



Annual Report 2021

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Chapter 1 – Foreword from the Managing Director

– Ports

2021 has been another particularly challenging year for Guernsey Ports.

The impact of COVID-19 continued to be felt throughout the travel sector, as demand for travel continued to be suppressed because of continued restrictions on travel along with testing requirements for arriving passengers. These impacts continued to influence the appetite to travel, by both air and sea throughout most of 2021, although there were some encouraging signs of additional travel demand in the late summer, which have continued into 2022. Guernsey Ports' involvement in the COVID response is captured in more detail in Chapter 8 of this report.

Financial performance

The continued fiscal impact of COVID-19 on the Ports' finances is evident in our published Accounts as at 31st December 2021¹. The Ports out turned a deficit of £10.1m in 2021 (2020: deficit £10.7m). Although income in 2021 did increase by +£2m (+17%) when compared to 2020, it remained at only 60% of the pre-COVID-19 income levels. The continued suppression of revenue over the year was primarily due to the impact of COVID-19 restrictions on passengers' appetite or ability to travel by sea or air.

Passenger movements through Guernsey Airport, whilst 36% higher than in 2020, remained at only 29% of pre-COVID-19 levels. Guernsey Harbours saw passenger movements increase by 284% when compared to 2020, but these remained at only 24% of pre-COVID-19 (2019) levels. Income at all ports was below budget. The Airport outturn was 38% below budget and the Harbours outturn was 5% below budget.

The impacts of COVID-19 continued to apply pressure on revenue streams and resulted in significant additional challenges on cash and funding. Cash & cash equivalents brought forward from 2020 amounted to £-5.0m. The closing balance at 31st December 2021 amounted to a relatively small £5K cash surplus following funding provided by the Policy & Resources Committee ("P&RC") which agreed to write off the Ports overdraft of -£5m as at 31 December 2021. An overdraft facility has been extended through 2022, whilst recovery plans continue to be established and delivered.

¹ See link to 2021 Accounts here: [Ports Accounts 2021 - States of Guernsey \(gov.gg\)](https://gov.gg/ports-accounts-2021)

Despite the challenges of 2021, I would wish to commend our staff across the Ports who continued to ensure that cargo and passenger services were maintained throughout the year. Their resilience and continued application of Public Health advice resulted in our continuing to be able to provide our essential lifeline links to the community throughout the year and without interruption. We hope 2022 will bring a much brighter outlook on the appetite to travel. Finally, I would like to thank all our staff across the Ports for their critical role in keeping the Bailiwick's air and sea gateways open, safe and secure.

Colin Le Ray

Managing Director – Guernsey Ports

Chapter 2 – Business Profile

2.1. Purpose

The Purpose of Guernsey Ports is:

“To operate, protect and enhance the economic and social value that our gateway and safe harbouring infrastructure provides to both local and visiting stakeholders alike through the delivery of sustainable, fit for purpose and welcoming facilities and services.”

Guernsey Ports is one of a group of incorporated and unincorporated business units operating under the political mandate of the States’ Trading Supervisory Board (STSB). These businesses are expected to operate commercially and to ensure they are focused on good business practices that deliver financial returns and operational success. Guernsey Ports are managed by one of sub-committees of the STSB, the Guernsey Ports Board, and under one single management structure across the Ports. As an unincorporated entity, Guernsey Ports is subject to wider government processes which determine pay and conditions, capital investment procedures, legal representation and more general requirements associated with public sector processes.

Guernsey Ports operates in a commercial manner to maximise its financial performance, with emphasis being placed on providing services that are suitable and fit for a wide popular market through the provision of well-regulated and safe facilities for the harbouring/handling/management of vessels and aircraft, and the transportation of passengers and freight.

The business comprises Guernsey Airport, the Harbours at St Peter Port and St Sampson as well as operations at Alderney Airport.

The finances of Guernsey Ports have been presented in an amalgamated format since 1962, following a States of Guernsey Resolution (Billet D’État XVI, 1961). This recognised that the Ports exist for the common purpose of facilitating the entry and exit from Guernsey of goods and passengers and that the States of Guernsey, as owners of the Ports, are responsible for the expenditure needed to provide such facilities. Uneconomic expenditure may be forced upon them from time to time by the vagaries of the demand for facilities as between one port and another. Under this group arrangement the trading position of the Guernsey Airport and Guernsey Harbours is separately identified, but the assets and liabilities are consolidated in recognition of the States of Guernsey's strategic asset in the form of the combined Ports.

The purpose also needs to be commensurate with the requirements of the islands in respect of air and sea transport services, general aviation and maritime whilst meeting the standards in aviation set by the Office of the Director of Civil Aviation (ODCA), the United Kingdom Department for Transport (DfT), the UK Civil Aviation Authority (CAA), the European Union Aviation Safety Agency (EASA) and other external aviation regulatory agencies like the United Nations' International Civil Aviation Organization (ICAO), when required to do so. In the maritime setting, UK Maritime and Coastguard Agency (MCA) and the United Nations' International Maritime Organization (IMO) standards are also applied when required.



2.2. Vision And Mission

Guernsey Ports want to be known for the encapsulation of the principles of care, attention and safety to every movement through the Ports where:

“Every Journey Matters.”

Guernsey Ports will measure success for the business in pursuit of its Vision:








“To exceed customer and stakeholder expectations for safety, security, quality, sustainability, service and value.”

2.3. Core Business

Guernsey Ports has principal responsibility for the provision of:

- Guernsey and Alderney Airport infrastructure including runway, taxiways and aprons, navigational aids and services for the operation of commercial and private aircraft.
- Air Navigation Services (ANS) including approach, radar, aerodrome and ground movement control (Approach and Tower services also provided for Alderney Airport).
- Rescue and Fire Fighting Services (RFFS) for both Guernsey and Alderney Airports that deliver to standards set by the UK Civil Aviation Authority.
- A Meteorological Service (MET) essential to aviation (including Alderney Airport) and the local community.
- Security services in accordance with the United Kingdom's Department for Transport National Aviation Security Programme and the European Union's regulatory requirements.
- Maritime security services in accordance with International Ship and Port Facility Security Code (ISPS Code), enforced by local legislation and international treaty obligations.
- Surface access infrastructure for the movement of vehicles, including parking, in landside areas.
- Buildings, cranes, ramps and associated infrastructure and facilities to support commercial operator services for the movement of sea passengers and freight.
- Search And Rescue (SAR) services and Guernsey Coastguard Operations.
- Berthing and marina facilities for local and visiting leisure boat owners.
- Maritime State responsibilities including saving of life at sea, buoys and navigation markings, vessel incident management, investigations and shipping registry.
- Management, administration, commercial, safety and financial support services.









Chapter 3 – Airports in Numbers

Passenger Movements 	Guernsey: 252,567 Alderney: 42,261	Total Income  £5.48m
Full Time Equivalent Employees (FTEs) 	123	New Air Routes: Edinburgh London City Malaga
Aircraft Full Emergencies 	Guernsey: 0 Alderney: 0	RIDDOR² Events  Guernsey: 0 Alderney: 0
Mandatory Occurrence Reports (MORs³) 	Guernsey: 74 Alderney: 21	Audits  Internal: 4 External: 2

² Reporting of Injuries, Diseases and Dangerous Occurrences (RIDDOR), which are required to be reported to the States of Guernsey's Health and Safety Executive.

³ Mandatory Occurrence Reports, which are required to be reported using the European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) reporting portal.

Chapter 4 – Harbours in Numbers

Full Time Equivalent Employees (FTEs)  79	Total Income  £8.23m
Freight Landed (Metric tons)  337,771	Active Moorings  1,600
Cruise Liner Visits  0	Cruise Ship Passengers Landed  0
Harbours Estate (land and buildings)  116	RIDDOR⁴ Events  0

⁴ Reporting of Injuries, Diseases and Dangerous Occurrences (RIDDOR) which are required to be reported to the States of Guernsey Health and Safety Executive.

Chapter 5 – 2021 Performance Review

5.1 Guernsey and Alderney Airports – Passenger Movements

252,567 passengers were recorded at Guernsey Airport in 2021; this compares with 185,707 in 2020. Whilst this represents a 36% increase compared to 2020, it remains at only 30% of pre-COVID levels of travel.

Further analysis of passengers by route is available in Appendix 2 of this annual report.

42,261 passenger movements were recorded in Alderney during 2021, compared with 28,219 in 2020; a 49% increase. Aurigny uses two Dornier-228NG aircraft operates all commercial services out of the island.

5.2. Guernsey and Alderney Airports – Route Analysis

Encouragingly, Guernsey Airport's established carriers re-opened a number of their historic routes following the widespread rationalisation of services following the initial lockdowns in 2020.

Aurigny and Blue Islands harmonised their schedules between Guernsey, Jersey, Exeter and Birmingham to offer same-day return services on certain days of the week, reintroducing services previously popular with islanders and inbound travellers alike. The agreement helped the carriers apply collective effort to rebuild flight frequencies between Guernsey and Southampton following the 2020 fall in demand due to COVID-19. The agreement aimed to provide passengers with sustainable flight coverage for this important lifeline route, as well as the connection of the Aurigny and Blue Islands' wider networks to provide flight options for the residents of Alderney, connecting in Guernsey through to Jersey.

In late 2021, it was announced that a new partnership between leading UK regional airlines Aurigny, Blue Islands and Loganair would commence in 2022 as the airlines look to widen their working relationship to offer a wider range of seamless travel connections across their route networks; coordinate their frequent flyer programmes; and launch a new programme of co-operation to harness their collective buying power.

Existing partnerships between Blue Islands and Aurigny, and Loganair and Blue Islands, will be strengthened and a new partnership for connecting flights linking the networks of Loganair and Aurigny will be introduced. It is hoped this will open-up a wide range of connections to and from Guernsey in particular, offering new connections to the north of England, Scotland and the Isle of Man via airports including Manchester, Bristol and Birmingham.

Blue Islands operated direct services to Malaga in Spain from Guernsey.

British Airways CityFlyer entered the Guernsey market for the first time since 2003, operating direct services to Edinburgh and London City for the 2021 summer season. The flight offered customers more choice of destinations to London and access to Scottish markets. Those routes are set to resume in Summer 2022.

Alderney Airport only had one commercial airline operating two routes in 2021. Aurigny operated daily year-round lifeline services to and from Guernsey and Southampton from the island. The Alderney to Guernsey route continues to attract the most traffic, however, the Alderney to Southampton service is that island's only direct airlink to the UK.

5.3. Guernsey and Alderney Airports – Aircraft Movements

19,797 aircraft movements were recorded in 2021 at Guernsey Airport. In 2021, 12,172 commercial aircraft movements were recorded compared to the 2020 figure of 9,872.

Non-commercial aircraft movements in 2021 were 7,625; compared to the 2020 figure of 4,854. This equates to 61% of Guernsey Airport's aircraft movements in 2021 being commercial traffic compared to 39% non-commercial.



At Alderney Airport, there were 5,967 aircraft movements in 2021. Of this total, 3,355 movements were by commercial aircraft, the balance represented private aircraft movements. 56% of Alderney Airport's aircraft movements in 2021 were commercial traffic compared to 44% of non-commercial aircraft.

5.4. Harbours – Foot Passenger Movements

Overall, there was a 266% increase in the number of passengers arriving into Guernsey Harbours in 2021, or 73,195, compared to 2020's figure of 19,058. On the Poole service, 42,077 passengers used the service compared to 6,739 passengers in 2020, which is a 534% increase.

Passenger movements to Jersey increased to 6,479 versus 3,356 people using that route in 2020, an increase of +93%.

St Malo sailings attracted 6,057 passengers in 2021, compared to 3,482 or a 73% increase. Restrictions on travel to and from France continued for much of the year, resulting in fewer schedules and much reduced demand. Indeed, there were no Manche Ille Express sailings at all in 2021.

Inter-island sailings to Herm, Sark and Alderney attracted 110,063 passengers in 2021 or a 66% increase compared to the 66,041 passengers who used those routes in 2020. Access to the wider Bailiwick's tourism products remained an attractive alternative choice for local travellers.

5.5. Harbours – Private and Commercial Vehicle Movement Analysis

As non-essential travel began to re-establish itself, all routes experienced an increase in the number of private and commercial vehicles. Poole saw the highest number of private vehicle movements in 2021 (16,285), compared to the 2020 figure of just 3,182 movements.

Other UK routes, mainly Portsmouth, saw 7,797 private vehicle movements in 2021. Commercial saw 28,687 movements in the same period.

St Malo saw 2,422 private vehicle movements, an increase of 1,333 compared to the historic low of 2020 of 1,089.

Jersey saw 1,727 movements in 2021 compared to 942 in 2020. A full statistical breakdown is available in Appendix 3.

5.6. Harbours – Cargo

General Cargo, oil and petrol, and self-discharge all contributed to just under +6% increase of cargo to 337,771 metric tonnes in 2021 compared to 318,871 metric tonnes in 2020. LPG gas saw a decline of 2,081 metric tonnes compared to the 2020 figure of 6,822. This is due to bulk LPG shipments ceasing and switching to containerised LPG units for Guernsey from Jersey. These containerised units are now captured as General Cargo within our stats and accounts for some of the increase in this latter recorded volume in 2021.



Chapter 6 – Financial Review

6.1. Financial Performance

Guernsey Ports' income in 2021 was £13.7m compared to £11.7m generated in 2020, but still only represents around 60% of our pre-COVID income generation. Guernsey Ports recognises the need to diversify and grow revenue streams from its other non-aviation/maritime activities and this formed a key policy objective in its 2021-2026 Business Plan. There is however a more fundamental shortfall in revenues which continued to impact on the Ports in 2021, because of continued suppressed passenger demand.

Expenses across Guernsey Ports totalled £21.1m, increasing by £1.5m compared to 2020. This increase in costs applied across all ports. Airport costs increased by £484k with increased costs at the Harbours amounting to £763k.

Total expenses incurred at the Harbours amounted to £7.3m (2020: £6.5m) representing a 12% increase on 2020. Expenses at the Airport were also higher than in 2020, rising by 6% and out turned at £14.1m (2020: £13.4m). Investigative works throughout the Harbours infrastructure continued into 2021 and led to some increased cost. The outputs of these investigations will enable critical repairs and enhancement programmes to progress, including the "Pool Marina" Concept. Other costs contributing to the in-year increase in expenses included essential repair works in the QEII Marina, as well as increases in other operational expenses including costs relating to the delivery of the Guernsey Coastguard service.

Additional costs at Guernsey Airport were incurred because of heavy maintenance works. Essential radar repair works were undertaken, along with other aerodrome-related maintenance costs. The Guernsey Airport Master Plan (GAMP) was also commissioned in 2021, with a clear goal to identify and unlock opportunities to generate additional non-aeronautical revenues and thereby reduce our reliance on traditional aeronautical revenues.

A link to our detailed published annual accounts is provided at Appendix 2.



Chapter 7 - Safety, Quality, Environment and Security

7.1. Airports – Safety & Quality Management

Guernsey and Alderney Airports continue to operate a safety and security management system that has been in place since 2010. The management system continues to mature and develop following internal and external reviews by the airport's regulators.

Extensive safety related activities were completed during (year) which included:

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

Guernsey Airport's Safety, Security and Quality Review Board meets at the start of each calendar year, sets, and monitors the annual safety performance indicators that are referenced later in this report.

7.2. Guernsey Ports – Environment Management

Guernsey Airport continues to closely monitor its impact upon its neighbours and the Island community more widely. A set of key performance indicators are set each year and are covered later in this report. Key areas of focus include:

- Number of noise complaints
- Total Annual Electricity Consumption (MWh)

7.3. Guernsey Ports – Security Management

Despite some challenges with security management through 2021, business as usual was maintained with the core focus remaining on:

- Continuing to ensure compliance with relevant aviation and maritime security legislation in the Bailiwick and evolving international treaty obligations;

- Protecting all Ports users, the facilities and infrastructure of all airports and harbours under the control of Guernsey Ports;
- Ensuring a robust regime of auditing, inspection and testing of security measures and procedures were maintained across the Ports.



Chapter 8 - Project Updates

8.1. Guernsey Ports – COVID-19

The States of Guernsey's Civil Contingencies Authority (CCA) agreed at its meeting on the 7th January 2021 that no non-essential travel into the Bailiwick should take place. At the time, COVID-19 cases in the UK continued to rise and included a new 'Omicron' variant that propelled the UK government to introduce its own travel restrictions for both domestic and international travel. Guernsey entered another lockdown at the end of January 2021, which resulted in both immediate and extended suppressions of demand for passenger air and sea travel.



8.2. Pool Marina – St Peter Port Harbour

Following direction from the States of Deliberation at its meeting held in June 2021, a cross-Committee team was assembled to commence investigations into options for a “Pool Marina” in St Peter Port Harbour. This direction was provided through a debate on the Future Harbours Development Policy Letter, which was heavily defeated, and instead sought to concentrate efforts on the commercial development of Guernsey’s marinas.

The timetable to carry out all the investigations which will shape the subsequent Policy Letter to be presented to the States Assembly in early 2023 is ambitious, but the Ports team is making timely progress.



The programme team has been working with specialist engineering consultants to arrange a series of exploratory on-site studies, which was anticipated to be carried out in the quieter winter months 2021/22 to minimise the impact on vessel traffic movements in early 2022. There will also be demand studies and stakeholder engagements taking place early in 2022.

The specialist surveying and seabed core drilling is needed to assess the potential footprint of a new pool marina and any possible limitations of the area, geology and surrounding infrastructure, so that we can present the best viable options to the States Assembly.

8.3. Hold Baggage System – Guernsey Airport

The full replacement of Guernsey Airport's Hold Baggage System (HBS) was nearing completion at the end of 2021 (estimated full completion date April 2022) despite the challenges posed by the COVID-19 pandemic.

Full site acceptance testing of the HBS was scheduled for the first quarter of 2022, but compliance with the new regulatory standard was achieved in Summer 2021.

The HBS screens passenger hold baggage prior to loading onto the aircraft. This multi-million-pound investment in airport infrastructure is now providing state of the art scanning equipment and meets the latest aviation security standards.

The new system has built-in resilience, and the airport has the capability to automatically divert baggage between both scanners to reduce disruption for passengers in the event of any system outage or maintenance.

The scanning technology is very different compared to the equipment it replaces. The technology provides scanning quality on a par with CT medical screening, giving security staff vastly more enhanced imaging capability.

8.4. Aviramps – Guernsey Airport

Guernsey Ports invested in equipment which has made a significant difference for passengers who require step-free access to board and disembark commercial passenger aircraft.



The Ports purchased two Aviramp Lite devices for passenger use at Guernsey Airport. These ramps will be used primarily for ATR aircraft which are operated by Aurigny and Blue Islands. Dash 8-Q400 aircraft, formerly used by Flybe, can also use this model of Aviramp. Aviramp was selected for use at Guernsey Airport as it provided a proven market solution in meeting the needs of passengers who require alternative access arrangements. This investment will improve the accessibility experience for all airport passengers. Other airports worldwide have used Aviramp products with success and we believe Guernsey Airport will also experience similar benefits in the future.

The Aviramp Lite is powered by solar panels which also promotes one of the Ports' key objectives of improving environmental sustainability. Aurigny's Embraer-195 jet has its own step free access arrangements, as the Aviramp Lite is not compatible with this aircraft type.

8.6. Marina Demand

During 2021, Guernsey Ports witnessed a dramatic increase in the demand for moorings largely due to the onset of the COVID-19 pandemic. This is due to a combination of factors including travel restrictions outside the Bailiwick resulting in more residents using their boats for inter-bailiwick travel and long term trends toward larger boats as some individuals have more disposable income.



Guernsey Harbours has approximately 1,450 local moorings (of diverse sizes) across its three marinas. To ensure allocations are dealt with fairly and efficiently Guernsey Ports operates a formal waiting list, which was re-introduced in January 2020.

The Ports currently have over 150 boats on its waiting list ranging from 5 metre dinghies to 35 metre luxury yachts, moorings are owned by Guernsey Ports and simply leased to our customers, and vessels cannot be sold with the mooring included. Work to provide more moorings to meet the demand is now progressing through the Pool Marina investigations.

8.7. Southampton Boat Show

Guernsey Ports attended the 2021 Southampton Boat Show to promote what the Bailiwick can offer to UK and global marine markets. Guernsey Ports, the States of Alderney and Ports of Jersey used a joint stand at the event.

Guernsey Ports was able to highlight to a wider audience the superb marine environment the Bailiwick has to offer. By attending these type of events the Ports can also better understand

market trends, new developments, and aim to meet global marine sector stakeholders. It is also a great chance to promote what the islands have to offer to both the visiting and the growing domestic marine traffic of all shapes and sizes in the future.

8.8. New Signal Station for Vessel Traffic Service (VTS)

The Guernsey Vessel Traffic Service (VTS) has now moved into a new home on the end of the White Rock Pier at St Peter Port Harbour. Installation of the new Signal Station was underway through the latter part of 2021 on the site previously occupied by the original building, which was demolished 10 years ago. Built by Inbox Projects in the UK, the new Signal Station is a two-storey container conversion which will accommodate two VTS operator positions on the first floor, a server room and breakout space on the ground floor, along with welfare facilities.



Guernsey VTS is responsible for vessel traffic management within the harbours of St Peter Port, St Sampson, and the approaches. This is achieved by proactively monitoring and managing vessel traffic movement, and by providing timely and relevant information to both commercial and leisure mariners.

The station is staffed 24/7/365 by seven shift-based VTS Officers (VTSOs) who use a variety of systems including VHF radio, radar and AIS to deliver the service. The new building is being commissioned to replace the current temporary cabin which has reached the end of its serviceable life. Provision of a VTS service fosters safety of life at sea, safety of navigation and efficiency of vessel traffic movement. Investment in this new Signal Station will allow Guernsey Ports to deliver a 21st century VTS service which fully complies with international standards and is vital to maintain lifeline passenger and freight services to Guernsey and our outlying islands.

In early 2022, internal fitout of data and radio telephony services will commence with the new Signal Station expected to be fully operational by mid-2022.

8.9. Guernsey Airport Master Plan

In July 2021, Guernsey Ports appointed infrastructure consultant AECOM to carry out an airport master planning exercise for the next 15 years. A Master Plan is required so that all airside, landside and airport support functions can develop, expand and improve the operational flexibility and efficiency of Guernsey Airport in a structured, balanced and orderly fashion.



The master plan provides a framework in which the ultimate development potential of the airport could be realised. The plan has three key goals:

1. Maintain compliance and improve efficiency
2. Maximise revenue streams
3. Enhance the customer experience

Without a Master Plan in place, there is a significant risk that short term decision making will result in capital intensive capacity enhancement projects that may be poorly located and inappropriately sized. This equates to wasted capital that could potentially restrict an aerodrome's long-term capacity and performance.

8.10. New Arrivals

8.10.1. A400M Landing – Guernsey Airport

On Saturday 2nd October 2021, a Royal Air Force A400M Atlas transporter aircraft from 70 Squadron based at RAF Brize Norton landed at Guernsey Airport for the first time. Islanders had the opportunity to visit and board the aircraft and learn about its capabilities. 70 Squadron is tasked with providing strategic and tactical air support for the Royal Air Force and was the first A400M squadron to be formed in the RAF in 2014.



8.10.2. HSC Condor Voyager

During 2021, Condor Ferries introduced a new high-speed vessel into its fleet. The HSC Condor Voyager replaced the HSC Condor Rapide which departed from the company's fleet. The Condor Voyager was previously known as the Normandie Express and operated under the Brittany Ferries brand.



Chapter 9 - Consultation And Feedback

Guernsey Ports works with several committees and groups that provide valuable checks and balances on the current and proposed activities across the Ports estate. These industry representatives hold Ports management to account and provide key stakeholders with opportunities to challenge the direction being taken.

9.1. Airports – Airport Consultative Committee

The Airport Consultative Committee was formed in 2005 and meets quarterly under an independent Chair to discuss key aspects of the Guernsey and Alderney Airport operations, focussing primarily on strategic matters.

The Committee comprises senior representatives of the Airports' key customers and tenants, including airlines, handling agents, service-delivery organisations, general and business aviation representatives and law enforcement agencies.

The Committee met on four dates in 2021 both in person and online. Its agenda and discussions over the last year covered a wide range of topics, including:

- Proposals for changes to published dues and charges
- Availability of aviation fuel at Alderney Airport
- Updates on HBS upgrades, security provision and Central Search Area refurbishment at Guernsey Airport
- Route performance monitoring and review
- Promotion of general aviation at both Airports
- Guernsey Ports Business Plan engagement and review

- Technological updates on navigational aids
- Approval of the Air Navigation Services Annual Plan
- COVID-19 impacts, response and recovery
- Guernsey Airport Master Plan engagement

The benefit of an independent Chairman should not be underestimated as it further enhances direction and follow up work arising from the regular Committee meetings.

9.2. Harbours – Commercial Port Users Group (CPUG)

The Commercial Port Users Group for the Harbours was formed in 2015 and meets quarterly with the Commercial Manager – Ports as Chairman to discuss key aspects of the Harbours' operations and its strategic direction.

The Group comprises senior representatives of all 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
- Facilities re-tendering
- Consultation on future dues and charges
- Future Harbours Requirement Study
- Pool Marina Programme
- COVID-19 management and recovery
- Road and Traffic Safety

Chapter 10 – Human Resources

10.1. Management And Administrative Functions

Guernsey Ports seeks to recruit and retain highly motivated individuals who bring with them exceptional experience, skill and expertise. Together, they provide safe, resilient and dependable services that enable islanders and visitors to travel, secure in the knowledge that their best interests are being served. The Bailiwick is critically dependant on both its air and sea links for the transfer of freight of all kinds to and from the islands. The Ports and its key customers are increasingly dependent on both attracting and retaining people with the capability and enthusiasm for delivering these services. The roles of our teams and the ongoing focus required to continue achieving these outcomes are described in the below sections. We will continue to elevate the role of the Ports and its teams as we know that the more people feel their work is visible and valued, the more productive they become and the better their quality of service.

Guernsey Ports' is committed to centralise its management and administrative functions across the organisation and identify and action opportunities for increased synergies between the Ports businesses. The Ports always seeks to ensure roles and responsibilities are understood and clearly communicated across the business.

10.2. Resource Planning

Guernsey Ports, other members of the States Trading Group and the wider States of Guernsey principal Committees continue to experience significant challenges in both the recruitment and retention of skilled trades (PSE) staff. The inability to attract and retain skilled trades will be addressed as a priority. Any solution must consider not just pay-related issues, but the overall working environment for skilled trades, the diversification of roles, the opportunity to learn other skills or trades and the role that those staff play in maintaining critical infrastructure. Promoting the fact that the Ports offers a fascinating, multi-skilled line of work with significant assets in a high-impact environment. Succession planning and ensuring the effective transfer of knowledge and building resilience within critical teams to ensure business continuity are vital for the future success.



10.3. Organisational Knowledge And Capability

Guernsey Ports recognises that organisational knowledge is a valuable resource that supports its operations and activities. There is a strong link between organisational knowledge and the competence of our people. Guernsey Ports is committed to all employees being equipped with suitable and sufficient knowledge to make them competent to undertake the tasks expected of them in accordance with all regulatory requirements. They will be provided with the opportunity to develop their skills and abilities in support of the Ports' operation and their desire for self-improvement. Guernsey Ports will employ employees whose academic, technical, and professional skills ensure a safe and effective operation.



10.4. Fire Medal Awards

Four members of the Guernsey Airport's Fire and Rescue Service were commended in 2021, at an awards ceremony at Government House for their two decades of service. Fire Service Manager Thomas De Carteret, Watch Manager Andrew Redwood and firefighters Mark Batiste and Stuart Mauger were all recognised by Guernsey's Lieutenant-Governor Sir Ian Corder who presented the Fire Brigade Long Service and Good Conduct Medal to four Guernsey-based airport firefighters. Watch Manager Kevin Rabey was unable to attend the ceremony and received his medal afterwards.



Picture: States of Guernsey

Those eligible for the Fire Brigade Long Service and Good Conduct Medal are full-time and part-time members of all ranks in Local Authority Fire and Rescue Services in England and Wales, the Scottish Fire and Rescue Service, the Northern Ireland Fire and Rescue Service, or Airport Fire Services across the British Isles.

10.5. Fire Service Manager Succession

Guernsey Airport's Fire and Rescue Service said farewell to Fire Service Manager Thomas De Carteret (pictured right below), after almost 20 years in post for Guernsey Airport and formerly in the Royal Air Force. He was given a traditional fire service ceremonial axe which is a customary leaving present for retired firefighters. A recruitment process took place in early 2022, with the Emergency Planning Officer and Station Manager Peter Bretel (pictured left below) succeeding Tom as the Airports' Fire Service Manager.



Chapter 11 – Key Performance Indicators

Key Performance Indicators (KPIs) are set and reviewed on an annual basis. The KPIs are divided into the categories of capacity, environmental, safety, delays and cost efficiency.

11.1. Guernsey Airport

11.1.1 Capacity

Performance Indicator	2021 Actual	Target	2020 Actual
Peak Runway Utilisation (Highest number of recorded movements on a calendar day)	90.5	>150	124
Average Runway Utilisation (movements per day) (total movements / 364 days)	54.4	>90	40.3
Total aircraft movements as a % of minimum annual flow control capacity (total movements as a % of (10 per hour x 14.5hrs x 364 days))	37.5%	>65%	27.9%

11.2.2. Environment

Performance Indicator	2021 Actual	Target	2020 Actual
Number of noise complaints	6	<10	11
Number of triggered noise alerts that exceed 70 dB(A) in one hour	Not Available	<10	Not Available
Total annual electricity consumption (MWh)	2,012.4	<3,000	2,345.9

11.3.3. Safety

Performance Indicator	2021 Actual	Target	2020 Actual
Total Mandatory Occurrence Reports (MORs) submitted	74	>50	86
Number of full emergencies	0	<20	1
Number of local standbys	Not Available	<20	7
Number of ground incidents	Not Available	<10	2
Number of runway incursions	0	<5	0

Number of unauthorised obstructions	0	<5	4
Confirmed bird strikes	4	<10	7
Drones reported in restricted airspace	0	<5	2
Laser attacks	0	<5	2

11.4.4. Delays

Performance Indicator	2021 Actual	Target	2020 Actual
Percentage of qualifying departing flights operating within 15 minutes of scheduled time	80%	>70%	83.68%

11.5.4. Cost Efficiency

Performance Indicator	2021 Actual	Target	2020 Actual
Operating Cost per passenger movement (£ Total Cost / Total No of Pax)	£54.34	<£15.00	£71.92
Navigational Services cost per passenger movement (£ Total cost of Nav Services / Total No of Pax)	£16.88	<£7.50	£22.27
Cost of Navigation Services as a % of total costs (£ Total cost of Nav Services / £ Total Airport Spending) x 100	31.1%	<50%	30.9%

Appendix 1 – Contact Details

Guernsey Airport

Postal Address: Guernsey Airport, Control Tower Building, Le Villiaze, Forest, Guernsey, GY8 0DS

Tel: +44 (0)1481 227766

E-Mail: airport@gov.gg

Web: www.airport.gg

Alderney Airport

Postal Address: Alderney Airport, Le Grand Val, Alderney, GY9 3AA

E-Mail: airport@gov.gg

Web: <https://www.airport.gg/alderney-airport>

Guernsey Harbours

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

Tel: +44 (0)1481 220229

Email: guernsey.harbour@gov.gg

Web: www.harbours.gg

Like Follow and Share via accounts on social media platforms of Facebook, Twitter, LinkedIn and Instagram.

Appendix 2 – Guernsey Ports Accounts

The 2021 published accounts for Guernsey Ports can be viewed online at:

<https://www.gov.gg/article/189476/Ports-Accounts-2021>

Appendix 3 – Guernsey Airport – 2021 Passengers By Route And Month

GUERNSEY AIRPORT - PASSENGER MOVEMENTS 2021														*Changes compared to 2021			*Changes compared to 2021		
ROUTE BY MONTH														2020			2019		
	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.	2021 YTD Total	2020 YTD Total	Change	%	2019 YTD Total	Change	%
BIRMINGHAM	-	0	4	2	-	-	769	1,837	1,621	2,270	1,945	2,164	10,612	4,144	6,468	156.08	28664	- 18,052	-62.98
BOURNEMOUTH	15	13	22	20	18	12	14	8	7	14	13	15	171	53	118	222.64	312	- 141	-45.19
BRISTOL	15	0	-	2	1	-	685	1,591	1,358	1,375	1,079	1,315	7,421	3,352	4,069	121.39	23461	- 16,040	-68.37
CARDIFF	-	0	-	-	-	2	4	4	-	-	-	-	10	2	8	400	5	5	100
EAST MIDLANDS	23	0	-	-	-	-	807	1,655	1,375	1,411	40	106	5,417	2,502	2,915	116.51	19316	- 13,899	-71.96
EXETER	-	0	-	-	4	-	688	1,427	1,496	1,704	727	1,159	7,205	3,419	3,786	110.73	30271	- 23,066	-76.2
GATWICK	369	0	-	-	992	1,725	7,642	11,639	12,865	17,776	15,335	14,540	82,883	52,155	30,728	58.92	310040	- 227,157	-73.27
Isle of Man	-	0	-	-	-	-	-	116	-	6	-	62	184	8,161	- 7,977	-97.75		184	
HEATHROW	-	0	-	-	-	-	-	-	-	-	-	-	-	5,443	- 5,443	-100	27644	- 27,644	-100
SOUTHEND	-	0	-	-	2	-	-	-	-	-	-	-	2	822	- 820	-99.76	14195	- 14,193	-99.99
LIVERPOOL	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-		3126	- 3,126	-100
LEEDS/BRADFORD	1	0	-	-	-	-	314	674	605	447	-	119	2,160	6	2,154	35900	4357	- 2,197	-50.42
MANCHESTER	102	0	2	-	101	256	2,489	4,156	4,134	4,969	3,792	3,734	23,735	10,318	13,417	130.03	65339	- 41,604	-63.67
NEWQUAY	-	0	-	-	-	-	-	-	-	-	6	-	6	-	6		478	- 472	-98.74
NORWICH	-	0	-	-	-	-	-	163	324	-	-	-	487	-	487		1279	- 792	-61.92
SOUTHAMPTON	1,273	817	1,274	1,771	2,267	2,496	6,710	6,383	6,131	6,928	7,136	6,415	49,601	45,198	4,403	9.74	148202	- 98,601	-66.53
STANSTED	-	0	-	-	-	-	-	-	-	-	1	-	1	2,981	- 2,980	-99.97	23370	- 23,369	-100
LONDON CITY	-	0	-	-	-	-	986	1,356	1,145	-	-	-	3,487	4	3,483	87075	23	3,464	15060.87
EDINBURGH	-	0	-	-	-	-	913	1,362	1,259	-	-	-	3,534	Edinburgh figures included in "Other UK" for 2019/20					
OTHER U.K.	13	6	3	14	25	21	71	70	47	74	71	116	531	377	154	40.85	3899	- 3,368	-86.38
U.K. TOTAL	1,811	836	1,305	1,809	3,410	4,512	22,092	32,441	32,367	36,974	30,145	29,745	197,447	138,937	54,976	39.57	703,981	- 506,534	-71.95
GUERNSEY	-	0	-	-	-	17	-	-	-	-	-	-	17	388	- 371	-95.62	108	- 91	-84.26
ALDERNEY	1,530	162	1,032	4,125	4,484	3,668	3,715	4,054	3,476	3,338	2,368	1,909	33,861	25,215	8,646	34.29	29637	- 4,224	14.25
JERSEY	-	0	62	-	129	541	1,332	894	3,149	5,007	5,309	2,643	19,066	20,037	- 971	-4.85	115675	- 96,609	-83.52
C.I. TOTAL	1530	162	1,094	4,125	4,613	4,226	5,047	4,948	6,625	8,345	7,677	4,552	52,944	45,640	7,304	16	145,420	- 92,476	-63.59
DINARD	-	0	-	-	-	-	-	-	-	-	-	2	2	-	2		27	- 25	-92.59
GENEVA	-	0	-	2	-	-	3	-	2	4	1	-	12	26	- 14	-53.85	47	- 35	-74.47
GRENOBLE	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-		145	- 145	-100
ZURICH	-	0	-	-	-	-	-	-	-	1	-	-	1	10	- 9	-90	829	- 828	-99.88
DUBLIN	-	11	4	3	-	-	-	-	-	-	-	-	18	1	17	1700	26	- 8	-30.77
DUESSELDORF	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-		2854	- 2,854	-100
ROTTERDAM	-	0	-	-	-	-	-	-	-	3	-	5	8	3	5	166.67	1665	- 1,657	-99.52
OTHER INT'L	12	14	10	25	8	10	31	39	122	1,089	737	38	2,135	1,090	1,045	95.87	3236	- 1,101	-34.02
INT'L. TOTAL	12	25	14	30	8	10	34	39	124	1097	738	45	2,176	4,340	1046	24.1	8829	-6653	-75.35
TOTAL	3,353	1,023	2,413	5,964	8,031	8,748	27,173	37,428	39,116	46,416	38,560	34,342	252,567	188,917	63,650	33.69	858,230	- 605,663	-70.57
2020	51084	56017	28454	647	1077	2592	6038	11203	10445	7242	5086	5822							
CHANGE	-47731	-54994	-26041	5317	6954	6156	21135	26225	28671	39174	33474	28520							
%	-93.44	-98.17	-91.52	821.79	645.68	237.5	350.03	234.09	274.49	540.93	658.16	489.87							
2019	49672	51387	61373	67575	77229	81340	87550	91208	83982	75483	66933	64498							
CHANGE	-46319	-50364	-58960	-61611	-69198	-72592	-60377	-53780	-44866	-29067	-28373	-30156							
%	-93.25	-98.01	-96.07	-91.17	-89.6	-89.25	-68.96	-58.96	-53.42	-38.51	-42.39	-46.75							

Appendix 4 – Harbours – 2021 Passengers By Route And Month incl. Cargo

GUERNSEY HARBOURS - MOVEMENTS 2021 ROUTE BY MONTH														2020	
PASSENGERS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL YTD	TOTAL	Change
POOLE	144	0	0	0	547	985	8613	12320	9527	7112	1149	1680	42077	6740	35337
OTHER UK	284	257	432	656	921	1029	3718	4621	1565	747	2336	2016	18582	6405	12177
JERSEY	88	32	47	52	555	416	599	1373	1209	955	712	441	6479	3356	3123
ST MALO	81	29	18	42	97	96	447	1149	1611	1813	429	245	6057	3482	2575
GRANVILLE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DIELETTE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COMMERCIAL TOTAL	597	318	497	750	2120	2526	13377	19463	13912	10627	4626	4382	73195	19983	53212
2020	4569	4816	2970	2	29	92	738	1294	2269	1340.83	938	925	19983		
CHANGE	-3972	-4498	-2473	748	2091	2434	12639	18169	11643	9286.17	3688	3457	53212		
%	-86.93	-93.4	-83.27	37400	7210.34	2645.65	1712.6	1404.1	513.13	692.57	393.18	373.73	266.2		
HERM	350	0	634	4312	4340	7990	13489	15816	9965	3706	2696	1790	65088	40224	24864
SARK	569	16	438	2349	3434	4511	9080	9636	5600	2370	1000	707	39710	21599	18111
ALDERNEY	0	0	0	0	157	1268	1330	1501	943	22	31	13	5265	4218	1047
INTER BAILIWICK TOTAL	919	16	1072	6661	7931	13769	23899	26953	16508	6098	3727	2510	110063	66041	44022
2020	706	564	617	0	0	4995	19990	19882	11523	2374	3130	2260	66041		
CHANGE	213	-548	455	6661	7931	8774	3909	7071	4985	3724	597	250	44022		
%	30.17	-97.16	73.74	0	0	175.66	19.55	35.56	43.26	156.87	19.07	11.06	66.66		
CRUISE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRUISE TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHANGE	0	0	0	0	0	0	0	0	0	0	0	0	0		
%	0	0	0	0	0	0	0	0	0	0	0	0	0		
VEHICLES PRIVATE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL YTD	TOTAL	Change
POOLE	90	0	0	0	249	486	3309	4144	3924	2796	539	748	16285	3182	13103
OTHER UK	166	146	232	363	514	566	1522	1577	617	215	1004	875	7797	2958	4839
JERSEY	19	14	18	18	168	142	178	286	284	280	192	128	1727	785	942
ST MALO	38	15	9	16	45	52	169	440	705	674	169	90	2422	1089	1333
TOTAL	313	175	259	397	976	1246	5178	6447	5530	3965	1904	1841	28231	8014	20217

OFFICIAL

2020	1561	1533	1220	2	17	52	345	579	1148	654	435	468	8014		
CHANGE	-1248	-1358	-961	395	959	1194	4833	5868	4382	3311	1469	1373	20217		
%	-79.95	-88.58	-78.77	19750	5641.18	2296.15	1400.87	1013.47	381.71	506.27	337.7	293.38	252.27		
VEHICLES COMMERCIAL	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL YTD	TOTAL	Change
POOLE	4	0	0	0	10	18	58	96	115	166	35	11	513	301	212
OTHER UK	2322	1785	2344	2402	2424	2382	2576	2519	2409	2418	2543	2563	28687	27576	1111
JERSEY	141	92	149	185	318	275	213	206	173	215	328	174	2469	2320	149
ST MALO	73	41	50	62	85	88	102	100	69	147	65	56	938	619	319
TOTAL	2540	1918	2543	2649	2837	2763	2949	2921	2766	2946	2971	2804	32607	30816	1791
2020	2651	2651	2923	1537	1858	2490	2694	2621	2711	3015	3011	2654	30816		
CHANGE	-111	-733	-380	1112	979	273	255	300	55	-69	-40	150	1791		
%	-4.19	-27.65	-13	72.35	52.69	10.96	9.47	11.45	2.03	-2.29	-1.33	5.65	5.81		
CARGO (Metric Tonnes)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL YTD	TOTAL	Change
GENERAL CARGO	20522.59	14482	19899	19950	21178	20510	21744	20132	20721	20536	20253	19838	239765.59	229763	10002.59
OIL / PETROL	7874.844	8083	4762	2434	4964	4704	727	5522	1004	8929	3263	3798	56064.844	44045	12019.844
GAS	1050	600	350	460	500	0	500	0	550	136	595	0	4741	6822	-2081
SELF DISCHARGE	1898.18	166	224	500	500	688	900	1776	100	474	711	223	8160.18	6628	1532.18
COMMODOTIES	0	0	3186	3569	3875	3910	3295	1375	1201	4364	1052	3212	29039	31613	-2574
TOTAL	31345.61	23331	28421	26913	31017	29812	27166	28805	23576	34439	25874	27071	337770.614	318871	18899.614
2020	29786	24390	31607	16217	18758	27981	29311	24479	27394	29174	29252	30521	318870		
CHANGE	1559.614	-1059	-3186	10696	12259	1831	-2145	4326	-3818	5265	-3378	-3450	18900.614		
%	5.24	-4.34	-10.08	65.96	65.35	6.54	-7.32	17.67	-13.94	18.05	-11.55	-11.3	5.93		

Appendix 5 - Annual Report For The Chief Inspector Of Marine Accidents – Bailiwick of Guernsey

Annual Report For The Chief Inspector Of Marine Accidents – Bailiwick of Guernsey

Chapter 1 - Introduction

Under Bailiwick of Guernsey legislation, 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 several 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.

Chapter 2 - 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 enough 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".

Chapter 3 - The Reporting Process

3.1. Making A Report

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 calendar 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 +44 (0)1481 220229, or outside office hours on +44 (0)1481 220481, or directly via Guernsey Coastguard on VHF Channels 16 or 20 or Guernsey VTS on VHF Channel 12. Both organisations operate 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 enough. The CIMA may, however, conduct an administrative enquiry by correspondence and telephone to seek further details on any accident. Legislation requires owners, masters and other relevant people or organisations to provide any such information when requested.

3.2. Preliminary Examination And Full Investigation

Following notification of an accident, inspectors will start to collect evidence and the decision whether 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.

Marine accident investigators and inspectors consider evidence from as many sources as possible. If necessary, they will call in external technical experts. 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 prosecution.

3.3. 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.

3.4. 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.

Any report 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.

Chapter 4 - Incidents in 2021

The Merchant Shipping (Accident Reporting and Investigation) (Bailiwick of Guernsey) Regulations, 2009⁵ requires production of a summary of an annual report of the Chief Inspector of Marine Accidents work, and any investigation outcomes.

4.1. Reporting And Communication

The Guernsey Harbours website 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 website⁶. The table and graphs below are a summary of the number of reports received since 2012.

Year	Reports Received
2012	2
2013	1
2014	4
2015	5
2016	5
2017	2
2018	0
2019	1
2020	2
2021	3

Source: Guernsey Ports

There were no known investigations launched into accidents in Bailiwick waters by other authorities, such as the UK Marine Accident Investigation Branch (MAIB) in 2021.

⁵ <http://www.guernseylegalresources.gg/article/96257/No-8---The-Merchant-Shipping-Accident-Reporting-and-Investigation-Bailiwick-of-Guernsey-Regulations-2009>

⁶ <http://www.harbours.gg/article/170102/Corporate-Reporting>

4.2. The Grounding of F/V INNOVATOR (MR1)



At 01:34am on Tuesday 23 February 2021, after completing a 25-hour fishing trip, the UK registered (Guernsey based) fishing vessel INNOVATOR (MR1) called a “Mayday” after grounding on the Tautenay rocks at the northern end of the Little Russel, off the east coast of Guernsey. These rocks are marked by a black and white vertically striped beacon which is lit with a red/white quick flashing sectored light. At the time of the incident, it was reported that there was a total of 5 crew members onboard, this number was later found to be incorrect and there were in fact, only 4 crew onboard the vessel.

At the same time as the “Mayday” call, the INNOVATOR’s owner (ashore) called Guernsey Vessel Traffic Service (VTS) by telephone, to inform them that the vessel had run aground on Tautenay rocks. This information was immediately passed to the Duty Coastguard S.A.R Mission Co-Ordinator (SMC) who instigated the launching of the St Peter Port All Weather Lifeboat (ALB).

At 01:54am the ALB launched to assist the grounded vessel, arriving on scene at 02:06am by which time, INNOVATOR had re-floated on the rising tide and was making way, under her own power, back to St Peter Port. There was no ingress of water into the fishing vessel’s hull, no injuries to the four-man crew and no pollution caused due to the grounding. INNOVATOR was escorted back to St Peter Port Harbour by the Lifeboat and reported no obvious vibrations or defects whilst on passage.

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INNOVATOR arrived safely back on her fish quay berth at about 02:55am where she was instructed to remain alongside pending further investigation.

This accident occurred primarily as a result of the vessel failing to alter course sufficiently to avoid grounding. A proper lookout was not being maintained as the Skipper of the vessel, who was considered to be fatigued at the time of the incident, had fallen asleep whilst on watch alone in the wheelhouse. An over reliance on an electronic “watch alarm” to wake the watch-keeper up also became evident during the investigation.

As a result of the investigation, the following conclusions and recommendations were made to the owner and to Guernsey Ports:

Safety Issues Directly Contributing to the Accident That Have Been Addressed or Resulted in Recommendations:

- The vessel failed to alter course when required to do so to maintain safe passage. This resulted in the grounding incident.
- The Skipper fell asleep on watch, at night with the vessel in automatic pilot.

Safety Issues Not Directly Contributing to the Accident That Have Been Addressed or Resulted in Recommendations:

- No passage planning had been carried out for the vessels fishing trip.
- The crew were tired after an abnormally hard first day back at sea, since being unable to fish for a month. This being due to the COVID-19 lock down.
- The Skipper was on watch alone in the wheelhouse, whilst fatigued and at the most critical point in the passage.
- Too much reliance was placed on the electronic “watch alarm” to keep the watch-keeper awake.
- The sighting of the “watch alarm” made it too easy for the watch-keeper to silence it as an almost subconscious action.
- Information regarding the number of crew onboard during the incident was incorrect when passed to Guernsey Coastguard. This was not corrected for a considerable time after the vessel had arrived back alongside her mooring.

Other Safety Issues Not Directly Contributing to the Accident:

- The vessels Fishing Vessel Safety Certificate had expired.
- The on-duty Vessel Traffic Service Operator (VTSO) employed by Guernsey Ports, did not see the incident unfolding on his equipment despite the grounding site being on the north-eastern edge the VTS zone. It must be pointed out that even if the operator had seen the vessel miss its turning point, there would have been very little time to alert the sleeping watchkeeper onboard the INNOVATOR prior to the grounding.

4.2.1. Actions Taken And Recommendations

The Owner:

- Has undertaken to ensure that at least two watchkeepers are in the wheelhouse at all times when on passage.
- Has re-sighted the watch alarm and changed watch-keeping procedures.
- Has undertaken to ensure that all watch-keepers will be properly rested before standing a wheelhouse watch.
- Has since had the vessel surveyed and re-certified by the UK Maritime and Coastguard Agency. (Note: It is the owners/Skipper's responsibility to ensure that their vessel is properly licensed and certificated at all times).

The owner is recommended to:

- Ensure that the hours of work as prescribed in MSN 1884(F)⁷ are not being exceeded by any of his crews.
- Ensure that at least two watch keepers are on watch in the wheelhouse at night, during periods of restricted visibility or when navigating restricted passages.
- Discourage the use of watch alarms to keep watch keepers awake but, when absolutely necessary, the systems push button (or other means to silence the alarm) should be sighted in such a position where the watch keeper has to physically move

⁷ <https://www.gov.uk/government/publications/msn-1884-ilo-work-in-fishing-convention-working-time>

from his chair to operate the switch. If this cannot be achieved, there should be a number of separate steps required to silence the alarm.

Ensure that the correct details regarding the number of crew onboard his vessels are accurately recorded at all times. An accurate crew list should also be maintained ashore and crew numbers past to Guernsey VTS/Guernsey Coastguard prior to sailing.

- Should consider instructing his skippers in the use of radar guard zones as an extra preventative measure.

Guernsey Ports are recommended to:

- Improve liaison between the UK Maritime and Coastguard Agency and themselves with regard to vessel certification and survey regime status.
- Consider formal radar training for all VTSO's.
- Consider double manning of the VTS building overnight.

4.3. Hanois Hornet

At about 17:00 on Thursday 16 September 2021, the Eco-Tourism, Rigid Hulled Inflatable Boat (RHIB) "Hanois Hornet" was moored on the Cruise Liner pontoon in St Peter Port harbour, Guernsey. A trip along the south coast of the island was planned to depart at 17:30 that evening with the maximum number of 12 passengers booked onto the trip. On arrival at the vessel, passengers were offered waterproof jackets and were fitted with lifejackets after which a standard safety briefing was given during which passengers were informed that if they wanted a more comfortable ride or suffered from any known medical conditions, then they should sit in the seating towards the rear of the vessel in order to reduce the amount of movement that would be experienced during the trip.

Hanois Hornet departed the Cruise Liner pontoon at 17:20 (10 minutes earlier than scheduled) and proceeded out of the harbour turning south to commence the trip. Weather at the time was westerly winds of up to 10 knots calm sea conditions but with a swell with a spacing of about 1 to 1.5 metres.

As the vessel travelled along the south coast of Guernsey it completed two routine “commentary” stops before proceeding further west towards the Hanois Lighthouse⁸ on the south-western tip of the island which was the main focus of the tour.

The skipper of the vessel noted that around the headlands, the sea was a little more “agitated” due to the increased tidal flow around these areas with the wind coming from the opposite direction (overfalls). The Skipper of “Hanois Hornet” took these early indicators as a sign that the open water conditions between Pleinmont Point and the Hanois Lighthouse may be slightly rougher than the conditions already experienced during the trip.

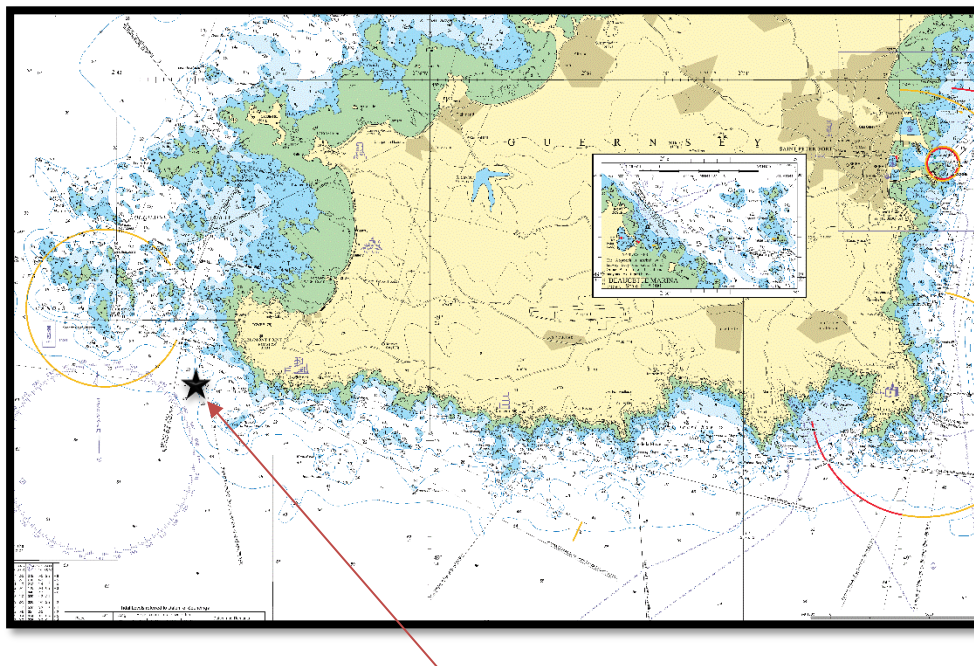


Figure 1. Approximate location of incident. Not to be used for navigation.

Picture: UK Hydrographic Office

When “Hanois Hornet” was approximately 3 cables to the southwest of Pleinmont Point the skipper noted that his vessel crossed over the crest of a wave behind which, was a larger than previously encountered trough. The vessel dropped rapidly into the bottom of the trough and came to an abrupt stop causing a rapid deceleration to the seated passengers. The two most forward seated passengers immediately indicated that they were hurt with one complaining of back pain and the other of chest pains. After assessment from a Doctor who was one of the embarked passengers, it was decided to stop the trip immediately and to return to St Peter Port so that the two injured passengers could receive medical care as soon as possible.

⁸ <https://www.trinityhouse.co.uk/lighthouses-and-lightvessels/les-hanois-lighthouse>

The skipper of “Hanois Hornet” called Guernsey Coastguard at 18:10 to inform them of the medical emergency onboard and after carefully moving the injured passengers to the rear most seats, commenced the return trip at the most comfortable speed for all onboard. On arrival back into Port the injured passengers were assessed by an ambulance crew and then transported to hospital for further checks. It was later ascertained after X-rays and CT scans that one passenger had suffered a fractured vertebra with the other suffering two fractured vertebrae.

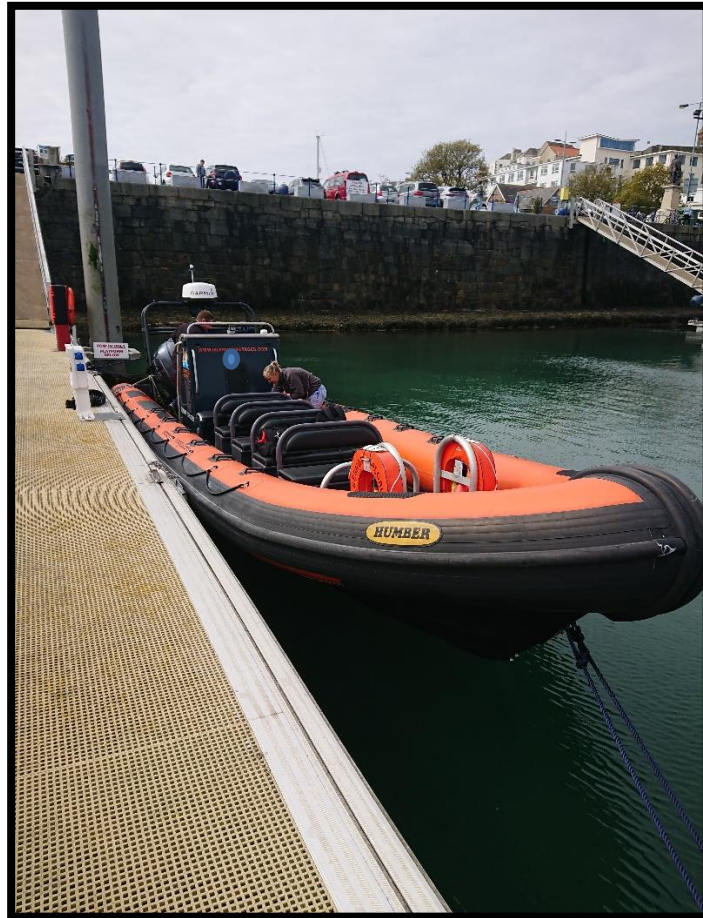


Figure 2. “Kernow Explorer” (Hanois Hornet’s sister vessel also operated by Island RIB Voyages)

Picture: Guernsey Ports.

4.3.1 Conclusions And Recommendations

Safety issues directly contributing to the accident that have been addressed or resulted in recommendations.

- Hanois Hornet fell into an unseen and larger than previously experienced wave trough which resulted in injuries being sustained by two of the passengers carried onboard.

Safety issues not directly contributing to the accident that have been addressed or resulted in recommendations.

- Although the vessel is fully coded under the UK Maritime and Coastguard Agency's Small Vessels in Commercial use for Sports and Pleasure, Workboats & Pilot Boats – Alternative Construction Standards (MGN 280)⁹, there is no requirement for shock-mitigating seats to be fitted to this type of craft and therefore, impacts may be transferred directly to the seated passengers.

Island RIB Voyages is recommended to:

- Review their operating procedures to include dynamic assessment of wind and wave conditions during trips.
- Pay due regard to MCA MGN 436 (M+F) amendment 2¹⁰.
- Consider the voluntary fitting of shock-mitigating seating on both of their vessels.

Guernsey Ports/UK Maritime and Coastguard Agency are recommended to:

- Consider the mandatory fitting of shock mitigating seating to this type of passenger carrying vessel. (see the MCA MGN 436 (M+F) amendment 2, section 5.3¹¹).

⁹ <https://www.gov.uk/government/publications/mgn-280-small-vessels-in-commercial-use-for-sport>

¹⁰ <https://www.gov.uk/government/publications/mgn-436-amendment-2-effects-of-shocks-and-impacts-on-small-vessels>

¹¹ <https://www.gov.uk/government/publications/mgn-436-amendment-2-effects-of-shocks-and-impacts-on-small-vessels>

4.4. Dawn Treader



At about 15:45 on 07 October 2021, an organised swim commenced from St Martins Point on the south-eastern tip of Guernsey with the aim of completing a crossing to the west coast of Sark. There were two experienced open sea swimmers intending to make the crossing who were accompanied by an 8 metre, Rigid Hulled Inflatable Boat (RHIB) Dawn Treader acting as support vessel along with a safety Kayak for close in support. A risk assessment had been completed by the event organiser prior to commencement of the swim which had also been submitted to Guernsey Coastguard to make them aware of the event. The swim proceeded as planned with the swimmers making good time across the Little Russel and well into the Big Russel.

At about 17:50, when the swimmers were approximately three quarters of a nautical mile southwest of Brecqhou a telephone call was received by the Dawn Treader's Master, from the mother of one of the swimmers stating that her daughter's blood test results had come back and that she needed to be taken out of the water immediately. This came as a complete shock to the Master as there had been no indication from the swimmer, that they were suffering from any medical conditions that may affect their swimming ability. The Master of Dawn Treader shouted to the swimmer that she needed to leave the water immediately and beckoned her over to the vessel.

The swimmer swam towards the boat and then around it's stern from the Starboard side to Port where there was an extendable stainless-steel bathing platform ladder. At this time, the boat was reported as being "stationary" by the support Kayaker who was about 20 metres ahead of Dawn Treader at the time.

Shortly after reaching the stern of the RHIB, the swimmers leg came into contact with the still rotating propeller on the outboard engine which deeply cut into her left leg, just above the outside of her knee and again at the rear of her thigh. Her leg became trapped between the propeller and the anti-cavitation plate and she was unable to extricate herself from the water.

Crew onboard Dawn Treader attempted to release the casualty, but this was not possible, so the support Kayaker made his way to the back of the vessel and entered the water himself to assist the injured swimmer. In his statement the Kayaker stated that “The engine was not running when I arrived.”

The Kayaker manually rotated the propeller slightly to release the swimmer’s leg and once she was released, he, along the crew onboard Dawn Treader, managed to get the casualty onboard the RHIB and first aid was given immediately. The second swimmer and Kayaker were also brought onboard the RHIB at that time to assist with the casualty.

A Pan-Pan call was made to Guernsey Coastguard which was picked up by the St Peter Port all weather lifeboat (ALB) which at the time, was on exercise nearby. The lifeboat made best speed to rendezvous with Dawn Treader that had already commenced passage back towards St Peter Port.

When the lifeboat arrived alongside Dawn Treader, a crewmember was transferred to assess the casualty further whilst the RHIB continued into the harbour. On arrival there, the casualty was stabilised by Paramedics before being transferred to a waiting land ambulance for onward transport to the local hospital for further medical treatment.

4.4.1. Conclusions And Recommendations

Safety Issues Directly Contributing to the Accident That Have Been Addressed or Resulted in Recommendations.

- The swimmers left leg was injured due to it coming into contact with the un-guarded outboard motor propeller when she was trying to board the support vessel.

Safety Issues Not Directly Contributing to the Accident That Have Been Addressed or Resulted in Recommendations.

- At the time of the incident there would have been a low to moderate swell running making the boarding of the support vessel, via the transom, quite difficult.

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- Although a risk assessment for the swim had been completed, it was lacking in detail and did not cover emergency recovery procedures should one occur.
- The swimmer did not indicate that she had any medical conditions that may affect the swim nor were there any control measures in place to compel her to inform anyone that this was the case.
- The vessel was not fitted with any specialist recovery equipment or a propeller guard to enable it to recover persons from the water safely, nor did the crew consider recovery of the swimmer over the tubes of the RHIB.
- The crew of the support vessel had no formal, person recovery training.

Open Sea Swimming Organisations: are recommended to:

- Consider the suitability and fit-out of craft used as support vessels for open sea swimming events.
- Improve the content and quality of Risk Assessments conducted for open sea swimming events.
- Formally train support vessel crews in emergency recovery procedures.

Guernsey Ports: are recommended to:

- Consider investigating requirements for formalising Risk Assessments for open sea swimming events.

Chapter 5 - 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:

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