

Inverclyde Council submission of 20 October 2023

PE2029/E: Nationalise Clydeport to bring the ports and harbours on the river Clyde into public ownership

I refer to your letter of 22 September 2023 in connection with the petition [PE2029: Nationalise Clydeport to bring the ports and harbours on the river Clyde into public ownership](#) calling on the Scottish Parliament to urge the Scottish Government to:

1. use powers under the Harbours Act 1964 and the Marine Navigation Act 2013 to revoke the Peel Ports Group, (Clydeport Operations Limited)'s, status as the Harbour Authority for the river Clyde and its estuary;
2. establish a municipal port authority in Clydeport's place and bring the strategic network of ports and harbours along the river Clyde into public ownership; and
3. compulsorily purchase Inchgreen Dry Dock for the benefit of the Inverclyde community.

Due to the particularly tight timescales associated with your request, Officers have not had the opportunity to present the petition to Members in a formal setting however we believe that individually the twenty-two Members of the Council were asked by the petitioner to support their petition and we understand that only one Member of the Council did so.

Turning to the three points of the petition:

1. Inverclyde Council has worked with Peel Ports Limited (Clydeport Operations Ltd) on a number of projects in recent years and have developed a firm partnership in delivering the Greenock Ocean Terminal and the Inchgreen City Deal projects. Both of these projects have attracted/are attracting significant private sector investment. The projects were developed by Inverclyde Council and approved by the full City Region Cabinet with the support of the Scottish and UK Governments. Indeed, we have formed a Joint Venture Partnership to deliver the Inchgreen project over the economic lifetime of the project (75 years). Furthermore, Inverclyde

Council and Peel Ports led in the Metropolitan City Region Green Freeport Bid.

2. In our recent experience Peel have displayed an appropriate level of expertise in managing the Ports and Harbours on the Clyde.
3. Over a number of years, the petitioner has attempted to have the Inchgreen Dry Dock asset acquired from Peel either for the ownership to be transferred to Inverclyde Council or to Scottish Ministers through compulsory purchase and there has neither been any appetite nor funds to facilitate this desire. Having been closely involved in the preparation of the City Deal project whilst the drydock is identified as an asset for West Central Scotland it also carries liabilities. The Council did not feel it appropriate to include the drydock facility in the City Deal bid.

We trust that this sets out our position.