

## **Outlying Harbour Cranes**

A full condition survey on all of the outlying harbour cranes was conducted in November 2011. Only three of the ten cranes were assessed as being fully compliant with appropriate Jersey safety regulations. Action to resolve the safety and security faults was taken immediately. This survey also identified that if the outlying harbours were to remain functional, a programme is required to conduct wide ranging improvement in nearly all of the harbours.

In 2014 funding was approved from Ports of Jersey's Trading Fund for the upgrade/replacement of the old cranes in the outlying harbours, and fishermen's cranes on the Fish Quay at La Collette & Victoria Pier. The fisherman's cranes work has been completed and subsequent priorities identified as Rozel replacement (due to existing structure having been condemned by the insurers), South Pier and Bonne Nuit refurbishments. This phase of the programme has been allocated funding of over £300,000 – and is part of Ports of Jersey's significant but ultimately limited financial commitment to custodianship of the outlying harbours as part of its Public Service Obligations. A second phase involving lower priority security work and standardisation to four further cranes (Gorey, Bouley Bay and Victoria Pier) is under consideration.

Phase 1 of the programme commenced in 2014 to replace/upgrade these outlying harbour cranes. However, the enabling works were suspended in spring 2015 at the request of the Boat Owners Associations (BOA) and local businesses so as to avoid interrupting the summer season. In the early months of 2016 the delayed enabling works were completed and included testing the base for the intended crane at Rozel (to ensure it was suitable to support the necessary weight), digging the trenches and laying the ducting for intended electrical supplies to new or refurbished cranes.

During the summer of 2015 tenders for crane/equipment were sought and part of the approach is to move to a standard design across all harbours to simplify maintenance and to reduce through-life costs. A preferred supplier has been identified but before an order was placed they raised significant concerns (based on independent marine engineering advice) about the suitability of the specified design. The central requirement is for a 2500kg lift capable of dealing with the 'snatch' involved in lifting such a weight from moving boats at the heights envisaged. Their revised specification recommendation led to a significant increase in costs - nearly double the price for a replacement crane and three times the price for refurbishment of the other two. Now that the solution is well beyond the current resources available the programme was put under review.

The affordability challenge has led Ports of Jersey to revisit the needs of the harbour cranes. Most (if not all) BOAs hire a mobile crane to put their boats in and out of the water at either end of the season and other usage is varied and sporadic. A survey is under way help identify who uses the cranes, what they use them for and how often. Once the results of this survey have been reviewed the aim of the project will be redefined.

Engagement with stakeholders and clear identification of the need is central to future decision-making about investment in the outlying harbours.