

**Proposed Navigation Charges for 2018/19 in the Navigation Area
and Adjacent Waters**

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

Summary:	<p>The financial strategy predicts a 2.5% increase in tolls per annum to maintain the existing level of services. However, the increase in the size of the private motor boat fleet and the better than anticipated performance in hire boat numbers means that the Authority is in a much stronger financial position than seemed likely a year ago.</p> <p>Even after a contribution of £30,000 from the current account to the purchase of the moorings at Acle Bridge the Authority would be able to afford a below inflationary increase of just +1% in tolls to maintain its existing level of services, taking into account inflationary and other pressures (See para 4.1).</p> <p>Following consultation with the Tolls Review Group this report seeks the views of the Committee on proposals for next year's tolls on the following basis that:</p> <ul style="list-style-type: none">(i) No changes are necessary to the amended structure for tolls implemented on 1st April 2017 which seems to have achieved one of its goals of stemming the decline in the number of small private motor boats.(ii) An across the board approach should be adopted with navigation income increasing at the same rate for the whole of the hire fleet and the private fleet and that there is no need this year to have a different approach within the categories for the two fleets.(iii) A range of alternatives for additional work and associated increases in charges are presented for the Committee to consider. <p>The views of the Committee are sought on:</p> <ul style="list-style-type: none">(a) The level of charges in the Navigation Area and Adjacent Waters for 2018-19;(b) The proposal that the Authority stops printing adhesive toll plaques permanently, other than for short visit tolls.
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1 Private Motor Boats

- 1.1 In April 2017 the Authority implemented a new charging structure which it believed to be fairer and easier to understand. This involved moving to a straightforward calculation for tolls where the size of the boat in metres is multiplied by a charge per square metre. The effect of the change was to reduce the charges for smaller boats with 44% of all boats seeing a reduction, while increasing the charges for the larger boats.
- 1.2 In part these amendments were in response to changes in the fleet. The following table was presented in last year's report highlighting the reduction in the number of small private motor boats while large motor boats were on the increase.

Table 1 Private Motor Boats by Size

Size m ²	2008	2009	2010	2011	2012	2013	2014	2015	△ 2008-15	%△ 2008-15
1-10	2292	2130	1930	1940	1866	1844	1828	1775	-517	-22.6%
11-20	1795	1923	1956	1991	1958	1983	1960	1950	+155	8.6%
21-30	1427	1487	1529	1566	1603	1614	1642	1630	+203	14.2%
31-40	736	765	800	814	819	865	865	893	+157	21.3%
41-50	283	294	289	296	304	319	343	364	+81	28.6%
51-60	39	46	44	51	60	63	65	65	+26	66.7%

- 1.3 The change in the charging structure from April 2017 was the most radical since 1981 when the Port and Haven Commissioners moved from a system based on tonnage to one using square metres. Doubts were expressed about the potential for a revival in small private motor boat numbers and some owners of larger motor boats indicated that they would be relocating their vessels outside the Broads. In practice Table 2 shows that the decline in small motor boats has been reversed and in fact they increased by over 10% and the number of larger craft has not diminished with the number between 31 and 60 square meters being virtually unchanged at 1315 compared to 1311 last year.

Table 2 Private Motor Boat Fleet 2016-17 (as at 30th September)

Size m ²	2016	2017	Change	% Change
1-10	1646	1820	174	+10.6%
11-20	1895	1893	-2	
21-30	1604	1609	5	
31-40	870	882	12	
41-50	374	370	-4	
51-60	67	63	-4	
61-70	16	14	-2	
71-80	2	4	2	
81-90	3	3	0	
91-100	2	2	0	
101-110	1	2	1	
Grand Total	6480	6662	182	+2.8%

2 Hire Boat Industry

- 2.1 The number of weekly hired motor cruisers has been in decline since a high point of over 2,200 in the 1980s. This has caused the Authority real concern because they are the backbone of waterborne tourism in the Broads which is an iconic part of the area's vital industry. The Broads Hire Boat Industry predicted continued decline in 2017-18 with a further reduction of 20 boats and the Broads Authority made an allowance in its financial calculations accordingly. The decline was predicated on the on-going sale of older boats and re-investment in new, primarily larger more luxurious vessels which have proved to be very attractive to visitors.
- 2.2 Table 3 shows that in practice the fleet has increased rather than declined and the outlook from forward bookings for 2018-19 also looks very positive. The good working relationship with the tourism industry has flourished under the aegis of Broads Tourism and further coordinated marketing of the National Park is planned for the coming year.

Table 3 Number of Weekly Hired Motor Cruisers

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
No.	803	843	878	904	894	869	842	821	789	802
Change		+40	+35	+26	-10	-25	-27	-21	-42	+13

3 Income and Expenditure for 2017-18

- 3.1 Navigation income in the current year has as a result been above that budgeted, with the Predicted Outturn for 2017/18 shown in Table 4 being £57,000 above the Latest Available Budget.

Table 4 Budget compared to Predicted Outturn for 2017/18

	Latest Available Budget 2017/18	Predicted Outturn 2017/18
Navigation Income	£3,179,500	£3,236,961
Expenditure	£3,187,255	£3,219,829
(Surplus)/ Deficit	£7,755	(£17,132)
Transfer of accrued interest to ear- marked reserves	£3,750	£3,750
Opening Reserves	£325,955	£325,955
Closing Reserves	£314,450	£339,337
Reserves as % of Expenditure	9.9%	10.5%

- 3.2 Expenditure has also been above budget. In August 2017 the Authority purchased the moorings and associated buildings at Acle Bridge at a cost of £180,000. The bulk of this, £150,000, was funded from the moorings budget

by deferring repairs and Hoveton Viaduct. The balance, £30,000, was paid for from the current account using the additional income received.

- 3.3 The net effect of these changes is shown in Table 4 with closing reserves at 10.5% of Expenditure, just above the minimum of 10.0% required but standing at £339,000 rather than £322,000.
- 3.4 The Authority is in the process of disposing of the Ludham Field Base which is surplus to requirements. Should this be completed at the current subject to contract offer then there will be a capital receipt shared 60:40 between National Park and Navigation Income lines. The receipt will have to be ring fenced for capital expenditure. Potential uses for the capital receipt on the navigation side is to use the funding for investing in new facilities at Acle Bridge and potentially towards pontoons at Thurne Mouth, if agreement can be reached with the landowner.

4 Pressures on 2018-19 Income and Expenditure

- 4.1 The better than predicted outturn for 2017-18 puts the Authority in an excellent position going forward into 2018. As always at this stage in the financial year there are a significant number of unknowns around the Authority's expenditure for next year. There are three in particular: salary costs, other inflationary pressures, and the potential loss of further hire boats. Following consultation with the Tolls Working Group and the major hire boat operators the following assumptions have been made:
- i) A 1.5% salary increase is assumed for staff as a prudent provision. For the last four years local government salaries have been held at +1.0%. The Government has indicated that the cap on public sector pay is likely to be removed and it is not clear what this will mean for the public sector pay settlement.
 - ii) The Authority has not increased the cash expenditure on other elements of the budget, such as the purchase of materials etc., for the last four years. In August 2017 consumer price inflation (CPI) was running at 2.9% (RPI was 3.9%). Rather than inflating all non-salary items in the budget by 2.9%, officers have reviewed all expenditure heads and increased two headings by 2.9% - Vessels and Equipment (VES) and Insurance (INS).
 - iii) Provision has been made for the following additional expenditure:
 - a. Dredging (DRD) – an additional £15,500 for restoration costs needed at the Postwick Tip site. The Wet Cell has been filled over the last two dredging campaigns on the River Yare. This dry material is now ready to be loaded onto 6 wheeled dumpers and taken to the dry cells for spreading and forecast to take 5 weeks. This additional money is for the hire of the plant needed for this duration to restore the cells and to get the Postwick Tip ready to receive more wet dredgings.
 - b. Mutford Lock (MLK) – an additional £9,000 to fund additional costs by Sentinel for the operation of the Lock.
 - c. Boat Safety (BST) – an additional £2,600 to fund an additional electronic speed sign.

iv) Although provision was made in 2017/18 for the potential loss of 20 weekly hired boats this proved not to be necessary. Following discussion with the major operators it is predicted that there will not be any significant changes in hire boat numbers for 2018/19 so it is not proposed to make any provision for a reduction in hire boat income.

4.2 The additional income from private and hired vessels above that in the budget is such that even with the provisions identified above ***an increase of just 1% in charges is required for 2018/19 to maintain the current level of service.***

5 Options for Additional Expenditure

5.1 The Insight Track research identified that to a greater or lesser extent private boat owners and hire boat operators would like more spent on dredging, maintenance and provision of moorings and other services, patrolling and safety. This view has been reinforced in recent meetings of the Navigation Committee where these matters have been discussed: moorings (20th April), anti-social behaviour, dredging, riverside tree and scrub management (7th September). A range of alternative approaches was explored with the Tolls Working Group whose preference was for any additional expenditure to be targeted on increased patrolling, particularly in the evenings, to address recent concerns about anti-social behaviour. This recommendation, together with other options, is presented below for the Committee's consideration.

5.2 Safety Signs (+£10k, +0.3% increase in tolls)

5.2.1 The Authority has trialled a warning sign to make users of the waterways aware of the speed of their boat. This has proved to be very effective in reducing the level of speeding boats. Provision has been made for the purchase of one additional sign but the Head of Safety Management would like to purchase a further four so as to provide coverage at key locations.

5.3 Increased Patrolling by the Rangers (+£60k, +1.9% increase in tolls)

5.3.1 Concerns about anti-social behaviour and speeding boats have raised the suggestion of increasing the level of patrolling by the Authority's Rangers and extending their hours into the evenings. The current level of patrolling (315 hours per week on the water in the summer and 48 hours in the winter) has been stable since the changes made in 2012 when National Park Grant was cut. The Head of Ranger Services is exploring a range of options for increasing the level of patrolling. The changes could involve a significant amendment to the rostering of Rangers, including the team working longer hours over the summer season. This may require a change in the Terms and Conditions of Employment for the Rangers, an amendment to the balance of work between the countryside and navigation responsibilities, currently 40:60 to 35:65, and the employment of two additional summer seasonal rangers to assist in increasing the amount of cover provided. Such a change could increase the number of hours patrolling on the water in the summer from 315 hours to 375 hours a week approximately.

5.4 **Additional Bankside Tree and Scrub Management (+£60k + 1.9% increase in tolls)**

- 5.4.1 Bankside management is heavily dependent upon landowner permission as a starting point. Once those agreements have been secured, consents from Natural England and felling licences from the Forestry Commission are required along with environmental habitat surveys and permission to use herbicides (to treat root stumps). This process can take over a year to secure so having a 5 year plan helps focus our attention on when and what work can happen. It allows officers to start preparation in time for the winter works (This management cannot be done at other times due to nesting birds).
- 5.4.2 In order to increase the volume of bankside management undertaken the preferred option is increased mechanisation through the purchase of additional plant and equipment (extra NATO floats, smaller 8t excavator & hydraulic tree shears). Purchase of this equipment would allow a longer term approach (a 10 year plan for bankside management) and show efficiencies as resources involved in bankside management would be fewer, a reduction in hand arm vibration (chainsaws are one of our biggest sources of vibration in the workplace) and mechanisation would heavily reduce the manual handling aspects of this work. The added bonus of the mechanical approach is that the Authority would get through the winter work bankside clearance areas quicker, allowing scope for other tasks on navigation to be done.



Picture 1 Example of hydraulic tree shears

5.5 Increased Dredging (+£80k, +2.6% increase in tolls)

5.5.1 At the last meeting of the Committee the Rivers Engineer presented a report on the progress being made in implementing the Sediment Management Strategy. More accurate hydrographic surveys showed that there is still a considerable amount of sediment to remove from the waterways. If the Committee wanted to make an impact on this then an £80,000 contract to pump dredge one of the priority areas could be programmed for next year.

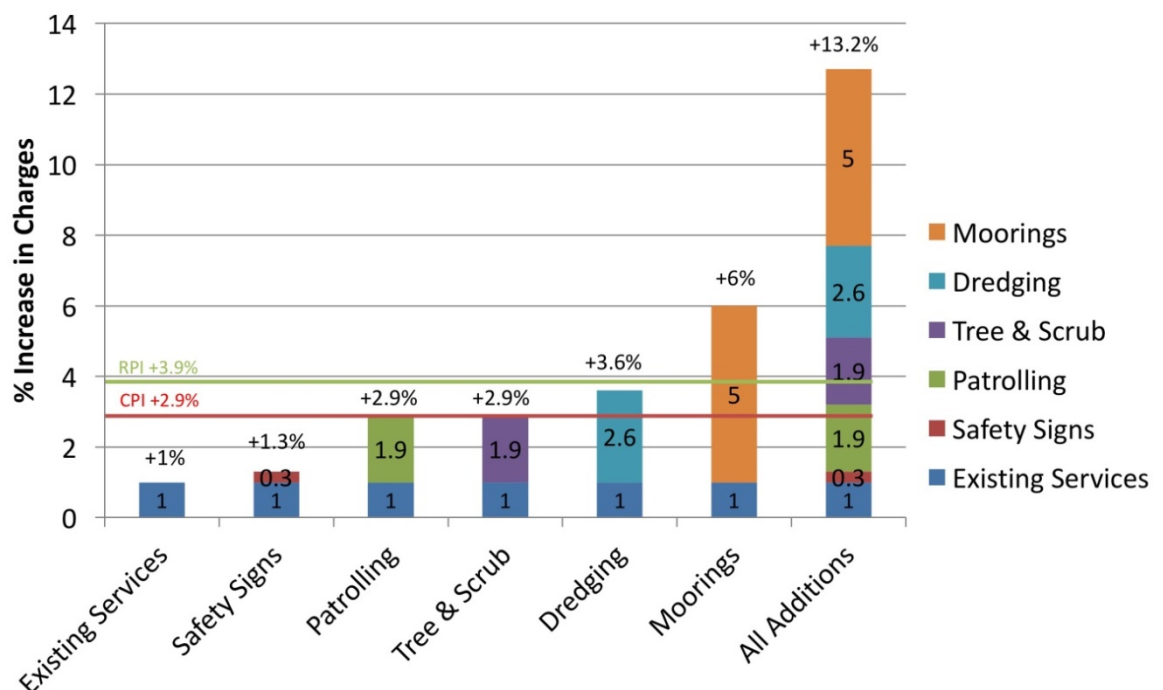
5.6 Maintenance of Moorings (+£150k, +5% increase in tolls)

5.6.1 A 'Cockshoot' full mooring repiling is circa £150,000. The Authority has a top 10 list of sites which need priority works. This funding would enable one of those sites to be brought forward.

5.6.2 A 'pick and mix' set of options is provided for members to consider. The additional income in 2017/18 provides the Authority with the opportunity to bring forward one of these high priority options with a relatively lower toll increase. This is shown graphically in Figure 1 with the relative percentage increases for the different options ranging from a simple +1% to maintain the existing level of service up to +13.2% if all the options identified are selected.

5.6.3 The purchase of equipment to enhance tree and scrub clearance and the speed signs are one off purchases so one option would be to purchase the equipment this year and then re-examine the need for increased patrolling in a year's time.

Figure 1 Percentage increases in navigation charges for different options



6 Draft Income and Expenditure for 2018/19

- 6.1 A Draft Income and Expenditure Table has been developed for 2018/19 based on three options as examples: one with services as at the existing level; one with the either additional expenditure for patrolling or the purchase of the equipment for additional bankside tree and scrub management; and one with one of those options and the additional electronic signage. Other options and combinations of options can be developed if the Committee favours them.
- 6.2 The figures in the first table show the projected income from the two different fleets and are based on the assumption that the number and size of both private boats and hired motor cruisers will be similar to the current year.

Table 5 Alternative examples of income by fleet

	Projected Income 2017/18	Example 1 +c 1%	Example 2 +c 2.9%	Example 3 +c 3.2%
Navigation Income				
<i>Hire Boat Income</i>	£1,115,861	£1,127,020	£1,148,221	£1,151,569
<i>Private Boat Income</i>	£2,055,000	£2,075,550	£2,114,595	£2,120,760
<i>Other Income</i>	£66,100	£66,498	£67,254	£67,374

Table 6 Alternative examples of income and expenditure for 2018/19

	Example 1 Draft Budget 2018/19 +1%	Example 2 Draft Budget 2018/19 +2.9%	Example 3 Draft Budget 2018/19 +3.2%
Navigation Income	£3,269,068	£3,330,070	£3,339,702
Expenditure	£3,273,523	£3,331,319	£3,341,719
(Surplus)/ Deficit	£4,455	£1,249	£2,017
Transfer of accrued interest to ear- marked reserves	£3,750	£3,750	£3,750
Opening Reserves	£339,337	£339,337	£339,337
Closing Reserves	£331,132	£334,337	£333,569
Reserves as % of Expenditure	10.1%	10.0%	10.0%

7 Charges for Categories of Boats

- 7.1 Taking the advice of the Tolls Review Group the charges for the different categories of boats have been calculated and are replicated in Table 5 for a 1%, 2.9% and 3.2% increase. They have been rounded up to the nearest whole penny.

Table 7 Alternative Proposals for Charges for 2018/19**Commercial Fleet**

Category	Current Charge	+c. 1%	+c. 2.9%	+c 3.2%
1. Weekly hired motor craft	£28.95 per m ²	£29.24	£29.79	£29.88
2. Weekly hired motor craft Electric	£20.30 per m ²	£20.51	£20.89	£20.95
3. Day hired	£44.30 per m ²	£44.75	£45.59	£45.72
4. Day hired Electric	£30.90 per m ²	£31.21	£31.80	£31.89
5. MCA Passenger Boats and small passenger boats	£38.10 per m ²	£38.49	£39.21	£39.32
6. Motorised Sailing Craft	£23.50 per m ²	£23.74	£24.19	£24.26
7. Sailing Boats	£17.50 per m ²	£17.68	£18.01	£18.06
8. Houseboats	£14.95 per m ²	£15.10	£15.39	£15.43
9. Rowing, canoes etc.	£65.70	£66.36	£67.61	£67.81

Private Fleet

Category	Current Charge	+c. 1%	+c. 2.9%	+c 3.2%
10. Motor Boats - petrol & diesel	£12.85 per m ²	£12.98	£13.23	£13.27
11. Motor Boats Electric	£10.00 per m ²	£10.10	£10.29	£10.32
12. Motorised Sailing Craft	£9.50 per m ²	£9.60	£9.78	£9.81
13. Sailing Boats	£8.00 per m ²	£8.08	£8.24	£8.26
14. Houseboats	£5.15 per m ²	£5.21	£5.30	£5.32
15. Rowing, canoes etc.	£32.85	£33.18	£33.81	£33.91

- 7.2 Appendix 1 contains a schedule showing the implications of the three options for each category and size of boat.

8 Toll Plaques

- 8.1 The Authority has worked without requiring the display of an annual tolls receipt (adhesive plaques) for two seasons now. This has proved to be a very positive move, especially now it is backed-up with the Phone App for Rangers which allows for toll and boat safety compliance to be checked very quickly.
- 8.2 It is therefore proposed that we make this a permanent decision and continue to provide a toll receipt in the form of a paper document as we have for the last eighteen months. Display of the paper tolls receipt will not be required. Rangers will be ensuring that all craft display their registration marks as required by the vessel registration byelaws.
- 8.3 Visiting craft will continue to be issued with short visit numbers as this is the only way to identify such craft.

9 Evaluation and Risk Analysis

- 9.1 In April of this year the Authority introduced substantial changes to the structure of the charges which had associated risks. The increase in both private motor boat numbers and the hire boat fleet has put the Authority in a

strong financial position and opens up a range of choices for increases in income below the present Retail Price Index of 3.9%. On the basis of current information an across the board rise, broadly in line or below the current rates of inflation, carries few risks in implementation.

10 Conclusions

- 10.1 The Authority is in a good position if it wishes to make some strategic choices about how it responds to the desire of boat owners and the hire boat operators for more patrolling, more tree and scrub clearance adjacent to the waterways, a reduction in speeding, more moorings and additional dredging.

Background papers:	None
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Broads Plan Objectives:	None
Appendices:	APPENDIX 1 – Draft charges for 2018/19

APPENDIX 1

Schedule of Alternative Examples of Charges for 2018/19

Category 1 - Weekly hired motor craft								
Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
12	12	347.40	350.88	3.48	357.48	10.08	358.56	11.16
13	3	376.35	380.12	3.77	387.27	10.92	388.44	12.09
15	8	434.25	438.60	4.35	446.85	12.60	448.20	13.95
17	1	492.15	497.08	4.93	506.43	14.28	507.96	15.81
18	5	521.10	526.32	5.22	536.22	15.12	537.84	16.74
19	9	550.05	555.56	5.51	566.01	15.96	567.72	17.67
20	14	579.00	584.80	5.80	595.80	16.80	597.60	18.60
21	9	607.95	614.04	6.09	625.59	17.64	627.48	19.53
22	17	636.90	643.28	6.38	655.38	18.48	657.36	20.46
23	9	665.85	672.52	6.67	685.17	19.32	687.24	21.39
24	2	694.80	701.76	6.96	714.96	20.16	717.12	22.32
25	4	723.75	731.00	7.25	744.75	21.00	747.00	23.25
26	7	752.70	760.24	7.54	774.54	21.84	776.88	24.18
27	9	781.65	789.48	7.83	804.33	22.68	806.76	25.11
28	39	810.60	818.72	8.12	834.12	23.52	836.64	26.04
29	12	839.55	847.96	8.41	863.91	24.36	866.52	26.97
30	21	868.50	877.20	8.70	893.70	25.20	896.40	27.90
31	14	897.45	906.44	8.99	923.49	26.04	926.28	28.83
32	11	926.40	935.68	9.28	953.28	26.88	956.16	29.76
33	18	955.35	964.92	9.57	983.07	27.72	986.04	30.69
34	16	984.30	994.16	9.86	1012.86	28.56	1015.92	31.62
35	24	1013.25	1023.40	10.15	1042.65	29.40	1045.80	32.55
36	20	1042.20	1052.64	10.44	1072.44	30.24	1075.68	33.48
37	72	1071.15	1081.88	10.73	1102.23	31.08	1105.56	34.41
38	59	1100.10	1111.12	11.02	1132.02	31.92	1135.44	35.34
39	30	1129.05	1140.36	11.31	1161.81	32.76	1165.32	36.27
40	20	1158.00	1169.60	11.60	1191.60	33.60	1195.20	37.20
41	20	1186.95	1198.84	11.89	1221.39	34.44	1225.08	38.13
42	24	1215.90	1228.08	12.18	1251.18	35.28	1254.96	39.06
43	19	1244.85	1257.32	12.47	1280.97	36.12	1284.84	39.99
44	56	1273.80	1286.56	12.76	1310.76	36.96	1314.72	40.92
45	10	1302.75	1315.80	13.05	1340.55	37.80	1344.60	41.85
46	53	1331.70	1345.04	13.34	1370.34	38.64	1374.48	42.78

47	11	1360.65	1374.28	13.63	1400.13	39.48	1404.36	43.71
48	60	1389.60	1403.52	13.92	1429.92	40.32	1434.24	44.64
49	5	1418.55	1432.76	14.21	1459.71	41.16	1464.12	45.57
50	31	1447.50	1462.00	14.50	1489.50	42.00	1494.00	46.50
51	16	1476.45	1491.24	14.79	1519.29	42.84	1523.88	47.43
52	22	1505.40	1520.48	15.08	1549.08	43.68	1553.76	48.36
54	4	1563.30	1578.96	15.66	1608.66	45.36	1613.52	50.22
56	1	1621.20	1637.44	16.24	1668.24	47.04	1673.28	52.08

Category 2 - Weekly hired motor craft electric

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
40	1	812.00	820.40	8.40	835.6	23.60	838.00	26.00
41	1	832.30	840.91	8.61	856.49	24.19	858.95	26.65
48	3	974.40	984.48	10.08	1002.72	28.32	1005.60	31.20

Category 3 - Day hired boats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	4	221.50	223.75	2.25	227.95	6.45	228.60	7.10
6	3	265.80	268.50	2.70	273.54	7.74	274.32	8.52
7	5	310.10	313.25	3.15	319.13	9.03	320.04	9.94
8	17	354.40	358.00	3.60	364.72	10.32	365.76	11.36
9	28	398.70	402.75	4.05	410.31	11.61	411.48	12.78
10	43	443.00	447.50	4.50	455.90	12.90	457.20	14.20
11	50	487.30	492.25	4.95	501.49	14.19	502.92	15.62
12	72	531.60	537.00	5.40	547.08	15.48	548.64	17.04
13	14	575.90	581.75	5.85	592.67	16.77	594.36	18.46
14	7	620.20	626.50	6.30	638.26	18.06	640.08	19.88
15	6	664.50	671.25	6.75	683.85	19.35	685.80	21.30
16	3	708.80	716.00	7.20	729.44	20.64	731.52	22.72
17	1	753.10	760.75	7.65	775.03	21.93	777.24	24.14
21	2	930.30	939.75	9.45	957.39	27.09	960.12	29.82

Category 4 - Day hired electric boats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
7	3	216.30	218.47	2.17	222.60	6.30	223.23	6.93
9	2	278.10	280.89	2.79	286.20	8.10	287.01	8.91
10	12	309.00	312.10	3.10	318.00	9.00	318.90	9.90
11	11	339.90	343.31	3.41	349.80	9.90	350.79	10.89
12	6	370.80	374.52	3.72	381.60	10.80	382.68	11.88
14	4	432.60	436.94	4.34	445.20	12.60	446.46	13.86
15	6	463.50	468.15	4.65	477.00	13.50	478.35	14.85

Category 5 - MCA passenger boats and small passenger boats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	1	190.50	192.45	1.95	196.05	5.55	196.60	6.10
8	1	304.80	307.92	3.12	313.68	8.88	314.56	9.76
9	2	342.90	346.41	3.51	352.89	9.99	353.88	10.98
18	1	685.80	692.82	7.02	705.78	19.98	707.76	21.96
23	1	876.30	885.27	8.97	901.83	25.53	904.36	28.06
72	2	2743.20	2771.28	28.08	2823.12	79.92	2831.04	87.84
84	1	3200.40	3233.16	32.76	3293.64	93.24	3302.88	102.48
89	2	3390.90	3425.61	34.71	3489.69	98.79	3499.48	108.58
98	1	3733.80	3772.02	38.22	3842.58	108.78	3853.36	119.56

Category 6 – Motorised Sailing craft for hire

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
13	1	305.50	308.62	3.12	314.47	8.97	315.38	9.88
15	1	352.50	356.10	3.60	362.85	10.35	363.90	11.40
16	3	376.00	379.84	3.84	387.04	11.04	388.16	12.16
17	1	399.50	403.58	4.08	411.23	11.73	412.42	12.92
18	3	423.00	427.32	4.32	435.42	12.42	436.68	13.68
21	5	493.50	498.54	5.04	507.99	14.49	509.46	15.96

22	1	517.00	522.28	5.28	532.18	15.18	533.72	16.72
23	4	540.50	546.02	5.52	556.37	15.87	557.98	17.48
24	3	564.00	569.76	5.76	580.56	16.56	582.24	18.24
25	9	587.50	593.50	6.00	604.75	17.25	606.50	19.00
26	8	611.00	617.24	6.24	628.94	17.94	630.76	19.76
29	1	681.50	688.46	6.96	701.51	20.01	703.54	22.04
30	2	705.00	712.20	7.20	725.70	20.70	727.80	22.80
34	1	799.00	807.16	8.16	822.46	23.46	824.84	25.84
35	2	822.50	830.90	8.40	846.65	24.15	849.10	26.60

Category 7 - Sailing boats for hire

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	68	87.5	88.4	0.90	90.05	2.55	90.30	2.80
6	1	105.00	106.08	1.08	108.06	3.06	108.36	3.36
7	1	122.50	123.76	1.26	126.07	3.57	126.42	3.92
8	1	140.00	141.44	1.44	144.08	4.08	144.48	4.48
10	4	175.00	176.80	1.80	180.10	5.10	180.60	5.60
11	10	192.50	194.48	1.98	198.11	5.61	198.66	6.16
14	2	245.00	247.52	2.52	252.14	7.14	252.84	7.84
16	10	280.00	282.88	2.88	288.16	8.16	288.96	8.96
22	4	385.00	388.96	3.96	396.22	11.22	397.32	12.32

Category 8 - Houseboats for hire

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
22	1	328.90	332.20	3.30	338.58	9.68	339.46	10.56
23	2	343.85	347.30	3.45	353.97	10.12	354.89	11.04
24	1	358.80	362.40	3.60	369.36	10.56	370.32	11.52
28	2	418.60	422.80	4.20	430.92	12.32	432.04	13.44
29	2	433.55	437.90	4.35	446.31	12.76	447.47	13.92
31	1	463.45	468.10	4.65	477.09	13.64	478.33	14.88
34	1	508.30	513.40	5.10	523.26	14.96	524.62	16.32
35	2	523.25	528.50	5.25	538.65	15.40	540.05	16.80
36	5	538.20	543.60	5.40	554.04	15.84	555.48	17.28
39	3	583.05	588.90	5.85	600.21	17.16	601.77	18.72

40	2	598.00	604.00	6.00	615.60	17.60	617.20	19.20
41	1	612.95	619.10	6.15	630.99	18.04	632.63	19.68
43	4	642.85	649.30	6.45	661.77	18.92	663.49	20.64
176	1	2631.20	2657.60	26.40	2708.64	77.44	2715.68	84.48

Category 9 - Rowing boats, canoes etc. for hire

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
All	191	65.70	66.36	0.66	67.61	1.91	67.81	2.11

Category 10 - Private motor boats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	735	64.25	64.90	0.65	66.15	1.90	66.35	2.10
6	239	77.10	77.88	0.78	79.38	2.28	79.62	2.52
7	173	89.95	90.86	0.91	92.61	2.66	92.89	2.94
8	147	102.80	103.84	1.04	105.84	3.04	106.16	3.36
9	142	115.65	116.82	1.17	119.07	3.42	119.43	3.78
10	173	128.50	129.80	1.30	132.30	3.80	132.70	4.20
11	242	141.35	142.78	1.43	145.53	4.18	145.97	4.62
12	257	154.20	155.76	1.56	158.76	4.56	159.24	5.04
13	163	167.05	168.74	1.69	171.99	4.94	172.51	5.46
14	200	179.90	181.72	1.82	185.22	5.32	185.78	5.88
15	255	192.75	194.70	1.95	198.45	5.70	199.05	6.30
16	218	205.60	207.68	2.08	211.68	6.08	212.32	6.72
17	124	218.45	220.66	2.21	224.91	6.46	225.59	7.14
18	156	231.30	233.64	2.34	238.14	6.84	238.86	7.56
19	108	244.15	246.62	2.47	251.37	7.22	252.13	7.98
20	142	257.00	259.60	2.60	264.60	7.60	265.40	8.40
21	191	269.85	272.58	2.73	277.83	7.98	278.67	8.82
22	338	282.70	285.56	2.86	291.06	8.36	291.94	9.24
23	246	295.55	298.54	2.99	304.29	8.74	305.21	9.66
24	96	308.40	311.52	3.12	317.52	9.12	318.48	10.08
25	85	321.25	324.50	3.25	330.75	9.50	331.75	10.50
26	95	334.10	337.48	3.38	343.98	9.88	345.02	10.92
27	125	346.95	350.46	3.51	357.21	10.26	358.29	11.34
28	187	359.80	363.44	3.64	370.44	10.64	371.56	11.76

29	128	372.65	376.42	3.77	383.67	11.02	384.83	12.18
30	110	385.50	389.40	3.90	396.90	11.40	398.10	12.60
31	90	398.35	402.38	4.03	410.13	11.78	411.37	13.02
32	69	411.20	415.36	4.16	423.36	12.16	424.64	13.44
33	111	424.05	428.34	4.29	436.59	12.54	437.91	13.86
34	97	436.90	441.32	4.42	449.82	12.92	451.18	14.28
35	106	449.75	454.30	4.55	463.05	13.30	464.45	14.70
36	60	462.60	467.28	4.68	476.28	13.68	477.72	15.12
37	93	475.45	480.26	4.81	489.51	14.06	490.99	15.54
38	113	488.30	493.24	4.94	502.74	14.44	504.26	15.96
39	76	501.15	506.22	5.07	515.97	14.82	517.53	16.38
40	67	514.00	519.20	5.20	529.20	15.20	530.80	16.80
41	86	526.85	532.18	5.33	542.43	15.58	544.07	17.22
42	71	539.70	545.16	5.46	555.66	15.96	557.34	17.64
43	37	552.55	558.14	5.59	568.89	16.34	570.61	18.06
44	24	565.40	571.12	5.72	582.12	16.72	583.88	18.48
45	11	578.25	584.10	5.85	595.35	17.10	597.15	18.90
46	61	591.10	597.08	5.98	608.58	17.48	610.42	19.32
47	24	603.95	610.06	6.11	621.81	17.86	623.69	19.74
48	24	616.80	623.04	6.24	635.04	18.24	636.96	20.16
49	22	629.65	636.02	6.37	648.27	18.62	650.23	20.58
50	10	642.50	649.00	6.50	661.50	19.00	663.50	21.00
51	8	655.35	661.98	6.63	674.73	19.38	676.77	21.42
52	16	668.20	674.96	6.76	687.96	19.76	690.04	21.84
53	4	681.05	687.94	6.89	701.19	20.14	703.31	22.26
54	14	693.90	700.92	7.02	714.42	20.52	716.58	22.68
55	11	706.75	713.90	7.15	727.65	20.90	729.85	23.10
56	1	719.60	726.88	7.28	740.88	21.28	743.12	23.52
57	3	732.45	739.86	7.41	754.11	21.66	756.39	23.94
59	1	758.15	765.82	7.67	780.57	22.42	782.93	24.78
60	5	771.00	778.80	7.80	793.80	22.80	796.20	25.20
61	1	783.85	791.78	7.93	807.03	23.18	809.47	25.62
62	3	796.70	804.76	8.06	820.26	23.56	822.74	26.04
63	4	809.55	817.74	8.19	833.49	23.94	836.01	26.46
64	1	822.40	830.72	8.32	846.72	24.32	849.28	26.88
67	1	860.95	869.66	8.71	886.41	25.46	889.09	28.14
69	2	886.65	895.62	8.97	912.87	26.22	915.63	28.98
70	2	899.50	908.60	9.10	926.10	26.60	928.90	29.40
71	1	912.35	921.58	9.23	939.33	26.98	942.17	29.82
72	1	925.20	934.56	9.36	952.56	27.36	955.44	30.24
76	1	976.60	986.48	9.88	1005.48	28.88	1008.52	31.92
80	1	1028.00	1038.40	10.40	1058.40	30.40	1061.60	33.60
84	1	1079.40	1090.32	10.92	1111.32	31.92	1114.68	35.28
86	2	1105.10	1116.28	11.18	1137.78	32.68	1141.22	36.12

94	1	1207.90	1220.12	12.22	1243.62	35.72	1247.38	39.48
96	1	1233.60	1246.08	12.48	1270.08	36.48	1273.92	40.32
105	2	1349.25	1362.90	13.65	1389.15	39.90	1393.35	44.10

Category 11 - Electric private motor boats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	156	50.00	50.50	0.50	51.45	1.45	51.60	1.60
6	18	60.00	60.60	0.60	61.74	1.74	61.92	1.92
7	11	70.00	70.70	0.70	72.03	2.03	72.24	2.24
8	8	80.00	80.80	0.80	82.32	2.32	82.56	2.56
9	13	90.00	90.90	0.90	92.61	2.61	92.88	2.88
10	5	100.00	101.00	1.00	102.90	2.90	103.20	3.20
11	9	110.00	111.10	1.10	113.19	3.19	113.52	3.52
12	3	120.00	121.20	1.20	123.48	3.48	123.84	3.84
13	5	130.00	131.30	1.30	133.77	3.77	134.16	4.16
14	2	140.00	141.40	1.40	144.06	4.06	144.48	4.48
15	2	150.00	151.50	1.50	154.35	4.35	154.80	4.80
16	3	160.00	161.60	1.60	164.64	4.64	165.12	5.12
17	1	170.00	171.70	1.70	174.93	4.93	175.44	5.44
18	2	180.00	181.80	1.80	185.22	5.22	185.76	5.76
19	1	190.00	191.90	1.90	195.51	5.51	196.08	6.08
21	1	210.00	212.10	2.10	216.09	6.09	216.72	6.72
22	5	220.00	222.20	2.20	226.38	6.38	227.04	7.04
28	1	280.00	282.80	2.80	288.12	8.12	288.96	8.96
30	1	300.00	303.00	3.00	308.70	8.70	309.60	9.60

Category 12 - Motorised sailing craft

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
6	21	57.00	57.60	0.60	58.68	1.68	58.86	1.86
7	23	66.50	67.20	0.70	68.46	1.96	68.67	2.17
8	51	76.00	76.80	0.80	78.24	2.24	78.48	2.48
9	32	85.50	86.40	0.90	88.02	2.52	88.29	2.79
10	94	95.00	96.00	1.00	97.80	2.80	98.10	3.10
11	104	104.50	105.60	1.10	107.58	3.08	107.91	3.41
12	107	114.00	115.20	1.20	117.36	3.36	117.72	3.72
13	78	123.50	124.80	1.30	127.14	3.64	127.53	4.03
14	74	133.00	134.40	1.40	136.92	3.92	137.34	4.34
15	67	142.50	144.00	1.50	146.70	4.20	147.15	4.65
16	64	152.00	153.60	1.60	156.48	4.48	156.96	4.96
17	115	161.50	163.20	1.70	166.26	4.76	166.77	5.27
18	63	171.00	172.80	1.80	176.04	5.04	176.58	5.58
19	22	180.50	182.40	1.90	185.82	5.32	186.39	5.89
20	68	190.00	192.00	2.00	195.60	5.60	196.20	6.20
21	40	199.50	201.60	2.10	205.38	5.88	206.01	6.51
22	23	209.00	211.20	2.20	215.16	6.16	215.82	6.82
23	18	218.50	220.80	2.30	224.94	6.44	225.63	7.13
24	4	228.00	230.40	2.40	234.72	6.72	235.44	7.44
25	17	237.50	240.00	2.50	244.50	7.00	245.25	7.75
26	14	247.00	249.60	2.60	254.28	7.28	255.06	8.06
27	6	256.50	259.20	2.70	264.06	7.56	264.87	8.37
28	9	266.00	268.80	2.80	273.84	7.84	274.68	8.68
29	3	275.50	278.40	2.90	283.62	8.12	284.49	8.99
30	3	285.00	288.00	3.00	293.40	8.40	294.30	9.30
31	1	294.50	297.60	3.10	303.18	8.68	304.11	9.61
37	1	351.50	355.20	3.70	361.86	10.36	362.97	11.47

Category 13 - Private sailing craft

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
5	506	40.00	40.40	0.40	41.20	1.20	41.30	1.30
6	99	48.00	48.48	0.48	49.44	1.44	49.56	1.56
7	58	56.00	56.56	0.56	57.68	1.68	57.82	1.82
8	106	64.00	64.64	0.64	65.92	1.92	66.08	2.08

9	30	72.00	72.72	0.72	74.16	2.16	74.34	2.34
10	44	80.00	80.80	0.80	82.40	2.40	82.60	2.60
11	145	88.00	88.88	0.88	90.64	2.64	90.86	2.86
12	40	96.00	96.96	0.96	98.88	2.88	99.12	3.12
13	5	104.00	105.04	1.04	107.12	3.12	107.38	3.38
14	11	112.00	113.12	1.12	115.36	3.36	115.64	3.64
15	1	120.00	121.20	1.20	123.60	3.60	123.90	3.90
16	3	128.00	129.28	1.28	131.84	3.84	132.16	4.16
17	3	136.00	137.36	1.36	140.08	4.08	140.42	4.42
18	2	144.00	145.44	1.44	148.32	4.32	148.68	4.68
19	1	152.00	153.52	1.52	156.56	4.56	156.94	4.94
21	4	168.00	169.68	1.68	173.04	5.04	173.46	5.46
22	1	176.00	177.76	1.76	181.28	5.28	181.72	5.72
23	2	184.00	185.84	1.84	189.52	5.52	189.98	5.98
24	1	192.00	193.92	1.92	197.76	5.76	198.24	6.24
32	1	256.00	258.56	2.56	263.68	7.68	264.32	8.32
33	1	264.00	266.64	2.64	271.92	7.92	272.58	8.58
38	1	304.00	307.04	3.04	313.12	9.12	313.88	9.88
45	1	360.00	363.60	3.60	370.80	10.80	371.70	11.70

Category 14 - Private houseboats

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
11	2	56.65	57.31	0.66	58.30	1.65	58.52	1.87
14	1	72.10	72.94	0.84	74.20	2.10	74.48	2.38
15	2	77.25	78.15	0.90	79.50	2.25	79.80	2.55
17	3	87.55	88.57	1.02	90.10	2.55	90.44	2.89
18	2	92.70	93.78	1.08	95.40	2.70	95.76	3.06
19	3	97.85	98.99	1.14	100.70	2.85	101.08	3.23
20	2	103.00	104.20	1.20	106.00	3.00	106.40	3.40
24	1	123.60	125.04	1.44	127.20	3.60	127.68	4.08
26	2	133.90	135.46	1.56	137.80	3.90	138.32	4.42
27	1	139.05	140.67	1.62	143.10	4.05	143.64	4.59
28	1	144.20	145.88	1.68	148.40	4.20	148.96	4.76
31	1	159.65	161.51	1.86	164.30	4.65	164.92	5.27
33	2	169.95	171.93	1.98	174.90	4.95	175.56	5.61
35	2	180.25	182.35	2.10	185.50	5.25	186.20	5.95
36	2	185.40	187.56	2.16	190.80	5.40	191.52	6.12
38	2	195.70	197.98	2.28	201.40	5.70	202.16	6.46
40	1	206.00	208.40	2.40	212.00	6.00	212.80	6.80
41	1	211.15	213.61	2.46	217.30	6.15	218.12	6.97

42	1	216.30	218.82	2.52	222.60	6.30	223.44	7.14
43	1	221.45	224.03	2.58	227.90	6.45	228.76	7.31
44	1	226.60	229.24	2.64	233.20	6.60	234.08	7.48
45	1	231.75	234.45	2.70	238.50	6.75	239.40	7.65
46	1	236.90	239.66	2.76	243.80	6.90	244.72	7.82
48	2	247.20	250.08	2.88	254.40	7.20	255.36	8.16
49	2	252.35	255.29	2.94	259.70	7.35	260.68	8.33
50	1	257.50	260.50	3.00	265.00	7.50	266.00	8.50
61	1	314.15	317.81	3.66	323.30	9.15	324.52	10.37
62	1	319.30	323.02	3.72	328.60	9.30	329.84	10.54
75	1	386.25	390.75	4.50	397.50	11.25	399.00	12.75
110	1	566.50	573.10	6.60	583.00	16.50	585.20	18.70

Category 15 - Private rowing boats, canoes etc.

Size in Meter ²	Number of craft (30 Sep 2017)	Toll 2017/18 £	+c. 1% Toll 2018/19	Difference in cash (£) terms	+c. 2.9% Toll 2018/19	Difference in cash (£) terms	+c. 3.2% Toll 2018/19	Difference in cash (£) terms
All	1477	32.85	33.18	0.33	33.81	0.96	33.91	1.06