

Notes from Boating Sub Group meeting held on 16th February 2017

Present: Pat Brind, Jacquie Brind, Philip Brind, Adam Pilgrim and Mark Baker

After a wide-ranging discussion the following general points were agreed:

- There was a strong preference on the part of PB and AP to refer to boat 'licenses' rather than 'permits', particularly in the case of powered boats. MB will check if the DCC legal team would be happy with the change.
- There was consensus that it would be good to further simplify the unpowered boat permit purchasing process so that there is no need for any form-filling and it becomes purely a financial transaction. MB is supportive of this in principal but pointed out that the current byelaws require some basic details to be recorded. MB will check with the DCC legal team to see if there is any scope to avoid form-filling.

There was also consensus that making it possible to pay for unpowered permits / licenses online would be beneficial. MB agreed to look into this with the DCC web team. If this is possible, one decision that will need to be made is whether it is essential for the purchaser to then print off a permit / licence badge and carry it with them, or whether just being able to show it on their phone is acceptable.

- A range of changes to the layout and wording of the terms and conditions for motorised boat permits/licences were agreed in order to make them clearer. MB will amalgamate the lists of amendments provided by PB and AP.
- One key change put forward by AP and agreed by the group is to relax the 'Maximum of 2.5hp per metre length of boat' rule which previously applied. AP explained that this unfairly excluded many boats that should be welcomed onto the canal. In order to exclude very high-powered boats that are inappropriate for the canal, the limit will be changed to a maximum of approx. 30hp for outboard engines (PB to check and report back on standard outboard sizes). Boats propelled by jet-ski type pumps will also be banned as will twin prop inboard engines (which are likely to damage the channel).
- It was agreed that permit / licence holders for powered boats must be 18 or over and that the value of 3rd party insurance ought to be increased to £3m (MB to check with DCC insurance team).
- It was agreed that the phrase 'non-towpath' should be used instead of 'offside'.
- It was proposed that fishing should be allowed from boats but only if moored on the towpath side and if a T&DAC fishing permit is also purchased. MB agreed to check with the Angling Club to see how they felt about this.
- Reference must be made to procedures that will be undertaken in the event of a boat not holding a valid licence/permit.

Once feedback from various DCC departments has been obtained and the amendments have been drafted, the sub group will approve the changes and a new permit/licence book will be designed and printed and then distributed to sales outlets. It is envisaged this will happen during spring 2017.