



Sustainable Boating Group

Position Paper – Standards for Bankside Electrical Hook-Ups

Introduction

The IWA Sustainable Boating Group published its Vision Paper in 2020 identifying ways in which Inland Waterways Boating could be made more sustainable. Part of this work is to find ways in which existing craft and boaters can use more sustainable energy and hence produce less CO₂.

A key part of this vision was that boaters would increasingly use electricity, both as a means of propulsion and as the prime source of domestic energy aboard. This would reduce the use of fossil fuels for propulsion, space heating, hot water and potentially cooking.

This requires the provision of charging points, or 'hook-ups' to be provided across the system for cruising boats to use to recharge batteries, as the increasing use of electric vehicles requires on the roads.

'Hook-ups' are currently available on many home moorings, especially marinas, but this paper focuses on hook-ups for cruising boats to use on a short term basis, maybe overnight.

Background

Hook-ups are starting to be installed on the system for cruising boats. Most are the standard 16 Amp installations that most home moorings have, and boats are generally equipped to use. As boats with electric propulsion become more common, it is likely that larger capacity 32 Amp installations will be required.

Currently, mainly 16 Amp, installations are being provided by a variety of sources including navigation authorities, local authorities, and private developers.

All are provided with a means of purchasing power, but there is no common system. Thus, a boater must normally purchase a quantity of electricity in advance, probably not use it all during their stay and then not be able to use it up in another location. By the nature of inland waterways cruising, they may never return again to the original location.

Proposal

A common formal standard be written, to be used on a compulsory or voluntary basis, by all providers, including navigation authorities, local authorities, private developers, and others.

This would specify at least:

- The installation standard to be used and, if necessary, to specify an approved upgrade path to 32 Amp.
- The physical layout of the unit, including the number of connections per pylon and the spacing and positioning on the mooring.
- The minimum mooring standards to be used recognising that the boats will be connected to mains electricity.
- The terms and conditions of mooring, including the maximum time allowed.
- Most importantly, a common payment system to be specified which either allows the boater just to pay for the energy consumed or take unused energy in any future location.

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