

**WRITTEN QUESTION TO THE MINISTER FOR SUSTAINABLE ECONOMIC
DEVELOPMENT**

BY DEPUTY K.M. WILSON OF ST. CLEMENT

QUESTION SUBMITTED ON MONDAY 28th SEPTEMBER 2026

ANSWER TO BE TABLED ON MONDAY 5th OCTOBER 2026

Question

“In relation to inter-island freight and passenger connectivity, will the Minister advise –

- (a) what options are under consideration to further develop connectivity, including the frequency of services and freight and passenger carrying capacity, and the estimated annual costs of each option;
- (b) what options, if any, would require Government to make a financial contribution, provide a subsidy or any other financial support;
- (c) whether any such options would require modification to any existing Government contracts, or the introduction of a new Government contract, with the private sector; and
- (d) whether he intends to promote greater competition in the market for inter-island freight and passenger connectivity?”

Answer

- a. I have held positive discussions with my counterpart in Guernsey and we are aligned on the need to work together, and with ferry operators, to identify opportunities for improving sea and air connectivity between the islands. Options under consideration include inter-island provision from Jersey and Guernsey’s principal ferry operators, but I am also keen to engage the wider maritime industry on innovative solutions which could provide a sustainable blend of passengers services, and a requisite level of vehicle capacity when necessary.
- b. Demand for inter-island travel has, in recent years, not been especially strong, particularly outside the peak visitor season. For example, during DFDS's high-speed inter-island trial in 2025, passenger volumes were reported to be significantly below commercially sustainable levels. Any investment in services must represent value for taxpayers’ money. As we continue to examine sustainable options in Jersey, and with our partners in Guernsey, any financial support, and our approach to it, remain under evaluation.
- c. Government’s Concession Agreement with DFDS does not cover inter-island arrangements; it is principally focussed on Jersey’s freight supply chain and core passenger routes to the UK and France. I would prefer first to see market-led solutions over further government contract expansion or regulation but I am of course prepared to consider any approach which secures sustainable inter-island connectivity.
- d. In awarding separate contracts to respective principal ferry operators, both Bailiwicks acknowledge the need for those ferry companies to make a fair and reasonable return on their passenger and freight operations. In this respect, competition is not a component of Jersey’s Concession Agreement with DFDS. This agreement was reached through a competitive process. However, Jersey’s Sea Transport Policy allows any ferry operator to apply for a ramp licence to operate inter-island services between the Bailiwicks of Jersey and Guernsey. In addition, opportunities may also exist to improve air services between

Jersey and Guernsey. We will continue discussions with Guernsey regarding its Air Route Licensing framework and whether there may be scope for additional operators to enhance connectivity and capacity between the islands.