

CBOA NEWS

Commercial Boat Operators Association
Newsletter Issue 19 – Autumn/Winter 2016

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Oil carrying - Sheffield and South Yorkshire Navigation

On the 27th April the *Exol Pride* (formerly *Humber Pride*) made her first voyage under new owner, CBOA member Mainmast Shipping. She was carrying 450 tonnes of oil, from Hull to the Rotherham Exol oil terminal, running approximately one trip per week.

CBOA officers were instrumental at the outset in bringing the three parties together; Exol, Mainmast and Canal and River Trust, advising and encouraging a

dialogue which resulted in agreement for the traffic to start again.

On their web site Exol report that with the barge it is able to benefit from a cost-effective, efficient, safe, green and sustainable transport means, minimising its carbon footprint while transporting large loads.

Built in 1979, *Exol Pride* is 61 x 6m, with a draught 2.4m.

Exol Pride sporting the new Exol branding (M Slater)



From the Chairman



The Association continues to support the work of the Canal & River Trust and its partners to open a new aggregate terminal on a former wharf near Leeds (hopefully opening late this year or early next) and the project to develop the 'Port of Leeds' on its Stourton site during 2017. All this takes time and a lot of patience! We continue to work with the Trust, MCA and University of Hull in connection with the potential to relax the rules regarding Partially Smooth Waters in the Humber. In connection with MCA matters members with the full Boatmaster Licence need to have a medical (form ML5) when it is first issued or at renewal (and annually for those aged over 65). This can be very expensive (sometimes over £100) so I'm delighted to report that CBOA has entered into an arrangement with Nationwide Medicals, a national provider of medicals for goods vehicle and other operatives, at a substantially reduced cost (see report on page 15).

Following discussions between the various parties involved our new member Mainmast Ltd has recommenced carriage of base oil from Hull to Exol Lubricants in Rotherham (see cover article) and it's pleasing to see '*Exol Pride*' (formerly '*Humber Pride*') making regular journeys up the South Yorkshire Navigation. We have also been involved in discussions regarding a proposed lengthy stoppage at Doncaster Lock this winter for bottom gate renewal. This is a tricky job being right underneath the East Coast Main Line and requires an innovative approach from C&RT engineers. It's been agreed that the job can be completed in early 2017 in a much tighter time frame than originally

envisioned and at a time which best suits Exol.

We continue to advise potential operators and users of the waterways – large and small – for carriage of freight and have been encouraged by an upturn in enquiries, including some large tonnages, especially in the north east. There is, for example, considerable interest in the use of flat top barges for bagged or palletised goods, as already pioneered by Blue Line Logistics in mainland Europe and as described in a presentation by Blue Line at our AGM (see report on page 4). We are also delighted to welcome new members Esprit Warehousing who are developing a ship and barge wharf for grain and general cargo above Mode Wheel Locks in Manchester (see New Members report on page 15).

In my last report I mentioned the Leeds and Liverpool Canal Bi-Centenary project to take loaded Leeds & Liverpool short boat *Ribble* across the Pennines – the first for 38 years – and this came to fruition in September and October thanks to the assistance, advice and support of a number of individuals and organisations including CBOA members David and Margaret Poole (owners of *Ribble*), AC Marine Aggregates Ltd and Humber Barges Ltd, plus North West Trading Ltd, Viking Marine, MCA and C&RT. On a personal note it was great to be at the tiller of *Ribble* travelling over a parts of the L&L in Yorkshire and Lancashire where my own waterway career was nurtured over forty years ago.

I am grateful to our new Secretary, Keith Astley, for the excellent arrangements in connection with our AGM in April (see report on page 4) – the speakers were well received and attracted a larger than usual attendance. Keith is also bringing fresh ideas and thinking to our organisation; we will be exploring these – in particular how we can revitalise our regional activities and, perhaps be less 'centric' in our approach. I'm sure Keith would welcome any comments or suggestions.

As CBOA Chairman and C&RT Freight Group member I continue to give presentations to diverse organisations and groups including Midlands Connect (whom we are meeting again at the time of going to press), the Sharpness LEP, waterside developers and

industrialist groups. We have also met the developer and C&RT for the Icknield Port Loop proposed development in Birmingham with a view towards future transport of goods by canal which looks promising. Please let Secretary Keith or myself know of any groups who might be interested in such a presentation – on which topic our new literature and presentations are taking shape nicely and should be ready soon.

Some members (and others) have expressed

concern at what is perceived to be an ageing workforce within our industry. As described elsewhere the Thames Training Skills programme is significant as it means we have an answer to those who worry about dying skills (see report on page 13). This is significant as Thames Tideway Tunnel excavation works are about to start.

Many thanks for all your support.

David Lowe.

UK News

A Tribute to David Blagrove MBE, Vice President CBOA

This tribute is kindly provided by CBOA Vice-President Nicholas Hill, who has known David on and around the cut for many years.



David's coffin being lifted from NB Sculptor for the funeral service at Stoke Bruerne church (P Ayres)

I was saddened to hear of the death of David Blagrove MBE one of the founders of the Commercial Narrow Boat Operators Association, now the Commercial Boat Operators Association, this on the 12th August after a long battle with cancer.

The CNOA formation was in a large way a method for David to act on his belief in a civilized transport system and a proper purpose for inland waterways.

Born in Abingdon he recounted that he was delivered by a doctor whose hands were soiled with coal and canal dirt as he had just come from an accident at the boat unloading equipment at Osney Power Station

Oxford, hence David's interest in boats and waterways at a very early age! This was confirmed by his fascination with the then derelict Wilts and Berks Canal whilst at school at Wantage in Berkshire.

Upon leaving school he became involved with the recently formed Kennet Carrying Company then operating the NB *Enterprise* on passenger trips at the Reading end of the Kennet and Avon Canal. There was at the time a major battle being fought to prevent abandonment of the entire Bath to Reading route and campaigning for its restoration.

This was followed by time with Bill Fisher of Newbury running a pair of Willow Wren Canal Carrying Company boats – motor boat *Tern* and butty *Teal*, then *Dunlin*. Leslie Morton was the gaffer of Willow Wren. I got to know them at this time and was soon on the footboard of the *Tern*! They happened to get frozen in at Stoke Bruerne during the winter of 1962-3 which accounts for David and Jean his wife living at Stoke this last 50 years. David taught at the nearby school at Roade. This followed his spell with the great and good Thames Conservancy as relief lock keeper again in the Reading area.

From his canal side house many waterway businesses, adventures, trips and campaigns were instigated, always with a solid belief the canals had a better use than as a series of play lakes. He was in at the beginning of the canal borne retail coal trade 1971-2 which flourishes today. Other traffics instigated were timber from Wisbech to Northampton and Kings Langley, fence panels from Tamworth to Bletchley, salt

from Middlewich to Northampton plus other schemes, some of which worked!

A major forte of David was his skill at both writing and performing songs and music. He played the ukulele banjo, a 4 string banjo with a ukulele fretted neck. Many of his songs were about canals and personalities often in waterside pubs, many humorous. Some of the sad ballads could bring tears to the eyes of many a tough boatman. He was also an accomplished artist both in water and oils the subject usually a canal scene. He was a raconteur round the public bar where his story telling bettered his boating skills!

David was on the IWA Council, local canal societies, helped organise Northampton rallies and the Braunston Historic Boat shows.

His chief legacy will be his extremely well written books 'Bread Upon the Waters', mainly about his Willow Wren days and 'Quiet waters By' about his time with the Thames Conservancy. I highly recommend them.

Other interests were railways, both model and full size, chiefly Gods Wonderful Railway, the GWR. Although not much involved with larger UK waterways, he had useful contacts with water transport in France.

Always good company on the cut, on boats, in pubs and at his home, a true canal man, and a fighter. Our condolences go to his wife Jean and daughters Sarah and Margaret.

Have a good road, mate.

AGM - Blue Line Logistics trans-modal initiative, floating depots & vessel design

The CBOA AGM in April this year was considerably augmented with three excellent presentations.

Firstly Antoon Coillie from Blue Line Logistics, Netherlands spoke about the concept, design and implementation of the Pallet Shuttle Barge, or *Zulus* as they are known. Then Dr. Tom Cherrett spoke about the concept of a floating depot. This would ease local inner city road deliveries with a waterborne hub barge. The third presentation was from Stephen Mears of Keel Marine, who described the design and construction of modern vessels. Their designs of workboats are seen on Canal and River Trust waterways. It was clear that all three had in sight the need for multi-purpose, flexible

design barges capable of operating with small container package operations and also larger bulk operations.

The Blue Line project has barges in service, with *Zulu 01* and *Zulu 02* operational, with *Zulus 03* to *06* expected later this year or next.

The problems in the Netherlands with road transport congestion are the inspiration for this project. The barges have to be price competitive, versatile, self loading/unloading with a radio controlled crane, self mooring with spud poles if required, easily positioned and unassisted berthing with two bow thrusters. Crew safety and comfort is paramount, with crews never away from home overnight, meaning crew relays for longer runs. No accommodation is provided on board.

With 300 tonne maximum capacity, one man operation is possible complying with the regulations. Cargoes at present include bagged cement, palletised bricks, as well as crates and containers of goods.

Of modular construction, the *Zulu* is 50m x 6.6m x 2.2m maximum draft. Cheaper construction and maintenance is planned by using land based equipment as far as possible, instead of using more expensive purpose designed marine equipment.

Freight Transport Association Conference and Newsletter

A new Freight by Water newsletter has been produced by the FTA in June. In it, the July Freight by Water Conference was highlighted to be held on Thames based P.S. Elizabethan in July.

The speaker line up was Jim Trimmer – Port of London Authority, John Oosthuizen – Transport for London, Peter Ward – Port of Tilbury, Gerry Heward – CBOA member WHH Barges, Stephen Anderson – Peter Brett Associates. Also proposed for the Conference, Freight by Water were presenting the key findings from its new policy report on how to overcome policy barriers that are impeding the growth of the water freight business in the Thames area, which is outlined on page 5.

Other articles in the newsletter were:-

- New regulations for SOLAS (Safety of Life at Sea) Convention, covering the verification of the maximum gross weight of containers before

loading onto ship

(see http://www.fta.co.uk/policy_and_compliance/sea/cvw.html)

- The three-day conference Rotterdam in June on the development of the Trans-European Transport Network (TEN-T), with a special focus on the Core Network Corridors, ERTMS and Motorways of the Sea (MoS), their implementation and financing
- Esprit Warehousing & Docks, Trafford Park, where a large amount of road freight is handled, but also some bulk grain on the Manchester Ship Canal (MSC) at a customer's premises. The collapse of a new lifting road bridge being built over the canal next to the M60 motorway has caused cessation of the traffic however. The incident took place in May whilst undergoing load testing, with the deck crashing into the canal
- EU recognition of professional qualifications in inland navigation; the EU is drafting a system for mutual recognition for qualifications in inland navigation that will cover all workers on board vessels that are used in inland navigation. There are a number of exemptions e.g. armed forces and leisure operators but most vessels used for freight transport will be in scope
- CMA CGM doubling of capacity on its West Coast Feeder service via Liverpool to 2200 TEU from 900 TEU
- EU Parliament Draft report on unleashing the potential of ferries in coastal areas & inland waterways making a variety of proposals to improve the state of water passenger and freight transport in the EU.

FbW publication - Growing the inland water freight sector: lessons from the Thames

A new Freight by Water publication

(<http://freightbywater.fta.co.uk>) was launched in July at the group's conference on the PS Elizabethan, at Butler's Wharf Pier, Shad Thames, London, chaired by its author, Alex Veitch, FTA's Head of Global Policy. It may be downloaded from the FTA's web site www.fta.co.uk in the media and campaigns, press releases web page. The report offers the Thames as a

case study for other waterways across the country. The importance of safeguarding wharves from development is one of the key issues explored.



The latest information on water freight services in the Thames region is given, the Association's proposals to grow the sector are recorded, and the policy and regulatory barriers impeding growth outlined. As Alex Veitch said: "Inland water freight can make a significant contribution to alleviating road traffic congestion in London and other major cities across the UK, but there are many planning and regulatory barriers that prevent those moving freight from capitalising on the benefits."

Information given in the publication gives weight to the proposal for the establishment of a national Strategic Water Network to develop a more coordinated approach to investment and planning. Mr Veitch concluded: "Members of Freight by Water are keen to engage with industry partners and decision-makers to develop this concept and make it happen." He encourages the new Mayor of London to continue his predecessor's commitment to maintaining wharves in order to grow and develop the inland water freight sector.

Key recommendations:

Planning authorities should

- require water freight as part of planning consent wherever suitable
- carry out enforcement during development to ensure water freight is being used as required
- scrutinise planning applications that seek to change safeguarded wharves to protect against deliberate non-use and
- ensure that new developments do not compromise support services (boatyards and supply).

Local and regional authorities should improve coordination and develop a regional strategy, using London as an example.

National authorities (England, Scotland and Wales) should

- ensure that transport authorities champion water freight, coordinating across other departments

- amend freight grants to provide equal support to water and rail freight and
- promote careers and qualifications in the water sector to address the skills gap.

Planners, public authorities and water freight promoters should

- not view water freight in isolation and recognise it can be used as part of an urban supply chain
- investigate what other cities are doing to use water transport in solving environmental issues and
- consider developing projects through nationally or European funded projects.

Two examples of water freight delivering goods in urban areas of Holland and France are given below.

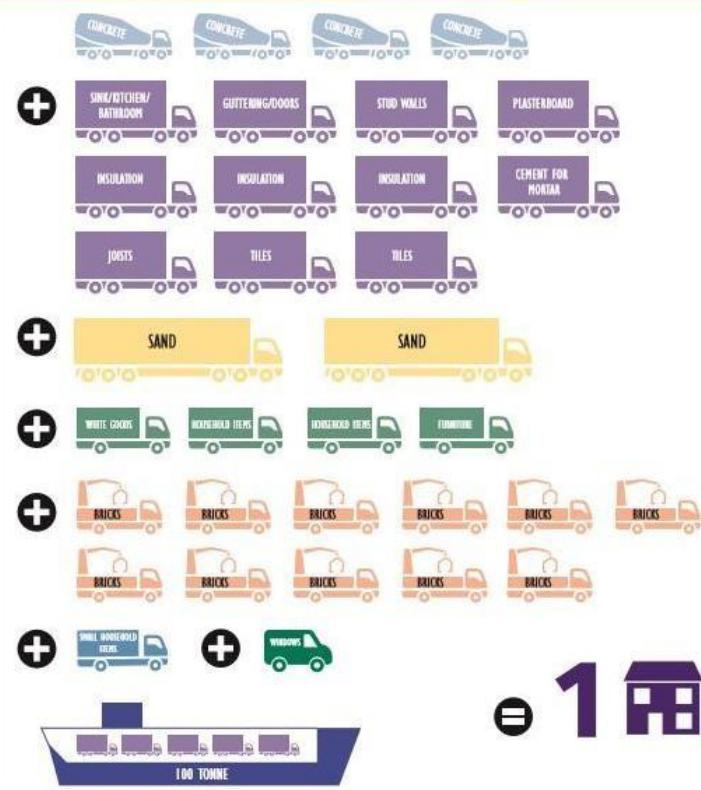
As described in CBOA News Issue 12

Spring/Summer 2013, Utrecht in Holland has been using its waterways for a number of years to deliver beer and other goods to 60 catering businesses located along its canals. Known as the 'Beer Boat' this service is owned

Delivering the house

Freight is always only used when there is a purpose to it, and even at its most efficient it can take more than you think to get the job done. For example, building houses. It has been suggested that London needs 59,000 new homes every year. If we are going to have these houses, we will need lorries to supply the building and fitting of them.

One average sized three-bedroom house requires at least 34 freight vehicle movements to be brought into existence. If you tried to deliver this one house by van instead of lorries, you would need almost 270 of them. By contrast a water barge can carry approximately five times as much weight as a lorry.



and run by the city authority using an electric powered craft, funded from the air quality budget.

Paris is also taking steps to make better use of the River Seine, as described in CBOA News Issue 14 Spring/Summer 2014. A leading supermarket chain, Franprix, has used the river to make the initial part of the delivery to its central Paris stores since 2012. Standard 20-foot containers are loaded onto barges and moved from a depot located on a tributary of the Seine to the centre of Paris, where they are transferred to lorries for the last mile of the delivery journey. Franprix stocks 135 of its 350 stores in the city and says that using the river takes 2,600 lorries off the road each year, the equivalent of 300,000km of lorry journeys.

The report concludes by introducing the concept of a Strategic Water Network (SWN), which would set out the priority freight routes for inland waterways and to guide planning and investment decisions.

A SWN would promote and enable the provision of water-based options for shippers, which requires integration with road and rail freight, and inland and coastal ports. It would do this by clarifying which river facilities have strategic priority and should be protected through the planning system.

This paper has illustrated the size and importance of the inland water freight sector in the UK, highlighting its potentially significant contribution to alleviating road traffic congestion in London. It has analysed the various planning, policy and organisational barriers impeding the growth of water freight and made recommendations to overcome them.

As British cities are being required to undertake large-scale construction of new housing, the report's persuasive graphic compares the carrying capacity of water barges with the large number of lorries currently required to carry concrete, other construction materials and white goods to building sites - and could have added the preliminary disposal of materials removed from these sites during demolition and clearance.

The UK faces serious and escalating problems related to poor air quality, traffic congestion and increasing urban populations. These are also global challenges and many cities with usable waterways running through them are looking at ways to exploit their

presence and incorporate water freight into city transport systems. UK engineers Atkins Global point out, "Europe is already ahead in terms of its capacity for water transport, as well as having the will and financial backing to enable its development. Now it seems that economic and environmental pressures could drive the UK to follow its lead."

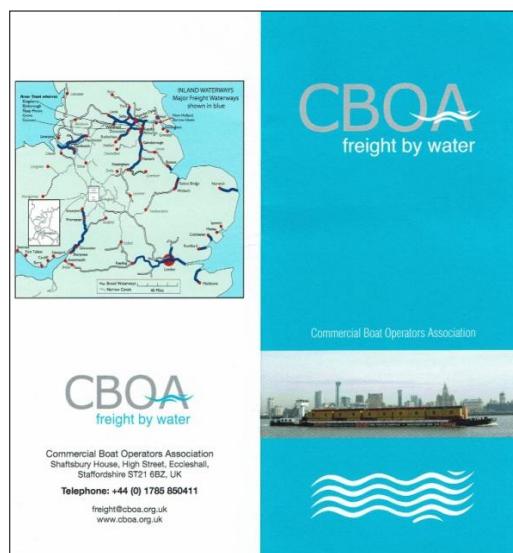
CBOA at Multimodal

CBOA's presence at this year's Multi Modal has been another success. A number of enquiries were received and these have been passed on to members that possess the relevant experience and craft. In addition to these the opportunity was taken to distribute the CBOA new leaflet and spread the word that the UK Inland Waterways are open and ready for business. Thanks go to the four committee members, including our CBOA President David Quarmby CBE, who took the time to man the stand over the three days.

Another benefit is that of CBOA committee members visiting other stands at the event and making useful contacts with interest in water transport, in both the south west and north west which we are following up, also pursuance of water freight with Sheffield City Region Local Enterprise Partnership whom were met.

New CBOA leaflet

CBOA now has a smart new leaflet to promote both



the message of use of water transport and also CBOA as an organisation.

A tri-fold A4 leaflet on heavy paper (two folds shown here), it will fit the normal size display rack and fit into a pocket. It has been organised and produced by CBOA Secretary Keith Astley. If any are needed for promotional purposes please let Keith know.

Longer lorries

A ten year trial is being carried out with a limited number of permits with operators using articulated lorries that have trailers 2m longer than the current standard. Maximum vehicle gross weight is unaffected. The objective seems to be to get more pallets or light units onto lorries for more efficient operations to or from distribution centres.

Whether this places road transport in a better position against water or rail is not known.

The promotion of Waterborne freight in UK

The following article has been kindly provided by CBOA committee member Dr. David Hilling, who is also a member of the Inland Waterways Association Freight Group and a Vice President of the European River-Sea-Transport Union (ERSTU). Included is interesting background to how the CBOA was formed.

In contrast with mainland neighbours Britain was late in adopting water freight promotion. The lack of interest in the promotion of sea-going freight could in part be explained by our island geography and the inevitability of shipping for well over 90 per cent of our international trade. With respect to inland shipping there had been considerable damage to our infrastructure between 1939 and 1945; maintenance was neglected, there had been loss of critical male employees to the military and with all transport infrastructure about to be nationalised there was no great enthusiasm to prioritise waterways development. Not much future was seen for the traditional 20-25 tonnes capacity narrow boats, the typical craft of the canal system.

Moves towards promotion

Concern regarding the future of the waterways system, with nationalisation and the threat of abandonment of all but a small part of the canal network

in 1946 led to the creation of the Inland Waterways Association (IWA) which presented the case for the revival of the waterways and over the years since has campaigned for the use, maintenance and restoration of canals. From its outset the IWA was predominantly concerned with the leisure use of the waterways, many of them of the 'narrow' type, but freight was never completely ignored.

In 1971 the IWA formed an Inland Shipping Group (ISG) to deal with freight waterways. As the IWA Freight Group, this continues to exert pressure on government departments, local authorities and commercial and non-commercial interests to argue the case for the protection and expansion of water freight movement where this is feasible from the practical and economic viewpoints.

As a result of the Freight Waves seminar in 1975, organised jointly by the IWA and the freight division of British Waterways, the then government body responsible for the nationalised waterways, mainly canals it was felt that inland shipping lacked the single voice and authority to press its case. The National Waterways Transport Association (NWTA) was created and brought together a wide variety of navigation authorities, commercial boat operators, engineers, customers, local authorities and unions. NWTA made representations to government and other bodies on a wide range of problems identified by its members but its influence faded when it was absorbed in the late 1980s by the British Chamber of Shipping.

Not surprisingly, mounting local concern over congested roads, accommodation of ever greater traffic, associated environmental problems and global concern over fuels, pollution and climate change directed attention to modal shift and greater use of the water network, the least damaging of the transport modes and a mode which could enhance transport capacity at minimal cost.

Government was forced to take this on board, and in 2000 established a Freight Study Group which reported in 2002 and recommended that Government should itself have a sharper focus for water transport to overcome problems arising from responsibility divided between two main departments – Transport (mainly canals) and Environment/Agriculture (rivers) and that

there should be a one-stop Waterways Freight Forum to represent the industry more effectively. That enthusiastic commitment and impetus from the day-to-day involvement in moving freight by water would be essential for this to work effectively. Come back NWT!

At the same time the Institute of Chartered Shipbrokers was in the process of creating a short-sea promotion group and in 2003 this was combined with the Waterways Freight Forum as Sea and Water, the UK's official water freight promotion group chaired by Professor James McConville of the London's Metropolitan University. In 2010 this was merged into the Freight Transport Association (FTA), until then mainly concerned with road and rail transport, and became Freight by Water (FbW). A website and database for water transport has been developed, a Modal Shift Centre created, events to stimulate awareness of water transport have been organised and literature published but as a member organisation the FTA and FbW have a limited range of water service providers and those are mainly larger firms.

The Commercial Boat Operators Association (CBOA)

This is where CBOA comes into its own. At a meeting of commercial narrow boat operators, some still involved in the Midlands coal trade, it was decided to promote commercial carrying by canal and in 1991 British Waterways recognised a role for heritage working boats previously thought to be "a picturesque nuisance" (D. Blagrove 1991). This was a view held by many of the public, planners and politicians. Thus the Commercial Narrow Boat Operators Association (CNOA) came into business but in 1990.

However the reality that most carrying would have to be by larger barges on bigger rivers and canals later resulted in the removal of the word "Narrow" becoming CBOA and this served to widen the range of members and attracted some larger companies.

Membership of CBOA in 2016 comprises two categories – Trade and Associate. Trade numbers 30 companies and are mainly operators of various types of barge narrow boats, and larger craft (box hold, pontoon, dry bulk, tankers, abnormal indivisible loads etc) and sizes (cargo capacity from 20 to 2,700 tonnes). Some

engineering, insurance and legal firms are also Trade members. The Associate category is open to any individual or firm supporting the CBOA's objectives and number about 70.

CBOA is in effect the main voice and one-stop shop for inland waterways freight matters and as such is in contact with a wide variety of Government departments including Transport, Environment, Maritime and Coastguard Agency (vessel standards, Boatmaster licensing), the Canal and River Trust (formerly British Waterways) – the navigation authority for most of the canals and rivers such as the Trent, Severn and Lee and has regional user forums/partnerships and a national freight advisory group.

Issues of immediate concern of CBOA may be operation of locks, timing of maintenance stoppages, need for spot dredging and changes in regulations or proposed land-side construction likely to have an impact on navigation – bridge heights, channel alignment, safeguarding of freight handling locations. Longer term, increasing the awareness of the public, politicians, planners and potential customers is critical and creating opportunities to do this is an important aspect of CBOA's work.

Proactive promotion

Because of the number of CBOA member companies, different sizes and styles of barges they use, variety of waterways, river and canal, on which they operate, and the great number and types of commodities that they handle CBOA has a day-to-day experience and understanding of the potential for waterborne freight which is unchallenged. They are in a position to bring barge operators and potential customers together, make initial assessments of proposals, make trial shipments, ascertain feasibility and liaise with the customer, barge operator, navigation authority and local authorities to get traffic started. To get some idea of the range of CBOA's current promotional involvement the best source of information is the twice yearly CBOA News which is available to opinion formers.

CBOA News features news about traffics, the waterways they serve, the terminals they use, the equipment available and the freight they carry -

aggregates, fuels, minerals, construction materials, timber, steel, vegetable oils, food stuffs, molasses, waste, recyclables.

Several examples will illustrate CBOA's significant influence on inland waterway freight promotion. CBOA recognises that there are few trades for which the traditional narrow boats (less than 25 tonnes) now make economic sense but there are numerous waterside sites across the country with restricted road access where smaller boats should be encouraged. This is particularly the case in urban areas and London in particular. In addition there are many customers along waterways who are easily served by smaller boats for liquid and dry fuels and a range of other products.

The movement of Abnormal Indivisible Loads (AILs) by road with large vehicles at low speed is able to cause damage to road infrastructure, great disruption and may be at great cost. A CBOA member with specially designed barges has shown the way in moving turbines and other equipment to power stations on the Manchester Ship Canal, the Trent and Yorkshire Ouse rivers. To encourage such traffic the CBOA with the

Canal & River Trust (former British Waterways) is preparing for Highways England a map of waterways and wharves able to handle these AILs.

In partnership with local, regional and navigation authorities CBOA is encouraging the greater use of rivers such as the Trent (to Nottingham), Severn (to Worcester) and Aire and Calder (Leeds). This has progressed furthest in the case of Leeds where a wharf at Stourton is safeguarded for barge traffic, where improvements of infrastructure are planned, where trial shipments of steel have taken place and with improvement of the approach waterway and specially designed barges Leeds could well become an inland port even for container movements.

To increase the scope for barge traffic to Leeds or Rotherham or up the river Trent the CBOA is sponsoring research by the University of Hull whereby barges would have year round access to the ports of Grimsby and Immingham now only possible in the summer season. This is by extending the 'partially smooth water limit' further out to or towards the summer limit from Hull through the winter season.

Regional News

Thames Tideway move by water

The contractors for Thames Tideway moved their offices by water to the site at Chambers Wharf, Bermondsey. The move was performed by S Walsh for joint venture contractors Costain, Vinci Construction Grands Projets and Bache Soletanche.

The east section of the tunnel will run from Chambers Wharf to Abbey Mills pumping station in Stratford, to join the River Lee Tunnel for transerral of excess sewage to Beckton.

It was an excellent way to start the project demonstrating commitment to water transport and to keep extra HGV traffic off roads

into London, as stated by Peter Ward, Senior Asset Manager from the Port of Tilbury.



Port Salford official opening

The development of Port Salford on the Manchester Ship Canal (MSC) as mentioned previously in CBOA News, has now been officially opened for business.

The multimodal new 'Port', inland on the MSC, close to Manchester offers rail, water and road connectivity. Rail connectivity is using the Chat Moss line which avoids Manchester Piccadilly, and road connection close to a choice of three motorways.

By using the Port, General Mills UK & Ireland expects to eliminate 600,000 road haulage miles every year, by creating a northern central hub for short sea shipping freight from Europe. General Mills have brands such as Betty Crocker, El Paso, Nature Valley and Green Giant.

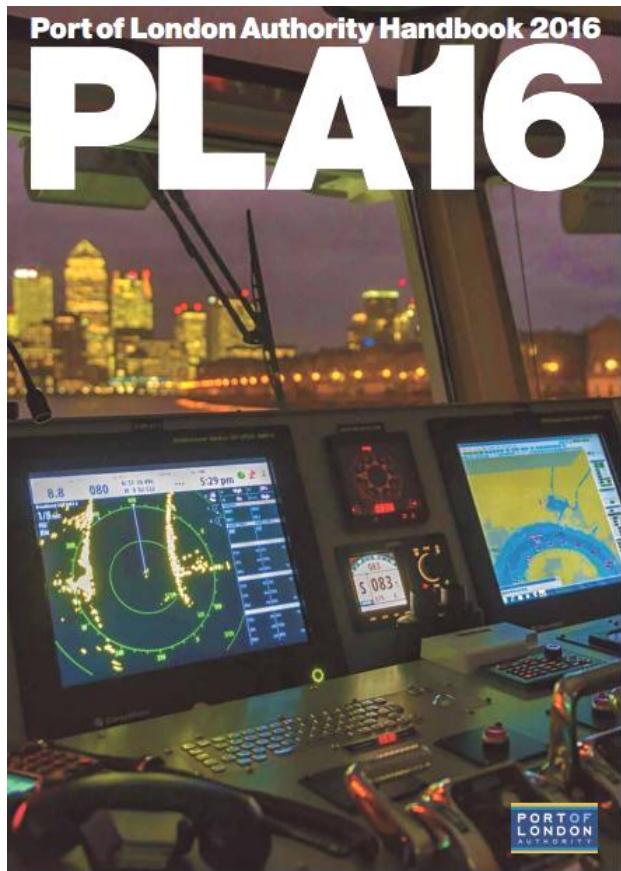
Culina Group whose anchor client is General Mills, are occupying the first warehouse distribution unit, which has 26,022 sq m (280,000 sq ft) of accommodation, including ancillary offices, service yard and parking.

Culina will offer co-packing and consolidation with other operations, meaning that an estimated nine out of ten outbound lorry journeys from the Port will have full loads. The integrated supply chain, thus created by use of the port will provide a quick and efficient service direct to customers in the UK'S commercial heartland. 280 jobs will be created within the Port by the end of 2016.

When Port Salford is complete, it will occupy 148,699 sq m (1,600,000 sq ft) of warehousing on the site which extends to 50 hectares (150 acres). In the future there are plans to develop it to three times this size, to make it one of the major new logistics centres in the UK. It is part of the Atlantic Gateway project by Peel Ports, developing the land and canal network between Manchester and Liverpool.

Port of London Authority Handbook 2016

Recently issued, this 77 page Handbook comprehensively covers commercial operations on the Thames. Following an introduction with cargoes and shipping statistics, there is a feature section highlighting major significant operations, terminal facilities factfiles with details of cargoes and terminal maps, shipping services with ports of call and service details, and a Port directory with contact details and an advertiser's index.



It is available free for those involved in the transport, shipping, logistics, and freight sectors. The Handbook can be downloaded at

<https://www.pla.co.uk/assets/2016handbook.pdf>

To receive a hard copy, please email: martin.garside@pla.co.uk stating your name, company and full postal address.

Castleford Weir repairs

Canal and River Trust have carried out repair work to Castleford Weir on the Aire and Calder Navigation. Part of this includes replacing the weir boards or 'deals' to increase depth and so improve navigability for freight vessels.



Castleford weir repairs (A Horn)

London's LLECP strongly encourages water freight

The London Low Emission Construction Partnership (LLECP) is a project funded by the Mayor of London and Transport for London as part of the Mayor's Air Quality Fund.

LLECP is a partnership between the 'Cleaner Air Boroughs' of Camden, King's College London, Hammersmith, Fulham, Islington, Lambeth, Lewisham, Wandsworth and it also includes industry partners across the demolition and construction sectors.

In 2015, Air Quality News reported that the LLECP website had been launched by King's College, London. It is aimed at helping the construction industry to understand its impact on air

quality and encourage pollution reduction measures.

The web site notes that as emissions from road vehicles can significantly add to levels of local air pollution, developers with construction sites close to waterways or railways are strongly encouraged to assess the viability and feasibility for construction

materials to be delivered or removed by these means, rather than by road. The benefit of this is the reduction in the number of trips made by HGVs on local roads, reducing local emissions, hazard to pedestrians and in vehicles, noise and highway wear and tear. Even modern diesel or petrol powered plant items emit higher levels of particulate matter (PM) and nitrogen oxides (NOx) than electric equivalents.

Therefore, wherever possible, renewable, mains or battery powered plant items should be used.



Science Daily says (drawing on material from the The converted hydrogen-fueled barge Ross Barlow with the EMPA-developed hydride storage tank. (EMPA).)

Swiss Federal Laboratories for Materials Science and Technology (EMPA – German acronym) report one of the most efficient means of transporting freight is by water. It points out, however, that many vessels sailing today are powered by aging diesel motors fitted with neither exhaust cleaning equipment nor modern control systems.

The EMPA report describes the University of Birmingham's 'ambitious trial', converting a canal barge to be the first in the world to use hydrogen fuel.

In 2010 the converted boat, the "Ross Barlow," made its longest voyage to date, of four days duration and 105 km length, negotiating no less than 58 locks.

The boat holds its hydrogen in powder form - metal hydride – which could offer a safer and cheaper use of hydrogen.

Cenex, the UK's Centre of Excellence for Low Carbon and Fuel Cell technologies, supports the early market development for low carbon vehicles including electric, hybrid, bio-methane and hydrogen powered vehicles. Cenex also works with clients to increase the use of alternative fuels in the UK through the addition of infrastructure including electric vehicle charge points, gas and hydrogen stations.

Will Cenex extend its remit to increase the use of alternative fuels on vessels on our rivers and waterways?

Cemex Severn Ripple/Ryall planning extension go-ahead

Both planning applications have been granted for this operation. One is for retention of the aggregate wharf and facilities, the other for a further extraction of 1.4m tonnes of material at Ryall's Court, with the progressive restoration of the site to a landscaped lake.

One of the conditions is that the raised material must only be transported by barge. This further planning grant for extraction is for a duration of ten years. There were a number of conditions attached, almost all concerned with the operation on site, which must be

during day time hours only, five and a half days a week.

Trent dredging

C&RT carried out dredging on the River Trent in August from Mill Lane Bridge, upstream of Newark Town Lock to the A1 crossing, 1km downstream of Nether Lock.

The spoil was taken by water to Cromwell and unloaded below the lock.



Alan Oliver's tug *Exeter* and uniflote dredging platforms going up to Hume lock in preparation for the dredging (L Reid)

Thames Skills Academy

The Thames Skills Academy (TSA) held a conference in May near London Bridge, which promoted the benefits of having professional training for work on the River Thames. The extent of this training has not been seen for many years, due to the demise since WW2 and now the recent upsurge in Thames freight and passenger business.

The speakers included Gavin Smith from PETA Ltd which is an apprenticeship training organization, Andy Pike from Cory Environmental and Leon Daniels from TfL.

Andy Pike reported that last year Cory moved 650,000 tonnes of domestic waste residue from Wandsworth, Battersea and the City of London to their north Kent Belvedere waste from energy plant. They also move 200,000 tonnes pa of bottom ash from Belverdere to Tilbury where it is used as a raw material for construction materials. They use a fleet of 5 tugs and 52 barges. The fleet employs 60 people, including 3 apprentices. They further employ 30 in their barge

repair yard. Another 100 are employed in the wharf waste transfer operations.



Cory vessels at Wandsworth

Leon Daniels, TfL's Director for Surface Transport (i.e. including the River), talked about London's expanding population leading to more crowded roads, so more use of the River was needed, including for freight. He described the River as "scandalously underused."

CBOA committee members present at the conference also met Lewis Brown and John Greenleaf of Thames Shipping who operate two motor barges on the River, moving aggregates. Last year they moved 300,000 tonnes.

TSA is a recognised member of the Group Training Associations (GTA) and is actively involved with over thirty Employers Members, Affiliate Members and Sponsors. TSA has established and leads a Freight Working Group in support of the main contractors engaged in the Tideway project (Thames Tideway, TfL, PLA, Company of Watermen and Lightermen).

TSA is also establishing a 'pool' of suitable training providers to meet the needs of Members' training and development needs.

CBOA welcomes this initiative to promote training for jobs in the water transport sector, especially for young people with a career ahead of them in water transport.

Thames Vision

The launch in July of the Thames Vision, was

welcomed by London's Deputy Mayor for Transport, Val Shawcross CBE, the Vision being a framework for developing greater use of the Thames over the next two decades. She spoke of the Mayor's aim of encouraging greater use of the river for the transport of passengers and freight.

Two hundred people were at the launch, amongst them 23-year-old MBNA Thames Clippers master, Joy McGlinchey and Cory Environmental apprentice lighterman, Shane Pink, aged 20. Joy started work with MBNA Thames Clippers five years ago and last year gained her Boatmasters Licence; Shane has worked on the Thames for the last two years. Val Shawcross welcomed them as part of what the Vision is about.



Pictured:- Joy McGlinchey, Val Shawcross and Shane Pink

Actions already underway include the recruitment of additional PLA pilots to meet growing customer demand and the Thames Skills Academy taking its first students.

The Vision's objectives:-

- 60 – 80 million tonnes of cargo handled per year in the Port of London, making it busier still
- more goods and materials routinely moved between wharves on the river; four million tonnes pa carried by water – taking over 400,000 lorry trips off the roads
- doubling of the numbers of passengers carried, to 20 million commuters and tourists every year
- better use of the River for sport and amenity.

the first recipient of this award from the Dutch shippers' association EVO.

NPRC's expertise is the professional transport of dry

Overseas News

NPRC wins EVO inland shipping award

NPRC which is a Zwijndrecht-based cooperative of European private-sector inland shipping companies, is



cargo via all European waterways. In addition to transport over water they also provide a complete door-to-door logistic transport service.

Aspects evaluated by the Erasmus University, Rotterdam for the award included safety, the reliability of the booking, available cargo capacity, the extent to

which contracts are honoured and flexibility during the term of the contract. NRPC has worked hard over the years to create the high quality service worthy of this award.

Samskip doubles shipping frequency

The barge service between Rotterdam and Duisburg will be increased to six transports per week, Samskip announced. Working with Pro-Log, they report that over 10 years 2,876 round trips have saved 479,415kg in CO₂ emissions compared to road transport.

CBOA for Members

A welcome to new CBOA Operator Members

We welcome new operator members, Thames Shipping Ltd., Ulverston Transport Ltd., and Esprit Warehousing.

Thames Shipping operates two motor barges in the Thames aggregates business, carrying some 300k tonnes pa. Ulverston Transport operates in the Merseyside/Manchester area and North West waterways.

Esprit Warehousing are developing a ship and barge wharf for grain and general cargo at Trafford Park in Manchester. Up to 4,500 tonnes of both bulk and palletised freight can be warehoused canal side for onward delivery into the city of Manchester from the Manchester Ship Canal. There is also space for up to 60 HGVs and office space to rent.

Inland Waterways Working Time Directive

Through the CBOA's contacts at the Maritime and Coastguard Agency (MCA) we have been asked to contribute to a survey on implementation the European Union's Inland Waterways Working Time Directive.

One matter not mentioned is that this directive does not apply to owner/operators, this is covered in the Annex Paragraph 1.2, 'Inland waterway transport operators shall not be considered workers within the meaning of this agreement, even if they have the status

of workers in their own undertaking'.

CBOA would urge caution in interpreting this exclusion, it does not mean if somebody is self employed they are excluded from the directive, the exclusion would seem only to be available to those with a direct link between ownership of the vessel and its operation. As ever all types of operators would be recommended to keep records of their working times and their employee's working times to ensure compliance with the directive and other employment law.

Nationwide Medicals for ML5

Nationwide Medicals report that they can perform the ML5 medical examination for the MCA Boatmaster qualification, as it is very similar to the DVLA requirements. Examinations can be carried out in London (Croydon, Acton), Birmingham, Bristol, Glasgow, Leeds, Manchester, Reading and Southampton.

CBOA has been advised that they would be able to charge £39 if booked online, £49 if paid cash on the day. It seems that the web site has yet to be updated for the ML5 inclusion at the time of writing. The £39 certainly would probably represent a significant reduction for most members, compared to their local surgery rate. nationwidemedicals.co.uk

Dry underwater repairs

Hydrex Underwater Technology has further developed the Mobdocks technology, to allow underwater repairs to be carried out in a dry environment.

The lightweight Mobdocks can be deployed quickly for urgent repairs such as seal replacement or thruster repair/replacement, without the need to go to a dry dock. Work can be carried out whilst at anchorage or alongside a wharf. Hydrex also say that propeller blades can be repaired or replaced with Mobdocks.
<http://www.hydrex.be/>

Travel on a Dutch freight barge

Our ever entrepreneurial colleagues in the Netherlands are offering the chance to have a trip upon a freight barge. A private cabin is provided often with a private shower, sink and toilet, with full board accommodation. Some ships also have a private kitchenette. A client's car can usually be taken on board.

Another plus is that helmsman experience can be provided, either just for the experience or to gain practical knowledge of large barge operation. It all seems like an ideal boatman's holiday.

<http://www.binnenvaartcruises.nl>

CBOA seeks Publicity Officer

CBOA is seeking to fill this role with someone preferably with experience of the logistics industry and possibly retired with time to spend to develop and expand this waterway centric role. If you think that this is applicable and appeals to you then please contact the CBOA Secretary.

CBOA NEWS

Views expressed are not necessarily those of CBOA.

Editor: Richard Horne
r.horne@cboa.org.uk
 Tel: 01252 844259

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www.cboa.org.uk

rolandon

water and sea freight advisory services

Tel | Fax: 020 7231 6247
john.dodwell@rolandon.com
 Rolandon Water and Sea Freight Advisory Services
 PO Box 38479 London SE16 4WX

We are one of the leading authorities on moving goods off the road and on to water. Our clients and contacts include industry, national, regional and local government. Water freight can be cheaper than road, it beats urban congestion and is the most environmentally friendly means of bulk transport.

CBOA officer contacts

Chairman

David Lowe
d.lowe@cboa.org.uk
 Tel: 01924 261870
 Mob: 07785 502478

Vice Chairman, stoppages/maintenance

John Jackson
j.jackson@cboa.org.uk
 Mob: 07885 284812

Treasurer

Peter Hugman
p.hugman@cboa.org.uk
 Tel: 01286 872561

Secretary

Keith Astley
k.astley@cboa.org.uk
 Mob: 07804 508468

Southern Representative

Keith Mahoney
k.mahoney@cboa.org.uk
 Mob: 07831 829898

Parliamentary, regional and local government matters

Tim West
t.west@cboa.org.uk
 Tel: 01785 850411

Marketing/Corporate and Public Affairs

John Dodwell
 Mob: 07802 961485
j.dodwell@cboa.org.uk

North East Representative
 Noel Tomlinson
n.tomlinson@cboa.org.uk
 Tel: 01482 320727

North West Representative
 Mike Carter
m.carter@cboa.org.uk
 Mob: 07831 184495

West Midlands Representative
 Bernard Hales
b.hales@cboa.org.uk
 Mob: 07860 308973

East Midlands Representative
 Les Reid
l.reid@cboa.org.uk
 Mob: 07971 589612

South West Representative
 Patrick Moss
p.moss@cboa.org.uk
 Mob: 07736 859882

CBOA Membership
 Louise Sliwinski, Robert Wynn & Sons Ltd.
enquiries@robertwynnandsons.co.uk
 Tel: 01785 850411