

Navigation Committee

11 January 2024

Agenda item number 7

Chief Executive's report and current issues

Report by Chief Executive

Purpose

To provide a briefing on significant matters relating to the maintenance and management of the waterways.

Broads Plan context

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

Recommendation

To note the report.

Contents

1.	Broads Authority Meeting	2
2.	Funding the Waterways of the Broads National Park	2
3.	Navigation patrolling and performance targets	4
4.	Sunken and abandoned vessel update	4
5.	Planning enforcement update	4
	Appendix 1 – Funding the waterways of the Broads National Park	6
	Conclusion	8
	Appendix 2 – Responses from British Marine, Broads Society, Norfolk and Suffolk Boating Association and the Broads Hire Boat Federation	9
	Appendix 3 – Rangers' exercise of powers analysis October – December 2023	15
	Appendix 4 – Ranger duties: total time allocated and actual days	17
	Appendix 5 – Sunken and abandoned vessels current position as at 05 December 2023	19
	Appendix 6 – Prosecutions dealt with in court for non-payment of tolls since 02 November 2023	20

1. Broads Authority Meeting

- 1.1. At the Broads Authority meeting on 24 November on the item considering navigation charges for 2024/25, it was resolved to support Option B – Nil contributions to Navigation Earmarked Reserves for property plant and equipment and an 8.5% increase in navigation charges across the board for 2024/2025. The reason for taking a different view to that of the Navigation Committee was that “Members wanted to retain the seasonal Rangers in the interests of public safety particularly in light of the tragic accident in Great Yarmouth in 2020, the increase in paddleboarding, and the increased risk of climate change.”

2. Funding the Waterways of the Broads National Park

- 2.1. A productive meeting was held with representatives of British Marine and the Broads Hire Boat Industry on 6 December. At that meeting it was agreed that a paper would be prepared arguing the case for Government financial support towards the Authority’s costs of maintaining the waterways.
- 2.2. This is important and urgent because in the short term there is an opportunity to request capital funding for equipment. It is also critical because in the medium-term Defra has indicated it will be reviewing the basis for the allocation of National Park Grant and it is desirable that any future formula takes account of the special qualities and expense involved in managing Britain’s most important wetland and includes funding for the maintenance of the waterways.
- 2.3. The intended audience for the paper is Ministers and their officials. A copy of the draft is included in Appendix 1.
- 2.4. Using the arguments set out in the paper a bid has been submitted to Defra for £706,500 of capital funding from the *Water in Protected Landscapes* programme. Many of the items are used for the maintenance of the waterways as well as delivering National Park purposes.

Item	Cost	Use
Industrial concrete pump	£190,000	Dredging the rivers and broads
Doosan long reach excavator	£165,000	Dredging the rivers and broads
Extension arm & weed bucket for excavator	£16,000	Watercourse and drainage management in Protected Sites

Item	Cost	Use
Hitachi Crawler Crane	£80,000	Replacement of marker posts in Breydon Water benefitting wildlife and boating
4 x Nato floats	£30,000	Mounting equipment on the water
NEW Steel welfare unit	£7,000	For operational staff in remote locations
Diggers mats	£8,000	Stabilise heavy equipment on soft ground
Replace 6 vehicles	£193,500	Replace operational vehicles
New launch development	£10,000	Patrol launches at the end of their life need replacement
Harlequin 9250 Litre HVO Fuel Dispenser with Fuel Management	£7,000	Enable the Spirit of Breydon to use HVO fuel and reduce carbon emissions
Total	£706,500	

- 2.5. Most of the items are used partly for National Park purposes and partly for the maintenance of the navigation. For example, the old concrete pump used in the CANAPE project for dredging sediment from the navigation channel in Hickling was employed to recreate reedbed for the benefit of biodiversity and improve water depth for boating.
- 2.6. The demise of commercial traffic into the Port of Norwich at the end of the 1980s means that all navigational use of the Broads is for recreational purposes and is consistent with the Authority's purpose of *"promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public"*. The way the public largely enjoy the special qualities of the Broads is through getting on the water either in their own boats, hired ones or passenger vessels.
- 2.7. Officers are therefore suggesting to Defra that the capital items listed above can be described as "funding primarily used to deliver National Park purposes, with a co-benefit to navigation". If successful it will make a significant difference to the Authority's future capital replacement requirements for navigation.
- 2.8. The approach set out in the draft paper arguing for additional Government funding to support the Authority's key role in maintaining the waterways is supported by British Marine and the Broads Society. It is disappointing that the NSBA seems to have missed the point about the need and opportunity to seek Government funding to support the maintenance of the waterways. The Broads Hire Boat Federation (BHBF) "would welcome additional external funding in recognition of the public benefits provided by the Broads" and raises several other matters. Their letters are to be found in Appendix 2.

- 2.9. The proposition in the BHBF letter that the Authority should levy the constituent local authorities is a non-starter because Defra has specifically replaced that levy and in any case our partner local authorities are under huge financial pressure.
- 2.10. The BHBF letter suggests that additional dredging by the Authority might help alleviate flooding. For clarity about roles and responsibilities, the Environment Agency has operational responsibility for managing the risk of flooding. The Broads Authority takes responsibility for maintenance dredging for navigation purposes. The scope and scale of maintenance dredging (i.e. removal of recently accumulated silt) is to achieve appropriate river depths for navigational access and safety. The Broads Authority's dredging does not aim to deepen the river channels beyond that needed for navigational access.
- 2.11. My understanding from colleagues in the Environment Agency is that for dredging to have any significant impact on the release of water from the upper catchment it would have to be on a massive scale and would have the negative impact of allowing more saline water and flood risk into the system in times of a tidal surge. Even if the Environment Agency or the Broads Authority had the necessary resources my understanding is that it would be undesirable.
- 2.12. Officers will continue to work with Defra colleagues to identify opportunities for further capital and revenue funding to support the work of the Authority.

3. Navigation patrolling and performance targets

- 3.1. The report of the significant use of powers by the Rangers is in Appendix 3, and the range of duties undertaken by the Ranger Team in Appendix 4. While average navigation/countryside splits are still higher on the navigation side, with planned work now underway on the countryside sites this figure is moving into line with the target.

4. Sunken and abandoned vessel update

- 4.1. The sunken and abandoned update is in Appendix 5. The high-water levels and rainfall amounts have led to several vessels being sunk, particularly on the Rivers Wensum and Yare. Notices have been placed on vessels where the owner has been unable to raise the vessel in the first instance.

5. Planning enforcement update

- 5.1. There are no further enforcement matters with navigation implications to report.

Author: John Packman

Date of report: 18 December 2023

[Broads Plan](#) strategic actions: All strategic actions under Theme C

Navigation Committee, 11 January 2024, agenda item number 7

Appendix 1 – Funding the Waterways of the Broads National Park

Appendix 2 - Responses from British Marine, Broads Society, Norfolk and Suffolk Boating Association and the Broads Hire Boat Federation

Appendix 3 - Rangers exercise of powers analysis

Appendix 4 – Ranger duties total time allocated and actual days

Appendix 5 – Sunken and abandoned vessels current position as at 05 December 2023

Appendix 6 – Prosecutions dealt with in court for non-payment of tolls since 02/11/2023

Appendix 7 – Prosecutions dealt with in court for navigation offences since 02/11/2023

Appendix 1 – Funding the waterways of the Broads National Park

FUNDING THE WATERWAYS OF THE BROADS NATIONAL PARK

Summary

The current funding model for maintaining the waterways of the Broads National Park is outmoded and unsustainable and must change if this national asset is to be preserved for future generations. In an era of climate change, biodiversity loss and a recent pandemic, the rivers and broads are acknowledged to be beneficial for public well-being, wider ecosystem services, and recreational boating. Far from being an entirely private benefit to boat owners the waterways are undeniably a public asset. With Defra's recent commitment to review the funding model for Protected Areas (National Parks and AONBs), now is the time to present Ministers with the reasoned justification for a contribution from public funds towards the maintenance of the waterways.

Background

When the Broads were recommended for National Park status in 1949 it was recognised that the *"Broads have a special claim to selection as a National Park quite apart from their natural beauty, by reason of their holiday and recreational value and the interest of their plant and animal life. ... On this great system of waterways, thousands of people annually enjoy the quiet adventure and refreshment of water-borne holidays, under sail or in cabin cruisers; while others find waterside accommodation with small-boat sailing, fishing or bathing at their garden's end."* (Report of the National Parks Committee July 1947).

From the beginning, it was recognised that boating was an integral part of the special qualities justifying National Park designation, and yet, in the summer of 2007, when the Broads Authority Bill was proceeding through Parliament, the Minister's position, contrary to that of the Authority, was that the use of the waterways was a separate, private benefit and *"The Government's policy is that it does not think it should routinely contribute towards navigation costs in the Broads"* (House of Commons Committee 18th July 2007).

We now know that freshwater rivers and broads are the reason why the Broads National Park has a higher biodiversity than any other, despite being the smallest. About 17% of Britain's 65,000 – 70,000 species are found here, 1,500 of them threatened, and most of them dependent on freshwaters. We also recognise the great importance of wetlands in sequestering carbon and adapting to flood, drought, and sea-level rise.

The Authority has two main sources of income. In 2022/23, the National Park Grant (including capital funding, access money and Farming in Protected Landscapes grant aid) provided £5.39 million to the Broads Authority, while navigation tolls from boat owners amounted to £3.81 million. The requirement that the Authority must ensure that navigation expenditure equals navigation income in any one year and be accounted for separately from National Park expenditure represents an expensive, risky, and artificial distinction. Only a few lines in the Authority's budget are devoted solely to National Park or Navigation expenditure. Most budget items are a mixture, and evidence-based judgments must be made.

For example, while the cost of staff collecting tolls is clearly 100% navigation, and the planning service is chargeable 100% to the National Park Grant, the picture is less clear when considering the allocation of Ranger expenditure. Their activities are a blend of National Park functions such as providing guided walks and tending conservation sites, and navigation roles such as patrolling the rivers, marking hazards, managing moorings, giving advice to boaters, and removing overhanging trees. To take another, a recent restoration project at Hickling Broad improved biodiversity and water depths for navigation through the restoration of reedbeds using dredged sediment from the channel.

Adapting to Change

Boating on the Broads is often wrongly perceived as exclusively for the rich. This is not the case. The visitor profile of the Broads has changed since Covid, with more first-time visitors and young families engaging with the landscape and nature. While land-based activities remain popular in the Broads, enjoyment of the water is essential too, and we have seen massive increases in 'entry-level' activities such as paddleboarding and kayaking. The number of short visit tolls for paddle/rowing craft has increased by 72% since 2016 and membership of British Canoeing has increased by 259% between 2018 and 2022. This welcome development has a minimal impact on navigation income but increases the demand for the Authority's services to ensure safety for everyone.

When the Authority was hit by above-average inflation in the price of materials and salary increases, it became essential to review the allocation of shared expenditure to ensure it reflected the reality of time and resources spent on activities. This revealed that there were some areas where, over time the split tended to tilt mixed expenditure lines in favour of navigation and was mitigating the impact on toll charges. As a result the National Park budget was in some cases inadvertently cross-subsidising navigation activities. With the National Park Grant in 2023/24 representing just 51.4% of its value in 2005/06, the budget reached breaking point. Activities were assessed objectively and in order to redress the issue costs were shared more fairly between the respective budgets. For example, 80% of the costs of the Rangers are now funded from tolls and 20% from National Park Grant reflecting the time spent on the different activities.

Following the fatal accident at Great Yarmouth in August 2020 the Marine Accident Investigation Branch made recommendations to the industry and the Authority to improve safety on the Broads. Under the Port Marine Safety Code, the Members of the Board are individually and collectively responsible for safety as the 'Duty Holder'. One of the actions the Authority took was to increase the number of Rangers patrolling in the summer. In the debate on the charges for 2024/25 a majority of the Members believed that retaining the additional Rangers was essential in the interests of public safety, which inevitably meant that tolls had to increase above inflation.

One current major challenge which illustrates the growing demands on navigation resources is the exponential increase in the need to manage plant growth within the navigation, caused by improvements in water clarity and the effects of climate change. This activity alone has stretched our operational resources requiring us to reprioritise our ongoing navigation works programme. Doing less is not an option.

The Authority's income from tolls has also suffered from the long-term decline in the number of weekly hire boats in the face of competition from cheaper overseas holidays. In the last ten years they have fallen by 25% from 869 to 647 registered hire boats, a loss in tolls income of around £325,000. The Authority has had no option but to increase tolls above inflation to pay for the essential maintenance of the waterways. Not to do so would lead to the decay of both the navigation and the landscape, placing the future of the National Park itself in jeopardy.

Conclusion

With waterways management costs rising above inflation, the need to accommodate a wider range of users of the waterways, and the challenges of climate change, the budget will come under inexorable strain, with inevitable consequences for toll payers and, ultimately, the National Park itself. If we consider that visitors to the Broads contribute over £711 million annually to the area's economy, supporting around 7,500 jobs, and that it is largely the waterways that draw 7.5 million people to the National Park each year, the argument of the Minister in 2007 that the "navigation is a private benefit" is incorrect and the notion that it should be funded entirely by its users, is not justified.

Funding the navigation from tolls income alone is unsustainable, and the continuing appeal and prosperity of the National Park and its associated businesses, both water and land-based, is at serious risk. The funding model is a precarious and improper basis for preserving what is a public asset, rather than purely a private benefit, and the maintenance of the navigation should attract a substantial contribution from public funds befitting the unique status of this precious landscape.

Appendix 2 – Responses from British Marine, Broads Society, Norfolk and Suffolk Boating Association and the Broads Hire Boat Federation

Sent: Tuesday, January 2, 2024 4:15 PM

To: John Packman <John.Packman@broads-authority.gov.uk>

Subject: Support for funding

Dear John,

British Marine would like to add our support to the Broads Authority's bid for a contribution from public funds towards the maintenance of the waterways and specifically to receive capital funding for dredging equipment under DEFRA's Water in Protected Landscapes Programme. This efficient use of public funds will allow the Authority to deliver all its statutory duties including the conservation, enjoyment and protection of navigation interests on the Broads.

I wish you good luck in your application

Brian Clark

Head of Public Affairs, Member Relations & Research



Registered Charity No. 1078434



02 January 2023

broads.society@sky.com

Dear John,

Funding the Waterways of the Broads

Thank you for the opportunity to comment on your draft NavComm paper. I write on behalf of the Broads Society to support your appeal to local MPs and your approach to the government for additional short-term resources and a sustainable financial strategy for the Broads. We agree that the income from tolls and the annual Defra grant are insufficient, and we note that the Broads Act S.15 allows for additional resources to be granted by the Minister, in consultation with Natural England.

We agree that the Broads wetlands are principally of public benefit. The ecological services that the rivers and broads provide for the landscape are undervalued and warrant higher investment in line with the recommendations of Glover's *Landscapes Review* and the government's *10-Point Plan for Financing Biodiversity*. The vulnerability of the Broads and the impact of biodiversity loss and climate change on the agricultural, recreational and economic infrastructure are clear to see, but the response has not been enough, despite warnings as long ago as the *2010 Making Space for Nature* report, and the *2011 Broads Biodiversity Audit*. We would welcome a determined response to the government's *2023 Environmental Improvement Plan*, and to the call for a *Nature Recovery Network* to conserve vital natural resources and provide services in the public interest, as well as for sustainable development.

The Broads are largely man-made and equitable arrangements are necessary for those who privately purchase a navigation service from the Broads Authority through tolls. This might be a good time for a review of tolls and what they can deliver, particularly considering the unforeseen impact of COVID on society and the changing needs and demographics of navigators. It's important to extend the accessibility of the Broads freshwaters to all types of craft, and particularly to vulnerable and young people. The Broads Society is exploring some ideas in partnership with the Inland Waterways Association, and we will report on this early in 2024. Meanwhile, we hope to see the Authority working constructively and amicably alongside private boat owners, their federations and associations, recognising the historical and present-day importance of the navigation.

Our members wish to see the freshwater Broads preserved and protected, and we look forward to working alongside the Broads Authority in these endeavours.

Yours sincerely

Mark Collins, MA MBA
PhD Chair, The Broads
Society

John Packman PhD
Chief Executive, The Broads
Authority 62-64 Thorpe Road,
Norwich NR1 1RY



THE NORFOLK & SUFFOLK BOATING ASSOCIATION

Tuesday, 26 December 2023

Members of the Broads Authority
Broads Authority
Yare House
62-64 Thorpe Road
Norwich
NR1 1RY

Dear Member

FUNDING THE WATERWAYS OF THE BROADS NATIONAL PARK.

You will be aware of the latest draft paper produced by Dr Packman.

Having considered this matter with my colleagues, I have to inform you that the NSBA cannot possibly agree to ceasing separate accounting for Navigation Revenue/Expenditure and would oppose any attempt at amending legislation to give effect to such a change as hinted at in the paper.

As you are aware, the ring fencing of tolls revenue was a *sine qua non* for the passage of the 1988 Act. We regard the provisions of Section 17 of that Act to be even more necessary today than they were in 1988. It is not reasonable to expect toll payers to be paying for environmental matters such as environmental dredging necessary to alleviate flooding or visitor centres, no matter how the Authority may choose to dress them up.

The Secretary of State already has powers to give grants for any purpose he chooses under Section 15 of the Norfolk and Suffolk Broads Act 1988. So if further funding is needed, a request under that section should be the Authority's first consideration.

I respectfully submit that the present proposal is a distraction from the open letter sent to the Authority by 5 MPs asking for a reconsideration of another increase in Navigation Tolls well above inflation. We await with interest the Authority's considered reply to that letter.

Yours faithfully

Ben Falat
Chairman
NSBA



The Broads Hire Boat Federation

John Packman
Chief Executive
Broads Authority
Yare House
62-64 Thorpe Road
Norwich NR1 1RY

31st December 2023

Dear John

Funding the Waterways of the Broads

Many thanks for giving us the opportunity of commenting on your draft briefing note.

Although we agree with some of your general comments concerning the public benefit of the Broads navigation, and the contribution to the local economy, we are unable to support the underlying thrust of the paper, which appears to propose the repeal of the “ring fence” provided under Section 17 of the 1988 Act.

Although your briefing note states that “separating these expenditure streams is not straightforward”, the 1988 Act does in fact (at Section 10 and Schedule 5) set out very clearly the navigation functions which are to be funded by navigation income; these principally relate to maintenance and improvement of the navigation (including moorings), dredging, vessel registration and the making of byelaws to support the Authority’s statutory functions. Section 17(8) expressly states that expenditure incurred wholly or mainly in connection with non-navigation functions shall not be classed as navigation expenditure – even where there is an ancillary navigation benefit – and there is no provision for general expenditure to be apportioned between navigation and non- navigation functions. It appears to the BHBF that it should be relatively straightforward to identify items of expenditure which fall under these statutory provisions – as was clearly the intention of Parliament.

We do agree that the welcome growth in entry-level boating activities – such as the use of kayaks and SUPs – may present additional challenges to the Authority, especially relating to safety, which are disproportionate to the income directly received from those users of the navigation. However, we question whether any costs associated with those activities ought properly to be classed as a navigation expense – given that the costs do not relate to the maintenance of the navigation, but to public safety and access from the land. Perhaps these are areas where funding might justifiably be obtained from a source other than navigation charges.

We also agree that dredging of the waterways has wider benefits than simply the maintenance of the navigation – not only might there be conservation benefits, but adequate dredging is essential in ensuring that rivers fulfil their function of transporting rainwater run-off out to sea. Recent events have thrown this into sharp relief, with the high – and often record-breaking – flood levels seen throughout the Broads for the past 2 months demonstrating that high levels of rainfall simply cannot escape between tides. Although there are, no doubt, several contributory factors, we believe that there is a strong case to be made for additional dredging to allow increased water flows, and this too may be a candidate for additional funding from Government.

Since section 15 of the 1988 Act provides that the Secretary of State can “make grants to the Authority for such purposes, and on such terms and conditions, as he thinks fit”, it is unclear why the Authority could not make application to DEFRA in respect of these matters without altering the current model of funding – which would probably require primary legislation. Since dredging to alleviate flooding is undeniably an environmental matter, it must surely fall to DEFRA to fund it.

The briefing note also states that the Authority has two main sources of income – but, according to the 1988 Act, it has three. Section 14 authorises the imposition of a levy on each of the participating district and county councils to meet expenditure for which provision is not otherwise made. In other words, where the Authority’s grant funding is insufficient to allow it to fulfil its statutory non-navigation functions, it can impose a levy on the participating authorities. Whilst the BHBF appreciates that such a levy might be controversial, and would result in considerable scrutiny of the financial justification from those authorities, it would have the advantage of encouraging a greater degree of collaboration between the BA and those authorities than is currently the case.

As a prerequisite for the provision of any additional external funding – either from central or local Government – the Broads Authority will need to demonstrate three things:

1. That navigation income is being used solely for funding navigation expenditure as defined in the Broads Act 1988.
2. That the Authority’s income is being used solely to fund the statutory functions of the Authority, rather than other activities which may be desirable but are not required by statute.
3. That best value is obtained in carrying out its statutory duties, and that some functions cannot be provided at lower cost by other suitably qualified organisations or statutory authorities.

In conclusion, whilst we appreciate that the Authority is facing financial challenges, the same is true of our members – who do not have the luxury of being able to pass additional costs on to their customers, or of seeking additional “free” money from government. The Authority must be seen to be cutting its cloth according to its means, rather than simply trying to protect the jobs of its own employees – either at public cost, or at the expense of jobs in the private sector. Of course we would welcome additional external funding in recognition of the public benefits provided by the Broads, but – first – toll payers need to be confident that the Authority is complying with its financial obligations as set out above. Furthermore, we do not see any reason why the provision of additional funding should require a change in the overall funding model – the Secretary of State can make additional grants within the existing framework, and the Authority can impose levies on the participating authorities.

We look forward to continuing to work closely with the Authority to identify resolutions to these matters, which are causing considerable concern amongst our members and other toll payers.

Kind regards

Tony Howes
Secretary

Matthew Thwaites
Chairman

James Knight
Vice-Chairman

Appendix 3 – Rangers’ exercise of powers analysis October – December 2023

Table 1

Verbal warnings	Wroxham launch Wroxham and upper Bure	Irstead launch Ant	Ludham launch Hickling, Potter Heigham, upper Thurne	Ludham launch 2 lower Thurne and lower Bure	Norwich launch Norwich and upper Yare	Hardley Launch Reedham, Chet and middle Yare	Burgh St Peter launch Oulton Broad and upper/middle Waveney	Breydon launch Breydon water, lower Waveney and Yare
Care and caution	1		5	10	1			
Speed	132		53	64	9			5
Other	39		8	12	9			

Table 2

Written warnings	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Care and caution	1	1						
Speed		1						
Other	1	6	2			1	5	
Special directions					7			

Table 3

Launch patrols	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Launch staffed by ranger	42	32	32	30	43	19	36	35
Volunteer patrols	1			1				
IRIS reports	2	1	2	2	2	1	1	5

Table 4

Broads Control total calls October – December 2023

Contact method	Number of calls
Telephone	3580
VHF	339
Total	3919

Appendix 4 – Ranger duties: total time allocated and actual days

Table 1

Broads Authority corporate duties

Work area	Annual allocation (days)	Actual days to date
Training	122	204.32
Broads Control	362	269.09
Team meetings, work planning	318	253.95
Partnership working	76	18.65
Assisting other sections	76	33.14
Billets and boatsheds	25	22.36
Launch – general		5.41
Trailers - general		2.50
Vehicle maintenance		4.46
Other equipment repair		10.61
Total	979	824.49

Table 2

Navigation duties

Work area	Annual allocation (days)	Actual days to date
Patrolling	2136	1670.41
Escorts	44	17.36
Prosecution files		9.97
Bankside tree management	108	61.96
Obstruction removal	26	21.28
Channel markers and buoys	30	12.36
Signs and boards maintenance	34	25.14
Adjacent waters	96	70.14
Reactive mooring maintenance	100.5	16.62
Total	2574.5	1905.24

Table 3

Conservation, recreation, countryside maintenance

Work area	Annual allocation (days)	Actual days to date
Fen management	146	28.11
Lake, riverbank restoration	100	
Invasive species control	32.5	2.97
Other conservation work	145	34.86
Pollution response		7.09
Visitor site maintenance	194	158.07
Public Engagement	97	38.92
Public footpath work	38	7.84
Education work	69	3.85
Total	821.5	281.72

Team total up to 04 December 2023

Percentage Navigation: 87%

Percentage National Park: 13%

Appendix 5 – Sunken and abandoned vessels current position as at 05 December 2023

Description	Location found	Action	Notice affixed	Result
Motor Cruiser	Old River Yare, Thorpe	Vessel sunk at owners moorings	No	Not affecting the navigation
Motor Cruiser	Sutton/Stalham cut	Hull only, marked with yellow posts	No	Not affecting the navigation
Motor Cruiser	River Yare, Thorpe	Vessel Sunk at owners mooring	Yes	Notice has expired. Will be raised when Authority kit is available.
Motor Cruiser	River Wensum, Trowse	Vessel sunk behind rail bridge wooden fenders	Yes	Unable to raise due to difficult access. Not affecting the navigation. Investigating options.
Aux Yacht	Barton Broad	Vessel sunk on Broad	Yes	Will remove once notice has expired.
Motor Cruiser	Hickling	Vessel sunk at mooring	No	Wrote to owner, vessel was raised and removed.
Motor Cruiser	River Wensum, Deal Ground	Vessel Sunk	No	Liaising with owner over raising vessel.
Aux Yacht	River Wensum	Fire on board, vessel sunk	Yes	Notice has expired, Authority will raise when kit available.

Appendix 6 – Prosecutions dealt with in court for non-payment of tolls since 02 November 2023

Type of vessel	Fined	Costs awarded	Victim surcharge	Compensation
Motor Cruiser	£220.00	£270.00	£88.00	£714.94

Appendix 7 – Prosecutions dealt with in court for navigation offences since 02 November 2023

Type of vessel	Offence	Fined	Costs awarded	Victim surcharge	Compensation
No new cases this period					