Introduction

Scottish Canals launched the Draft Waterspace Strategy Public Consultation in February 2012 inviting all those with an interest or stake in the future of the Scottish canals to help shape a dynamic new Waterspace Strategy to encourage more people to live, work and play on the water.

This initial consultation sought views on what the basic principles of the Waterspace Strategy should be if it is to successfully support the different needs and expectations of the varied groups on the water.

The consultation then invited views on the residential and commercial boating markets and how we might increase opportunities for people wanting to live or operate a business on the canal. We emphasised that the growth of these markets must be encouraged in harmony with existing boaters and boating groups, which are at the heart of the waterspace.

Process for Consultation

The Draft Waterspace Strategy was discussed at two Lowland Canals Customer Forums (held on 29th October 2011 and 10th March 2012) and at the annual Caledonian Canal Customer Forum (held on 14th April 2012).

The consultation was widely promoted to waterway users and partners and supporters of the Scottish canals through direct communication, through the media and the consultation was also promoted online at www.scottishcanals.co.uk

Additional public meetings were held in Edinburgh on Wednesday 21st March 2012 and Glasgow on Thursday 22nd March 2012.

Submissions

In total, 42 submissions were received. Twelve of these were submitted on behalf of organisations representing a number of interested people. Twenty individual submissions were made in response to questions across the consultation; ten
were made specifically in response to questions around the proposed pilot at Speirs Wharf.

A list of respondents is given at the end of this report.

Summary of Responses

In the following report, we have set out each question and provided a summary of responses given followed by our conclusion.

As an Appendix, we have also provided a table showing each comment and our response, that is if the comment was taken onboard, was, we believe impractical or will be discussed as we progress with the full Waterspace Strategy.

If you need to refer to the full consultation document, you will find it online at www.scottishcanals.co.uk alongside this report.

Responses and Conclusions

4. The Waterspace Strategy – Guiding Principles

The objective of the Waterspace Strategy is to increase animation on the Scottish canals in a way which ensures harmony between all waterway users and creates an increasingly attractive community space and destination for boaters and tourists.

We proposed having a set of Guiding Principles to ensure that everything we do to deliver the Waterspace Strategy is to the benefit of all waterway users and does not favour one interest group over another.

We proposed that the Guiding Principles should be:

- Boating is at the heart of the Scottish canals and it must thrive and help to sustain the canals into the future
- A vibrant waterway is one:
  - which supports and attracts a wide variety of complementary boating markets, including leisure, transit, residential, commercial, social enterprise and charity, which, in symbiosis will assist the growth of each other
  - where, when there is competition between different boating groups for bankside space, there are policies in place to encourage a fair and appropriate allocation and mix
  - which reflects the different strengths and opportunities of each canal as well as the needs and expectations of different community and canal user groups within each canalside location so it creates vibrancy and fosters a sense of place and good
To stimulate the growth of the residential market and, as that market matures, encourage and engage new residential moorings providers so that there is a variety of different offers available, including varying levels of facility and price.

To stimulate the growth of the commercial market in a way which supports the differing needs within what is a broad spectrum of commercial activity, from social enterprise through to medium sized tourism operators.

Investment will be made in new mooring facilities only when there is a sound business case and income generated through the new moorings reinvested back into waterway maintenance and repair.

**We asked:**

What are your thoughts on the suggested Guiding Principles? Do you have others to suggest?

**You said:**

Thirty one respondents answered this question.

The majority of respondents were positive about the Guiding Principles.

A number of respondents noted that the scope of this Waterspace Strategy consultation was too narrow in focusing on the residential and commercial markets and asked that the Strategy and the Guiding Principles reflect other user groups. Suggestions included other boating markets such as leisure, transit and visitor; other sporting markets such as paddling; health, well-being and sustainable transport; links into the wider Green Network and John Muir Way and connections with coastal and river environments.

A few respondents felt that, to ensure movement on the canals, Scottish Canals should focus on, and create more mooring and facilities for, leisure and recreational boating and moving commercial vessels as opposed to focusing on what they felt would be static residential and commercial craft.

One respondent asked for a focus on socially responsible commercial operators.

One respondent disagreed that developing the residential and commercial market will not be ‘at the expense’ of the leisure market giving their thoughts on Auchinstarry as an example. They suggested that the ‘plateau-ing’ in the number of boats using the Lowland canals is due to the need for ‘many more’ visitor and off-line long term moorings to stimulate boat movement.

One respondent asked for more information about how Scottish Canals will market moorings to commercial enterprises and policies to ensure fairness amongst the boating groups.
Conclusion:

We set out our wider aspirations for the Waterspace Strategy in the Introduction and promised that it would be an evolving process encouraging all uses and users of the waterspace.

The overwhelming response to the consultation was positive and enthusiastic so we remain as committed as at the start of this process to evolving a broad and all encompassing Waterspace Strategy. We shall come back to everyone soon proposing what the next steps in developing this might be.

In terms of the stated Guiding Principles, we shall adopt them now but clearly these may evolve as we develop the broader Waterspace Strategy.

We also confirm that we will not reduce the number of leisure berths at the proposed locations for residential and commercial moorings. Indeed income from these new residential and commercial moorings will help us improve all types of mooring across the Scottish canals.

5. Phase 1 – Stimulating Residential and Commercial Markets

We outlined what we believe to be the benefits of A More Dynamic Waterspace which include:

- adding new activity and vibrancy to the waterway scene helping ensure the Scottish canals are an attractive place to live, work and play
- increasing animation on the water in a way which will complement other waterway users
- attracting new users of the canals by meeting changing lifestyle needs and the current interest in ‘living by the water’
- offering a competitive and attractive alternative for housing which could, in a small way, potentially, contribute to the Scottish housing shortfall and help towards delivering the Scottish Government’s housing strategy in the long-term
- creating a fresh opportunity and attractive location for commercial enterprises
- providing income for the local economy by attracting new residents and increased visitors who spend money in nearby amenities and services such as boatyards and chandleries
- providing new commercial services and amenities for the local community and visitors
- providing a human presence on quieter stretches of canal and a greater sense of security along the towpath for visitors and local communities
- creating a dynamic waterspace which is attractive to partners, investment and tourists
- generating income to reinvest in the canals and sustain this historic and
environmental resource

- providing attractive, safe and welcoming locations
- giving the canals a strong sense of purpose and encouraging civic ownership

We asked:

What are your thoughts on the benefits outlined?

You said:

We had 23 responses to this question, 20 of which agreed with the benefits listed.

One respondent felt the benefits to be ‘ambitious’. Another felt that the proposed cost increase for a liveaboard in becoming an official resident would be prohibitive causing liveaboards to leave the canals. (This issue was subsequently resolved at the Caledonian Canal Customer Forum – see 5.6 Long-Term Residential Live-Aboards.)

A few respondents specifically agreed with the greater sense of security, which would be created with more boats on the water. One respondent noted that, in the longer-term, the creation of additional jobs and tourist services would be particularly appealing.

Respondents again stressed the need for a mixed variety of waterway users and the need for boats to move along the waterway.

One respondent noted the importance of setting standards and expectations high on the management priorities. Another said that whilst it is correct to consult with the potential market, Scottish Canals could also have consulted with existing residential and commercial boaters prior to the publication of the consultation.

Conclusion:

As the general consensus was in support of the benefits outlined, we confirm that they remain appropriate.

As regards the need for a mixed variety of users and more moving boats (the latter particularly on the Lowland canals), we absolutely agree. Both objectives will form part of public discussions when we evolve the full Waterspace Strategy.

In terms of pre-publication discussions, we note that the Waterspace Strategy was discussed at the past two Lowland Canals Customer Forums (October 2011 and March 2012). As the Caledonian Canal Customer Forum is annual, it was discussed at the first opportunity, which was April 2012.
5.2 Market Assumptions

We outlined our assumptions about the residential and commercial markets.

The Residential Market

a/ There will be a strong response from the market
b/ Living on the water will appeal to boaters and non-boaters
c/ There will be some locations which are more popular than others

(Please see the consultation document for the full comment on each of the above assumptions.)

The Commercial Market

The rich mix of commercial enterprises currently operating on the Scottish canals has grown organically. We believe that, with a more proactive strategy in place, this will be an exciting and potentially significant market for the future.

We asked:

Do you think we have got these assumptions right?

You said:

Twenty three respondents answered this question. Nine agreed with the assumptions. Five felt market research should be carried out to investigate the assumptions.

One respondent felt that the developing the residential and commercial markets in the Lowlands might be difficult due to the lack of boat-builders, boats for sale and boat maintenance facilities in the central belt and noted the need for user operation of the locks.

One respondent noted that moorings should be modest and sensitively placed and priced well to restrict property speculation. One respondent felt that moorings should be used to meet existing need. One respondent said that there should be a mix of commercial operators on the canals. One respondent asked that the market for moorings at Southbank Marina be explored.

One respondent proposed a member of staff be given specific responsibilities for small and medium scale commercial development.

One respondent felt that increasing leisure activity on the water would attract commercial operators.
Conclusion:

As we don’t yet know what the market demand will be we absolutely agree with the need to research the market before investing our limited resources in new moorings infrastructure across the Scottish canals.

To really understand what the demand is, we believe we need to actively go to the market with the three urban pilots we proposed within the consultation. This will give us a rapid and hands-on understanding of the appetite for living and working on the Scottish canals with minimal downside for other canal users.

This will be coupled with the feedback you have given us to the consultation particularly in terms of how we share knowledge and advice as regards purchasing a boat and finding boat maintenance facilities.

As regards user operation, we are committed to enabling regular users of the Lowland canals to operate the locks and have been training organisations on the Forth & Clyde and Union canals since 2010. Self-operation training continues and is open to all.

5.3 Proposed Locations

We detailed a number of locations on the Scottish canals, which may be appropriate places for clusters or communities of residential and commercial boats and where there is enough capacity to create these clusters without compromising any other boating use.

The proposed locations were: Bowling, Grangemouth, Auchinstarry, Lochrin, Ratho and Linlithgow. We noted that we are currently talking to waterside communities on the Caledonian Canal between Banavie and Gairlochy about potential locations for economic development and that, currently, we have no aspirations to add new residential or commercial moorings on the Crinan Canal.

We asked:

What are your thoughts on the potential locations outlined above? Do you have any others you would like to suggest? Please outline them telling us why you think they would be good locations.

You said:

Twenty two respondents answered this question with 12 in general agreement.

The remaining respondents proposed other locations including: Craiglockhart, Edinburgh; Lochrin Basin (Edinburgh Quay); Temple Park Crescent (Edinburgh); Philipstoun; Winchburgh; Kirkintilloch (including Southbank Marina); Glasgow (in
addition to Speirs Wharf); Clydebank; Lock 27; and near Ardrishaig on the Crinan Canal.

One respondent noted that planning permission would be required for all locations and that other locations within Falkirk and Grangemouth should be explored. One asked if semi-rural locations would be included.

One respondent noted the potential to link the canal with the Ratho Adventure Centre and noted that when consulting with local community and boating groups at each proposed location, walking, jogging and cycling interests should be included.

Two respondents felt that residential and commercial moorings should be balanced with long-term and visitor moorings, one giving the locations of Auchinstarry, Ratho and Linlithgow as examples. One noted that the parking policy at Auchinstarry should be addressed. Two responses noted the need for parking, security and services at residential and commercial moorings locations.

**Conclusion:**

As there were no negative comments about the proposed locations, we confirm that these will be the first to be explored with local community, boating and towpath groups if the pilots are successful.

We will apply to local authorities for the necessary planning permissions.

We will also review parking and security at each location as we move forward.

Thereafter, we will work with interested stakeholders to explore the other locations proposed.

### 5.4 Attracting New Residents and Commercial Organisations

**We asked:**

*Do you think a mix of leased moorings and residential boats for rent in the long-term would be the right one?*

**You said:**

Nineteen respondents answered this question, 15 agreeing with a mix of leased moorings and residential boats for rent. Four disagreed. One respondent felt that short term tenants renting a boat might have no long term interest in the boating environment and community. Three respondents felt that Scottish Canals should not spend limited resources on purchasing boats to lease but private individuals should rather be encouraged to do so.
One respondent proposed Scottish Canals offer assisted haulage from England where there is a competitive boat sales market. Another noted that standards must be set for vessels on leased moorings.

**Conclusion:**

We confirm that we will continue to aspire to a mix of leased moorings and residential boats in the long-term and that the rental boats could indeed be provided by a third party operator on the canal.

Any third party operator would, of course, be legally obliged to meet and ensure tenants meet, the same high standards set out by Scottish Canals.

**We asked:**

Do you think a bespoke approach to commercial customers is the right approach? Do you have a different approach you would like to suggest?

**You said:**

Twenty two respondents answered this question. All were in agreement with the principle.

One respondent proposed a preference on developing holiday/recreational community moorings. Another asked that environmentally/socially responsible commercial operators be favoured. Another asked that innovation be encouraged.

One respondent felt that an example of Scottish Canals enabling businesses could be to work with Edinburgh Council and Zazoo on outside seating at Harrison Park.

Four respondents emphasised that it should be a transparent pricing system defining contribution, price and facilities and one suggested owner operation of locks should be offered.

One respondent emphasised the need to help ensure the sustainability of existing commercial users whilst attracting new commercial operators.

One respondent felt more commercial enterprises were needed rather than more social enterprises and charities and proposed facilities like chandleries and maintenance as examples.
Conclusion:

We confirm that we will take a bespoke approach, which supports both existing commercial customers and encourages new commercial customers onto the canals. We also agree with the need for a transparent pricing system.

5.5. Other Practical Considerations

5.5.1. Length of Lease for Residential Customers

We asked:

What lease lengths and terms would you like to see offered and why?

You said:

Twenty one respondents answered this question. The general consensus was that boat owners require the sense of security of a reasonable lease length. The majority felt that a one year lease would be unacceptable but there was no consensus on how long the lease would be with suggestions ranging from three years; no more than five years; five years; between five and ten years; ten years and one respondent proposed 99 years.

One respondent proposed that a boat owner be required to inform Scottish Canals a minimum of six months before moving to allow Scottish Canals to reallocate the mooring without a void.

Three respondents made the link between the lease and the lessee meeting the mooring standards. One proposed a one year lease initially, extended if the boat owner met the standards required.

Conclusion:

The feedback to this question although varied showed that this is a particularly important decision. We have decided therefore to offer a three year licence followed by a year to year extension initially. This will allow us to establish the markets and ensure we get it right. At the same time, we will assess the response of new customers taking up moorings and review the length of lease as we move forward.
5.5.2 Purchasing a Boat with a Residential or Commercial Mooring

We asked:

Do you think this is appropriate and do you think it would be an attractive option, even if it incurs a facilitation charge?

You said:

Eighteen respondents answered this question. Eleven respondents said yes without qualification.

Seven respondents said that yes, a boat should be purchased along with its existing residential or commercial mooring, but that the proposed facilitation fee is too high. One respondent suggested that the vacated mooring should go to the next person on a waiting list and felt that selling a boat with a mooring could lead to an inflated price for the boat.

One respondent suggested that a fresh three year lease should be given to the incoming residential or commercial boat.

Another respondent said that Scottish Canals should not have a say in the suitability of an incoming residential tenant and should also consider the Class Use system applied within the planning system for commercial properties. That is, if each commercial mooring is given a defined set of potential commercial uses, no approval would be required.

Conclusion:

We confirm that, from 1st August, boatowners who have held their existing mooring lease for three months or more will be able to sell their boat with the remaining period of the existing lease.

We will test the facilitation fee as proposed for twelve months and then review how it has worked in practice. The facilitation fee will be the higher value of either 5% of the value of the vessel (the rate which was used by British Waterways Marinas Limited) or three times the annual mooring charge.

5.5.3 Moorings for Large Boats

We looked at whether larger boats taking up more than one mooring or restricting other boats from occupying the neighbouring mooring should be charged for two moorings.

We asked:

Do you think that this would be an appropriate and fair approach?
You said:

Sixteen respondents answered this question. Nine gave an unqualified yes. One felt 1.5 x the mooring charge would be more appropriate.

Five respondents said it would not be an appropriate and fair approach. Two respondents said that moorings should be designed to fit the variety of vessel on the canals. One proposed, for example, a system where pontoons can be moved apart.

One respondent said that the length of a mooring needs to be realistic and proposed in the region of 20 metres.

One respondent agreed in principle but suggested that it would be preferable, if possible in such a case, to offer the large boat owner the opportunity first to find a smaller craft to ‘pair up with’. The fee would then be divided proportionately between them.

Another respondent felt Scottish Canals should charge the larger boat proportionately for the space taken up on the adjacent mooring.

Conclusion:

We will test the proposed pricing system and review how well it works over the coming twelve months.

5.6 Long-Term Residential Live-Aboards

We asked:

What are your thoughts on the proposed approach to informal live-aboard residents outlined?

You said:

Eighteen respondents answered this question. Those who replied definitively felt the approach fair and many noted their support for long standing live-aboards.

One respondent noted the difficulties for live-aboard boaters who need to have a legal alternative address for insurance and banking purposes although they will never live at that address. One respondent felt that Scottish Canals should have approached longstanding live-aboard boaters before preparing the consultation document to best understand their circumstances and needs.
Three respondents expressed significant concerns with prices increases which they believe those living on the water for economic as well as social reasons would not be able to meet.

One respondent asked for definitions of the terms ‘Residential’, ‘Resident’ and ‘Residential Mooring’.

**Conclusion:**

The majority of live-aboards on the Scottish canals reside on the Caledonian Canal. The Draft Waterspace Strategy was debated as part of the Caledonian Canal Customer Forum on Saturday 14th April and much of the discussion centred on what would be the fairest approach to those who have been longstanding live-aboard members of the boating community.

At the meeting, it was agreed that there will be no increase in charges over that of increasing the leisure moorings charges to live-aboard boaters for five years.

This is consistent with our commitment to honour rates for those existing residential customers who have pioneered living on the water for three years (as outlined in the Draft Consultation document, page 18).

In both instances, rates will simply be subject to the established moorings consultation and review carried out annually across the Scottish canals and will go up in line with leisure rates.

In addition, we confirm that the definition we will use is 'Residential Berth'. This is defined as being:

- Licenced with a full planning approved mooring. This will be for a minimum of 12 months and a maximum of 36 months with live aboard status 365 days per annum.
- A mooring with full servicing – that is, a minimum of 16 amp electrical supply at the berth and metered at the occupiers cost (32 amp available on request*) as well as winterised water supply at the berth, also metered.
- Supplied with one of the following sewerage connections:-  
  - Pump out (engine required)
  - Serviced pump out operated by Scottish Canals*
  - Mains connection*
- Telephone/Broadband connection*
- Supplied with one of the following car parking arrangements:-
  - A dedicated car parking space*
  - No spaces available as the planning permission indicates a ‘green space’
  - Free parking subject to availability in a shared area. This will be policed and can only be used for temporary purposes
- Also supplied by:-
  - Storage box*
• Post servicing
• Garden area*

* Where stipulated within the moorings agreement.

The terms ‘Resident’ and ‘Residential’ will be defined as a person who has a Residential Berth with live aboard status for 365 days of the year.

5.7 Residential Waiting List

We asked:

How do you think we should work with the current waiting list? (The waiting list is now closed.)

You said:

Sixteen respondents answered the question. Those giving a definitive answer felt that the waiting list should be given priority with a deadline to take up occupancy given to the applicant. If they fail to take the mooring up in time, the respondents proposed that it would then be reallocated.

Three respondents expressed the need for a transparent waiting list system.

One respondent added that they felt that ‘many boaters’ would ‘gladly do without a water tap and power at their mooring and pay less’.

Conclusion:

The residential waiting list is now closed and no further names will be added.

We are keen, however, to be as fair as possible with those who have shown an interest in living on the Scottish canals so we have written to everyone on the waiting list asking if they are still interested in a residential mooring. Should any residential moorings become available over the coming year, we will offer them first to those on the waiting list. We will then review how this has worked in practice.

6. Testing the Market – A Pilot Scheme

We proposed pilots at Speirs Wharf, Glasgow; Leamington Wharf, Edinburgh; and Seaport Marina, Inverness.

We asked:

What are your thoughts on the potential pilot locations proposed above?
You said:

Thirty respondents answered this question.

Seven respondents answered yes definitively.

Two respondents said yes definitively and that there should be more than three pilots.

One respondent proposed rural pilots should be included. Another proposed Kirkintilloch be considered as an additional pilot. Two respondents asked that Ratho be given more priority. One respondent felt the pilot at Speirs Wharf, which would require facilities and which has no parking, should be changed to Auchinstarry Marina.

One respondent suggested that potential issues of access and security in urban locations could be addressed by having locked gates for the pontoons.

One respondent also asked if rates for existing commercial customers would be honoured in the same way as existing residential customers.

**Speirs Wharf, Glasgow**

Ten respondents answered specifically in relation to Speirs Wharf. Many respondents expressed interest in, or were supportive of, the principle of residential moorings at Speirs Wharf.

The majority of respondents wanted an improved resolution to the siting of bin and bicycle storage and guarantees that residential and commercial tenants would not abuse the private parking at the location. One respondent felt that the new residential moorings would limit space for visiting boats.

**Leamington Wharf, Edinburgh**

One respondent suggested that the residential moorings here should be 20% of the total moorings even if there are empty/underused commercial /visitor moorings. One respondent felt that lack of parking and space around potential moorings here could be problematic.

One respondent welcomed bike storage and asked that similar opportunities be explored along the canal as well as an audit to identify cycle improvements along the canals and the speed of a small number of cyclists in busier sections of the towpath and supported improved canoeing facilities.

**Seaport Marina, Inverness**
One respondent felt that the residential moorings are the furthest away from the facilities here.

**Conclusion:**

Taking into account the feedback from this consultation, we will proceed to testing the residential and commercial markets with the pilots at Leamington Wharf and Seaport Marina. Marketing will begin in August.

For further information, please visit [www.scottishcanals.co.uk](http://www.scottishcanals.co.uk)

To help market these living and working on the water pilots, we have invested in a holiday barge showhome, which will move between the proposed pilot locations.

In terms of Speirs Wharf, since the consultation closed, we have had a number of positive meetings with members of the residential community. All parties are keen for the pilot to take place and we are confident of resolving the concerns noted above. A further meeting is scheduled for early August.

During the recent meeting at Speirs Wharf, there was also a general interest in exploring how Scottish Canals and the new Speirs Wharf Management Services team might work together beyond the residential moorings pilot to help sustain and enhance the environment on this stretch of the Forth & Clyde Canal.

In terms of the more general comments, whilst the canal is a historic environment and we have a general policy to resist placing unnecessary barriers restricting access to the canals, we will review the need for sensitively placed and styled gates for security at moorings on a location by location basis as we progress.

Last but not least, we remain committed to encouraging all uses of the towpath as well as the waterspace and will continue to work with Sustrans, the sustainable transport charity, and local cycling groups such as Spokes (Edinburgh) and walking groups to encourage a responsible and increased use of the Scottish canals.

**6.2. Allocating Residential Moorings during the Pilot**

**We asked:**

*Do you think that the online auction system is the best way to generate a market price for this untested product? If not, do you have an alternative idea which will still generate the market price for moorings?*
You said:

Nineteen respondents answered this question. Four said yes without qualification. Three said yes but qualified it. Others made general comments.

Two respondents said that an online auction would exclude potential bidders who don’t have access to the Internet.

Two respondents proposed a ‘draw’ or lottery system.

Four respondents felt that the auction system would lead to a moorings price which is prohibitively high for some potential residential boaters.

One respondent felt that the auction system should only be used where supply cannot be increased any further, for example, in central Edinburgh. Elsewhere a fixed price should be based upon the leisure mooring fee plus the cost of providing the facilities at the mooring.

One respondent felt moorings should go to those on the waiting list with potentially a ‘loading’ of 10% and only if the mooring is oversubscribed should an auction take place.

One respondent felt that evidence from existing contracts in Scotland and across the UK would be enough to set appropriate rates. Beyond that, they felt that supply and demand would determine whether the rates are high enough.

One respondent felt that moorings should be in line with local council housing policy i.e. allocated to those living and working within the local community and then to those with direct links to the area. Another respondent said that the aims to help provide housing and achieve market value for moorings were at cross purposes.

One respondent noted the need to ensure a social mix across the moorings.

One respondent noted that the auction system might encourage people to purchase boats as second homes, leaving boats vacant for long periods.

One respondent felt the auction system might encourage speculators.

Conclusion:

After reviewing the feedback, we still believe that the auction system, which has been used for a number of years on the canals in England and Wales, is a good method of establishing the demand and rates for new moorings at the pilot locations.

We appreciate, however, that not all potential bidders will have access to the Internet so we will include the option to make sealed postal bids.
In addition, the pricing for the auction system will be market led and, at some locations, moorings will be offered at a fixed price.

6.3. Allocating Commercial Moorings during the Pilot

We asked:

Do you have any ideas about how to attract new commercial operators to the Scottish canals?

You said:

Seventeen respondents answered the question.

The suggestions were to:

- Encourage creative and craft initiatives and provide boat space on an ‘easy in/easy out’ basis to build activity
- Place a ‘venue boat’ at Speirs Wharf
- Speculatively boatbuild or refurbish vessels
- Give greater promotion to the commercial potential of operating on the canals
- Increase leisure activity so that commercial operators are attracted
- Develop a more streamlined process to facilitate projects with strict deadlines included in service level agreements
- Ensure equity between charities (who operate on low overheads) and commercial enterprises ‘as they often compete in the same market’
- Promote Scottish Canals support for commercial ventures e.g. a useful contacts guide for the marketing team, health and safety team etc.
- Offer more dedicated commercial locations
- Offer advice on how to obtain a boat either buying a secondhand boat or getting a boat built for potential boatowners
- Give more promotion to businesses on the Scottish Canals website with possibly advertising space made available on the website or even quayside and an online forum page so that commercial operators can communicate easily with each other
- Give more than three years lease to those businesses with business plans for five to ten years
- Make connections with local business networks (e.g. Falkirk Business Panel) to generate awareness and interest when marketing
- Prepare a promotional prospectus which identifies the potential benefits and addresses any potential concerns
- Offer better parking and signage
- Offer financial assistance with favourable terms for the first year to two ‘being an essential component’
- Look at Water of Leith operators near Leith Docks as examples
Conclusion:

We are grateful for these ideas and will review them in more detail whilst developing our marketing programme for commercial moorings and when looking at how we support both existing and new commercial operators going forward.

6.4. Measuring Success

We asked:

Do you think the proposed measurements are the best way to measure success and give us the best understanding of the market for moving forward? Do you have other ideas?

You said:

Eighteen respondents answered this question.

There were no criticisms of the specific proposed measurements except one respondent who said that as they felt the bidding process not to be appropriate, using the number of people bidding should not be used as a measurement.

One respondent noted the need to add specific targets.

Other respondents proposed additional measures could be:

- Have the pilots lead to a range of residents on the canal?
- Is the resident community working well with canal-side communities?
- Are boating residents contributing to the life and quality of the canal environment?
- Some measure of the effect on other user groups
- The number of ‘new’ permanent boats attracted onto the canal

One respondent proposed an online survey/questionnaire to evaluate success and another proposed that feedback should also be taken from people leaving the canal to ascertain what has not worked for them as well as from current canal users to explore any current issues for them.

Conclusion:

We have revised the measurements to include the above and these are now:

Demand

- The number of people expressing an interest in living or operating a business on the water during the marketing period
➢ The number of people bidding during the residential auction process
➢ The number of residential and commercial moorings successfully let during the pilot scheme
➢ The range of new residents on the canal
➢ The number of new boats on the canal

Quality of Experience
➢ Of those taking up a residential or commercial mooring
➢ Of the existing canal-side and waterspace communities (are the new residents and commercial operators working well with the canal-side communities and other canal user groups?)

7. Final Thoughts

We asked:

Please give us any additional thoughts you might have on developing the residential or commercial markets on the Scottish canals.

You said:

Eighteen respondents gave their final thoughts.

A number reiterated their support for increasing residential and commercial boats on the canals.

One respondent noted the importance of creating new waterspace at Leamington as per the existing masterplan.

One respondent noted that, in the longer term, lowering The Stances on the Crinan Canal and creating a basin between Locks 2 and 3 may create a basin suitable for a small number of residential boats.

Two respondents reiterated concerns about prices for residential moorings potentially prohibiting some existing boaters and current live-aboards (the last point was resolved following publication of the Draft Waterspace Strategy, see 5.6 Long-Term Residential Live-Aboards.)

One respondent noted that many people interested in living on the water may not have much experience of canals and that it would be important to provide them with clear guidance on all aspects of boat ownership and facilities such as fuelling and maintenance.

Two respondents noted that security will be important. One proposed extra floodlights and cameras at strategic locations. One asked for toilet facilities in all residential locations, parking and storage facilities.
One respondent noted that directions and access ways in Edinburgh should be better signposted.

Four respondents reiterated the need to encourage movement on the canal and noted that the Waterspace Strategy should be expanded to cover everything that could and should be happening on the canal and the towpath including canoeing.

One noted that attracting greater visitors to 'this national resource' will ensure that commercial operators see the canals as a viable opportunity.

Another respondent proposed that new residential and commercial boats should be 'obliged to move for some of their facilities' such as refueling and that the standards of boats and cleanliness of the towpath and mooring should be kept high.

One respondent proposed a wider consultation with all groups using the canals to determine thoughts on how the canals should develop, perhaps through a one day conference separate to the regular customer forums. This they suggested should include user lock operation. They also felt the provision of facilities should be explored noting that those using long-term moorings may not necessarily require water and electricity at the mooring and if/when they do, these additional facilities could also be provided by third parties.
LIST OF RESPONDENTS

Sarah Boyack MSP
Waterways Trust Scotland
Stirling Council
Falkirk Council
East Dunbartonshire Council
RYA Scotland
Great Glen Canal Users Association
Re-Union Canal Boats
Forth Canoe Club
Sportscotland
Scottish Federation for Coarse Angling
Strathkelvin Ramblers
Tim Ford
Alasdair Donnelly
Katy MacDougall
Gerry Baker
Gillian Hanley and Gary Somerville
Mike Johnston
Michelle McDonagh
Dave Bird
Iain Withers
David Alexander Brown
Pierre Potel
Andrew Paterson
Sonia McLay
Rod Dalitz
Paul Homer
5 Anonymous

There were 10 submissions regarding Speirs Wharf specifically
### APPENDIX: RESPONSE TO INDIVIDUAL COMMENTS

#### 4. The Waterspace Strategy – Guiding Principles

<table>
<thead>
<tr>
<th>Comment</th>
<th>Taken onboard</th>
<th>Will inform wider Waterspace discussions</th>
<th>Not practical</th>
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<tbody>
<tr>
<td>A number of respondents noted that the scope of this Waterspace Strategy consultation was too narrow in focusing on the residential and commercial markets.</td>
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<tr>
<td>A few respondents felt that, to ensure movement on the canals, Scottish Canals should focus on, and create more mooring and facilities for, leisure and recreational boating and moving commercial vessels.</td>
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<tr>
<td>One respondent asked for a focus on socially responsible commercial operators.</td>
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<tr>
<td>One respondent disagreed that developing the residential and commercial market will not be 'at the expense' of the leisure market and stressed the need for 'many more' visitor and off-line long term moorings to stimulate boat movement.</td>
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<tr>
<td>One respondent asked for more information about how Scottish Canals will market moorings to commercial enterprises and policies to ensure fairness amongst the boating groups.</td>
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</table>

#### 5. Phase 1 – Stimulating Residential and Commercial Markets

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<thead>
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<tbody>
<tr>
<td>One respondent felt that the proposed cost increase for a liveaboard in becoming an official resident would be prohibitive causing liveaboards to leave the canals.</td>
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<tr>
<td>Respondents again stressed the need for a mixed variety of waterway users and the need for boats to move along the waterway.</td>
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<tr>
<td>One respondent noted the importance of setting standards and expectations high on</td>
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</table>
5.2 Market Assumptions

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<tbody>
<tr>
<td>Five felt market research should be carried out to investigate the assumptions.</td>
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<tr>
<td>One respondent felt that the developing the residential and commercial markets in the Lowlands might be difficult due to the lack of boat-builders, boats for sale and boat maintenance facilities in the central belt and noted the need for user operation of the locks.</td>
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<tr>
<td>One respondent noted that moorings should be modest and sensitively placed and priced well to restrict property speculation.</td>
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<tr>
<td>One respondent felt that moorings should be used to meet existing need.</td>
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<tr>
<td>One respondent said that there should be a mix of commercial operators on the canals.</td>
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<tr>
<td>One respondent asked that the market for moorings at Southbank Marina be explored.</td>
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<tr>
<td>One respondent proposed a member of staff be given specific responsibilities for small and medium scale commercial development.</td>
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<tr>
<td>One respondent felt that increasing leisure activity on the water would attract commercial operators.</td>
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</table>
5.3 Proposed Locations

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<tr>
<td>Respondents proposed other locations including: Craiglockhart, Edinburgh; Lochrin Basin (Edinburgh Quay); Temple Park Crescent (Edinburgh); Philipstoun; Winchburgh; Kirkintilloch (including Southbank Marina); Glasgow (in addition to Speirs Wharf); Clydebank; Lock 27; and near Ardrishaig on the Crinan Canal.</td>
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<tr>
<td>One respondent noted that planning permission would be required for all locations and that other locations within Falkirk and Grangemouth should be explored.</td>
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<tr>
<td>One asked if semi-rural locations would be included.</td>
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<tr>
<td>One respondent noted the potential to link the canal with the Ratho Adventure Centre and noted that when consulting with local community and boating groups at each proposed location, walking, jogging and cycling interests should be included.</td>
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<tr>
<td>Two respondents felt that residential and commercial moorings should be balanced with long-term and visitor moorings, one giving the locations of Auchinstarry, Ratho and Linlithgow as examples.</td>
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<tr>
<td>One noted that the parking policy at Auchinstarry should be addressed.</td>
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<tr>
<td>Two responses noted the need for parking, security and services at residential and commercial moorings locations.</td>
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5.4 Attracting New Residents and Commercial Organisations

Residential

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<tr>
<td>One respondent felt that short term tenants renting a boat might have no long term interest in the boating environment and community.</td>
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<tr>
<td>Three respondents felt that Scottish Canals should not spend limited resources on</td>
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</table>
purchasing boats to lease but private individuals should rather be encouraged to do so.

One respondent proposed Scottish Canals offer assisted haulage from England where there is a competitive boat sales market.

Another noted that standards must be set for vessels on leased moorings.

### Commercial

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<tbody>
<tr>
<td>One respondent proposed a preference on developing holiday/recreational community moorings.</td>
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<tr>
<td>Another asked that environmentally/socially responsible commercial operators be favoured.</td>
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<tr>
<td>Another asked that innovation be encouraged.</td>
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<tr>
<td>One respondent felt that an example of Scottish Canals enabling businesses could be to work with Edinburgh Council and Zazoo on outside seating at Harrison Park.</td>
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<tr>
<td>Four respondents emphasised that it should be a transparent pricing system defining contribution, price and facilities and one suggested owner operation of locks should be offered.</td>
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<tr>
<td>One respondent emphasised the need to help ensure the sustainability of existing commercial users whilst attracting new commercial operators.</td>
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<tr>
<td>One respondent felt more commercial enterprises were needed rather than more social enterprises and charities and proposed facilities like chandleries and maintenance as examples.</td>
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</table>
5.5. Other Practical Considerations

5.5.1. Length of Lease for Residential Customers

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<tr>
<td>There was no consensus on how long the lease would be with suggestions ranging from three years; no more than five years; five years; between five and ten years; ten years and one respondent proposed 99 years.</td>
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<tr>
<td>One respondent proposed that a boat owner be required to inform Scottish Canals a minimum of six months before moving to allow Scottish Canals to reallocate the mooring without a void.</td>
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<tr>
<td>Three respondents made the link between the lease and the lessee meeting the mooring standards.</td>
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<tr>
<td>One proposed a one year lease initially, extended if the boat owner met the standards required</td>
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5.5.2 Purchasing a Boat with a Residential or Commercial Mooring

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<tbody>
<tr>
<td>Seven respondents said that yes, a boat should be purchased along with its existing residential or commercial mooring, but that the proposed facilitation fee is too high.</td>
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<tr>
<td>One respondent suggested that the vacated mooring should go to the next person on a waiting list and felt that selling a boat with a mooring could lead to an inflated price for the boat.</td>
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<tr>
<td>One respondent suggested that a fresh three year lease should be given to the incoming residential or commercial boat.</td>
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<tr>
<td>Another respondent said that Scottish Canals should not have a say in the suitability of an incoming residential tenant and should also consider the Class Use system applied within the planning system for commercial properties. That is, if each commercial mooring was given a defined set of potential</td>
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commercial uses, no approval would be required.

### 5.5.3 Moorings for Large Boats

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<tr>
<td>One felt 1.5 x the mooring charge would be more appropriate.</td>
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<tr>
<td>Five respondents said it would not be an appropriate and fair approach. Two respondents said that moorings should be designed to fit the variety of vessel on the canals. One proposed, for example, a system where pontoons can be moved apart.</td>
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<tr>
<td>One respondent said that the length of a mooring needs to be realistic and proposed in the region of 20 metres.</td>
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<tr>
<td>One respondent agreed in principle but suggested that it would be preferable, if possible in such a case, to offer the large boat owner the opportunity first to find a smaller craft to ‘pair up with’. The fee would then be divided proportionately between them.</td>
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<tr>
<td>Another respondent felt Scottish Canals should charge the larger boat proportionately for the space taken up on the adjacent mooring</td>
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### 5.6 Long-Term Residential Live-Aboards

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<tbody>
<tr>
<td>One respondent noted the difficulties for live-aboard boaters who need to have a legal alternative address for insurance and banking purposes although they will never live at that address.</td>
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<tr>
<td>Three respondents expressed significant concerns with prices increases which they believed those living on the water for economic as well as social reasons would not be able to meet.</td>
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<tr>
<td>One respondent asked for definitions of the terms ‘Residential’, ‘Resident’ and ‘Residential Mooring’.</td>
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5.7 Residential Waiting List

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<tbody>
<tr>
<td>Those giving a definitive answer felt that the waiting list should be given priority with a deadline to take up occupancy given to the applicant. If they fail to take the mooring up in time, the respondents proposed that it would then be reallocated.</td>
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6. Testing the Market – A Pilot Scheme

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<tbody>
<tr>
<td>Two respondents said yes definitively and that there should be more than three pilots.</td>
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<tr>
<td>One respondent proposed rural pilots should be included.</td>
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<tr>
<td>Another proposed Kirkintilloch be considered as an additional pilot.</td>
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<tr>
<td>Two respondents asked that Ratho be given more priority.</td>
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<tr>
<td>One respondent felt the pilot at Speirs Wharf, which would require facilities and which has no parking, should be changed to Auchinstarry Marina.</td>
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<tr>
<td>One respondent suggested that potential issues of access and security in urban locations could be addressed by having locked gates for the pontoons.</td>
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<tr>
<td>One respondent also asked if rates for existing commercial customers would be honoured in the same way as existing residential customers.</td>
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</table>

**Speirs Wharf**

- The majority of respondents wanted an improved resolution to the siting of bin and bicycle storage and guarantees that residential and commercial tenants would not abuse the private parking at the location.
- One respondent felt that the new residential moorings would limit space for visiting boats.

**Leamington Wharf**

- One respondent suggested that the residential moorings here should be 20% of the total moorings even if there are
empty/underused commercial / visitor moorings.

One respondent felt that lack of parking and space around potential moorings here could be problematic.

One respondent welcomed bike storage and asked that similar opportunities be explored along the canal as well as an audit to identify cycle improvements along the canals and the speed of a small number of cyclists in busier sections of the towpath and supported improved canoeing facilities.

**Seaport Marina**

One respondent felt that the residential moorings are the furthest away from the facilities here.

### 6.2. Allocating Residential Moorings during the Pilot

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<tbody>
<tr>
<td>Two respondents said that an online auction would exclude potential bidders who don’t have access to the Internet.</td>
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<tr>
<td>One respondent noted that the auction system might encourage people to purchase boats as second homes, leaving boats vacant for long periods.</td>
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<tr>
<td>One respondent felt the auction system might encourage speculators.</td>
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</tr>
<tr>
<td>Four respondents felt that the auction system would lead to a moorings price which is prohibitively high for some potential residential boaters.</td>
<td></td>
<td><strong>Yes</strong></td>
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<tr>
<td>One respondent felt that the auction system should only be used where supply cannot be increased any further, for example, in central Edinburgh. Elsewhere a fixed price should be based upon the leisure mooring fee plus the cost of providing the facilities at the mooring.</td>
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<td></td>
<td><strong>Yes</strong></td>
</tr>
<tr>
<td>One respondent felt moorings should go to those on the waiting list with potentially a ‘loading’ of 10% and only if the mooring is oversubscribed should an auction take place.</td>
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<td></td>
<td><strong>Yes</strong></td>
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<tr>
<td>Two respondents proposed a ‘draw’ or lottery system.</td>
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<td></td>
<td><strong>Yes</strong></td>
</tr>
<tr>
<td>One respondent felt that evidence from existing contracts in Scotland and across the</td>
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</table>
UK would be enough to set appropriate rates. Beyond that, they felt that supply and demand would determine whether the rates are high enough.

One respondent felt that moorings should be in line with local council housing policy i.e. allocated to those living and working within the local community and then to those with direct links to the area. Another respondent said that the aims to help provide housing and achieve market value for moorings were at cross purposes.

One respondent noted the need to ensure a social mix across the moorings.

7. Final Thoughts

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<tbody>
<tr>
<td>One respondent noted the importance of creating new waterspace at Leamington as per the existing masterplan.</td>
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<tr>
<td>One respondent noted that, in the longer term, lowering The Stances on the Crinan Canal and creating a basin between Locks 2 and 3 may create a basin suitable for a small number of residential boats.</td>
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<tr>
<td>Two respondents reiterated concerns about prices for residential moorings potentially prohibiting some existing boaters and current live-aboards.</td>
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<tr>
<td>One respondent noted that many people interested in living on the water may not have much experience of canals and that it would be important to provide them with clear guidance on all aspects of boat ownership and facilities such as fuelling and maintenance.</td>
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<tr>
<td>Two respondents noted that security will be important. One proposed extra floodlights and cameras at strategic locations. One asked for toilet facilities in all residential locations, parking and storage facilities.</td>
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<tr>
<td>One respondent noted that directions and access ways in Edinburgh should be better signposted.</td>
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<tr>
<td>Four respondents reiterated the need to encourage movement on the canal and noted that the Waterspace Strategy should be expanded to cover everything that could</td>
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and should be happening on the canal and the towpath including canoeing.

One noted that attracting greater visitors to ‘this national resource’ will ensure that commercial operators see the canals as a viable opportunity.

Another respondent proposed that new residential and commercial boats should be ‘obliged to move for some of their facilities’ such as refueling and that the standards of boats and cleanliness of the towpath and mooring should be kept high.

One respondent proposed a wider consultation with all groups using the canals to determine thoughts on how the canals should develop, perhaps through a one day conference separate to the regular customer forums. This they suggested should include user lock operation. They also felt the provision of facilities should be explored noting that those using long-term moorings may not necessarily require water and electricity at the mooring and if/when they do, these additional facilities could also be provided by third parties.

-ENDS-