



# Inland Waterways Association of Ireland

## Residential Mooring Policy

### 2021

#### DRAFT DOCUMENT (G)

## RESIDENTIAL BERTHS AND THEIR INCLUSION IN THE FUTURE OF THE WATERWAYS

### INTRODUCTION

Ireland's navigable inland waterways have benefited from many changes since the Commissioners of Inland Navigation began their improvements to the Shannon navigation in the 1750s. The extent of navigable waterway was greatly increased by these works. At the same time the Grand Canal commenced construction and later that century the Royal Canal also began to take shape. The canals navigations in particular have evolved through periods of passenger and goods traffic to closure and reopening, nowadays use of the canals is primarily leisure based. For many years there have been a few residential communities at places such as Hazelhatch, Sallins, Lowtown, Shannon Harbour, Grand Canal Dock and of course those that reside in private marinas up and down the Shannon and Erne rivers.

A floating home has always been attractive to those seeking a lifestyle more in tune with nature but the numbers doing so have been rising steadily in recent years. The current housing crisis nationwide and particularly in Dublin has contributed greatly to this demand, we see many people with no previous interest in boating turning to a residential floating lifestyle, often as an alternative to renting, but also as the only viable opportunity to owning a home.

This surely bodes well for the waterways and particularly the canals, bringing into focus a lifestyle choice evident in Ireland for the last 40 years while simultaneously giving scope for a regulatory structure that provides the potential for a new lease of life. The huge demand for residential berths has resulted in the urgent need for an improvement in services available to these low carbon communities. Many have only basic services while others have none and are obliged to make long journeys for water and pump-outs. There is the potential here to roll out a program of installing residential berths in small groups along the length of the canals (the rivers are well served by private marina facilities). Carefully considered locations are required, close to towns, villages and harbours, but just far enough away from existing dwellings so not to create congestion. Wider sections of the canals give space for berths served by floating jetties, this overcomes the problem of fluctuating water levels which can be hazardous to vessels moored on the bank.

More vessels means more traffic and more traffic on the canals contributes greatly to tourism in midland towns and villages both directly in terms of money spent and indirectly in the positive attraction that moving vessels on the waterway bring to the locality. With the closure of the bogs by Bord na Móna and the re-flooding of many bogs there is further potential in opening inland marinas connected to the canals. Inland marinas can bring prosperity in many forms including the provision of valuable fully serviced residential berths. There is great potential for development and improvement of the canals through private investment and public/private partnership models.

If we listen to people and respond to the demand for more residential berths we can fulfill the needs of many while raising the tourism potential of the canals thus securing its future for generations to come.

## RESIDENTIAL BERTHS – DEFINED

The definition of a residential berth is a dedicated mooring which facilitates the user(s), in a suitable vessel, to live sustainably, adapted to a modern eco-friendly lifestyle. It should aim to provide a secure and safe location to enable all users to live alongside each other, be they an individual, a couple or a family. In categories 1 & 2 it should also be adequately connected to both communication and transport links.

Three categories of residential berths would be required:

1. Residential City (& major towns) Berth – All Services provided
2. Residential Urban Berth – All Services provided
3. Grassy Bank – No Services provided

Serviced berths should include the following services and facilities, where possible.

ESSENTIAL	POWER	An individual metered, electric connection (shore power) for each craft. Each craft to be responsible for their own bills.
	WATER	Fresh water supply to be situated close to each craft. Approx. 1 tap per 4 to 6 berths is recommended.
	PUMP OUT	A working, and well-maintained black water pump-out facility should be provided to each group of residential berths. Consideration should also be given to the provision of grey water waste and its disposal. Alternatively, a mobile pump-out could visit each location on defined, regular dates.
	WIFI	Where possible, a wifi connection for each vessel, allowing owners to both live and work* from their home. (*'work' refers to home working. Operating a business from a vessel requires a commercial license from Waterways Ireland.)
	JETTIES	Suitable and well-maintained jetties should be provided where space allows. Jetties make boarding the vessel much safer, they also hold the vessel in deeper water away from the bank which can be crucial on canals where levels may vary. Vessels moored directly to the bank can roll on their side if levels drop significantly.
	SECURITY	Secure access where required, allowing only berth holders to access the berths.
	VISITORS BERTH	A visitors berth should be maintained close by to allow visitors to berth safely and use facilities. Liveaboards should not be allowed to occupy these visitor berths. Well appointed visitors berths are a crucial facility for continuous cruisers and tourist vessels alike.

PREFERRED	SERVICE BLOCK	A secure service block should be placed close or alongside at larger residential liveaboard communities.
	BICYCLE RACKS	Bicycle racks should be provided to allow a sustainable transport method for berth holders.
	REFUSE STORE	A refuse store should be provided to store the refuse and recycling bins from each berth, OR to hold communal waste and recycling bins.
	POST BOX	A post box bank should be provided to allow each berth to have a post box address, included in the berth rental.

## 1. RESIDENTIAL CITY (& MAJOR TOWNS) BERTH – ALL SERVICES

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These berths would be located between; Grand Canal Dock (GCD), the Circular Line, and Locks 1-12 on the Grand, and between Spencer Dock and Lock 12 at Blanchardstown Harbour on the Royal (There is also potential for residential berths on the Liffey, though this is an issue for Dublin City Council since the Liffey is not under the control of WI (Waterways Ireland)). Some more desirable locations may command a higher permit price, due to their prime location, transport links and/or quality of facilities provided. Several locations within these regions might have residential moorings for 4-6 vessels at each location. The facilities may vary slightly from location to location, the berths would be serviced to the specific requirements of each location. Where there is ample width available in the canal, a narrow floating jetty could be installed. A floating jetty would be much safer on sections where levels are short and depth can vary rapidly. Where security might be more of an issue, a gated perimeter would be necessary. With a pump-out currently available in Dublin's GCD catering for city center berths and those on the edge of the city center, another pump-out would be required at the western edge of the city on the Grand. On the Royal, pump-outs at Spencer Dock and Blanchardstown would suffice.

### PERMITS

Each berth should be issued a permit on a yearly basis with a two-week break clause. Berths should not be retained by the same vessel from year to year, rather, they should be rotated among liveaboards in that location so as to fairly distribute any prime berth. The permit should forbid any sub-letting in part or whole of any vessel. The sale of a vessel should result in the termination of the permit and the new owner must join any waiting list for a berth and take their turn. There should be no value added to the sale price of a vessel on the presumption that the berth will be retained by the new owner. If a berth holder wishes to pass on the vessel to another member of their family to live aboard, that person should have been resident along with the berth holder for a period of time (to be specified within the permit) prior to the hand over of the vessel otherwise the sale of craft conditions should apply.

Under the two-week break clause the berth holder would be obliged to vacate the berth for a period of two weeks in a given year. Crucially it also ensures that vessels do and can move and encourages use of the navigation network. It also makes berthing space available for vessels cruising the network who wish to enjoy a short stay in the city, those short stay users would be charged per night or week at the same rate. This system would also give much needed space availability for cruising and tourist vessels, allowing them to add a city stay to their canal cruising holiday.

## 2. RESIDENTIAL URBAN & RURAL BERTH – ALL SERVICES

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These berths would be located between, Lock 12 and the Shannon on both canals, the Barrow Line and the River Barrow Navigation. The facilities may vary slightly from location to location, the berths would be serviced to the specific requirements of each location. Where there is ample width available in the canal, a narrow floating jetty could be installed. A floating jetty would be much safer on sections where levels are short and depth can vary rapidly. Where security might be more of an issue, a gated perimeter would be necessary. Existing pump-outs would be brought up to spec and be fully serviceable. Additional pump-out facilities may be required in some locations, ensuring that working facilities are within a reasonable journey for every residential liveaboard.

## PERMITS

Each berth should be issued a permit on a yearly basis with a two-week break clause. The holder of the current permit should have first refusal on the renewal of the permit for that location subject to the conditions of the permit. The permit should forbid any sub-letting in part or whole of any vessel. The sale of a vessel should result in the termination of the permit and the new owner must join any waiting list for a berth and take their turn. There should be no value added to the sale price of a vessel on the presumption that the berth will be retained by the new owner. If a berth holder wishes to pass on the vessel to another member of their family to live aboard, that person should have been resident along with the berth holder for a period of time (to be specified within the permit) prior to the hand over of the vessel otherwise the sale of craft conditions should apply.

Under the two-week break clause the berth holder would be obliged to vacate the berth for a period of two weeks in a given year. Crucially it also ensures that vessels do and can move and encourages use of the navigation network. It also makes berthing space available for vessels cruising the network who wish to enjoy a short stay in the environs of the city or large town, those short stay users would be charged per night or week at the same rate. This system would also give much needed space availability for cruising and tourist vessels, allowing them to add a city stay to their canal cruising holiday.

## 3. GRASSY BANK MOORING – NO SERVICES

This permit would generally be defined as a grassy bank unserviced residential liveaboard. These individuals would be obliged to follow the same standard of sustainable living as those on serviced berths, i.e. they would use holding tanks for sewage storage and make regular trips to available pump-outs, they would be obliged to dispose of their rubbish at the nearest available recycling center OR at service blocks where bins are provided (using their WI smart cards to access refuse stores). WI would map areas where this type of mooring is not allowed. This restriction would be necessary to prevent people from mooring on a bank adjacent to a planned residential liveaboard community, using the facilities provided but at a much cheaper price.

## PERMITS

Under the two-week break clause the permit holder would be obliged to vacate the mooring for a period of two weeks in a given year. Crucially it also ensures that vessels do and can move and encourages use of the navigation network. It also makes mooring space available for vessels cruising the network who wish to enjoy a short stay in that location. This system would also give much needed space availability for tourist vessels, allowing them to cruise more freely on their canal cruising holiday.

## NOTES

- It is difficult to define these categories of residential berths without considering bye-laws and permits. Under current bye-laws a CMP (Combined Mooring and Passage) is all that is required to allow for the mooring and passage of a vessel on the canals. In recent years, WI have required the purchase of an EMP (Extended Mooring Permit) for long term mooring, the process of formally adopting this permit was never concluded. IWAI maintains that If the permit categories proposed in this policy are adopted by WI there will be no need for the EMP as

the specific permits define how they are used. The CMP would continue to exist for the Continuous Cruiser.

- The current system of 1-month's free travel on the canals should remain. This is not a residential issue but is of interest to cruisers who are normally based elsewhere on the inland navigations and wish to explore the canals for a short period of time.
- There is a need for a short term 'special' permit on the canals network, this would be to accommodate people attending a special event. As events can vary from a single day to the scale of the planned 2020BC which would have run throughout a season, spring to autumn. This would be a 'special' permit, issued by WI for a particular event and for a specific length of time.
- Popular locations would demand higher residential rates (i.e. city/large towns, areas close to a town or rail link).
- A berth holder's vessel must stay in their allocated berth, they should not switch berths if another appears available in that location. They can of course choose to leave their berth to cruise for a period of time.
- Having paid for an annual permit, holders of C1 or C2 permits should incur no additional berthing charges when they leave their berth and go cruising.

## MOORING APP

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It would make great sense for WI to develop a mooring app which both WI and vessel owners can use to log both vessel location and time spent in that location. It will also be essential in calculating fees. Movements would be logged with WI to allow them to accurately gauge available spaces and offer them to cruisers and tourist vessels. It could be used to log all residential positions and shorter-term stays. A suggestion was made for a traffic light, red or green flip-signage system to tell vessels owners when residential berth holders are away, although this could also be facilitated through the development of an app to inform users of availability long before they arrive to a location.

## RIVER BASED RESIDENTIAL BERTHS

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Currently WI offer no residential berths along the rivers under their control. Having paid a winter mooring fee, liveaboards may stay in public harbours. That currently does not entitle them to any services. Water and power are turned off in winter. Generally, liveaboards along the rivers base themselves in private marinas where facilities are available all year round. Grassy banks with suitable access are few enough on the rivers which maybe makes this a less attractive option. The potential for winter flooding makes this precarious too.

## PLANNING

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The Association has and will support local communities, local branches, local authorities and Waterways Ireland in the preparation of planning applications with respect to residential moorings along our waterways. We will endeavor to look at all aspects of any such planning application with particular respect to items such as access, safety, sustainability, environmental issues, disability access and integration within the local community. It is the aim of the association to achieve a variety of mixed communities along our waterways living in a safe and sustainable manner.

## ENVIRONMENTAL POLICY STATEMENT

IWAI is committed to continually raising the environmental awareness of its members to foster a responsible attitude and promote compliance with all relevant environmental legislation.

IWAI is committed to monitoring and reviewing the environmental impacts of its members and communicating best practice across all platforms in order to engage with its community of users and stakeholders to reduce and responsibly manage pollution, waste and emissions and promote the sustainable use of the Irish Waterways.

### ENVIRONMENTAL POLICY ISSUES

<b>POLLUTION PREVENTION</b>	<p><b>BLACK WATER</b></p> <p>Vessels with residential permits must have a holding tank installed and use pump outs in locations where installed to reduce concentration of chemicals and pathogens<sup>1</sup>.</p> <p><b>GREY WATER</b></p> <ul style="list-style-type: none"><li>• Where possible grey water should be stored and pumped out.</li><li>• When this is not possible grey water management should be in place including:<ul style="list-style-type: none"><li>– Only use non-toxic cleaning products.</li><li>– Use water saving devices such as low-flow shower-heads and on-demand sink nozzles.</li><li>– installation of grease traps and food collection traps should be installed to reduce toxins in outflow.</li><li>– If on-shore clothes washing facilities are available these should be used to limit gray water entering the water system.</li></ul></li></ul> <p><b>WASTE DISPOSAL AND RECYCLING</b></p> <p>Dispose of all rubbish appropriately, either by recycling what you can (paper, plastic, glass, cans, plastics, antifreeze, oil, lead batteries, etc) or by placing it in the correct marina dumpster, or as part of your home waste system.</p> <p><b>OIL AND FUEL SPILLS</b></p> <ul style="list-style-type: none"><li>• Use oil absorbent pads and booms to contain the spill. Dispose of used absorbent materials as hazardous waste.</li><li>• Notify the local harbour master, marina representative or WI rep of spill so it can be managed appropriately.</li><li>• Installation of a bilge filter which will eliminate oil entering the waterway is recommended.</li></ul> <p><b>SPILL PROOF FUELING</b></p> <ul style="list-style-type: none"><li>• Check the condition of fuel lines and tanks before refueling.</li><li>• Use an absorbent pad or rag to catch fuel drips.</li></ul>
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<sup>1</sup> Sewage discharge contains pollutants including nutrients, metals, toxins and pathogens. Black water discharged from your boat can impair water quality, negatively affect aquatic ecosystems and increase risks to human health.

<p><b>REDUCING YOUR IMPACT</b></p>	<p><b>ECO FRIENDLY PRODUCTS</b></p> <p>Sanitary and interior cleaning products must have an accredited environmental label.</p> <p>Sanitary and interior cleaners must have an eco-label (for example European Ecolabel, Nordic Swan and Blue Angel).</p> <p>Bottom Paint – Using non-toxic bottom paint and anti-foul lessens the impact on marine ecosystems. Bottom paint degrades over time so it is essential it complies with regulation to protect waterways.</p> <p><b>WATER CONSERVATION</b></p> <p>Potable water supply should not be used for cleaning vessels. Use of water saving devices such as low-flow shower-heads and on-demand sink nozzles is recommended.</p> <p><b>RENEWABLE ENERGY AND ENERGY SAVING</b></p> <p>Renewable energy systems are recommended where possible, to reduce the carbon footprint of vessels, and to reduce reliance on the national grid.</p> <p>Low energy use systems such as LED bulbs are recommended to be used on board to lower energy usage.</p> <p><b>VESSEL MAINTENANCE IN DRY DOCK</b></p> <p>All dry dock activity should be in line with WI risk assessments and dry dock environmental management policy.</p>
<p><b>WILDLIFE PROTECTION</b></p>	<p><b>BIODIVERSITY AND AREAS OF CONSERVATION</b></p> <p>Boat owners should be aware of species that are unique to the waterways (<a href="https://www.waterwaysireland.org/biodiversity-on-irelands-waterways">https://www.waterwaysireland.org/biodiversity-on-irelands-waterways</a>) and areas of conservation along the system in order to protect wildlife and ecosystems.</p> <p><b>GREEN FISHING</b></p> <p>Fishing on the canal should follow local guidelines and legislation. No tackle, lines or hooks should be left behind. Broken or used equipment should be removed and disposed of correctly in waste facilities to ensure wildlife is protected.</p> <p><b>INVASIVE SPECIES PREVENTION</b></p> <p>Boat owners should be aware of invasive species, log their location and report to WI who will manage them appropriately.</p>



## OTHER ITEMS

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### VESSEL MAINTENANCE

Integral to the correct maintenance of a vessel is the availability, at a reasonable distance, of a dry dock in which the vessel can be supported, where necessary, while the water is drained away, this allows full access to the hull for maintenance, checking or repair. Potable water should not be used for washing and cleaning vessels.

### ENGINE MAINTENANCE

- Great care should be taken to dispose of all oils, greases, filters etc. in the correct manner following any maintenance.
- Sanding and painting of vessels must be undertaken in such a manner as to avoid contamination of the surrounding waters and banks.

### CHARGING AND PRICING

#### SHANNON, ERNE AND RIVER BANN REGIONS

As far as we are aware there are no public residential moorings on the Shannon, Erne or River Bann systems.

Private boat yards however do offer year-round facilities and following conversations with both marina owners and several liveaboards, this system seems to work well allowing liveaboards to either maintain a permanent home base mooring or indeed winter moorings only for those who wish to travel the rest of the year. The marina owners inform us that no extra charge above the normal charges for a berth apply to these residents save for power charges.

### CANAL REGIONS

Following surveying and discussions with residential liveaboards, it is suggested that the following be applied.

- City Centre Berths
  - These berths should attract the highest charges as they are viewed as the most sought-after berths.
  - These berths should be fully serviced and provide a comfortable, safe, and accessible home berth.
- Urban Berths
  - These berths if fully serviced should attract a slightly lower charge than the city center berths but the fee should reflect the services provided.
- Rural Grass Bank Berths
  - These berths should be in the lowest fee category to reflect their lower level of facilities (if any).

An appendix of suggested charges is on page 12.



## PROPOSED BERTH CATEGORIES

### ROYAL CANAL LOCATIONS

No.	LOCATION	CATEGORIES			VISITOR
		C1	C2	C3	
1.	SPENCER DOCK	40			10
2.	SHANDON GARDENS	7			2
3.	ASHTOWN, PARK ROYAL	10			4
4.	BLANCHARDSTOWN	16			2
5.	CLONSILLA	8			2
6.	CONFY	24			2
7.	PIKE BRIDGE & QUAY, CARTON HOUSE	8			1
8.	MAYNOOTH	8			2
9.	KILCOCK	10			2
9A.	KILCOCK (OPTION)	10			2
10.	FERN'S LOCK	4			1
11.	ENFIELD	10			2
12.	MOYVALLEY	14			2
13.	LONGWOOD	6			1
14.	HILL OF DOWN	8			1
15.	BALLASPORT BRIDGE	4			1
16.	THOMASTOWN	12			2
16A.	THOMASTOWN (OPTION)	12			2
17.	MCNEAD'S BRIDGE	4			1
18.	BALTRASNA BRIDGE	6			1
19.	MULLINGAR, PIPER'S BOREEN	14			2
20.	MULLINGAR, POSSIBLE MARINA AT CUT WEST OF TOWN	14			2
21.	BALLINEA BRIDGES	4			1
22.	COOLNAHAY	4			1
23.	BALLYNACARGY	8			1
24.	ABBEYSHRULE	10			1
25.	BALLYBRANNIGAN	14			2
25A.	BALLYBRANNIGAN, (OPTION) BOG MARINA	20			4
26.	FOIGHA HARBOUR	4			1
27.	MOSSTOWN HARBOUR	6			1
28.	LONGFORD LINE, LONGFORD TOWN END (POSSIBLE PPP MARINA)	12			2
29.	LONGFORD LINE, LONGFORD JUNCTION	4			1
30.	CLOONDARA	14			1
30A.	CLOONDARA, (OPTION) BOG MARINA ON BEGNAGH BOG	20			2

As indicated by Waterways Ireland

See location maps on following pages. (TO COME)

## GRAND CANAL LOCATIONS

No.	LOCATION	CATEGORIES			VISITOR
		C1	C2	C3	
1.	GRAND CANAL BASIN	30			10
2.	MESPIL ROAD	4			1
3.	HAROLD'S CROSS	4			1
4.	PARK WEST, (POSSIBLE MARINA OPTION 1)	10			2
5.	LUCAN, 12TH LOCK, COOLING PONDS, (POSSIBLE MARINA OPTION 2)	8			1
6.	GOLLIERSTOWN, (POSSIBLE MARINA OPTION 3)	14	As indicated by Waterways Ireland		2
7.	HAZELHATCH	24			2
7A.	HAZELHATCH	8			3
8.	SALLINS, EAST	20			2
8A.	SALLINS, WEST	24			2
9.	NAAS LINE	14			2
10.	LANDENSTOWN	4			2
11.	ROBERTSTOWN	8			2
12.	LOWTOWN	36			2
13.	ALLENWOOD, SHEE BRIDGE	4			2
14.	TICKNEVIN	4			2
15.	EDENDERRY	14			2
16.	DAINGEAN	10			1
17.	BALLYCOMMON	10			2
18.	TULLAMORE	26			3
19.	POLLAGH	10			2
20.	BELMONT	10			2
21.	SHANNON HARBOUR	30			2

## BARROW LINE LOCATIONS

22.	RATHANGAN	10	As indicated by Waterways Ireland	2
23.	MONASTEREVIN	14		2
24.	VICARSTOWN	10		2
25.	ATHY	14		2
26.	CARLOW	14		2
27.	LEIGHLINBRIDGE	10		2
28.	BAGENALSTOWN	10		2
29.	GOESBRIDGE	8		2
30.	GRAIGUENAMANAGH	21		2
31.	ST. MULLINS	4		1
32.	NEW ROSS (MARINA PRESENT)	0		0
33.	WATERFORD	0		0
34.	CARRICK ON SUIR	0		0
35.	INISTIOGE	0		0

See location maps on following pages. (TO COME)

## APPENDIX

### CHARGES AND PERMITS

With the development of improved services, prices should reflect current marina charges with similar services. With increased charges, the option to pay berthing fees monthly/annually should be introduced for categories 1, 2 and 3.

While the proposed residential categories will give rise to three new defined permits, the current EMP permit will no longer be required. The original CMP will remain, unaffected by the introduction of new permit categories. Also remaining unchanged would be the one-month free travel allowed on the canals network. There would however be a need for a short term 'special' permit on the canals network, this would be to accommodate people attending a special event. As events can vary from a single day to the scale of the planned 2020BC which would have run throughout a season, spring to autumn. This would be a 'special' permit, issued by WI for a particular event and for a specific length of time.

### RESIDENTIAL PERMIT LEVELS AND LOCATIONS

It is important to emphasize that these new planned berths would be additional to the number of current facilities (apart from the 28 planned locations which already exist). For example, at Blanchardstown the suggested location for Level 1 berths is outside the harbour. This would leave the harbour available for cruising or tourist vessels and also allows other users such as kayakers or canoe polo players to use the harbour. The associated maps adjoining this document will show the exact locations of these C1, C2, C3 and visitor berths. We envisage that revised guide books to the canals will indicate where C3 (unserviced grassy bank mooring) is both allowed or not allowed. For example, with several C1 locations on both canals within Dublin city probably commanding the highest rates for all berths, it would be unfair to allow random adoption of C3 berths in this prime location availing of the services established for C1s. WI may choose not to allow C3s moor in this area, unless using a visitor berth in accordance with its stipulated use. Visitor berths will allow cruising and tourist vessels to avail of the available planned facilities, numbers of these berths are estimated and may change. Where there is only one or two visitor berths and both are in use, the existing bollard and harbour moorings will still be available.

Congestion on the canals has become an increasing issue with the rising volume of liveaboards making the canals their home. Largely unregulated, these people have tended to congregate in harbours and at locations where other liveaboards were already present. This document seeks to free-up valuable harbours for more shared use, moving communities just outside harbour locations also improves the possibility to develop and service their berths appropriately, it gives those liveaboards greater privacy and allows them to live close to but not on top of the local land-based residents.

With increased traffic on the canals and enormous interest and use of the greenways it is inevitable that more commercial berths will be required to serve the public. This document seeks to improve facilities for all and spread out users of all types so that there is still space for all and most importantly, space to travel the waterways as specified in the Canals Act Bye Laws.

A list of suggested charges for the policies' defined categories is below.

1.	<b>FULLY SERVICED BERTH ON A PLANNED MOORING WITHIN THE CITY LIMITS</b>	€3,000
2.	<b>FULLY SERVICED BERTH ON A PLANNED MOORING IN THE SUBURBS AND RURAL AREAS</b>	€1,500
3.	<b>UNSERVICED MOORING ON A GRASSY BANK IN DESIGNATED AND RURAL AREAS</b>	€750
4.	<b>CMP – CONTINUOUS CRUISING &amp; LEISURE BOATING (NO 5-DAY RULE)*</b>	€350
5.	<b>SPECIAL EVENT CMP (ISSUED FOR DURATION OF SPECIAL EVENTS)*</b>	€100+

\*Pending agreement with WI.

In the interim and relative to the facilities and services which are available currently, below is a list of suggested interim charges for the policies' defined categories.

1.	<b>FULLY SERVICED BERTH ON A PLANNED MOORING WITHIN THE CITY LIMITS</b>	Up to 50%
2.	<b>FULLY SERVICED BERTH ON A PLANNED MOORING IN THE SUBURBS AND RURAL AREAS</b>	Up to 50%
3.	<b>UNSERVICED MOORING ON A GRASSY BANK IN DESIGNATED AND RURAL AREAS</b>	Up to 50%
4.	<b>CMP – CONTINUOUS CRUISING &amp; LEISURE BOATING (NO 5-DAY RULE)*</b>	Up to 50%
5.	<b>SPECIAL EVENT CMP (ISSUED FOR DURATION OF SPECIAL EVENTS)*</b>	Up to 50%

\*Pending agreement with WI.

## **NOTES ON THE DEVELOPMENT OF RESIDENTIAL BERTHS AND SUBSEQUENT INTRODUCTION OF REVISED CHARGES**

The proposed residential and visitor berth locations have been carefully and sensitively selected so as to improve the quality of life for liveaboards without overburdening the existing waterways, this is particularly necessary on the canals where uncontrolled expansion has overcrowded harbours on the approaches to, and within Dublin.

Locations have been selected close to, but just outside harbours and sometimes occupying only one side of a harbour. This opens up the harbour for safe landing as vessels pass through, it also creates space for visiting cruisers and particularly for tourist/hire vessels whose crew will be less experienced and require easy safe moorings on a quayside.

Residential liveaboards need their own privacy and to this end, where possible, locations have been selected on the opposite side to the greenways, thus ensuring less pedestrian traffic directly outside the vessel.

Being close to towns, village communities and transport links is important to residential liveaboards, but it is equally important to have some separation between these floating communities and existing land-based waterside residents. Where both communities are too close, the congestion, increased pedestrian and motor traffic can serve to build a negative view of boaters among locals. A sensitive approach to planning and integration can avoid this and foster an atmosphere of trust between both communities.

Liveboards are renting their residential berth on an annual basis, renewal is based on their compliance with WI's requirements. Vessels cannot switch to another berth should one become available. Berth holders cannot be assured of the same berth from year to year. In many locations there are preferred berths, which may be quieter or more exposed to sunlight. These berths can be highly coveted, as such it would be unfair to allow one person to hold a specific berth continually year upon year.

Berth location preference should be given to an individual who is registered as disabled. The required two week vacation of the berth should take into consideration a berth holder's disability or ill health. Disability access should be considered in the design of all facilities.

### SERVICE LEVEL AGREEMENT

IWAI should have a Service Level Agreement with WI. Taking a full account of current facilities and services which we have in 2021 for the cost of a CMP, the sum of €126. This sum needs to be index-linked to 2021 values. This figure may rise in conjunction with improvements in facilities and services, through further negotiation.

To extrapolate this figure accurately, taking the 1986 price and converting it to current values it would be necessary to evaluate the facilities and services available in 1986 and cost the improvements in facilities and services since then. Unfortunately, conditions and staff numbers have deteriorated in the interim, which basically negates any permit value increase due to facilities and services improvements. The simplest way to estimate the current value of the CMP is simply to index link the 1986 price of €126 to 2021 values, which is €252.

Should we agree a policy with WI we would expect price increases, however this should only be; in line with inflation, on a graduated basis and done so to reflect the improvement to facilities and services throughout the canals network, or in a given area.

Services Level Agreement notes:

- Visitor Berths are additional to those already in place.
- Grand Canal Dock is the only place where visitor moorings are already in place.
- All existing moorings to remain, all proposed moorings are additional.
- Commercial moorings should be planned rather than occupying existing visitor moorings.
- To improve navigability of the canals and Barrow WI should develop a policy for dealing with obstructions to the navigation. Increasingly, vessels are falling foul to obstructions hung low across the canals which create a danger to crews and can cause damage to vessels.

### DRY DOCKS AND MAINTENANCE AREAS

Vessels should be maintained to an agreed standard. More attention needs to be given to repairing 'out of service' dry docks and reducing the journey required to reach a dry dock. Improved maintenance standards will create a significantly increased demand for these essential services.

Where there are larger communities of residential liveaboards in close proximity without a working dry dock close by, WI should provide a berth(s) equipped for maintenance work. That berth should be away from the general residential berths and be equipped with power, water, possibly a covered area, together with appropriate safety equipment including larger spillage absorbing equipment. Where space is available adjacent to the canal in areas not served by a dry dock, a crane-out area alongside a maintenance berth would be very useful.

Vessel owners should have on-board any basic spillage cleaning pads, booms or products for small spills and for containing any contaminated bilge water.

Time spent in maintenance areas or dry dock should be deemed as part/all of a berth holder's annual two week leave from the berth.

### FUTURE PROOFING THE WATERWAYS

As battery technology is advancing many vessels in the future may be electric powered. Additional trunking could be installed to cater for this when installing jetties. Similar consideration could be given to fiber-optic cable for broadband connections to vessels, or wifi throughout a residential liveaboard location.

Jetties should be constructed from recycled plastic or timber from a sustainable source.

As the standard of facilities improves throughout the network, the Blue flag international standard for marina's should be piloted with a view to upgrading to that level across WI's residential marinas.