

**THE STATES OF DELIBERATION**  
**of the**  
**ISLAND OF GUERNSEY**

**16th June, 2021**

**Proposition No. P.2021/45**

**States' Trading Supervisory Board**

**Future Harbour Development**

**AMENDMENT**

Proposed by: Deputy G St Pier  
Seconded by: Deputy M Helyar

a. To delete Proposition 1 and replace with:-

"1. To agree the preferred scheme for future development of Guernsey's harbours is to include:

- carrying out essential repairs to the current harbours;
- reconfiguring remaining operations in St Peter Port Harbour;
- constructing a new northern port at Longue Hougue South;
- relocation of all current commercial activity away from St Sampson Harbour to the new northern port, and converting St Sampson Harbour to leisure use only;
- improving the leisure sector offering in St Peter Port Harbour; and
- relocating some or all current commercial freight activity from St Peter Port Harbour, as envisaged in Combination 5 (as set out in the policy letter, and in particular in paragraphs 8.13 to 8.17 and 8.24), or Combination 6 (as set out in the policy letter, and in particular in paragraphs 6.23 to 6.24)."

b. In Proposition 2 to insert "of Combination 5 and 6" after "associated benefits"

c. In Proposition 4 to delete "Combination 5 as"

**Rule 4(3) Information**

The amendment will not increase costs beyond those already envisaged to be incurred to develop the States' Trading Supervisory Board's preferred scheme. Combinations 5 and 6 occupy a similar footprint at Longue Hougue South and the design for a port on that site could be optimised to realise the benefits of accommodating Ro-Ro traffic, now or at some point in the future. The tidal modeling being conducted will be applicable to both Combinations at no additional cost.

### ***Explanatory note***

*This amendment formalises a view expressed by States' Trading Supervisory Board within the Policy Letter (paragraphs 8.21 – 8.24) to future proof the investment in a new northern harbour at Longue Hougue South, which could accommodate all Ro-Ro freight and international passenger activities, currently located at St Peter Port Harbour to the new facility.*

*Under Combination 5, a substantial part of the White Rock would continue to be taken up by relocated commercial shipping activity and a new terminal, thereby significantly reducing the wider opportunity for recreational and blue-economy related redevelopment of the whole White Rock area presented by Combination 6.*

*Combination 6 therefore carries with it numerous attractive attributes, facilitating a more substantial transfer of commercial vessel and road traffic movements away from St Peter Port, greater decongestion in the use of St Peter Port Harbour and the opportunity for more substantial and far-reaching relocation and redevelopment.*

*The move of all commercial activity to Longue Hougue South afforded under Combination 6 would also improve the efficiency of heavy commercial vehicle movements to and from existing warehousing and distribution centres at Bulwer Avenue, which is in much closer proximity to the proposed new port at Longue Hougue South.*

*Initial modelling of the new northern port for Combination 5 has determined the potential for some tidal flow restrictions, which could have an adverse impact on ferry sailings at certain states of tide. The States' Trading Supervisory Board has identified that if these tidal restrictions can be mitigated, either by design, operational use, or change in vessel types, then Combination 6 will provide much wider economic benefit to the Bailiwick for little or no additional cost.*

*Current harbours have adapted and evolved over the decades, and any new facility should be capable of similar adaptation. For these reasons, long term future proofing of the design and layout of a new northern harbour is essential, and the most logical means of achieving this is to retain an option to relocate Ro-Ro freight operations during the next evaluation phase if that proves possible.*

*It is understood that this amendment has the unanimous support of the States' Trading Supervisory Board and the Policy & Resources Committee.*