



Basingstoke Canal Joint Management Committee - 18 November 2020

Boat Licence Review - Decision Paper

Lead officer: James Taylor

Telephone: 01252 370073

Email: James.Taylor2@hants.gov.uk

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Key Issue

To review the existing scheme of Boat licences considering current circumstances of operation, types of boat, levels of use, environmental considerations and impacts on the canal – and propose a new scheme of charging.

Summary

To update the scheme of charging and boat licence categories for boats using the Canal. This is to allow for new categories that may be required in the near future and to review existing categories to allow these to be managed more appropriately and keep charging more in line with other canals where appropriate. The new licensing scheme will generate at least an additional £8000 per annum and redress issues around certain types of boats having a bigger negative effect on the canal while also rewarding other boats by offering discount to those that have a lesser environmental impact, in accordance with the owning authorities having declared a climate emergency.

Officer's recommendation

Officers recommend that the Committee:

- a) Approve the new scheme of licensing for Boats using the Canal
- b) Authorise officers to licence boats according to the proposed scheme
- c) Authorise officers to charge the revised categories of boat according to the revised license charging scheme
- d) Review the scheme annually and add up to and no more than the cost of inflation (CPI) to individual charges without further reference to the Committee

1. Introduction & background

The current system of Boat Licensing for the Basingstoke Canal was last reviewed in detail in 2013, at a time when the Deepcut locks had only just reopened following a 4 year closure due to deferred maintenance.

The key thrust of the changes then were to make changes to the boat licensing system that reflected the lack of availability boaters had experienced in the previous 6 years. Since 2013 the availability of locks has increased with the adoption of an assisted system of lock-keeping. The St Johns and Woodham Locks have not been taken out of service for lack of water – only for short periods during the “boating season¹” for works unrelated to water management. Only the Deepcut/Brookwood flight remains the Canal’s weak point with most years seeing at least a 2 weeks stoppage in summer due to lack of water in the canal above the flight.

The Canal is an SSSI for aquatic flora and invertebrates; the Canal’s Conservation Management Plan (CMP) adopted by Natural England is based on research done by Dr John Eaton – a leading botanist studying canal flora. Dr Eaton’s research suggests that a number of vessel movements between 750-1300 per year is not harmful and may be beneficial to the environment. However, this is based on some assumptions about the size and speed of the craft and the dimensions of the waterway. If any one of those factors change then the assumptions may no longer be true. The CMP has set the upper limit of boat movements at 1300 (the maximum recommended) in any year, and there is already a 4mph speed limit for all powered craft on the waterway.

The limits on boat movements for conservation reasons, and the ongoing summer shortages of sufficient water above the Deepcut lock flight, mean that a large increase in boat numbers is unlikely. The costs of maintaining and managing the waterway is lower than other comparable operations, but not by a significant amount – this became obvious during the due diligence work carried alongside CRT in 2015/16. This means that every boat using the water has to bear a higher proportion of the costs associated with maintenance.

Both owning County Councils have declared a Climate Emergency. This is considered to consist of interlinked challenges to climate change caused by carbon / greenhouse gas emissions, environmental pollution (plastics, pesticides, poor air quality) and loss of species.

During the operation of the waterway the BCA are sometimes presented with new categories of use of the water. This is particularly true of commercial operations.

The Canal bylaws require that all vessels on the water are licensed, and where they remain on the water for more than 72 hours hold a mooring agreement with the Canal’s owners. The BCA administer both licensing and mooring agreements on behalf of the owners.

The BCA has been mindful of what the industry leader for inland waterways (CRT) has done with its licensing, both in terms of categories and rates, whilst also being mindful of rates set by neighbouring and other local authority owned waterways.

2. Proposed new categories of licence

To fully cover the type of boats which may operate on the Canal the proposed revised categories of licensing are recommended:

¹ Easter – end October

Unpowered craft

- Private boat unpowered licence
- Club boat unpowered licence
- Private large boat unpowered licence
- Hire boat unpowered licence
- Commercial unpowered boat licence

Visiting² powered boat licences

- Model boat licence
- Trail boat licence
- Visiting private boat licence
- Trading boat visiting licence
- Passenger boat visiting licence
- Workboat licence

Resident³ boat licences

- Private boat licence
- Hire boat licence
- Trading boat licence
- Passenger boat licence
- Workboat licence

The major changes to this from the previous scheme of licensing is dividing the commercial category into different sectors of Cargo (including roving / fixed trading), Passenger, Hire and Workboats. Also new is the introduction of a Model Boat category, and Club and Hire boat categories for unpowered boats. This will enable different rates and terms to be charged for each category, and to alter the terms and conditions more easily to reflect the different uses. See Appendix 1 for the proposed Model Boat Policy and Terms of Use

2.1. Minimum licence requirements

In order to issue a licence for each category of boat the BCA have devised a table of minimum licensing requirements which need to be met before a license is issued. Many of these requirements are based on maritime law, regulations, Canal bylaws or industry best practice – for example by requiring compliance with the Boat Safety Scheme designed to protect third parties on the waterway.

The Minimum Licensing Requirements Policy is attached as Appendix 2.

2.2. Proposed scheme of licensing

The scheme of licensing has been proposed by studying other licensing authority's schemes – most notably that of Canal & River Trust (the largest inland navigation authority in the UK).

² Not exceeding 30 days in any 12-calendar month period

³ Those boats registered with the BCA as staying for more than 30 days in any 12-calendar month period

Unpowered boats

The major change here is the introduction of a club boat category. Currently clubs affiliated to British Canoeing (BC) are able to use canoes and kayaks belonging to the club free of charge as part of recognised club activities. There is some evidence that at best this scheme is being stretched by some clubs and societies, whilst the support from British Canoeing (approx. £4000 per year) does not adequately compensate for the high use by both their individual members and clubs with additional “affiliates”. The fee paid by British Canoeing is also substantially lower than surrounding independent waterways. The BCA proposes to engage with British Canoeing for a better annual settlement in the light of more evidence concerning the disproportionate use of the waterway by unpowered boaters (compared to other waterways).

Whilst there is no wish to withdraw from the BC scheme the introduction of a club boat category will allow the BCA to do so if a suitable settlement is not reached whilst still supporting and recognising organised paddle sport on the Canal. Recognised clubs and societies would instead be charged a fixed fee per boat they own, and BC individual members would instead need to purchase a BCA licence.

Type	Day	Week	Month	Month	Annual
Private boat unpowered licence	£5	£15			£40
Club boat unpowered licence					£16
Large private unpowered boat	£7.50	£22.50			£60
Hire-boat unpowered licence	£12.50 ⁴				£100
Commercial unpowered boat		£56.25	£81.25	£125	£150 ⁵

Visiting powered craft licences

Revision of the private visiting craft licences are rounded to the nearest £5 after adding inflation to the existing rates, no further changes are considered necessary. Visiting hire craft from yards off the Canal will now be treated as visiting private craft, with some additional safeguards in the Minimum Terms of Licensing – this is not a particularly frequent occurrence.

⁴ Day rate fees are only applicable to additional craft temporarily placed in the water in addition to craft with an annual licence within a commercial operating agreement.

⁵ Mooring agreement also required

A new category of Trading boat has been introduced, although instances of such visiting vessels has been very rare this is to allow a different manner of charging for Passenger boats. Passenger boats are now to be charged per passenger place (not per passenger) rather than as a fixed fee.

Workboats not carrying out work for the BCA/owners (eg; contractors working for utility companies or neighbouring landowners) will now be charged a fee per month.

The 22 unpowered houseboats are unlicensed whilst on their designated moorings instead complying with other safety conditions in their leases, but once off the mooring require to be licensed as a navigating craft and comply with all other Canal bylaws. Houseboats will typically need to move off their moorings for periodic maintenance at a boatyard. A new consolidated “transit licence” rate is proposed to include the licence for the unpowered houseboat, a powered tug and a return journey through the locks. This licence will be for one return journey rather than 1 month.

Type	Day	Week	Fortnight	Month
Model boat licence	£5			
Trail boat licence	£10			
Visiting private boat licence		£45	£65	£100
Cargo boat visiting licence		£112.50	£162.50	£250
Passenger boat visiting licence		£ 14.06 per passenger place	£ 20.31 per passenger place	£ 31.25 per passenger place
Workboat licence				£ 25
Houseboat transit licence				£40

“Resident” boat licences

The rates for private vessels declaring the Canal as their home mooring is simplified with just two new rates – for those with a home mooring above the Deepcut locks, and those below. The previous scheme was designed to redress the balance caused by lack of availability of the locks flights and the perception that the Canal was continually closed; although there is much less canal below Deepcut there has been no lack of availability of the Woking pound or the Woodham and St John’s locks due to back pumping. The two licences fees are set accordingly.

The rates charged by other waterways for vessels available for public hire⁶ are generally much higher than those charged by the BCA (in some cases 4 or 5 times the amount). Whilst this might reflect a larger network available for them to use and operator being able to offer attractive round trip journeys, hire vessels to be economically viable need to keep moving and therefore contribute

⁶ Where these are published and in the public domain

significantly to the overall number of boat movements on the canal. They are also often skipped by novice helmsmen and as a result account for additional wear and tear. The proposed rate is therefore set at 3x the rate for private vessels to account for these factors.

There are currently no commercial cargo carrying or roving / fixed trading vessels on the canal, but expressions of interest have been received for trading operations. The rate for such operations is proposed to be set at 2.5x the private rate should any operations commence.

Passenger vessels contribute the most towards boat movements on the canal, whilst on the other hand allowing the greatest number of people to enjoy the waterway from the water. The proposal is to align the charging mechanism with that of CRT where boats are charged by passenger place.

A large passenger boat will therefore pay significantly more than it does now, but it is argued that this accounts for the much greater wear and tear that they cause on the waterway through frequent use of a large vessel. The proposal will see a 12-seat passenger boat pay the same 2.5x private rate that it does now, whilst larger boats will now pay more. In comparing to other navigation authorities, the length of network is not an issue for passenger boats, as they will operate repeatedly over the same route and return to base.

Workboats not owned by the BCA will now be charged an annual fee if they are kept on the Canal. This is the same as the fee charged by CRT in 2019 for this type of vessel.

Type	Day	Week	Month	Annual
Private boat licence				£170 above Deepcut / £85 below Deepcut
Hire boat licence				£510
Cargo boat licence				£425
Passenger boat licence				£42.50 per passenger place
Workboat licence				£75

3. Supplements / reductions to standard charges

Lock use

In addition to the core licence fee, the BCA has isolated the cost of providing a lock keeper to help conserve water in summer, and charges this as a “lock use” charge. This is required because of the shortage of inflow into the Canal from above the Deepcut flight – a construction defect that will not readily be resolved. The scheme offers boaters the option to pay an upfront lock use charge for the use of the controlled lock flights, or to pay a one-off fee for every time they pass through a lock. This saves boat owners who travel little, whilst giving those that move on and off the waterway regularly a cost-effective option.

No change - £107.70 for fair use annual lock use payment and £10.80 per return lock flight – increases by CPI in future years

Trail boats

The vast majority of trail boats use the waterway on a daily basis, few stay on the canal for more than 48h hours. Most trail boats are small open craft with an outboard engine, but the provision of power means that additional safety checks and the provision of third-party insurance is a requirement. Trail boaters are therefore required to register their boat so that the details can be checked and held on file.

No change - £15 annual registration fee (plus day licence for each day on the water)

Low emissions

A reduction in costs on the licence fee for boats that produce low or zero emissions. This includes boats fitted with hybrid diesel/electric drives (where the diesel engine meets as a minimum RCD2 or Euro VI requirements), hydrogen (as either ICE fuel, or as a fuel cell), or battery-electric only propulsion drive trains.

New proposal: -20% discount for low emission hybrid, hydrogen or battery electric powered boats.

Discount for charity operators

No change – 60% discount on all fees for registered charities, where their aims are compatible with the aims and objectives of the owners.

3.1. Mooring charges

No changes are proposed to the scheme of mooring fees which is index linked and is still comparable to other waterways. Should there be a significant drop in demand for leisure moorings then this will need to be revisited.

No change – mooring fees as per 2013 scheme, then reviewed annually index linked to CPI

3.2. Covid 19

Commercial and quasi-commercial operators (i.e. charities that operate commercial type vessels) that can't trade due to national or local Covid pandemic restrictions whilst still incurring operating costs and navigation charges may apply to the BCA for financial relief from fees in the 2021/22 financial year. The BCA will consider each application for financial relief on a case by case basis taking into account its own financial position. Assistance will be offered upon request by:

- Initially deferring payment of all navigation and mooring fees owing from Period 1 to Period 6
- where significant hardship can be demonstrated agree with the boat operator an appropriate level of discount based on the financial situation of the operator

In the case that such agreement cannot be reached the decision of the Strategic Manager will be final

4. Discussion

The limits on boat movements for conservation reasons, and the ongoing summer shortages of sufficient water above the Deepcut lock flight, mean that a large increase in boat numbers is unlikely. The costs of maintaining and managing the waterway is lower than other comparable operations, but not by a significant amount – this became obvious during the due diligence work carried alongside CRT in 2015/16. This means that every boat using the water has to bear a higher proportion of the costs associated with maintenance than a waterway with say double the amount of craft.

However, raising boating fees to cover the total costs of maintaining the navigation would make the cost of boating prohibitive – and would be many times above prices charged even by the large navigation authorities. In turn this would be counterproductive and would lead to a loss of income as boaters move off the waterway. A balance has to be struck between meeting the costs of maintaining the waterway in a safe and useable condition and ensuring that boating pays its fair share of the revenues required.

The review and increased monitoring of boat licenses shows that the waterway also is exceptionally well used by unpowered boats compared to many other waterways. Therefore, the proportion of the waterway's maintenance costs paid by unpowered boating (both directly paid licence fees and the arrangement with British Canoeing) need to reflect this increased share.

Some of the changes in this scheme are aimed at redressing a balance between low use private craft and frequently used craft such as hire boats and passenger trip boats. In 2019 a movement survey revealed the relationship between private and commercial vessels. This showed that commercial vessels⁷ contributed 61% of the total amount of boat movements on the canal, whereas they represented just 14% of the total boats registered on the waterway. This demonstrates that private boats move relatively little and is a strong argument to shifting the balance of contribution towards waterway operating costs towards commercial craft.

The proposed scheme of charging sets out to charge those vessels that have greater impact more, and charge those that do less damage less.

As both owners have declared climate emergency, and the canal is managed to try to protect against loss of species, it is appropriate to offer a scheme of charges that encourage use of low emission propulsion and services on boats used on the waterway. Discussion with British Marine indicates that technology is not yet ready to offer the boating industry a widespread safe, sustainable, and useable switch to plug-in battery-operated boats for most purposes, so hybrid and other low emission fuels are included in this proposal. By allowing a discount for low emission vessels this will encourage boaters to consider low emission drive trains when they update their vessels (boat hulls tend to have a life expectancy many times that of a comparable road vehicle – say 70-100 years) or choose battery power for smaller trailable boats.

⁷ Self-drive hire and passenger boats

Conversely, and for similar reasons, wide beam and deep drafted boats can be calculated to cause more damage to the canal bed and the flora that the batters (sloping sides) that support many of the rare species of aquatic plants. Challenging loss of species is an important part of tackling the climate emergency. Increasing wide beam and deep boat charges was considered a step towards encourage boat owners to carefully consider the boats they are choosing to use on the waterway. However, during consultation there was significant opposition to the introduction of the additional wide-beam charge from local boaters, and the original proposal of a 20% levy has been instead replaced by a management proposal for decreasing the 2.5mph speed limit (down from 4mph) for categories of vessel or sensitive areas of the Canal. This will be dealt with by altering the Boaters' Guide, and sections with a reduced speed limit will reviewed by the Conservation Management Steering Group.

5. Financial and value for money implications

The table below indicates how the new scheme of licensing will impact the Canal financially. It shows that overall, the new licensing scheme will generate at least an additional £8000 per annum.

Alongside this the BCA will be presenting evidence to British Canoeing concerning use of the waterway by their members, and arguing for a significantly increased fee over the existing arrangements. Should negotiations not prove successful then the unpowered boat licensing element may increase by up to double the current amount – showing the true proportion of use is heavily weighted towards many unpowered boat users.

Licence category	Current	Proposed	Comments
Private boat unpowered licence	£6,324.00	£7,706.65	
Club boat unpowered licence		£2,880.00	Currently a proportion of British Canoeing members' access package
Large unpowered		£238.35	Estimate that 2% of unpowered craft are "large"
Hire-boat unpowered licence	£3,600.00	£3,600.00	
Commercial unpowered boat licence			Rare occurrences only - estimate not possible
Model boat licence			Not previously offered - unknown market estimate not possible
Trail boat licence	£647.80	£790.00	
Trail boat registration	£555.00	£555.00	
Visiting private boat licence	£2,734.00	£2,810.00	
Trading boat visiting licence			Rare occurrences only - estimate not possible
Passenger boat visiting licence	£161.25	£162.48	
Workboat visiting licence		£125.00	
Private boat annual licence (Below Deepcut)	£305.10	£765.00	
Private boat annual licence (Above Deepcut)	£9,638.70	£9,690.00	
Self-drive hire boat annual licence	£2,536.50	£3,060.00	
Trading boat annual licence			Enquiries made, but no traders have made firm proposal - no estimate possible
Passenger boat annual licence	£2,113.75	£4,461.66	
Workboat annual licence		£525.00	
Houseboat transit licence		£150.00	
Subtotal	£28,616.10	£37,369.14	
5% of fleet uses reduced carbon fuels (less 20%)		-£224.21	
13% of fleet is charity operated (less 60%)	-£2,232.06	-£2,914.79	
	£26,384.04	£34,230.13	

Figure 1 - Effect on licensing income

6. Consultation

A full public consultation has not been undertaken; however, it has been consulted on with all the key partners and boating groups for the canal.

The proposed new policies and charging scheme was presented to the Joint Advisory Group for partnership member's officers to discuss.

The proposed new policies and charging scheme was also presented Boat Users Group with representatives from each of the main boating groups who use the canal, both powered and unpowered. This also included the Inland Waterways Association, British Canoeing, commercial users and the Canal Society

It was also presented at the Conservation Management Steering Group. This group includes Natural England, the Environment Agency and the Angling Club as well as ecologists representing Hampshire and Surrey County Councils.

Key outcomes of this consultation were:

Conservation Management Steering Group and **Joint Advisory Group** unanimously supported the scheme as originally proposed to include increased fees for more damaging boat operations and increased subsidies for those boat owners who choose more environmentally friendly methods of propulsion.

The **Boating User Group** disagreed with the premise that deeper and wider vessels can cause harm and wanted "scientific proof"; they did not support the introduction of the 20% levy for such vessels – but were prepared to accept lowering speeds to safeguard fragile species in the SSSI. There was no consensus amongst consultees on the benefits of introducing a 20% discount for alternative fuel vessels. Unpowered boat groups wished to ensure that negotiations between the BCA and British Canoeing were expedited to ensure that the current membership scheme can continue, as there would otherwise be a significant cost to clubs wanting to use their boats on other waterways. Consultees would have liked a much longer consultation period.

7. Equalities & Diversity implications

The charges are in keeping with other waterways and where they differ are generally cheaper recognizing the different circumstances of the Basingstoke at the end of the inland waterway network. Leisure boating in itself is a relatively expensive pastime and the costs of boating are reasonable in relation to the cost of the boats themselves. Prices for unpowered boats and trail boats are accessible to people with lower incomes with options for annual licences for unpowered boats as a cheaper option than multiple day licences. The use of the canal towpath remains free.

Houseboats on the canal are only affected by the new charges if they wish to move their boat which is usually not a regular occurrence. If they wished to move their boat more often then they could purchase an annual navigation licence.

To put charging into perspective for visiting boats, a visiting boat could be seen as a floating caravan or motorhome which would be considered to be a cheap holiday. A narrowboat only pays £45 for a week-long visit to the canal. This is equivalent to less than 2 nights stay on a typically priced caravan site.

8. Crime & disorder implications

There are no known crime and disorder implications to the proposed new rates of charging for Boat licensing.

9. Conclusion and recommendation

The proposed scheme of charging reflects the environmental urgency of protecting the environment set by the owners and partners in declaring a climate emergency, whilst being financially stable.

Officers recommend that the Committee:

- a) Approve the new scheme of licensing for Boats using the Canal
- b) Authorise officers to licence boats according to the proposed scheme
- c) Authorise officers to charge the revised categories of boat according to the revised license charging scheme
- d) Review the scheme annually and add up to and no more than the cost of inflation (CPI) to individual charges without further reference to the Committee

10. What happens next

Officers will conclude the consultation exercise on Model boating and incorporate any minor amendments into a final policy, which will then be adopted. If no consensus exists amongst existing users, then a further report will be made to this Committee with an officer's recommendation.

The new scheme of charging and new boat categories as outlined will come into effect on 1st April 2021 and boat owners charged accordingly.

List of Appendices

10.1. Appendix 1: Model Boat Policy & Terms of Use – consultation draft

10.2. Appendix 2: Minimum Boat Licensing Requirements Policy

Appendix 1 - Model Boat Policy & Terms of Use – consultation draft

Introduction

It has been proposed that the Basingstoke Canal offers a licence to Model Boats Operators to be able to access and use the canal to operate their boats. Previously there has been little demand for this and operating or sailing fuel driven model boats is prohibited under the byelaws.

To consider this proposal the Basingstoke Canal Authority must consider how this new activity could be introduced giving consideration to the byelaws and wide variety of activities and user groups already using the canal. Considering the Health and Safety of those users and any potential environmental impact new activities such as model boats may have on the canal and its status as a Site of Special Scientific Interest (SSSI). Outlined below are the proposed terms of use felt necessary to mitigate against potential negative effects from noise, pollution, disturbance, damage and nuisance.

Proposed Model Boat Terms of Use

Permitted craft

- Battery powered model boats only.
- Boats up to 1 metre in length.
- Boats fitted with sails for display purposes only.

(NOTE: This will ensure that current byelaws are adhered to and that the size of model boat does not interfere with current water users and does not allow for the carrying of passengers. It also helps to minimise the speed and the resulting noise from the boats which could disturb wildlife.)

Permissible locations

- Farnborough Road car park and slipway.
- Coal Pens wharf Crookham Road.
- Woking Wharf.
- Frimley lodge park mooring.
- Any other areas as may be agreed in writing at the discretion of the canal manager.

(NOTE: These locations have been chosen to cause the least multiuser conflict, avoiding the busier areas.)

Restrictions

- Sail (wind powered) boats are prohibited under the current Basingstoke Canal Bylaws.
- Boats requiring any liquid state fuel to generate propulsion commonly referred to as IC powered boats are strictly prohibited. (Due to known environmental concerns and excessive noise)
- Boats requiring solid state fuels to generate propulsion directly or indirectly are prohibited. Such craft require independent certification for the installed boiler and pose a risk the owner of such craft and other canal users.
- Boats should not be of sufficient size to carry a passenger.

- Boats cannot be used to transport or deliver any type of cargo or load (such as angling bait boats).
- Boats must not be used to race or undertake any timed activity or event.
- Boats should not be used at excessive speed. Excessive as to cause the boat to skim, aquaplane or leave the water's surface.
- Model boats capable of submerging, partially or fully below the waters surface are not permitted as this may cause a hidden obstruction to other users and the craft not being visible to the user.
- Boats using the permitted propulsion system should not be audible from the canal bank when the boat is mid canal channel and in use.
- A maximum of 1 model boat can be operated at a time by any one person.
- No boats may be operated during the dark.
- No boats may be used to harass or follow wildlife and should not be operated if birdlife is present.
- Model boats should not be operated within 50m of any dwelling or houseboat.

(NOTE: These restrictions largely are restricting the impacts of size and propulsion methods, physically, visually and from noise. They will also minimise the impact on the wildlife and for the towpath users)

Use of the canal

- The use of model boats at the above locations only are permitted subject to, not causing a nuisance or hinderance to other canal users including but not limited to, boating, angling, and paddle sports.
- Model boats must give way to other water sports users.
- The use of model boats at the above locations only are permitted subject to, not causing a nuisance or disturbance to wildlife. This includes potential damage to water-based plants.
- Model boat users are required to relocate or pause their activity should powered or unpowered craft wish to launch or moor at the formal facilities provided to them.
- Model boat owners are solely responsible for the recovery of their boat from the water and must bring with them the means to do so, without the need to enter the water.
- Model boats must always remain in direct line of sight of the controller.
- The controller of the boat must control the boat from the towpath or bank and not enter the water at any time.
- Launching and recovery of model boats must not hinder use of the navigation or towpath including any facilities provided such and moorings, water, or waste disposal points.
- The user of any model boat does so in the full knowledge that large powered and unpowered craft use the canal and they have priority at all times.
- Liability for loss or damage of a model craft whilst using the Basingstoke canal shall remain solely with the user of that craft.
- Liability for damage caused directly by a model boat or that can be attributed as to being caused by the model boat to any canal structures or other vessel or water user's equipment shall remain solely with the user of that craft.
- To prevent the introduction and spread of invasive species all craft must be clean and dry prior to use. All craft must also be cleaned and dried immediately after use.
- Any model boat clubs/groups whether informal or formal who wish to meet regularly on the canal to operate boats should gain permission in writing from the BCA

manager. Further licensing requirements may apply at this time including but not limited to the proposed location, number of boats and operators, times of operation.

Controller = The person who is currently operating the boat.

All model boats users must confirm that they will adhere to the terms and conditions of licensing when obtaining a Model Boat Licence.

A Model Boat Licence is payable on a day rate of £5/day (2021/22) 1 licence allows for only 1 boat to be in the water at any one time.

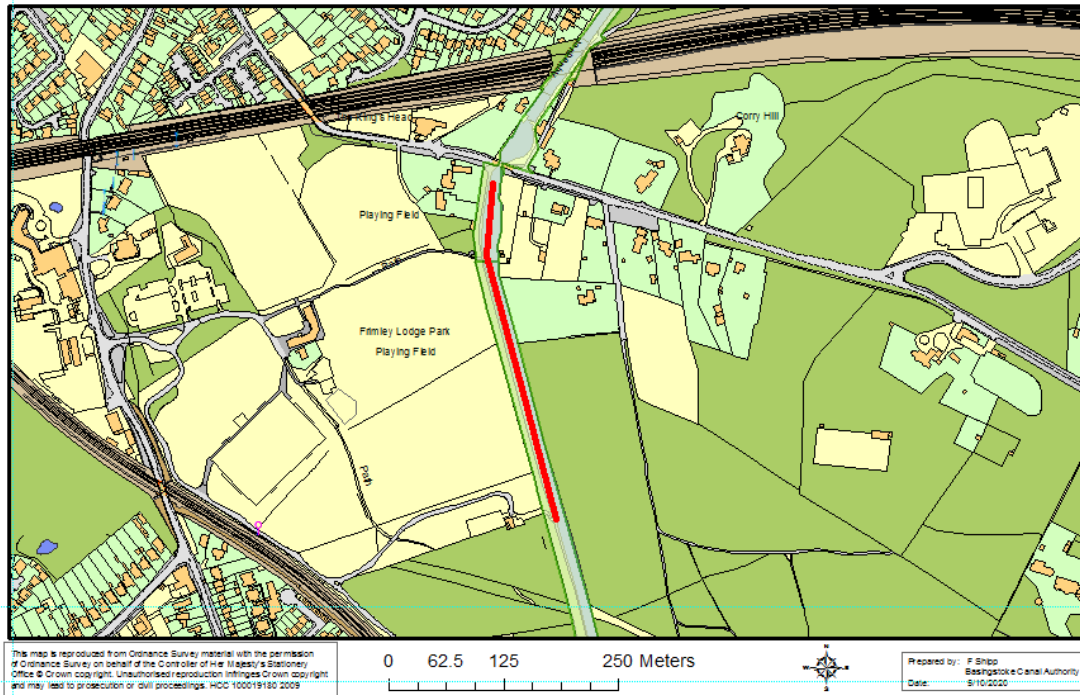
Policy Statement on Model Boat use on the Basingstoke Canal

Model boat operation on the Basingstoke Canal will only be allowed in compliance with the Model Boat Terms of Use. The Terms of Use aim to minimise the impact on all aspects of the Canal as a Site of Special Scientific Interest and potential impacts on other canal users, recognising that the canal is a place for quiet enjoyment of the countryside.

Permitted Locations

Permitted Model Boat Use Area - Frimley Lodge Park

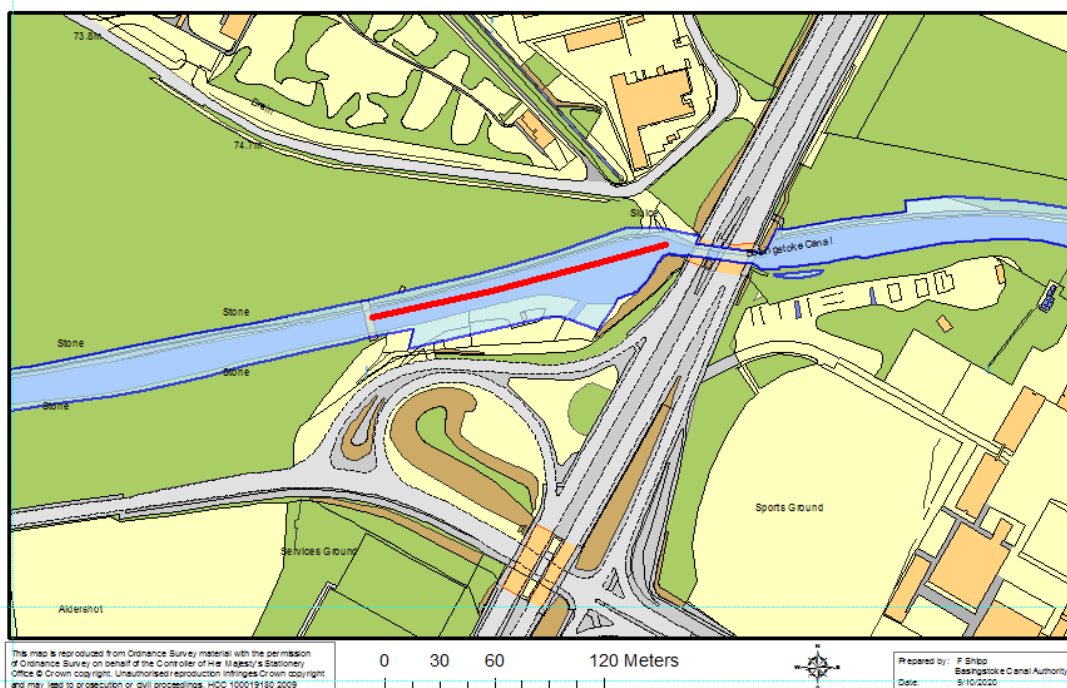
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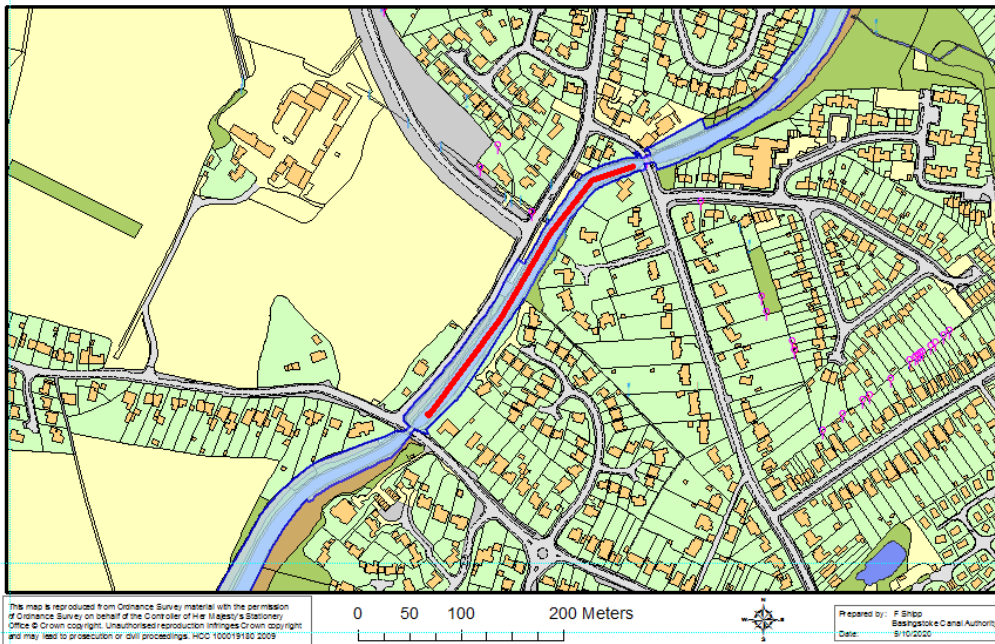
Permitted Model Boat Use Area - Farnborough Rd Car Park

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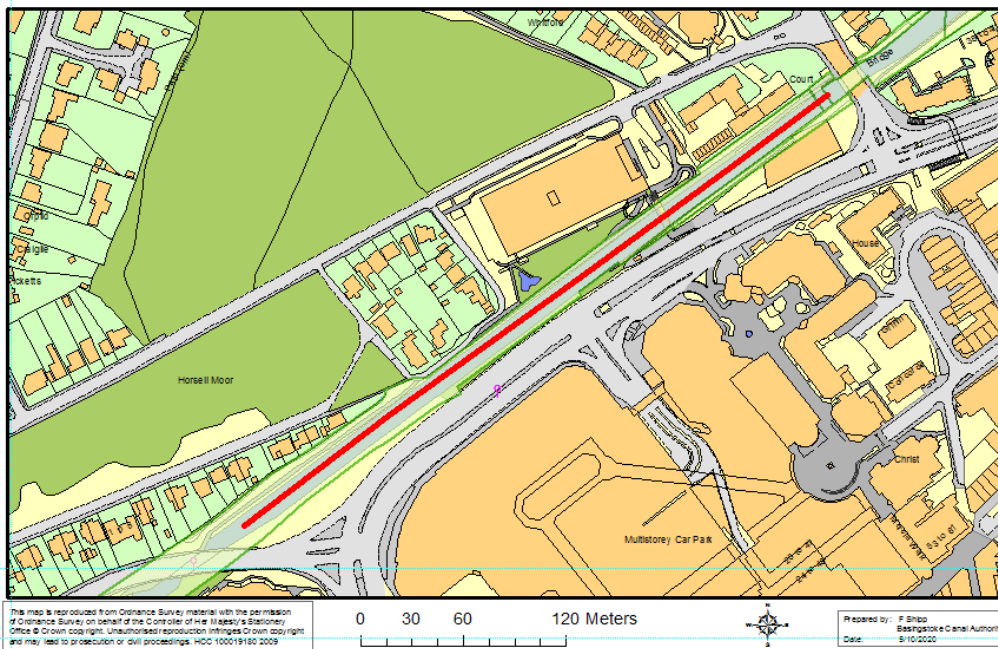
Permitted Model Boat Use Area - Coal Pens - Coxheath Bridge to Malthouse Bridge

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Permitted Model Boat Use Area - Woking Wharf - Chobham Rd Bridge to Skew Bridge

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Appendix 2 Minimum Boat Licensing Requirements Policy



Policy – minimum requirements for boat licensing

The BCA issue licences for all craft applying to use the waterway on behalf of the Canal's owners – Surrey and Hampshire County Councils.

It is an offence under the Bylaws to use any craft on the Canal without a valid licence.

Maritime regulations, codes of practice, and guidance also extend to inland waterways.

Under the bylaws vessels mooring anywhere on the Canal for more than 72 hours in one place must have a mooring agreement with the Canal's owners.

Licenses are issued at the discretion of the Canal Manager or Strategic Manager.

Unpowered craft

<i>Type of craft</i>	<i>Minimum pre- licence requirements</i>	<i>Licence which may be issued</i>
Any sailing vessel	N/A	None - prohibited under bylaws
Private leisure – canoe / kayak / stand-up paddle board, rowing boat As above but belonging to <i>bona fide</i> amateur club	<ul style="list-style-type: none">Understanding of rules of navigation including unpowered boats use of locks policy	Private unpowered boat licence ⁸ Club unpowered boat licence
Large private leisure – skiffs or gigs and towed canal boats ⁹	<ul style="list-style-type: none">Legible name or number affixed to vesselUndertaking that vessel complies or with Boat Safety Scheme (and has a certificate if required to do so under the BSC scheme) or a self-certification exemption certificate.Understanding of rules of navigation.	Private large unpowered boat licence <i>Canal Manager's special consent to use locks on payment of lock use fee</i>

⁸ A current "on the water" British Canoeing membership is also deemed to be equivalent to BCA unpowered boat license for canoes / kayaks / SUPS, but not other types of boat

⁹ Manually propelled boats exceeding three rowers or capable of taking 6 persons in total on board, all other boats over 20ft (6m) overall length

	<ul style="list-style-type: none"> Mooring agreement (for annual licences). 	
Unpowered boat for commercial hire / supplied as part of a commercial training course	<ul style="list-style-type: none"> Legible name or number affixed to vessel Undertaking that vessel complies or with Boat Safety Scheme (and has a certificate if required to do so under the BSC scheme) or a self-certification exemption certificate. Understanding of rules of navigation. Mooring agreement. 	Hire boat unpowered licence
Commercial unpowered vessel - carrying cargo or passengers (eg; horse drawn canal boat, or “butty” accompanying a powered vessel)	<ul style="list-style-type: none"> Legible name or number affixed to vessel Undertaking that vessel complies or with Boat Safety Scheme (and has a certificate if required to do so under the BSC scheme) or a self-certification exemption certificate. Understanding of rules of navigation. Mooring agreement for annual licence. Third party liability insurance to £3million Skipper has Boat Master's Licence (or equivalent as required by maritime regulations) Name and address of skipper 	<p>Commercial unpowered boat licence</p> <p><i>Canal Manager's special consent to use locks on payment of lock use fee</i></p>

Powered craft visiting

Type of craft	Minimum pre- licence requirements	Licence which may be issued
Electric or mechanical powered model boat	Scheme of terms and conditions to be consulted upon	Model Boat Licence
Fuel or sail powered model boat	Prohibited under bylaws	None
Private leisure boat	<ul style="list-style-type: none"> Understanding of rules of navigation. Legible name or number affixed to vessel Valid Boat Safety Certificate issued under Boat Safety Scheme, RCD certificate if under 3 years old, or self-certification of exemption. 	<p>Trail-boat registration and Trail boat licence for up to 30 days in any one year</p> <p>Private boat visiting licence for up to 30 days</p>

	<ul style="list-style-type: none"> • Evidence of home mooring / kept out of water, or declaration as continuous cruiser with current licence for another waterway • Third party liability insurance to £3million • Name and address of skipper • Name and address of owner 	
Hired leisure boat	<ul style="list-style-type: none"> • Evidence of compliance with the Hire Boat Code • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Hire Boat Safety Certificate issued under Boat Safety Scheme, or RCD certificate if under 3 years old. • Evidence of hire base and authorisation from hire company to visit the Basingstoke Canal • Third party liability insurance to £3million • Name and address of skipper • Name and address of owner / operator 	Private boat visiting licence for up to 30 days
Cargo carrying or roving trading vessel	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under Boat Safety Scheme, or self-certification of exemption. • Evidence of home mooring or declaration as continuous cruiser with current licence for another waterway • Third party liability insurance to £3million • Name and address of skipper • Evidence skipper holds Boat Master's Licence (or equivalent as required by maritime regulations) 	Trading boat visitor licence
Commercial passenger carrying boat (up to 12 persons + 3 crew)	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under 	Passenger boat visitor licence

	Boat Safety Scheme, or self-certification of exemption. <ul style="list-style-type: none"> • Evidence of home mooring with current licence for another waterway • Third party liability insurance to £3million • Name and address of skipper • Skipper has Boat Master's Licence (or equivalent as required by maritime regulations) • Evidence of compliance with the Inland Waters Small Passenger Boat Code 	
Commercial passenger carrying boat (over 12 persons) including all hotel boats	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate issued under Boat Safety Scheme for non-private vessels • Evidence of home mooring with current licence for another waterway • Third party liability insurance to £3million • Name and address of skipper • Evidence skipper holds Boat Master's Licence (or equivalent as required by maritime regulations) • Evidence of compliance with MCA Class IV/ V / VI passenger ship regulations 	Passenger boat visitor licence
Work boat ¹⁰	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under Boat Safety Scheme, or self-certification of exemption. • Evidence of kept out of water or a home mooring with current licence for another waterway • Third party liability insurance to £3million • Name and address of skipper 	Work boat licence

¹⁰ Any vessel powered or unpowered designed or to be used for approved works to the waterway for any third-party client other than the BCA / Owners. Such vessels may only be moored at the approved worksite for the duration of the approved works.

	<ul style="list-style-type: none"> • Skipper holds Boat Master's Licence (or equivalent as required by maritime regulations) 	
Houseboat transit licence (including tow vessel) ¹¹	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to both houseboat and tow vessel • Both vessels to hold valid Boat Safety Certificate¹² issued under Boat Safety Scheme, or self-certification of exemption. • Third party liability insurance to £3million covering both vessels • Name and address of master / owner of both vessels • Evidence skipper of tow vessel holds Boat Master's Licence (or equivalent as required by maritime regulations) 	Houseboat transit licence

Powered craft – resident and registered on waterway

<i>Type of craft</i>	<i>Minimum pre- licence requirements</i>	<i>Licence which may be issued</i>
Private leisure boat	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate issued under Boat Safety Scheme, RCD certificate if under 3 years old, or self-certification of BSC exemption. • Third party liability insurance to £3million • Name and address of skipper • Mooring agreement (or evidence boat kept out of water) 	Trail-boat registration and Trail boat licence for up to 30 days in any one year Private boat licence
Leisure boat for hire	<ul style="list-style-type: none"> • Evidence of compliance with the Hire Boat Code • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate issued under Boat Safety Scheme for Hire Boats, RCD certificate if under 3 years old, or 	Hire boat licence

¹¹ Includes a single return journey through Locks 1 and 2 for any houseboat moored at the Woodham houseboat moorings for a houseboat and a tow vessel. Also includes lock usage fees.

¹² The tow vessel will require a BSC for non-private vessels

	self-certification of BSC exemption. <ul style="list-style-type: none"> • Third party liability insurance to £3million per boat • Name and address of hire fleet owner • Mooring agreement 	
Cargo carrying, roving or fixed trader vessel	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under Boat Safety Scheme, or self-certification of exemption. • Third party liability insurance to £3million • Name and address of master • Evidence skipper has Boat Master's Licence (or equivalent as required by maritime regulations) • Mooring agreement 	Trading boat licence
Commercial passenger carrying vessel (up to 12 persons + 3 crew)	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under Boat Safety Scheme, or self-certification of exemption. • Third party liability insurance to £3million • Name and address of master • Skipper has Boat Master's Licence (or equivalent as required by maritime regulations) • Evidence of compliance with the Inland Waters Small Passenger Boat Code • Mooring agreement 	Passenger boat licence
Commercial passenger carrying vessel (over 12 persons)	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Enhanced Boat Safety Certificate issued under Boat Safety Scheme for non-private vessels • Evidence of home mooring or declaration as continuous cruiser with current licence for another waterway 	Passenger boat licence

	<ul style="list-style-type: none"> • Third party liability insurance to £3million • Name and address of master • Evidence skipper holds Boat Master's Licence (or equivalent as required by maritime regulations) • Evidence of compliance with MCA Class IV / V / VI passenger ship regulations • Mooring agreement 	
Work boat ¹³	<ul style="list-style-type: none"> • Understanding of rules of navigation. • Legible name or number affixed to vessel • Valid Boat Safety Certificate for non-private vessels issued under Boat Safety Scheme, or self-certification of exemption. • Third party liability insurance to £3million • Name and address of master • Evidence skipper holds Boat Master's Licence (or equivalent as required by maritime regulations) • Mooring agreement 	Work boat licence

¹³ Any vessel designed (eg: a dredger) or primarily used for carrying out approved works on the waterway that is not owned by BCA / canal owners

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