



NABO POLICIES

NABO Council develops policies to form the basis of its consultations with navigation authorities and other user groups. In summary, NABO's policies are as follows:

- 1. NABO's role** To promote the interests of private boat owners on Britain's inland waterways.
To work positively with all navigation authorities to represent boaters' views.
- 2. Relationship with CRT and other navigation authorities** To campaign for CRT to place its obligations as a navigation authority at the top of its list of priorities.
To campaign to ensure that other activities do not prejudice the maintenance and development of the waterways as routes for travel by water (e.g. property development, pub management, water distribution, communication data distribution, marinas, event organisation, nature conservation and development of the waterway corridors as linear public parks).
- 3. Waterways Ombudsman** To support the Waterways Ombudsman and the scrutiny this brings to the activities of CRT. NABO would prefer the Ombudsman's remit to cover all inland navigation authorities.
- 4. Consultation** To have meaningful consultation with navigation authorities on all significant issues that affect boaters.
To seek to ensure that the views of boaters are taken seriously (for example on licence terms and conditions, priorities for maintenance expenditure, stoppages, mooring regulations and changes to waterside buildings and furniture).
- 5. Licensing, regulations and the law** To monitor all legal cases made available to the Association and take legal advice on matters of interpretation and senior court judgements.
To ensure that all regulations by navigation authorities are applied equally to all boaters and have national legality.
To ensure that CRT has rules that are in accordance with the powers granted by Act of Parliament.
To challenge CRT where, in NABO's view, CRT is exceeding its powers (e.g. NABO does not support 'Roving Mooring Licences' or 'Community Permits', which are not designated in BW Acts).
- 6. Licence and registration evasion** To promote compliance on behalf of the navigation authorities. NABO will do all it can to help prevent licence/registration evasion.
- 7. Scope of licence and moorings terms and conditions** To campaign for licence/registration permit terms and conditions to be restricted to those that are essential to the successful administration of the system and are transparently based on the applicable laws.
- 8. Boating cost increases** To seek justification and, wherever appropriate, to challenge any increase in licence/registration permit, mooring or other boating fees that exceeds the rate of increase to which pensions are linked.
- 9. Mooring fee justification** To campaign for navigation authorities and service providers to offer written terms and conditions for boaters that includes a justification and breakdown of mooring fees. NABO does not support the auction of CRT moorings, and prefers a waiting list system.
- 10. Visitor mooring charges** To oppose charges being applied to visitor moorings (charges should only be applied where an additional service is provided, such as electricity).
To support, by default, 7- or 14-day moorings and to only accept shorter times where the demand for mooring exceeds the supply and it is not possible to provide sufficient extra moorings to satisfy that demand.
To support a mix of mooring durations. NABO believes that CRT is not able, and should

not attempt, to levy penalties in the event of a boater overstaying.

- 11. Mooring abuse**
 - To support a 'fair use' policy for all parts of the waterways.
 - To encourage 'bona fide' navigation as set out in CRT's 'Guidance for boaters without a home mooring'.
 - To ensure that enforcement is even-handed and not discriminatory.
- 12. Cycling**
 - To campaign against any organised cycling or performance events on the towpath.
 - To lobby to ensure that boaters and pedestrians have priority over cyclists on the towpath. NABO remains very cautious, on safety grounds, of the 'upgrade' of towpaths to create cycle-ways.
 - To support any steps to ensure that cyclists slow down before passing moored boats and pedestrians. NABO believes that CRT should take responsibility for allowing cyclists on towpaths and enforce its bye-laws.
- 13. Angling**
 - To oppose angling-only lengths of towpath.
 - To lobby to ensure that boaters have sole use of lock landing stages and facilities points, and priority at designated visitor mooring sites. Elsewhere, priority should be on a first-come-first-served basis.
- 14. Horse riding**
 - To support article 31 of CRT's General Canal Byelaws, which states that no person, unless authorised by the Board or otherwise, is legally entitled to "ride or drive any animal or vehicle over any towing path". The only exception to this is CRT-approved horse-boats.
- 15. Boater safety**
 - To actively promote safety issues among boaters and other canal users, and contribute to the work of the Boat Safety Scheme.
 - To support safety requirements that are limited to those that protect third parties from proven risks.
- 16. Environment**
 - To actively protect the environment. NABO believes that boaters as a group are among the most environmentally aware in our society.
 - To promote the 'right of navigation' in all matters where other bodies seek to limit use of navigable waterways for environmental reasons.
 - To support the use of diesel engines to provide power for navigation and domestic power until such cheap practical alternatives are readily available and can be phased in. NABO will encourage navigation authorities to install waterside power supplies where this is appropriate.
 - To actively encourage members to consider the environment in all aspects of boating activity, in particular regular engine maintenance, waste disposal, use of smokeless fuel, alternative energy sources etc.
- 17. Vegetation management**
 - To campaign for vegetation to be managed so it does not impede or prejudice the safety of activities concerned with navigation.
- 18. Dredging and channel dimensions**
 - To campaign for all navigation authorities to recover the original profile of channel dimensions whenever dredging takes place (except where exceptional engineering or usage reasons exist).
 - To campaign for dredging at designated mooring areas to be sufficient for deep-draught boats to come alongside the bank.
- 19. Widebeams on narrow canals**
 - To campaign for CRT to take proactive measures to prevent widebeams navigating designated 'narrow' canals.
 - To urge CRT to prevent widebeams mooring in marinas linked to narrow canals unless explicitly prohibited from leaving the marina.
 - To campaign for sufficient dredging and vegetation management on 'wide' canals to allow two full-width widebeams to safely pass.
- 20. Continuous cruising**
 - To support navigation authorities to define what distance is travelled for 'bona fide' navigation.
 - To campaign for the principle of one licence fee, whether the boat has a home mooring or not.
 - To support the creation of residential and non-residential moorings.
 - To campaign against navigation authorities promoting a boating 'season' and to seek to ensure that stoppage programmes take the cruising needs of continuous cruisers into account.

To support liveboard boaters without a home mooring to access services and healthcare, despite having no residential postcode.

21. Crime and vandalism

To support all agencies to do whatever is necessary to reduce crime and antisocial behaviour on the waterways.

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