

Broads Authority

20 January 2023

Agenda item number 10

Proposed charges for 2023/24 in the navigation area and adjacent waters

Report by Chief Executive, Director of Finance and Collector of Tolls

Purpose

Following a briefing for all Members on 5 October 2022 and consultation with the Navigation Committee on 12 January 2023, this report seeks Members' approval for the navigation charges in the navigation area and adjacent waters, and other charges, for the coming financial year.

Broads Plan context

All strategic actions under Theme C: Maintaining and enhancing the navigation.

Recommended decision

In line with the recommendations of the Navigation Committee, approve an increase of 13% in Navigation Charges for 2023/24 in the navigation area and adjacent waters as exemplified in Tables 3 and 4 and the other charges proposed in the report.

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1. Introduction

- 1.1. A high level of inflation across all the Authority’s activities, a flat cash National Park Grant settlement, and the need to balance income and expenditure, have made the development of the budget for 2023/24 challenging.
- 1.2. Inflation is having a big impact on the Authority’s finances with many of the cost for raw materials, such as fuel, steel, timber and aggregate, rising rapidly. For example, diesel costs have risen by 170% and electricity 336%. In August, the month the Authority normally benchmarks for financial planning, the Consumer Price Index (CPI) was +9.9% and the Retail Price Index (RPI) +12.3%. CPI rose to 11.1% in October and fell back to 10.7% in November. RPI was 14.2% in October and 14% in November.
- 1.3. While costs have been rising very rapidly, National Park Grant is predicted to remain as a flat cash settlement of £3.414 million for the fifth year running.
- 1.4. It is essential for the life of the three-year financial strategy that income and expenditure are in balance following a period when the Authority has been drawing down on its reserves.
- 1.5. When these factors are combined it means that to maintain services to the public, the Authority has to increase income by raising charges, reducing overheads, for example, by significantly reducing its occupation of Yare House, and reviewing the allocation of shared costs between National Park and Navigation expenditure.

2. Navigation income and expenditure

Income

- 2.1. Core Navigation Income for 2022/23 is above the profiled budget at the end of November. This is principally due to:
 - Hire boat income is £12,787 above the profiled budget;
 - Private craft income is £35,788 above the profiled budget;
 - Short visit and other toll income is £7,864 above the profiled budget; and
 - Investment income is £18,750 above the profiled budget.
- 2.2. Hire boat income is above the budget because, while the number of weekly hired boats has fallen, this has been more than offset by the increase in day boats. (See Appendix 1 for the number of boats as at 1st November 2022).

- 2.3. With additional DEFRA capital funding for access, biodiversity and match-funding for Water, Mills and Marshes, a new weed harvester will be delivered before the end of March 2023. This will boost the response to the increased growth in water plants experienced from the warmer weather.

Table 1

Actual Navigation income and expenditure by Directorate to 30 November 2022

Source	Profiled Latest Available Budget £	Actual income and expenditure £	Actual variance
Income	(3,703,595)	(3,778,783)	+ 75,188
Operations	2,058,333	1,862,702	+ 195,631
Strategic Services	244,844	237,229	+ 7,615
Finance & Support Services	543,683	508,070	+ 35,613
Projects, Corporate Items and Contributions from Earmarked Reserves	(144,420)	65,388	-209,808
Net (Surplus) / Deficit	(1,001,155)	(1,105,394)	+ 104,239

Expenditure

- 2.4. Expenditure remains broadly in line with budget. The significant variances seen in previous months have reduced following the 2022 pay award being implemented in the November payroll. This was higher than anticipated and outside the Authority's control.
- 2.5. Following the successful capital bid from DEFRA, a number of the planned spends from the earmarked reserves have been delayed allowing staff to focus on the purchase of the equipment. The purchase of electric vehicles still remains a challenge for the Authority due to the backlog of new vehicles and component parts being delivered to the UK.

3. Overview of forecast outturn 2022/23

- 3.1. As at the end of November 2022:

- The total forecast income for navigation is £3,840,390.
- Total navigation expenditure is forecast to be £4,047,076.
- The resulting deficit for the year is forecast to be £206,686.

- 3.2. The forecast outturn for navigation reflects the following changes from the LAB as shown in Table 2. The forecast deficit represents a favourable variance of £5,432.

Table 2

Adjustments to Navigation Forecast Outturn

Item	Amount £
Latest Available Budget	212,119
Amounts previously reported to Navigation 20/10/22	58,030
Increase to Hire craft income	(4,110)
Increase to Private craft income	(34,150)
Increase to interest income	(19,000)
Decrease to salary expenditure due to vacancies	(6,203)
Forecast outturn deficit as at 30 November 2022	206,686

4. Pressures on 2023/24 income and expenditure

- 4.1. Pressures on income for 2023/24 include the flat cash settlement of £3,414,078 for National Park Grant.
- 4.2. There is predicted to be a continuing reduction in the number of weekly hired boats. We are anticipating a further fall of at least 15 boats and have therefore made provision for a reduction of £20,000 in income from this sector.
- 4.3. On private boats it has been assumed that the total number of vessels will remain fairly constant based on the experience of the last economic recession when numbers actually increased. Appendix 1 shows that over the last ten years the number of private boats has been very stable. While the total number of private boats fell by 60 in 2022, the number was higher than the years 2013-21.
- 4.4. Inflationary pressures will continue for next year including the costs for diesel, electricity, raw materials, salary and legal and audit fees.
- 4.5. Salary increases continue to remain uncertain and are negotiated on behalf of all local authorities, so that it is an area that the Authority has little control over. The settlement for 2022/23 of £1,925 per spinal column point equated to an 6.2% overall increase, when compared to the +2% budgeted. The assumptions for future salary increases are 5% in 2023/24, 4% in 2024/25 and 2% in 2025/26.
- 4.6. At the workshop on 5 October 2022, Members considered whether the additional summer seasonal Rangers should be retained. Although impossible to conclusively assess their impact, it is likely that the additional patrolling combined with the improved handover arrangements by boatyards have improved safety on the water (See Annual Safety Review). At the workshop, Members unanimously concluded that

the additional Rangers should be retained. This view has been built into this report and the income and expenditure figures make provision for the retention of the additional Ranger cover.

5. Achieving a Balanced Budget

- 5.1. The Authority has been running a deficit budget for a number of years to respond to the falling value of the National Park Grant and limit rises in the level of navigation charges. But this can no longer continue because the level of reserves is approaching the minimum required. Therefore, it is essential that the Authority achieves a balanced budget with expenditure equalling income over the next three years.
- 5.2. If the Authority is to maintain its services to the public it will have to reduce expenditure by decreasing its overheads by significantly reducing its office costs, and to increase income by: raising tolls, increasing charges and introducing new charges. The budget lines shared between National Park and Navigation have also been reviewed to provide a fairer representation of the splits for shared costs, based on the analysis of the service delivered.
- 5.3. The Authority's largest overhead are the costs associated with office space at Yare House: rent, business rates, heating, lighting and cleaning account for over £264,000 of expenditure. The significant change in working practices with more employees able to work from home means that less office space is required. The senior rangers and Broads Control have been moved to the Dockyard to free up space at Yare House, and staff based at Yare House have been reviewing the necessity to retain physical files and other paperwork with a view to reduce storage needs. A range of alternative office locations have been considered and the option to remain at Yare House on a smaller footprint, taking advantage of the close proximity of the railway station and bus services, is the preferred solution that is being implemented. It is estimated that this will provide an annual saving of 50% of the costs, £132,000.
- 5.4. The funding of a number of budget lines is shared between National Park and Navigation and these have been reviewed. Where possible the conclusions are based on evidence, for example from time sheets. For example, just 20% of the Rangers time is spent in non-navigation tasks and this is reflected in the revised figures, see Appendix 2 for details.
- 5.5. Given the significant amount of income needed to bring income and expenditure into balance the potential for raising money from charges has been reviewed and it is proposed to raise the overnight mooring fees at the two yacht stations from £13 to £16 and to introduce charges at the two other locations where the Authority has staff to assist vessels to moor at Ranworth and Reedham. It is estimated that the combined additional income would be £100,000. To achieve an equivalent amount of £100,000 would equate to +3% increase in tolls.

- 5.6. At Mutford Lock the current charge is £15 and this year 899 number of boats used the service. It is proposed to increase the charge in line with the increase in other navigation charges to £17.00.
- 5.7. If those charges are agreed by the Authority that would leave £4.26 million to be raised from Navigation Charges. This represents a toll increase of 13%, across the board for all vessels. The impact on the different types of vessel in the Broads Fleet with an across the board increase is shown in Table 3 below.
- 5.8. At the September workshop, Members considered the overall increase in charges that would be necessary to maintain the Authority's services. Members may now wish to consider whether there should be any variation between the categories yet still producing the same amount of income.

Table 3

Proposed charges for 2023/24 – Hired craft

No	Category	Current charge	Proposed Charge
1.	Weekly hired motor craft	£33.93 per m ²	£38.34
2	Weekly hired motor craft – electric and hybrid	£23.35 per m ²	£26.39
3.	Day hired – petrol/diesel	£51.91 per m ²	£58.66
4	Day hired electric	£35.55 per m ²	£40.17
5.	MCA passenger oats and small passenger boats	£44.65 per m ²	£50.45
6.	Hired motorised sailing craft – diesel	£27.54 per m ²	£31.12
7.	Hired sailing boats & hired motorised sailing - electric	£20.14 per m ²	£22.76
8.	Hired houseboats	£17.20 per m ²	£19.44
9.	Hired rowing, canoes etc.	£75.57	£85.39

Table 4

Proposed charges for 2023/24 – Private craft

No	Category	Current Charge	Proposed Charge
10.	Private motor boats - petrol & diesel	£15.06 per m ²	£17.02
11.	Private motor boats electric	£11.51 per m ²	£13.01

No	Category	Current Charge	Proposed Charge
12	Private motorised sailing craft - petrol & diesel	£11.14 per m ²	£12.59
13.	Private sailing boats & private motorised sailing craft - electric	£9.20 per m ²	£10.40
14.	Private houseboats	£5.93 per m ²	£6.70
15.	Private rowing, canoes etc.	£37.78	£42.69

Table 5
Impact of proposed charges for typical sized vessels

Type of Vessel	Number	Current Charge	Proposed Charge
5 m ² Private sailing craft	362	£46.00	£52.00
11 m ² Private sailing craft	137	£101.20	£114.40
5 m ² Private motor boats	757	£75.30	£85.10
15 m ² Private motor boats	250	£225.90	£255.30
22 m ² Private motor boats	317	£331.32	£374.44
38 m ² Private motor boats	118	£572.28	£646.76
12 m ² Day hired boats – petrol/diesel	74	£622.92	£703.92
38 m ² Weekly hired motor craft	57	£1,289.34	£1,456.92
48 m ² Weekly hired motor craft	61	£1,628.64	£1,840.32

6. Financial Implications

- 6.1. This year the budget has been prepared by Management Team rather than zero based approach taken in previous years. The main objective of this approach is to manage our resources in context of flat cash National Park Grant and to reduce underspends at the end of the financial year.
- 6.2. Members will note from the table below that expenditure will run at a deficit in 2023/24 and will be balanced through the use of reserves. This will be done whilst maintaining the 10% minimum. By year two it is planned to return to a surplus position.

6.3. The impact of a 13% increase is shown in Table 6 below. Further details by Directorate can be found in the next item on this agenda.

Table 6

Draft 2023/24 Navigation Budget 13% increase

Income and expenditure	2023/24 £	2024/25 £	2025/26 £
Income	(4,327,110)	(4,540,430)	(4,683,835)
Expenditure	4,382,430	4,519,365	4,615,878
(Surplus)/Deficit	55,320	(21,065)	(67,957)
Opening Reserves	(563,454)	(555,634)	(489,200)
Transfer of interest to earmarked reserves	37,500	37,500	30,000
Contribution to National Park Reserve (General)	50,000	50,000	50,000
Closure of CANAPE reserve	(135,000)	0	0
Closing Reserves (Forecast)	(555,634)	(489,199)	(477,157)
Reserves as % of Expenditure	12.7%	10.8%	10.3%

7. Social, economic and environmental implications

7.1. Previous toll payer surveys show that the Authority's tolls account for less than 10% of the typical costs of owning a boat. While boat ownership may be seen by some as a luxury, we know that this is not always the case. COVID and the cost of living crisis 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.

8. Risk implications

8.1. Loss of income is identified in the Corporate risk register under risk number four. This is a significant risk to the Authority; the impact of a 1% movement would equate to £42,000.

9. Consultation with the Navigation Committee

9.1. The Navigation Committee gave the proposals a rigorous review at its meeting on 12 January and supported the proposed increase in charges and new charges.

10. Conclusion

- 10.1. Rapid inflation and the cost of living crisis are making budgeting difficult for families, our boat owners, the hire boat companies and the Broads Authority. The budget outlined in this report is important in putting the organisation on a firm financial footing to continue to maintain and enhance the navigation in a sustainable way, balancing income and expenditure going forward.
- 10.2. The budget presented here incorporates the navigation charges for 2023/24 and is designed to allow the Authority to continue to deliver priority navigation activities at the required level, while making prudent provision for asset maintenance over the life of the strategy and beyond. Minor adjustments have also been made reflecting the latest staffing forecasts. As a result of all these factors, there is no capacity within the budget for additional projects.
- 10.3. The National Park part of the budget shows a small surplus for the next three years which will cushion the impact of further flat cash settlements from DEFRA. This will result in a reserve balance of £832,586 at the end of 2023/24. While confirmation on the settlement is awaited, figures for 2023/24 onwards should be viewed with a high degree of uncertainty. The impact of any change (positive or negative) will need careful consideration to make sure National Park expenditure is sustainable.
- 10.4. It is important to recognise that the budget as a whole is highly sensitive to changes in salary inflation, with a significant proportion of the budget being made up of staff costs. The budget is based on a 5% increase in salaries for the period April 2023 to March 2024. There continues to be uncertainty about the likely award.
- 10.5. For navigation the deficit allowed for in the 2023/24 is being balanced via the use of reserves. The level of reserves held by the Authority provides a short-term solution to increasing costs and allows time to plan for achievable medium-term savings that will benefit both sides of the budget whilst maintaining appropriate minimum level of reserves.
- 10.6. As in previous years, it remains the case that the indicative tolls increase in 2024/25 and beyond will need to be revisited during next year's budget setting process to ensure they remain appropriate. This could be as a result of any variations from current assumptions or changes to outturn figures for 2022/23.

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[Broads Plan](#) strategic actions: C1, C2, C3, C4

Appendix 1 – Boat numbers as at 1 November 2022

Appendix 2 – Review of Shared Costs

Appendix 3 – Options for Proposed Navigation Charges by Vessel Size and Type

Appendix 1 – Boat Numbers at 1 November 2022

Table 1 Private Boats

Class of Private Boats	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Change	% Change
Motor Cruisers	4,967	5,059	5,091	5,086	5,110	5,079	5,083	5,004	5,237	5,142	-95	-1.81%
Auxiliary Yachts	1,166	1,168	1,152	1,127	1,132	1,093	1,107	965	1,048	1,024	-24	-2.29%
Day Launches	521	514	504	495	556	574	558	562	582	600	18	3.09%
Outboard Dinghies	1,043	1,062	1,016	962	1,064	1,060	1,058	1,051	1,140	1,185	45	3.95%
Workboats	188	180	172	156	158	156	153	144	142	166	24	16.9%
Passenger Vessel SPB	0	0	0	0	22	21	23	13	19	20	1	5.26%
Total Motor Boats	7,885	7,983	7,935	7,826	8,042	7,983	7,982	7,739	8,168	8,137	-31	-0.38%
Sailing Craft	1,214	1,230	1,191	1,107	1,076	1,081	1,023	844	920	861	-59	-6.41%
Rowing Craft	1,636	1,578	1,532	1,513	1,483	1,513	1,545	1,800	2,039	2,054	15	0.74%
Houseboats	33	27	33	45	45	49	52	49	52	67	15	28.85%
Total Unpowered Boats	2,883	2,835	2,756	2,665	2,604	2,643	2,620	2,693	3,011	2,982	-29	-0.96%
Total	10,768	10,818	10,691	10,491	10,646	10,626	10,602	10,432	11,179	11,119	-60	-0.54%

Table 2 Hire Boats

Class of Hire Boats	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Change	% Change
Motor Cruisers	869	842	821	789	802	806	801	734	729	673	-56	-7.68%
Auxiliary Yachts	46	47	43	44	45	46	44	39	45	45	-	0.00%
Total All cabin hire boats	915	889	864	833	847	852	845	773	774	718	-56	-7.24%
Day launches	289	299	290	295	290	301	297	261	326	363	37	11.35%
Outboard Dinghies	7	8	10	11	9	9	8	4	4	4	-	0.00%
Passenger Vessels MCA	11	10	10	6	6	6	6	5	6	6	-	0.00%
Passenger Vessels SPB	0	0	0	0	6	7	7	4	8	8	-	0.00%
Total Motor Boats	1,222	1,206	1,174	1,145	1,158	1,175	1,163	1,047	1,118	1,099	-19	-1.70%
Sailing Craft	109	110	108	102	101	95	87	74	88	73	-15	-17.05%
Rowing Craft	188	175	184	192	191	194	193	182	227	230	3	1.32%
Houseboats	16	16	16	16	28	26	26	27	27	28	1	3.70%
Total	1,535	1,507	1,482	1,455	1,478	1,490	1,469	1,330	1,460	1,430	-30	-2.05%

Appendix 2 – Review of Shared Costs

Table 1

Review of shared costs

Service	Current	Revised	Evidence for allocation
Operations Management	67:33	40:60	Safety, hire boat licensing and liaison
Rangers	30:70	20:80	Based on time spent on tasks
Ecologists	80:20	83:17	Based on time spent on tasks
Rivers Engineer	20:80	0:100	All Navigation activity
Safety	33:67	30:70	Boat Safety and licensing predominate
Yacht Stations	25:75	0:100	Main role navigation safety
HR	59:41	52:48	Based on headcount
ICT	67:33	52:48	Based on headcount
Visitor Centres (Ranworth)	100:0	28:72	Based on income for charging for moorings
Yare House	71:29	66:34	Based on occupancy
Finance	53:47	44:56	Based on expenditure
Governance, Members Allowances and Expenses	67:33	44:56	Based on expenditure

Appendix 3 – Schedule of Proposed Navigation Charges by Vessel Size and Type

Table 1

Category 1 – Weekly hired motor craft

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
9	1	305.37	39.69
12	13	407.16	52.92
13	1	441.09	57.33
15	4	508.95	66.15
17	1	576.81	74.97
18	4	610.74	79.38
19	2	644.67	83.79
20	5	678.60	88.20
21	8	712.53	92.61
22	14	746.46	97.02
23	2	780.39	101.43
24	1	814.32	105.84
25	3	848.25	110.25
26	11	882.18	114.66
27	8	916.11	119.07
28	33	950.04	123.48
29	14	983.97	127.89
30	22	1017.90	132.30
31	8	1051.83	136.71
32	10	1085.76	141.12
33	17	1119.69	145.53
34	15	1153.62	149.94
35	18	1187.55	154.35
36	16	1221.48	158.76
37	35	1255.41	163.17

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
38	57	1289.34	167.58
39	36	1323.27	171.99
40	25	1357.20	176.40
41	14	1391.13	180.81
42	22	1425.06	185.22
43	10	1458.99	189.63
44	49	1492.92	194.04
45	3	1526.85	198.45
46	40	1560.78	202.86
47	5	1594.71	207.27
48	61	1628.64	211.68
49	2	1662.57	216.09
50	21	1696.50	220.50
51	24	1730.43	224.91
52	29	1764.36	229.32
54	3	1832.22	238.14

Table 2

Category 2 – Weekly hired motor craft electric

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
40	1	934.00	121.60
41	1	957.35	124.64
48	3	1120.80	145.92
51	1	1190.85	155.04

Table 3

Category 3 – Day hired boats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	4	259.55	33.75
6	12	311.46	40.50

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
7	2	363.37	47.25
8	15	415.28	54.00
9	21	467.19	60.75
10	49	519.10	67.50
11	48	571.01	74.25
12	74	622.92	81.00
13	23	674.83	87.75
14	7	726.74	94.50
15	11	778.65	101.25
16	2	830.56	108.00
17	2	882.47	114.75
19	2	986.29	128.25
20	6	1038.20	135.00
21	6	1090.11	141.75
22	2	1142.02	148.50
25	1	1297.75	168.75

Table 4

Category 4 – Day hired electric boats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	5	167.75	33.10
7	5	234.85	46.34
8	2	268.40	52.96
9	4	301.95	59.58
10	15	335.50	66.20
11	22	369.05	72.82
12	7	402.60	79.44
13	1	436.15	86.06
14	3	469.70	92.68

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
15	6	503.25	99.30
17	2	570.35	112.54
19	2	637.45	125.78
21	2	704.55	139.02

Table 5

Category 5 – MCA passenger boats and small passenger boats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
7	1	312.55	40.60
8	1	357.20	46.40
9	1	401.85	52.20
11	1	491.15	63.80
16	1	714.40	92.80
23	2	1026.95	133.40
37	1	1652.05	214.60
72	2	3214.80	417.60
84	1	3750.60	487.20
89	2	3973.85	516.20
98	1	4375.70	568.40

Table 6

Category 6 – Motorised sailing craft for hire

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
13	1	358.02	46.54
16	2	440.64	57.28
17	1	468.18	60.86
18	2	495.72	64.44
19	1	523.26	68.02
21	4	578.34	75.18
22	1	605.88	78.76

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
23	4	633.42	82.34
24	3	660.96	85.92
25	9	688.50	89.50
26	5	716.04	93.08
29	1	798.66	103.82
30	2	826.20	107.40
34	1	936.36	121.72
35	2	963.90	125.30

Table 7

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

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	47	100.70	13.10
7	1	140.98	18.34
10	2	201.40	26.20
11	11	221.54	28.82
14	4	281.96	36.68
16	10	322.24	41.92
22	4	443.08	57.64

Table 8

Category 8 - House boats for hire

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
22	1	378.40	49.28
23	1	395.60	51.52
24	1	412.80	53.76
25	1	430.00	56.00
28	2	481.60	62.72
29	2	498.80	64.96
31	1	533.20	69.44

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
34	1	584.80	76.16
35	2	602.00	78.40
36	5	619.20	80.64
39	3	670.80	87.36
40	2	688.00	89.60
42	1	722.40	94.08
43	4	739.60	96.32
66	1	1135.20	147.84

Table 9

Category 9 – Rowing boats, canoes etc. for hire

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
All	230	75.57	9.82

Table 10

Category 10 – Private motor boats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	757	75.30	9.80
6	264	90.36	11.76
7	186	105.42	13.72
8	158	120.48	15.68
9	162	135.54	17.64
10	171	150.60	19.60
11	232	165.66	21.56
12	243	180.72	23.52
13	145	195.78	25.48
14	177	210.84	27.44
15	250	225.90	29.40
16	234	240.96	31.36
17	108	256.02	33.32

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
18	142	271.08	35.28
19	121	286.14	37.24
20	127	301.20	39.20
21	211	316.26	41.16
22	317	331.32	43.12
23	285	346.38	45.08
24	106	361.44	47.04
25	93	376.50	49.00
26	101	391.56	50.96
27	103	406.62	52.92
28	191	421.68	54.88
29	137	436.74	56.84
30	118	451.80	58.80
31	89	466.86	60.76
32	58	481.92	62.72
33	102	496.98	64.68
34	121	512.04	66.64
35	112	527.10	68.60
36	69	542.16	70.56
37	102	557.22	72.52
38	118	572.28	74.48
39	90	587.34	76.44
40	62	602.40	78.40
41	102	617.46	80.36
42	73	632.52	82.32
43	51	647.58	84.28
44	29	662.64	86.24
45	20	677.70	88.20
46	77	692.76	90.16

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
47	29	707.82	92.12
48	27	722.88	94.08
49	13	737.94	96.04
50	15	753.00	98.00
51	10	768.06	99.96
52	8	783.12	101.92
53	5	798.18	103.88
54	18	813.24	105.84
55	9	828.30	107.80
56	2	843.36	109.76
57	6	858.42	111.72
59	1	888.54	115.64
60	6	903.60	117.60
62	7	933.72	121.52
63	2	948.78	123.48
64	2	963.84	125.44
66	2	993.96	129.36
67	3	1009.02	131.32
68	1	1024.08	133.28
69	3	1039.14	135.24
70	2	1054.20	137.20
74	1	1114.44	145.04
75	1	1129.50	147.00
76	2	1144.56	148.96
78	1	1174.68	152.88
79	1	1189.74	154.84
85	1	1280.10	166.60
86	1	1295.16	168.56
105	2	1581.30	205.80

Table 11

Category 11 – Electric private motor boats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	220	57.55	7.50
6	21	69.06	9.00
7	15	80.57	10.50
8	16	92.08	12.00
9	15	103.59	13.50
10	4	115.10	15.00
11	8	126.61	16.50
12	5	138.12	18.00
13	7	149.63	19.50
14	2	161.14	21.00
15	3	172.65	22.50
16	3	184.16	24.00
19	2	218.69	28.50
20	1	230.20	30.00
21	2	241.71	31.50
22	3	253.22	33.00
27	1	310.77	40.50
28	1	322.28	42.00
30	1	345.30	45.00
31	1	356.81	46.50
39	1	448.89	58.50

Table 12

Category 12 – Motorised sailing craft

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
6	11	66.84	8.70
7	22	77.98	10.15
8	44	89.12	11.60

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
9	18	100.26	13.05
10	57	111.40	14.50
11	76	122.54	15.95
12	82	133.68	17.40
13	55	144.82	18.85
14	56	155.96	20.30
15	56	167.10	21.75
16	63	178.24	23.20
17	105	189.38	24.65
18	54	200.52	26.10
19	18	211.66	27.55
20	59	222.80	29.00
21	37	233.94	30.45
22	23	245.08	31.90
23	13	256.22	33.35
24	10	267.36	34.80
25	13	278.50	36.25
26	11	289.64	37.70
27	8	300.78	39.15
28	4	311.92	40.60
29	5	323.06	42.05
30	2	334.20	43.50
37	1	412.18	53.65

Table 13

Category 13 – Private sailing craft and electric motorised sailing craft

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
5	362	46.00	6.00
6	70	55.20	7.20

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
7	44	64.40	8.40
8	99	73.60	9.60
9	32	82.80	10.80
10	46	92.00	12.00
11	155	101.20	13.20
12	43	110.40	14.40
13	14	119.60	15.60
14	23	128.80	16.80
15	5	138.00	18.00
16	6	147.20	19.20
17	9	156.40	20.40
18	9	165.60	21.60
19	6	174.80	22.80
20	5	184.00	24.00
21	9	193.20	25.20
22	1	202.40	26.40
23	3	211.60	27.60
25	1	230.00	30.00
26	1	239.20	31.20
27	2	248.40	32.40
28	1	257.60	33.60
32	1	294.40	38.40

Table 14

Category 14 – Private houseboats

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
11	2	65.23	8.47
12	3	71.16	9.24
13	2	77.09	10.01

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
15	1	88.95	11.55
17	2	100.81	13.09
19	3	112.67	14.63
20	4	118.60	15.40
21	1	124.53	16.17
24	1	142.32	18.48
26	1	154.18	20.02
27	3	160.11	20.79
28	3	166.04	21.56
29	1	171.97	22.33
30	1	177.90	23.10
31	1	183.83	23.87
32	1	189.76	24.64
33	5	195.69	25.41
35	2	207.55	26.95
36	3	213.48	27.72
37	1	219.41	28.49
38	2	225.34	29.26
40	4	237.20	30.80
41	2	243.13	31.57
43	1	254.99	33.11
44	1	260.92	33.88
45	2	266.85	34.65
46	1	272.78	35.42
48	2	284.64	36.96
49	1	290.57	37.73
50	1	296.50	38.50
52	1	308.36	40.04
61	2	361.73	46.97

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
62	1	367.66	47.74
69	2	409.17	53.13
81	1	480.33	62.37
104	1	616.72	80.08
110	1	652.30	84.70

Table 15

Category 15 – Private rowing boats, canoes etc.

Size in Meter ²	Number of craft (1 Nov 22)	Toll 2022/23 £	Difference in cash (£) terms
All	2054	37.78	4.91