

NAA: GROSS MOORING CAPACITY

13 October 2017

Code of Practice for Determining Gross Mooring Capacity

Introduction

The Network Access Agreement (NAA) requires the gross mooring capacity (GMC) of the subject marina to be agreed and entered into the document. This GMC cannot be varied except with the agreement of Canal & River Trust.

With the introduction of the NAA and the Competition Act requirements to deal fairly and consistently with those granted access to the waterway network we need to establish a fair and consistent method of calculating GMC.

Options

1. Measurement of pontoons

At first glance this seems a logical way of establishing GMC. However the design and layout of pontoons varies. In some marinas full length pontoons are installed but others install shorter pontoons (saving cost) and boats moored project significantly beyond the end of the pontoon. The length of the projection will also vary. Over time the mix of boats will change so the actual length of boats moored will also change.

2. Average Boat Length

Each marina has a nominal capacity expressed in the number of berths available. In some cases this is expressed in a planning permission. The Canal & River Trust, through its SAP Boat Licence Database, knows the length of all boats on its waterways and can analyse this to produce an average boat length by individual canals/waterways (see Appendix 1). The GMC is then simply the product of these two figures.

Decision

Directors have agreed that method 2 is adopted for the following reasons:-

1. It is a simple method that reduces the scope for disagreement and removes the need for annual re measurement.
2. It can be applied to each marina without variation (although the average boat length will vary depending upon which waterway it is connected to)
3. It more accurately reflects the mix of boats over time.
4. The analysis of data shall be carried out on a five year cycle and the resultant summary table will be added as a link to <https://canalrivertrust.org.uk/business-and-trade/inland-marina-development-guide> website so it can be viewed by applicants and existing holders of a NAA.

APPENDIX 1

Waterway	Weighted Average Boat Lengths (mtrs)
Aire & Calder Navigation	11
Ashby Canal	15
Ashton/Peak Forest/Macclesfield	13
Birmingham & Fazeley Canal	14
Birmingham Canal Navigation	15
Bridgwater & Taunton Canal	9
Calder & Hebble Navigation	13
Chesterfield Canal	12
Coventry Canal	15
Erewash/Cromford/Nottingham	14
Fosdyke & Witham	9
Glasson Branch (Lancaster Canal)	16
Gloucester & Sharpness Canal	13
Grand Union Canal	15
Kennet & Avon Canal	14
Lancaster Canal	9
Lee & Stort Navigations	12
Leeds & Liverpool Canal	13
Limehouse Basin	17
Llangollen Canal	15
Monmouthshire & Brecon Canal	9
Oxford Canal	15
Poplar Dock	20
Regent's Canal	15
Ripon/Ure/Ouse	10
River Severn Navigation	10
River Soar	13
River Trent	11
Sheffield & South Yorkshire Navigations	12
Shropshire Union Canal	14
Staffordshire & Worcestershire Canal	15
Stratford on Avon Canal	15
Trent & Mersey Canal	15
Weaver Navigation	11
Worcester & Birmingham Canal.	15
National Average	13

Ends