

Ribble Meeting at Fylde Council Offices, Lytham

Bullet points of main concerns, queries and issues which the Coastguard, Local Lifeboat, Police, Local Councillors, GLA, Environmental Health and Fylde Council officers raised during the discussion surrounding the opening of the Foulhaze cockle bed in summer 2012.

- Concerns from the GLA is that there was no 'new Byelaw 3' requirements within the opening proposal e.g. GLA Licence, support worker permit. We should be controlling this from the top down – all buyers must have one.
- Having the bigger boats out there decreases the concern of health and safety issues if only the small boats are out there.
- Concerns from all parties that this is happening very quickly and that further consultation and work on the opening of the bed should be done to make sure that all enforcement and health and safety concerns were addressed.
- Should the opening be delayed to improve the proposal – Should we wait till new Byelaw 3 is in place?
- Can the NWIFCA close the bed when the weather is bad? System to say that no fishing should be occurring – Who would decide what constitutes unsafe or dangerous conditions as different people have different views?
- Preston Environmental Health should be involved in setting up a system with movement documents and catch returns.
- No cockles to return to Lytham – all to go via large registered vessels to Preston – is Chris Miller ok with this?
- Public safety is an overriding factor to everything.
- Litter issues to be addressed.
- Lack of confidence in the NWIFCA's ability to enforce the conditions set out/not enough officers/or officers capable and willing to deal with certain individuals.
- What happens if people push past/don't take no for an answer?
- Would it be safer to go on from Southport? How will we deal with people trying to get access from other sites?
- Skipper of a boat would be termed a gangmaster/Wording regarding permits with skippers is unclear and confusing.
- Coastguard advised that passengers don't need Powerboat Lv 1 as the skipper should make passengers be aware of things and the vessel be coded appropriately.
- Daily Catch returns to be submitted and could there be a daily TAC per permit holder?
- When will we know what the numbers are? Potentially very few will have the required certificates.
- There was uncertainty over the permits