



Boat registration charges proposals from 1 January 2022

July 2021

We are the Environment Agency. We protect and improve the environment.

We help people and wildlife adapt to climate change and reduce its impacts, including flooding, drought, sea level rise and coastal erosion.

We improve the quality of our water, land and air by tackling pollution. We work with businesses to help them comply with environmental regulations. A healthy and diverse environment enhances people's lives and contributes to economic growth.

We can't do this alone. We work as part of the Defra group (Department for Environment, Food and Rural Affairs), with the rest of government, local councils, businesses, civil society groups and local communities to create a better place for people and wildlife.

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1. Introduction

The Environment Agency is the second largest navigation authority in the UK. We are responsible for managing 1,000km of inland waterways, plus Rye and Lydney harbours. It's our job to keep these waterways open and safe for a variety of uses, but especially for boating.

The Canal & River Trust (C&RT) is the largest navigation authority responsible for around 3,200 km of waterways, mainly the canal system.

Around 28,000 recreational and commercial boats are kept or used on the waterways we manage. It's a legal requirement for the owners to register these boats with us. We charge for registration so that the people who benefit from the navigation services we provide contribute towards the significant costs of managing and maintaining our navigable waterways.

We operate and maintain approximately 2,500 assets, such as locks, weirs and moorings. We maintain river banks and manage channels to ensure safe navigation. We remove boat wrecks and other debris including fallen trees.

Over 98% of our boating customers are private individuals using their boats for leisure, and in some cases as their homes. The remaining 2% are business customers who use their boats as a commercial resource to either work on the waterway, provide boats for hire, or provide trips along the waterways.

Our current boat registration charges scheme is inconsistent across our waterways. It also does not fully recover the cost of the service we provide for the benefit of our boating customers.

We set up our Strategic Review of Navigation Charges (SRoNC) project to reform the charges scheme for boat registration and related charges. The aim was to develop a consistent, fair and transparent scheme that more closely reflects the true cost of the service we provide for our customers' benefit.

1.1. Why we are consulting

We are consulting our boating customers (and other interested and affected parties) about:

- proposals for a revised boat registration charging framework
- a 3 year charging plan for 2022 to 2024

We are also seeking views on potential future changes that may affect these customers.

The proposals relate to the River Thames, Anglian Waterways and Upper Medway. We are the navigation authority for these waterways and set the charges for using or keeping boats on them.

We want to give our customers the opportunity to understand the proposals and the impact they will have. We'd like customers to give us their views before we implement the charges on 1 January 2022.

1.2. The principles we follow

In this consultation we have taken account of a range of factors, including the need to:

- make sure our costs are reflected in our charges and align with HM Treasury rules in 'Managing Public Money' guidance
- take into account the desirability of promoting economic growth (under s108 of the Deregulation Act 2015) when we carry out our regulatory activities
- make sure our regulatory activities are transparent, accountable, proportionate, consistent and targeted only at cases where action is needed (in accordance with the Legislative and Regulatory Reform Act 2006)
- make sure we follow the Regulator's Code (as required under section 22 of the Legislative and Regulatory Reform Act 2006)

When designing the revised charge scheme framework we took into account these principles:

- making things simple and consistent and aligning with 'Managing Public Money' guidance
- making sure that all boats are registered and regulated through consistent charging categories across our waterways
- having a consistent method of calculating the charge by size of boat and reviewing any caps on size for charging
- continuing to offer concessions to encourage entry level participation and access
- having a similar approach to other navigation authorities' charging frameworks
- creating more flexible options for registration length
- reviewing the current refund policy and arrangements for new boats to our waterways
- continuing to offer environmental incentives for electric boats (but to review further)

We have tested the proposals with our staff and customers as we developed them. We have taken this feedback into account in the final proposals.

1.3. What we aim to achieve

Our aim is for a consistent and transparent approach to how we charge for boat registration across all our waterways. We want a scheme that is fairer, works better for customers and provides the right contribution to the overall costs of delivering the navigation service.

2. Background

2.1. National position and context

For each of our waterways, we currently receive less income from boat registration charges than we spend on the services those charges should pay for. These charges contribute to our overall aim of keeping our waterways open and safe for use by both recreational boaters and those who rely on them for their business.

At the moment, across all our waterways, boat registration charges contribute approximately 52% of the total amount we spend on delivering our navigation service. This level of overall contribution has risen due to increases in charges in recent years.

Our waterways also receive income from other sources, including government grant-in-aid (GiA), funding from commercial activities, and contributions from other beneficiaries. However, for a number of years our funding has not met our investment needs. This has affected our standards of service and the condition of our navigation infrastructure and facilities.

To address this, we have developed a longer-term plan to make our navigation business more financially sustainable. The Navigation Business Plan describes our ambition and provides the framework for national and area delivery.

The strategic objectives are to deliver:

- a financially sustainable navigation business where those who benefit contribute towards the benefits they gain
- a navigation business that is resilient to climate change, reduce CO2 and maximise benefits to society
- effective and efficient ways of working between staff, customers and partners

The plan sets out the national strategic and the local actions we will take to deliver these ambitions. It also explains how, by working with partners, we will seek to maximise income and outcomes for our waterway environment. It will help us to be as financially resilient as possible now, and into the future.

Securing the right level of funding through our charges is a priority within the plan. Our key action is to transform boat registration and our management processes to deliver a more transparent service for our boating customers and maximise the recovery of costs.

Our review of charges applies to boat registration charges which contribute to the service those customers benefit from. Through the Navigation Business Plan, we aim to achieve further improvements in service levels by delivering efficiencies and securing funding from other beneficiaries.

2.2. Current funding position

Table 1 shows how our waterway areas are funded. This is based on projected revenue income for 2020, excluding the impacts of the coronavirus (COVID-19) pandemic.

Table 1: Current funding for our waterways (2020)

Funding	Thames	Anglian	Medway	Other	Totals
Boat registration charges (£k)	£4,847	£2,743	£269	Not applicable	£7,859
Commercial income (£k)	£1,704	£224	£389	Not applicable	£2,317
Navigation Grant in Aid (£k)	£68	£262	£439	£831	£1,600
Water Resources charges (£k)	£890	£100	£20	Not applicable	£1,010
Flood Risk Management Grant in Aid (£k)	£1,350	£520	£85	Not applicable	£1,955

This gives a projected total budget for navigation in 2020 of £14.7 million (m)

2.3. The basis for our charge proposals

Current income from boat registration charges is £7.86m.

We have used our 2019 customer base to project income from boat charges. This includes income from Gold licences, British Rowing (BR) and British Canoeing (BC).

For 2020, before the impacts of COVID-19, we anticipated an income of £7.86m.

By 2024 we project an annual income of £8.65m when we apply the proposed charges we set out in this consultation. This income will match the forecast expenditure to deliver our navigation service and allow us to move to a more financially sustainable position.

Over the 3 years this means an additional £2.1m will be available to fund our increased costs and contribute to the delivery of the navigation service.

This is summarised in table 2.

Table 2: Summary of navigation charges income 2022 to 2024

	2020 (Base year)	2022	2023	2024
Increase in overall charges	Not applicable	6%	4%	0%
Income projected	£7,859k	£8,316k	£8,648k	8.648k
Increase compared to previous year	Not applicable	£471k	£333k	£0k
Increase compared to base year	Not applicable	£471k	£803k	£803k

We have reviewed the activities that make up the navigation service. We have divided them into 2 categories. Those activities that should be funded from boat charges because these customers benefit directly from them, and those which should be funded by other sources. These are shown in table 3.

Table 3: Breakdown of the navigation service

Navigation service activity	In scope (boat registration)	Out of scope (non-boat registration)
Asset management	33%	67%
Boat registration	100%	0%
Channel maintenance	95%	5%
Compliance	100%	0%
Enforcement	0%	100%

Navigation service activity	In scope (boat registration)	Out of scope (non-boat registration)
External customer communication and engagement	95%	5%
Facilities: Drinking water and refuse	100%	0%
Facilities: Sewage disposal	0%	100%
Navigation specific incident management	100%	0%
Non navigation specific incident management	0%	100%
Internal communications	95%	5%
Commercial activities (annual moorings, estates income, keys, car parks, campsites)	0%	100%
Lock, sluice and weir keeping – assisted passage	100%	0%
Lock, sluice and weir keeping – water level management	33%	67%
Strong stream advice/river conditions	100%	0%
Policy, strategy and business	95%	5%

Navigation service activity	In scope (boat registration)	Out of scope (non-boat registration)
Safety management of events – statutory duty	100%	0%
Safety management of events – over and above statutory duties	0%	100%
Visitor moorings	100%	0%
Volunteer management	100%	0%

The percentages show where we have allocated proportions of the activities between the 2 options.

Boat registration charges income is currently 52% of our overall navigation budget, which is forecast to be approximately £14.9m in 2021. A review of activities concluded that boat charges should be contributing 58%. These proposals mean that the boat charges contribution will increase to approximately 55% by 2024 charge year.

We have considered the wider affordability of increases and the COVID-19 pandemic when assessing the need to increase charges to fund our work over the next 3 years. Our assessment of these impacts is set out in section 2.5.

We paused the review of our charges last year because of the COVID-19 pandemic and held our charges at current levels. Our costs, however, are increasing and will continue to do so over the next 3 years.

Our future, optimum 'steady state' requirement for annual revenue funding needs to be approximately £20m. This will give us the level of funding we need to provide a sustainable navigation service. Through our Navigation Business Plan we are looking at opportunities to raise other income to help get us to this amount. For example, we are looking at how we can use our asset base better to maximise commercial income and at how we can secure more funding from other non-boating beneficiaries.

2.4. Overview of our proposals

These proposals are based on our best understanding of the relationship between the cost of the service and the benefits boaters receive. The increases are the minimum necessary to sustain a safe and efficient navigation service whilst we deliver the actions within the Navigation Business Plan.

We will take the opportunity to review our financial position as the business plan actions are implemented over the next 3 years.

2.4.1. The charging framework

We are proposing a new charging framework that provides a fair, consistent and more transparent method of charging across our waterways. This will provide a simple and clear set of charges for the different types of boat using our waterways. In developing the framework, our aim has been to continue to recover the same relative portion of income for each of the main categories of boat. We have developed this framework using feedback from previous consultations. We also reviewed other navigation authorities' charge schemes. We tested early principles at workshops with customer representatives and they broadly supported them.

The main proposals are for:

- a standard approach for annual and short period registrations based on size of boat (area) for all powered and unpowered enclosed boats
- fixed charges for all unpowered open boats and workboats which have less variation in size
- an additional 'top up' charge for business boats (based on the type of boat)
- common fixed charges across the waterways where it makes sense to do so
- waterway specific charges to reflect the costs of the local service
- a consistent approach for concessions and exemptions
- a revised pro-rata approach for refunds and part year charges

These are explained in more detail in section 3.

2.4.2. The 3 year charging plan

We have not increased charges for 2021 to 2022. We are proposing to set charges for 3 years from January 2022 for the River Thames and April 2022 for Anglian Waterways and the Upper Medway.

We propose to move to the new charges framework as described in section 3.0 in year 1. To enable us to better recover our costs we are also proposing an overall increase in charges of 6% in year 1 (2022), with a further 4% in year 2 (2023) and then 0% in year 3 (2024). This equates to a 10.2% increase over the 3 years.

This additional income will contribute towards delivering a sustainable service to boaters based on the benefits they receive. It will cover projected additional costs for staff and external contracts to deliver this service. The increase also covers a contribution to capital financing costs.

We expect our staff costs to increase over this period. The costs are based on a public sector pay freeze in 2021, and pay rises from 2022 onwards. For our external contracts, we expect costs to rise in line with the Consumer Price Index (CPI) over the 3 years (based on CPI of around 1.7% per year).

Government require us to recover a contribution to the financing of capital expenditure through our regulatory regimes. Our navigation charges have not previously included this contribution. For the first time our proposals for charges include an annual contribution to financing navigation assets.

2.5. Overview of the impact of these proposals on boating customers

These proposals will affect customers' charges. The impacts will come firstly from the changes to the revised framework. Then charge levels will increase to recover appropriate costs. But some customers will see overall reductions.

A major part of the proposed framework is the new approach to charging for powered boats. We will no longer have:

- charge banding by length of boats
- caps on charges for boats over a certain size
- significant discounts for engine sizes or types of boat

The proposal means that all powered boat users will pay for the whole size of their boat. Customers who will no longer receive discounts will see the largest increases to their charges.

For our largest customer group (annual private powered boat owners), table 4 shows how the revised framework and charge increase will affect them, through to the end of 2024. It shows the number of boats in each category.

Table 4: Impacts of the proposals for annual private powered boats

Waterway and boat type	Reduced charge	Increase less than £50	Increase £50 to £150	Increase £150 to £300	Increase £300 to £600	Increase more than £600
Thames - powered	237	4,631	2,488	7	0	0
Medway - powered	242	271	138	23	13	2
Anglian - powered	1,129	501	1,226	842	101	3

Waterway and boat type	Reduced charge	Increase less than £50	Increase £50 to £150	Increase £150 to £300	Increase £300 to £600	Increase more than £600
Anglian - sailing boats with engines	0	0	9	29	17	1
Anglian - 4 horsepower or less	0	6	42	142	19	2

Table 4 shows that we anticipate over 7,000 of these boats will see either a reduction, or an increase of less than £50 over the 3 year charging period.

A further 3,900 boats will see increases of less than £150.

This means that 90% of this category of boats will have an increase of less than £150.

The remaining 10% is largely made up of boats that currently benefit from charge caps, and discounts for types of boat or engine size, and will no longer do so.

Business boats previously had higher charges, largely depending on their size, with some business customers paying more than £1,000 per boat extra (compared to an equivalent private boat).

Our proposed framework recognises that the extra charges needed to cover business activities do not relate to size, but more to the type of business boat.

So we propose that businesses will pay the same boat charge as private customers, but with an additional fixed business charge. The result is that the majority of businesses will see a reduction in their charges.

We have continued to apply fixed charges wherever possible. Annual registrations for unpowered open boats will generally see increases of around £4.52 over the 3 year charging period.

3. Proposals for a consistent framework for charging across our waterways

We have developed proposals for a consistent framework for charging for boat registration across our waterways. In this section we outline the details of the changes we are proposing and ask for your views on them.

The detail of the charges and impacts for each of these proposals are shown in section 4. You can also find the relevant definitions in the glossary.

3.1. Area-based charge mechanism

We propose to use an 'area-based charge' for all powered boats and unpowered enclosed boats (this includes houseboats) on all our waterways.

We will multiply the length by the beam of the boat in metres to calculate the overall chargeable area in square metres (sqm). We will apply this to annual, monthly, weekly and daily charges.

The area-based charge will be made up of the:

- base charge
- charge for boat area up to and including 80sqm (Thames) and 35sqm (Anglian and Medway)
- charge for remaining boat area

This approach reflects the large variation in size within these categories of boat. An area-based charge is the best way to account for the space taken up by a boat, and make sure charges cover the full size of a boat. It also aligns with other navigation authorities including C&RT and The Broads Authority. This approach follows feedback from customers through previous consultations and workshops.

We will apply this charge consistently across all boats in these categories. We will remove any categories that currently differentiate between types of powered boats. We will also remove any caps on charges above a particular size. This most closely reflects the current mechanism used on the River Thames for annual registration.

For Anglian Waterways and the Upper Medway, it means a change from charges based on length only. For Anglian Waterways, we have also removed the separate sub-categories of powered boats, including sailing boats with engines and boats with engines under 4 horse power (hp). These charges are currently heavily discounted.

The charge for each sqm will be different for each waterway to reflect the cost of the local service.

Q1: Do you support our proposals to use an area-based charge for all powered and unpowered enclosed boats?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q2: Do you support our proposals to remove the sailing boats with engines category on the Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q3: Do you support our proposals to remove the under 4hp engine category on the Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.2. Common charges across all waterways

We propose common charges across all waterways where there are common types of boats that do not vary much in size.

3.2.1. Unpowered open boats

We propose to continue with a fixed charge for unpowered open boats. This charge will allow the boat to be used on all our waterways.

3.2.2. Not-for-profit organisation and charities

We want to continue to offer a concessionary charge mechanism for not-for-profit organisations, we will also extend this to charities. This will apply to organisations that encourage participation in boating activities by providing access to the waterways for sport, recreation or education. We recognise that this helps to support those who may not otherwise have access.

We propose to:

- simplify and standardise the concession charge mechanism across the waterways
- introduce a concession rate for coaching boats on River Thames and Upper Medway, reflecting the current approach on Anglian Waterways
- have a consistent charge mechanism for registration of unpowered boats taking part in organised events

The proposed charges are based on an average of the current concessionary rates. We will apply this consistently across all eligible organisations. The eligibility will be clearly defined in the charges scheme.

Q4: Do you support our proposals for not-for-profit organisations and charities?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.2.3. Tenders

We propose to:

- introduce a consistent charging mechanism for tenders across the waterways
- have a clear definition of a tender for charging
- retain the separate charge for electric tenders

This will mean introducing charges for tenders on the Medway.

Unpowered open tenders will have a fixed charge. Powered tenders will be charged in 2 size categories:

- less than 3m
- 3m to less than 6m

There will also be separate charges for electric tenders, again with the same 2 size categories.

Any powered tender 6m or above will pay the equivalent powered boat charge.

Owners will need to declare the main boat at the same time as registering the tender. They can only register 1 tender per main boat. We will not class any boats associated with unpowered enclosed boats or floating structures as tenders. This means the tender charge will not apply to them, they will have to pay the appropriate full rate charge.

Q5: Do you support our proposals for tenders?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.2.4. Workboats

Workboats are used on the waterways to carry out maintenance work on the banks and channels, and transport materials and waste. This work contributes to the overall upkeep of the waterways. Workboats include unpowered maintenance boats and powered maintenance boats and tugs.

The mechanism for charging for these types of boats is currently different across our waterways. There is a mixture of fixed charges, charging by size and charging via lock tolls on the River Thames.

We propose to:

- set consistent fixed charges for workboats split between unpowered maintenance workboats and powered maintenance workboats and tugs
- offer annual, monthly, weekly and daily options
- discontinue lock tolls on the River Thames for workboats, replacing them with the fixed charges
- remove the merchandise tolls on the River Thames
- introduce requirements for boats kept and used on the waterways
- continue to offer specific tolls for passenger steamers based on the tidal Thames and for boats being used or worked for hire by the Freeman of the Waterman's Company

This is a new approach for many of these types of boats, especially on the River Thames. We have discussed this approach with trade representatives before finalising the proposals.

Q6: Do you support our proposals for maintenance workboats and tugs?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.2.5. Charges for business boats

Our charges for business boats are currently higher than for private boats. These charges are based on the size of the boat. This means annual costs for business customers can be £1,000s extra for each boat.

We have reviewed the activities we do for business customers that are additional to those we do for private customers. This review has shown that our additional effort is related to the category of boat and not the size. Therefore we propose to change our current charge mechanism for business boats to reflect this.

We propose that business boats pay the same boat charges as private customers based on the size of the boat. There will then be an additional fixed 'top up' charge for business boats based on type of boat. You can see the proposed charges and their impact in section 4.

The activities we have identified where there is additional effort are:

- monitoring, developing and engaging with partners on specific business-related policies, strategies and technical standards
- additional training for specific business-related policies, strategies and technical standards
- specific compliance related to additional registration requirements
- additional boat registration application processes and specific training
- external communication and engagement with the business sector
- internal communications related specifically to the business sector
- more intensive use of the waterways and associated infrastructure

Fixed business top up charges will be in categories for:

- unpowered open business boats
- unpowered enclosed business boats
- unpowered business tenders
- unpowered business maintenance workboats
- powered business boats
- powered self-drive day hire business boats
- powered business tenders
- powered business maintenance workboats and tugs

The powered business boats category includes:

- self-drive holiday hire
- skippered passenger up to 12 passengers
- skippered passenger over 12 passengers
- skippered hotel

- static letting
- fixed location trading
- roving trader

Boats on the River Thames that are solely used for the carriage of goods currently pay a toll when passing through a lock. Our proposal is to replace this toll with an annual fixed charge.

Q7: Do you support the new proposed approach for business boat charges?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3. Common principles and approaches

3.3.1. Short period registrations

We propose to:

- move from bandings to an area-based charge as described in section 3.1
- introduce a 1 day registration for unpowered open boats
- introduce a flexible 15 non-consecutive day explorer registration for unpowered open boats
- remove the need to register annually for boats not kept on the water
- introduce a temporary transit registration for unregistered boats being moved solely for winter storage, repair, delivery and trial trip or demonstration, including boats under tow
- remove the 'Wey transit' currently offered on the River Thames

Q8: Do you support our proposals for short period registrations?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.2. Refunds

When a boat leaves the waterway permanently part way through the year or is sold and does not stay on the waterways, our [current refund policy](#) does not calculate a refund on a pro-rata basis. Feedback from customers is that this approach is inflexible and unfair.

We propose to:

- introduce pro-rata refunds for unexpired whole months
- introduce an administration fee for processing refunds to reflect the additional administration costs
- update our current refund policy to reflect these changes

We will give a refund when a customer removes a boat permanently from a waterway. This will include where a boat is sold or moved into brokerage.

Q9: Do you support our proposals for refunds?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.3. Part year registration charges

Currently customers registering a boat for the first time have to pay the full annual registration charge even when they register part way through the registration year. There are reductions for late or end of season registration but these are inflexible and restrictive.

We frequently receive complaints from customers about the current arrangements. They are perceived as being inflexible, not good value for money and unfair when measured against what is being offered by other navigation authorities.

We propose to:

- introduce new flexible part year charges for customers bringing a new boat onto the waterway for the first time after the start of the registration period, or a new customer of a previously registered boat
- charge for the first month plus the number of whole months remaining in the registration year
- discontinue the current late registration and end of season options

We will clearly define the circumstances where these part year registration charges will apply and clearly state where they will not apply in the charges scheme and guidance documents. These can be found in the glossary.

Q10: Do you support our proposals for part year registration charges?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.4. Exemptions

There are a few categories of boats that are exempt from charging on our waterways. These include boats used for safety or rescue, emergency services, Environment Agency boats and boats owned by the Crown.

These exemptions are not consistent across our waterways and are not clearly shown within the charge scheme.

We propose to:

- set clear categories of exemption consistently across the waterways
- limit exemptions to safety or rescue boats, emergency services boats, highways authority boats, boats owned or operated by, or operated on behalf of, the Environment Agency
- exempt boats owned or operated by Freemen of the Watermen's Company on the River Thames only because this is set in legislation
- define exemptions in the charge scheme and publicise them for transparency in guidance documents
- address historic exemptions that do not meet the revised criteria and move these to the appropriate charge

Q11: Do you support our proposals for exemptions from charge?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.5. Arrangements for the boating trade

We currently have a number of arrangements for the boating trade who need to keep or move unregistered boats on our waterways.

We propose to:

- continue to offer trade plates – we will apply a consistent charge mechanism across the waterways
- broaden the current 'brokerage exemption' to cover all businesses who need to keep unregistered boats on the waterway (for example boat building and repair) we will formalise this for the Anglian Waterways and introduce an application charge plus an annual charge
- continue to offer an exemption for out of service passenger boats which is currently in place on the River Thames – we will clearly define the eligibility for this, make it consistent across all waterways and introduce a minimal annual charge to cover our costs

Q12: Do you support our proposals for the boating trade?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.6. Other charges

We propose to set charges for:

- a minimum charge to cover the costs of registration
- a replacement registration plate
- a change of boat name after first registration

Q13: Do you support our proposals for these other charges?

Please select one of the following:

- yes
- no
- do not know
- not applicable

3.3.7. Gold licence

The proposed changes to the charge scheme framework will have a potential impact on the charges for the Gold Licence which we offer jointly with C&RT. We will be working with C&RT over the coming months to understand this fully and consider your feedback along with other options.

Q14: Do you currently hold a Gold Licence?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q15: Do you understand that these proposals could impact on the future Gold Licence charging levels?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q16: Do you think the current Gold Licence offers value for money?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q17: Do you have any suggestions or comments about the Gold Licence in relation to these proposals?

Q18: Overall do you support our proposals for a revised charge framework?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Do you have any comments or suggestions on our proposals for the revised charge framework?

4. Proposed national navigation boat charges scheme starting on or after 1 January 2022

Within the proposed national navigation boat charges scheme 2022, there are a number of charges that are the same whichever waterway you keep or use your boat on. The first section of questions describes those charges.

The registration period that the proposed charges relate to differs depending on the waterway.

River Thames registrations run from 1 January to 31 December each year, but both Anglian Waterways and Upper Medway registration period is 1 April to 31 March.

To avoid confusion and have consistency in the tables within the following questions, we state a single year. For example, where the table shows 2022, you should read this as referring to

- Anglian Waterways and Upper Medway boat charge period of April 2022 to March 2023
- River Thames navigation boat charge period of January 2022 to December 2022

Charges can apply for a year (called annual charges), where boats are kept or used on a waterway during the year. We also have monthly, weekly and daily charges for visitors to our waterways.

The questions in this section on the navigation boat charges are based on our proposals to increase charges by 6% in 2022, 4% in 2023 and 0% in 2024.

Where we have data from previous years' registration for a category of boat, we have reported the impact by comparing the charge in 2021 to the proposed charge in 2024. This is based on the number of boats in the waterway.

Where we refer to the Rivers Ouse and Nene in this section, these charges relate to the Great Ouse system and the River Nene.

4.1. Common charges

4.1.1. Unpowered open boats

Table 5 shows the proposed common charges for unpowered open boats.

Table 5: Common charges for unpowered open boats

Charge period	2022	2023 onwards
Annual	£46.85	£48.72
Monthly	£21.09	£21.93
Weekly	£11.13	£11.57
Daily	£5.30	£5.51

Impact to unpowered open boat customers

For our proposed charges, the cost increase when comparing 2021 charges to 2024 will be:

- annual customers – £4.52
- monthly customers – £2.03
- weekly customers – 1.07
- daily customers – £0.21 (for 2022 to 2024)

Q19: Do you support our proposed charges for unpowered open boats on each waterway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.2. Explorer

For privately owned unpowered open boats, where a customer wishes to use the waterway for separate non-consecutive days over the annual period, we are offering the option of having an explorer charge. This will allow up to 15 days use of the waterway over the annual period.

Table 6 shows the proposed common explorer charge for privately owned unpowered open boats.

Table 6: Common charges for the 15 day explorer

Charge period	2022	2023 onwards
Explorer	£18.00	£18.72

This is a new charge option, which may provide more flexibility for users of unpowered open boats.

Q20: Do you support the introduction of an explorer charge for privately owned unpowered open boats for each waterway where the boat is used?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.3. Tenders

Unpowered tenders

Table 7 shows the proposed common charges for unpowered tenders.

Table 7: Common charges for unpowered tenders

Charge period	2022	2023 onwards
Annual	£23.85	£24.80
Monthly	£17.23	£17.91
Weekly	£10.60	£11.02
Daily	£5.30	£5.51

Impact to unpowered tender customers

From looking at the registered tenders on River Thames and Anglian Waterways, our proposed charges will result in an average charge increase of between £2.36 and £2.71 – when comparing 2021 charges with 2024.

Powered and electrically powered tenders less than 3m in length

Table 8 shows the proposed common charges for powered tenders that are less than 3m in length.

Table 8: Common charges for powered tenders less than 3m in length

Charge period	2022	2023 onwards
Annual	£55.12	£57.32
Monthly	£26.50	£27.56
Weekly	£13.25	£13.78
Daily	£6.63	£6.89

Table 9 shows the proposed common charges for electrically powered tenders that are less than 3m in length.

Table 9: Common charges for electrically powered tenders less than 3m in length

Charge period	2022	2023 onwards
Annual	£39.22	£40.78
Monthly	£19.61	£20.39
Weekly	£9.81	£10.19
Daily	£4.43	£4.60

Impact on customers

Not all the Anglian rivers have registered tenders, but where we have data we have shown the impact to customers on Thames and Anglian who have annual registrations

Table 10 shows the impact for powered tenders that are less than 3m length.

Table 10: Impact for powered tenders less than 3m in length

Waterway	Average change over 2021 to 2024	Largest increase over 2021 to 2024
River Thames	£2.60	£2.60
Rivers Ouse and Nene - Anglian Waterways	£6.43	£8.26
Lincolnshire rivers – Anglian Waterways	£14.57	£14.57

Table 11 shows the impact for electrically powered tenders that are less than 3m length.

Table 11: Impact for electrically powered tenders less than 3m in length

Waterway	Average change over 2021 to 2024	Largest increase over 2021 to 2024
River Thames	-£0.25	-£0.25
Rivers Ouse and Nene - Anglian Waterways	£22.39	£22.39

Powered and electrically powered tenders of between 3m and less than 6m in length

Table 12 shows the proposed common charges for powered tenders that are between 3m and less than 6m in length.

Table 12: Common charges for powered tender 3m to less than 6m in length

Charge period	2022	2023 onwards
Annual	£72.08	£74.96
Monthly	£36.04	£37.48
Weekly	£18.02	£18.74
Daily	£9.01	£9.37

Table 13 shows the proposed common charges for electrically powered tenders that are between 3m and less than 6m in length.

Table 13: Common charges for electrically powered tender 3m to less than 6m in length

Charge period	2022	2023 onwards
Annual	£54.06	£56.22
Monthly	£27.03	£28.11
Weekly	£12.99	£13.50
Daily	£6.55	£6.81

Impact to customers

Not all the Anglian rivers have registered tenders, but where we have data we have shown the impact to customers on Thames and Anglian who have annual registrations.

Table 14 shows the impact for powered tenders that are between 3m to less than 6m in length.

Table 14: Impact for powered tenders between 3m to less than 6m length

Waterway	Average change over 2021 to 2024	Largest increase over 2021 to 2024
River Thames	£14.05	£20.24
Rivers Ouse and Nene – Anglian Waterways	-£21.70	£25.90
River Stour – Anglian Waterways	£50.43	£50.43

Table 15 shows the impact for electrically powered tenders that are between 3m to less than 6m in length.

Table 15: Impact for powered tenders between 3m to less than 6m length

Waterway	Average change over 2021 to 2024	Largest increase over 2021 to 2024
River Thames	£8.14	£15.18
Rivers Ouse and Nene – Anglian Waterways	£37.83	£37.83

Powered tenders over 6m in length

We propose that powered tenders over 6m in length will pay the charge for a powered boat on that waterway. There are currently only 2 tenders over 6m.

Q21: Do you support our proposed common charge for tenders across each waterway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.4. Tugs and maintenance workboats

Under the current charge scheme:

- Anglian Waterways does not have a category for maintenance workboats
- River Thames tugs and maintenance workboats pay lock tolls
- Upper Medway have an unpowered dumb barge category

We are proposing a fixed charge that is common over each waterway.

Table 16 shows the proposed common charge for unpowered maintenance workboats.

Table 16: Common charge for unpowered maintenance workboats

Charge period	2022	2023 onwards
Annual	£127.20	£132.28
Monthly	£31.80	£33.07
Weekly	£15.90	£16.53
Daily	£7.95	£8.26

Table 17 shows the proposed common charge for tugs including powered maintenance workboats.

Table 17: Common charge for powered maintenance workboats and tugs

Charge period	2022	2023 onwards
Annual	£212.00	£220.48
Monthly	£53.00	£55.12
Weekly	£26.50	£27.56
Daily	£13.25	£13.78

Impact to customers

For Upper Medway customers, our proposed charges for unpowered maintenance workboats means a reduction of £53.90 in 2022. Powered maintenance workboat customers will now pay a fixed charge.

River Thames and Anglian Waterway customers will now pay a fixed charge for unpowered and powered tugs and maintenance workboats.

Q22: Do you support our proposed common charge for tugs and maintenance boats across each waterway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.5. Not-for-profit organisations or charity boats

We are proposing a fixed annual charge common to each waterway for not-for-profit organisations and charities. This will be for the categories of:

- junior only unpowered open boats
- other unpowered open boats
- coaching boats (a boat used solely for coaching and training during supervised boating activities aboard other registered boats)

Table 18 shows the proposed common fixed charges for not-for-profit organisations or charities.

Table 18: Common fixed charges for not for profit organisations or charities

Charge period	2022	2023 onwards
Junior only – unpowered open boats	£11.13	£11.57
Other unpowered open boats	£31.80	£33.07
Coaching boats	£80.00	£83.20

For other powered boats we propose to use the boat area to work out the boat registration charge based on:

- base rate
- charge per sqm for boat area up to and including 35sqm
- charge per sqm for any remaining boat area over 35sqm

Table 19 shows the proposed charges for powered boats (other than coaching boats) kept or used by not-for-profit organisations or charities in 2020 and 2023 onwards.

Table 19: Common powered boat charge not for profit organisations or charities

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 annual charge	£21.20	£8.48 - for each sqm	£4.24 - for each sqm
2023 onwards annual charge	£22.04	£8.81 - for each sqm	£4.40 - for each sqm

Impact to customers

Some customers may be affected more than others by these changes, but we have tried to keep this to a minimum.

Here are examples of how the proposed charge in 2022 is calculated for a powered boat (other than a coaching boat).

Charge for a boat of length 5.1m and beam 3.2m:

- base rate = £21.20
- length x beam is 5.1m x 3.2m = 16.32sqm, which we round down to 16sqm
- 16sqm is less than 35sqm so we only need the first rate of £8.48 - for each sqm
- the charge for the area is £8.48 x 16sqm = £135.68
- add on the base charge of £21.20
- total registration charge is £135.68 + £21.20 = £381.60

Charge for a boat of area 50sqm:

- base rate = £21.48
- area is 50sqm
- for first 35sqm we use the first rate of £8.48 - for each sqm, for the remaining 15sqm we use the second rate of £4.24 - for each sqm
- the charge for the area is (£8.48 x 35sqm) + (£4.24 x 15sqm) = £360.40

- add on the base charge of £21.48
- total registration charge is £360.40 + £21.48 = £381.88

Q23: Do you support our proposed common charge for not for profit organisations and charities?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.6. Event registration for unpowered open boats

We propose a single charge for each organised event which will cover a given number of unpowered boats taking part in the event.

Table 20 shows the proposed common charge for registering unpowered open boats for an organised event.

Table 20: Common charges for registering unpowered open boats at events

Number of boats	2022	2023 onwards
1 to 10	£93.28	£97.01
11 to 25	£118.37	£123.10
26 to 50	£143.27	£149.00
51-100	£166.70	£173.37
101 to 200	£217.14	£225.82
Over 200	£244.13	£253.92

Q24: Do you support our proposed common charges for registering an event of unpowered open boats?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.7. Common charges for trade plates and trade exemptions

Table 21 shows the proposed common charges for trade plates and trade exemptions.

Table 21: Common charges for trade plates and trade exemptions

Category of charge	2022	2023 onwards
Trade plate application	£70.00	£72.80
Trade exemptions application	£15.00	£15.60
Annual trade plate	£200.00	£208.00
Annual trade exemptions	£100.00	£104.00

Impact to customers

For our proposed charges across each waterway, in 2022

- all customers will now pay a charge for trade exemptions
- River Thames customers will see a decrease in the annual charge of £83.17 and a decrease in the application charge of £40.40
- Anglian Waterways customers will see an increase in the annual charge of £137.89 and an increase in application charge of £20.30
- Upper Medway customers will see a decrease in annual charge of £106.69 and a decrease in application charge of £49.57

Q25: Do you support our proposed common charges for trade plates and trade exemptions?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.8. Out of service passenger boats

Within the current waterways charges schemes, only the River Thames has a category for out of service passenger boats, which are currently exempt from a charge. For consistency, and to cover administration costs, we propose a common charge for all waterways

Table 22 shows the proposed common charge for out of service passenger boats.

Table 22: Common charge for out of service passenger boats

Charge category	2022	2023 onwards
Out of service passenger boats	£106.00	£110.24

Impact to customer

All customers with out of service passenger boats will now pay a fixed fee.

Q26: Do you support our proposed common charge for out of service passenger boats?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.9. Temporary transit registration

Within the current charge schemes for the 3 waterways, only the River Thames scheme has a specific charge for unregistered boats in transit.

For consistency we propose all temporary transit registrations use the boat's area to work out the boat registration charge based on:

- base rate
- charge for each sqm for boat area up to and including 35sqm
- charge for each sqm for any remaining boat area over 35sqm

Table 23 shows the proposed common charge for temporary transit registration for 2022 and 2023 onwards.

Table 23: Common charge for temporary transit registration

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 daily charge	£5.30	£1.13 - for each sqm	£0.53 - for each sqm
2023 onwards daily charge	£5.51	£1.17 - for each sqm	£0.55 - for each sqm

Impact to customers

Temporary transit customers across all the waterways will pay a daily fee for temporary transit registrations.

Q27: Do you support our proposed common charges for temporary transit registration for each waterway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.10. Other charges

For consistency across each waterway, we are proposing a new common administrative charge for replacing a registration plate and for changing the name of a boat.

Table 24 shows the proposed common charge for administrative activities.

Table 24: Other common charges

Other charges	2022	2023 onwards
Replacing registration plate	£11.13	£11.57
Change of boat name request	£11.13	£11.57
Minimum charge	£11.00	£11.44

Impact to customer

These charging mechanisms already exist for customers wishing to replace a registration plate or change a boat name. We are making the minimum charge consistent across waterways.

Q28: Do you support our proposed common charges for these other charges?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.1.11. Business boats

We are proposing an additional charge for all the following boats used for business purposes. They will be charged the rate for the relevant boat for each waterway plus a common business charge.

- unpowered boats
- powered (including electrical) boats
- powered and unpowered tenders
- tugs, powered maintenance and powered maintenance boats

Table 25 shows the proposed common business charges for 2022, across all waterways.

Table 25: Common business charges for 2022

Common business charge 2022	Annual	Monthly	Weekly	Daily
Unpowered open boats	£5.30	£2.65	£1.33	£0.66
Unpowered enclosed boats	£132.50	£79.50	£40.28	£20.14
Powered self-drive day hire boats	£53.00	£26.50	£13.25	£6.63
Powered boats (other than self-drive day hire)	£212.00	£106.00	£53.00	£26.50
Unpowered tenders	£5.30	£2.65	£1.33	£0.66
Powered tenders	£10.60	£5.30	£2.65	£1.33
Unpowered maintenance boats	£31.80	£15.90	£7.95	£3.98
Tugs and powered maintenance boats	£53.00	£26.50	£13.25	£6.63

Table 26 shows the proposed common business charges for 2023 onward, across all waterways.

Table 26: Common business charges for 2023

Common business charge 2023 onwards	Annual	Monthly	Weekly	Daily
Unpowered open boats	£5.51	£2.76	£1.38	£0.68
Unpowered enclosed boats	£137.80	£82.68	£41.89	£20.95
Powered self-drive day hire boats	£55.12	£27.56	£13.78	£6.89
Powered boats (other than self-drive day hire)	£220.48	£110.24	£55.12	£27.56
Unpowered tenders	£5.51	£2.76	£1.38	£0.68
Powered tenders	£11.02	£5.51	£2.76	£1.38
Unpowered maintenance boats	£33.07	£16.54	£8.27	£4.13
Powered maintenance boats	£55.12	£27.56	£13.78	£6.89
Tugs	£55.12	£27.56	£13.78	£6.89

As an example, for an annual unpowered boat for hire on any waterway in 2022, the registration charge will be the common business charge of £5.30 plus the annual unpowered common charge of £46.85 (from Table 5). The total registration charge will be £52.15

Customer impacts

We considered the impacts to business customers who have annual registrations. We have added the additional business charge to the overall registration charge the boat would pay for the waterway where it is kept and used.

Table 27 shows the number of business customers affected in 2022 by the proposed charges and by how much.

Table 27: Number of business customers and their level of impact for 2022

Waterway	Reduced charge of more than £1,000	Reduced charge of up to £1,000	Increase of less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase over £300
River Thames	20	247	73	48	44	2
Rivers Ouse and Nene (Anglian Waterways)	0	21	69	6	12	9
Lincolnshire rivers (Anglian Waterways)	0	0	0	1	4	0
River Stour (Anglian Waterways)	0	0	36	0	0	0
Upper Medway	0	1	0	0	3	2

Q29: Do you support our proposed common business charges for business boats?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q30: Overall do you support our proposals to increase the common charges by 6% in 2022, 4% in 2023 and 0% in 2024?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Please provide any comments or suggestions you have on our proposed 'common charges'

4.2. River Thames waterway charges

There are charges that apply to the River Thames waterway only, these are

- powered boat (excluding tenders and maintenance workboats)
- electrically powered boat (excluding tenders and maintenance workboats)
- unpowered enclosed boat
- passenger steamers from tidal Thames

For powered, electrically powered and unpowered enclosed boats we propose to use the boat area to work out the boat registration charge, based on

- base rate
- charge per sqm for boat area up to and including 35sqm
- charge per sqm for any remaining boat area over 35sqm

4.2.1. Powered boats

Table 28 shows the proposed rates for 2022 for powered boats on River Thames.

Table 28: Powered boat charges on the River Thames for 2022

2022 charge period	Base rate	Rate up to and including 80sqm	Rate for area above 80sqm
Annual	£15.90	£22.58 - for each sqm	£12.51 - for each sqm
Monthly	£4.77	£6.77 - for each sqm	£3.75 - for each sqm
Weekly	£1.43	£2.03 - for each sqm	£1.13 - for each sqm
Daily	£0.43	£0.61 - for each sqm	£0.34 - for each sqm

Table 29 shows the proposed rates for 2023 onwards for powered boats on River Thames.

Table 29: Powered boat charges on the River Thames for 2023

2023 charge period onwards	Base rate	Rate up to and including 80sqm	Rate for above 80sqm
Annual	£16.53	£23.48 - for each sqm	£13.00 - for each sqm
Monthly	£4.96	£7.04 - for each sqm	£3.90sqm
Weekly	£1.48	£2.11 - for each sqm	£1.17 - for each sqm
Daily	£0.44	£0.63 - for each sqm	£0.35 - for each sqm

Here are some worked examples of the proposed registration charges for 2022.

The annual charge for a boat with a length of 5.1m and a beam of 3.2m is:

- base rate = £15.90
- length x beam is 5.1m x 3.2m = 16.32sqm, which we round down to 16sqm
- 16sqm is less than 35sqm so we only use the first rate of £22.58 - for each sqm
- the charge for the area is £22.58 x 16sqm = £361.28
- add on the base rate of £15.90
- total registration charge is £361.28 + £15.90 = £377.18

The annual charge for a boat of area 90sqm is:

- base rate = £15.90
- area is 90sqm
- for first 80sqm we use the first rate of £22.58 - for each sqm, for remaining 10sqm we use the second rate of £12.51 - for each sqm
- the charge for the area is (£22.58 x 80sqm) + (£12.51x 10sqm) = £1,931.5
- add on the base rate of £15.90
- total registration charge is £1,931.5 + £15.90 = £1,947.40

Customer impact

Table 30 shows the number of customers with power boats on River Thames affected by the proposed rates and by how much.

Table 30: Number of powered boats and their impacts

Registration period	Reduced charge	increase less than £50	increase of £50 to £150	increase of £150 to £300	increase of £300 to £500	Increase over £500
Annual	85	4,258	2,992	28	0	0
Monthly	53	379	71	1	1	0
Weekly	1,047	1,370	0	0	0	0
Daily	873	0	0	0	0	0

4.2.2. Electrically powered boats

Table 31 shows the proposed rates for 2022 for electrically powered boats on River Thames.

Table 31: Electrically powered boat charges on the River Thames for 2022

2022 charge period	Base rate	Rate up to and including 80sqm	Rate for above 80sqm
Annual	£11.93	£16.93 - for each sqm	£9.38 - for each sqm
Monthly	£3.58	£5.08 - for each sqm	£2.81 - for each sqm
Weekly	£1.07	£1.52 - for each sqm	£0.84 - for each sqm
Daily	£0.32	£0.46 - for each sqm	£0.25 - for each sqm

Table 32 shows the proposed rates for 2023 onwards for electrically powered boats on River Thames.

Table 32: Electrically powered boat charges on the River Thames for 2023

2023 charge period onwards	Base rate	Rate up to and including 80sqm	Rate for above 80sqm
Annual	£12.40	£17.61 - for each sqm	£9.75 - for each sqm
Monthly	£3.72	£5.28 - for each sqm	£2.92 - for each sqm
Weekly	£1.11	£1.58 - for each sqm	£0.87 - for each sqm
Daily	£0.33	£0.47 - for each sqm	£0.26 - for each sqm

Customer impact

Table 33 shows the number of customers with electrically powered boats on River Thames affected by the proposed rates and by how much.

Table 33: Number of electrically powered boats and their impacts

Registration period	Reduced charge	increase less than £50	increase of £50 to £150	increase of £150 to £300	increase of £300 to £500	Increase over £500
Annual	26	395	5	0	0	0
Monthly	1	2	0	0	0	0
Weekly	0	12	0	0	0	0
Daily	0	3	0	0	0	0

Q31: Do you support our proposed charges for powered boats on the River Thames?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.2.3. Unpowered enclosed boats

Table 34 shows the proposed rates for 2022 and 2023 onwards for unpowered enclosed boats on River Thames.

Table 34: Unpowered enclosed boat charges on the River Thames

Charge period	Base rate	Rate up to and including 80sqm	Rate for above 80sqm
2022 annual charge	£15.90	£11.40 for each sqm	£11.24 for each sqm
2023 onwards annual charge	£16.53	£11.85 for each sqm	£11.68 for each sqm

Customer impact

Table 35 shows the number of customers with unpowered enclosed boats on the River Thames affected by the proposed rates and by how much.

Table 35: Number of unpowered enclosed boats and their impacts

Registration period	Reduced charge	increase less than £50	increase of £50 to £150	increase of £150 to £300	increase over £300 to £500	Increase over £500
Annual	0	20	36	4	0	0

Q32: Do you support the proposed charges for unpowered enclosed boats on the River Thames?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.2.4. Passenger steamers

Passenger steamers operating on the tidal section of the River Thames are able to register their boat to use the non-tidal River Thames. We propose a fixed charge for these boats to pass through:

- Teddington lock only
- all locks plus Teddington

Table 36 shows the proposed annual charge for passenger steamers from the tidal River Thames to register on the non-tidal River Thames.

Table 36: Charges for passenger steamers on the River Thames

Charge category	2022	2023 onwards
Passenger steamer using Teddington lock only	£1,308.83	£1,360.97
Passenger steamer using Teddington Lock plus all other locks	£4,282.13	£4,453.42

For passenger steamers registered for passage through Teddington lock only there is a toll for each passage through each lock other than Teddington Lock. This will be £31.80 in 2022 and £33.07 from 2023.

For any unregistered vessel which is being used and worked for hire by a Freeman of the Waterman’s Company there is a toll for passage through each lock. This will be £31.80 in 2022 and £33.07 from 2023.

Customer impact

For the 5 customers who are registered to use Teddington lock only, the impact of this proposed charge for them is a cost increase of £139.67 when comparing the 2021 charge to the 20204 charge.

Q33: Do you support our proposed charges for passenger steamers from the tidal River Thames to register on the non-tidal River Thames?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.2.5. Boats used solely for the carriage of goods

We propose an annual charge on the River Thames for a boat solely used for the

- carriage of goods will be £100 in 2022
- carriage of goods will be £104 in 2023

Q33a: Do you support our proposed charges for boats used solely for the carriage of goods on the River Thames?

- yes
- no
- do not know
- not applicable

Q34: Overall do you support our proposals to increase the River Thames charges by 6% in 2022, 4% in 2023 and 0% in 2024?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Please give us your suggestions and comments on our proposed charge scheme for River Thames

4.3. Upper Medway

There are proposed charges that apply on the Upper Medway only, these are

- powered boat
- electrically powered boat
- unpowered enclosed boat

For powered, electrically powered and unpowered enclosed boats we propose to use the boat area to work out the boat registration charge, based on:

- base rate
- charge for each sqm for boat area up to and including 35sqm
- charge for each sqm for any remaining boat area over 35sqm

4.3.1. Powered boats

Table 37 shows the proposed rates for 2022 for powered boats on the Upper Medway.

Table 37: Powered boat charges on the Upper Medway for 2022

2022 Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£74.20	£13.04 - for each sqm	£6.36 - for each sqm
Monthly	£37.10	£6.52 - for each sqm	£3.18 - for each sqm
Weekly	£18.55	£3.26 - for each sqm	£1.59 - for each sqm
Daily	£9.28	£1.63 - for each sqm	£0.80 - for each sqm

Table 38 shows the proposed rates for 2023 onwards for powered boats on the Upper Medway.

Table 38: Powered boat charges on the Upper Medway for 2023

2023 charge period onwards	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£77.16	£13.55 - for each sqm	£6.61 - for each sqm
Monthly	£38.58	£6.77 - for each sqm	£3.30 - for each sqm
Weekly	£19.29	£3.38 - for each sqm	£1.65 - for each sqm
Daily	£9.64	£1.69 - for each sqm	£0.82 - for each sqm

Here is an example of an annual charge for a boat with an area of 50sqm in 2022:

- base rate = £74.20
- area is 50sqm
- for first 35sqm we use the first rate of £13.04 - for each sqm, for remaining 15sqm we use the second rate of £6.36 - for each sqm
- the charge for the area is (£13.04 x 35sqm) + (£6.36x 15sqm) = £551.80
- add on the base charge of £74.20
- total registration charge is £551.80 + £74.20= £626.00

Customer impact

Table 39 shows the number of customers with powered boats on Upper Medway affected by the proposed rates and by how much.

Table 39: Number of powered boats on the Upper Medway and their impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	234	268	149	23	12	3
Monthly	0	40	46	9	0	0
Weekly	0	84	37	0	0	0
Daily *	7	155	0	0	0	0

*in the 2021 charge scheme, the daily charge is a fixed rate

The larger increases are the result of using boat area rather than boat length to determine the registration charge. The Upper Medway charge scheme in 2021 (and in previous years) capped the charge for boats longer than 11m. We have now removed this cap.

4.3.2. Electrically powered boats

Table 40 shows the proposed rates for 2022 for electrically powered boats on the Upper Medway

Table 40: Electrically powered boat charges on the Upper Medway for 2022

2022 Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£55.65	£9.78 - for each sqm	£4.77 - for each sqm
Monthly	£27.83	£4.89 - for each sqm	£2.39 - for each sqm
Weekly	£13.91	£2.44 - for each sqm	£1.19 - for each sqm
Daily	£6.96	£1.22 - for each sqm	£0.60 - for each sqm

Table 41 shows the proposed rates for 2023 onwards for electrically powered boats on the Upper Medway.

Table 41: Electrically powered boat charges on the Upper Medway for 2023

2023 Charge period onwards	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£57.87	£10.16 – for each sqm	£4.96 - for each sqm
Monthly	£28.93	£5.08 - for each sqm	£2.48 - for each sqm
Weekly	£14.46	£2.54 - for each sqm	£1.24 - for each sqm
Daily	£7.23	£1.27 - for each sqm	£0.62 - for each sqm

Customer impact

For the 4 customers who registered electrically powered boats, the impact of this proposed charge is that:

- 2 will see a reduction in the charge
- the remaining 2 will see an increase of up to £73

Q35: Do you support our proposed charges for powered boats on Upper Medway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.3.3. Unpowered enclosed boats

Table 42 shows the proposed rates for 2022 and 2023 onwards for unpowered enclosed boats on the Upper Medway.

Table 42: Unpowered enclosed boat charges on the Upper Medway

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 annual charge	£58.30	£6.89 - for each sqm	£0.58 - for each sqm
2023 onwards annual charge	£60.63	£7.17 - for each sqm	£0.60 - for each sqm

Customer impact

For the 4 customers who registered unpowered enclosed boats, the impact of this proposed charge is an increase of up to £35.73.

Q36: Do you support the proposed charges for unpowered enclosed boats on Upper Medway?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q37: Overall do you support our proposals to increase the Upper Medway charges by 6% in 2022, 4% in 2023 and 0% in 2024?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Please provide any comments or suggestions you have on our proposed charge scheme for Upper Medway.

4.4. Anglian Waterways

Anglian Waterways includes 3 main river areas.

- Rivers Ouse and Nene
- Lincolnshire rivers (including rivers Welland, Glen, Ancholme, Black Sluice)
- River Stour

We propose:

- various charges to apply to each of these river areas for powered, electrically powered and unpowered enclosed boats
- a fixed charge to apply to boats on the tidal sections of the River Welland and River Glen only

For powered, electrically powered and unpowered enclosed boats we propose to use boat area to work out the boat registration charge based on:

- base rate
- charge for each sqm for boat area up to and including 35sqm
- charge for each sqm for any remaining boat area over 35sqm

4.4.1. Powered boats on Rivers Ouse and Nene

Table 43 shows the proposed rates for 2022 for powered boats on rivers Ouse and Nene.

Table 43: Powered boat charges for Rivers Ouse and Nene for 2022

2022 charge period – rivers Ouse and Nene	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£159.00	£22.26 – for each sqm	£10.60 - for each sqm
Monthly	£39.75	£5.57 - for each sqm	£2.65 - for each sqm
Weekly	£9.94	£1.39 - for each sqm	£0.66 - for each sqm
Daily	£2.48	£0.35 - for each sqm	£0.16 - for each sqm

Table 44 shows the proposed rates for 2023 onwards for powered boats on rivers Ouse and Nene.

Table 44: Powered boat charges for Rivers Ouse and Nene for 2023

2023 Charge period onwards - rivers Ouse and Nene	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£165.36	£23.15 - for each sqm	£11.02 - for each sqm
Monthly	£41.34	£5.78 - for each sqm	£2.75 - for each sqm
Weekly	£10.33	£1.44 - for each sqm	£0.68 - for each sqm
Daily	£2.58	£0.36 - for each sqm	£0.17 - for each sqm

Here are some examples of registration charges in 2022 for powered boats registered on rivers Ouse and Nene.

Boat with a length of 5.1m and a beam of 3.2m (16sqm).

The boat is length x beam (5.1m x 3.2m). This gives an area of 16.32sqm. Round down this to whole numbers, so for the purpose of the registration charge, the area is 16sqm.

The charge for the first 35sqm of the boat is £22.26 for each sqm of area, so in this case is 16 x £22.26 which calculates to £356.16

The total charge for a boat of 16sqm is:

- base charge is £159.00
- rate1 charge is £356.16
- total charge = £516.16

For a boat with an area of 50sqm.

The charge for the first 35sqm of the boat is £22.26 for each sqm of area, so in this case is 35 x £22.26, which calculates to £779.10

The charge for the remaining area above 35sqm is £10.60 for each sqm of area, so in this case is 15 x £10.60, which calculates to £159.0

The total charge for a boat of 50sqm is

- base charge £159.0
- rate1 charge £779.10
- rate 2 charge £159.0
- total charge = £1,097.10

The current charge schemes for the 3 river areas base their charges not only on length, but also on the size of engine of the powered boat. The charges for boats with an engine of more than 4 horsepower (hp) were higher than those with an engine less than 4hp. Sailing boats with an auxiliary engine having the lowest charge for their length.

Customer impact

Table 45 shows the number of customers with powered boats of different engine sizes on the rivers Ouse and Nene affected by the proposed rates and by how much.

Table 45: Number of powered boats by type on the Rivers Ouse and Nene and their impacts

Powered boats with engines	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Boats with engines more than 4hp	1,080	428	1,183	863	162	2
Boats with engines less than 4hp	0	0	22	141	18	3
Sailing boats with auxiliary engines	0	0	0	27	16	1

Table 46 shows the number of customers with annual and visitor registrations for powered boats on rivers Ouse and Nene affected by the proposed rates and by how much.

Table 46: For the 3 years, powered boat annual and visitor numbers and their impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	1,080	428	1,205	1,031	196	6
Monthly	80	59	6	0	0	0
Weekly	270	137	0	0	0	0
Daily	117	1600	0	0	0	0

4.4.2. Electrically powered boats

Table 47 shows the proposed rates for 2022 and 2023 onwards for electrically powered boats on rivers Ouse and Nene.

Table 47: Electrically powered boat charges for Rivers Ouse and Nene for 2022

2022 charge period – rivers Ouse and Nene	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£119.25	£16.70 - for each sqm	£7.95 - for each sqm
Monthly	£29.81	£4.17 - for each sqm	£1.99 - for each sqm
Weekly	£7.45	£1.04 - for each sqm	£0.50 - for each sqm
Daily	£1.86	£0.26 - for each sqm	£0.12 - for each sqm

Table 48 shows the proposed rates for 2022 and 2023 onwards for electrically powered boats on rivers Ouse and Nene.

Table 48: Electrically powered boat charges for rivers Ouse and Nene for 2023

2023 Charge period onwards – rivers Ouse and Nene	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£124.02	£17.36 - for each sqm	£8.26 - for each sqm
Monthly	£31.00	£4.34 - for each sqm	£2.06 - for each sqm
Weekly	£7.75	£1.08 - for each sqm	£0.51 - for each sqm
Daily	£1.93	£0.27 - for each sqm	£0.12 - for each sqm

Customer impact

Table 49 shows the number of customers with electrically powered boats on Rivers Ouse and Nene affected by the proposed rates and by how much.

Table 49: Powered boat annual and visitor numbers and their impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	3	3	18	18	2	0
Monthly	2	0	0	0	0	0
Weekly	0	8	0	0	0	0
Daily	2	0	0	0	0	0

Q38: Do you support our proposed charges for powered boats on Rivers Ouse and Nene Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.4.3. Unpowered enclosed boats

Table 50 shows the proposed rates for 2022 and 2023 onwards for unpowered enclosed boats on rivers Ouse and Nene.

Table 50: Unpowered enclosed boat charges

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 annual charge	£42.40	£12.80 - for each sqm	£3.92 - for each sqm
2023 onwards annual charge	£44.09	£13.31 - for each sqm	£4.07 - for each sqm

Customer impact

Table 51 shows the number of customers with unpowered enclosed boats on rivers Ouse and Nene affected by the proposed rates and by how much.

Table 51: Annual and visitor numbers and impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	18	9	12	6	1	0

Q39: Do you support our proposed charge for unpowered enclosed boats on Rivers Ouse and Nene – Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.5. Lincolnshire river charges

4.5.1. Powered boats

Table 52 shows the proposed rates for 2022 for powered boats on Lincolnshire rivers.

Table 52: Powered boat charges on Lincolnshire rivers for 2022

2022 charge period	Base rate	Rate up to and including 35sqm	Rate for area above 35sqm
Annual	£79.50	£11.13 - for each sqm	£5.30 - for each sqm
Monthly	£19.98	£2.78 - for each sqm	£1.33 - for each sqm
Weekly	£4.97	£0.70 - for each sqm	£0.33 - for each sqm
Daily	£1.24	£0.17 - for each sqm	£0.08 - for each sqm

Table 53 shows the proposed rates for 2023 onwards for powered boats on Lincolnshire rivers.

Table 53: Powered boat charges on Lincolnshire rivers for 2023

2023 charge period onwards	Base rate	Rate up to and including 35sqm	Rate for area above 35sqm
Annual	£82.68	£11.57 - for each sqm	£5.51 - for each sqm
Monthly	£20.67	£2.89 - for each sqm	£1.37 - for each sqm
Weekly	£5.16	£0.72 - for each sqm	£0.34 - for each sqm
Daily	£1.29	£0.18 - for each sqm	£0.08 - for each sqm

Here are some examples of proposed registration charges in 2022 for powered boats on Lincolnshire rivers.

Annual charge for a boat with a length 5.1m and beam 3.2m:

- base rate = £79.50
- length x beam is 5.1m x 3.2m = 16.32sqm, which we round down to 16sqm
- 16sqm is less than 35sqm so we only need the first rate of £11.13 - for each sqm
- the charge for the area is £11.13 x 16sqm = £178.08
- add on the base charge of £79.50
- total registration charge is £178.08 + £79.50 = £257.58

Annual charge for a boat of area 50sqm:

- base rate = £79.50
- area is 50sqm
- for first 35sqm we use the first rate of £11.13 - for each sqm, for remaining 15sqm we use the second rate of £5.30 - for each sqm
- the charge for the area is (£11.13 x 35sqm) + (£5.30x 15sqm) = £469.05
- add on the base charge of £79.50
- total registration charge is £469.05 + £79.50 = £548.55

Customer impact

Table 54 shows the number of customers with powered boats on Lincolnshire rivers affected by the proposed rates and by how much.

Table 54: Annual and visitor numbers and impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	17	31	54	12	1	0
Monthly	0	10	0	0	0	0
Weekly	0	1	0	0	0	0
Daily	0	2	0	0	0	0

4.5.2. Electrically powered boats

Table 55 shows the proposed rates for 2022 for electrically powered boats on Lincolnshire rivers.

Table 55: Electrically powered boat charges on Lincolnshire rivers for 2022

2022 charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£59.63	£8.35 - for each sqm	£3.98 - for each sqm
Monthly	£14.91	£2.09 - for each sqm	£0.99 - for each sqm
Weekly	£3.73	£0.52 - for each sqm	£0.25 - for each sqm
Daily	£0.93	£0.13 - for each sqm	£0.06 - for each sqm

Table 56 shows the proposed rates for 2023 onwards for electrically powered boats on Lincolnshire rivers.

Table 56: Electrically powered boat charges on Lincolnshire rivers for 2023

2023 charge period onwards	Base rate	Rate up to and including 35sqm	Rate for area above 35sqm
Annual	£62.01	£8.68 - for each sqm	£4.13 - for each sqm
Monthly	£15.50	£2.17 - for each sqm	£1.03 - for each sqm
Weekly	£3.87	£0.54 - for each sqm	£0.25 - for each sqm
Daily	£0.96	£0.13 - for each sqm	£0.06 - for each sqm

Customer impact

For the 5 customers who had annual registrations on Lincolnshire rivers, there will be a cost increase of £77.30 when comparing the 2021 charge to the 2024 charge. We have no data for visitor registrations.

Q40: Do you support our proposed charges for powered boats on Lincolnshire rivers?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.5.3. Unpowered enclosed boats

Table 57 shows the proposed rates for 2022 and 2023 onwards for unpowered enclosed boats on Lincolnshire rivers.

Table 57: Unpowered enclosed boat charges for Lincolnshire rivers

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 annual charge	£21.20	£6.40 - for each sqm	£1.96 - for each sqm
2023 onwards annual charge	£22.04	£6.65 - for each sqm	£2.03 - for each sqm

Customer impact

For the 1 customer registered on Lincolnshire rivers, there will be a cost increase of £1.60 when comparing the 2021 charge to the 2024 charge.

Q41: Do you support our proposed charge for unpowered enclosed boats on Lincolnshire rivers– Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.5.4. Tidal boat charges – rivers Welland and Glen only

Table 58 shows the proposed rates for 2022 and 2023 onwards for powered and unpowered boats on the tidal rivers Welland and Glen rivers only.

Table 58: Tidal boat charges for rivers Welland and Glen only

Charge period	2022	2023 onwards
Annual	£11.13	£11.57

Customer impact

For the customers registered as tidal boats, there will be a cost increase of £1.07 when comparing the 2021 charge to the 2024 charge.

Q42: Do you support our proposed charge for tidal boats for the Welland and Glen – Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.6. River Stour charges

4.6.1. Powered boats

Table 59 shows the proposed rates for 2022 for powered boats on River Stour.

Table 59: Powered boat charges for the River Stour for 2022

2022 charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£39.75	£5.57 - for each sqm	£2.39 - for each sqm
Monthly	£9.94	£1.39 - for each sqm	£0.60 - for each sqm
Weekly	£2.48	£0.35 - for each sqm	£0.15 - for each sqm
Daily	£0.62	£0.09 - for each sqm	£0.04 - for each sqm

Table 60 shows the proposed rates for 2022 and 2023 onwards for powered boats on River Stour.

Table 60: Powered boat charges for the River Stour for 2023

2023 charge period onwards	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£41.34	£5.78 - for each sqm	£2.48 - for each sqm
Monthly	£10.33	£1.44 - for each sqm	£0.62 - for each sqm
Weekly	£2.58	£0.36 - for each sqm	£0.15 - for each sqm
Daily	£0.64	£0.09 - for each sqm	£0.03 - for each sqm

Here are some examples of proposed registration charges in 2022 for powered boat on River Stour.

Annual charge for a boat with a length of 5.1m and a beam of 3.2m:

- base rate = £39.75
- length x beam is 5.1m x 3.2m = 16.32 sqm, which we round down to 16sqm
- 16sqm is less than 35sqm so we only need the first rate of £5.57 - for each sqm
- the charge for the area is £5.57 x 16sqm = £89.12
- add on the base charge of £39.75
- total registration charge is £89.12 + £39.75 = £128.87

Annual charge for a boat with an area of 50sqm:

- base rate = £39.75
- area is 50sqm
- for first 35sqm we use the first rate of £5.57 - for each sqm, for remaining 15sqm we use the second rate of £2.39 - for each sqm
- the charge for the area is (£5.57 x 35sqm) + (£2.39x 15sqm) = £230.80
- add on the base charge of £39.75
- total registration charge is £230.80 + £39.75 = £270.55

Customer impact

Table 61 shows the number of customers with powered boats on River Stour affected by the proposed rates and by how much.

Table 61: Powered boat numbers and customer impacts

Registration period	Reduced charge	Increase Less than £50	Increase of £50 to £150	Increase of £150 to £300	Increase of £300 to £500	Increase over £500
Annual	1	7	0	0	0	0
Weekly	1	2	0	0	0	0

There is no data for monthly or daily visitors on the River Stour.

4.6.2. Electrically powered boats

Table 62 shows the proposed rates for 2022 for electrically powered boats on River Stour.

Table 62: Electrically powered boat charges for the River Stour for 2022

2022 charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£29.81	£4.17 - for each sqm	£1.79 - for each sqm
Monthly	£7.45	£1.04 - for each sqm	£0.45 - for each sqm
Weekly	£1.86	£0.26 - for each sqm	£0.11 - for each sqm
Daily	£0.47	£0.07 - for each sqm	£0.03 - for each sqm

Table 63 shows the proposed rates for 2023 onwards for electrically powered boats on River Stour.

Table 63: Electrically powered boat charges for the River Stour for 2023

2023 charge period onwards	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
Annual	£31.00	£4.34 - for each sqm	£1.86 - for each sqm
Monthly	£7.75	£1.08 - for each sqm	£0.46 - for each sqm
Weekly	£1.93	£0.27 - for each sqm	£0.11 - for each sqm
Daily	£0.48	£0.07 - for each sqm	£0.03 - for each sqm

Customer impact

For the 6 customers with annual registrations on River Stour, the impact of this proposed charge is:

- 5 will see an increase in cost of less than £50 in 2024 compared to 2021
- 1 will see an increase in cost of £51.67 in 2024 compared to 2021

Q43: Do you support our proposed charges for powered boats on River Stour – Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

4.6.3. Unpowered enclosed boats

Table 64 shows the proposed rates for 2022 and 2023 onwards for unpowered enclosed boats on River Stour.

Table 64: Unpowered enclosed boat charges for the River Stour

Charge period	Base rate	Rate up to and including 35sqm	Rate for above 35sqm
2022 annual charge	£10.60	£3.20 - for each sqm	£1.03 - for each sqm
2023 onwards annual charge	£11.02	£3.32 - for each sqm	£1.06 - for each sqm

Customer impact

We have no data for unpowered enclosed boats on the River Stour.

Q44: Do you support our proposed charge for unpowered enclosed boats on River Stour – Anglian Waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q45: Overall do you support our proposals to increase the Anglian Waterway charges by 6% in 2022, 4% in 2023 and 0% in 2024?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Please provide any comments or suggestions you have on our proposed charge schemes for Anglian Waterways.

5. Business boat requirements

Our powers allow us to set reasonable safety standards and specifications for constructing and equipping boats. It also allows us to set additional requirements for commercial boats for the safety or regulation of the waterways.

Under Article 12 and Article 15 Environment Agency (Inland waterways) Order 2010, we propose to:

- extend certain existing requirements to additional classes of business boat
- introduce new requirements for some classes of business boat from 1 January 2022

Details of these proposals are outlined in sections 5.1 to 5.6.

5.1. Code of Practice for Hire Boats

The revised [Code of Practice for Hire Boats](#) published in April 2021, sets down the basic principles for operating boats hired to members of the public safely. It also makes clear the responsibilities of each of the parties involved. [The Association of Inland Navigation Authorities](#) and [British Marine](#) intend to make compliance with this code of practice a mandatory requirement of boat registration or licensing. This is for the majority of UK navigation or licensing authorities, where those bodies have powers to mandate it.

We propose to require compliance with the Code of Practice for Hire Boats from 1 January 2022.

We propose this for:

- self-drive holiday hire boats
- self-drive day hire boats
- static letting boats

Q46: Do you agree with our proposal to require compliance with the Code of Practice for Hire Boats from 1 January 2022 as set out in section 5.1?

Please select one of the following:

- yes
- no
- do not know
- not applicable

5.2. Inland Waters Small Passenger Boat Code

The [Inland Waters Small Passenger Boat Code](#) is for boats which are in commercial use for sport or pleasure and carry no more than 12 passengers. It covers the construction, equipment, stability, operation, manning and maintenance of these boats. Since its introduction we have advised compliance with it as best practice.

We are proposing to make complying with this code a mandatory registration requirement.

We propose this for:

- skippered hotel boats
- skippered passenger that carry less than 12 passengers including water taxi, ferry, private charter

Q47: Do you agree with our proposal to require compliance with the Inland Waters Small Passenger Boat Code from 1 January 2022 as outlined in section 5.2?

Please select one of the following:

- yes
- no
- do not know
- not applicable

5.3. The Merchants Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2015

[The Merchant Shipping \(Boatmasters' Qualifications, Crew and Hours of Work\) Regulations 2015](#) are UK wide national regulations. They apply to a wide range of boats that are not used for private pleasure. They generally require that, subject to certain exemptions, the person in charge should hold a Boatmasters' licence. Or for certain boats including those carrying less than 12 passengers, another alternative qualification.

We propose to require confirmation of compliance with the Merchant Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2015.

We propose this for:

- skippered passenger that carry more than 12 passengers
- skippered passenger that carry less than 12 passengers including water taxi, ferry, private charter
- skippered hotel boats
- roving trading boats (if carrying high-risk goods, for example fuel oil, liquid petroleum gas (LPG), sewage)
- maintenance workboats
- safety boats

Q48: Do you agree with our proposal to require confirmation of compliance with the Merchant Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2015 as set out in section 5.3?

Please select one of the following:

- yes
- no
- do not know
- not applicable

5.4. Boat Safety Scheme (BSS) non-private standards

The **Boat Safety Scheme (BSS) non-private standards** apply to boats that are not used solely for private pleasure purposes and that are neither skippered passenger boats (carrying more than 12 passengers regulated by the Maritime and Coastguard Agency) nor self-drive hire boats. It is already a requirement of registration to hold a BSS non-private certification for certain types of boat operation on our waterways.

We propose to extend this requirement to additional types of boat operation.

We propose this for:

- skippered passenger boats for less than 12 passengers, including water taxi, ferry, private charter
- skippered hotel boats
- static letting boats
- fixed location trading boats (if customers come on board)
- roving trading (if carrying high-risk goods, for example fuel oil, LPG, sewage)
- maintenance workboats
- safety boats

Q49: Do you agree with our proposal to require a BSS non-private certification as outlined in section 5.4?

Please note, the current BSS non-private standards are under review. We intend to apply the current standards until we have separately consulted on and introduced the future revised standards.

Please select one of the following:

- yes
- no
- do not know
- not applicable

5.5. Public liability insurance

A **public liability insurance** policy will cover the cost of claims made by members of the public for an incident connected with the activities of business boat operators. For example, loss of or damage to property, or personal injury.

We propose to introduce the requirement for operators of all business boats to hold a public liability insurance policy covering liabilities of at least two million pounds for each claim.

Q50: Do you agree with our proposal to introduce the requirement for operators of all business boats to hold a public liability insurance policy covering liabilities of at least two million pounds for each claim?

Please select one of the following:

- yes
- no
- do not know
- not applicable

5.6. Third party insurance

A **third party insurance** policy insures the owner of a boat and other persons authorised by the owner to have control of a boat. This is for any liability which the owner (or other person) may incur, resulting from the presence of the boat on the waterway. This is to cover the death of, or bodily injury to, any person or any damage to property.

We currently only require third party insurance cover for boats with engines and unpowered houseboats.

We propose to require insurance for self-drive unpowered boats that are let for hire.

Q51: Do you agree with our proposal to introduce the requirement for all self-drive unpowered hire boats to be insured for a minimum sum of at least one million pounds for each claim?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q52: Please provide any further comments on our proposals for business requirements

6. Forward look

6.1. Proposed future registration requirements

Some classes of business boat are likely to be affected by standards or codes that are due to be reviewed or developed in the future.

In particular, the Inland Waters Small Passenger Boat Code and BSS standards for non-private craft are due for review. The review will focus on whether any new standards are needed to reflect the growth in use of some types of boat on inland waterways. Such as long-term letting accommodation and short overnight rental accommodation on boats that do not move. The review will also consider standards applicable to work boats.

Any future changes will require formal consultation by the owners of any UK-wide standards, such as the Boat Safety Scheme, the Association of Inland Navigation Authorities and British Marine.

6.2. More flexible boat registration charging periods

Our current annual boat registrations are valid for fixed charge periods – January to December for the River Thames and April to March for the Anglian Waterways and Upper Medway. Our customers have told us they want more flexibility. In the future, we want to move from these fixed registration periods to annual registrations that are valid for 12 months from the date they are applied for. This is sometimes called a ‘rolling year’ or 365 registration’.

Q53: Would you support a move to a more flexible registration year in the future?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q54: Do you have any other comments or suggestions about moving to a more flexible registration year in the future?

6.3. Online digital boat registration service

It has been our ambition for a number of years to develop an online digital service for boat registration. This has been recognised as a priority in our Navigation Business Plan. We are starting to develop a digital service for boat registrations that customers will access from GOV.UK.

Q55: Would you use an online digital boat registration service?

Please select one of the following:

- yes
- no
- do not know
- not applicable

If you selected 'no' please choose one of the following options:

- no access to the internet
- prefer not to use online service or payments
- other, please specify

Q56: We will be engaging with customers to get input to the new service as the project develops. Would you be interested in getting involved?

Please select one of the following:

- yes
- no

If you answered yes, please enter your contact details (email, phone number, mailing address) in the text box. By providing us with your contact details, you consent for us to contact you about any future workshops.

6.4. Boat naming and identification

It is currently a requirement of registration on all of our waterways to have either a unique name or registration number displayed on a boat.

The requirement is different on individual waterways. We are considering taking a consistent approach across all of our waterways in the future

Q57: Do you support a consistent approach to boat identification across our waterways?

Please select one of the following:

- yes
- no
- do not know
- not applicable

If you selected 'no' please tell us why?

Q58: What do you think should be used as the unique identifier for a boat?

Please select 1 of the following:

- the registration number
- the boat name
- other – please specify

6.5. Charging on the Rivers Wye and Lugg

We are the navigation authority for the Rivers Wye and Lugg. The principal rivers for navigation are the length of the River Wye between Bigsweir Bridge upstream to Hay Town Bridge, and the River Lugg between its confluence with the Wye and Presteigne Town Bridge.

We have a duty to:

- manage the principal rivers - to protect the interests of those navigating and using them, and to promote their navigation and use
- maintain the principal rivers for their navigation and use and to improve them as we deem fit
- undertake any of our functions for such purposes

The service we provide benefits all those who use it. We currently do not have legal powers on these rivers to charge for the service we provide to boaters (including canoeists), as we do on our other waterways. Therefore, the funding for this service is currently provided through government grant-in-aid, which is under increasing pressure. On our other waterways, boating customers contribute towards the service we provide through a legal boat registration charge scheme.

We are seeking views on whether boat users on the Rivers Wye and Lugg should contribute towards the service we provide for their benefit.

Q59: Do you agree that boat users on the Rivers Wye and Lugg should make a contribution towards the service we provide for their benefit?

Please select one of the following:

- yes
- no
- do not know
- not applicable

Q60: Please tell us if you have any suggestions about funding of the service we provide for boat users on the Rivers Wye and Lugg.

7. List of additional questions

To help us analyse the responses we receive we would like to understand more about you and the boat(s) you own, operate or represent. The final section of this consultation – ‘Responding to the consultation’ tells you how we will use your information, about ‘privacy’ and our response to the consultation.

About your use of our waterways

Question C1: Please tell us if you're responding as a private boat owner or on behalf of a commercial group or organisation.

Please select only one of the following

- private boat owner
- responding on behalf of a commercial group
- responding on behalf of another organisation (for example, charity, not-for-profit organisation, trading body)

Question C2: Please tell us the main river or waterway you or those you represent keep or use a boat.

Please select one of the following:

- River Ancholme – Anglian Waterways
- Black Sluice (South Forty Food Drain) – Anglian Waterways
- River Cam - Anglian Waterways
- River Great Ouse System – Anglian Waterways
- Upper Medway
- River Nene – Anglian Waterways
- River Stour – Anglian Waterways

- River Thames
- River Welland and River Glen – Anglian Waterways
- River Wey

If the main river you use is not one managed by the Environment Agency please select one of the following:

- Broads Authority
- River Cam - Cam Conservators
- Canal & River Trust waterways
- coastal
- Middle Levels Navigation
- none of the above

Question C3: In addition to the main river you use, if you or those you represent use a boat on another river please select the one that is used most frequently.

Please select one of the following:

- River Ancholme – Anglian Waterways,
- Black Sluice (South Forty Food Drain) – Anglian Waterways
- River Cam - Anglian Waterways
- River Great Ouse System – Anglian Waterways
- Upper Medway
- River Nene – Anglian Waterways
- River Stour – Anglian Waterways
- River Thames
- River Welland and River Glen – Anglian Waterways
- River Wey
- Broads Authority
- River Cam - Cam Conservators
- Canal & River Trust
- coastal
- Middle Levels Navigation
- none of the above

Question C4: Please tell us the type of registration you purchase.

Please select one of the following

- annual registration
- visitor registration
- gold licence
- I do not own a boat

Question C5: What is the main reason you or those you represent use a boat?

Please select one of the following:

- for private, leisure or non-commercial club use
- for commercial, business use
- for residential use
- I am not a boat user

If you selected 'private, leisure or non-commercial club use' or 'residential use' please continue with question C6 below. If you selected commercial, business please go to question C7.

Question C6: As a private, leisure, residential or non-commercial club user, what type of boat do you own?

Please select one of the following:

- powered cruiser
- powered sailing boat (with auxiliary engine)
- powered narrowboat
- static houseboat
- unpowered open boat

If you selected unpowered open, please choose your main type of unpowered open boat from the options below

- canoe
- kayak
- rowing or sculling boat
- sailing boat without auxiliary engine
- paddle board
- punt

Question C7: As a commercial, business user, what type of boat do you operate?

Please select one of the following:

- powered self-drive holiday hire boat
- powered self-drive day hire boat
- passenger or charter boat
- static letting or fixed location trading boats
- roving trading boats
- powered maintenance boat
- tug
- unpowered open hire boat

If you selected 'unpowered open hire boat', please select the main type of boat you operate:

Please select one of the following:

- canoe
- kayak
- rowing or sculling boat
- sailing boat without auxiliary engine
- paddle board
- punt

About you

Question C8 If responding as a private boater please can you tell us how old are you?

Please select one of the following:

- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65 – 69
- 70 -74

- 75 – 79
- 80 or over
- prefer not to say

Question C9: Please tell us how you found out about this consultation?

Please select one of the following:

- from the Environment Agency
- from Facebook
- from Twitter
- from an association
- from the local paper
- other please specify

Question C10: Please tell us if you would like to receive an email acknowledging your response, or an email to let you know we have published the summary of responses (or both).

Please select one of the following:

- yes
- no

Please include your email address below

Question C11: Can we publish your response? We will not publish any personal information or parts of your response that will reveal your identity (compulsory question).

- yes
- no

If you do not want your response published please tell us why (compulsory question).

Question C12: Would you like to take part in any future workshops, please select your preference.

- yes
- no

If you answered yes, and you have already given us your email address as part of this consultation, we will use this as your contact details for any future workshops.

If you have not given us your email as part of this consultation, please enter in the text box below your contact details (email, phone number, mailing address). By providing us with your contact details you consent for us to contact you about any future workshops.

If you decide at any time that you no longer wish to be contacted for future workshops, you can withdraw your consent by getting in touch with us at navconsultation@environment-agency.gov.uk

Responding to this consultation

How to respond

Online

You can view the consultation documents and questions online at [Citizen Space](#).

Here, you can submit your response using our online tool which will enable you to manage your comments more effectively. It will also help us to gather and summarise responses quickly and accurately as well as reducing the costs of the consultation.

What if I can't respond online?

The best way to respond is using the online consultation tool. If you are unable to respond in this way, you can submit your response by email or post. Please email enquiries@environment-agency.gov.uk using 'Navigation charge proposals 2022 to 2024' in the title or call us on 03708 506 506 (Mon to Fri, 8 to 6). We will email you the consultation documents and a response form to complete. Or we can post these to you if required.

All completed email or postal responses must be received by Thursday 16 September 2021 using the consultation response form.

Completed responses should be sent to enquiries@environment-agency.gov.uk

We encourage you to contact us through the online portal or by email. However, if you would prefer to submit your response by post please send your completed response to the address below:

Environment Agency

Navigation charge proposals 2022 to 2024

National Customer Contact Centre

PO Box 544

Bow Bridge Close

Bradmarsh Business Park

Templeborough

Rotherham

S60 1BY

Consultation dates

The consultation will run for 8 weeks from Thursday 22 July to Thursday 16 September 2021.

The closing date for responses is Thursday 16 September 2021. Any responses we receive after this date will not be included in the analysis.

Publishing our consultation response

We will publish our full response on both GOV.UK and Citizen Space within 12 weeks of this consultation closing and before we implement any changes. It will include a summary of the comments and queries we received. It will not include individual comments. We will outline our recommendations which take these into account. We will circulate a link to our response to all consultees and other interested parties who have asked to be kept informed. We will not respond individually to consultees.

How we will use your information

In accordance with the Freedom of Information Act 2000, we may be required to publish your response to this consultation, but will not include any personal information. If you have requested your response to be kept confidential, we may still be required to provide a summary of it.

Consultation principles

We are running this consultation in accordance with the guidance set out in the government's consultation principles.

If you have any questions or complaints about the way this consultation has been carried out, please contact consultation.enquiries@environment-agency.gov.uk or:

Consultation Co-ordinator
Environment Agency
Horizon House
Deanery Road
Bristol BS1 5AH

Privacy notice

The Environment Agency would like to keep you informed about the outcomes of the consultation. If you would like to receive an email acknowledging your response and be notified that the summary of responses has been published please provide your email address with your response to question C10.

By providing us with your email address you consent for us to email you about the consultation. We will keep your details until we have notified you of the response document publication.

We will not share your details with any other third party without your explicit consent unless required to by law. You can withdraw your consent to receive these emails at any time by contacting us at:

enquiries@environment-agency.gov.uk

The Environment Agency is the data controller for the personal data you provide. For further information on how we deal with your personal data please see our Personal Information Charter on GOV.UK or contact our Data Protection team at:

Environment Agency
Horizon House
Deanery Road
Bristol
BS1 5AH

Email: dataprotection@environment-agency.gov.uk

List of abbreviations

BC - British Canoeing

BR – British Rowing

BSS – Boat Safety Scheme

COVID-19 – Coronavirus (COVID-19)

CPI – Consumer Price Index

C&RT – Canal and River Trust

GiA – Grant in Aid

hp – horse power

k – thousands

m – million

sqm – square metre

SRoNC – Strategic Review of Navigation Charges

Glossary

This is a list of definitions for the terms used in this document. They are taken from the draft legal charge scheme.

"administration fee" means a fee payable when amendments to, or cancellations of, registrations are requested by the boat owner;

"Anglian waterways" means the waterways as defined in section 3 of, and described and listed in Schedule 1 to, the Anglian Water Authority Act 1977 as amended by the Environment Agency (Inland Waterways) Order 2010 as well as that part of the River Little Ouse between Brandon Staunch and Brandon Bridge, the Great Ouse Flood Relief Channel between the Head sluice lock at Denver and the Tail sluice at Saddlebrow and the Black Sluice (South Forty Foot Drain) from Donington Bridge (TF 17 4 356) to Black Sluice Lock, Boston (TF 326 429);

"annual charge period" means the twelve month period from the start date defined in the Scheme;

"annual registration" means a registration that is valid for the whole annual registration period;

"area charge" means a charge based on the area of a boat. This charge consists of a base charge, plus an initial charge/sqm up to and including a defined boat area, plus a charge/sqm area charged for the remaining area of the boat;

"boat" means any pleasure boat, launch, vessel, maintenance workboat, tender;

"boat area" means the length excluding movable items such as rudders or outboard motors (to the nearest 0.1m) of the boat x beam measured at the widest part of the hull (to the nearest 0.1m) of the boat. This area is rounded down to the nearest full square metre;

"boat solely used for the carriage of goods;" means on the River Thames a boat used solely for the transportation of goods on the River Thames;

"business boat" means a boat kept or used on a waterway which is not kept or used solely as a private boat;

"carriage of goods" means the transportation of goods by boat on a waterway;

"coaching boat" means a boat used solely for coaching and training during supervised boating activities aboard other registered boats.

"daily charge" means a charge to keep or use a boat for 24 hours from the time of issue, or where issued in advance valid for 24 hours from the time requested at application.

"daily registration" means a registration that is valid for 24 hours from the time it is issued, or where issued in advance valid for 24 hours from the time requested at application.

"electrically powered" means the power to propel the boat is solely from an electric motor;

"emergency services" means the police, fire, ambulance, RNLI and Coastguard services

"event registration charges" means charges for registering boats taking part in an organised event on any waterway;

"existing owner" means someone who is not a new owner;

"explorer registration charge " means a registration charge of a private unpowered open boat that is valid for 15 days within the annual period but that period does not have to be consecutive days.

"houseboat" means for River Thames, any pleasure boat which is not a launch and which is decked or otherwise structurally covered in and which is or is capable of being used as a place of habitation (whether by day and night or the one or the other) or as a place for accommodating or receiving persons for purposes of shelter, recreation, entertainment or refreshment or of witnessing regattas or other events or as club premises or as offices or as a kitchen pantry or store place; for Medway navigation, any craft or any part thereof, whether or not the same is or may be used for human habitation, but does not include any vessel (a) which is bona fide used for navigation, or (b) which is on the Medway navigation with the written consent of the Agency for the purpose of being broken up or disposed of, or (c) which consists of a floating or fixed pier or jetty which serves vessels bona fide used in navigation; for Anglian waterways, any type of private domestic or commercial space, whether used for accommodation or not, built within or upon a navigable hull originally intended to be towed by a tug, whether or not it is still towed or is permanently moored (e.g. a converted dumb barge, lighter, butty etc.), or any type of private domestic or commercial space, whether used for accommodation or not, built within or upon a navigable hull but either not originally fitted with a means of propulsion or with the means of propulsion removed or permanently disabled (e.g. Dutch barge, Humber Keel barge, wide beam or narrowboat)

"junior only boats" means unpowered open boats registered by a club or organisation to be solely used by people aged up to and including 18 years old;

"launch" means a mechanically propelled vessel not being used solely as a tug or for the carriage of goods;

"Lincolnshire waterways" means the New River Ancholme from Ferriby Sluice in the Parish of South Ferriby in the District of Glanford and the County of Humberside to Bishops Bridge formerly known as Bishops Briggs in the Parish of Glentham in the District of West Lindsey in the County of Lincolnshire.the River Welland from Fosdyke Bridge in the Parish of Fosdyke in the District of Boston in the County of Lincolnshire to National Grid reference point TF 350345; the River Welland from Hudd's Mill in the Parish of Stamford in the District of South Kesteven in the County of Lincolnshire to Fosdyke Bridge in the said Parish of Fosdyke and the River Glen from Tongue End in the Parish of Bourne in the District of South Holland in the County of Lincolnshire to its confluence with the River Welland in the Parish of Surfleet in the same district;

"maintenance work boat" means a boat that is solely used to undertake maintenance on and about the waterway and its banks and structures;

"mechanically propelled" means propelled by a combustion engine, steam engine or electric motor, whether this is the main or auxiliary engine;

"Upper Medway" means the waterway between Allington Lock and the Leigh Barrier at Tonbridge, including backwaters and marinas [the waterway as defined in section 32 Southern Water Authority Act 1982];

"monthly charge" means a charge to keep or use a boat from the date of issue or where purchased in advance from the date requested at application;

"monthly registration charge" means a registration that is valid for 31 days from the date of issue, or where issued in advance valid from the date requested at application;

"new owner" means someone who is bringing a boat onto the waterway for the first time for the first time, or someone who has not brought a boat onto the waterway in the current or previous annual charge periods;

"new part year registration" means the registration of a boat for the first time on the waterway, or by a new owner following the purchase of a previously registered boat, or a boat which has not been kept or used on the waterway by the existing owner for the previous annual registration period;

"not for profit organisation or charity boat" means a boat owned or operated by not-for-profit organisations or charities solely used to encourage participation by providing access to the waterways for sport, recreation or education;

"Ouse waterways" means those waters listed as part of the River Great Ouse system in paragraph 5 of Part 3 of Schedule 1 to Anglian Water Authority Act 1977 and the River Little Ouse between Brandon Stauch and Brandon Bridge;

"passenger steamers" means

"permanently disabled engine" means an engine that has been mechanically altered so that it cannot be started or operated. This does not include where the means of cranking the engine has been temporarily disconnected from the engine or the cranking power source; or the removal or failure of a component that can be replaced. Temporary removal of an outboard engine is not considered permanently disabling a boat,

"permanently removed boat" means an annually registered boat that is removed from the waterway and will not return to the waterway during the current annual registration period and the next annual registration period;

"pleasure boat" includes any yacht, launch, houseboat, randan, wherry, skiff, gig, dinghy, shallop, punt, canoe, float or other ship, boat or craft (including amphibious craft) but does not include a vessel being used solely as a tug or for the carriage of goods;

"private boat" means any boat that is kept and used on a waterway solely for private leisure purposes, and not for the purposes of generating income for any organisation or business or for providing a service to others;

"powered boat" means a boat which is mechanically propelled;

"powered maintenance work boat" means a maintenance work boat that is mechanically propelled;

"River Nene" means the River Nene Navigation from the outfall of the Northampton Arm of the Grand Union Canal at Cotton End in the Parish, District and County of Northampton to Bevis Hall in the Parish of Wisbech St. Mary in the District of Fenland in the County of Cambridgeshire;

"River Stour" means the River Stour from Brundon Mill in the Parish of Sudbury in the District of Babergh in the County of Suffolk to the Cattawade Barrage partly in the Parish of Brantham in the same District and partly in the Parish of Lawford in the District of Tendring in the County of Essex;

"River Thames" means every part of the non-tidal River Thames between Cricklade Bridge and Teddington Lock, and the short section of the tidal River Thames between Teddington Lock and

the Port of London Authority's boundary, including backwaters and marinas [the river as defined in section 4 Thames Conservancy Act 1932]

"safety or rescue boat" means a boat owned by a not for profit organisation or charity used solely to carry out safety and rescue activity on the waterway for which it is registered;

"self-drive day hire" means a boat that is hired to members of the public without a skipper or crew, has no sleeping accommodation and is let out solely for periods up to 1 day, returning to the operating base each day;

"temporary transit registration " means a registration for boats moving on the waterway solely for winter storage, repair, delivery and trial trip/demonstration, including boats under tow, and not operating for private leisure or business purposes;

"tender" means for River Thames a pleasure boat (other than a launch exceeding 20 feet [6 metres] in length or a houseboat) which is used solely as the only tender to a launch in the same ownership as the tender {and which is permanently marked with the words "Tender to" and the name of such launch}; for Anglian waterways and Medway navigation, a vessel which is used solely as the only tender to a vessel in the same ownership as the tender;

"tug" means a powered boat kept or used on the waterway to push or pull other boats or floating structures or for carrying out maintenance work on the waterway;.....

"unpowered boat" means a boat that is not mechanically propelled;

"unpowered enclosed boat" means a boat that is not mechanically propelled, or the machinery that propels the boat has been removed or permanently disabled and is fully or partially structurally covered with enclosed or decked accommodation space (including houseboats as defined, butty boats);

"unpowered maintenance work boat" means a maintenance work boat that is not mechanically propelled;

"unpowered open boat" means a boat that is not mechanically propelled; and is either open to the elements with no enclosed or decked accommodation space (including a rowing boat, dragon boat, punt, dinghy with or without sail, canoe, paddle board, light inflatable) or the crew are only protected by a spray deck (including a kayak);

"vessel" means for River Thames, any ship, boat, lighter, or craft whatsoever however propelled or navigated and (without prejudice to the generality of the foregoing description) includes also any amphibious craft; for Medway navigation, every description of craft used or designed for use in navigation however intended to be navigated, propelled or moved and includes a hovercraft (as defined in the Hovercraft Act 1968), a hydrofoil vessel (being a vessel designed to be supported on foils) and anything constructed or used to carry persons or goods by water; for Anglian waterways, any ship, lighter, keel, barge, boat, , tug, hovercraft, hydrofoil and craft of any kind howsoever navigated, propelled or moved and any seaplane on the surface of the water;

"waterway" means the River Thames, the Medway navigation or the Anglian waterways;

"weekly charge" means a charge for the use or keeping of a boat from the date of issue for 7 consecutive days or where registration is issued in advance from the date the requested on application;

"weekly registration" mean a registration that is valid from the date of registration for 7 consecutive days, or where issued in advance from the date the registration stipulates.

Would you like to find out more about us or your environment?

Then call us on

03708 506 506 (Monday to Friday, 8am to 6pm)

Email: enquiries@environment-agency.gov.uk

Or visit our website

www.gov.uk/environment-agency

incident hotline

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Environment first

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