

CATTEWATER HARBOUR USERS GROUP
held on Wednesday 27th January 2021 at 10:30 hrs.

Present:

Chairman, CHC	Alan Nichols
Harbour Master & CEO	Richard Allan
Plymouth City Council	Sue Dann, Sutton/Mount Gould Councillor & Cabinet Member
Education	Sam Waites (representing Alex King), Mount Batten Centre
Sailing Clubs	Alan Nosworthy, Commodore, Plym Yacht Club
Commercial Wharves	David Lickman (representing Steve Marshall), Victoria Wharf
Charter Boat Associations	James Balouza, In-Deep Diving, Recreational/Commercial Ops
Leisure Users	Stuart Croxford, Paddle Board Instructor
Passenger Vessels	Andy Hurley, Plymouth Boat Trips
Leisure Moorings	Richard Lerigo, Mayflower Boat Owners
Waterside Residents	Chris Treeby, Oreston Residents Association
Petroleum Companies	Steve Phillips, M.D. Valero
Queen Anne's Battery	Chris Price, General Manager, QAB Marina

Apologies:

Turnchapel Wharf Facility Ryan Bonney

HM welcomed all to the first meeting of the Cattewater Harbour Users Group (CHUG). The first meeting being an initial meet and greet with overview and presentation on the Cattewater Harbour.

Each attendee introduced themselves. All represent a key stakeholder group within the Port of Plymouth.

HM stated that contact will be via email/zoom meetings to discuss current/ongoing port related matters. There will be an opportunity to meet and go out on a boat trip, once the pandemic is under control, to see the various wharves and operational areas in the harbour, to increase port awareness, learn what the cargoes are, where they come from and see who is actually using the port.

HM explained what a trust port is, and the role of both a SHA and CHA.

HM gave a presentation on the Cattewater Harbour Commissioners.

He advised that the need for a Cattewater users group had arisen as it makes sense for the Cattewater Harbour to have its own local stakeholder group to discuss issues and ideas with people living/working in the Cattewater area, hence the forming of CHUG. Will be useful to hear first-hand from the various water users around the harbour.

CHUG would be consulted on legislation changes, port plans, planning for, say, a new wharf.

HM explained the port is seeking a HRO, and is with the MMO, the group will be consulted on this when necessary.

HM asked all present if they had any objections to their emails being included in a document on a website, as some people may prefer to email a specific CHUG member, rather than HM. No objections.

AH spoke about Plymouth Boat Trips' conversion of boats to electric, due to a requirement for commercial vessels to reach zero carbon within 30 years. They have converted a 24' passenger vessel from diesel to electric, now in the process of converting a full size passenger vessel. Duration of service 12 hours with no interim charge. Support from lots of organisations including PCC, who have installed charging points on the BLS.

HM noted that by the spring, both operators in the Cattewater should have ferries with electric engines. Air Quality Plan is in the process of being updated and will include this.

Air quality in the port shows we are currently compliant with UK and European regulations. Shipping is still the most environmentally friendly way of bringing in large quantities of bulk cargo. Air quality monitor only records high levels when the wind is northerly in rush hour, from city traffic. SP noted that the Thun boats' early noise issues have been rectified after concerns from stakeholders. Showing good collaboration between all parties, and results shared with residents and local MP's.

SC said there had been a huge increase in kayakers and paddleboarders. Good to see, but being a commercial port there are things they need to be aware of and unfortunately there is no requirement to have a lesson. Availability of cheap boards coupled with trying to get people to understand the safety side of it is an issue. Need to educate them. HM agreed, and considerable effort has been made to spread the safety message, including a code of conduct for SUP use in the Cattewater.

SW asked to record thanks to HM and team for responding to the leisure sector last summer in putting together the new SUP Code of Conduct following a large influx of staycationers on the water. Thanks also for all the hard work enforcing jet skis/PWC. Almost certain there will be another summer like last year with people holidaying at home, and new operators cashing in. What can be put in place by the council and/or CHC to ensure new operators conform to the same standards and Code of conducts in place?

HM – noted that there are requirements for any new operators such as training and insurance. PCC own the slip ways, but they are not managed, so there is nothing to stop anyone using the water. Last summer HM put staff at the slipways evenings/weekends to engage with water users from a safe distance. CHC, together with MoD safety officer looking at controlling by issue of an FOC PWC License and sticker to genuine users.

SW asked for more clips on social media like that presented showing a tanker's eye view of coming into port and how hard a job it is. Would be very educational to water users.

SD commented on slip way signage/Code of Conduct. Can the Code go on the council's social media as this is where people are likely to look. Concerned to think of unlicensed people out there unaware of the dangers.

HM – Council very supportive of this message and have been sharing our safety message on social media. Especially over last summer. But current signage is environment based, not safety and 90% of slipway users are not interested in it unfortunately.

SW agreed - majority don't read the signage – it should be revisited for this summer.

HM noted Oreston slip very busy with children, and trailered vessels.

CT CCTV/signage helps, but some (not all) power boat/jet ski users are an accident waiting to happen. Parents/children get in the way of craft/trailers.

SD asked if usual to base someone at slipways to manage them. A big investment.

HM – It is normal for slipways to be manned oin other ports, including council run slipways. Oreston could be divided up so that SUP's used one part etc. CCTV has led to antisocial element dropping away. It is worth remebering a slipway is for the launching and recovery of vessels. Not swimmers and sunbathers.

AN Two major slipways are unused at present. Commercial Wharf slipway and Phoenix wharf slipway. Phoenix Wharf could be managed but it is in a state of disrepair.

CT: Would take a lot of pressure off Oreston if utilised as water use has really taken off in the last 2 years and we have not grown with it.

SD: To look into slip ways as not usual remit.

DL gave an overview of cargoes imported /exported through the port. Cargoes incl clay to Mexico. Fertilizer imported from Russia. Specialist cargo pipes imported for the new Thanckes Jetty. road salt, IBA incinerator waste and cement for the building industry.

HM, thanked all present for attending.

NEXT MEETING

Prior to the next meeting will forward a copy of the draft Harbour Revision Order for all to review ready to discuss. Date of next meeting to be determined.