

# Broads Authority

20 November 2020

Agenda item number 8

## Proposed navigation charges for 2021/22 in the navigation area and adjacent waters

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

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### Purpose

This report outlines the Authority's response to the safety concerns raised this year and proposes the level of navigation charges for 2021/22.

### 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.

### Recommended decision

In line with the recommendation of the Navigation Committee, it is proposed that:

- i. The deadline for the collection of the final instalment of this year's hire boat tolls is confirmed as 30 November.
  - ii. A package of safety measures is implemented, including the development of online training for hirers in conjunction with the Broads Hire Boat Federation, and a significant increase in the level of patrolling by Rangers as set out in Section 4.
  - iii. With permission from Defra, National Park Reserves are used on a once only basis to fund Navigation Expenditure on safety, to the level of £130,000 in 2021/22 and £120,000 in 2022/23.
  - iv. Navigation charges for the year 2021/22 are raised across the board by +4% to maintain services and provide for continued funding of the safety package in 2023/24.
  - v. The review of the Authority's hire boat licensing arrangements by officers is noted with a verbal update provided at the meeting.
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## 1. Introduction

- 1.1. Setting navigation charges for 2021/22 is challenging because of the uncertainty associated with the COVID-19 pandemic, this year’s significant decline in the number of hire boats, and the urgent need to improve safety on the Broads waterways.

## 2. Hire boat industry

- 2.1. The report to the Broads Authority meeting in September showed a recovery in the economic fortunes of the hire boat companies following the partial lifting of COVID restrictions, and this is confirmed by the latest survey results.
- 2.2. 25 companies were surveyed and 11 responded. Income for day boats has recovered better than for weekly hire boats, and the passenger boat operators have been hardest hit. Government support through the Job Retention Scheme, VAT relief and local authority grants have made a large difference to some of the smaller companies, with two of them reporting +40% and +44% increases in income compared to 2019. Overall, the position is far better than in June when a reduction in tolls was first mooted, and there no longer seems the justification to delay the collection of the final instalment of hire boat tolls.
- 2.3. Appendix 1 shows the number of hire boats in the different categories as at 30 September, and Appendix 2 shows the equivalent figures for private boats. There has been a 154 (10.5%) reduction overall in the number of hired boats compared to last year. The loss of 65 weekly hire motor cruisers, which account for most of the hire boat income, is the most significant. We are also aware that there will be further reductions in 2021. In part, this is a symptom of the ongoing restructuring of the industry with the

sale of older, less attractive boats and the investment of the proceeds into a smaller number of new larger boats by some of the bigger yards, as well as the exit of smaller non-profitable operators. The impact of these reductions is a predicted loss of £93,000 in toll income, assuming the full final instalment of the hire boat tolls is paid in November.

### 3. Responding to safety concerns

- 3.1. Following the lifting of COVID restrictions and 'unlocking' of the Broads in June, which allowed the public to venture out and stay away from their home locations overnight, the Broads has seen a massive upswell in visitors. This has been compounded by the shorter holiday season, which would usually start in April but this year was condensed into July to October.
- 3.2. Many of these visitors are new to the Broads, with some hire boat companies reporting that over 80% of their holiday bookings have been to families and groups who have not hired a boat on the Broads before. This is excellent news for local businesses and for increased public awareness about the Broads. However, as reported to the Navigation Committee in October, new audiences can also bring new challenges, and we have seen a lower level of experience in boat handling and an increase in poor behaviour and river etiquette.
- 3.3. The Broads is a relatively safe environment for the boating public, but this year there have been four fatal accidents, three in a four-week period. On 19 June, a man returning to the boat he lived on missed his footing and drowned in the River Wensum in Norwich. On 19 August, a woman fell from a boat near the Great Yarmouth Yacht Station and was fatally injured. On 6 September, a man returning to a boat at Loddon Staithe fell in and drowned. On 15 September, a man was severely injured in the Lower Bure and later died from his injuries.
- 3.4. These have been terrible accidents. As well as thinking about the families and friends of those who died, our staff who attended the scenes were deeply affected by the incidents, requiring support from the Authority. This season has also seen a high number of serious incidents and injuries, including broken legs and ankles from falls while embarking or disembarking vessels.
- 3.5. The Department of Transport's Marine Accident Investigation Branch (MAIB) is investigating the fatal incident on 19 August, and the Head of Ranger Services and I met them recently, as did our Head of Safety Management. The normal timescale for the publication of their findings is 7-9 months. While it would be wrong to comment on the individual incidents at this stage or second guess what recommendations will be in the MAIB Report, the Authority has a duty regarding public safety on the water and needs to respond to the increase in poor behaviour on the water and to the issues that have emerged from the discussions with the MAIB Inspectors. The Inspectors have indicated that any actions taken by the Authority in advance of the publication of their report can be included within it.

- 3.6. Some of the key areas of concern and interest from the MAIB relate to the need for pre-visit training/awareness raising for hirers, the handover procedure, tidal conditions, and the excessive consumption of alcohol by some groups, both private and hire.
- 3.7. We are making progress with the Broads Hire Boat Federation on the development of an online training package for hirers (also potentially of benefit to private owners). The proposal is that the Authority would contribute £20,000 towards this project. The other ways we can respond to these concerns is by increasing the level of patrolling by Rangers and through our hire boat licensing function.

## 4. Increased Ranger patrolling

- 4.1. Our Rangers and Yacht Station staff play a crucial role in advising and helping inexperienced hirers to enjoy the waterways safely. However, for the reasons set out below, our eight Ranger launches are not on patrol every day during the summer season. Typically, they are on patrol four days a week on average (although the Breydon and Wroxham launches are out nearly seven days a week). While an increased number of Rangers would not have made a difference to the recent fatalities, it would have had an impact on managing the high levels of anti-social behaviour. With next year's bookings at healthy levels, we need to consider whether we can afford to increase the Ranger coverage in the summer season.
- 4.2. A Ranger's role is not just focused on patrolling (navigation). Usually their duties are split 60% on navigation functions and 40% on National Park work. Consequently, they are usually funded 60% from Navigation Income and 40% from National Park Grant. This year, because of the pressures on the waterways, much more Ranger time has been spent on navigation activity (currently 83%). Patrolling and mooring checks were considered essential work that we prioritised, while most of the countryside tasks, including educational visits and events, were cancelled. The budget will be amended at the end of the year according to the time spent. The impact of a 70:30 split on Navigation in 2020/21 would be in the region of £75,400 in additional expenditure. It is proposed to increase the patrolling activity by maintaining a 70:30 split for future years.
- 4.3. Ranger non-patrolling duties include carrying out countryside checks (each team has a land area to manage and check for safety). They also have duties like tree and scrub maintenance, mowing Rights of Way (to meet the countryside element), and carrying out inspections of navigational marks and welfare checks on constant cruisers. Factor in surveys of adjacent waters, prosecution files or chasing up warnings and other blue book issues, and it adds up to a considerable amount of time on tasks other than patrolling.
- 4.4. Rangers are contracted to work 37 hours a week, and have terms and conditions like all our staff. Their work is rostered and designed to allow maximum network coverage, but has to factor in other duties, time off in lieu (accrued due to not always being able to always finish on time if dealing with river issues), annual leave, sickness and escorts or other urgent duties, and allowing break periods and some weekends off. The support

from our Volunteer Rangers is helpful, but it must be acknowledged that their role is limited, as:

- Some volunteers are not active under COVID restrictions because of their vulnerability;
- They do not have the same powers or experience as a full-time Ranger and therefore are not required to function as a paid employee. They offer a reassuring presence; and
- While Volunteer Rangers enhance the Ranger service, they cannot replace it.

- 4.5. This year, the volume and concentration of visitors has seen most parts of the network at peak levels, and the forecast is the same for next year. Indeed, next year may be busier as the season will hopefully start in April and end in early November as usual, giving high visitor numbers all season, extending the issues over a longer period and further stretching the existing Ranger Team and the Quay Assistants.
- 4.6. An important part of the Ranger role is following through on severe breaches of the byelaws, with prosecutions in the Magistrates Court for offences such as speeding. Preparing a case file to the standard expected by the Crown Prosecution Service can take, on average, a week of a Ranger's time. Although prosecution is used only in the most serious offences, there are currently 38 outstanding prosecutions, equivalent to a Ranger's available time for a year. A proposed option is to have a Ranger largely dedicated to this task, enabling the rest of the team to spend more time out on patrol.
- 4.7. Rangers are the first line of assistance for most visitors, dispatched via Broads Control to deal with all manner of issues. Due to working hours we need to stagger when we have Rangers out. In the height of summer when there are 12 hours of daylight, boating traffic starts at first light and continues until 9pm-10pm. Many incidents (speeding, anti-social behaviour, un-tolled craft) often happen after 6pm when some users think Rangers have logged off.
- 4.8. The presence of a Ranger on patrol reassures many, and her or his visible presence can often deter bad behaviour. If the objective was to have seven days a week 'Ranger in launch' service, we would need to increase the Ranger numbers during the peak season (April to November) by the equivalent of four seasonal employees. They could be contracted to work afternoon through to evening shifts, extending the cover both in terms of the number of days and the hours.

## 5. Hire boat licensing

- 5.1. The Broads Authority is the licencing authority for hire boat operators who supply vessels within the Broads waterways. This relationship and the Authority's duties and powers have been a line of questioning from the MAIB following the fatality in August.
- 5.2. The hire boat licencing charges (£18 per operator licence and a £5 charge per vessel available for hire) paid by the hire companies funds the employment of a Licensing

Officer on a part-time basis for one day a week. In 2021/22, £6,300 was raised in this way and the costs incurred were £7,150, although the principle is that the charges should fund all of the costs. The role of this officer is to audit the hire companies on a three-year rolling audit to ensure that compliance against the Hire Boat Code is maintained. The audit is heavily focused on safety (handover) and the information (awareness of tides, bridges, navigation marks, moorings) given to hirers.

- 5.3. The revised Hire Boat Code went out to consultation in December 2019. The proposal for changes to the Code considered the many advances in boat design, regulation and operation since the first Code was published in 2008, to make sure the licensing framework is fit for the future. The outcome of this consultation has been delayed due to COVID.
- 5.4. As part of the MAIB investigation is focusing on hire boat licencing and powers within the Broads Authority Act 2009 and the Code itself, the Authority is carrying out an internal review of its function through its continual improvement plan. The preliminary view of officers is that the present level of scrutiny of the industry needs to be increased, and an update will be provided at today's meeting.

## 6. Financial implications

- 6.1. In these rapidly changing and uncertain times, forward planning is made all the more difficult. The predictions for income and expenditure set out below are based on the latest information to hand, but of course COVID could have a major impact in 2021/22.
- 6.2. Navigation income has recovered well since the lifting of the first round of COVID restrictions. Table 1 set out the latest figures and predictions, and shows a predicted loss of income of £144,000, much less than previously feared.

**Table 1**

Toll income to 30 September 2020

Income	Private boats	Hired boats
Actual	£2,145,000	£1,100,300 (£778,700) <sup>1</sup>
Budget	£2,244,000	£1,199,000
Current shortfall	- £99,000	- £98,700
Predicted shortfall	c £51,000	c £93,000

- 6.3. At the start of the financial crisis arising from the COVID situation, the Authority agreed with DEFRA that it would make savings of £400,000 before it would transfer any funds from the National Park Reserve (£400,000), or draw down funds available from the

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<sup>1</sup> This is amount actually received. The figure above includes the amount paid in the 4<sup>th</sup> instalment.

Defra via a Change Control Notice to its Grant Agreement (up to £800,000). Navigation savings consisted of £215,520 from cancelled contributions to earmarked reserves, £157,015 from delayed projects, cancelled activities, and the remainder from the Navigation Reserve.

- 6.4. The main projects to be delayed are the mooring refurbishment and electric charging points at Belton Reach (£125,250) and the dredging on the River Chet (£16,690). Both have been rescheduled for the 2021/22 work programme. We have also delayed the mooring sign upgrades, with a saving of £5,533. There were also smaller scale savings made from the Yacht Stations not being fully operational, and travel and conference budgets not being required (£9,542). Without those savings and delayed expenditure, the Predicted Outturn would be a deficit of £314,073, and Reserves would have fallen to £223,627, just 6.1% of expenditure and well below the current agreed minimum.
- 6.5. However, the excess of savings over the reduced expected losses now means that the Navigation Reserve is predicted to rise to £511,126 and would stand at 15.0%.

**Table 2**

Predicted outturn

<b>Income and Expenditure</b>	<b>Latest Available Budget 2020/21</b>	<b>Predicted outturn 2020/21</b>
Navigation Income	£3,525,600	£3,372,100
Expenditure	£3,659,493	£3,398,674
(Surplus)/Deficit	£133,893	£26,574
Transfer of accrued interest to earmarked reserves	£10,250	£5,500
Opening Reserves	£543,200	£543,200
Closing Reserves	£399,057	£511,126
Reserves as % of Expenditure	10.9%	15.0%

## 7. Maintaining services

- 7.1. While general inflation is at a low rate (CPI=0.2% in August), the Authority's costs continue to rise. After a number of years with no or very low pay increases, the nationally agreed Local Government pay award this year is 2.75% (0.75% above the 2% budgeted); salaries account for roughly 67% of the Authority's costs.
- 7.2. To maintain the current level of services, taking account of inflationary pressures and the decline in the number of hire boat numbers, a 3% increase in tolls is required. Under that scenario, Navigation Income would be set at £3,421,650 in 2021/22 (£100,000 below this year's budget and c.£50,000 above the predicted outturn). The

profile for income and expenditure to maintain services, without the increase in the Ranger time spent on navigation, is shown in Table 3.

**Table 3**

Income to maintain services

<b>Income and expenditure</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
Navigation Income	£3,421,650	£3,544,900	£3,691,900
Expenditure	£3,546,320	£3,578,048	£3,699,257
(Surplus)/Deficit	£124,670	£33,148	£7,357
Transfer of accrued interest to earmarked reserves	£3,375	£5,000	£7,500
Opening Reserves	£559,835	£431,790	£393,642
Closing Reserves	£431,790	£393,642	£378,785
Reserves as % of Expenditure	12.2%	11.0%	10.2%

## 8. Pressures and savings

- 8.1. Officers have looked at ways to reduce navigation related costs within the Authority. Budget holders were asked to plan for a 5% reduction in expenditure when submitting their requests for 2020/21. These requests were reviewed by Management Team prior to considering the potential level of tolls for 2020/21. While it has been possible to defer payments to the earmarked reserves and delay important projects, this is not possible for a second year and no further savings have been identified without having a significant impact on the services delivered.
- 8.2. It is important to be aware that, in following up Notices of Contravention for failure to pay a toll, our dedicated tolls team has been subject to more abusive phone calls than normal, from private boat owners angry about having to pay this year's charge following the period of Government imposed COVID lockdown. Any toll increase next year is likely to exacerbate the situation.
- 8.3. The decline in the number of hire boats this year, and a predicted further reduction next year combined with fewer private boats, means that if the Authority is to maintain the waterways to their current standard and services provided to boat owners, then tolls would have to rise to fill the gap: +3% to maintain services, or +7.5% to include the package of safety measures presented above, the on-line training system for hirers and the increase in patrolling, at a cost of £130,000 in 2021/22 and £120,000 in 2022/23.
- 8.4. Members should also be aware that we need to start planning for the replacement of our online tolls system. This was developed in 2006 at a cost of £80,000, which was funded from specific Implementing Electronic Government funding provided to National Park Authorities and the Broads Authority. The software is at the end of its life



and needs replacing. A project to do this will start in 2021, with a specification and business case developed for implementation from 2022. It is likely to involve a substantial capital sum and it may be appropriate to borrow the necessary finance and repay the costs over a period, which will be presented to members when we prepare the budget for 2022/2023 in a year's time.

## 9. Social, economic and environmental implications

- 9.1. Our 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.
- 9.2. 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 tolls, to pay for the package outlined above. However, it is acknowledged that companies in an already vulnerable financial position may find it difficult to afford the increased toll.

## 10. Financial implications

- 10.1. The Authority faces difficult choices this year. The ongoing uncertainty of the COVID situation and the decline in hire boat income has reduced its navigation income at a time when it must take greater action to improve safety for all on the Broads.
- 10.2. The balance of the Navigation Reserves is recommended at a minimum level of 10% of net expenditure, which has been in place for a number of years and was previously considered adequate. The COVID pandemic highlighted that our reserves would have not supported a prolonged lockdown. The initial reopening of the waterways means that our forecast is more optimistic, and shows that a detailed review of the appropriate level of reserves should be carried out in 2021/22. Any increase would need to be phased in over a number of years, through increased tolls charges or savings to minimise the impact to the toll payers.
- 10.3. In response to a presentation setting out a series of options to members attending the Tolls Briefing in early October, initial feedback was that the Authority should raise tolls by 7.5% to keep up the existing level of maintenance of the waterways and services provided to toll payers, as well as to fund a package of safety measures at a cost of £130,000 in 2021/22 and £120,000 in 2022/23.
- 10.4. We have been giving this careful consideration and exploring if there is a different way of delivering the additional expenditure supported by members. Earlier this year the Authority agreed with Defra that, on an emergency once only basis, National Park

Reserves could be used in 2020/21 to support Navigation Expenditure. This was in the context of the financial emergency faced by the Authority.

- 10.5. There is still a great deal of uncertainty around the level of National Park Grant for 2021/22, with the range of possible outcome being between a -5% reduction and an inflationary increase. At the moment the most likely scenario is 'flat cash'. The projected deficit on the Authority's National Park Grant expenditure for 2020/21 will be £190k. The Authority's current level of reserves enables it to sustain this in the short term. The deficit is projected to be another £316,000 over the next two financial years after 2021/22. While the Authority has strong National Park Reserves, it will need to adjust spending down to match income with expenditure in the next few years. For 2021/22, subject to approval from Defra, the emergency safety package could potentially be funded from National Park Reserves.
- 10.6. Following the member briefing on tolls, officers explored with Defra officials whether the Department would permit the one-off use of £250,000 of National Park Reserves to fund the additional safety package in 2021/22 and 2022/23 and its impact reviewed in the second year. This would make it possible to deliver the safety objectives while limiting the tolls increase. To support the case with DEFRA, it was recommended that navigation charges be increased by 4% in 2021/22, just above the 3% necessary for maintaining services, such that the Authority could be in a reasonable position to continue funding safety measures in 2023/24 onwards, from navigation income, if that proved necessary.
- 10.7. This would clearly reduce the resources available to deliver National Park functions, but given the high priority members have accorded to public safety it can be justified and, I am pleased to be able to report, is acceptable to Defra.
- 10.8. Charges on the Broads still represent good value for money. In recent years, toll increases have been modest and costs have been kept down through careful management. An illustration of the 4% and 7.5% increase is given in Table 4 (below), which shows the impact in cash terms for different types of craft of different sizes.
- 10.9. Table 5 (below) was prepared for the Navigation Committee to show that, with the recommended +4% toll increase, 76% of the c.10,000 private craft would pay less than £10 per year extra for their toll.
- 10.10. A full list of the implications of these alternatives as applied to every vessel is in Appendix 3.

**Table 4**

Sample 2021/22 charges for different vessels for two scenarios (+4% and +7.5%)

Type of vessel	Size in metres <sup>2</sup>	Number (30 Sep 2020)	Toll 2020/21	+4.0%	+7.5%
Private sailing craft	5	422	£42.70	+£1.70	+£3.20
Private sailing craft	11	122	£93.94	+£3.74	+£7.04
Private motor boat	5	699	£69.90	+£2.80	+£5.25
Private motor boat	15	236	£209.70	+£8.40	+£15.75
Private motor boat	22	315	£307.56	+£12.32	+£23.10
Private motor boat	38	107	£531.24	+£21.28	+£39.90
Day hired boat – diesel and petrol	12	65	£578.16	+£23.16	+£43.32
Weekly hired motor craft	38	58	£1196.62	+£47.88	+£89.68
Weekly hired motor craft	48	61	£1511.52	+£60.48	+£113.28

**Table 5**

Private boats paying less than £10 extra per year

Category	No.	+4%	%	+7.5%	%
Private motor boats	6,183	2,915	47%	1,377	22%
Electric motor boats	249	245	98%	221	89%
Motorised sailing craft	852	808	95%	299	35%
Private sailing craft and electric motorised sailing craft	929	925	99%	876	94%
Private houseboats	45	32	71%	10	22%
Private rowing boats, canoes, etc.	1,778	1778	100%	1,778	100%
<b>Total</b>	<b>10,036</b>	<b>6,703</b>	<b>67%</b>	<b>4,561</b>	<b>45%</b>

## 11. Conclusions and risk implications

11.1. The setting of tolls is always challenging. In the current situation, the Authority must be mindful both of the impact of the falling numbers of hire boats on its income and the risk of not taking decisive action to improve safety.

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Date of report: 10 November 2020

Appendix 1 – Hire Boat numbers on 30 September 2020

Appendix 2 – Private Boat numbers on 30 September 2020

Appendix 3 – Schedule showing 4.0% and 7.5% increase in charges for 2021/22

## Appendix 1 – Hire Boat numbers on 30 September 2020

Class of Hire Boat	2018	2019	2020	Change 2019-20	% Change
Motor Cruisers	806	801	736	-65	-8.1%
<b>Auxiliary Yachts</b>	<b>46</b>	<b>44</b>	<b>37</b>	<b>-7</b>	<b>-15.9%</b>
All cabin hire boats:	852	845	773	-72	-8.5%
<b>Day Launches</b>	<b>301</b>	<b>297</b>	<b>262</b>	<b>-35</b>	<b>-11.8%</b>
Outboard Dinghies	9	8	4	-4	-50.0%
<b>Passenger Vessels MCA</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>-1</b>	<b>-16.7%</b>
Passenger Vessels SPB	7	7	4	-3	-42.9%
<b>Total motor boats:</b>	<b>1,175</b>	<b>1,163</b>	<b>1,048</b>	<b>-115</b>	<b>-9.9%</b>
Sailing Craft	95	87	74	-13	-14.9%
<b>Rowing Craft</b>	<b>194</b>	<b>193</b>	<b>174</b>	<b>-19</b>	<b>-9.8%</b>
Houseboats	26	26	19	-7	-26.9%
<b>Total</b>	<b>1,490</b>	<b>1,469</b>	<b>1,315</b>	<b>-154</b>	<b>-10.5%</b>

## Appendix 2 – Private Boat numbers on 30 September 2020

Private boats	2018	2019	2020	Change 2019-20	% Change
Motor Cruisers	5,022	5,024	4,875	-149	-3.0%
Auxiliary Yachts	1,086	1,097	945	-152	-13.9%
Day Launches	561	549	540	-9	-1.6%
Outboard Dinghies	1,036	1,039	1,023	-16	-1.5%
Workboats	155	153	141	-12	-7.8%
Passenger Vessels SPB	21	23	13	-10	-43.5%
<b>Total Motor Boats:</b>	<b>7,881</b>	<b>7,885</b>	<b>7,537</b>	<b>-348</b>	<b>-4.4%</b>
Sailing Craft	1,068	1,010	834	-176	-17.4%
Rowing Craft	1,499	1,531	1,778	247	16.1%
Houseboats	46	47	45	-2	-4.3%
<b>Total Unpowered Boats</b>	<b>2,613</b>	<b>2,588</b>	<b>2,657</b>	<b>69</b>	<b>2.7%</b>
<b>Total Private Boats</b>	<b>10,494</b>	<b>10,473</b>	<b>10,194</b>	<b>-279</b>	<b>-2.7%</b>

## Appendix 3 – Schedule showing 4.0% and 7.5% increase in charges for 2021/22

### Category 1 – Weekly hired motor craft

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
12	13	377.88	15.12	28.32
13	1	409.37	16.38	30.68
15	8	472.35	18.90	35.40
17	1	535.33	21.42	40.12
18	4	566.82	22.68	42.48
19	6	598.31	23.94	44.84
20	11	629.80	25.20	47.20
21	11	661.29	26.46	49.56
22	18	692.78	27.72	51.92
23	6	724.27	28.98	54.28
25	7	787.25	31.50	59.00
26	9	818.74	32.76	61.36
27	9	850.23	34.02	63.72
28	34	881.72	35.28	66.08
29	12	913.21	36.54	68.44
30	19	944.70	37.80	70.80
31	13	976.19	39.06	73.16
32	11	1007.68	40.32	75.52
33	16	1039.17	41.58	77.88
34	12	1070.66	42.84	80.24
35	17	1102.15	44.10	82.60
36	18	1133.64	45.36	84.96
37	46	1165.13	46.62	87.32
38	58	1196.62	47.88	89.68

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
39	35	1228.11	49.14	92.04
40	24	1259.60	50.40	94.40
41	16	1291.09	51.66	96.76
42	26	1322.58	52.92	99.12
43	11	1354.07	54.18	101.48
44	52	1385.56	55.44	103.84
45	3	1417.05	56.70	106.20
46	47	1448.54	57.96	108.56
47	10	1480.03	59.22	110.92
48	61	1511.52	60.48	113.28
49	4	1543.01	61.74	115.64
50	27	1574.50	63.00	118.00
51	19	1605.99	64.26	120.36
52	28	1637.48	65.52	122.72
54	4	1700.46	68.04	127.44
56	3	1763.44	70.56	132.16

**Category 2 – Weekly hired motor craft electric**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
21	1	455.07	18.27	34.23
40	1	866.80	34.80	65.20
41	1	888.47	35.67	66.83
48	3	1040.16	41.76	78.24

### Category 3 – Day hired boats

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
6	2	289.08	11.58	21.66
7	1	337.26	13.51	25.27
8	14	385.44	15.44	28.88
9	19	433.62	17.37	32.49
10	37	481.80	19.30	36.10
11	41	529.98	21.23	39.71
12	65	578.16	23.16	43.32
13	14	626.34	25.09	46.93
14	7	674.52	27.02	50.54
15	6	722.70	28.95	54.15
16	2	770.88	30.88	57.76
17	2	819.06	32.81	61.37
21	2	1011.78	40.53	75.81

### Category 4 – Day hired electric boats

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
7	5	230.93	9.24	17.29
9	1	296.91	11.88	22.23
10	12	329.90	13.20	24.70
11	15	362.89	14.52	27.17
12	6	395.88	15.84	29.64
14	4	461.86	18.48	34.58
15	5	494.85	19.80	37.05
17	1	560.83	22.44	41.99
21	1	692.79	27.72	51.87



### Category 5 – MCA passenger boats and small passenger boats

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
5	1	207.20	8.30	15.55
8	1	331.52	13.28	24.88
23	1	953.12	38.18	71.53
37	1	1533.28	61.42	115.07
72	1	2983.68	119.52	223.92
84	1	3480.96	139.44	261.24
89	2	3688.16	147.74	276.79
98	1	4061.12	162.68	304.78

### Category 6 – Motorised sailing craft for hire

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
13	1	332.28	13.26	24.96
17	1	434.52	17.34	32.64
18	2	460.08	18.36	34.56
19	1	485.64	19.38	36.48
21	3	536.76	21.42	40.32
22	1	562.32	22.44	42.24
23	3	587.88	23.46	44.16
24	2	613.44	24.48	46.08
25	7	639.00	25.50	48.00
26	5	664.56	26.52	49.92
29	1	741.24	29.58	55.68
30	2	766.80	30.60	57.60
35	2	894.60	35.70	67.20

### Category 7 – Sailing boats and electric motorised sailing craft for hire

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
5	50	93.45	3.75	7.00
8	1	149.52	6.00	11.20
10	2	186.90	7.50	14.00
11	10	205.59	8.25	15.40
12	1	224.28	9.00	16.80
13	1	242.97	9.75	18.20
14	2	261.66	10.50	19.60
16	9	299.04	12.00	22.40
22	4	411.18	16.50	30.80

### Category 8 – Houseboats for hire

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
22	1	351.12	14.08	26.40
23	2	367.08	14.72	27.60
24	1	383.04	15.36	28.80
28	2	446.88	17.92	33.60
29	2	462.84	18.56	34.80
31	1	494.76	19.84	37.20
34	1	542.64	21.76	40.80
35	2	558.60	22.40	42.00
36	1	574.56	23.04	43.20
39	3	622.44	24.96	46.80
40	2	638.40	25.60	48.00
41	1	654.36	26.24	49.20

**Category 9 – Rowing boats, canoes etc. for hire**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
All	174	70.13	2.81	5.26

**Category 10 – Private motor boats**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
5	699	69.90	2.80	5.25
6	227	83.88	3.36	6.30
7	165	97.86	3.92	7.35
8	145	111.84	4.48	8.40
9	141	125.82	5.04	9.45
10	183	139.80	5.60	10.50
11	228	153.78	6.16	11.55
12	231	167.76	6.72	12.60
13	147	181.74	7.28	13.65
14	181	195.72	7.84	14.70
15	236	209.70	8.40	15.75
16	225	223.68	8.96	16.80
17	107	237.66	9.52	17.85
18	141	251.64	10.08	18.90
19	109	265.62	10.64	19.95
20	124	279.60	11.20	21.00
21	198	293.58	11.76	22.05
22	315	307.56	12.32	23.10
23	256	321.54	12.88	24.15
24	99	335.52	13.44	25.20
25	89	349.50	14.00	26.25
26	96	363.48	14.56	27.30

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
27	110	377.46	15.12	28.35
28	174	391.44	15.68	29.40
29	123	405.42	16.24	30.45
30	112	419.40	16.80	31.50
31	83	433.38	17.36	32.55
32	49	447.36	17.92	33.60
33	98	461.34	18.48	34.65
34	114	475.32	19.04	35.70
35	110	489.30	19.60	36.75
36	54	503.28	20.16	37.80
37	83	517.26	20.72	38.85
38	107	531.24	21.28	39.90
39	93	545.22	21.84	40.95
40	65	559.20	22.40	42.00
41	88	573.18	22.96	43.05
42	69	587.16	23.52	44.10
43	44	601.14	24.08	45.15
44	24	615.12	24.64	46.20
45	16	629.10	25.20	47.25
46	62	643.08	25.76	48.30
47	23	657.06	26.32	49.35
48	23	671.04	26.88	50.40
49	14	685.02	27.44	51.45
50	10	699.00	28.00	52.50
51	10	712.98	28.56	53.55
52	14	726.96	29.12	54.60
53	5	740.94	29.68	55.65
54	14	754.92	30.24	56.70

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
55	13	768.90	30.80	57.75
57	3	796.86	31.92	59.85
60	5	838.80	33.60	63.00
62	8	866.76	34.72	65.10
63	3	880.74	35.28	66.15
64	3	894.72	35.84	67.20
66	1	922.68	36.96	69.30
67	1	936.66	37.52	70.35
68	1	950.64	38.08	71.40
70	2	978.60	39.20	73.50
72	1	1006.56	40.32	75.60
76	2	1062.48	42.56	79.80
77	1	1076.46	43.12	80.85
78	1	1090.44	43.68	81.90
79	1	1104.42	44.24	82.95
80	1	1118.40	44.80	84.00
86	2	1202.28	48.16	90.30
105	1	1467.90	58.80	110.25

**Category 11 – Electric private motor boats**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
5	162	53.40	2.15	4.00
6	15	64.08	2.58	4.80
7	12	74.76	3.01	5.60
8	7	85.44	3.44	6.40
9	12	96.12	3.87	7.20
10	4	106.80	4.30	8.00

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
11	6	117.48	4.73	8.80
12	3	128.16	5.16	9.60
13	5	138.84	5.59	10.40
14	1	149.52	6.02	11.20
15	5	160.20	6.45	12.00
16	3	170.88	6.88	12.80
17	1	181.56	7.31	13.60
18	1	192.24	7.74	14.40
19	1	202.92	8.17	15.20
20	1	213.60	8.60	16.00
21	1	224.28	9.03	16.80
22	5	234.96	9.46	17.60
28	1	299.04	12.04	22.40
30	1	320.40	12.90	24.00
31	1	331.08	13.33	24.80
39	1	416.52	16.77	31.20

**Category 12 – Motorised sailing craft**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
6	14	62.04	2.46	4.68
7	24	72.38	2.87	5.46
8	42	82.72	3.28	6.24
9	16	93.06	3.69	7.02
10	53	103.40	4.10	7.80
11	69	113.74	4.51	8.58
12	81	124.08	4.92	9.36
13	56	134.42	5.33	10.14

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
14	53	144.76	5.74	10.92
15	58	155.10	6.15	11.70
16	59	165.44	6.56	12.48
17	95	175.78	6.97	13.26
18	46	186.12	7.38	14.04
19	15	196.46	7.79	14.82
20	53	206.80	8.20	15.60
21	37	217.14	8.61	16.38
22	18	227.48	9.02	17.16
23	14	237.82	9.43	17.94
24	5	248.16	9.84	18.72
25	11	258.50	10.25	19.50
26	13	268.84	10.66	20.28
27	3	279.18	11.07	21.06
28	7	289.52	11.48	21.84
29	3	299.86	11.89	22.62
30	2	310.20	12.30	23.40
31	2	320.54	12.71	24.18
35	1	361.90	14.35	27.30
37	2	382.58	15.17	28.86

**Category 13 – Private sailing craft and electric motorised sailing craft**

<b>Size in Metre<sup>2</sup></b>	<b>Number of craft (30 Sep 2020)</b>	<b>Toll 2020/21 £</b>	<b>+4.0% Difference in cash (£) terms</b>	<b>+7.5% Difference in cash (£) terms</b>
5	422	42.70	1.70	3.20
6	65	51.24	2.04	3.84
7	42	59.78	2.38	4.48
8	89	68.32	2.72	5.12
9	27	76.86	3.06	5.76
10	37	85.40	3.40	6.40
11	122	93.94	3.74	7.04
12	38	102.48	4.08	7.68
13	8	111.02	4.42	8.32
14	19	119.56	4.76	8.96
15	7	128.10	5.10	9.60
16	5	136.64	5.44	10.24
17	8	145.18	5.78	10.88
18	8	153.72	6.12	11.52
19	7	162.26	6.46	12.16
20	4	170.80	6.80	12.80
21	7	179.34	7.14	13.44
22	1	187.88	7.48	14.08
23	4	196.42	7.82	14.72
24	1	204.96	8.16	15.36
25	2	213.50	8.50	16.00
27	1	230.58	9.18	17.28
28	1	239.12	9.52	17.92
33	1	281.82	11.22	21.12
38	1	324.52	12.92	24.32
40	1	341.60	13.60	25.60
45	1	384.30	15.30	28.80



**Category 14 – Private houseboats**

<b>Size in Metre<sup>2</sup></b>	<b>Number of craft (30 Sep 2020)</b>	<b>Toll 2020/21 £</b>	<b>+4.0% Difference in cash (£) terms</b>	<b>+7.5% Difference in cash (£) terms</b>
11	2	60.50	2.42	4.51
17	2	93.50	3.74	6.97
19	3	104.50	4.18	7.79
20	2	110.00	4.40	8.20
24	1	132.00	5.28	9.84
25	1	137.50	5.50	10.25
26	2	143.00	5.72	10.66
27	1	148.50	5.94	11.07
28	2	154.00	6.16	11.48
31	1	170.50	6.82	12.71
33	3	181.50	7.26	13.53
35	2	192.50	7.70	14.35
36	2	198.00	7.92	14.76
38	1	209.00	8.36	15.58
40	1	220.00	8.80	16.40
41	3	225.50	9.02	16.81
43	2	236.50	9.46	17.63
44	1	242.00	9.68	18.04
46	1	253.00	10.12	18.86
48	2	264.00	10.56	19.68
49	2	269.50	10.78	20.09
50	1	275.00	11.00	20.50
52	1	286.00	11.44	21.32
61	1	335.50	13.42	25.01
62	1	341.00	13.64	25.42
69	1	379.50	15.18	28.29
81	1	445.50	17.82	33.21

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
104	1	572.00	22.88	42.64
110	1	605.00	24.20	45.10

**Category 15 – Private rowing boats, canoes etc**

Size in Metre <sup>2</sup>	Number of craft (30 Sep 2020)	Toll 2020/21 £	+4.0% Difference in cash (£) terms	+7.5% Difference in cash (£) terms
All	1778	35.07	1.40	2.63