

NNUF: National Navigation Users Forum

Meeting Pack
02 February 2015



Agenda

National Navigation Users Forum

Date: Monday 02 February 2015
Time: 10:30 to 1pm (no lunch included)
Venue: Rm 1.1, Ergon House, London
Chair: Peter Ainsworth

Environment Agency items:

10:30	1	Welcome; introductions and apologies (10 mins)	For Info	Chair
10:40	2	Minutes / actions from the last meeting (20 mins)	For Sign Off	Chair
11:00	3	Capital investment (20 mins)	Paper / Discussion	Mark Ormrod
11:20	4	Online boat registration project (20 mins)	Paper / Discussion	Mark Ormrod
11:40	Comfort break (10 mins)			
11:50	5	New approach to enforcement (20 mins)	Paper / Presentation	Nick McKie- Smith
12:10	6	Navigation future funding (10 mins)	Verbal update	Mark Ormrod
12:20	7	AOB -Local update paper -Unavailable assets (IWA) (20 mins)	Discussion	Chair

Next meeting: TBC (November 2015)





National Navigation Users Forum

Meeting:	02 February 2015
Title / subject of paper:	Minutes / actions from the last meeting
Agenda item no:	02
Time required (mins):	20 minutes
Author:	Angela Morris

See minutes and summary of actions overleaf.

NAME: Angela Morris
TITLE: Environment Agency
DATE: 03 July 2015





Environment Agency notes of the National Navigation User Forum meeting 3 July 2014

Attendees:

Association of Waterway Cruising Clubs	Paul Le Blique
British Canoe Union	Kevin East
British Marine Federation	Brian Clarke
Commercial Boat Operators Association	Paul Ayres
DBA – The Barge Association	Peter Moulden
Great Ouse Boating Association	Ian Cox
Inland Waterways Association	Gren Messham
Medway River Users Association	Mark Smurthwaite
National Association of Boat Owners	Graham Paterson
Royal Yachting Association	Tony Roome
Thames User Group – Navigation	Michael Shefras
Environment Agency (Board Member for Navigation)	Peter Ainsworth
Environment Agency	Angela Morris
Environment Agency	Julian Kennard

Apologies:

British Rowing	Richard West
British Hire Cruiser Federation	Paula Syred
Residential Boat Owners Association	Alan Wildman

1. Welcome and introductions

Action 1: Share detail of the proposed new Chair, Peter Dilley.

2. SRRP and national update

Action 2: provide electronic version of the slide pack.
Navigation is proposed to reduce by 11.6 net posts, 11 being current vacancies.
Overall, EA is hoping to avoid compulsory redundancies.

Action 3: Share a copy of the Thames Lock House Study Group report.

3. Finance

'Over programming' relates to our capital programme and means having a list of projects to deliver that are more than we can afford, so if we have unexpected delays on certain projects, or funding arises in year, we can respond effectively and still deliver a full programme and utilise the available funding.

Action 4: Share the information on impact of not getting the £10m bid for.
There were other questions around asset condition and the inventory.



Action 5: Include a fuller item on capital investment for the next meeting.

4. Boat registration

There were comments on the level of detail available.

Action 6: Peter Moulden (DBA) to write to EA with a specific data request for consideration.

It was explained that because of block registration agreements, we cannot count all boats registered on our waterways (i.e. Canoe England members are registered but may not use EA waterways).

It was clarified that all boats apart from commercial classes had been experiencing the same registration increases since 2012. This includes unpowered charges which have had the increase applied to the block registration regimes.

Action 7: Find CPI during the period of 1988 – 2014 and overlay it onto the EA navigation charge increase graph to see how they relate to each other.

5. 2015-16 charges

The meeting was informed of the likely consultation position for 2015/16 charges which is being discussed at the EA Board meeting on the 17 July. Customer representatives challenged the position citing they felt EA was taking the easy option of increasing charges for existing customers when wider beneficiaries of the river also ought to pay.

We discussed the economic situation we face where even if we have a strong case of the wider benefits delivered by waterways, government funding is limited and has to be prioritised. It is better to get to a position where less money comes from the Government.

It isn't possible to be specific about which services customers would not get if we didn't apply 2% over CPI as each of our activities are currently funded by registration income and government funding. Overall, it means customers will get less and each waterway would need to prioritise the funding available, working with local customer representatives. Examples were given of how minor maintenance, look and feel would change for only a 100k reduction.

Customers said the management of the waterway would not change if there was no 2% increase so they would press for inflation only.

Information about the latest proposed Inland Waterway Order proposals was also discussed.

Action 8: Convey customer feedback to the Board meeting on the 17 June.

Action 9: Share last year's consultation content for NNUF members to advise how to improve it to communicate messages effectively.



6. Strong stream

The meeting was pleased to see the paper. The PLA system was mentioned and suggested we talk to them about their approach.

Action 10: Contact the PLA about their strong stream advice approach to understand their approach and to share ours.

The meeting said it's difficult to reach the people outside of clubs/memberships who need to know strong stream information and NNUF member organisations are happy to help communicate messages.

Action 11: As part of the strong stream work, prepare content that NNUF member organisations can use to help raise awareness.

7. Boaters handbook

A concern was raised that it is on CRT website but not EA, and also only covers powered boats, there is a need to raise awareness to powered boaters that unpowered boats use the waterways and to raise awareness of non-native species and bio-security. These comments have been fed into the review project.

8. Talking to CRT

There is no new news on working with CRT. We are working as usual on areas of shared interest as navigation authorities.

9. Minutes of last meeting

A question was raised about the constitutional arrangements for how local waterway representatives are chosen to have a seat at NNUF.

Action 12: Consider this in current review of navigation governance.

10. AOB

Canoe portage points. A question was raised about how we decide where they are and the point made that the Medway was exemplar. It was explained that they are done as part of bigger capital projects but unlikely in isolation unless funding is available from elsewhere.

Navigation dredging policy. It was reported shoaling is causing problems in Anglian waterways. Dredging for navigation purposes is done on a local priority basis based on the available funding in each waterway maintenance budget. It was explained that it is an example of what we do less of when we have less funding available.

Thames RUGs. A plea was made for the continuation of EA involvement in RUGs. EA were congratulated at all levels for how they have responded at a difficult time.

Action 13: Share local updates on e.g. enforcement, with the notes of NNUF.



UPDATED 03 July 2014 National Navigations Users Forum Meeting Actions

Meeting date	Agenda item	Action No.	Action	Who	When	Comments and update
03 July 2014	Welcome and introductions	1	Share detail of the proposed new Chair, Peter Dilley.			Complete
03 July 2014	SRRP and national update	2	Provide electronic version of the slide pack.			Complete
03 July 2014	SRRP and national update	3	Share a copy of the Thames Lock House Study Group report.			Complete
03 July 2014	Finance	4	Share the information on impact of not getting the £10m bid for.			Update: Agenda item added for 02 Feb 15
03 July 2014	Finance	5	Include a fuller item on capital investment for the next meeting.			Update: Agenda item added for 02 Feb 15
03 July 2014	Boat registration	6	Peter Moulden (DBA) to write to EA with a specific data request for consideration.			Complete
03 July 2014	Boat registration	7	Find CPI during the period of 1988 – 2014 and overlay it onto the EA navigation charge increase graph to see how they relate to each other.			Update: Verbal update on 02 Feb 15
03 July 2014	2015-16 charges	8	Convey customer feedback to the Board meeting on the 17 June.			Complete
03 July 2014	2015-16 charges	9	Share last year's consultation content for NNUF members to advise how to improve it to communicate messages effectively.			Complete



03 July 2014	Strong stream	10	Contact the PLA about their strong stream advice approach to understand their approach and to share ours.			Update: Ongoing Still ongoing work; this request is noted as part of our engagement and discussion with other navigation authorities during the project. We are capturing evidence over the winter to understand our resource commitment to manual updates of strong stream warnings.
03 July 2014	Strong stream	11	As part of the strong stream work, prepare content that NNUF member organisations can use to help raise awareness.			Update: Ongoing Still ongoing work; we are unable to provide anything for member organisations to promote at this stage.
03 July 2014	Minutes of last meeting	12	Consider this in current review of navigation governance.			Complete
03 July 2014	AOB	13	Share local updates on e.g. enforcement, with the notes of NNUF.			Update: Agenda item added for 02 Feb 15



National Navigation Users Forum

Meeting:	02 February 2015
Title / subject of paper:	Navigation Capital Programme
Agenda item no:	03
Time required (mins):	20 minutes
Author:	Mark Ormrod and Drew Oram

Summary & desired outcome:

This paper is intended to provide:

- *Historic context of the capital programme and its delivery*
- *Forecast of the future programme*

3.1 Introduction

3.1.1 The Environment Agency (EA) is one of the major navigation authorities in charge of inland rivers, estuaries and harbours in England - managing over 1000km of waterways including the Thames, Nene, Ouse, Medway and Wye. The EA has a statutory duty to maintain its navigation assets. Maintaining the assets is not only essential for the public right of navigation but also to keep the assets safe for the public to operate.

3.1.2 The EA receive capital funding from Defra to deliver a programme of works that maintain its navigation assets. Without annual investment that supports our ongoing programme:

- Navigation assets will deteriorate unchecked by major maintenance interventions exponentially increasing the risk of asset failure causing a major/critical injury to those who use them and/or adversely hindering the public right of navigation;
- Reduced design life of each asset;
- Greatly increased future costs of restoring the deteriorated assets;
- Increased liability associated with operating the navigations.

3.1.3 This paper discusses the historic performance and provides a forward look for the capital programme.

3.2 Historic position

3.2.1 At the beginning of the Spending Review period (SR10) the EA's business case for management of its navigation assets set out a minimum funding requirement of £4.25m per annum. This level of funding would see a slow deterioration of overall asset condition and require a larger investment towards the end of the SR10 period to renovate a number of assets to ensure our waterways remained open and safe. Our annual bids for funding often exceeded the £4.25m due to identified and emerging issues as well as the desire to maintain a higher level of asset condition.



- 3.2.2 Over the SR10 period the navigation capital programme managed to secure additional funding from other sources – such as the EA’s “Focus on Frontline” programme. This additional capital funding allowed for an increase in asset condition over the period – exceeding our corporate target.

Figure 1 – capital investment in navigation assets and asset condition

	2011/12	2012/13	2013/14	2014/15	SR outturn
Forecast capital investment (£m)	4.25	4.25	4.25	4.25	17
Actual capital investment (£m)	6.75	10.7	7.7	3.5*	25.2*
Asset condition target (%)	82.0	82.0	81.0	80.0	80.0
Asset condition (%)	83.8	86.2	87.1	87.9*	87.9*

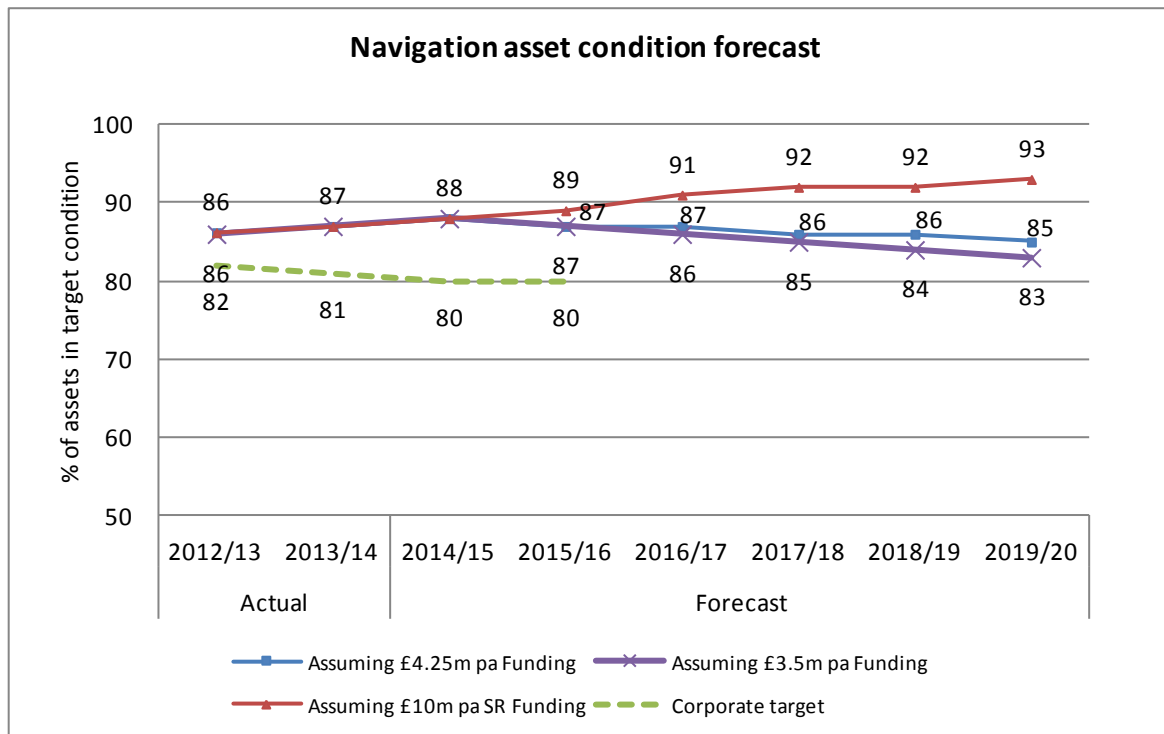
*Forecast

- 3.2.3 During 2014/15 we were unable to attract additional funding to the programme due to pressures across the business and also received a reduced allocation to that set out in our business case.
- 3.2.4 However, thanks to the ability to identify and attract additional funding the capital programme over SR10 has been a big success and allowed us to exceed expectations.

3.3 Future programme

- 3.3.1 Each year we develop a rolling future programme of works. We use a number of prioritisation criteria to ensure we are achieving the best outcomes for the business and addressing our most important assets. These criteria include current asset condition, consequence of failure, impact on right of navigation and concerns around health & safety. We have yet to receive confirmation of the capital funding from Defra for next year, however the current funding challenges are likely to impact on our capital funding allocation and the future programme.
- 3.3.2 We have previously assessed the impact different funding scenarios would have on our overall asset condition. This is shown in figure 2.



Figure 2 – forecast asset condition based on funding scenarios

3.4 Summary

- 2.4.1 In recent years the capital programme has performed well, attracting additional funding and increasing overall asset condition. In future years, pressure on both capital and revenue funding will significantly impact on our ability to maintain asset condition at such a level.

NAME: Drew Oram
TITLE: FCRM Advisor – National Programme Development
DATE: 19 January 2015

National Navigation Users Forum

Meeting:	02 February 2015
Title / subject of paper:	Online Boat Registration System
Agenda item no:	04
Time required (mins):	20 minutes
Author:	Mark Ormrod and Mark Heelis

Summary & desired outcome:

This paper is intended to:

- *Update NNUF members on the online boat registration project*

4.1 Introduction

4.1.1 We have been given an exciting opportunity to explore an online Navigation boat registration system. Currently our customers pay for their registration either over the phone, by post or by email if renewing and paying by Direct Debit. Our National Customer Contact Centre (NCCC), process approximately 26,000 transactions each year, through a variety of payment methods.

4.1.2 It is important to note that the funding for the project is not from the Navigation budget. However, whilst future funding for the project looks promising we are not able to guarantee an online system will be taken forward. The project is subject to the availability of funding, and whether the system would be able to support the complex charging systems across our waterways and our many different users.

4.1.3 The project aims to deliver a full renewal and short term registration service for the convenience of all our customers to assist them to register their vessels. This will make it easier for customers to do business with us and result in cost savings to the business. If a full service is not economically and or technically viable we still hope to have an online service to benefit some of boating customers. We will measure success from the results of customer satisfaction surveys.

4.2 Regulated Customer Digital Programme

4.2.1 The online boat registration project has been included as one of four projects in the Regulated Customer Digital Programme within the Environment Agency. The programme is being delivered by the Future Regulation business unit and will continue the implementation of replacement “digital by default” services for environmental permitting activities.

The project is broken in to 3 phases; the first of which is the discovery phase.



4.2.2 Within the discovery phase we've developed our understanding of the customers' needs. Three workshops have taken place with users to seek their feedback and help us design an online system. We're also developing our understanding of how the system will interface with our existing processes and the complexity of the charging regimes.

4.2.3 This first phase will be completed by the middle of February. We'll then be in a position to describe to the programme board our next steps and hopefully secure the funding for phase two. Phase two (Alpha phase) is where the project team will build basic prototypes of a service with a limited functionality and test the system with a small group of our internal and external customers.

4.2.4 The final phase (Beta) before the service goes live will see the project team build a working system to test publicly with our users. This will allow us to continuously improve the system ready to go live.

4.3 Benefits of an online boat registration system

4.3.1 There are many benefits to our customers and to the business if we are successful in introducing an online service. These include

- Greater compliance with our registration requirements
- Improved convenience for our customers
- Providing a more flexible registration options for our customer
- Making it as easy as possible for our customers to comply
- Cost savings to the business through reduce administration costs and savings on annual printing and posting of renewals
- Providing the service to our customers that are expected in the 21st century.

NAME: Mark Ormrod
TITLE: Environment and Business Manger, Navigation
DATE: 02 February 2015





National Navigation Users Forum

Meeting:	02 February 2015
Title / subject of paper:	Thames Mooring Enforcement
Agenda item no:	05
Time required (mins):	20 minutes
Author:	Nick McKie-Smith

Summary & desired outcome:

This paper is intended to:

- *Inform members of a new innovative approach to the regulation and enforcement of selected Environment Agency owned 24hr moorings sites using civil legislation, and the management services of a civil enforcement company.*

5.1 Introduction

- 5.1.1 We have successfully piloted a civil enforcement process for the management of our visitor mooring sites. The pilot which was trialled at four visitor mooring sites across the river (Oxford, Weybridge, Desborough Island and Walton upon Thames). This trail has been well received by customers and has seen a dramatic reduction in the number of boats reported as overstaying. Following this success we are extending the scheme to 22 popular visitor mooring sites (to include the 4 trial sites) on the River Thames. The success of the project has led to discussions regarding trialling the scheme in our Cambridgeshire and Bedfordshire area.

5.2 Mooring Enforcement

- 5.2.1 Our mooring sites remain generally well respected by the majority of boat owners. However, the issue of a very small minority of known individual boat owners' persistently abusing mooring sites has existed for many years on the Thames. We estimate there are now around 300-400 'transient' boats with no fixed permanent mooring on the river. We believe this number will increase as more owners look to boats as an affordable alternative to housing.
- 5.2.2 Specific instances of boats overstaying are dealt with as isolated offences. An increasing number of cases are requiring significant resources in order to resolve the issues, often with no enforcement outcome. The reason for this is offenders reluctantly complying with our formal directions to move, prior to the ultimate enforcement action of removing the boat ourselves.
- 5.2.3 Following feedback from our customers we launched a six-month pilot in partnership with car park management company District Enforcement, an Approved Operator and member of the British Parking Association. The process we trialled was adapted from



an enforcement model widely used in the car parking industry, with conditions for mooring clearly displayed on signage.

- 5.2.4 The trial started in Oxford on 1 August 2013 at our East Street moorings. We launched a further 3 pilot sites in the lower part of the river at Weybridge Towpath, Desborough Island and Walton Wharf on 12 September 2013.
- 5.2.5 We have preserved our customer's entitlement to free 24 hour periods (at applicable sites) and have introduced a charge for boats overstaying the free period. The charge is acting as a deterrent and therefore helping to free up mooring space for all our customers to enjoy.
- 5.2.6 During the trial we recorded excellent compliance rates and only issued 2 Mooring Charge Notices. We also recorded a noticeable increase in our moorings income at one site where the chargeable period starts immediately on arrival.
- 5.2.7 In the absence of any criminal legislation the civil process is an option which could be immediately available to any private landowner and possibly a number of other public body landowners. We have been regularly sharing our findings with the River Thames Alliance Moorings Group and hope this scheme will lead to a river-wide approach that can be adopted by all landowners with moorings on the River Thames.
- 5.2.8 Following the success of the trial we are now extending this scheme for an additional 18 months at 22 of our popular mooring sites

5.3 Discussion points

5.3.1 We wish to;

- Reduce misuse of our moorings by modernising the way we enforce them.
- Implement new simpler processes for lock and operational staff to manage our moorings more effectively.
- Increase the compliance rate at our moorings and with it protects and receives the income we are due.
- Learn lessons from the use of civil enforcement at our moorings to share with other navigation authorities and landowners to encourage a river wide approach.

NAME: Nick McKie-Smith
TITLE: Waterways Operations Manager (Thames – Enforcement)
DATE: 21 January 2015





National Navigation Users Forum

Summary:

- National navigation update – successes, efficiencies and best practice.

River Thames

Successes

Riparian Tree Management

Members of the Waterways and Operational Delivery team are having a meeting with land owner representatives and the National Farmers Union to discuss managing riparian trees on the Upper Thames. This will enable the Environment Agency to consider a way forward by working closely with landowners to manage their trees for the benefit of river users and address trees encroaching on the river.

Winter Works Programme

We have a £1.8m capital investment programme this winter involving major works at 10 of our locks. Four projects have already been completed and the remainder are all underway. The beneficial weather and river conditions give us every reason to expect we will complete all of these in line with our programme of lock closures - well ahead of Easter 2015.

Efficiencies

Accommodations Enforcement Project

We continue to contact customers with unregistered accommodations on the River Thames. Many customers have now received letters asking them to register their structures which has generated £5k of new income. We are also helping customers with issues relating to registering and use of their structures. We expect to have detailed figures on the total number of newly registered accommodations and any enforcement action proposed by autumn 2015.

Lock and Weir Keepers Rota

In November 2014 we moved from a paper rota to an electronic rota for staffing Lock and Weir Keepers (LWK) on the river. This has been an aspiration for a number of years and means we now have one single rota for the entire river. Hopefully this single rota will free up staff time for other work, make managing staff and customer charter requirements more effective. Once the system is de-bugged and all staff are fully trained, it will also make rota management simpler.

Best Practice

Civil Enforcement of Agency visitor mooring

We are the first riparian owner on the non-tidal Thames to have successfully piloted a civil enforcement process for the management of visitor moorings. The pilot which was trialled at four visitor mooring sites across the river (Oxford, Weybridge,

Desborough Island and Walton upon Thames) was very successful and it dramatically reduced the number of boats reported as overstaying. The process has been adapted from an enforcement model widely used in the car parking industry. We have preserved our customer's entitlement to free 24 hour periods and introduced charges for those overstaying the free period. This is successfully acting as a deterrent and helping to free up mooring space for all our customers to enjoy. The civil process is an option which could effectively be available to any landowner and we have been sharing our findings with the River Thames Alliance Moorings Group.

Illegal Boats and social issues in Oxford

Illegal mooring and associated social issues are a considerable problem in the Oxford and Abingdon areas. We are working with a number of agencies, including the city council, to progress landownership issues and enforcement via the use of public space enforcement orders. We are also trialling work with local charities and crime prevention services to improve outreach work and reporting.

Anglian Waterways

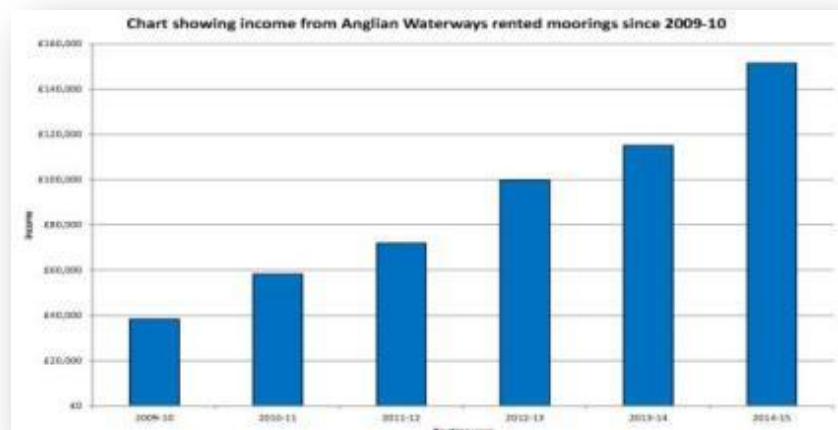
Successes

Anglian Waterways Moorings

Anglian waterways moorings have had a year of record occupancy and income levels. Our mooring sites on the River Great Ouse are almost at their capacity, with a high level of interest at the Denver (100%), Ely (100%) and Upware (94%) sites in particular.

Northampton Marina will again achieve a record level of income in 2014/15 of nearly £92k from mooring fees alone.

Numbers of boats in the Marina has stayed consistent, with some leaving to travel around the canal network and new residents arriving. We have also sold over £6k of visitor registrations.



Other income at the marina such as visitor moorings, pump-outs, laundry, electricity etc equates to nearly £14k. Boat registration income from vessels moored in the Marina is approximately £48k.

Sudbury to the Sea (S2C) event

This popular two day event takes place annually over the second weekend in September. Participants navigate the 24½ miles of the River Stour, from Sudbury to the Cattawade Barrier, enjoying this beautiful river.



It has been part of the rivers calendar since the 1970's and is always fully subscribed. The event was originally designed to ensure right of navigation but it is generally regarded as a social paddle and a show piece for paddle sport in the Essex, Suffolk and Norfolk Area.

This event has boosted visitor registration numbers on this particular river, many boaters using one of our navigations for the very first time.

Bedford River Festival 2014

More than 300,000 people attended the colourful bi-annual event. We provided a display promoting the Bedford Waterspace Strategy in the 'Waterways Village' marquee.

We took the opportunity to promote other key messages about boating, fishing, flood risk etc, informing the public about all the work we do on local rivers. This year's festival also featured dragon boat and raft races, a grand boat parade and many off water attractions.

Registration and Enforcement

As of 31 December 2014 we have registered 6733 vessels on Anglian Waterways bringing in £2.05m income. This compares to 6685 vessels and £1.91m for 2013/14, so we continue to see growth in the number of boats registered on our Anglian Waterways. In the last 5 years boat numbers have grown by over 16% and boat income by 27%.



We have processed 430 enforcement tickets in 2014/15, which equates to £197k of potentially 'lost' income. We have already recovered £113k through our enforcement activities. We have issued 44 warning letters and have had 10 successful court prosecutions. Another 2 boaters have received a formal caution and another 28 cases are currently being prepared for court.

Efficiencies

Flatford Lock renovation

We have worked in partnership with volunteers from the River Stour Trust (RST) to renovate the historic Flatford lock on the River Stour navigation. The lock is currently managed by the Environment Agency but was closed due to deterioration of the lock gates. RST took the lead role in the project; EA Waterways provided the expert advice and guidance to help secure agreements, consents and external funding.

This world renowned structure famously painted by John Constable is extremely important to the local community economy as a major tourist attraction. It was in a very poor state with extensive rotting to the gates. We had closed the lock because it could not be operated safely.



The RST secured £55,000 funding through the landfill Communities fund with the Agency and RST finding the remaining £15,000 needed. RST completed the work in October 2014. We are working with RST regarding on-going maintenance of lock.

We are now working with the River Stour Trust on the renovation of Dedham lock which is also closed due to the poor condition of the lock gates.

Northampton Marina – LED lighting

Northampton Marina is one Waterways top energy usage sites. Low energy LED lighting has been installed within the existing bollards. This 'green energy' will help to increase the energy efficiency of the site (already high) and reduce our annual electricity charges - an estimated annual saving of 763kW's. Using a conservative occupancy rate of 80% this equates to an annual monetary saving of £1,937 and a carbon reduction of 8,716kg of CO₂. To put the carbon saving in perspective



this equates to 556cumecs or enough carbon emissions to offset 67,930km of the average UK car emissions - equivalent to travelling 1.7 times around the world in a year!!! Payback is estimated at 3 years and 3 months.

The funding for this project has been sourced directly from the Carbon Reduction Fund.

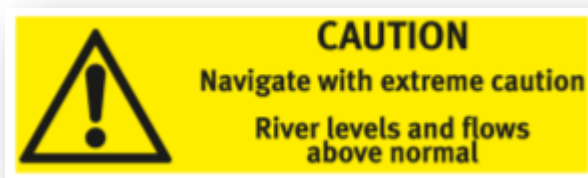
Hermitage Lock – Solar Panels

Building on the success of the installation of Photovoltaic Solar Panels at Northampton Marina we will shortly be installing panels on the roof of the lock office at Hermitage Lock. These generate electricity which is fed into the National Grid system. This 'green energy' will help to increase the energy efficiency of the building and reduce expenditure on this site by reducing our annual electricity charges. It may produce a small surplus which will be paid to us as income. The funding for this project has been sourced directly from the Carbon Reduction Fund.

Best Practice

Improved river advice to boaters on the River Great Ouse

On 30 October 2014 we launched an improved messaging service for our customers on the River Great Ouse. As well as informing when Strong



Stream Advice has been issued and locks are used for flood discharge we now also advise them when levels are above normal and they should navigate

with extreme caution. We use our Floodline system to send a text message, phone call or email to anyone signed up. We have also installed new information signs at our lock sites and provided various marinas on the river with new amber 'Caution' flags.

River Medway

Successes

Enforcement

By working closely with Kent Marine Police to trace owners of unregistered vessels, we have reduced the number of owners that will be prosecuted to just 5 out of a total of 680 boats registered. This is an evasion rate of less than 1%.

Teston Lock refurbishment

Our refurbishment of Teston Lock and creation of a new canoe and fish pass at the site was shortlisted for the Institution of Civil Engineers South Coast Engineering Excellence Awards 2014.

Yalding improvements

We have commenced the construction of a new boater's shower block at Yalding. The two room building is being built for free via a combination of kind donations to pay for materials, and free labour from Mid Kent College. The kind donations have come from British Canoeing, Canoe England SE Regional Development Committee,



the Medway River Users Association and Hampstead and Yalding Cruising Club. Mid Kent College is using this project to allow their students to gain much needed industry experience. Readers can follow its build progress by clicking on this link: www.allingtonlock.co.uk

Efficiencies

New tug and multi-purpose dredging barge on order

We have placed the order for our new tug and multi-purpose dredging barge. When delivered, (due April 2015) it will mean that we will reduce spend on annual dredging activity by £75k. It will also mean that we are able to respond to fallen trees and blockages faster. The barge and tug are being built by Manor Marine of Portland, Dorset. Readers can follow its build progress by using this link: www.allingtonlock.co.uk

Developing staff

Over the past year we have trained our staff to undertake a wider range of operational activity. Where we have used expensive contractors before, we can now use our own staff. Examples of additional activities the navigation team now undertake are – simple electrical works, using our new wood chipper, & weed spraying.

Best Practice

Enforcement

During October 2014 we used Section 70 of the Upper Medway Navigation and Conservancy Act to remove a 65 ' sunken narrow-boat that was threatening to block the sluices in Tonbridge. This was an expensive exercise (circa £8k), and we are now attempting to recover our costs from the owner. The owner's vessel was not insured. We have also seized 3 other smaller vessels in the last year and sold them on.

Harbour of Rye

Successes

European Fisheries Fund Bid for Rye – Successful

The European Fisheries Fund (EFF) exists to support commercial fisheries in the UK. We have been successful in obtaining a £112k grant from the EFF to install new floating pontoons for inshore vessels that will replace chain moorings which are now life expired. Expected benefits include greater safety for the users, all tide access, faster turnaround times and a better offer to the fishing users who make an important contribution to the local economy. The works to install the pontoons will be carried out in summer 2015.

Efficiencies/ Sustainability

Rye Harbour PV

Later this month we will be installing solar panels at the harbour office. This will reduce our carbon footprint, save us money on our energy bills and also return a small income to the harbour account.