

OFFICIAL



Annual Report 2022

Issue Date 16/10/2023
Document Owner Managing Director – Ports

Contents

| | |
|---|----|
| Chapter 1 – Foreword from the Managing Director – Ports | 4 |
| Chapter 2 – Business Profile | 6 |
| 2.1. Purpose..... | 6 |
| 2.2. Vision And Mission | 7 |
| 2.3. Core Business..... | 8 |
| Chapter 3 – Airports in Numbers | 9 |
| Chapter 4 – Harbours in Numbers | 10 |
| Chapter 5 – 2022 Performance Review | 11 |
| 5.1 Guernsey and Alderney Airports – Passenger Movements | 11 |
| 5.2. Guernsey and Alderney Airports – Route Analysis..... | 11 |
| 5.3. Guernsey and Alderney Airports – Aircraft Movements..... | 12 |
| 5.4. Harbours – Foot Passenger Movements | 13 |
| 5.5. Harbours – Private and Commercial Vehicle Movement Analysis..... | 13 |
| 5.6. Harbours – Cargo | 15 |
| Chapter 6 – Financial Review | 16 |
| 6.1. Financial Performance | 16 |
| 6.2 Future Financial Performance | 16 |
| Chapter 7 - Safety, Quality, Environment and Security | 18 |
| 7.1. Airports – Safety & Quality Management | 18 |
| 7.2. Guernsey Ports – Environment Management..... | 18 |
| 7.3. Guernsey Ports – Security Management..... | 18 |
| Chapter 8 - Project Updates..... | 20 |
| 8.1. Pool Marina – St Peter Port Harbour..... | 20 |
| 8.2. Hold Baggage System – Guernsey Airport..... | 21 |
| 8.3. Marina Demand | 22 |
| 8.4. Guernsey Airport Master Plan | 23 |
| 8.5 Havelet Slip Repairs | 23 |
| 8.6 Replacement Mobile Crane | 24 |
| Chapter 9 - Consultation and Feedback..... | 25 |

9.1. Airports – Airport Consultative Committee25

9.2. Harbours – Commercial Port Users Group (CPUG)26

Chapter 10 – Human Resources.....27

10.1. Management and Administrative Functions27

10.2. Resource Planning27

10.3. Organisational Knowledge and Capability.....28

Chapter 11 – Key Performance Indicators29

11.1. Guernsey Airport29

11.1.1 Capacity29

11.1.2. Environment29

11.1.3. Safety29

11.1.4. Delays30

11.1.5. Cost Efficiency.....30

Appendix 1 – Contact Details.....31

Guernsey Airport31

Alderney Airport31

Guernsey Harbours.....31

Appendix 2 – Guernsey Ports Accounts.....32

Appendix 3 – Guernsey Airport – 2022 Passengers By Route And Month.....33

Appendix 4 – Harbours – 2022 Passengers By Route And Month incl. Cargo.....34

Chapter 1 – Foreword from the Managing Director – Ports

2022 has realised a significant improvement on the trading performance of the Ports, after two years of significant challenge on our operations due to the impact of COVID-19.

There remained some suppression of travel early in the year, as some border restrictions remained in place until the end of Q1, 2022, however there was then a clear improvement in the demand for travel by both air and sea throughout the rest of the year, particularly during the summer months.

Financial performance

Despite the improvement in travel over the year, the continued fiscal impact of COVID-19 on the Ports' finances remains evident in our published Accounts as at 31st December 2022¹. The Ports out turned a deficit of £4.2m in 2022 (2021: deficit £10.1m). Although income in 2022 did increase by +£7.5m (+55%) when compared to 2021, it remained at only 91% of the pre-COVID-19 income levels.

Passenger movements through Guernsey Airport, whilst 160% higher than in 2021, remained at only 76% of pre-COVID-19 levels. Guernsey Harbours saw passenger movements increase by 209% when compared to 2021, but these remained at only 74% of pre-COVID-19 (2019) levels. Whilst we anticipate these recoveries against pre-COVID-19 levels improving further in 2023, there will undoubtedly have been some rebasing of travel patterns which may be indicative of a permanent change in passenger behaviour. Income at the Ports was above budget overall. The Airport outturn was 5% below budget and the Harbours outturn was 10% above budget.

The continued pressure on revenue streams has resulted in continued challenges on cash and funding. Cash and Cash equivalents realised a closing balance as at 31 December 2022 of a small £6k cash deficit, following funding by the Policy and Resources Committee to write off the Ports overdraft of £4.26m as at 31 December 2022. An overdraft facility has been extended through 2023, whilst recovery plans and alternative income streams continue to be evaluated and delivered.

¹ See link to 2022 Accounts here: [2022 Ports Accounts](#)

These financial pressures are being addressed and form a significant business priority within the current Ports Business Plan².

Guernsey Ports is largely funded from charges levied against Ports users. Whilst there has been some emphasis over recent years to switch to non-aeronautical and non-maritime sources of revenue, such as increased rental income from our property portfolio, retail, advertising and car parking, there is now a more fundamental requirement to examine all income streams and expenses. Work to achieve a more sustainable funding model for the Ports has commenced and all income streams are under review. The aim is to provide a funding mechanism that is necessary to support the much-needed capital maintenance and improvement programme and reduce forecast budget deficits over the medium term.

Despite the challenges of 2022, I would wish to commend our staff across the Ports who have continued to adapt to ensure our core services can be maintained to keep the local economy functioning. Through positive action, recruitment to certain vacant posts has improved with the number of longer-term vacancies now reducing. This has led to good progress over the year in maintaining our core functional assets, although there remains much to be done.

I would personally like to thank the dedicated staff for continuing to meet so many challenges in another exceptional year and to their ongoing commitment to provide and maintain these key lifeline links.

Colin Le Ray

Managing Director – Guernsey Ports

² 2023 – 2027 [Ports Business Plan](#)

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 leadership 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 and Marinas 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 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 airports' regulators.
- 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

| | |
|--|--|
| <p>Passenger Movements</p>  <p>Guernsey: 655,588</p> <p>Alderney: 51,646</p> | <p>Total Income</p>  <p>£10.53m</p> |
| <p>Full Time Equivalent Employees (FTEs)</p>  <p>123</p> | <p>New Air Routes:</p> <p>2</p> |
| <p>Aircraft Full Emergencies</p>  <p>Guernsey: 2</p> <p>Alderney: 2</p> | <p>RIDDOR³ Events</p>  <p>Guernsey: 4</p> <p>Alderney: 1</p> |
| <p>Mandatory Occurrence Reports (MORs⁴)</p>  <p>Guernsey: 106</p> <p>Alderney: 24</p> | <p>Audits</p>  <p>Internal: 319</p> <p>External: 3</p> |

³ Reporting of Injuries, Diseases and Dangerous Occurrences (RIDDOR), which are required to be reported to the States of Guernsey's Health and Safety Executive.

⁴ 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

| | |
|---|--|
| <p>Full Time Equivalent Employees (FTEs)</p>  <p>84</p> | <p>Total Income</p>  <p>£10.69m</p> |
| <p>Freight Landed (Metric tons)</p>  <p>337,042</p> | <p>Active Moorings</p>  <p>1,600</p> |
| <p>Cruise Liner Visits</p>  <p>76</p> | <p>Cruise Ship Passengers Landed</p>  <p>79,476</p> |
| <p>Harbours Estate (land and buildings)</p>  <p>116</p> | <p>RIDDOR⁵ Events</p>  <p>1</p> |

⁵ 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 – 2022 Performance Review

5.1 Guernsey and Alderney Airports – Passenger Movements

655,588 passengers were recorded at Guernsey Airport in 2022; this compares with 252,567 in 2021. Whilst this represents a 160% increase compared to 2021, it remains at only 76% of pre-COVID levels of travel.

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

51,646 passenger movements were recorded at Alderney Airport during 2022, compared with 42,261 in 2021; a 22% increase, but encouragingly this represented a 96% recovery to pre-COVID passenger numbers.

5.2. Guernsey and Alderney Airports – Route Analysis

Encouragingly, Guernsey Airport's established carriers increased route capacity and frequency in 2022 and explored new direct route opportunities over the year. This followed widespread rationalisation of services following the initial lockdowns in 2020 and 2021.

New routes for 2022, included Dublin and Ibiza, operated by Aurigny and Blue Islands respectively. These routes complemented the continuation of routes started in 2021, specifically Majorca, London City and Edinburgh. The appetite for direct travel to Europe, without connecting through a UK Hub Airport was evidenced in that a number of these services were well subscribed.

Alderney Airport continued to be well supported with its two core routes in 2022. 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

At Guernsey Airport, 18,980 commercial aircraft movements were recorded in 2022 which is an increase of +6,808 movements from 2021.

Non-commercial aircraft movements in 2022 were 9,949; compared to the 2021 figure of 7,625. This equates to 65% of Guernsey Airport’s aircraft movements in 2022 being commercial traffic compared to 35% non-commercial.

At Alderney Airport, there were 8,041 aircraft movements in 2022. Of this total, 4,239 movements were undertaken by commercial aircraft, the balance represented private aircraft movements. 52% of Alderney Airport’s aircraft movements in 2022 were commercial traffic compared to 48% of non-commercial aircraft.



5.4. Harbours – Foot Passenger Movements

Overall, there was a 208% increase in the number of passengers arriving into Guernsey Harbours in 2022, or 225,894, compared to 2021's figure of 73,195. The Poole service was the most popular route with 85,588 passengers using the service compared to 42,077 passengers in 2021. Partly contributing to this 103% increase was the introduction of some dedicated northern route sailings using Condor Ferries' high speed craft.

Passenger movements to Jersey increased to 38,528 versus 6,479 people using that route in 2021, an increase of +494%.

St Malo sailings attracted 35,371 passengers in 2022, compared to 6,057 or a 483% increase. Restrictions on travel to and from France were lifted for much of the year, resulting in improved frequencies and demand. Due to changes in ferry timetabling a Cherbourg service also operated for much of 2022, attracting 30,269 passengers over the year.

Inter-island sailings to Herm, Sark and Alderney attracted 135,769 passengers in 2022 or a 23% increase compared to the 110,063 passengers who used those routes in 2021. Access to the wider Bailiwick's tourism products remained an attractive alternative for local travellers. Sea passengers to and from Alderney were down in 2022, compared to 2021, given some challenges around the serviceability of passenger vessels over the year.

5.5. Harbours – Private and Commercial Vehicle Movement Analysis

All routes experienced an increase in the number of private and commercial vehicles. Poole saw the highest number of private vehicle movements in 2022 (29,616), compared to the 2021 figure of 16,285 movements.

Other UK routes, mainly Portsmouth, saw 10,358 private vehicle movements in 2022. Commercial saw 28,282 movements in the same period.

St Malo saw 7,601 private vehicle movements, an increase of 1,982 compared to the previous 12 months. The new Cherbourg route realised 7,407 private vehicle movements in 2022.

Jersey saw 4,963 private vehicle movements in 2022 compared to 1,727 in 2021. A full statistical breakdown is available in Appendix 4.



5.6. Harbours – Cargo

General Cargo, oil and petrol, and self-discharge volumes in 2022 were just slightly lower than 2021. 2022 Cargo totalled 337,041 metric tonnes in 2022 compared to 337,771 metric tonnes in 2021. Most categories of freight realised a decrease in volume in 2022, compared to 2021. More detail is available in Appendix 4.



Chapter 6 – Financial Review

6.1. Financial Performance

The continued financial impact of COVID-19 continued to influence the Ports' finances, however thankfully that impact has lessened as evidenced in our financial statements.

The Ports operated with a deficit of £4.3m in 2022 (2021: deficit £10.1m) although income in 2022 did increase by £7.5m (+55%) when compared to 2021, it remained some £2m (-8%) lower in cash terms to pre-COVID-19 income levels. Income at both ports was above budget, Airport income was 5% below budget and the Harbour income was 10% above budget.

Expenses across Guernsey Ports totalled £23.3m, including payroll costs amounting to £13.2m (+9% on 2021), which included an inflationary uplift. Non-Pay costs and overheads amounting to £10.1m were expended in 2022.

Airport costs increased by £0.9m compared to 2021. Overhead costs associated with maintaining the Airport estate included essential radar repair works, additional airport security costs, as well as infrastructure and navigation works.

Harbour costs increased by £1.4m compared to 2021. Harbour payroll costs increased by £0.6m in 2022. Other cost increases compared to 2021 related to additional maintenance, including £0.2m maintaining the property portfolio, £0.3m maintaining the marinas and finally increased costs of £0.2m on servicing the Ports public service obligations.

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

6.2 Future Financial Performance

Guernsey Ports' fiscal demands must be met in such a way to ensure that Port charges are sustainable. Whilst we have to be sensitive to the regional markets in which we serve, we have to ensure the Ports can continue to invest in the repair and improvement of its facilities.

This is a very immediate and real challenge for the Ports, triggered both by the reduction in travel over the last 2 years, and the use of all of the Ports' financial reserves during the COVID pandemic. The necessity for financial support from taxpayers, already identified as being likely in the medium term, became an absolute requirement in 2020 and continues as we enter into 2023. The scale of that support is scaling back but is still targeted to be circa £6m in 2023.

For many years, the level of investment in the assets at the Ports, has not been sufficient. As a result, we are now in a position where substantial capital investment is required. The need to put the Ports on a sustainable financial footing is essential if we are to service the necessary level of investment, and it is a primary objective in the Ports Business Plan. A full review of Ports Finances commenced in Q1, 2023 and is looking at the detailed income and expenditure patterns of the Ports Business to determine how to restore the Ports' finances to this more sustainable footing.

As part of its regular business the Ports Portfolio Panel regularly assesses and prioritises all Ports-related capital investment requirements. The prioritisation process is dependent on asset-criticality, asset condition, resources available and cash flow. A detailed programme of targeted investment in assets is regularly assessed by the Ports Board and ensures the capital spend, which has increased over the last two years to over £5m per annum, is targeted and applied appropriately.

The historic application of general revenue funding for development of some major infrastructure developments at both the Harbour and Airport but has led to anomalies when considering the relative 'profitability' of the business units within the Ports and this has created some challenges when endeavouring to apportion profitability measures on some of the Ports bespoke operating activities, such as the marinas.

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, security and compliance 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

The core focus has been maintained on:

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

OFFICIAL

- 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. 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.

8.2. 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.

8.3. Marina Demand

As reported last year, Guernsey Ports has witnessed a significant increase in the demand for local leisure moorings largely since the onset of the COVID-19 pandemic.



Guernsey Harbours has approximately 1,600 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 peaked at 220 toward the end of 2022.

Work proceeded at pace in 2022 to provide additional moorings by removing abandoned vessels, seeking to reconfigure pontoons to increase the number of berths in the existing marinas and in the longer term to provide a new facility through provision of a Pool Marina continues at pace.

As part of our routine maintenance programme, 2 pontoon runs in the Albert Marina were routinely replaced over the winter of 2021 and 2022. The new pontoons represented an investment of £150,000 in the marina infrastructure and replaced units that were 40 years old.

8.4. Guernsey Airport Master Plan

Work to produce a master plan for Guernsey Airport, which had commenced in 2021, was largely finalised in 2022 and resulted in a series of consultations with key stakeholders at Guernsey Airport and with several States Committees in Q1, 2022. The master plan has identified a series of estate-related commercial opportunities and priorities, which the Ports Board is now actioning. The master plan has provided a future land-use plan, which will provide the Ports Board with guidance on how and where to develop its estate, either as a result of its own operational and strategic needs in the medium to longer term, or as a result of approaches from third parties who may wish to consider economic investment in the facility.



8.5 Havelet Slip Repairs

Repairs to Havelet Slipway near Castle Cornet, which was damaged during a storm in 2018 were completed over the summer months and the slipway reopened to the public in November. One of the primary uses of this slipway is for the launching and recovery of small sailing yachts and rowing boats. The repair works were originally tendered in late 2019 however the tender process was postponed in early 2020 due to the risks posed to funding and contractor availability because of COVID-19. In 2021 the States of Guernsey Government Work Plan identified the repairs to Havelet Slipway as a priority and funding was provided to facilitate the repair works. These works were competitively retendered in late 2021. Given the works are in a marine/tidal environment, the opportunity to access the slipway at all times of day is restricted and so careful consideration was required to plan

when specific repair works could be undertaken. The works were undertaken over the summer period to minimise the risks of delays due to storms.



8.6 Replacement Mobile Crane

Guernsey Ports replaced its mobile crane in 2022, at a cost of £300k. The mobile crane carries out essential work across the Ports, including the lifting of pontoons, cargo loading and boat lifts and is available for emergency work across the island. With a lift capacity of 50 tonnes and a 40m boom, it is one of the largest such vehicles on-island. It replaced a KATO crane which had been in service for over 20 years.

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 2022 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
- Updates on capital projects including the refurbishment of the Central Search Comb and Alderney Airport Runway Project
- Updates from the Director of Civil Aviation
- Route performance monitoring and review
- Promotion of general aviation at both Airports
- Updates on Guernsey Airport Runway Extension Feasibility Study
- Guernsey Ports Business Plan engagement and review
- Guernsey Airport Master Plan progress
- Presentations on Sustainable Aviation Fuel

9.2. Harbours – Commercial Port Users Group (CPUG)

The Commercial Port Users Group for the Harbours was formed in 2015 and meets quarterly and has now appointed an independent Chairman, (shared with Guernsey Airport Consultative Committee) 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
- Road and Traffic Safety

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.

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.



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 | 2022 Actual | Target | 2021 Actual |
|--|-------------|--------|-------------|
| Peak Runway Utilisation (Highest number of recorded movements on a calendar day) | 134 | >150 | 90 |
| Average Runway Utilisation (movements per day) (total movements / 364 days) | 79.5 | >90 | 54.4 |
| 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)) | 54.8% | >65% | 37.5% |

11.1.2. Environment

| Performance Indicator | 2022 Actual | Target | 2021 Actual |
|---|---------------|--------|---------------|
| Number of noise complaints | 4 | <10 | 6 |
| Number of triggered noise alerts that exceed 70 dB(A) in one hour | Not Available | <10 | Not Available |
| Total annual electricity consumption (MWh) | TBC | <3,000 | 2,012.4 |

11.1.3. Safety

| Performance Indicator | 2022 Actual | Target | 2020 Actual |
|---|-------------|--------|-------------|
| Total Mandatory Occurrence Reports (MORs) submitted | 106 | >50 | 74 |
| Number of full emergencies | 2 | <20 | 0 |
| Number of local standbys | 15 | <20 | N/A |
| Number of ground incidents | 2 | <10 | N/A |
| Number of runway incursions | 0 | <5 | 0 |

| | | | |
|--|----|-----|---|
| Number of unauthorised obstructions | 2 | <5 | 0 |
| Confirmed bird strikes | 35 | <10 | 4 |
| Drones reported in restricted airspace | 0 | <5 | 0 |
| Laser attacks | 1 | <5 | 0 |

11.1.4. Delays

| Performance Indicator | 2022 Actual | Target | 2021 Actual |
|--|-------------|--------|-------------|
| Percentage of qualifying departing flights operating within 15 minutes of scheduled time | 73% | >70% | 80% |

11.1.5. Cost Efficiency

| Performance Indicator | 2022 Actual | Target | 2021 Actual |
|--|-------------|---------|-------------|
| Operating Cost per passenger movement (£ Total Cost / Total No of Pax) | £22.30 | <£15.00 | £54.34 |
| Navigational Services cost per passenger movement (£ Total cost of Nav Services / Total No of Pax) | £6.96 | <£7.50 | £16.88 |
| Cost of Navigation Services as a % of total costs (£ Total cost of Nav Services / £ Total Airport Spending) x 100 | 31.2% | <50% | 31.1% |

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@ports.gg

Web: www.ports.gg

Alderney Airport

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

E-Mail: airport@ports.gg

Web: www.ports.gg

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@ports.gg

Web: www.ports.gg

Appendix 2 – Guernsey Ports Accounts

The 2022 published accounts for Guernsey Ports can be viewed online at:

[2022 Ports Accounts](#)

Appendix 3 – Guernsey Airport – 2022 Passengers By Route And Month

| GUERNSEY AIRPORT - PASSENGER MOVEMENTS 2022 | | | | | | | | | | | | | | *Changes compared to 2022 | | | *Changes compared to 2022 | | | *Changes compared to 2022 | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------------------|----------------|------------|---------------------------|----------------|----------------|---------------------------|-----------------|------------|--|
| ROUTE BY MONTH | | | | | | | | | | | | | | 2021 | | | 2020 | | | 2019 | | | |
| | JAN. | FEB. | MAR. | APR. | MAY. | JUN. | JUL. | AUG. | SEPT. | OCT. | NOV. | DEC. | 2022 YTD Total | 2021 YTD Total | Change | % | 2020 YTD Total | Change | % | 2019 YTD Total | Change | % | |
| BIRMINGHAM | 1,092 | 1,385 | 1,744 | 2,544 | 2,483 | 2,743 | 2,809 | 3,593 | 2,523 | 2,752 | 2,543 | 2,987 | 29,198 | 10,612 | 18,586 | 175 | 4,144 | 25,054 | 605 | 28664 | 534 | 2 | |
| BOURNEMOUTH | 13 | 21 | 12 | 16 | 16 | 12 | 19 | 13 | 6 | 21 | 11 | 9 | 169 | 171 | 2 | 1 | 53 | 116 | 219 | 312 | 143 | 46 | |
| BRISTOL | 685 | 877 | 1,096 | 1,866 | 2,243 | 2,445 | 2,812 | 3,398 | 2,648 | 2,474 | 1,755 | 1,865 | 24,164 | 7,421 | 16,743 | 226 | 3,352 | 20,812 | 621 | 23461 | 703 | 3 | |
| CARDIFF | - | - | 1 | - | - | 4 | - | - | - | - | - | - | 5 | 10 | 5 | 50 | 2 | 3 | 150 | 5 | - | - | |
| EAST MIDLANDS | 31 | - | 99 | 1,505 | 1,577 | 1,715 | 1,813 | 2,293 | 1,867 | 1,463 | - | 298 | 12,661 | 5,417 | 7,244 | 134 | 2,502 | 10,159 | 406 | 19316 | 6,655 | 34 | |
| EXETER | 600 | 575 | 722 | 1,417 | 1,241 | 1,669 | 1,683 | 2,131 | 1,697 | 1,211 | 1,468 | - | 16,118 | 7,205 | 8,913 | 124 | 3,419 | 12,699 | 371 | 30271 | 14,153 | 47 | |
| GATWICK | 10,585 | 14,393 | 18,542 | 25,260 | 25,742 | 26,688 | 28,285 | 29,054 | 27,682 | 27,524 | 23,089 | 24,336 | 281,180 | 82,883 | 198,297 | 239 | 52,155 | 229,025 | 439 | 310040 | 28,860 | 9 | |
| Isle of Man | - | - | 1 | 2 | - | - | 278 | - | - | - | - | - | 281 | 184 | 97 | 53 | 8,161 | 7,880 | 97 | - | 281 | - | |
| HEATHROW | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5,443 | 5,443 | 100 | 27644 | 27,644 | 100 | |
| SOUTHEND | - | - | - | 2 | - | - | - | - | 2 | 2 | - | - | 6 | 2 | 4 | 200 | 822 | 816 | 99 | 14195 | 14,189 | 100 | |
| LIVERPOOL | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | 2 | - | - | 2 | - | 3126 | 3,124 | 100 | |
| LEEDS/BRADFORD | 43 | - | - | - | 281 | 663 | 848 | 1,070 | 704 | - | - | 185 | 3,794 | 2,160 | 1,634 | 76 | 6 | 3,788 | 63,133 | 4357 | 563 | 13 | |
| MANCHESTER | 2,518 | 3,395 | 4,268 | 5,075 | 5,189 | 5,228 | 6,010 | 6,282 | 5,371 | 5,700 | 4,492 | 5,108 | 58,636 | 23,735 | 34,901 | 147 | 10,318 | 48,318 | 468 | 65339 | 6,703 | 10 | |
| NEWQUAY | - | - | - | - | - | - | - | 2 | - | - | - | - | 2 | 6 | 4 | 67 | - | 2 | - | 478 | 476 | 100 | |
| NORWICH | - | - | - | - | - | - | 8 | - | - | - | - | - | 8 | 487 | 479 | 98 | - | 8 | - | 1279 | -1271 | 99 | |
| SOUTHAMPTON | 4,624 | 5,920 | 7,175 | 8,756 | 8,173 | 8,998 | 9,963 | 10,502 | 9,678 | 8,756 | 7,743 | 6,672 | 96,960 | 49,601 | 47,359 | 95 | 45,198 | 51,762 | 115 | 148202 | -51242 | 35 | |
| STANSTED | - | - | 6 | - | - | - | - | - | 4 | - | - | 6 | 16 | 1 | 15 | 1,500 | 2,981 | 2,965 | 99 | 23370 | -23354 | 100 | |
| LONDON CITY | - | - | - | - | 295 | 989 | 1,144 | 103 | - | - | - | - | 2,531 | 3,487 | 956 | 27 | 4 | 2,527 | 63,175 | 23 | 2508 | 10,904 | |
| EDINBURGH | - | - | - | - | 225 | 763 | 592 | 449 | - | - | - | 247 | 2,276 | 3,534 | 1,258 | 36 | Edinburgh fig | 2,276 | - | - | 2276 | - | |
| OTHER U.K. | 48 | 48 | 51 | 662 | 474 | 83 | 63 | 212 | 67 | 85 | 81 | 68 | 1,942 | 531 | 1,411 | 266 | 377 | 1,565 | 415 | 3899 | -1957 | 50 | |
| U.K. TOTAL | 20,239 | 26,614 | 33,717 | 47,105 | 47,419 | 50,768 | 56,343 | 60,286 | 52,801 | 50,481 | 40,925 | 43,251 | 529,949 | 197,447 | 332,502 | 168 | 138,937 | 391,012 | 1,551 | 703961 | -174,032 | 587 | |
| GUERNSEY | - | 83 | 2 | 34 | - | 9 | 3 | 12 | - | - | 53 | 3 | 199 | 17 | 182 | 1,071 | 388 | 189 | 49 | 108 | 91 | 84 | |
| ALDERNEY | 1,639 | 1,893 | 2,399 | 2,695 | 3,299 | 3,647 | 3,691 | 3,444 | 3,611 | 2,833 | 2,537 | 2,280 | 33,968 | 33,861 | 107 | 0 | 25,215 | 8,753 | 35 | 29637 | 4,331 | 15 | |
| JERSEY | 1,982 | 4,265 | 5,500 | 6,633 | 7,400 | 6,597 | 6,592 | 6,510 | 8,045 | 7,080 | 6,461 | 4,614 | 71,679 | 19,066 | 52,613 | 276 | 20,037 | 51,642 | 258 | 115675 | 43,996 | 38 | |
| C.I. TOTAL | 3621 | 6,241 | 7,901 | 9,362 | 10,699 | 10,253 | 10,286 | 9,966 | 11,656 | 9,913 | 9,051 | 6,897 | 105,846 | 52,944 | 52,902 | 100 | 45,640 | 60,206 | 231,562 | 145420 | 39,574 | 27 | |
| DINARD | - | - | - | - | - | - | - | - | 4 | - | - | - | 4 | 2 | 2 | 100 | - | 4 | - | 27 | 23 | 85 | |
| GENEVA | 1 | 127 | 8 | 2 | - | - | 2 | - | 1 | 10 | 4 | 10 | 165 | 12 | 153 | 1,275 | 26 | 139 | 535 | 47 | 118 | 251 | |
| GRENOBLE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 145 | 145 | 100 | |
| ZURICH | - | - | - | - | 81 | 98 | 146 | 122 | 29 | - | - | 4 | 480 | 1 | 479 | 47,900 | 10 | 470 | 4,700 | 829 | 349 | 42 | |
| DUBLIN | - | - | 256 | 302 | 436 | 966 | 1,302 | 1,417 | 902 | 875 | - | 231 | 6,687 | 18 | 6,669 | 37,050 | 1 | 6,686 | 668,600 | 26 | 6,661 | 25,619 | |
| DUESSELDORF | - | - | - | - | - | - | 14 | - | - | - | - | - | 14 | - | 14 | - | - | 14 | - | 2854 | 2,840 | 100 | |
| ROTTERDAM | - | - | - | 6 | 364 | 369 | 406 | 295 | 20 | 5 | - | 7 | 1,472 | 8 | 1,464 | 18,300 | 3 | 1,469 | 48,967 | 1665 | 193 | 12 | |
| OTHER INTL | 178 | 600 | 697 | 621 | 1,325 | 1,881 | 1,958 | 2,058 | 1,172 | 380 | 24 | 77 | 10,971 | 2,135 | 8,836 | 414 | 1,090 | 9,881 | 907 | 3236 | 7,735 | 239 | |
| INT'L. TOTAL | 179 | 727 | 961 | 931 | 2206 | 3314 | 3828 | 3892 | 2128 | 1270 | 28 | 329 | 19,793 | 2,176 | 176,17 | 810 | 4,340 | 18663 | 430 | 8829 | 10964 | 339 | |
| TOTAL | 24,039 | 33,582 | 42,579 | 57,398 | 60,324 | 64,335 | 70,457 | 74,144 | 66,585 | 61,664 | 50,004 | 50,477 | 655,588 | 252,567 | 403,021 | 160 | 188,917 | 469,881 | 249 | 858230 | -202,642 | 24 | |
| 2021 | 3353 | 1023 | 2413 | 5964 | 8031 | 8748 | 27173 | 37428 | 39116 | 46416 | 38560 | 34342 | 252567 | | | | | | | | | | |
| CHANGE | 20686 | 32559 | 40166 | 51434 | 52933 | 55587 | 43284 | 36716 | 27469 | 15248 | 11444 | 16135 | 403021 | | | | | | | | | | |
| % | 616.94 | 3182.7 | 1864.57 | 862.41 | 651.14 | 635.43 | 159.29 | 98.1 | 70.22 | 32.85 | 29.68 | 46.98 | 8050.31 | | | | | | | | | | |
| 2020 | 51084 | 56017 | 28454 | 647 | 1077 | 2592 | 6038 | 11203 | 10445 | 7242 | 5086 | 5822 | 185707 | | | | | | | | | | |
| CHANGE | -27045 | -22435 | 14125 | 56751 | 59247 | 61743 | 64419 | 62941 | 56140 | 54422 | 44918 | 44655 | 469881 | | | | | | | | | | |
| % | -52.94 | -40.05 | 49.64 | 8771.41 | 5501.11 | 2382.06 | 1066.89 | 561.82 | 537.48 | 751.48 | 883.17 | 767 | 21179.07 | | | | | | | | | | |
| 2019 | 49672 | 51387 | 61373 | 67575 | 77229 | 81340 | 87560 | 91208 | 83982 | 75483 | 66933 | 64498 | 858230 | | | | | | | | | | |
| CHANGE | -25633 | -17805 | -18794 | -10177 | -16905 | -17005 | -17093 | -17064 | -17397 | -13819 | -16928 | -14021 | -202642 | | | | | | | | | | |
| % | -51.6 | -34.65 | -30.62 | -15.06 | -21.89 | -20.91 | -19.52 | -18.71 | -20.72 | -18.31 | -25.29 | -21.74 | -23.61 | | | | | | | | | | |

Appendix 4 – Harbours – 2022 Passengers By Route And Month incl. Cargo

| GUERNSEY HARBOURS - MOVEMENTS 2022 | | | | | | | | | | | | | | | | |
|------------------------------------|---------------|-----------------|---------------|----------------|---------------|---------------|--------------|--------------|---------------|--------------|---------------|--------------|------------------|---------------|---------------|---------------|
| ROUTE BY MONTH | | | | | | | | | | | | | | 2020 | | |
| PASSENGERS | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | TOTAL YTD | TOTAL | Change | % |
| POOLE | 1281 | 1979 | 2907 | 6951 | 8070 | 11076 | 13978 | 17434 | 11207 | 7071 | 1565 | 2069 | 85588 | 42077 | 43511 | 103.41 |
| OTHER UK | 1763 | 1366 | 1177 | 2661 | 2590 | 2562 | 5272 | 5930 | 2560 | 1109 | 1045 | 2231 | 30266 | 18582 | 11684 | 62.88 |
| JERSEY | 288 | 1055 | 1180 | 3097 | 6717 | 5226 | 5672 | 6435 | 4594 | 2084 | 695 | 1485 | 38528 | 6479 | 32049 | 494.66 |
| ST MALO | 82 | 763 | 673 | 2239 | 2860 | 4432 | 6243 | 8742 | 3851 | 3431 | 588 | 1467 | 35371 | 6057 | 29314 | 483.97 |
| CHERBOURG | 327 | 424 | 278 | 4126 | 3386 | 3230 | 5530 | 7870 | 4764 | 334 | 0 | 0 | 30269 | 0 | 30269 | 0 |
| DIELETTE | 0 | 0 | 0 | 0 | 670 | 1158 | 1001 | 2110 | 933 | 0 | 0 | 0 | 5872 | 0 | 5872 | 0 |
| COMMERCIAL TOTAL | 3741 | 5587 | 6215 | 19074 | 24293 | 27684 | 37696 | 48521 | 27909 | 14029 | 3893 | 7252 | 225894 | 73195 | 152699 | 208.62 |
| 2021 | 597 | 318 | 497 | 750 | 2120 | 2526 | 13377 | 19463 | 13912 | 10627 | 4626 | 4382 | 73195 | | | |
| CHANGE | 3144 | 5269 | 5718 | 18324 | 22173 | 25158 | 24319 | 29058 | 13997 | 3402 | -733 | 2870 | 152699 | | | |
| % | 526.63 | 1656.92 | 1150.5 | 2443.2 | 1045.9 | 995.96 | 181.8 | 149.3 | 100.61 | 32.01 | -15.85 | 65.5 | 208.62 | | | |
| HERM | 731 | 948 | 2036 | 6236 | 6157 | 12274 | 17673 | 18176 | 8624 | 3111 | 1503 | 1712 | 79181 | 65088 | 14093 | 21.65 |
| SARK | 634 | 711 | 1083 | 3839 | 8878 | 7555 | 10807 | 11062 | 5594 | 2527 | 914 | 975 | 54579 | 39710 | 14869 | 37.44 |
| ALDERNEY | 0 | 0 | 13 | 257 | 0 | 71 | 733 | 614 | 266 | 55 | 0 | 0 | 2009 | 5265 | -3256 | -61.84 |
| INTER BAILIWICK TOTAL | 1365 | 1659 | 3132 | 10332 | 15035 | 19900 | 29213 | 29852 | 14484 | 5693 | 2417 | 2687 | 135769 | 110063 | 25706 | 23.36 |
| 2021 | 919 | 16 | 1072 | 6661 | 7931 | 13769 | 23899 | 26953 | 16508 | 6098 | 3727 | 2510 | 110063 | | | |
| CHANGE | 446 | 1643 | 2060 | 3671 | 7104 | 6131 | 5314 | 2899 | -2024 | -405 | -1310 | 177 | 25706 | | | |
| % | 48.53 | 10268.75 | 192.16 | 55.11 | 89.57 | 44.53 | 22.24 | 10.76 | -12.26 | -6.64 | -35.15 | 7.05 | 23.36 | | | |
| CRUISE | 0 | 0 | 0 | 2077 | 12594 | 12937 | 20954 | 20557 | 8852 | 1505 | 0 | 0 | 79476 | 0 | 79476 | 0 |
| CRUISE TOTAL | 0 | 0 | 0 | 2077 | 12594 | 12937 | 20954 | 20557 | 8852 | 1505 | 0 | 0 | 79476 | 0 | 79476 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHANGE | 0 | 0 | 0 | 2077 | 12594 | 12937 | 20954 | 20557 | 8852 | 1505 | 0 | 0 | 79476 | | | |
| % | 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 | 615 | 852 | 1366 | 2458 | 3005 | 3855 | 4405 | 4612 | 4022 | 2777 | 776 | 873 | 29616 | 16285 | 13331 | 81.86 |
| OTHER UK | 810 | 516 | 484 | 936 | 988 | 888 | 1564 | 1748 | 875 | 186 | 415 | 948 | 10358 | 7797 | 2561 | 32.85 |
| JERSEY | 84 | 257 | 297 | 534 | 536 | 666 | 591 | 462 | 691 | 355 | 179 | 311 | 4963 | 1727 | 3236 | 187.38 |
| ST MALO | 32 | 240 | 270 | 598 | 770 | 1270 | 1572 | 0 | 1159 | 1103 | 218 | 369 | 7601 | 1982 | 5619 | 283.5 |
| CHERBOURG | 145 | 174 | 126 | 1230 | 1176 | 1076 | 1738 | 0 | 1626 | 116 | 0 | 0 | 7407 | 0 | 7407 | 0 |
| TOTAL | 1686 | 2039 | 2543 | 5756 | 6475 | 7755 | 9870 | 6822 | 8373 | 4537 | 1588 | 2501 | 59945 | 27791 | 32154 | 115.7 |
| 2021 | 313 | 175 | 259 | 397 | 976 | 1246 | 5178 | 6007 | 5530 | 3965 | 1904 | 1841 | 27791 | | | |
| CHANGE | 1373 | 1864 | 2284 | 5359 | 5499 | 6509 | 4692 | 815 | 2843 | 572 | -316 | 660 | 32154 | | | |
| % | 438.66 | 1065.14 | 881.85 | 1349.87 | 563.42 | 522.39 | 90.61 | 13.57 | 51.41 | 14.43 | -16.6 | 35.85 | 115.7 | | | |

OFFICIAL

| VEHICLES COMMERCIAL | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | TOTAL YTD | TOTAL | Change | % |
|------------------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|-----------------|--------------|
| POOLE | 11 | 60 | 58 | 74 | 133 | 91 | 103 | 97 | 122 | 129 | 60 | 20 | 958 | 513 | 445 | 86.74 |
| OTHER UK | 2289 | 2222 | 2591 | 2509 | 2382 | 2326 | 2463 | 2440 | 2242 | 2224 | 2337 | 2257 | 28282 | 28687 | -405 | -1.41 |
| JERSEY | 199 | 219 | 211 | 237 | 266 | 233 | 196 | 171 | 209 | 179 | 204 | 156 | 2480 | 2263 | 217 | 9.59 |
| ST MALO | 90 | 61 | 96 | 126 | 96 | 95 | 121 | 95 | 64 | 132 | 34 | 51 | 1061 | 838 | 223 | 26.61 |
| CHERBOURG | 6 | 2 | 2 | 24 | 10 | 8 | 4 | 2 | 6 | 2 | 0 | 0 | 66 | 0 | 66 | 0 |
| TOTAL | 2595 | 2564 | 2958 | 2970 | 2887 | 2753 | 2887 | 2805 | 2643 | 2666 | 2635 | 2484 | 32847 | 32301 | 546 | 1.69 |
| 2021 | 2540 | 1918 | 2543 | 2649 | 2837 | 2763 | 2949 | 2615 | 2766 | 2946 | 2971 | 2804 | 32301 | | | |
| CHANGE | 55 | 646 | 415 | 321 | 50 | -10 | -62 | 190 | -123 | -280 | -336 | -320 | 546 | | | |
| % | 2.17 | 33.68 | 16.32 | 12.12 | 1.76 | -0.36 | -2.1 | 7.27 | -4.45 | -9.5 | -11.31 | -11.41 | 1.69 | | | |
| | | | | | | | | | | | | | | | | |
| CARGO | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | TOTAL YTD | TOTAL | Change | % |
| GENERAL CARGO | 18363.09 | 18728.93 | 20909.31 | 20964.12 | 21191.7 | 19521.1 | 20932.513 | 19498.537 | 18852.48 | 18674.874 | 19452.18 | 18018.291 | 235107.12 | 239765 | -4657.883 | -1.94 |
| OIL / PETROL | 6321.688 | 1839.812 | 9243.763 | 5991.276 | 1781.858 | 4573.387 | 2787.417 | 2866.621 | 1836.702 | 2538.244 | 5183.7 | 6958.543 | 51923.011 | 56066 | -4142.989 | -7.39 |
| GAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4741 | -4741 | -100 |
| SELF DISCHARGE | 1721.376 | 0 | 935.44 | 365.738 | 524.987 | 500 | 917.28 | 592.2 | 744.645 | 270 | 939.72 | 0 | 7511.386 | 8160 | -648.614 | -7.95 |
| COMMODITIES | 5063.849 | 2261.598 | 4396.544 | 4110.575 | 3756.453 | 2157.985 | 6954.83 | 4962.62 | 1358.356 | 0 | 2177.172 | 5300.427 | 42500.409 | 29041 | 13459.409 | 46.35 |
| TOTAL | 31470 | 22830.34 | 35485.05 | 31431.71 | 27255 | 26752.47 | 31592.04 | 27919.978 | 22792.183 | 21483.118 | 27752.772 | 30277.261 | 337041.92 | 337773 | -731.077 | -0.22 |
| 2021 | 31345.61 | 23331 | 28421 | 26913 | 31017 | 29812 | 27166 | 28805 | 23576 | 34439 | 25874 | 27071 | 337770.61 | | | |
| CHANGE | 124.39 | -500.662 | 7064.053 | 4518.707 | -3762 | -3059.53 | 4426.04 | -885.022 | -783.817 | -12955.88 | 1878.772 | 3206.261 | -728.691 | | | |
| % | 0.4 | -2.15 | 24.86 | 16.79 | -12.13 | -10.26 | 16.29 | -3.07 | -3.32 | -37.62 | 7.26 | 11.84 | -0.22 | | | |
| | | | | | | | | | | | | | | | | |
| This year month totals | 40,867.00 | 34,879.34 | 50,333.05 | 71,640.71 | 68,530.00 | 97,781.47 | 132,212.04 | 136,476.98 | 85,053.18 | 49,913.12 | 38,285.77 | 45,201.26 | 870,972.92 | | 289,852.31 | 49.87817 |
| Last year month totals | 35,714.61 | 25,758.00 | 32,792.00 | 37,370.00 | 44,881.00 | 50,116.00 | 72,589.00 | 83,843.00 | 62,292.00 | 58,075.00 | 39,102.00 | 38,608.00 | 581,120.61 | | | |