

Association of
Inland
Navigation
Authorities

Numbers of Boats on the Inland Waterways

Report of the 2008 AINA survey



About AINA

AINA is the industry body in Great Britain for those authorities with statutory or other legal responsibility for the management and operation of navigable inland waterways for navigation and wider uses.

There are 21 AINA members and they are drawn from the public, private and third sectors. They include British Waterways and the Environment Agency which are publicly owned and receive grant-in-aid from government, in addition to the Broads Authority, national park authorities, local government authorities, private canal companies, internal drainage boards, and a variety of public and charitable trusts.

Between them, AINA members have responsibility for some 5,658 km of navigable inland waterways.

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1. Background

There is a need to improve the collection, collation and communication of good quality baseline data and statistics pertaining to navigation authorities and their waterways. AINA wants to ensure that it provides the key data and statistics that the industry needs. Such information assists navigation authorities and waterway stakeholders in their strategic decision-making and helps them to benchmark their activities and understand better the performance of the sector generally. AINA is often asked to provide key statistical information to government and a wide range of waterway stakeholders and aims to have data and information which reflects the current status of the inland waterway network readily to hand.

One particular example concerns the numbers of boats on the inland waterways. There has been a lack of definitive nationwide statistics on boat numbers, their locations, their moorings and their use. The widely disparate nature of navigation authorities in terms of their status, size, resource levels and waterway characteristics has, to date, made the collection and representation of aggregate statistics difficult.

While recognising that boating is only one of the many different uses of the inland waterways, AINA notes that boat numbers have influenced many of the economic and environmental models applied to the use, development and restoration of the waterway network. Since these models have often been used as a basis for allocation of resources and for making important conservation decisions, it has been a matter of concern that no definitive picture of boat numbers, location and use has existed. Moreover, the absence of such data has made it difficult to establish capacity limits, pinch points and areas of under-development with any rigour.

AINA also wishes to build up information over time to identify the growth that is occurring on and/or is created by the waterway network. Accordingly in 2008 AINA commissioned a study to look at two of the key components of the inland waterways - the numbers and types of boats on them and the numbers of moorings available.

Some of the larger navigation authorities have reported annually on the number of licences and/or registrations issued by them and thus have been able to show the growth (or decline) of boats on the waterways they operate. Other navigation authorities have neither the powers, the resources, or the need to collect such information and thus data across the country has been patchy. In 2002 an effort was made by AINA to collect information and a fairly reliable estimate of overall boat numbers was made.

One problem that arose in the 2002 research, which still continues, is the lack of understanding of the use of boats and therefore a classification of the type of boats being licensed and/or registered on the inland waterways is needed if a coherent national system of classification is to be implemented. The standardisation of boat licensing, registration and definition is considered in this report.

2. Introduction

This report addresses the deficiency outlined on the previous page by providing numbers of boats on AINA members' waterways and their use, including private leisure, commercial hire for leisure use, commercial freight/passenger carrying, etc.

The report includes:

- data on boat numbers, broken down by navigation authority and their capabilities to license or register them
- for each navigation authority, comparative data on boat numbers in total and by type between 2002 and 2007
- data on the numbers of moorings operated directly by the navigation authorities
- a standardised list of definitions for all types of boats on the inland waterways based on previous work undertaken by AINA and reviewed in the light of new information provided by the navigation authorities. Such a list could be used to provide a framework for future surveys and also assist in determining the requirements for a nationally consistent licensing/registration regime.

This report also provides, in relation to each navigation authority, brief updated descriptions of their ownership, constitutional status, nature of operation and use of their waterways for recreational and commercial activities. This includes lengths of waterway by type (as rivers, canals or open spaces of fresh water), basic navigational dimensions and numbers of locks.

Looking forward, AINA aims to update this report annually to assist the strategic development of the network, to provide information to help plan the provision and investment in facilities and to assist studies to determine the economic benefits of the waterways network. In doing this, AINA will seek to work in collaboration with BMF to provide an overall view of boat numbers and moorings.

3. The navigation authorities – their constitutional status, waterways and navigational dimensions

Table 1 shows the navigation authorities in AINA membership, their constitutional status, the waterways for which they are responsible and their navigational dimensions. All AINA members have statutory powers, whether under original enabling legislation passed in the 17th, 18th or 19th Centuries, or conferred on them in more recent 20th Century legislation, or through exercising their powers as local government authorities or as national park authorities.

All AINA members' waterways are considered to be of recreational use with the exception of the Manchester Ship Canal and the tidal part of the River Thames, both of which are considered to be of commercial use for the carriage of freight and passengers. However, increasing recreational use is being made of the upper reaches of the tidal Thames. Parts of the network operated by British Waterways are also used for commercial freight carriage.

More information about the navigation authorities and their waterways can be found in the AINA Directory 2008/09 which details for each AINA member:

- contact information
- constitutional status, including details of enabling acts or other governing legislation
- a description of their navigation(s)
- a brief history of their navigation(s)
- current situation and use
- plans for the future
- how users are consulted
- how the navigation authority is structured

It should be noted that in some cases various sizes of locks are scheduled in the AINA Directory, but the lock dimensions shown in Table 1 should not be used directly to check the 'fit' of boats as they only indicate typical lock sizes.

4. The navigation authorities – boat numbers (by type) on their waterways in 2002 and 2007

Table 2 shows the numbers of boats on the waters of each navigation authority in 2007. This is compared with similar information recorded by some of them previously in 2002. The types of boats are shown in six categories and the overall growth (or decline) over the five year period is shown where full data sets for both years are available. It should be noted that a very limited number of these boats are seagoing but are based on inland waters, although the total numbers of these boats have not been determined.

The start of each licensing/registration year is not consistent across the navigation authorities. Therefore, the information provided has been used to create a 'snapshot' in the calendar years 2002 and 2007. The latter year was chosen as the subsequent survey year to establish a five year survey period and also to be safe in the knowledge that licensing/registration information would be complete by the time of undertaking the survey.

The total number of boats on the navigations owned or managed by AINA members was 88,267 in 2007.

The total number of boats licensed and/or registered by all AINA members appears to have grown by 10.33% over the five year period from 2002 to 2007 based on a comparison of known data from both these years. Interpretative comments of the comparative data as provided by the individual navigation authorities is as follows:

Avon Navigation Trust (River Avon)

There was little overall change (1% growth) in boat numbers between 2002 and 2007. An increase in the number of unpowered boats was observed due to a change in record keeping. The observed increase in the number of powered day-hire boats and the decrease in the number of unpowered day-hire boats was due to a switch in boat types by operators to reflect demand from customers.

British Waterways

Total boat numbers grew by an average annual rate of just over 4% over the period. Hire boat figures for 2002 included all commercial leisure boats. The number of holiday hire boats remained stable over the period, but significant expansion in trip, restaurant and community boats was observed. Overall, leisure business boat licenses nearly doubled over the five years. Within the private powered boat sector, growth was particularly strong amongst continuous cruisers and other residential boaters.

Broads Authority

Hire craft numbers reduced by 24% (462 boats) due to a decline in the hire boat industry, while private craft numbers increased by 3% (317 boats) partly as a result of private sales of some of their fleets by hire boat operators, resulting in an overall decline of 1% (145 boats).

4/continued

Conservators of the River Cam (River Cam)

The increase in the number of powered craft represents an increase in the number of live-aboard boats on the River Cam moored at both public and private land holdings. For example, Cambridge City Council instituted a mooring licence scheme in 2005 which allows 70 boat owners the right to moor on the City's common lands on an annual renewal basis. The majority of powered boats are registered with the Environment Agency under the terms of a licensing interchange agreement with the Cam Conservators. The 2007 total was inflated slightly in the annual census count by a number of additional visiting boats which were touring the regional navigations after the National Inland Waterways Festival on the River Great Ouse at St Ives.

There are now two powered trip boats using the River Cam below Jesus Lock. This trade is marginal and it is unlikely that any powered day-hire business is likely to be set up in the foreseeable future.

The notable increase in unpowered boats is attributable to the increased popularity of rowing. A certain amount of this increase may also reflect greater enforcement of vessel licensing by the navigation authority.

There has been some flux in the numbers of unpowered day-hire boats as represented by punts. There has been a shift from the use of self-hire 6-seater punts towards larger, chauffeured 12-seater 'ferry' punts. Some vessels have been re-allocated by the principal hire company to the 'upper' River Cam. The river upstream of the City of Cambridge is not a statutory navigation and there are no vessel licensing requirements on those reaches.

Devon County Council (Grand Western Canal)

The decline in total boat numbers of 37% may appear to be significant but in fact relates only to a decrease of unpowered boats (mainly canoes) from 70 to 24 across the five-year period on the canal.

Environment Agency

The data indicate a minor decrease in numbers in the Agency's Thames Region and encouraging growth in the Anglian and Southern Regions. This is attributed largely to increased participation, particularly with respect to unpowered boats and to a lesser degree with the unpowered day-hire trade. Certainly rowing clubs for example have become increasingly more active in recent years.

Increased registrations are also attributed to improved communications with customers, more formal agreements with user groups, keeping the waterways operational, providing good services, improved recording of data and enforcement.

4/continued

Essex Waterways Limited (Chelmer & Blackwater Navigation)

A number of factors have led to growth of 88% between 2002 and 2007:

- more accurate knowledge of exactly what boats are on the navigation
- improved record of ensuring that all boats pay their dues and are thus correctly counted in revenue records
- a genuine increase in interest in boating on the waterways (partly a reflection of improved maintenance management)
- control of effective vegetation (floating pennywort) on the navigation which had become a deterrent to waterway users
- user charges on the navigation have been stabilised and have risen little more than the rate of inflation

Exeter City Council (Exeter Ship Canal)

Numbers have increased by 64% partly due to an increase in the number of mooring berths available.

Lake District National Park Authority

The 29% decline in total boat numbers across the four lakes is due to more accurate recording of data in 2007. The feeling is that figures across the lakes have been quite stable over the five year period with possibly a slight increase in sail boats on Windermere.

The National Trust (River Wey Navigations)

The main reason for the decrease in percentage terms is the transition from small plastic cruisers to longer metal narrow boats. The narrow boats take up more mooring space and hence boat numbers drop while mooring income growth continues as fees are based on the length of the boat. The waiting list for a mooring (currently over 160) remains strong and while the total number of boats has decreased the overall length of available moorings in 2007 was roughly the same as were let in 2002.

5. The navigation authorities and their moorings

Table 3 shows information on moorings based on four categories for all AINA members. Moorings are designated as 'on-line' and 'off-line'. On-line moorings are those within the water area. They include moorings to banks, trot and buoyed moorings. Off-line moorings are those created in separate basins, such as marinas, or other infrastructure such as old docks, backwaters or side-arms. The distinction between 'navigation authority' and 'private sector' operation in Table 3 is determined by the status of the retailer. In some cases the navigation authority may be the landowner but by virtue of a lease, or some other form of relationship, the day-to-day management and retailing of the mooring is vested in others and these are therefore considered as 'private sector'.

The total number of moorings provided by AINA members is in of the order of 7,010 on-line and 946 off-line.

Future surveys should be coordinated with a survey of off-line 'private sector' moorings undertaken by the British Marine Federation (BMF). This would provide a comprehensive picture of the inland waterways in terms of craft numbers and total moorings available. This would also serve to update the extensive survey, undertaken by BMF in 2004, of on-line and off-line moorings operated by navigation authorities and by the private sector across Great Britain. To provide a basis for future surveys, numbers and locations of mooring berths should be identified by each individual navigation authority with those for the Environment Agency and British Waterways being identified by each individual waterway to assist future comparison.

6. Standardisation of boat definitions on the inland waterways

Table 4 shows the definitions used for various types of boats by the navigation authorities in licensing/registration. These definitions have been aggregated together on a functional basis and are shown in Appendix 1 to assist navigation authorities in their use.

The definitions of the types of boats have been wide and various mainly due to the variety of legislation that has been used to empower navigation authorities or where archaic powers have been used. It appears that there are about twelve types of boat that commonly use the waterways and wherever possible the licensing, registration and byelaw conditions should be harmonised for the benefit of both navigation authority and boater by simplifying licensing/registration documentation and aiding enforcement.

Within AINA members' licensing/registration schemes there are many subdivisions as to use and/or length of boat. In certain cases the reasons for this may go beyond the formality of simply licensing or registering boats. In fact, the licensing/registration process can be used by a navigation authority to achieve one or more of the following:

- to identify and permit a boat to be on the water
- to undertake enforcement against a boat, its owner or its master
- to re-create a payment structure
- to identify the use of a boat and its form of construction

Some confusion seems to exist with regard to the difference between the licensing and the registration of boats. Greater clarity would assist all AINA members especially those who use a 'contract' to enforce the licensing of boats.

The simple approach is that in cases where the waterway in question is a canal and the ownership is vested in a navigation authority, then that navigation authority may issue a licence for its use either by virtue of powers granted by navigational legislation or just as a landowner. In the latter case the licence is a very simple contract such as would be issued to any other formal user of land by a landowner. For the majority of river navigations where ownership is riparian, where there is a deemed right of public navigation and where a navigation authority exists with powers granted to it by a legislative process, that navigation authority may regulate the use of the waterway by registering boats.

To simplify the issuing of licenses or the registration of boats, the definitions of these two functions should be better documented for all AINA members and a common set of definitions as included in this report should be formally adopted by all AINA members where their legislation permits. The licensing and registration definitions should be harmonized to provide the basis of a national licensing and/or registration system provided the relevant local or national legislation permits.

TABLES AND APPENDIX

TABLE 1:	The navigation authorities – their constitutional status, waterways and navigational dimensions
TABLE 2:	The navigation authorities - boat numbers (by type) on their waterways in 2002 and 2007
TABLE 3:	The navigation authorities and their moorings
TABLE 4:	Standardisation of boat definitions on the inland waterways
APPENDIX 1:	Revised definitions for the purpose of licensing conditions for the use and operation of vessels on inland waters

TABLE 1: The navigation authorities – their constitutional status, waterways and navigational dimensions

Navigation Authority	Constitutional Status	Waterway(s)	Locks	Dimensions (m)			
			No.	Length	Beam	Depth	Headroom
Basingstoke Canal Authority	Local Authority Owned Partnership - via Local Authority powers	Basingstoke Canal (51 km)	29	20.7	3.9	1.0	1.7
Bristol Harbour Authority	Statutory Navigation Authority - Local Authority owned	River Avon (13 km) plus City Docks	2	5.4	1.8	1.8	3.1
British Waterways	Statutory Navigation Authority - Public Corporation	Two-thirds canals, one-third rivers England – 2,929 km Scotland – 491 km Wales – 120 km					
<i>Narrow Canals</i>			764	21.95	2.13	1.0	1.83
<i>Broad Canals</i>			749	21.95	4.34	1.37	2.4
<i>Rivers</i>			143	22.3	4.56	1.37	2.4
Broads Authority	Statutory Navigation Authority	Various rivers and Broads (200 km)	1	26.2	6.1	2.7	2.7
Cardiff Harbour Authority	Statutory Navigation Authority - Local Authority owned	Cardiff Bay, Rivers Taff & Ely (13 km)	3	40.0	10.5	5.0	n/a
Chester City Council	Statutory Navigation Authority - Local Authority owned	River Dee (19 km)	0	20.0	4.0	1.0	4.0
Chesterfield Canal Partnership	Cross-border Advisory Partnership - via Local Authority powers	Chesterfield Canal (8 km)	5	21.95	2.08	0.76	2.16
Conservators of the River Cam	Statutory Navigation Authority	River Cam (12 km)	2	30.5	4.3	1.2	2.7
Devon County Council	Country Park - via Local Authority powers	Grand Western Canal (18 km)	0	Unlimited	2.1	1.1	2.2

TABLE 1/continued

Navigation Authority	Constitutional Status	Waterway(s)	Locks	Dimensions (m)			
			No.	Length	Beam	Depth	Headroom
Environment Agency	Statutory Navigation Authority, Non-Department Government Body	Various rivers (1,162 km)					
<i>Thames Region</i>		217 km	45	53.16	6.04	2.0	5.18
<i>Anglian Region</i>		565 km	79	26.0	3.1	1.0	2.5
<i>Southern Region</i>		129 km	10	24.5	5.6	2.0	2.55
<i>Wales</i>		251 km	n/a	n/a	n/a	n/a	n/a
Essex Waterways Limited	Statutory Navigation Authority - Private Company	Chelmer & Blackwater Navigation (22 km) River 19 km, Canal 3 km	12	18.3	4.9	0.6	1.9
Exeter City Council	Statutory Navigation Authority - Local Authority owned	Exeter Ship Canal (8 km)	3	37.0	8.0	3.0	10
Lake District National Park Authority	Statutory Navigation Authority - National Park Authority	Various lakes (41 km)					
<i>Ullswater</i>		11 km	0	n/a	n/a	n/a	n/a
<i>Windermere</i>		17 km	0	n/a	n/a	n/a	n/a
<i>Coniston</i>		8 km	0	n/a	n/a	n/a	n/a
<i>Derwentwater</i>		5 km	0	n/a	n/a	n/a	n/a
Loch Lomond & The Trossachs National Park Authority	Statutory Navigation Authority - National Park Authority	Loch Lomond 37 km	0	n/a	n/a	n/a	n/a

Note: n/a = not applicable

TABLE 1/continued

Navigation Authority	Constitutional Status	Waterway(s)	Locks	Dimensions (m)			
			No.	Length	Beam	Depth	Headroom
Manchester Ship Canal Company	Statutory Navigation Authority - Private Company	Manchester Ship Canal and Bridgewater Canal					
<i>Manchester Ship Canal</i>		58 km	5	182..8	19.8	7.6	-
<i>Bridgewater Canal</i>		65 km	0	21.34	4.5	0.91	2.6
Middle Level Commissioners	Statutory Navigation Authority - Public Corporation	Middle Level Navigations (150 km)	6	17.6	3.5	0.7	2.1
Neath Canal Navigation Limited	Statutory Navigation Authority - Private Company	Neath Canal Navigation (21 km)	19	19.8	2.9	0.8	1.8
Port of London Authority	Statutory Navigation Authority - Public Trust	Tidal River Thames (125km)	1	76.0	8.0	1.7	4.8
Avon Navigation Trust	Statutory Navigation Authority - Charitable Trust	River Avon (73 km)	17	21.3	3.8	0.9	1.98
The National Trust (Wey Navigations)	Statutory Navigation Authority - Charitable Trust	Wey & Godalming Navigations (32 km)	16	21.8	4.25	0.9	2.15
City of York Council	Statutory Navigation Authority - Local Authority owned	River Foss (3 km)	1	-	-	-	-

TABLE 2: The navigation authorities - boat numbers (by type) based on their waterways in 2002 and 2007

Navigation Authority	Powered boats		Unpowered boats		Trip/Restaurant boats		Hire boats		Powered day hire boats		Unpowered day hire boats		Total		Growth
	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	%
Basingstoke Canal Authority	300	110	-- ¹	-- ¹	4	3	5	6	1	4	0	25	310	148	-52
Bristol City Council	--	800	--	--	--	15	--	0	--	0	--	0	-	815	
British Waterways	23404	29289	781	708	-- ²	1573 ²	1341 ²	996 ²				38	25526	32604	28
Broads Authority	7616	8171	3047	2962	14	13	1276	875	312	285	457	309	12722	12615	-1
Cardiff Harbour Authority	--	400	--	700	--	9	--	0	--	0	10	0	10	1109	
Chester City Council	--	208	--	--	--	42	--	--	--	--	--	--	--	250	
Chesterfield Canal Partnership	--	5	--	--	--	1	--	--	--	--	--	--	--	6	
Conservators of the River Cam ³	228	265	638	1064	1	0	0	0	0	0	230	190	1097	1519	39
Devon County Council	8	22	70	24	1	1	0	1	2	2	4	4	85	54	-37
Environment Agency															
Thames Region	9564	9520	7349	6516	64	55	-- ⁴	-- ⁴	377	354	7	170	17361	16615	-4
Anglian Region ³	4496	4055	--	853	--	0	-- ⁴	-- ⁴	--	40	--	0	4496	4948	10
Southern Region	1383	1305	102	549	3	2	-- ⁴	-- ⁴	8	0	7	7	1503	1863	24
River Wye	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Sub Total	46999	54150	11987	13376	87	1714	2622	1878	700	685	715	743	63110	72546	

¹ Unpowered covered by BCU agreement

² 2002 figures for trip/restaurant boats included in hire boats; 2007 figures include 1442 other commercial boats

³ Figures for Cam and EA Anglian Region adjusted to reflect interchange agreement

⁴ Included within figures for powered and unpowered boats

TABLE 2/continued

Navigation Authority	Powered boats		Unpowered boats		Trip/Restaurant boats		Hire boats		Powered day hire boats		Unpowered day hire boats		Total		Growth
	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	2002	2007	%
Essex Waterways	150	285	100	200	3	4	3	2	6	0	4	9	266	500	88
Exeter City Council	150	210	50	100	3	2	0	0	0	0	0	20	203	332	64
Lake District NPA	6000	4450	1000	375	11	25	16	-	150	162	190	257	7367	5264	-29
<i>Ullswater</i>	-	400	-	50	-	5	-	-	-	50	-	50	-	555	-
<i>Windermere</i>	-	3950	-	75	-	15	-	-	-	85	-	157	-	4282	-
<i>Derwent Water</i>	-	40	-	50	-	2	-	-	-	10	-	20	-	122	-
<i>Coniston</i>	-	60	-	200	-	3	-	-	-	12	-	30	-	305	-
Loch Lomond ⁵	3600	5683	625	0	-	11	-	0	-	5	-	5	4225	5704	35
Manchester Ship Canal Co.															
<i>Bridgewater Canal</i>	-	750	-	-	-	-	-	-	-	-	-	-	-	750	-
Middle Level Commissioners	-	341	-	-	-	-	-	-	-	-	-	-	-	341	-
Neath Canal Navigations	-	0	-	0	-	1	-	0	-	0	0	-	-	1	-
Port of London Authority	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Avon Navigation Trust	1468	1421	-	51	16	13	22	33	12	39	81	60	1599	1617	1
The Wey Navigations	637	591	552	547	2	3	29	24	2	4	49	43	1271	1212	-5
City of York Council	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	12005	18181	2327	1648	35	84	70	59	170	367	324	651	14931	15721	0
TOTAL	59004	72331	14314	15024	122	1798	2692	1937	870	1052	1039	1394	78041	88267	

⁵ 2007 data shows powered and unpowered combined

Increase in numbers based on full data sets for 2002 and 2007

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TABLE 3: The navigation authorities and their moorings

Navigation Authority	NA Online	NA Offline	Private Online	Private Offline
Basingstoke Canal Authority	7	0	21	0
Bristol City Docks	800	50	0	100
British Waterways ^{1,2}	4342	846	6848	11777
Broads Authority	790	0	2100	3200
Cardiff Harbour Authority	16	0	800	300
Chester City Council	n/a	n/a	15	30
Chesterfield Canal Partnership	40	0	0	0
Conservators of the River Cam	0	0	166	18
Devon County Council	3	0	9	0
Environment Agency				
<i>Thames Region</i>	195	0	1058	Data not available
<i>Anglian Region</i>	30	0	Data not available	Data not available
<i>Southern Region</i>	0	0	Data not available	Data not available
<i>River Wye</i>	0	0	Data not available	Data not available

Navigation Authority	NA Online	NA Offline	Private Online	Private Offline
Essex Waterways	300	20	1	1
Exeter City Council	100	-	-	-
Lake District NPA				
<i>Ullswater</i>	30	30	272	-
<i>Windermere</i>	-	-	845	-
<i>Derwentwater</i>	-	-	50	-
<i>Coniston</i>	-	-	150	-
Loch Lomond & The Trossachs	0	0	-	-
Manchester Ship Canal Company				
<i>Bridgewater Canal</i>				
Middle Level Commissioners	20	0	167	154
Neath Canal Navigations	0	0	0	0
Port of London Authority				
Avon Navigation Trust	12			
The Wey Navigations	325	0	0	152
City of York Council	0	0	0	0
TOTAL	7010	946	12502	15732

¹ +3100 without home mooring, ie continuous cruisers or land based

² +900 moorings not recorded

TABLE 4: Standardisation of boat definitions on the inland waterways

Navigation Authority	Day hire	Floating Equipment	Hire craft	House-boat	Hired house-boat	Lighter	Passenger	Private	Sailing	Small pass'	Tug	Unpowered	Unpow'd racing	Other
Basingstoke Canal Authority	Y	Y	Y					Y		Y	Y	Y		
Bristol City Docks			Y			Y	Y	Y		Y	Y	Y		
British Waterways	Y		Y	Y			Y	Y				Y		Y
Broads Authority		Y		Y				Y	Y			Y		
Cardiff Harbour Authority			Y			Y	Y			Y				Y
Chester City Council								Y						Y
Chesterfield Canal Partnership	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y		
Conservators of the River Cam		Y	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y
Devon County Council	Y		Y				Y	Y				Y		
Environment Agency														
Thames Region	Y		Y	Y			Y	Y			Y	Y	Y	Y
Anglian Region	Y	Y	Y	Y				Y	Y			Y	Y	
Southern Region			Y	Y			Y	Y	Y	Y		Y		
River Wye	None													

Y = current usage and no other categories used

Highlighting represents where additional licensing powers are required

TABLE 4/continued

Navigation Authority	Day hire	Floating Equipment	Hire craft	House-boat	Hired house-boat	Lighter	Passenger	Private	Sailing	Small pass'	Tug	Un powered	Unpow'd racing	Other
Essex Waterways	Y	Y	Y	Y				Y	Y	Y		Y		
Exeter City Council		Y	Y			Y	Y	Y	Y	Y				
Lake District NPA - Windermere	None													SSR
Loch Lomond							Y		Y					Various
Manchester Ship Canal														
<i>Bridgewater Canal</i>														
Middle Level Commissioners														
Neath Canal Navigations														
Port of London Authority														
Avon Navigation			Y				Y	Y	Y	Y		Y		
The Wey Navigations	Y		Y	Y			Y	Y		Y		Y		
City of York Council	None													

Y = current usage and no other categories used

SSR = Small Ships Register

Various = Loch Lomond: Speed boat, motor cruiser, fishing boat, pleasure day boat, tour boat, ferry, PWC, yacht, dinghy, tender

Highlighting represents where additional licensing powers are required

Highlighting represents no boat definitions used

APPENDIX 1: Revised definitions for the purpose of licensing conditions for the use and operation of vessels on inland waters

FUNCTIONAL

Floating equipment

A floating installation, not being a power driven vessel, carrying working gear such as cranes, dredgers, pile drivers, compressors, elevators or like working gear.

Lighter

Any unpowered barge or other like vessel, not being floating equipment, which is solely used for the carriage of goods.

Passenger vessel

Any vessel carrying more than twelve passengers, whether for profit or not.

Small passenger vessel

Any vessel not being a pleasure vessel carrying less than twelve passengers, whether for profit or not.

Tug

A power driven vessel solely used to tow or push other vessels or to carry goods

HIRE

Hire craft

Power driven and unpowered vessels of every description, excepting houseboats or hired houseboats, used for sport or pleasure on inland waters and not intended for the carriage of more than twelve passengers which are either:

- i. let or hired under an arrangement with no skipper or crew being provided, whether or not that arrangement is on a pre-contract basis,
- ii. the subject of a bare boat charter arrangement,
- iii. owned by a club for the use of its members with no skipper or crew being provided, whether or not the user makes any payment for use of the vessel,
- iv. owned by a body corporate for the use of its employees with no skipper or crew being provided, whether or not the user makes any payment for use of the vessel,
- v. the subject of any form of shared use arrangement with no skipper or crew being provided, excepting where the vessel is wholly owned by her users and no other person or organization receives money for or in connection with the management of the vessel, other than as a contribution to the direct expenses of operating the vessel on an individual voyage or excursion.

Day hire craft

Any power driven hire craft not fitted or furnished with cooking equipment and which is not decked over the greater part of the hull.

APPENDIX 1/continued

RESIDENTIAL

Houseboat

Any vessel, not being a power driven vessel or capable of being readily adapted to become a power driven vessel, may or may not be available for hire, which is kept stationary and is, or is capable of being, used as:

- i) a place of habitation, whether by day or night,
or
- ii) a place for receiving or accommodating persons for the purposes of shelter, recreation, entertainment or refreshment,
or
- iii) club premises, offices, kitchen, pantry or store.

Residential vessel

Any power driven vessel, not being a hire craft or passenger vessel, which is used as a place of habitation, whether by day or night, for twenty eight or more continuous days in any twelve month period, whether or not the vessel is kept stationary.

RECREATIONAL

Private/pleasure craft

Any vessel which, for the time it is being used, is:

- i) in the case of a vessel wholly owned by an individual or individuals solely used for the sport or pleasure of the owner or their immediate family or friends
or
- ii) in the case of a vessel owned by a body corporate, used solely for the sport or pleasure of the employees or officers of that body corporate or their immediate family or friends
and
- iii) is on a voyage or excursion which is one for which the owner or other organization does not receive money for, or in connection with, the operation of the vessel other than as a contribution to the direct expenses of that voyage or excursion.
or
- iv) any manually propelled craft used for racing or race training.

APPENDIX 1/continued

GENERAL

Sailing vessel

Any vessel propelled by sails, providing that any propelling machinery, if fitted, is not being used.

Unpowered vessel

Any vessel not propelled by machinery and not being a houseboat, a lighter or floating equipment.

Vessel means

Every description of watercraft whatsoever, including non displacement watercraft, used or capable of being used as:- a means of transportation on water whether for persons or goods, and includes, without prejudice to the generality of the forgoing, a houseboat or floating equipment.

Other

Any vessel, craft or form of construction that may be in, on or over an inland waterway, eg. raft, hovercraft, seaplane, submarine.

Association of Inland Navigation Authorities

Fearns Wharf

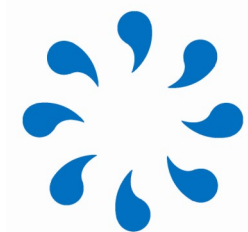
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