

A Consultation on the Proposed Port/Pilotage/VTS limits for St Helier and associated Guidance/Restrictions

References:

- A. General Direction No: 8 - Harbour Limits
 - B. General Direction - General Direction No: 4 - Fishing Gear
1. GD 8 indicated that a series of consultations would take place to specify Port and harbour Limits. This consultation sets out the proposals for the Port Limits for St Helier and the associated limits of pilotage and Vessel Traffic Services. It includes proposals for pilot boarding/landing positions, designated anchorages and restrictions on the setting of fishing gear or trawling/dredging.
 2. Of the consultations in this process, this is a crucial and fundamental one. These proposals are being introduced to ensure that Jersey Harbours is compliant with the Port Marine Safety Code (PMSC), the Guide to Good Practice (GTGP) and the associated Jersey Law. Detailed proposals are at Annex A and these changes are shown diagrammatically at Annexes B & C. A summary of the Key points of the proposal are as follows:

Ser	Proposal	Comment
1	New port limits for St Helier	Port limits are not as yet formally identified. It is a fundamental requirement of the PMSC to identify the extent of the Harbour Authority's area of jurisdiction. <i>Note: Separate consultations will be conducted subsequently to identify the specific requirements of Outlying Harbours that lie within the overall limit of St Helier and these provisions will only apply as appropriate to vessels transiting through St Helier Port Limits to these Outlying Harbours.</i>
2	Revised pilotage limit for St Helier	The proposal is for the pilotage limits to be adjusted to be coincident with the St Helier Port Limits. The previous limit extended further to the West and significantly beyond the customary position of boarding/landing. The new limit has been extended further to the south to ensure that ships anchoring close to the St Helier approach channel are under the control of a pilot or PEC holder. These new limits should be considered in conjunction with the revised pilot boarding and landing positions (see ser 3 below) which adds coherency to pilot operations and aligns it to the requirements of the "Guide to Good Practice on Port Marine Operations" (GTGP)

3	Revised St Helier pilot boarding and landing positions	Revised positions of the pilot boarding and landing positions are proposed to positions that experience has shown to be the most appropriate and safe areas for pilot boarding/landing operations and is, by custom and practice the normal position for such operations to take place. Occasionally a larger cruise ship may warrant the boarding of a pilot further out; should this be required, the vessel would be specifically directed to a designated position by Vessel Traffic Services (VTS). The new pilot boarding and landing positions lie on, or just outside, the pilotage limit and is, thus, compliant with the GTGP.
4	Revised Pilotage Limits for Gorey	The port limits for Gorey will be set in a future consultation. A revision to the Pilotage limit for Gorey is, however, addressed in this consultation. As with the proposal for St Helier pilotage limits, the new limit should be considered in conjunction with the proposal for a revised pilot boarding and landing position to give coherency between the two. (see also ser 5)
5	Revised Gorey pilot boarding and landing position	A revised position of the pilot boarding and landing position is proposed to a position that experience has shown to be the most appropriate and safe for pilot boarding/landing operations and is, by custom and practice, the normal position for such operations to take place. The new pilot boarding and landing position lies on the edge of the pilotage limit and is, thus, compliant with the GTGP.
6	Establishment of a VTS Area	The extent of the area over which the VTS should be carrying out its surveillance has not been formally defined. VTS provides a Navigational Assistance Service (NAS) combined with a Traffic Organisation Service (TOS) where a good traffic image can be derived from radar or a Traffic Information Service (INS) where the quality of tracking data is not so well defined. The proposed VTS Area is shown on the chartlet at Annex B. Of this, a TOS would be provided in the area to the West of La Rocque Pt and an INS provided in the area to the East of La Rocque Pt.
7	VTS Reporting Points	New Reporting Points (RPs) are proposed for vessels to call on crossing the edge of the VTS Area. This covered the need for advance warning and for VTS to actively manage traffic throughout the Western part of the VTS area where a TOS is provided. Amendments have been made to some of the existing RPs as listed at Annex A. The special 10 minute reporting regime for High Speed Ferries will remain but will form part of the PEC syllabus and will not be formally charted.
8	Establishment of Anchorages	Designated anchorages are proposed. No 4 anchorage for pilot waiting off St Brelade's Bay will be moved slightly but will remain as an anchorage area. Those anchorages within the new Port Limits will be defined positions. All anchorages will be numbered; this will assist VTS in the allocation of vessels to anchorages.



9	Prohibition of setting of Pots or Nets in the approach channels	It is proposed that the setting of pots and nets be prohibited within that part of the main channel from the west and the main channel from the south that lie within Port Limits and for 100m either side of the channel as identified at Annex a and as marked on the chart. <i>[Consultees are specifically requested to comment on the proposed width of the prohibited area. Alternative suggestions should be justified]</i>
10	Prohibition of setting of Pots or Nets in the designated anchorages within port limits.	It is proposed that the setting of pots and nets be prohibited within the anchorage designated within Port Limits. <i>[Consultees are specifically requested to comment on whether this prohibition is necessary. If no prohibition is put in place, then it must be accepted that pots or nets may be damaged if set within these designated anchorages. Alternative suggestions should be justified]</i>

3. The **consultation will close on 30 August 2013**. A **public meeting will be held at 1900 on Wednesday 4 September 2013** in the departure Gate 3 of the Albert Terminal to review responses and to notify consultees of Jersey Harbours response to any points raised.
4. Comments should be forwarded in writing to Captain Peter Moore by email p.moore@gov.je or to the address above by 1200 30 August 2013. To coordinate responses, reference to the serial number of each point being addressed would be appreciated. Comments and Jersey Harbours responses will be posted on the internet after the public meeting has been held.



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PILOTAGE LIMITS, PORT LIMITS, VTS AREA OF COVERAGE AND ANCHORAGES**1.0 PILOTAGE AREAS****1.1 BACKGROUND**

The ports pilotage limits were transferred from the old repealed Pilotage (Jersey) Law 1988 and do not coincide with the area of operation or indeed the practice of boarding and landing. The Port Marine Safety Code Guide to Good Practice recommends the pilotage directions are never waived for any reason. The current boarding position (off Le Fret Point) is well inside the current area as is the pilot waiting anchorage. Therefore there is an opportunity to redefine the district to coincide with what happens in practice, and to avoid vessels entering the pilotage district without a pilot when an exemption has not been granted.

1.2 PROPOSED LIMITS OF PILOTAGE DISTRICT ST HELIER

THE HEADLAND EAST OF BEAUPORT TO POSITION 49° 08.0'N 002° 12.28'W (east of present line)

POSITION 49° 08.0'N 002° 12.28'W TO POSITION 49° 08.0'N 002° 04.60'W (south of present line)

POSITION 49° 08.0'N 002° 04.60'W TO LAND NORTHWARDS AT GREEN ISLAND (east of present line)

1.3 ST HELIER BOARDING POSITIONS

COMING FROM WEST 4 CABLES SOUTH OF LA MOYE POINT
(change from Le Fret Point)

COMING FROM SOUTH OR EAST 1 MILE SOUTH OF DEMIE DES PAS LIGHT
(change from 0.5 miles)

1.4 PROPOSED LIMITS FOR GOREY PILOTAGE DISTRICT

1 NAUTICAL MILE RADIUS FROM MONT ORGUEIL CASTLE
(Change from 2.5 miles from Castle)

1.5 GOREY BOARDING POSITION

3 ½ CABLES SE OF GOREY ROADS BUOY (change from 2 cables SE)



2.0 PORT LIMITS

It is proposed that the port limits coincide with the pilotage limits both for St Helier and Gorey. Currently there are no limits written down for the harbour limits for each port, which would coincide with the definition given in the Harbours (Jersey) Regulations 1962

3.0 VTS AREA

Although reporting points are shown on the chart and contained in ALRS Volume 6 there are no defined areas for VTS coverage. This proposal provides the opportunity to move the entry reporting points outwards to an area that gives the VTS Officer sufficient time to acquire and monitor the safe passage of vessels entering and leaving the two main commercial ports.

It should be noted that the western area as shown on the chart and east of the perpendicular drawn from La Rocque Point is considered an Information Service area, whereas the area to the west would be covered by Traffic Organisation Services. The justification for this division is that radar coverage is good within the western area.

3.1 VTS LIMITS

LAND AT ST OUEN	TO	POSITION 49° 12.0'N 002° 18.0'W
POSITION 49° 12.0'N 002° 18.0'W	TO	POSITION 49° 07.0'N 002° 18.0'W
POSITION 49° 07.0'N 002° 18.0'W	TO	POSITION 49° 07.0'N 001° 57.0'W
POSITION 49° 07.0'N 001° 57.0'W	TO	POSITION 49° 14.0'N 001° 57.0'W
POSITION 49° 14.0'N 001° 57.0'W	TO	LAND AT LA COUPE POINT

3.2 VTS REPORTING POINTS

FROM WEST CROSSING LONGITUDE 002° 18.0'W (change from Corbiere)
NOIRMONT POINT BOTH DIRECTIONS (change from inwards only)
ADDITIONAL PASSING RUAUDIERE BUOY IN FOG (no change)
CANCEL PASSING PLATTE BEACON (change)
DEMIE (no change)
SOUTH CROSSING LATITUDE 49° 07.0'N (change)
VIOLET BUOY (no change)
APPROACHING GOREY FROM NORTH CROSSING LATITUDE 49° 14.0'N (new)
APPROACHING GOREY FROM EAST CROSSING LONGITUDE 001° 57.0'W (new)
GOREY FAIRWAY (no change)

4.0 ANCHORAGES

The anchorages marked on the chart do not coincide with those used in practice and provided in the pilotage text book. To simplify the management of fishing within the port and pilotage areas these anchorages will be defined and numbered.



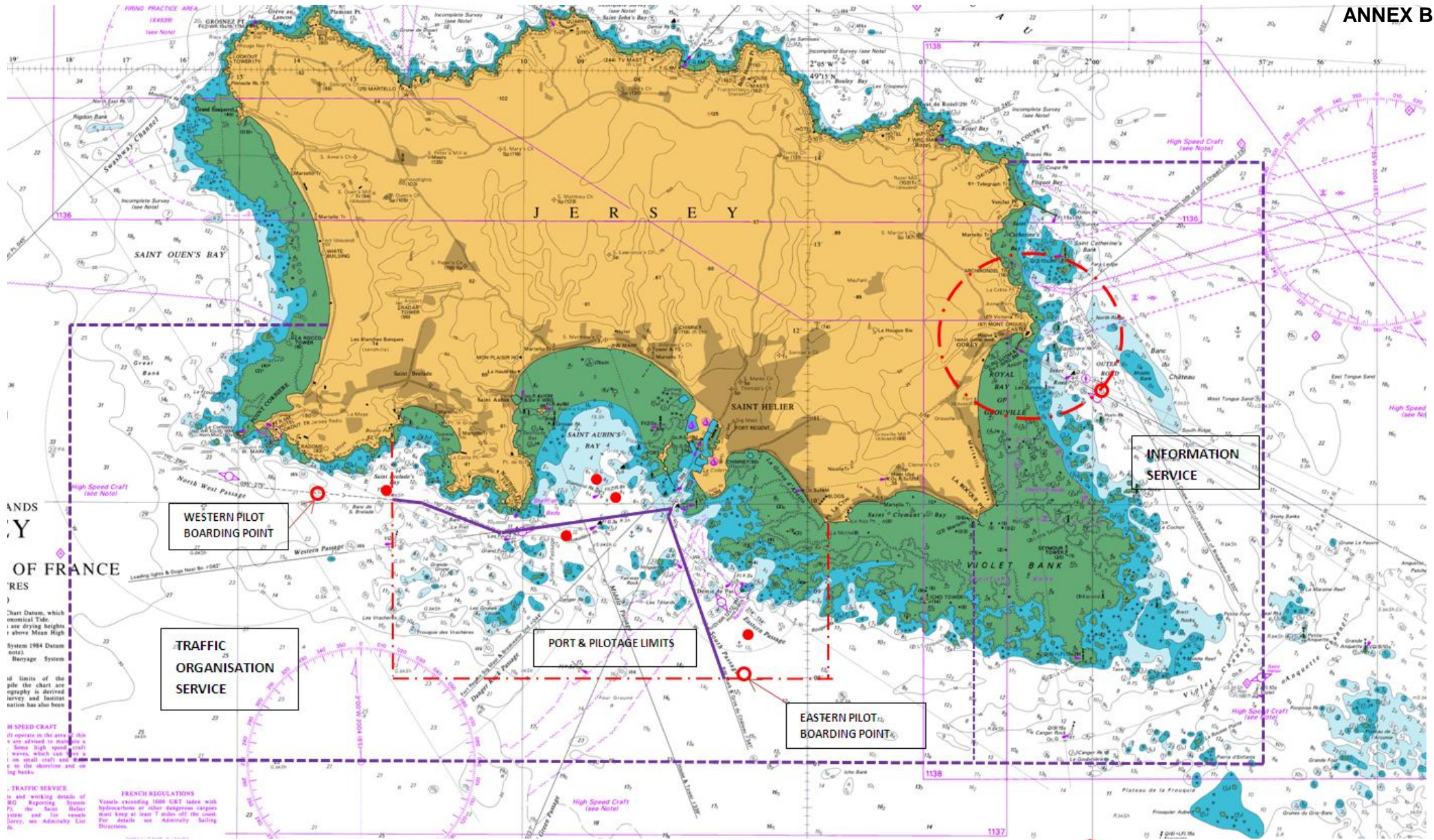
4.1 ANCHORAGE POSITIONS

NO.1	St AUBIN'S BAY NORTH	5.7m sand	49° 10.31'N 002° 08.78'W
NO.2	ST AUBIN'S BAY SOUTH	6.0m sand	49° 10.065'N 002° 08.40'W
NO.3	WEST OF RUAUDIER	6.5m sand	49° 09.73'N 002° 09.10'W
NO.4	PILOT WAITING	15m sand & gravel	49° 10.20'N 002° 12.35'W
NO.5	SOUTH OF DEMIE	14m rock & sand	49° 08.51'N 002° 06.05'W

5.0 PROHIBITED FOR LAYING OF POTS OR NETS (FISHING GEAR)

- 5.1 No fishing gear may be laid within 100m of the main approach channels, which include Western Passage, North West Passage, South Passage and Eastern Passage, within port limits.
- 5.2 No fishing gear may be laid within the designated commercial vessel anchorages 1- 3 and 5, namely: West of Ruaudiere anchorage, St Aubin's Bay anchorages north and south, and the Demie de Pas anchorage.





LANDS OF FRANCE

Chart Datum, which is drying heights above Mean High Water Spring.

High Speed Craft (see Note)

TRAFFIC SERVICE

TRAFFIC ORGANISATION SERVICE

PORT & PILOTAGE LIMITS

EASTERN PILOT BOARDING POINT

INFORMATION SERVICE



