

Environment Agency charge proposals for boat registration from January 2025

Date: May 2024

We are the Environment Agency. We protect and improve the environment.

We help people and wildlife adapt to climate change and reduce its impacts, including flooding, drought, sea level rise and coastal erosion.

We improve the quality of our water, land and air by tackling pollution. We work with businesses to help them comply with environmental regulations. A healthy and diverse environment enhances people's lives and contributes to economic growth.

We can’t do this alone. We work as part of the Defra group (Department for Environment, Food & Rural Affairs), with the rest of government, local councils, businesses, civil society groups and local communities to create a better place for people and wildlife.

Published by:

Environment Agency
Horizon House, Deanery Road,
Bristol BS1 5AH

[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

© Environment Agency 2024

All rights reserved. This document may be reproduced with prior permission of the Environment Agency.

Further copies of this report are available from our publications catalogue: [www.gov.uk/government/publications](http://www.gov.uk/government/publications) or our National Customer Contact Centre: 03708 506 506

Email: enquiries@environment-agency.gov.uk

Contents

[Foreword 4](#_Toc166160367)

[1 Introduction 4](#_Toc166160368)

[1.1 Why we are proposing changes to boat registration charges 7](#_Toc166160369)

[2 Definition changes to the Environment Agency national navigation boat charging schemes from 2022 10](#_Toc166160370)

[3 Charge proposal: proposed boat registration charges on our waterways 11](#_Toc166160371)

[3.1 Customer impact 11](#_Toc166160372)

[3.2 Consultation questions 19](#_Toc166160373)

[3.3 Next steps 20](#_Toc166160374)

[3.4 Additional questions 20](#_Toc166160375)

[4 Responding to this consultation 23](#_Toc166160376)

# Foreword

The Environment Agency is the second largest navigation authority in the UK. We are responsible for managing 1,010km of inland waterways, plus Rye and Lydney harbours. It’s our job to keep these waterways open and safe for a variety of uses, but especially for boating.

Around 26,000 boats are kept or used on the waterways we manage. It is a legal requirement for the owners to register these boats with us. We charge for registration so the people who benefit from our navigation services contribute towards the significant costs of managing and maintaining our navigable waterways. We operate and maintain approximately 2,500 assets, such as locks, weirs, and moorings. We maintain riverbanks and manage channels to ensure safe navigation. We remove boat wrecks and other debris including fallen trees.

Around 96% of our boating customers are private individuals using their boats for leisure, and in some cases as their homes. The remaining 4% are businesses or not for profit organisations or charities, who use their boats commercially or to provide a service to others.

We are committed to making sure our charges are fair and transparent. It is important that the boat registration charge continues to contribute a reasonable proportion towards the cost of the chargeable services we provide to our boating customers.

To achieve this, from January 2025, we propose to increase our boat registration charges for the River Thames, Medway navigation and Anglian waterways. This consultation sets out our proposals from 2025 for the ‘national navigation boat charging scheme’ for these waterways.

We propose a 9% increase to all boat registration charges. Our proposal takes into consideration the unforeseen increases in inflation in the past 3 years, which has impacted the running of our waterways. This increase will allow us to maintain our current level of service.

We invite you to share your views on our proposals.

# 1 Introduction

Following consultation in 2021, we introduced a [new revised charging scheme for boat registration in 2022](https://www.gov.uk/government/publications/the-environment-agency-national-navigation-boat-registration-charging-schemes/national-navigation-boat-charging-schemes-from-2022). This gave more clarity and consistency to charging across our waterways and included a 3-year charging plan from 2022 to 2024, where charges increased by 4%, 4% and 2% respectively.

We estimated that our income from boat registration would increase to £8.35 million by the end of the charging plan. We used the number of boat registrations in 2019 to develop our approved increases to the 3-year charging plan. Boat registration numbers were impacted by the COVID-19 pandemic, but we expected them to return to pre-COVID levels. However, numbers have not returned to 2019 levels.

We now forecast income at the end of the 3-year charging plan to be approximately
£8 million, which is 51% of the overall revenue budget for the navigation service. This is based on 2023 boat registration numbers and indicates that boat registration income is now below our earlier forecast.

Since we introduced the 3-year charging plan, the economic climate has changed. There have been significant increases in cost of living and the rate of inflation. This means the cost of running our waterways has increased, particularly due to increases in the cost of energy and materials, which affect the operation of our assets and services.

The boat registration income does not cover the full cost of the navigation service we provide for the benefit of the boating customers. It is important that boat registration charges continue to contribute an appropriate level towards the overall cost of providing our navigation service.

Our waterways also receive income from other sources, including government grant-in-aid, funding from commercial activities, and contributions from other beneficiaries.

We are coming to the end of our government funding settlement from 2021. We are now reviewing our service and gathering the evidence we need to develop a strong case for sustainable funding to provide the navigation service alongside the income from boat registrations. In the meantime, we are working hard to deliver our service with the funding we have.

Our current Navigation Business Plan ends in 2025. Over the next year, we will be developing a new strategy for our navigation business to secure the sustainable future of our waterways. We will engage with our customers, so they can help us develop this strategy.

### Purpose of a boat registration

We operate and maintain approximately 2,500 assets such as locks, weirs, and moorings.

The navigation service we provide manages and maintains our waterways, to provide safe navigation for our customers. The boat registration fee contributes towards:

* maintaining the navigation channel
* maintaining locks and weirs
* providing assisted passage at locks
* managing water levels to provide a safe depth for navigation and help to relieve any impacts of adverse weather conditions
* providing notifications for waterway closure or restrictions and for high flows
* maintaining waterways by removal of weed and obstructions

### What we are consulting on

We propose to increase the ‘Environment Agency national navigation boat charging scheme’ (Boat Charging Scheme) by 9% for the River Thames, Medway navigation and Anglian waterways. These increases will come into effect from 1 January 2025 for the River Thames and 1 April 2025 for the Medway navigation and Anglian waterways.

We also propose to use this increase for negotiations about our national joint registration agreements with Canal and River Trust (Gold Licence), Paddle UK and British Rowing.

### About this consultation

We would like you to share your views on the proposed changes to our charges for boat registration. This consultation document sets out our proposals in more detail and we also provide the following supporting documentation on our consultation website, [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg):

* guide to how we calculate our charges
* draft national navigation boat charging schemes from 2025

### What we aim to achieve

We aim to secure an increase in funding in response to inflation over the last 3 years. This will help us to continue to deliver the navigation service, while we develop our longer-term strategy.

Over the next year we will work with stakeholder groups and listen to the needs and priorities of our customers to develop our strategy and improve the service we offer now and in the future.

We recognise that the last few years have been challenging for everybody. We have tried to balance our proposals, considering the inflationary pressures on the service with the current economic climate for our customers. We do understand that these proposals will be difficult for some customers, especially for some of our customers who call our waterways their home or use them to make a living.

Without the additional funding these proposals will bring, we will not be able to sustain the current service. Our boat registration charges have not kept pace with the rate of inflation, and we need to address this in the short term.

To help customers understand what our proposals mean for them, we have included impacts for a range of different types and sizes of boats in section 3.1.

### Inflationary increase to charges (for Environment Agency charge schemes)

Beyond 2025, we propose to update our charges annually in line with inflation, until we consult on future changes to the charges scheme. Updating annually by inflation will allow us to continue to recover an appropriate proportion of the cost of our navigation activities.

The [Environment Agency national navigation boat registration schemes](https://www.gov.uk/government/publications/the-environment-agency-national-navigation-boat-registration-charging-schemes/national-navigation-boat-charging-schemes-from-2022) will be updated annually on 1 January for River Thames and 1 April for Anglian waterways and Medway navigation.

The Office for National Statistics’ measure of Consumer Price Index (CPI) inflation as of 30 September in the immediately preceding year will be used. Any increase to the Environment Agency national navigation boat registration schemes will be equal to or less than this measure. Increases will be less if we believe our increased costs do not equate to the CPI measure. We will round the charge to the nearest pound.

We have chosen the CPI measure as this is widely recognised, understood, and accepted as a measure of cost inflation. It is used by:

* economic regulators to set regulated charges
* government to set taxes and benefits
* employers in wage bargaining
* private sector companies to set payment amounts in business contracts

We therefore believe it is the most appropriate measure of the increases in our own costs. If we believe our charges need to increase by more than the CPI, we will start another review, seek HM Treasury approval, and carry out a public consultation.

## 1.1 Why we are proposing changes to boat registration charges

Since 2022 inflation has increased due to a range of economic shocks including the war in Ukraine and disruption to fuel supplies. This has impacted our service, particularly the additional energy and construction costs.

Table 1 shows how our charges have fallen behind inflation over the period of our current charging plan. The table shows the rates of inflation based on CPI converted into an index to show the cumulative effects.

#### Table 1: Rate of inflation based on CPI converted into an index

|  | CPI inflation (September previous year) | Our charge increase | CPI inflation index (%) | Our charge index (%) |
| --- | --- | --- | --- | --- |
| 2020 base year |  |  | 100.0 | 100.0 |
| 2022 | 2.9% (Sept 2021) | 4% | 102.9 | 104.0 |
| 2023 | 9.6% (Sept 2022) | 4% | 112.8 | 108.2 |
| 2024 | 6.3% (Sept 2023) | 2% | 119.9 | 110.3 |
| Total change |  |  | 19.9% | 10.3% |

During this time, income from our 3-year charging plan for 2022 to 2025, has not met the level we expected, and our charges have not kept pace with inflation. The implemented charge increases have only covered about half the impact of inflation, (based on CPI taken in September the year before we implemented the charges).

Inflation is currently lower, with CPI for March 2024 at 3.8%. It is predicted to continue to drop, though not as quickly as earlier Office of Budget Responsibility forecasts had hoped. However, prices related to construction continue to be volatile and future inflation allowances should incorporate these risks. We have considered this when developing our proposals.

We need to increase our charges to address the increased cost of our service due to the level of inflation over the past 3 years and the cost of living. This increase will support the delivery of the service and reduce our reliance on government funding.

Our approach follows the industry, with other navigation authorities increasing charges above inflation. Table 2 shows our increases over the last 3 years compared to those of the Canal & River Trust and The Broads Authority. The Canal & River Trust has also announced it will increase charges above inflation for the next 5 years.

#### Table 2: Increases of our boat registration charge compared to Canal & River Trust and The Broads Authority

| Year | Our charge increases | Canal & River Trust charge increases | The Broads Authority charge increases |
| --- | --- | --- | --- |
| 2022 to 2023 | 4% |  8% | 3.6% |
| 2023 to 2024 | 4% |  9% | 13% |
| 2024 to 2025  | 2% |  6% | 8.5% |

### Our powers to charge

We have powers to charge for boat registration under:

* section 6 of the Thames Conservancy Act 1966 (for the River Thames)
* sections 35, 42 and 46 of the Southern Water Authority Act 1982 (for the Medway navigation)
* section 17 of the Anglian Water Authority Act 1977 (for the Anglian waterways)
* Article 23 Environment Agency (Inland Waterways) Order 2010

Under [managing public money](https://www.gov.uk/government/publications/managing-public-money) guidance, we have a responsibility to recover the costs of our regulatory activity by setting charges for the work we do at the appropriate level. Our boat registration charges allow us to recover an appropriate proportion of the cost of the work we carry out to provide a navigation service, which includes making sure the waterways are navigable and safe.

Our proposals will allow us to continue recovering an appropriate proportion of the costs of our navigation work. We have provided a guide to explain how we calculate our charges on [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg) (see the ‘related’ section).

# 2 Definition changes to the Environment Agency national navigation boat charging schemes from 2022

We propose some changes to the definitions within part 1, section 2 Interpretation, of the National navigation boat charging schemes from 2022 to make these clearer and easier to understand. Table 3 shows the changes we propose to make to the definitions.

#### Table 3: Proposed revisions to section 2 Interpretation of the national navigation boat charging schemes from 2022

| Interpretation in national navigation boat charging schemes from 2022 | Interpretation in proposed national navigation boat charging schemes |
| --- | --- |
| “coaching boat” means a boat owned and operated by a not-for-profit organisation or charity and used solely for coaching and training during supervised boating activities aboard other boats | "coaching boat" means a ‘powered**’** boat owned and operated by a not-for-profit organisation or charity and used solely for coaching and training during supervised boating activities aboard other boats |
| “daily registration charge” means a charge for a registration that is valid for 24 hours from the time it is issued, or where issued in advance, valid for 24 hours from the date and time the registration stipulates | “daily registration charge" means a charge for a registration that is valid for 24 hours from the time it is issued, or where issued in advance, valid for 24 hours from the date and time ‘requested at application**’** |
| “permanently removed boat” means an annually registered boat that is removed from the waterway and will not return to the waterway during the current annual registration period and the next annual registration period | “Permanently removed boat”means an annually registered boat that is removed from the waterway and will not return to the waterway, ‘under the same ownership**’**, during the current annual registration period and the next annual registration period |

**Coaching boats:** we are proposing this change because most coaching boats have an engine. We developed the coaching boat charge with this in mind. The charge would not be appropriate for an unpowered open boat. We want to make it clear that the definition relates to powered coaching boats only.

**For daily registration charge:** we are proposing this change because we noticed there was an error made when the original definition was drafted. It should have said ‘requested at application’ and not ‘stipulates‘.

**Permanently removed boat:** we are proposing this change to make the definition clearer following some feedback from customers.

# 3 Charge proposal: proposed boat registration charges on our waterways

We propose an increase of 9% for all boat registrations on these waterways:

* River Thames
* Medway navigation
* Anglian waterways (Great Ouse system and River Nene, River Stour, and Lincolnshire waterways)

These proposed increases will also impact the charges for our national joint registration agreements with Canal and River Trust (Gold Licence), Paddle UK and British Rowing.

## 3.1 Customer impact

To understand how the proposed boat registration charges will impact our customers we have used the 9% increase and estimated the proposed new charge for a range of boats on the different waterways.

Tables 4 to 13 show the proposed 9% increase to charges for a range of boats used by private and business customers.

We have included the following additional information:

* in tables 4 to 13 we initially included the charges for unpowered narrowboats and Dutch barges, we have now added 2 additional rows to show the proposed charges for powered narrowboats and Dutch barges
* the text ‘default powered charge category used’ is added to all the business tables (tables 5, 9, 10, 11 and 13); this makes it clear which powered business charge category we used
* for Anglian waterways, we have also added the text ‘over 4 horsepower’ for the powered boat charges shown in these tables; this makes it clear which charge category we used
* we have also corrected one typing error in table 4, the difference in charge between 2024 and the proposed 2025 charge for the unpowered Dutch barges should have been £100 but was shown as £10

3.1.1 Proposed draft charges for private and business users on River Thames

#### Table 4: Proposed charges for private boat users on River Thames based on a 9% increase

|  |  |  |  |
| --- | --- | --- | --- |
| River Thames Private  | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge  |
| Unpowered open boat | £48.60 | £52.97 | £4.37 |
| Powered boat 4m x 1.5m | £144.84 | £157.87 | £13.03 |
| Powered boat 7.1m x 3.3m | £555.22 | £605.18 | £49.96 |
| Powered boat 11.6m x 3.7m | £1013.88 | £1,105.12 | £91.24 |
| Passenger boat 25.9m x 3.9m  | not applicable | not applicable |  not applicable |
| Unpowered narrow boat 16.7m x 2m | £398.31 | £434.15 | £35.84 |
| Unpowered Dutch barge 23m x 4.5m | £1,115.22 | £1,215.58 | £100 |
| Powered narrow boat 16.7m x 2m | £796.62 | £868.31 | £71.69 |
| Powered Dutch barge 23m x 4.5m | £2,230.43 | £2,431.16 | £200.73 |

#### Table 5: Proposed charges for business boat users on River Thames based on a 9% increase

| River Thames Business (default powered charge category used) | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge |
| --- | --- | --- | --- |
| Unpowered open boat | £54.10 | £58.97 | £4.86 |
| Powered boat 4m x 1.5m | £365.48 | £398.37 | £32.89 |
| Powered boat 7.1m x 3.3m | £775.86 | £845.68 | £69.82 |
| Powered boat 11.6m x 3.7m | £1,234.52 | £1,345.62 | £111.10 |
| Passenger boat 25.9m x 3.9m  | £2,425.05 | £2,643.30 | £218.25 |
| Unpowered narrow boat 16.7m x 2m | £536.21 | £584.46 | £48.25 |
| Unpowered Dutch barge 23m x 4.5m | £1,253.12 | £1,365.89 | £112.78 |
| Powered narrow boat 16.7m x 2m | £1,017.26 | £1,108.80 | £91.54 |
| Powered Dutch barge 23m x 4.5m | £2,451.07 | £2,671.65 | £220.58 |

The proposed increase for all boat registration charges for the River Thames is given in the draft ‘Environment Agency national navigation boat registration charging scheme’ in the ‘related’ section on [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg).

### 3.1.2 Proposed draft charges for private and business users on Anglian waterways

#### Table 6: Proposed charges for standard private boats on Great Ouse system and River Nene, Anglian waterways based on a 9% increase

| Great Ouse system and River NenePrivate  | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge  |
| --- | --- | --- | --- |
| Unpowered open boat | £48.60 | £52.97 | £4.37 |
| Powered boat (over 4 horsepower) 4m x 1.5m | £383.95 | £418.50 | £34.55 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £471.42 | £513.84 | £42.42 |
| Powered boat (over 4 horsepower) 11.6m x 3.7m | £834.36 | £909.45 | £75.09 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | not applicable | not applicable | not applicable |
| Unpowered narrow boat 16.7m x 2m | £602.15 | £656.34 | £54.19 |
| Unpowered Dutch barge 23m x 4.5m | £660.52 | £719.96 | £59.45 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £1,204.30 | £1,312.68 | £108.38 |
| Powered Dutch barge (over 4 horsepower) 23m x 4.5m | £1,321.03 | £1,439.92 | £118.89 |

#### Table 7: Proposed charges for standard private boats on Lincolnshire waterways, Anglian waterways based on a 9% increase

| Lincolnshire waterways Private | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge  |
| --- | --- | --- | --- |
| Unpowered open boat | £48.60 | £52.97 | £4.37 |
| Powered boat (over 4 horsepower) 4m x 1.5m | £191.98 | £209.25 | £17.27 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £235.70 | £256.91 | £21.21 |
| Powered boat (over 4 horsepower) 11.6m x 3.7m | £417.18 | £454.72 | £37.54 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | not applicable | not applicable | not applicable |
| Unpowered Narrow boat 16.7m x 2m | £301.07 | £328.16 | £27.09 |
| Unpowered Dutch barge 23m x 4.5m | £330.26 | £359.97 | £29.72 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £602.14 | £656.33 | £54.19 |
| Powered Dutch barge (over 4 horsepower) 23m x 4.5m | £660.51 | £719.95 | £59.44 |

#### Table 8: Proposed charges for standard private boats on River Stour, Anglian waterways based on a 9% increase

| River Stour Private | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge  |
| --- | --- | --- | --- |
| Unpowered open boat | £48.60 | £52.97 | £4.37 |
| Powered boat 4m x 1.5m | £95.98 | £104.61 | £8.63 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £117.85 | £128.45 | £10.60 |
| Powered boat (over 4 horsepower) 11.6m x 3.7m | £208.57 | £227.34 | £18.77 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | not applicable | not applicable | not applicable |
| Unpowered narrow boat 16.7m x 2m | £150.54 | £164.38 | £13.85 |
| Unpowered Dutch barge 23m x 4.5m | £165.13 | £180.31 | £15.18 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £301.07 | £328.16 | £27.09 |
| Powered Dutch barge (over 4 horsepower) 23m x 4.5m | £330.25 | £359.97 | £29.72 |

#### Table 9: Proposed charges for standard business boats on Great Ouse system, Anglian waterways based on a 9% increase

| Great Ouse system and River Nene Business (default powered charge category used) | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge  |
| --- | --- | --- | --- |
| Unpowered open boat | £54.10 | £58.97 | £4.86 |
| Powered boat (over 4 horsepower) 4m x 1.5m | £604.59 | £659.00 | £54.41 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £692.06 | £754.34 | £62.28 |
| Powered boat (over 4 horsepower)11.6m x 3.7m | £1,055.00 | £1,149.95 | £94.95 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | £1,541.67 | £1,688.27 | £138.75 |
| Unpowered narrow boat 16.7m x 2m | £740.05 | £806.65 | £66.60 |
| Unpowered Dutch barge 23m x 4.5m | £798.42 | £870.27 | £71.86 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £1,424.94 | £1,553.17 | £128.23 |
| Powered Dutch barge (over 4 horsepower) 23m x 4.5m | £1,541.67 | £1,680.41 | £138.74 |

#### Table 10: Proposed charges for standard business boats on Lincolnshire waterways, Anglian waterways based on a 9% increase

| Lincolnshire waterways Business (default powered charge category used) | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge |
| --- | --- | --- | --- |
| Unpowered open boat | £54.10 | £58.97 | £4.86 |
| Powered boat (over 4 horsepower) 4m x 1.5m | £412.62 | £449.75 | £37.13 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £456.34 | £497.41 | £41.07 |
| Powered boat (over 4 horsepower) 11.6m x 3.7m | £637.82 | £695.22 | £57.40 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | £881.15 | £960.45 | £79.30 |
| Unpowered narrow boat 16.7m x 2m | £438.97 | £478.47 | £39.50 |
| Unpowered Dutch barge 23m x 4.5m | £468.16 | £510.28 | £42.13 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £822.78 | £896.82 | £74.04 |
| Powered Dutch barge (over 4 horsepower) 23m x 4.5m | £881.15 | £960.44 | £79.29 |

#### Table 11: Proposed charges for standard business boats on River Stour, Anglian waterways based on a 9% increase

| River Stour Business (default powered charge category used) | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge |
| --- | --- | --- | --- |
| Unpowered open boat | £54.10 | £58.97 | £4.86 |
| Powered boat (over 4 horsepower) 4m x 1.5m | £316.62 | £345.11 | £28.46 |
| Powered boat (over 4 horsepower) 7.1m x 3.3m | £338.49 | £368.95 | £30.46 |
| Powered boat (over 4 horsepower) 11.6m x 3.7m | £429.21 | £467.84 | £38.63 |
| Passenger boat (over 4 horsepower) 25.9m x 3.9m  | £550.89 | £600.47 | £49.58 |
| Unpowered narrow boat 16.7m x 2m | £288.44 | £314.39 | £25.96 |
| Unpowered Dutch barge 23m x 4.5m | £303.03 | £330.29 | £27.27 |
| Powered narrow boat (over 4 horsepower) 16.7m x 2m | £521.71 | £568.65 | £49.57 |
| Powered Dutch barge(over 4 horsepower) 23m x 4.5m | £550.89 | £600.47 | £49.58 |

The proposed increase for all boat registration charges for Anglian waterways is given in the draft ‘Environment Agency national navigation boat registration charging scheme’ in the ‘related’ section on [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg).

### 3.1.3 Proposed draft charges for private and business users on Medway navigation

#### Table 12: Proposed charges for standard private boats on Medway navigation based on a 9% increase

| Medway navigation Private  | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge |
| --- | --- | --- | --- |
| Unpowered open boat | £48.60 | £52.97 | £4.37 |
| Powered boat 4m x 1.5m | £188.64 | £205.619 | £16.97 |
| Powered boat 7.1m x 3.3m | £334.84 | £364.97 | £30.13 |
| Powered boat 11.6m x 3.7m | £509.09 | £554.90 | £45.81 |
| Passenger boat 25.9m x 3.9m  | not applicable | not applicable |  not applicable |
| Unpowered narrow boat 16.7m x 2m | £254.55 | £277.45 | £22.91 |
| Unpowered Dutch barge 23m x 4.5m | £254.55 | £277.45 | £22.91 |
| Powered narrow boat 16.7m x 2m | £509.09 | £554.90 | £45.81 |
| Powered Dutch barge 23m x 4.5m | £509.09 | £554.90 | £45.81 |

#### Table 13: Proposed charges for standard business boats on Medway navigation based on a 9% increase

| Medway navigation Business (default powered charge category used) | 2024 charge | Proposed charge 2025  | Difference between 2024 and proposed 2025 charge |
| --- | --- | --- | --- |
| Unpowered open boat | £54.10 | £58.97 | £4.87 |
| Powered boat 4m x 1.5m | £409.28 | £446.11 | £36.83 |
| Powered boat 7.1m x 3.3m | £555.48 | £605.47 | £49.99 |
| Powered boat 11.6m x 3.7m | £729.73 | £795.40 | £65.67 |
| Passenger boat 25.9m x 3.9m  | £729.73 | £795.40 | £65.67 |
| Unpowered narrow boat 16.7m x 2m | £392.45 | £427.76 | £35.32 |
| Unpowered Dutch barge 23m x 4.5m | £392.45 | £427.76 | £35.32 |
| Powered narrow boat 16.7m x 2m | £729.73 | £795.40 | £65.67 |
| Powered Dutch barge 23m x 4.5m | £729.73 | £795.40 | £65.67 |

The proposed increase for all boat registration charges for the Medway navigation is given in the draft ‘Environment Agency national navigation boat registration charging scheme’ in the ‘related’ section on [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg).

## 3.2 Consultation questions

We would welcome your view on the following.

#### Question 1: To what extent do you agree or disagree with our proposal to increase boat registration charges on the River Thames, Anglian waterways, and Medway navigation by 9%?

* strongly agree
* agree
* neither agree nor disagree
* disagree
* strongly disagree
* do not know
* not applicable

Why do you think this?

#### Question 2: With the proposed increase of 9% in the boat registration charges, how will this affect your use of our waterways?

#### Question 3: Please share any additional comments that you think may help us improve our current proposals.

## 3.3 Next steps

We plan to do a full review of our boat registration activities and the service we provide for our boating customers. We will do this alongside developing our Navigation strategy and preparing our bid for government funding through the spending review.

We will ask for your feedback to help us develop our strategy. We will consult on further increases once we have a clearer long-term strategy in place.

## 3.4 Additional questions

We would like to keep you informed about the outcomes of this consultation.

If you would like to receive emails acknowledging your response and or telling you when we have published the summary of responses, please select from:

* yes, I would like to receive an email acknowledging my response
* yes, I would like to receive an email to let me know the consultation response document is published

If you have selected any of the above, please tell us your email address.

Can we publish your response?

* yes
* no

If you answered no, please tell us why.

#### Privacy notice

The Environment Agency would like to keep you informed about the outcomes of this consultation. If you would like to receive an email acknowledging your response and telling you when we have published the consultation response document, please provide your email address with your response.

By giving us your email address, you consent for us to email you about the consultation. We will keep your details until we have notified you of the response document publication.

We will not share your details with any other third party without your clear and full consent, unless required to by law.

You can withdraw your consent to receive these emails at any time by contacting us at: [enquiries@environment-agency.gov.uk](https://defra.sharepoint.com/teams/Team3106/Charges/Charge%20Development/Nav/consultation/enquiries%40environment-agency.gov.uk).

The Environment Agency is the data controller for the personal data you provide. For more information on how we deal with your personal data please see our [Personal information charter](https://www.gov.uk/government/organisations/environment-agency/about/personal-information-charter) on GOV.UK.

You can email our Data Protection team: dataprotection@environment-agency.gov.uk.

### About you and the use of our waterways

To help us analyse and assess the consultation responses, we would like you to answer a few questions about you and the use of our waterways.

#### Are you providing an individual or personal response or a response on behalf of an organisation?

Please choose one of the following:

1. individual response
2. response on behalf of an organisation or group (for example, charity, not-for-profit organisation, trading body)
3. other

If you selected (b), what is the name of the organisation or group?

#### Please tell us about your boat registration

Please choose one of the following:

1. I have an annual private boat registration
2. I have an annual business boat registration
3. I have a charity or not-for-profit registration
4. I have an annual joint registration (Gold, canoe, rowing)
5. I normally purchase a visitor boat registration
6. I do not have a boat registration
7. I have more than one type of boat registration

If you chose (a) or (b) or (c) please tell us which river or waterway your boat or boats are registered on.

Please select one of the following:

* Great Ouse System – Anglian waterways
* Lincolnshire waterways – Anglian waterways
* Medway navigation
* River Cam – Anglian waterways
* River Nene – Anglian waterways
* River Stour – Anglian waterways
* River Thames

If you chose (e) (normally purchase a visitor boat registration), please select which of the following waterways you use. Please select all that apply.

* Anglian waterways
* Medway navigation
* River Thames

#### What type of boat do you have

Please select all that apply

* powered boat
* unpowered enclosed boat (houseboat)
* unpowered open boat
* other
* not applicable

#### How did you find out about this consultation?

* from us
* from another organisation
* through an organisation, group, or trade association you are a member of
* press article
* social media, for example, Facebook
* through a meeting you attended
* other

If you selected ‘other,’ please tell us how you found out about the consultation.

# 4 Responding to this consultation

### How to respond

This consultation runs from 24 May 2024 until midnight on 9 August 2024. You can view the consultation and supporting documents on Citizen Space, which is the Environment Agency’s consultation website.

Please submit your response on Citizen Space, as it provides an easy and efficient way to respond. It will also help us to:

* gather all responses in one place
* summarise responses quickly and accurately
* reduce the cost of the consultation

### Respond by email

If you prefer, you can submit your response by email using the response form, which you will find under the related documents section of the consultation on Citizen Space. Please email your response form to enquiries@environment-agency.gov.uk and put ‘Charges consultation: boat registration’ in the subject.

#### Ask for a copy of the consultation document

Please contact us if you would like a copy of the consultation document sent to you.

You can do this by contacting our:

National Customer Contact Centre

Telephone: 03708 506 506

Minicom for the hard of hearing: 03702 422 549

Monday to Friday, 8am to 6pm

The consultation will close on 9 August 2024. We will consider all responses received by this date before finalising our proposals to submit for approval by government.

#### How we will use your information

We will take into consideration all your feedback and summarise this in a consultation response document which will be publicly available on GOV.UK after the consultation closes. We may include comments or quotes, unless you specifically request that we keep your response confidential.

We will not publish names of individuals or personal data, but we will publish the name of the organisation for those responses made on behalf of organisations. We will not respond individually to responses. If you have asked to be notified, we will contact you to let you know when the consultation response document is published.

In accordance with the Freedom of Information Act 2000, we may be required to publish your response to this consultation but will not include any personal information. If you have requested your response to be kept confidential, we may still be required to provide a summary of it.

#### Publishing our consultation response

We aim to publish our response on GOV.UK within 12 weeks of this consultation closing and before we implement any changes. It will include a summary of the comments and queries we received. A link to this document will be added to the consultation page of [Citizen Space](https://consult.environment-agency.gov.uk/environment-and-business/charges-proposal-boat-reg).

#### Consultation principles

We are running this consultation in line with the guidance set out in the government's [consultation principles](https://www.gov.uk/government/publications/consultation-principles-guidance).

For all general enquiries about the content of the consultation and how to respond please email our Enquiries Unit at enquiries@environment-agency.gov.uk.

If you have any queries or complaints about the way this consultation has been carried out, please email consultation.enquiries@environment-agency.gov.uk.

# **Would you like to find out more about us or your environment?**

Then call us on

03708 506 506 (Monday to Friday, 8am to 6pm)

Email: enquiries@environment-agency.gov.uk

Or visit our website

[www.gov.uk/environment-agency](https://www.gov.uk/environment-agency)

## **incident hotline**

0800 807060 **(24 hours)**

## **floodline**

0345 988 1188 **(24 hours)**

Find out about call charges (<https://www.gov.uk/call-charges>)

## **Environment first**

Are you viewing this onscreen? Please consider the environment and only print if absolutely necessary. If you are reading a paper copy, please don’t forget to reuse and recycle.