impressions Metrics	Totals	% Change
Twitter Impressions	271,769	↘ 42.73%
Facebook Impressions	1,215,519	↘ 62.03%
Instagram Impressions	488,324	↗ 105.79%
Total Impressions	1,975,612	↘ 49.51%

Total Impressions decreased  
by  
**↘49.5%**  
since previous date range

Source: Sprout Social

## 9. Human Resources

Whilst 2018 only saw a small overall increase in our FTE headcount at Guernsey Harbours (from 75 to 77), there were a number of significant changes over the year which may not be accurately represented by the relatively innocuous headline change in staffing numbers.

One long serving Assistant-Harbourmaster in the Guernsey Harbours Port Operations team decided to retire in December 2018 and a replacement is being recruited for 2019.

There was one extra post created for the Harbours Administration and Support team in 2018, to reflect the increase in workload it encountered in 2018. An expansion of the Ports commercial team was finalised in 2018 with the recruitment of a Deputy Commercial Manager – Ports who will work on the development of commercial opportunities and relationships at Guernsey Harbours and Guernsey Airport.

The amalgamation of the Ports Management Functions, commenced as a trial in 2017 was formally ratified in 2018 and a number of new joint ports roles were created, including the new role of a Ports Capital Works Manager and Head of Technical and Estate Services. This has supported the maintenance and capital works functions at the Harbours by providing more support to our line managers in advancing asset replacement and improvement functions. Further work to establish new roles within the Project Management support office is planned for 2019.

Wherever possible, our Managers are encouraged to act proactively in identifying vacancies and planned departures and to pre-empt service disruption by making early appointments, and affording sufficient cover to minimise services disruption and overtime with its associated fatigue-related challenges. These discussions are facilitated through regular 1:1 sessions between all senior managers and senior management and the importance of these sessions has been re-enforced over the year.

## Appendix 1 – Contact Details

### Guernsey Harbours

Postal Address: Guernsey Harbours, P.O. Box 631, St Julian's Emplacement, St Peter Port, Guernsey, GY1 3DL

Tel: +44 (0)1481 720229

Email: [guernsey.harbour@gov.gg](mailto:guernsey.harbour@gov.gg)

Web: [www.harbours.gg](http://www.harbours.gg)

Like Follow and Share Guernsey Harbours on Facebook, Twitter, and Instagram.



## Appendix 2 – Guernsey Harbours Accounts

The 2018 published accounts for Guernsey Ports (including Harbours and Airports) can be viewed online at:

<https://www.gov.gg/article/171936/Ports-Accounts-2018>

OFFICIAL

## Appendix 3 – Passenger, Vehicle And Cargo Statistics

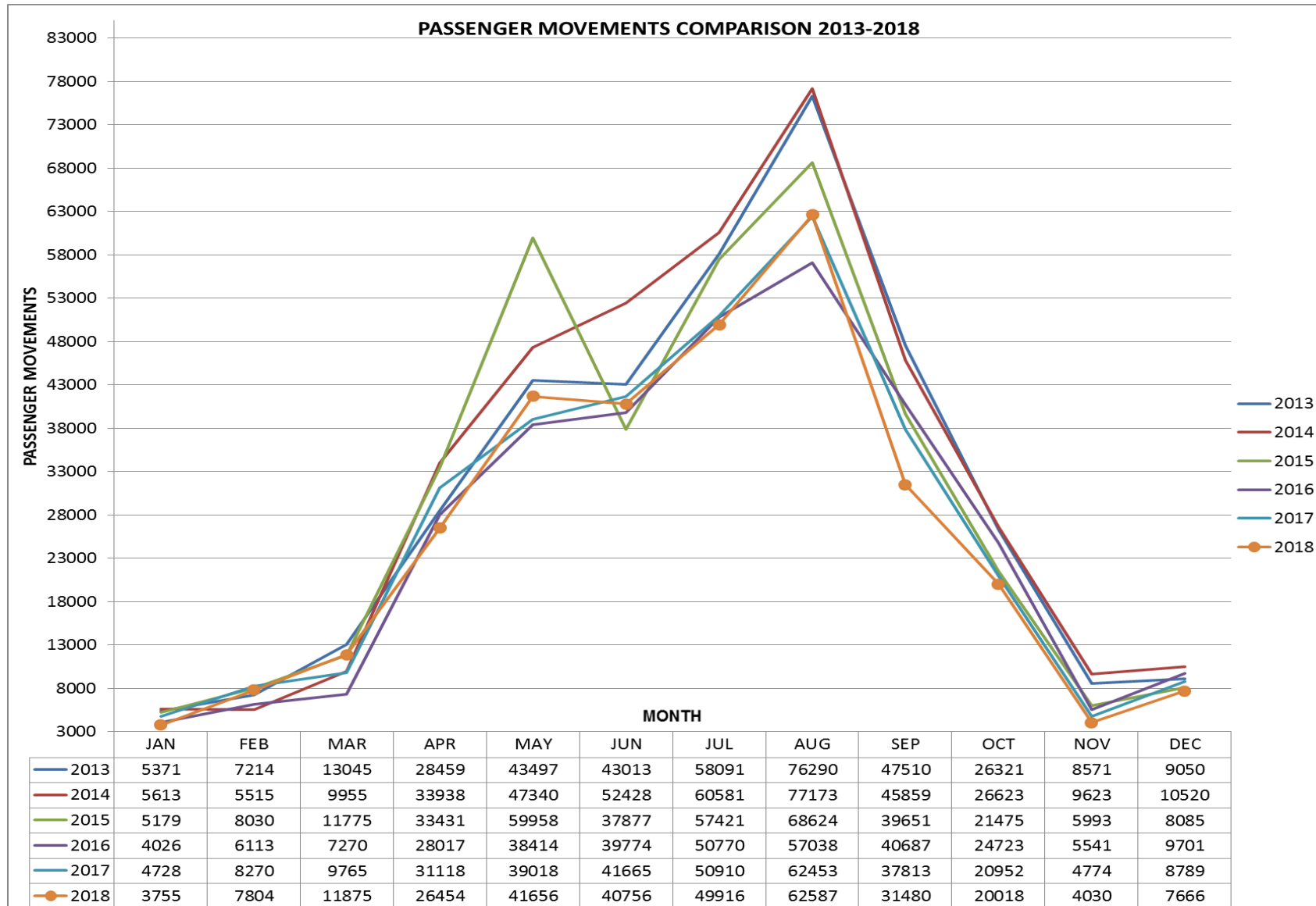
GUERNSEY HARBOURS - MOVEMENTS 2018																
ROUTE BY MONTH																
PASSENGERS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov *	Dec	TOTAL YTD	TOTAL	Change	%
POOLE	620	2373	4376	9498	12877	14786	20905	22232	10768	9481	534	2846	111296	120495	-9199	-7.63
OTHER UK	1979	1766	2307	2014	2080	2008	2381	3995	3553	1961	1954	2300	28298	28445	-147	-0.52
JERSEY	555	2078	2482	6877	13670	12444	11717	14704	7980	4790	829	1063	79189	77665	1524	1.96
ST MALO	601	1587	2710	7066	9306	8708	13966	20337	8018	3385	713	1457	77854	76120	1734	2.28
GRANVILLE	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-7	-100
DIELETTE	0	0	0	999	3723	2810	947	1319	1161	401	0	0	11360	17523	-6163	-35.17
COMMERCIAL TOTAL	3755	7804	11875	26454	41656	40756	49916	62587	31480	20018	4030	7666	307997	320255	-12258	-3.83
2017	4728	8270	9765	31118	39018	41665	50910	62453	37813	20952	4774	8789	320255			
CHANGE	-973	-466	2110	-4664	2638	-909	-994	134	-6333	-934	-744	-1123	-12258			
%	-20.58	-5.63	21.61	-14.99	6.76	-2.18	-1.95	0.21	-16.75	-4.46	-15.58	-12.78	-3.83			
HERM	68	1368	800	3364	10094	13745	17064	16973	8870	2409	811	1249	76815	76024	791	1.04
SARK	399	493	975	2348	6255	8583	10850	11198	6546	1804	513	723	50687	49617	1070	2.16
ALDERNEY	0	0	0	0	140	0	450	771	700	0	0	0	2061	989	1072	108.39
INTER BAILIWICK TOTAL	467	1861	1775	5712	16489	22328	28364	28942	16116	4213	1324	1972	129563	126630	2933	2.32
2017	548	639	2387	10462	13558	21907	25035	28859	13890	4064	2876	2405	126630			
CHANGE	-81	1222	-612	-4750	2931	421	3329	83	2226	149	-1552	-433	2933			
%	-14.78	191.24	-25.64	-45.4	21.62	1.92	13.3	0.29	16.03	3.67	-53.96	-18	2.32			
CRUISE	0	0	0	1754	28366	24036	30862	17773	15917	-1010	0	0	117698	110209	7489	6.8
CRUISE TOTAL	0	0	0	1754	28366	24036	30862	17773	15917	-1010	0	0	117698	110209	7489	6.8
2017	0	0	1108	8299	26441	16949	22986	24084	9218	1203	-79	0	110209	110209	0	
CHANGE	0	0	-1108	-6545	1925	7087	7876	-6311	6699	-2213	79	0	7489			
%	0	0	-100	-78.86	7.28	41.81	34.26	-26.2	72.67	-183.96	-100	0	6.8			

**OFFICIAL**

VEHICLES PRIVATE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov *	Dec	TOTAL YTD	TOTAL	Change	%
POOLE	281	634	1181	2778	3694	3974	4806	5215	3146	2680	271	1008	29668	31217	-1549	-4.96
OTHER UK	825	701	887	694	772	723	675	1105	1281	739	721	888	10011	10034	-23	-0.23
JERSEY	162	419	465	742	1033	1047	1153	1136	774	779	170	220	8100	8402	-302	-3.59
ST MALO	254	397	800	1508	2199	2024	3053	4254	2156	1103	279	416	18443	18923	-480	-2.54
<b>TOTAL</b>	<b>1522</b>	<b>2151</b>	<b>3333</b>	<b>5722</b>	<b>7698</b>	<b>7768</b>	<b>9687</b>	<b>11710</b>	<b>7357</b>	<b>5301</b>	<b>1441</b>	<b>2532</b>	<b>66222</b>	68576	-2354	-3.43
<b>2017</b>	<b>1802</b>	<b>2244</b>	<b>2768</b>	<b>6450</b>	<b>7096</b>	<b>7969</b>	<b>9695</b>	<b>11866</b>	<b>8103</b>	<b>6041</b>	<b>1858</b>	<b>2684</b>	<b>68576</b>			
<b>CHANGE</b>	<b>-280</b>	<b>-93</b>	<b>565</b>	<b>-728</b>	<b>602</b>	<b>-201</b>	<b>-8</b>	<b>-156</b>	<b>-746</b>	<b>-740</b>	<b>-417</b>	<b>-152</b>	<b>-2354</b>			
<b>%</b>	<b>-15.54</b>	<b>-4.14</b>	<b>20.41</b>	<b>-11.29</b>	<b>8.48</b>	<b>-2.52</b>	<b>-0.08</b>	<b>-1.31</b>	<b>-9.21</b>	<b>-12.25</b>	<b>-22.44</b>	<b>-5.66</b>	<b>-3.43</b>			
VEHICLES COMMERCIAL	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov *	Dec	TOTAL YTD	TOTAL	Change	%
POOLE	12	24	50	96	82	111	62	84	99	107	15	12	754	926	-172	-18.57
OTHER UK	2094	2020	2521	2178	2423	2269	2372	2418	2326	2395	2103	2166	27285	26845	440	1.64
JERSEY	206	177	234	230	313	284	203	188	213	229	196	152	2625	2632	-7	-0.27
ST MALO	73	104	132	108	161	139	155	113	107	101	142	103	1438	1523	-85	-5.58
<b>TOTAL</b>	<b>2385</b>	<b>2325</b>	<b>2937</b>	<b>2612</b>	<b>2979</b>	<b>2803</b>	<b>2792</b>	<b>2803</b>	<b>2745</b>	<b>2832</b>	<b>2456</b>	<b>2433</b>	<b>32102</b>	31926	176	0.55
<b>2017</b>	<b>2397</b>	<b>2375</b>	<b>2887</b>	<b>2566</b>	<b>2786</b>	<b>2834</b>	<b>2739</b>	<b>2810</b>	<b>2709</b>	<b>2723</b>	<b>2700</b>	<b>2400</b>	<b>31926</b>			
<b>CHANGE</b>	<b>-12</b>	<b>-50</b>	<b>50</b>	<b>46</b>	<b>193</b>	<b>-31</b>	<b>53</b>	<b>-7</b>	<b>36</b>	<b>109</b>	<b>-244</b>	<b>33</b>	<b>176</b>			
<b>%</b>	<b>-0.5</b>	<b>-2.11</b>	<b>1.73</b>	<b>1.79</b>	<b>6.93</b>	<b>-1.09</b>	<b>1.94</b>	<b>-0.25</b>	<b>1.33</b>	<b>4</b>	<b>-9.04</b>	<b>1.38</b>	<b>0.55</b>			
CARGO	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov *	Dec	TOTAL YTD	TOTAL	Change	%
GENERAL CARGO	16188	15512	19086	16140	18359	17887	18135	17455	16200	16797	15240	16171	203170	201365	1805	0.9
OIL / PETROL	5134	6587	9474	6757	6280	3111	5679	3115	2241	10830	8358	9196	76762	61780	14982	24.25
GAS	710	820	980	500	0	430	400	280	0	550	480	999	6149	5739	410	7.14
SELF DISCHARGE	600	767	625	1134	0	1450	1071	1194	150	771	0	660	8422	7743	679	8.77
COMMODITIES	0	1609	6196	0	3631	3324	1853	6091	3848	2006	0	2948	31506	29431	2075	7.05
<b>TOTAL</b>	<b>22632</b>	<b>25295</b>	<b>36361</b>	<b>24531</b>	<b>28270</b>	<b>26202</b>	<b>27138</b>	<b>28135</b>	<b>22439</b>	<b>30954</b>	<b>24078</b>	<b>29974</b>	<b>326009</b>	306058	19951	6.52
<b>2017</b>	<b>26591</b>	<b>20889</b>	<b>30197</b>	<b>26215</b>	<b>27161</b>	<b>25692</b>	<b>25877</b>	<b>22301</b>	<b>21574</b>	<b>26135</b>	<b>30046</b>	<b>23381</b>	<b>306059</b>			
<b>CHANGE</b>	<b>-3959</b>	<b>4406</b>	<b>6164</b>	<b>-1684</b>	<b>1109</b>	<b>510</b>	<b>1261</b>	<b>5834</b>	<b>865</b>	<b>4819</b>	<b>-5968</b>	<b>6593</b>	<b>19950</b>			
<b>%</b>	<b>-14.89</b>	<b>21.09</b>	<b>20.41</b>	<b>-6.42</b>	<b>4.08</b>	<b>1.99</b>	<b>4.87</b>	<b>26.16</b>	<b>4.01</b>	<b>18.44</b>	<b>-19.86</b>	<b>28.2</b>	<b>6.52</b>			

\* Due to change in billing software, November 2018 data covers only a 24 day period.

# OFFICIAL



## Appendix 4

# Report for The Chief Inspector Of Marine Accidents – Guernsey

## Contents

<b>Chapter 1</b>	<b>Introduction</b>	<b>26</b>
<b>Chapter 2</b>	<b>What Is an Accident?</b>	<b>27</b>
	2.1 What Is A Major Injury?	27
	2.2 What Is A Serious Injury?	27
	2.3 What Is A Hazardous Incident?	27
<b>Chapter 3</b>	<b>The Reporting Process</b>	<b>28</b>
	3.1 Preliminary Examination and Full Investigation	28
	3.2 Families	28
	3.3 Reports	29
<b>Chapter 4</b>	<b>Incidents in 2018</b>	<b>30</b>
	4.1 Reporting And Communication	30
<b>Chapter 5</b>	<b>Contact Details</b>	<b>31</b>

## Introduction

Under Bailiwick of Guernsey Law, there is a requirement to examine and investigate all types of marine accidents to or on board Guernsey vessels worldwide, and other vessels in Bailiwick territorial waters, including Sark and Alderney.

The objective of an accident investigation is to determine its circumstances and causes, with the aim of improving the safety of life at sea and avoiding similar accidents in the future. It is not its purpose to apportion liability, nor, except so far as is necessary to achieve the fundamental purpose, to apportion blame.

The Chief Inspector of Marine Accidents in Guernsey is an independent statutory official and can call upon a number of accident investigators. All are professionally qualified and experienced in the nautical, engineering, naval architecture and/or fishing disciplines of the marine industry.

The powers of Accident Investigation Inspectors, and the framework for reporting and investigating accidents, are set out in the Merchant Shipping (Bailiwick of Guernsey) Law 2002. The Merchant Shipping (Accident and Reporting) (Bailiwick of Guernsey) Regulations 2009 put the framework into effect.

These regulations apply to merchant ships, fishing vessels and (with some exceptions) pleasure craft. They define accidents, set out the purpose of investigations and lay down the requirements for reporting accidents. They make provision for the ordering, notification and conduct of investigations, but allow inspectors a good deal of discretion - necessary, given the wide variety of cases.



## What Is An Accident?

An accident is an undesired event that results in personal injury, damage or loss. This may include:

- Loss of life or major injury to any person on board
- Loss of a person overboard,
- The actual or presumed loss of a vessel, her abandonment or material damage, collision or grounding, disablement, and material damage caused by a vessel.

An accident can also be an occurrence, which might realistically have caused serious injury or damage to the health of any person. This can range from the collapse of lifting gear, an unintended movement of cargo or ballast sufficient to cause a list, a loss of cargo overboard or a snagging of fishing gear that results in the vessel heeling to a dangerous angle.

It is the duty of every master or skipper to examine, and report as necessary, any accident occurring to, or on board, his/her vessel.

### 2.1 What Is A Major Injury?

A major injury includes any fracture to, or loss of, a limb, loss of sight, or any other injury requiring resuscitation or leading to hypothermia or admittance to a hospital or other medical facility for more than 24 hours.

### 2.2 What Is A Serious Injury?

A serious injury is an injury, other than a major injury, when the injured person is incapacitated for more than three consecutive days.

### 2.3 What Is A Hazardous Incident?

A hazardous incident is when an accident nearly occurs in connection with the operation of a vessel. In other words, it is what is often known as a "near miss".

## The Reporting Process

Accidents, including major injuries, must be reported to the Chief Inspector of Marine Accidents (CIMA) by the quickest possible means. This is so that they can be investigated immediately, before vital evidence decays, is removed or is lost. The vessel's master and owner must investigate serious injuries, and report the findings to the CIMA within 14 days.

**Hazardous incidents do not have to be reported, but the CIMA encourages owners, masters and skippers to report them. Hazardous incidents often provide lessons that are every bit as relevant as those arising from accidents.**

Accidents can be reported to Guernsey Harbours on (00 44) (0)1481 720229, or outside office hours on 01481 720481, or directly via Guernsey Coastguard or Guernsey Port Control/Guernsey VTS, which are both open 24 hours a day. Reports are referred to an inspector for a decision on what action to take. In some cases, the initial report contains all the information that is needed. In others, the inspector will conduct further enquiries, make a preliminary examination, or complete a full investigation.

In some cases, the ship's owner's or officers' own investigation will be sufficient. The CIMA may, however, conduct an administrative enquiry by correspondence and telephone to seek further details on any accident. The regulations require owners, masters and other relevant people or organisations to provide any such information when requested.

### 3.1 Preliminary Examination And Full Investigation

Following notification of an accident, inspectors will start to collect evidence and the decision whether or not to conduct a preliminary examination (PE) will be made. A PE is the first stage of a full investigation, and identifies the causes and circumstances of an accident to see if they meet the criteria required to warrant further investigation and a publicly available report. Every effort is made to examine a wide range of accidents each year.

All PEs and accident investigations seek answers to four basic questions:

- What happened?
- How did it happen?
- Why did it happen?
- What can be done to prevent it happening again?

Once the decision to proceed has been made, all available evidence is gathered. No two cases are ever the same, and the process may take different forms. Inspectors will usually wish to see logbooks, charts and other documents. They will invariably interview those who may be able to shed light on what happened and are likely to take photographs and examine computer records. If the vessel contains a 'black box', the data will be removed and examined.

Inspectors consider evidence from as many sources as possible. If necessary, they will call in external technical experts. Particular emphasis is placed on identifying human factors in the causes of an accident. It can take up to a year to complete an investigation and publish a report. This might seem a long time, but it may be necessary to interview a wide range of individuals, crosscheck evidence, examine suspect equipment and consult with technical experts. Often the true cause of an accident turns out to be very different from initial assumptions. A full investigation or PE is entirely independent of any enquiries made by the police or other authority collecting evidence for a possible prosecution.

### 3.2 Families

The CIMA is very conscious of the hurt and bewilderment that a marine accident causes to the families and loved ones of victims. Inspectors make every effort to contact next of kin after an accident to explain their role. Once the investigation is complete, the next of kin are given the conclusions before they are made publicly available.

### 3.3 Reports

The CIMA aims to improve safety for all those who work at, or travel by, sea. The investigation findings usually lead to recommendations aimed at preventing similar accidents. If a decision has been made to investigate an accident, the CIMA will make the results publicly available in a full report. **The accident investigation report is not written with liability in mind and is not intended to be used in court for the purpose of litigation.** It endeavours to identify and analyse the relevant safety issues pertaining to the specific accident, and to make recommendations aimed at preventing similar accidents in the future. From time to time, the CIMA may also publish a report highlighting, for example, specific safety problems, safety trends, or any other issues that should be brought to the attention of the maritime community and the public.

## Incidents in 2018

The Merchant Shipping (Accident Reporting and Investigation) (Bailiwick of Guernsey) Regulations, 2009 requires production of a summary of an annual report of the Chief Inspector of Marine Accidents work, and any investigation outcomes. During 2018, it was pleasing to note there were no reportable incidents that occurred in the Bailiwick or on Bailiwick flagged or registered vessels.

### 4.1 Reporting And Communication

The Guernsey Harbours website ([www.harbours.gg](http://www.harbours.gg)) includes a section on Marine Accident Investigation. Where appropriate, this site includes a retrospective synopsis of accidents and the recommendations made by the Chief Inspector. A pro-forma reporting document is also downloadable from the website. The table below is a summary of the number of reports received over the past six years.

Year	Reports Received
2012	2
2013	1
2014	4
2015	5
2016	5
2017	2
2018	0

Source: Guernsey Harbours.

There were no known investigations launched into accidents in Bailiwick waters by other authorities, such as the UK Marine Accident Investigation Branch (MAIB) in 2018.

## Contact Details

For further information about the Accident Investigation or for information about specific accidents, please contact the Chief Inspector of Marine Accidents using the contact details below:

The Chief Inspector of Marine Accidents  
c/o Guernsey Harbours  
P.O. Box 631  
St Julian's Emplacement  
St Peter Port  
Guernsey  
Channel Islands  
GY1 3DL

Telephone: 01481 720229

E-mail: [CIMA@gov.gg](mailto:CIMA@gov.gg)



## Appendix 5

# Registry of British Ships (Guernsey) Annual Report 2018

## Introduction

The Registry of British Ships (Guernsey) is open to vessels, currently up to a limit of 150 gross tonnage (as ascertained under the Merchant Shipping (Tonnage) (Bailiwick of Guernsey) Regulations 2009, particularly pleasure yachts. Vessels intended for commercial use (up to a maximum of 24 metres loadline length - ITC69) can be registered but must fully comply with the Code of Practice for Small Commercial Vessels and manning requirements.

### 1.1 Qualification

To qualify for registration, the majority of shares in a vessel (33 of the 64) must be owned by either a British subject or a company registered in and having its principal place of business in a British Crown Dependency or Overseas Territory. Foreign nationals may own up to 31 shares in a vessel, provided that the remainder of the shares are in 'qualified ownership'. Any shares jointly owned by qualified and unqualified owners count as unqualified shares.

Registration of a vessel under 'Part I' of the Merchant Shipping (Bailiwick of Guernsey) Law, 2002 gives legal title to the vessel, recognition as a British ship and enables other transactions such as mortgages and Court Orders to be registered on the vessel.

The Small Ship Register (SSR) provides a cheap and simple alternative to full registration under Part I of the British Register. The Certificate of British Registration provided gives evidence of the British nationality of the vessel when it is in foreign territorial waters.

A Small Ship Registration Certificate may not be accepted in some foreign ports if you are using your ship for 'commercial purposes' e.g. diving or chartering. Bailiwick fishing vessels are also accepted for registration as well.

The accounts of the Registry can be found in the annual accounts of the Ports on [www.gov.gg](http://www.gov.gg).



## 1.2 2018 REG Conference



Picture: The Red Ensign Group

The Guernsey Registry hosted the 2018 Red Ensign Group (REG) conference in the island (The Chairman was the outgoing Guernsey Registrar of British Ships, Captain Chad Murray pictured with the Chief Executive of the UK Maritime and Coastguard Agency Sir Alan Massey). This was a rare chance to put Guernsey on the map international and the event attracted much local media interest. It also provided an opportunity to network with other members from around the World. Group members consist of Jersey, the Isle of Man, the Cayman Islands, the Falklands Islands, and many more on categories one and two registers.

The aim of the conference is to discuss matters of mutual interest among the registrars. The focus of attention was the REG's ability to meet the requirements of the United Nations International Maritime Organization's Instruments Implementation Code (IIC). Preparing for the mock audit in Guernsey was started immediately after the conference took place. The Conference then discussed some the challenges of forthcoming requirements ahead of the REG's IMO audit in the next couple of years. The audit is expected to be rigorous and REG members including Guernsey should not be complacent in its application and implementation.



Picture: The Red Ensign Group

On a lighter note, the Guernsey Conference offered the chance for REG to celebrate its 30<sup>th</sup> anniversary. Guernsey can share the expertise, solutions to common problems and meeting the challenges of a tough shipping registry markets alongside Panama, Liberia, Marshall Islands, China, Hong Kong and Malta in terms of fleet numbers and gross tonnage of ships. The next REG Conference will take place in the Caribbean island of Montserrat, which will host the event for the first time in 2019.

### **1.3 Contact Details - Registry Of British Ships (Guernsey)**

Postal Address: Registry of British Ships, P.O. Box 631, St Julian's Emplacement, St Peter Port, Guernsey, GY1 3DL

Tel: +44 (0)1481 705822

Email: [shipsregistry@gov.gg](mailto:shipsregistry@gov.gg)

Web: [www.harbours.gg/Registry-British-Ships-Guernsey](http://www.harbours.gg/Registry-British-Ships-Guernsey)

Like, Follow, and Share the Registry of British Ships on Twitter @GuernseyShipReg



## Appendix 6

# Guernsey Coastguard Annual Report – 2018

## Introduction

Guernsey Harbours' staff act as the Search and Rescue (SAR) Co-ordinators for Guernsey Coastguard for waters in the Bailiwick of Guernsey. Such staff provide search and rescue co-ordination and maritime information through Guernsey Coastguard on VHF Channels 16 and 20. A continuous watch is kept on these Channels by staff at the Joint Emergency Services Control Centre (JESCC). Guernsey Coastguard is also equipped to receive VHF DSC distress alerts and the Search and Rescue Co-ordinators are trained by the UK HM Coastguard using the SARIS search and rescue IT system.

Provision of a Coastguard service is governed by international treaty namely the International Convention for the Safety of Life at Sea (SOLAS) and is ultimately governed by the United Nations International Maritime Organization.

The Bailiwick is fortunate to have a number of SAR assets available to Guernsey Coastguard. Three RNLI lifeboats, two all-weather and one inshore (due in 2019), a fixed wing aircraft (Channel Islands Air Search), Civil Protection Volunteers plus assets with Guernsey Law Enforcement are available for Coastguard to deploy. In some circumstances, Search and Rescue operations may be carried out alongside Jersey Coastguard, UK HM Coastguard, and the French Coastguard.

### 1.1 Overview Of 2018

Guernsey Coastguard had a busy 2018 compared to 2017. In total, 141 incidents were dealt with by Coastguard operators, compared to just 75 in 2017. The range of incidents are wide and varied which operators need to deal with. A total of 36 cases in 2018 were classed as 'Monitored' in which Coastguard operators maintain a radio or radar watch as the incident unfolds or the vessel moves toward safety.

30 incidents of 'Towing Assistance' occurred in 2018. This type of incident is when a vessel requires a tow due to an unexpected mechanical breakdown on the vessel. The majority of cases the RNLI in Guernsey and Alderney respond to these incidents.

Whilst the reported incidents of 2018 may be a concern, it should be recognised that the increase could be as a result of better reporting, with more mariners and the public better engaged in reporting incidents to Guernsey Coastguard. The table overleaf shows the full breakdown of incident types and how many people were at risk during the course of the calendar year.

Guernsey Coastguard would like to thank the Bailiwick voluntary Search and Rescue organisations that raise money and provide volunteers for air land and sea based assets for the Bailiwick.

<b>SAR Incidents</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Lifeboat Callout	20	10	22
Medical/FCIII/IRB	7	3	5
Tow assistance	34	25	30
Monitored	38	16	36
General	19	9	26
Exercise	0	0	0
CI Air Search Callout	4	1	5
Flare Report	6	5	9
Aircraft Emergency	0	0	1
Police Missing MOP	3	6	1
Navigational Hazards	1	2	6
Diving	0	0	0
<b>Total No. Incidents</b>	<b>132</b>	<b>75</b>	<b>141</b>

Source: Guernsey Coastguard

## 1.2 Stakeholder Engagement

Guernsey Coastguard is always looking to improve how it engages with commercial operators, mariners, local boat owners and Search and Rescue organisations whenever possible. Guernsey Coastguard staff regularly engage with marine organisations and other interest groups in meeting the needs of the Bailiwick. Guernsey Coastguard regularly liaises with Jersey and Alderney Coastguard's in the Channel Islands. The French and UK HM Coastguards are also involved in planning for future SAR incidents that could involve most if not all of the services. Guernsey Coastguard is exploring ways to reach a wider audience using the success of Guernsey Harbours engagement with social media platforms Facebook, Twitter, and Instagram. Guernsey Coastguard believes it offers an opportunity to reach a new audience who may be new to boating, or may not be aware of the service.

### 1.3 2018 Peer Review

Guernsey Coastguard was peer-reviewed by assessors from the UK Maritime and Coastguard Agency (MCA) in 2018. The MCA was asked to assess how well Guernsey Coastguard was meeting national and international search and rescue obligations under SOLAS, and to highlight any gaps and enhancements, which could be made.

The MCA Peer Review concluded the current arrangements for Guernsey Coastguard, including the operation of the Joint Emergency Services Control Centre (JESSC), are fit for purpose. However, the review identified areas, particularly in the training of our JESSC operators, where improvements can be made.

In response to one of the recommendations of the MCA, Guernsey Coastguard has invested in more training and quality monitoring for Coastguard operators at JESSC overseen by a dedicated member of staff who is in regular liaison with Search and Rescue Coordinators at Guernsey Harbours.

Peer Reviews are always a good way to share best practice and new developments and is part of our ongoing programme of continuous improvement. Guernsey Coastguard has been invited to take part in a peer review of the UK HM Coastguard in 2019.

### 1.4 Contact Details - Guernsey Coastguard

Postal Address: Guernsey Coastguard c/o Guernsey Harbours, P.O. Box 631, St Julian's Emplacement, St Peter Port, Guernsey, GY1 3DL

Tel: +44 (0)1481 720229 / in an emergency dial 999/112 and ask for the Coastguard.

Email: [guernsey.coastguard@gov.gg](mailto:guernsey.coastguard@gov.gg)

Web: <http://www.harbours.gg/guernsey-coastguard-SAR>