

Mike Penning
Shipping Minister
City of Liverpool cruise terminal consultation
Zone 2/34, Great Minster House,
Marsham Street,
London
SWIP 4DR

Dear Sir

I write to object in the strongest possible terms to the proposal to allow turnaround cruises at The City of Liverpool Cruise Terminal (CLCT).

If the proposals were to go ahead, CLCT would have a significant and unfair impact on the UK's other cruise ports, which rely solely on private investment.

The scale of public money invested in the terminal means it is completely unacceptable for it to be allowed to compete with hard won private sector investment elsewhere in the country.

Removing the DfT's objection to turnaround cruises at CLCT would create a major new competitor in the UK – a significant distortion of the marketplace.

As I understand it, Liverpool intends to welcome 40 cruise ships to its terminal in its first year as a turnaround port. With only one new vessel currently on order for the UK market, those 40 cruise ships would otherwise have almost certainly have used other ports in the UK.

The knock-on effect to UK ports and their local economies, many of which rely on the cruise industry as a vital source of business, could be considerable. Communities across the UK should not see projects funded by their taxes causing job losses on their doorstep.

While the proposals detail a payback of £5m over 15 years, this is but a fraction of the public money invested in the project not to mention the further £10m Liverpool City Council plans to invest should turnaround cruises be allowed.

No one minds fair competition, but it is clear that if Liverpool wants to host turnaround cruises, they should repay ALL the money from the public purse.

I wish my objection to be considered in the decision making process and urge the minister to retain the condition preventing turnaround cruises at CLCT.

Yours faithfully