

Condor's decisions are often influenced by the northbound route. I believe that whilst there are some advantages to having the same operator on both routes, the service agreements should be independent.

I.e. if you were operating only the St Malo route, would you set your return ferry time at 15:00 or 18:00? I think the obvious answer is 18:00 to allow a full day in the Island. This means that by having one operator for northbound and southbound routes, users of the southbound route are potentially receiving a poorer service.

I do not believe that competition for cars on this route is a good thing, but I do believe that there should be a tender process for the route, and basic service level agreement, which is completely independent from both the Northbound route and Guernsey. It is a vital link that needs not only to be protected but developed to increase trade with France. Condor's pricing is extremely high for day trippers from France and I do not believe that they have the Island's interests at heart. I really believe that Condor could provide us an excellent service and grow the route again, if only they learnt what this route was all about.

In Emeraude's final year with a monopoly on the route, they ran a ferry six days a week in the winter. Having spoken to all management concerned, they found this service to be profitable even in winter. When Emeraude sadly stopped trading, I was made aware that all the statistics were available.

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