

Navigation Committee

21 October 2021

Agenda item number 7

Proposed navigation charges for 2022/23 in the navigation area and adjacent waters

Report by Chief Executive, Chief Financial Officer and Collector of Tolls

Purpose

This report consults the Committee on the proposed navigation charges for next year, 2022/23. It follows a briefing for all Members on the 28 September and takes account of the comments made. The report looks at income and expenditure for 2021/22, the challenges for the coming year, the need for a replacement on-line tolls system and the repayment to National Park Reserves of the funding provided earlier this year. Members are asked to consider the various options in the paper.

Broads Plan Context

Aspiration 4 is to maintain a safe, open navigation and reduce pressures on busy or vulnerable areas, with a strategic action to implement, promote and monitor measures to maintain and improve safety and security for the navigation and boats.

Contents

1.	Introduction	2
2.	Navigation Income and Expenditure 2021/22	2
3.	Challenges	2
4.	Need for Replacement On-Line Tolls System	3
5.	National Park Grant	4
6.	Hire Boat Licensing	5
7.	Sustainable Boating	6
8.	Pressures on Staff	7
9.	Options Analysis	8
10.	Social, economic and environmental implications	10
11.	Financial implications	11
12.	Risk implications	12

Appendix 1 – Boat Numbers at 30 September 2021	14
Appendix 2 - Hire Boat Operator Day Boats	15
Appendix 3 - Schedule Showing 3.4% and 3.6% Increase in Charges for 2022/23	18

1. Introduction

1.1. Last year the Authority increased resources towards public safety on the water by using National Park Grant Reserves to fund more patrolling and the production of videos for visitors to the Broads. Without the contribution from National Park Reserves the level of tolls required would have been 7% rather than the 4% implemented, to maintain services and provide for the urgent safety provisions. This investment appears to pay off and there have been very few serious incidents on the water this year.

2. Navigation Income and Expenditure 2021/22

2.1. After all the difficulties resulting from COVID this has been an exceptionally good year for boating on the Broads. The number of hire boats has not fallen as far as anticipated and the number of private boats has increased. Appendix 1 contains the boat numbers as of 30 September. The result has been a significant increase in Navigation income – see Table 1.

Table 1

Toll income to 30 September 2021

Income	Private Boats	Hired Boats
Actual	£2,352,700	£1,193,100
Budget	£2,303,000	£1,131,000
Current surplus	£49,700	£62,100
Predicted surplus as at 31/03/2022	£126,900	£62,100

2.2. The current income forecast for the end of the financial year is a surplus of £189,000. This provides the Authority will a real opportunity to plan for the future and the long-term needs of the Authority in its role of maintaining the waterways.

3. Challenges

3.1. There are a number of significant pressures on the Authority's navigation expenditure, particularly in light of rising inflation:

- Rising inflation

- In the 12 months to August 2021, CPI rose by 3.2%, CPIH by 3%, and RPI by 4.8% - Released 15 September 2021 by the [ONS](#).
- Unknown pay increases 2021/22 and 2022/23 – the working assumption is the budget is +2% p.a.
- Big increases in material costs – fuel, timber, steel etc.
- Health and Social Care Levy
 - Additional Employer National Insurance for health and social care costs [announced in September 2021](#)- the cost to the Authority is estimated as £33,000 in 2022/23 and £49,000 in 2023/24.

3.2. There is also a high degree of uncertainty. This includes but is not limited to:

- COVID-19 crisis – We are not out of the woods yet.
- Domestic holidays in the UK are likely to remain strong although there also appears to be a cautious return to international leisure travel in recent weeks
- Hire Boat industry has had a good year in 2021 following a delayed start to the season caused by COVID restrictions. Forward bookings for 2022 appear to be healthy.
- Continuing investment in new hire boats but a decline in overall numbers. Weekly hired cruisers reduced by 7 this year. We do not know how many there will be next year but a fall of c 40 boats is predicted.
- Uncertainty around how many of the additional private motor-boats are likely to remain.

4. Need for Replacement On-Line Tolls System

- 4.1. The current on-line computer system revolutionised the payment of tolls in 2011 and was funded from a Government scheme called Implementing Electronic Government. It has served the Authority well but now needs replacing and updating to meet the expectations of toll payers.
- 4.2. Whilst the specification needs fully developing this will only be the third time a new system has been installed in the Authority's history. Looking at the costs of when the last system was installed in 2011 a provisional estimate of £250,000 has been made as a starting point.
- 4.3. In order to fund a project of this scale, the option could be to utilise some of the capital receipts reserve that exist from the sale of the Ludham Fieldbase. The total balance on

the reserve is £405,000 which can only be spent on capital expenditure or the repayment of debt. The Navigations share is 40% (£162,000).

- 4.4. Given that Navigation income has performed better than expected some of the forecast £189,000 surplus could be put aside in the earmarked reserves to help reach the £250,000. This would involve placing £88,000 into the IT Computer Software reserve which could then be drawn down in future years once the full cost and specification was known. A small proportion of the surplus income would be used to offset some of the previous forecast adjustments notified to the Committee in September. The remainder would then be used to help reduce the percentage increase required for 2022/23.
- 4.5. Table 2 below sets out the forecast position if the £88,000 is placed into the earmarked reserve.

Table 2

Forecast outturn

Income and Expenditure	Latest Available Budget 2021/22 £	Forecast Outturn 2021/22 £
Income	(3,503,650)	(3,688,900)
Expenditure	3,803,116	3,908,131
(Surplus)/Deficit	299,466	219,231
Transfer of interest to earmarked reserves	3,375	1,500
Opening Reserves	894,535	894,535
Closing Reserves	591,694	673,804
Reserves as % of Expenditure	15.6%	17.2%

5. National Park Grant

- 5.1. On 31 March 2021 £250,000 was transferred from National Park Reserves to Navigation Reserves after securing permission from DEFRA given the exceptional circumstances related to the COVID-19 pandemic. This was essential at the time of budgeting, when income was forecast to remain low, however because of the much higher level of income received since April this transfer can be repaid. The most likely outcome from the Comprehensive Spending Review is a flat cash settlement for National Parks for the next three years, in real terms a decline in funding. Given the high level of navigation income for the current year and the good prospects for next summer it would be appropriate to transfer back to the National Park Reserves the contribution made and two options have been discussed.

- 5.2. Option 1 – Repayment of £25,000 per annum over 10 years
- 5.3. Option 2 – Repayment of £50,000 per annum over 5 years.

6. Hire Boat Licensing

- 6.1. Public safety on the water continues to be a top priority for the Authority and last year additional resources were used for the production of safety videos for visitors and increased patrolling by Rangers. Both of these have had a positive impact and the proposed expenditure for future years assumes that the higher level of patrolling will be maintained. The content of the safety videos will be reviewed in the light of the feedback that has been received during the first season of their use. Amendments will need to be made and potentially new videos added.
- 6.2. In July 2003 10 people aboard a day hire boat (Breakaway V) capsized and inverted without warning at Horning Hall, with one person losing their life. The DTI's Marine Accident Investigation Branch report, which followed the investigation into the accident, recommended that the licensing powers available to local authorities should be used. The introduction of a Broads-wide Licensing Scheme was one of the key objectives of the Broads Authority Bill.
- 6.3. Last year following two very serious incidents on the Broads, and a Marine Accident Investigation Branch (MAIB) investigation, officers identified deficiencies in the current hire boat licensing system and concluded that it required strengthening. Currently a Hire Boat Licensing Officer is employed for 1 day per week to carry out hire boat licensing inspections, audits, visit and advise new businesses as well as dealing with hire boat licensing, BAPS inspections, enquiries and complaints. This has proved to be insufficient and it is essential that this is increased if the Authority's oversight of the industry is to be fit for purpose. For example, officers are of the view that operators should be audited on an annual basis as a minimum rather than every three years.
- 6.4. The Hire Boat Code is being updated and following the MAIB investigation into the Diamond Emblem 1 incident, additional changes have been recommended. These will come into force from 1 April 2022.
- 6.5. In recent years the Authority has seen an increase in start-up Hire Boat Operators (mainly paddle sports) which provide an offering all year around. These new start-up companies need a high proportion of the HBLO time to ensure that the health and safety and other rules associated with hiring are compiled with and that high safety standards are maintained.
- 6.6. A new traffic light system for the auditing of hire boat operators is being developed which includes more visits to potentially failing operators to ensure standards are met and improvements carried out. Time will be needed for subsequent visits to monitor progress.
- 6.7. The Authority also has the duty to implement a regime that has the ability and capacity to investigate when breaches of the hire boat code are reported. Under the current

arrangements the Authority's ability to respond is limited and can be delayed. Being able to react faster will improve standards.

- 6.8. The costs of implementing the licensing regime are met from licensing income. Currently the charges are £18 for the operator and £5 per vessel. It costs £6,510 to provide an officer one day a week which compares to the income raised year to date of £6,812.
- 6.9. At the Briefing Members supported an increase in Hire Boat Officer time and two options were presented to Members:
- A. 1 Hire Boat Licensing Officer for 5 days a week (£36,130) or
 - B. 1 Hire Boat Licensing Officer for 3 days a week (£21,140)
- 6.10. Given the volume of work associated with the new Hire Boat Code and the high priority given by the Authority to public safety, particularly remembering the responsibilities that Members of the Authority carry as the Duty Holder for the Port Marine Safety Code, a significant increase in the time available is justified.

Table 3

Current and Indicative charges

Charge	Current	Hire Boat Officer 3 days	Hire Boat Officer 5 days
Hire Boat Licence	£18	£25	£35
Vessel costs	£5	£17	£29

It is difficult to find comparators but hackney carriage licences are similar and for example Norwich City Council charges £123 per annum and East Suffolk Council £316.

- 6.11. There are currently 1,078 boats within the Scheme with 79 operators. The largest operator has 235 licensed. Members are asked for their views on the scale of Hire Boat Operator time required and the charging regime.

7. Sustainable Boating

- 7.1. The Broads Authority has been a leading exponent of sustainable boating, operating the first solar-powered passenger boat in the UK, installing a network of electric charging points and providing discounts for private and hire boats which are powered by the wind, electric or hybrid technology.
- 7.2. Given the priority given to de-carbonisation by the Government, in the year when it is hosting COP 26, and the policies in the Broads Plan, the question arises as to whether the Authority should be doing more to encourage private and hire boat owners to move away from diesel and petrol engines.

- 7.3. While the technology for zero carbon weekly hired cruisers is still in its infancy and the subject of a successful grant application to fund a research programme with Hethel Engineering and the industry, the technology for electric day boats is tried and tested and has been operating on the Broads for many years.
- 7.4. Hiring a small boat for a few hours is one of the most accessible ways for a member of the public to get on to the water. On fine days they are hugely popular. Appendix 2 gives a list of operators with a breakdown between the different forms of propulsion and shows that of the 322 day-boats only 64 are electric. The Authority has, for a number of years, given a lower toll for electric day hire boats. The current charge is £551.21 for an 11m² day hired boat (£50.11 per m²), reduced to £377.41 (£34.31 per m²) for an electric day boat – roughly a 30% reduction. The cost of a new electric powered day boat is in the order of £30,000 and retrofitting an electric engine is also an expensive process. The tolls differential cannot offset that scale of investment but the Authority can send a clear indication of its intention to further encourage the industry to move towards electrification by increasing the differential further, promoting electric day boats to the public and setting a target date for all electric day hire boat fleet.
- 7.5. **Option – Sustainable Boating – Electric Day Hire Boats**
As an encouragement for hire boat operators, the charges for electric day boats could be further reduced in relation to the diesel and electric craft of the same size. So, for example the charges for day hire boats could be raised to £54.30 per square metre (an 8.36% increase) while the charge for an electric day boat could be reduced to £26 per square metre (a 24.2% reduction). There is no net cost of this change to the Authority's income.
- 7.6. This raises a much bigger question about the long-term sustainability of boating on the Broads and officers are proposing to bring a report on this issue to the Committee in the future.

8. Pressures on Staff

- 8.1. The impact of the last 18 months on staff cannot be under estimated. Most have gone beyond the call of duty to keep services ticking over and have faced considerable pressure. In previous years officers have presented options for additional areas of expenditure but this year it is proposed to keep increases to a minimum and only to fund existing commitments. The purchase of additional speed control signs has been suggested. These have been a success and it proposed to see if the costs of two additional signs – c £6,000 – can be found from existing budgets.
- 8.2. The Tolls and Finance Teams have been under particular pressure for a number of years, working evening and weekends, to try to keep on top of the number of new boat registrations, managing the Authority's finances, producing the Statement of Accounts and processing additional external grant funding. The current position is unsustainable and so the following changes are being proposed to cope with the workload.

- (i) In view of the growing pressure over several years on the Tolls Team it is proposed to recruit an additional Tolls Assistant at a cost to Navigation £31,280 (100% Navigation).
- (ii) It is proposed to strengthen the Finance Team with the appointment of a Senior Finance Officer (cost to Navigation £22,130 – 50%).
- (iii) The Head of Governance part-time post, vacated by the previous post holder, is being replaced at a lower grade by a post of Senior Governance Officer for five days a week (cost to Navigation £574 – 33%).
- (iv) The additional responsibility of the Chief Financial Officer in line managing the Tolls, IT and Governance Teams, is recognised through a change to Director of Finance (cost to Navigation £6,475 – 50%).

8.3. The net cost of these changes to Navigation Expenditure is £60,460.

8.4. This is in part offset by a £4,700 saving on insurance costs (47% Navigation).

9. Options Analysis

9.1. There are potentially a very large number of options that could be generated from the alternatives set out above. The discussion was started with members at the briefing on 28 September. Taking on board the feedback from Members at the Briefing, officers are proposing that:

- (i) £88,000 are used from this year's additional income towards the costs of the replacement on-line tolls system. This is a crucial piece of infrastructure for the Authority and a more modern system would make the process of payment more straightforward and efficient for toll payers.
- (ii) The number of hours a Boat Licensing Officer is employed are increased to 3 or 5 days a week. This is a self-funding option and does not impact the overall level of tolls charged to Private Boat owners.
- (iii) Further encouragement to electric day hire boats is provided by increasing the discount as set out above.

9.2. The other item raised at the Member Briefing was whether the transfer back to National Park Reserves of the £250,000 should be made over five or ten years. The difference between Option 1, repayment over 10 years and Option 2, repayment over 5 years is 0.2% and the implications of that is set out below. The shorter repayment period will be beneficial to the Authority's ability to continue to deliver on its climate change and biodiversity recovery work.

Table 4

Proposed charges for 2022/23 – Hired craft

No	Category	Current charge	Option 1 +3.4%	Option 2 +3.6%
1.	Weekly hired motor craft	£32.75 per m ²	£33.86	£33.93
2	Weekly hired motor craft – electric and hybrid	£22.54 per m ²	£23.31	£23.35
3.	Day hired – petrol/diesel	£50.11 per m ²	£54.30 (+8.36%)	£54.42 (+8.60%)
4	Day hired Electric	£34.31 per m ²	£26.00 (-24.22%)	£26.00 (-24.22%)
5.	MCA Passenger Boats and small passenger boats	£43.10 per m ²	£44.57	£44.65
6.	Hired Motorised Sailing Craft – diesel	£26.58 per m ²	£27.48	£27.54
7.	Hired Sailing Boats & Hired Motorised Sailing - electric	£19.44 per m ²	£20.10	£20.14
8.	Hired Houseboats	£16.60 per m ²	£17.16	£17.20
9.	Hired Rowing, canoes etc.	£72.94	£75.42	£75.57

Table 5

Proposed charges for 2022/23 – Private craft

No	Category	Current charge	Option 1 +3.4%	Option 2 +3.6%
10.	Private Motor Boats - petrol & diesel	£14.54 per m ²	£15.03	£15.06
11.	Private Motor Boats Electric	£11.11 per m ²	£11.49	£11.51
12	Private Motorised Sailing Craft - petrol & diesel	£10.75 per m ²	£11.12	£11.14
13.	Private Sailing Boats & Private Motorised Sailing Craft - electric	£8.88 per m ²	£9.18	£9.20

14.	Private Houseboats	£5.72 per m ²	£5.91	£5.93
15.	Private Rowing, canoes etc.	£36.47	£37.71	£37.78

Table 6

Impact of proposed charges for typical sized vessels

Vessels	Number of vessels (30 Sep 2021)	Current charge	Option 1 +3.4%	Option 2 +3.6%
5 m ² Private sailing craft	452	£44.40	+£1.50	+£1.60
11 m ² Private sailing craft	127	£97.68	+3.30	+£3.52
5 m ² Private motor boats	724	£72.70	+£2.45	+£2.60
15 m ² Private motor boats	257	£218.10	+£7.35	+£7.80
22 m ² Private motor boats	327	£319.88	+£10.78	+£11.44
38 m ² Private motor boats	116	£552.52	+£18.62	+£19.76
12 m ² Day hired boats – petrol/diesel	71	£601.32	+£50.28 (+8.36%)	+51.72 (+8.60%)
38 m ² Weekly hired motor craft	55	£1,244.50	+£42.18	+£44.84
48 m ² Weekly hired motor craft	61	£1,572.00	+£53.28	+£56.64

10. Social, economic and environmental implications

10.1. Previous toll payer surveys show that the Authority's tolls account for less than 10% of the typical costs of owning a boat. While boat ownership may be seen by some as a luxury, we know that this is not always the case. COVID has had serious impacts on many people in ways that cannot yet be fully measured or appreciated. However, it is

fair to say that many people face uncertainty regarding their financial security. Our community of private boat owners is diverse in nature and some may face difficult decisions regarding their continuing boat ownership. The resulting effect on private boat numbers in the Broads cannot be predicted.

- 10.2. Bookings for next year’s hire boat holidays are strong and the urgent need to improve safety on the Broads is a compelling argument for an increase in the time spent on hire boat licensing.

11. Financial implications

- 11.1. Despite the impact of COVID-19 private boat numbers have increased and contrary to the initial forecast the number of hire boats has not decreased by as much as expected. This has meant that reserves have remained above the recommended minimum of 10% and the proposals set out above look to maintain the Navigation reserve just above this over the three-year period of the medium-term financial strategy.

- 11.2. While it had been anticipated that the minimum level of reserves would be reviewed during 2021/22 this work has not been completed due to other pressures. The 10% minimum has been in place for a number of years, and until COVID-19 remained adequate. It is proposed that for the purpose of setting the 2022/23 this remains the case. A fundamental review will then be carried out and members consulted if the recommendation is that this should be increased.

- 11.3. The rising costs of inflation has an impact on the Authority’s expenditure plans. As with previous years, budget holders’ requests have started from a zero base with no expectation of automatic rollover of last year’s budgets. All requests are reviewed by the Directors and then jointly by Management Team. The expenditure requested is deemed to be a fair and achievable reflection of the service to be delivered.

- 11.4. Members will note from the tables below that expenditure will run at a deficit but this will be balanced by the higher level of reserves over the life of the strategy. By year three it is planned to return to a surplus position.

- 11.5. The impact of the two options can be found in table 7 and 8 below.

Table 7

Draft 2022/23 Navigation Budget 3.4% Increase

Income and expenditure	2022/23	2023/24	2024/25
Income	(3,735,900)	(3,868,400)	(4,007,900)
Expenditure	3,826,623	3,918,655	4,004,235
(Surplus)/Deficit	90,723	50,255	(3,665)

Income and expenditure	2022/23	2023/24	2024/25
Transfer of interest to earmarked reserves	1,500	3,750	7,500
Repayment of NP transfer	25,000	25,000	25,000
Opening Reserves	(673,804)	(556,581)	(477,577)
Closing Reserves	(556,581)	(477,577)	(448,742)
Reserves as % of Expenditure	14.5%	12.2%	11.2%

Table 8

Draft 2022/23 Navigation Budget 3.6% Increase

Income and expenditure	2022/23	2023/24	2024/25
Income	(3,743,900)	(3,883,400)	(4,030,900)
Expenditure	3,826,623	3,918,655	4,004,235
(Surplus)/Deficit	82,723	35,255	(26,665)
Transfer of interest to earmarked reserves	1,500	3,750	7,500
Repayment of NP transfer	50,000	50,000	50,000
Opening Reserves	(673,804)	(539,581)	(450,577)
Closing Reserves	(539,581)	(450,577)	(419,742)
Reserves as % of Expenditure	14.1%	11.5%	10.5%

12. Risk implications

12.1. The setting of tolls is always challenging. The impacts from COVID and Brexit are likely to be felt for many years to come by the public and the Authority. The cautious approach to boat numbers in 2022/23 means that this year's increase has not been relied upon and that the proposals remain in line with inflation.

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[Broads Plan](#) strategic actions: 4

Appendix 1 – Boat Numbers at 30 September 2021

Appendix 2 – Hire Boat Operator Day Boats and fuel types

Appendix 3 – Proposed Navigation Charges 2022/23

Appendix 1 – Boat Numbers at 30 September 2021

Table 1

Hire Boat

Class of Hire Boat	2019	2020	2021	Change 2020 on 2019	Change 2021 on 2020
Motor Cruisers	801	736	729	-65	-7
Auxiliary Yachts	44	37	45	-7	8
All cabin hire boats	845	773	774	-72	1
Day Launches	297	262	322	-35	60
Outboard Dinghies	8	4	5	-4	1
Passenger Vessels MCA	6	5	6	-1	1
Passenger Vessels SPB	7	4	8	-3	4
Total Motor Boats	1,163	1,048	1,115	-115	67
Sailing Craft	87	74	88	-13	14
Rowing Craft	193	174	228	-19	54
Houseboats	26	19	27	-7	8
Total	1,469	1,315	1,458	-154	143

Table 2

Private Boats

Class of Private Boat	2019	2020	2021	Change 2020 on 2019	Change 2021 on 2020
Motor Cruisers	5,024	4,875	5,179	-149	304
Auxiliary Yachts	1,097	945	1,038	-152	93
Day Launches	549	540	569	-9	29
Outboard Dinghies	1,039	1,023	1,115	-16	92
Workboats	153	141	138	-12	-3
Passenger Vessels SPB	23	13	19	-10	6
Total Motor Boats	7,885	7,537	8,058	-348	521
Sailing Craft	1,010	834	913	-176	79
Rowing Craft	1,531	1,778	2,034	247	256
Houseboats	47	45	52	-2	7

Class of Private Boat	2019	2020	2021	Change 2020 on 2019	Change 2021 on 2020
Total Unpowered Boats	2,588	2,657	2,999	69	342
Total	10,473	10,194	11,057	-279	863

Appendix 2 - Hire Boat Operator Day Boats

Table 1

Day Boat Fuel Types

Operator	Diesel/Petrol	Electric	Total
1	39	3	42
2	28	6	34
3	24	5	29
4	23	3	26
5	20	0	20
6	4	12	16
7	13	1	14
8	14	0	14
9	5	7	12
10	11	0	11
11	8	1	9
12	6	1	7
13	0	6	6
14	1	5	6
15	6	0	6
16	4	2	6
17	5	0	5
18	1	4	5
19	4	0	4
20	4	0	4
21	4	0	4

Operator	Diesel/Petrol	Electric	Total
22	2	2	4
23	3	0	3
24	3	0	3
25	2	0	2
26	1	1	2
27	0	2	2
28	0	2	2
29	2	0	2
30	1	0	1
31	1	0	1
32	1	0	1
33	1	0	1
34	1	0	1
35	1	0	1
36	1	0	1
37	1	0	1
38	1	0	1
39	1	0	1
40	1	0	1
41	1	0	1
42	1	0	1
43	1	0	1
44	1	0	1
45	0	1	1
46	1	0	1
47	1	0	1
48	1	0	1
49	1	0	1
50	1	0	1
51	1	0	1

Operator	Diesel/Petrol	Electric	Total
Total	258	64	322

Appendix 3 - Schedule Showing 3.4% and 3.6% Increase in Charges for 2022/23

Table 1

Category 1 - Weekly hired motor craft

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
12	13	393.00	13.32	14.16
13	1	425.75	14.43	15.34
15	9	491.25	16.65	17.70
17	1	556.75	18.87	20.06
18	4	589.50	19.98	21.24
19	6	622.25	21.09	22.42
20	11	655.00	22.20	23.60
21	10	687.75	23.31	24.78
22	18	720.50	24.42	25.96
23	7	753.25	25.53	27.14
25	6	818.75	27.75	29.50
26	10	851.50	28.86	30.68
27	8	884.25	29.97	31.86
28	33	917.00	31.08	33.04
29	14	949.75	32.19	34.22
30	21	982.50	33.30	35.40
31	11	1015.25	34.41	36.58
32	11	1048.00	35.52	37.76
33	16	1080.75	36.63	38.94
34	15	1113.50	37.74	40.12
35	20	1146.25	38.85	41.30
36	17	1179.00	39.96	42.48
37	38	1211.75	41.07	43.66
38	55	1244.50	42.18	44.84
39	37	1277.25	43.29	46.02

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
40	25	1310.00	44.40	47.20
41	16	1342.75	45.51	48.38
42	24	1375.50	46.62	49.56
43	10	1408.25	47.73	50.74
44	51	1441.00	48.84	51.92
45	3	1473.75	49.95	53.10
46	46	1506.50	51.06	54.28
47	10	1539.25	52.17	55.46
48	61	1572.00	53.28	56.64
49	4	1604.75	54.39	57.82
50	27	1637.50	55.50	59.00
51	23	1670.25	56.61	60.18
52	29	1703.00	57.72	61.36
54	3	1768.50	59.94	63.72

Table 2

Category 2 - Weekly hired motor craft electric

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
40	1	901.60	30.80	32.40
41	1	924.14	31.57	33.21
48	3	1081.92	36.96	38.88

Table 3

Category 3 - Day hired boats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	2	250.55	20.95	21.55
6	9	300.66	25.14	25.86
7	1	350.77	29.33	30.17

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
8	18	400.88	33.52	34.48
9	25	450.99	37.71	38.79
10	42	501.10	41.90	43.10
11	49	551.21	46.09	47.41
12	71	601.32	50.28	51.72
13	20	651.43	54.47	56.03
14	7	701.54	58.66	60.34
15	8	751.65	62.85	64.65
16	1	801.76	67.04	68.96
17	2	851.87	71.23	73.27
21	3	1052.31	87.99	90.51

Table 4

Category 4 – Day hired electric boats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
7	5	240.17	-58.17	-58.17
8	1	274.48	-66.48	-66.48
9	3	308.79	-74.79	-74.79
10	16	343.10	-83.10	-83.10
11	16	377.41	-91.41	-91.41
12	7	411.72	-99.72	-99.72
13	1	446.03	-108.03	-108.03
14	4	480.34	-116.34	-116.34
15	6	514.65	-124.65	-124.65
17	1	583.27	-141.27	-141.27
19	2	651.89	-157.89	-157.89
21	2	720.51	-174.51	-174.51

Table 5

Category 5 - MCA passenger boats and small passenger boats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	1	215.50	7.35	7.75
8	1	344.80	11.76	12.40
9	1	387.90	13.23	13.95
16	1	689.60	23.52	24.80
23	2	991.30	33.81	35.65
31	1	1336.10	45.57	48.05
37	1	1594.70	54.39	57.35
72	2	3103.20	105.84	111.60
84	1	3620.40	123.48	130.20
89	2	3835.90	130.83	137.95
98	1	4223.80	144.06	151.90

Table 6

Category 6 - Motorised sailing craft for hire

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
13	1	345.54	11.70	12.48
16	3	425.28	14.40	15.36
17	1	451.86	15.30	16.32
18	2	478.44	16.20	17.28
19	1	505.02	17.10	18.24
21	4	558.18	18.90	20.16
22	1	584.76	19.80	21.12
23	4	611.34	20.70	22.08
24	3	637.92	21.60	23.04
25	9	664.50	22.50	24.00
26	4	691.08	23.40	24.96

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
29	1	770.82	26.10	27.84
30	2	797.40	27.00	28.80
34	1	903.72	30.60	32.64
35	2	930.30	31.50	33.60

Table 7

Category 7 - Sailing boats and electric motorised sailing craft for hire

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	61	97.20	3.30	3.50
8	1	155.52	5.28	5.60
10	2	194.40	6.60	7.00
11	12	213.84	7.26	7.70
12	1	233.28	7.92	8.40
13	1	252.72	8.58	9.10
14	2	272.16	9.24	9.80
16	10	311.04	10.56	11.20
22	4	427.68	14.52	15.40

Table 8

Category 8 - Houseboats for hire

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
22	1	365.20	12.32	13.20
23	2	381.80	12.88	13.80
24	1	398.40	13.44	14.40
28	2	464.80	15.68	16.80
29	2	481.40	16.24	17.40
31	1	514.60	17.36	18.60
34	1	564.40	19.04	20.40

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
35	2	581.00	19.60	21.00
36	5	597.60	20.16	21.60
39	3	647.40	21.84	23.40
40	2	664.00	22.40	24.00
41	1	680.60	22.96	24.60
43	4	713.80	24.08	25.80

Table 9

Category 9 - Rowing boats, canoes etc. for hire

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
All	229	72.94	2.48	2.63

Table 10

Category 10 - Private motor boats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	724	72.70	2.45	2.60
6	252	87.24	2.94	3.12
7	182	101.78	3.43	3.64
8	153	116.32	3.92	4.16
9	151	130.86	4.41	4.68
10	192	145.40	4.90	5.20
11	255	159.94	5.39	5.72
12	247	174.48	5.88	6.24
13	149	189.02	6.37	6.76
14	184	203.56	6.86	7.28
15	257	218.10	7.35	7.80
16	236	232.64	7.84	8.32
17	110	247.18	8.33	8.84

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
18	149	261.72	8.82	9.36
19	117	276.26	9.31	9.88
20	130	290.80	9.80	10.40
21	208	305.34	10.29	10.92
22	327	319.88	10.78	11.44
23	276	334.42	11.27	11.96
24	107	348.96	11.76	12.48
25	87	363.50	12.25	13.00
26	102	378.04	12.74	13.52
27	112	392.58	13.23	14.04
28	182	407.12	13.72	14.56
29	133	421.66	14.21	15.08
30	125	436.20	14.70	15.60
31	86	450.74	15.19	16.12
32	58	465.28	15.68	16.64
33	102	479.82	16.17	17.16
34	120	494.36	16.66	17.68
35	111	508.90	17.15	18.20
36	62	523.44	17.64	18.72
37	93	537.98	18.13	19.24
38	116	552.52	18.62	19.76
39	95	567.06	19.11	20.28
40	68	581.60	19.60	20.80
41	98	596.14	20.09	21.32
42	71	610.68	20.58	21.84
43	47	625.22	21.07	22.36
44	27	639.76	21.56	22.88
45	19	654.30	22.05	23.40

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
46	76	668.84	22.54	23.92
47	27	683.38	23.03	24.44
48	26	697.92	23.52	24.96
49	17	712.46	24.01	25.48
50	13	727.00	24.50	26.00
51	13	741.54	24.99	26.52
52	13	756.08	25.48	27.04
53	4	770.62	25.97	27.56
54	16	785.16	26.46	28.08
55	10	799.70	26.95	28.60
56	1	814.24	27.44	29.12
57	3	828.78	27.93	29.64
59	2	857.86	28.91	30.68
60	6	872.40	29.40	31.20
62	7	901.48	30.38	32.24
63	3	916.02	30.87	32.76
64	3	930.56	31.36	33.28
66	1	959.64	32.34	34.32
67	3	974.18	32.83	34.84
68	1	988.72	33.32	35.36
69	3	1003.26	33.81	35.88
70	2	1017.80	34.30	36.40
74	1	1075.96	36.26	38.48
75	1	1090.50	36.75	39.00
76	2	1105.04	37.24	39.52
78	1	1134.12	38.22	40.56
79	1	1148.66	38.71	41.08
80	1	1163.20	39.20	41.60

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
85	1	1235.90	41.65	44.20
86	2	1250.44	42.14	44.72
105	2	1526.70	51.45	54.60

Table 11

Category 11 - Electric private motor boats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	189	55.55	1.90	2.00
6	14	66.66	2.28	2.40
7	15	77.77	2.66	2.80
8	14	88.88	3.04	3.20
9	11	99.99	3.42	3.60
10	3	111.10	3.80	4.00
11	4	122.21	4.18	4.40
12	4	133.32	4.56	4.80
13	7	144.43	4.94	5.20
14	1	155.54	5.32	5.60
15	4	166.65	5.70	6.00
16	3	177.76	6.08	6.40
18	1	199.98	6.84	7.20
19	1	211.09	7.22	7.60
20	1	222.20	7.60	8.00
21	2	233.31	7.98	8.40
22	3	244.42	8.36	8.80
28	1	311.08	10.64	11.20
30	1	333.30	11.40	12.00
31	1	344.41	11.78	12.40
39	1	433.29	14.82	15.60

Table 12

Category 12 - Motorised sailing craft

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
6	8	64.50	2.22	2.34
7	23	75.25	2.59	2.73
8	42	86.00	2.96	3.12
9	22	96.75	3.33	3.51
10	63	107.50	3.70	3.90
11	75	118.25	4.07	4.29
12	89	129.00	4.44	4.68
13	58	139.75	4.81	5.07
14	62	150.50	5.18	5.46
15	66	161.25	5.55	5.85
16	60	172.00	5.92	6.24
17	102	182.75	6.29	6.63
18	53	193.50	6.66	7.02
19	20	204.25	7.03	7.41
20	62	215.00	7.40	7.80
21	39	225.75	7.77	8.19
22	21	236.50	8.14	8.58
23	14	247.25	8.51	8.97
24	7	258.00	8.88	9.36
25	14	268.75	9.25	9.75
26	14	279.50	9.62	10.14
27	7	290.25	9.99	10.53
28	6	301.00	10.36	10.92
29	4	311.75	10.73	11.31
30	2	322.50	11.10	11.70
31	1	333.25	11.47	12.09
35	1	376.25	12.95	13.65

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
37	2	397.75	13.69	14.43

Table 13

Category 13 - Private sailing craft and electric motorised sailing craft

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
5	452	44.40	1.50	1.60
6	69	53.28	1.80	1.92
7	45	62.16	2.10	2.24
8	98	71.04	2.40	2.56
9	30	79.92	2.70	2.88
10	41	88.80	3.00	3.20
11	141	97.68	3.30	3.52
12	42	106.56	3.60	3.84
13	14	115.44	3.90	4.16
14	20	124.32	4.20	4.48
15	6	133.20	4.50	4.80
16	3	142.08	4.80	5.12
17	10	150.96	5.10	5.44
18	9	159.84	5.40	5.76
19	6	168.72	5.70	6.08
20	3	177.60	6.00	6.40
21	8	186.48	6.30	6.72
23	3	204.24	6.90	7.36
24	1	213.12	7.20	7.68
25	1	222.00	7.50	8.00
27	2	239.76	8.10	8.64
28	1	248.64	8.40	8.96
32	1	284.16	9.60	10.24

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
33	1	293.04	9.90	10.56
34	1	301.92	10.20	10.88
36	1	319.68	10.80	11.52
38	1	337.44	11.40	12.16
40	1	355.20	12.00	12.80
45	1	399.60	13.50	14.40

Table 14

Category 14 - Private houseboats

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
11	2	62.92	2.09	2.31
13	2	74.36	2.47	2.73
17	1	97.24	3.23	3.57
19	3	108.68	3.61	3.99
20	2	114.40	3.80	4.20
22	1	125.84	4.18	4.62
25	1	143.00	4.75	5.25
26	1	148.72	4.94	5.46
28	3	160.16	5.32	5.88
29	1	165.88	5.51	6.09
31	1	177.32	5.89	6.51
32	1	183.04	6.08	6.72
33	3	188.76	6.27	6.93
35	2	200.20	6.65	7.35
36	2	205.92	6.84	7.56
38	2	217.36	7.22	7.98
40	3	228.80	7.60	8.40
41	3	234.52	7.79	8.61

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
42	1	240.24	7.98	8.82
43	2	245.96	8.17	9.03
44	1	251.68	8.36	9.24
45	1	257.40	8.55	9.45
46	1	263.12	8.74	9.66
48	2	274.56	9.12	10.08
49	1	280.28	9.31	10.29
50	1	286.00	9.50	10.50
52	1	297.44	9.88	10.92
61	2	348.92	11.59	12.81
62	1	354.64	11.78	13.02
69	1	394.68	13.11	14.49
81	1	463.32	15.39	17.01
104	1	594.88	19.76	21.84
110	1	629.20	20.90	23.10

Table 15

Category 15 - Private rowing boats, canoes etc.

Size in Metre ²	Number of craft (30 Sep 2021)	Toll 2021/22 £	+3.4% Difference in cash (£) terms	+3.6% Difference in cash (£) terms
All	2034	36.47	1.24	1.31