



Department
for Transport

Response to consultation

Scope and administration of the inland waterway safety boat grant regime

November 2014

The Department for Transport has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the Department's website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact the Department.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries: <https://forms.dft.gov.uk>

© Crown copyright 2014

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Contents

Executive summary	4
Freedom of Information	5
1. Who can apply for funding and how can we ensure funding is awarded to those who can make best use of it?	6
2. Should the grant be for capital items, operational costs or compensation for VAT/Excise Duty Costs? How can we design in recipient sustainability?.....	7
3. How we can ensure value for money, should we offer part/joint funding only? What measurements should we use when evaluating applications?	9
4. Should grant awards be accompanied by a commitment by the recipient?.....	10
5. How should the grant funding be distributed to the relevant bodies?.....	11
6. Other comments.....	12
How to apply for grant?.....	13
Annex B: Full list of consultation questions.....	14
Consultation principles.....	15

Executive summary

1. The Government ran a consultation from 1 – 29 September 2014, seeking views on a new grant scheme for inland waterway safety boats announced in the Budget.
2. The consultation sought views on five key areas and 15 responses were received. The summary below outlines the views received during the consultation period.
3. Using the feedback, we have designed a grant regime and published an invitation to apply for grant - published at:

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

1. Who can apply for funding and how can we ensure funding is awarded to those who can make best use of it?

- 1.1 Around 70% of respondents said that the grant funding should be available to charitable organisations only.
- 1.2 Around a third said that compliance with the Rescue Boat Code should be a factor in applying for grant funding, although others suggested membership of any asset register should be equally valid.
- 1.3 Two respondents felt that only organisations with several years' worth of experience should be eligible to apply. Others felt that smaller charities or those without high levels of public support should be given preference.
- 1.4 The majority of respondents felt that grants should be made available for both inland and inshore rescue and lifesaving organisations.
- 1.5 Membership of local/national flood and water rescue groups, local resilience forums, Defra's Flood Rescue National Enhancement Project, and awareness of the Civil Contingencies Act and related training and guidance, were all suggested as criteria for assessing funding bids by individual respondents.

2. Should the grant be for capital items, operational costs or compensation for VAT/Excise Duty Costs? How can we design in recipient sustainability?

- 2.1 A majority of respondents said that grant should be used for capital and operational costs, with a number citing the costs of insurance as being their largest outgoing.
- 2.2 One respondent thought that large capital items (e.g. new boats and vehicles) were more sustainable as they would be used for a number of years.
- 2.3 Two respondents felt that grants should only cover capital items, and that organisations should be able to cover their operating costs without grant assistance.
- 2.4 However, others felt operational costs such as training, accident insurance, and maintenance, should be covered by the grant scheme, and (especially in regard to training) had more built-in sustainability.
- 2.5 There was a suggestion from one respondent that applications should include an estimate of the service level improvements generated by grant.
- 2.6 Two respondents suggested that capital items should be funded from grant bids in the current (2014-15) financial year,

allowing more time for training and operational bids to be drawn up for future years.

2.7 Two respondents were keen that training and capital items be standardised in the form of a catalogue, or shared between applicants (e.g. to provide a central pool of trainers).

2.8 Three respondents suggested that the VAT / taxation regime for rescue boats used inshore and inland was too complicated to be solved or refunded through a grant scheme, and that this should be reviewed separately. Two others felt that a flat zero-rating across the sector was required. Others stated that this issue was not of interest to them.

3. How we can ensure value for money, should we offer part/joint funding only? What measurements should we use when evaluating applications?

- 3.1** Respondents agreed that the impact and objective of grant funding (in terms of organisational capability and improvement of safety) should form part of the grant application process.
- 3.2** Most were clear that bids should be accompanied by a business case and a clear indication of the long-term sustainability of the project concerned.
- 3.3** There was broad agreement from respondents that part/joint funding should be available to organisations which are financially sound, but that it should not be the only option.
- 3.4** The list of measurements provided in the consultation document generally met with approval from respondents. Four suggested that bidding organisations' level of cover (e.g. 24 hours a day, 365 days a year) should be included as a metric.
- 3.5** Other responses suggested using existing criteria from other funds, such as Defra's Flood Rescue Enhancement Project (and Concept of Operations), and that the organisation must comply with the Rescue Boat Code.
- 3.6** Two said that organisations would need to demonstrate an understanding of, and impact upon, the national Civil Contingencies environment.

4. Should grant awards be accompanied by a commitment by the recipient?

4.1 Almost all respondents felt that any grant awards should be accompanied by commitments on the part of the recipient. Ideas included requiring grant recipients to:

- remain on asset registers;
- fulfil required training;
- demonstrate the grant funds have been used;
- meeting service level agreements;
- work with “blue light” responders;
- maintain business continuity plans;
- engage with the Local Resilience Forum and existing national Civil Contingencies frameworks; and
- remain committed to the stated aims of the purpose of grant.

4.2 A few respondents felt that the grant recipient's commitment should depend on the size and nature of any award.

5. How should the grant funding be distributed to the relevant bodies?

- 5.1** The majority of respondents supported an annual grant application process.

6. Other comments

- 6.1** A large number of further comments were received, reflecting the vast size, scope and variety of the organisations involved in this sector. These included comments on insurance requirements (accident, personal liability, third party) of the sector, the large variety of vessels that are used, the high level of local support, as well as the existing difficulties experienced by some organisations in responding to emergencies.

How to apply for grant?

We have published guidance on how to apply for grant funding at:

<https://www.gov.uk/government/publications/inshore-and-inland-lifeboat-grant-scheme-how-to-apply-2014-to-2015>

If you have questions about the grant application process please contact:

Tom Pullin

Department for Transport, Great Minister House, 33 Horseferry Road, LONDON, SW1P 4DR

Phone number: 020 7944 6230

Email address: Maritime@dft.gsi.gov.uk

Annex B: Full list of consultation questions

Question 1

- who can apply for funding?

Question 2

- how can we ensure funding is awarded to those who can make best use of it?

Question 3

- should the grant be for capital items, operational costs or compensation for VAT/Excise Duty costs?

Question 4

- how can we design in recipient sustainability?

Question 5

- how we can ensure value for money, should we offer part/joint funding only?

Question 6

- what measurements should we use when evaluating applications?

Question 7

- should grant awards be accompanied by a commitment by the recipient?

Question 8

- how should the grant funding be distributed to the relevant bodies?

Question 9

- any other thoughts and comments you would like to provide.

Consultation principles

The consultation was conducted in line with the Government's key consultation principles which are listed below. Further information is available at

<https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator

Department for Transport

Zone 1/14 Great Minster House

London SW1P 4DR

Email consultation@dft.gsi.gov.uk