

CONCLUSION

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There may be surprise that the FA “Likely Case” posits almost no change over the next 25 years, other than a slight decline in exports. This seems counter intuitive BUT this scenario is very similar to what has happened over the last 20 years. There is no obvious reason to suggest that the next 25 years will deliver different economic / population outcomes, or that the impact of these on port activity will differ.

In fact there must be a significant possibility that not even 0% change in GVA will be achieved, and that the Worst Case could transpire. Furthermore, given the fragility that the Jersey economy currently shows, it is possible that a fall in GVA could be deeper than the Worst Case.

Despite this, we hope and expect that the outcome will be no worse than the Likely Case, with a realistic chance that the Best Case may transpire. Apart from the obvious possibility that GVA growth might exceed 1% pa, there is also up-side potential to the Best Case:

- Jersey seems to be a mature (and declining) market for passengers by sea, *however*, the experience of NorthLink serving the Northern Isles of Scotland offers the possibility that innovation can encourage growth in passengers.
- It is likely that new operators will attempt to serve the Channel Islands RoPax market over the next 25 years, and that there will be temporary increases in the number of ship calls. Resumption of seasonal passenger services to France also offers hope for the future.
- There are many “projects” that may deliver growth, e.g. the import of waste from Guernsey. These projects may or may not be developed depending upon the individual business cases that apply.

In the absence of any restorative policies by the States, or improved market conditions, we suggest that the FA Likely Case offers a reasonable balance between possible outcomes in the future. There is however no definitive answer.

