

CBOA NEWS

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Peruvian Wharf set for freight once more

In November the Port of London Authority (PLA) announced that it had purchased Peruvian Wharf, Newham for the purpose of continuing its use as a freight wharf. Peruvian Wharf will be developed as a centre for low-carbon transport of building materials in East London. The wharf has been protected since 1997 under the Mayor of London's policy to safeguard strategically placed wharves for cargo handling. CBOA also supported the wharf safeguarding process insisting for protection of wharves along the Thames and elsewhere for freight.

The PLA stated that they had "fought long and hard" with the planning status to get the wharf back into use. PLA chief executive, Robin Mortimer said "It's ideally placed to service East London's growth, underlining the importance of retaining strategically located sites for cargo handling. The river will play a key role in servicing the construction of at least 260,000 new homes and communities, offering 360,000 jobs. This will help keep tens of thousands of lorries off London's roads every year, reducing air pollution and improving local people's quality of life."

With a purchase price of £3 million, the wharf requires an access road prior to letting on a long-term lease to the Brett Group, the independent construction and building materials company. Brett will develop an integrated terminal on the site, which is expected to be operational late in 2017.

Peruvian Wharf is one of a total of fifty safeguarded for cargo-handling use by the Secretary of State for Transport, following the advice of the Mayor of London and the PLA. Peruvian Wharf is one of three promoted within the PLA's recently published Thames Vision, to be brought back into long-term use. Peruvian Wharf has been used for over 100 years, originally for bulk and bagged fertilisers, subsequently for Tate and Lyle's nearby sugar refining business with handling coal and sugar, the latter with their operating company's own fleet of some 16 ships in the 1950's and 1960's, then more recently for unloading sea dredged aggregates. The PLA are also championing Orchard Wharf at the mouth of the Lee and Hurlingham Wharf, Hammersmith.



Peruvian Wharf showing a barge and preparation work underway for future use. The Thames Barrier can be seen in the distance. (PLA)

From the Chairman



As I write this Humber member operators are waiting for the go ahead from their customer the Ashcourt Group to start carrying sea dredged aggregate, supplied by member AC Marine Aggregates, from Albert Dock Hull up to a new aggregate and ready-mix terminal at Fleet Lane, Woodlesford – the former Leeds Bayford / Certas oil terminal. This wharf and site has been protected by Leeds City Council and this new traffic demonstrates the value of such protection in that it cannot be developed for housing. There may be a delay in starting the aggregate movements but there is also potential for movements from this wharf back down to Hull.

The Canal & River Trust has organised a novel dredging operation, carried out most efficiently by Acaster Water Transport, to clear a channel for vessels loaded to the statutory draft of 2.5 m (8ft 2 in) from Goole to Fleet. The floods of last winter had deposited huge amounts of silt into the river channel below

Lemonroyd Lock where depth had reduced to about 1.2 metres, and to a lesser degree below Ferrybridge Lock, hardly enough depth for the larger pleasure craft based in the area. 'Bed levelling' moves the silt away from the channel but doesn't actually remove it, so hopefully a conventional dredging will take place next year. A large obstruction, possibly a tree, a few hundred yards below Lemonroyd lock needed the attention of the Trust's dredger 'Jessel' to finally provide the required draft.

CBOA officers have been in discussions with the Trust regarding reduced lock keeper hours and increased costs for operators on the Aire & Calder and a number of options have been tabled to try and find a way round this problem. Nevertheless this an exciting time as the project for the Port of Leeds at Stourton continues to move forward. Discussions are on-going with the West Yorkshire Combined Authority and Transport for the North. Over in the North West it's excellent news that the Manchester wharf operated by our member Esprit Warehousing Ltd has received its first ship.

A much reduced stoppage, at a mutually convenient time, at Doncaster Lock for bottom gate replacement was negotiated by CBOA along with C&RT, our member Mainmast, and Exol and the work seemed to be progressing well at the time of writing. Close co-operation such as this is vital if freight transport on the Trust's waterways is to increase. Vice-Chairman John Jackson works closely with Canal & River Trust regarding stoppages on a nationwide basis and it's pleasing to see a much greater co-operation and willingness to be flexible on the part of the Trust.

Our work with the University of Hull, supported by C&RT, to establish a case for moving the Humber winter partially smooth water limit downstream to Immingham, was boosted by support from ABP and we hope to present our case to MCA, who have indicated interest, shortly. This would enable barges that can operate between Hull and Immingham, to operate all year round.

CBOA and C&RT will again be sharing (and manning) a stand at Multi-Modal this year. This takes place at the NEC on 4th-6th April – do pay us a visit! <http://www.multimodal.org.uk/> We are also attending the Railfreight and UK Ports Conferences.

Committee members and officers remain active both nationally and in the regions, as we keep abreast of planning applications, and respond to enquiries. We are hoping to revive the proposal for an inland port at Worcester working with our regional representative Patrick Moss, and recently met officers from West Midlands Connect to press the case for greater use of the major waterways (Severn and Trent) which connect the estuaries to the midlands. We are not forgetting local opportunities to utilise the huge west midlands narrow canal system and have initiated discussions regarding use of the BCN for delivery and collection of materials in connection with the projected major re-development of Icknield Port. We are also in discussion with Heathrow Airport regarding freight potential into London.

We continue to provide presentations to interested parties UK-wide. On this topic, we have had our PowerPoint presentation updated and improved professionally, so please let either Keith or myself know if you know any organisations or companies who might be interested – we can customise the material to suit the audience or location.

You will notice that this edition of CBOA News has been produced in B5, single column format, and while this is rather more expensive to mail out than A5 we think the results are worth it, and hope you agree! Thanks to Editor Richard Horne for his time and trouble in this connection, and for producing the News to such a high standard every time.

Keith Astley, David Quarmby and colleagues have been looking closely at how CBOA is organised, especially in the regions. We hope to develop our regional activities in the future, so watch this space! Keith has again been working hard to arrange another AGM, following last year's successful event. We will be sending out more information as usual, but do try and attend if you can. It's a very enjoyable event, with an opportunity to meet other members in a not too formal setting, and of course benefit from the presentations from our guest speakers.

Thank you all for your support.

David Lowe

UK News

Better freight transport

CBOA Chairman David Lowe gave a presentation to the Campaign for Better Transport (CBT) in Leeds recently, which was warmly received. This resulted in the addition to CBT's web site of barge carriage as an environmentally efficient transport means, with a good photo of CBOA member Humber Barges Ltd's *Fusedale* fully loaded with sand. Reduction of road traffic and air pollution and a smaller carbon footprint than road and even rail freight (using diesel traction) are reasons mentioned on the web site. The benefit to businesses is also stated, saving money on labour and fuel and taking goods right to the centre of many cities, such as London, Leeds and Nottingham.

CBT covers all transport means including rail and air, and has as its President the much liked ex-Monty Python Michael Palin. CBOA officers are renewing links with the Chartered Institute of Logistics and Transport (CILT), with the assistance of our President Dr. David Quarmby and offering CBOA speakers for CILT regional meetings.

www.bettertransport.org.uk/better-transport/betterfreight

FTA call for more water freight

Despite a very encouraging increase in freight on the UK's inland waterways last year being, more must be done to promote growth, report the Freight Transport Association's Freight by Water group (FbW).

On 7th December the Department for Transport (DfT) released its 2015 statistics for domestic waterborne freight (including that carried by barges and seagoing vessels on rivers and canals), the total water freight increased by 16% to 31.4 billion tonne kilometres (bt-k) in 2015. Domestic water transport accounted for 15% of total domestic freight traffic in the UK. However, inland waters traffic was a relatively small proportion of this and remained steady at 1.5 bt-k.

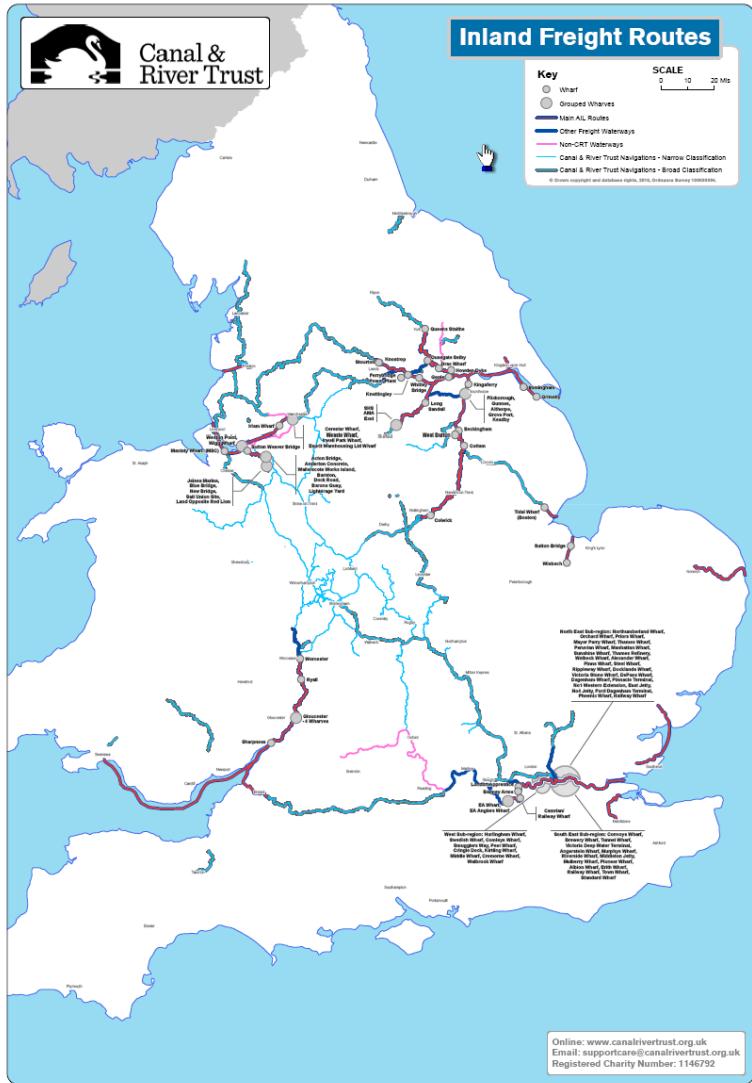
Alex Veitch, FTA's policy lead for water freight, said it was encouraging that inland water freight volumes had remained steady, but it has the potential to make a significant contribution to alleviating road traffic congestion in London and other major cities across the UK. But in recognising the many planning and regulatory barriers in water freight increase, he called for the establishment of a national Strategic Water Network to overcome these barriers and enable shippers to make more use of this key resource. With the recent fourfold increase in Thames freight, it lifted 47% (22.3 million tonnes) of the total traffic on waterways.

Government fuel and emissions statistics

The Government web site www.gov.uk/government/statistical-data-sets/tsgb03 has detailed statistics for fuel consumed, carbon emissions and greenhouse emissions for all transport modes, amongst transport related other statistics. We have not reproduced these here due to the complexity of the subject and the avoidance of simplification.

AIL map available

CBOA has been working alongside C&RT and Highways England (the Government authority for provision of highways and motorways) to produce a waterways map indicating all routes where Abnormally Indivisible Loads (AILs) can be carried. Although now complete, it is still thought of as 'work in progress' to add and improve the information contained as time progresses.



For completeness and to assist understanding, the map shows all waterways, with the AIL routes marked extending mainly inland from sea ports/docks and estuaries.

It is hoped that the map will provide clearer guidance on where large AILs can be carried by water, indicated by the broad red lines. Obviously what is considered the limit of AIL navigation is dependent on the actual vessel size, but can be considered for this exercise to be approximately 44m x 6m with about of 300 tonnes capacity.

In 2002 the Government announced its intention to adopt a water preferred policy, extending the existing policy of using coastal ports to include the use of inland waterways. The aim of which was to take slow-moving abnormal loads off the road network offering real benefits in terms of reducing disruption and congestion.

Formally the policy amounted to two actions:

(i) When the largest abnormal loads were to be moved, the possibility for moving by inland water had to be considered.

(ii) If an inland water move was practical, economic and environmentally desirable, permission would be refused for the load to travel by road only.

The AIL map is reproduced clearer

to see on the CBOA web site <http://www.cboa.org.uk/inland-waterway-freight-routes.html>

Regional News



C&RT gates by water

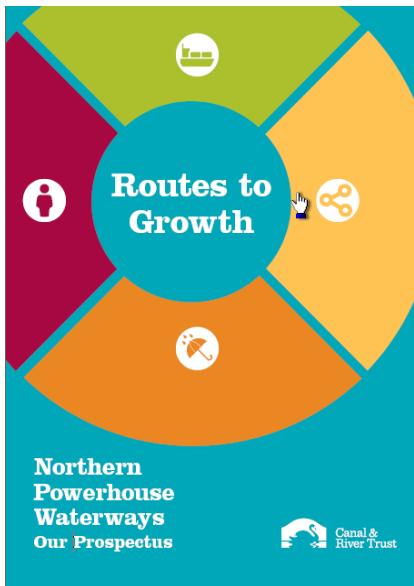
Where possible C&RT already use water transport to take replacement lock gates to site using barge transport. This was confirmed recently by Jon Horsfall, C&RT Waterway Manager for the North East. C&RT will normally use its contractor's plant and vessels for this, but if the need arises for additional assistance with water transport C&RT will contact CBOA to ask for assistance from members.

The C&RT yard at Stanley Ferry however does not currently lend itself to barge loading of gates. An investigation was promised for this year to see if this issue can be resolved.

Gates arriving by barge at Seend Lock, Kennet and Avon Canal, January 2016 (C&RT)

Northern Powerhouse C&RT Routes to Growth prospectus

C&RT has produced a Northern Powerhouse Routes to Growth prospectus. It covers four aspects:- European Gateway, Connectivity, Resilience and Liveability.



The European Gateway section addresses freight particularly connecting with the North Sea. In recognising the successful port development in Liverpool and Salford and use of the Manchester Ship Canal, C&RT fully recommend the development of the Port of Leeds and upgrading the Aire and Calder Navigation to Euro Class II size, thus creating an integrated port corridor from the Humber to Leeds, and would open up potential for future South Yorkshire Inland Ports, the South Yorkshire Navigation being already Euro Class II size. C&RT state that relatively low levels of investment would be required to bring back these waterways as an essential part of the freight transport network. Capital funding opportunities are being explored.

C&RT is to become a partner with Northern Powerhouse.

Heathrow freight from air to water

Following the expected and continued breaking of all environmental targets set out in The Airports Commission Report, Heathrow managers had been considering low-emission onward transport for freight, including using rail and barges on the nearby Grand Union Canal Paddington Arm which links central London to the west of London and thence on the Grand Union main line northwards to the Slough Arm.

However all is not so simple as following meetings with CBOA officers and Heathrow management, CBOA understands that the majority of London bound incoming air freight needs to be in London early to mid-morning having touched down at the earliest, 6am (Heathrow's earliest permitted flight arrival time). As carrying freight into London from the west side seems like a 'given', CBOA is continuing discussions to see what might be achieved if there are circumstances where this condition is not paramount.

Heathrow are carrying out a study to evaluate if further investment would be worthwhile to attract further air freight tonnage and thus increase income. For the first time it is considering cargo owners and forwarders as prime users, where previously it had only taken passengers into account, and is investing £8m in cargo facilities. This may increase the scope for other transportation means – rail or water – to distribute cargo towards the end user.

Separately, CBOA have met with the Heathrow expansion construction team and discussed the possibility of the new canal from the Thames to bring in construction materials such as aggregates from the Thames Valley.

Esprit Group's first cargo at Trafford Park

As mentioned in the previous issue of CBOAN, the Esprit Group has now opened the docks at Trafford Park on the Manchester Ship Canal after several years of inactivity. The first large ship arrived on Monday January 30th, the 2300 tonne *RMS Duisburg* bringing two large silos from Germany, for a Manchester factory.



Esprit Warehousing & Docks, owned by businessman Graham Dixon, has invested nearly £14m into refurbishing the derelict site over the last 2 years.

RMS Duisburg carrying silos from Germany (ESPRIT Group)



Graham's vision and goal is for Esprit's Trafford Docks to be busy once again, bringing bulk goods such as road salt, aggregates, grain and biomass via the Manchester Ship Canal into Manchester, removing many lorries from the surrounding roads and therefore reducing congestion and pollution. "If one ship brings 3000 tonnes of freight up the canal, that's over 100 lorry journeys removed from the roads, requiring only the first and the final few miles to be carried by lorry instead of potentially hundreds of miles."

The Esprit Trafford Park Docks can handle vessels carrying up to 4500 tonnes of bulk goods or oversized freight which is too large for normal transport by road.

Esprit have also refurbished two warehouses on the site

up to food-grade standard, so freight can be stored at the docks, inside or outside, and gradually collected over a period of time.

"Businesses need to start thinking "can our raw materials or finished goods be transported on the canal rather than by road?" Not only can goods be brought into Manchester, but those produced in Manchester can also now be shipped out via the Manchester Ship Canal. Equally freight doesn't have to be international to use the canal. Esprit has recently signed an agreement with Belgian company Blue Line Logistics who operate smaller barges on inland waterways. These can be used for moving palletised goods between the many berths up and down the ship canal, utilising their onboard cranes for lifting pallets directly onto and off the quayside. In Belgium, many local authorities impose planning conditions requiring developers to bring their construction materials as near to the site as possible via the canals. The Manchester Ship Canal can now be used for ideas such as this, with Trafford Docks the ideal location, leaving only the final few miles for road transport.

Peel Ports have recently opened Port Salford for freight carried in shipping containers, so now Esprit's Trafford Park Docks has opened for bulk and oversized freight, the ship canal can cater for most types of freight.

These two large silo's were collected from Rotterdam by *RMS Duisburg* on Thursday evening, shipped around the south coast of England and arrived at Esprit's Trafford Park Docks in Manchester early Monday morning. Two large cranes soon had them transferred onto low loaders ready for the final four miles by road on Monday night under police escort. "Imagine the congestion these would have caused if they'd travelled by road from Hull or Liverpool. Freight back on the Manchester Ship Canal, surely this has to be the way forward?"

Liverpool2 port official launch

The official launch of Ports' £400m Liverpool2 container terminal was on November 4th. The new port will enable some of the world's largest ships to be handled. It is the only deep sea container port north of Felixstowe, ships can be berthed at Liverpool2 instead of using Felixstowe and then long inland lorry journeys when going north, so reducing long distance motorway usage.

Prior to the opening of Liverpool2, the port was able to handle only 5% of the world's container ships, now it can handle 95% of them, including the New Panama Canal sized vessels (366m x 49m x 15.2 draft – upgraded 2016).

Peel Ports chief executive Mark Whitworth said in the Liverpool Echo that Liverpool2 puts the city "back in the global game." "We have just experienced our busiest week ever in the history of this port for container volumes," he said. "The port genuinely is starting now to gain some momentum in this particular sector. We are quietly confident."

Hull – sea dredged aggregate

A plan to remove congestion in central Hull by barging aggregate from Albert Dock, Hull to Foster St Wharf (R Hull) is being realised. It was hoped this would have started in January, but this has been delayed pending remedial work to the wharf and delivery of discharge equipment. There is a similar plan to move sea dredged sand inland from Hull to Woodlesford near Leeds, with the potential for return loads, which is about to come to fruition.

Leeds City Council recommend water freight

In a report from the Director of City Development to the Executive Board in December covering all Leeds transport issues, carrying freight by water was strongly recommended. By using water and rail freight, it was stated that can Leeds can support more sustainable growth. With the river and canal running through the heart of the City, there is the opportunity to consider how it can play a more integral part of the transport network, the report said. The Council supported the work of Transport for the North (TfN) with rail freight, however no mention was made about water freight in connection with TfN.

Livetts new barges

CBOA understands that Livetts are having built in Europe a fleet of 10 new barges for the Tunnel spoil work on the Thames. They will be 750 tonnes each and with a push tug. The total of the 'tow' is likely to be in the region of 3,000 tonnes.

PLA announce freight risen to 50 million tonnes

In February the Port of London Authority (PLA) announced a 10% increase to 50 million tonnes in the Port of London, the first time since 2008. This increase is due to volumes of oil, containers and building materials all rising significantly. Prior to 2016, the annual rise had been two to three percent. The biggest commodity increase was with cereals, whose volumes which increased by 15% to one million tonnes.

PLA chief executive, Robin Mortimer said: "Our long term Vision is for 60 to 80 million tonnes of cargo to be traded every year through the Port of London - more than at any time in the Thames' history. Passing 50 million tonnes in 2016 is a major milestone towards this goal." The first cargoes were delivered to the Thames Oil Port in 2016, the former Coryton oil refinery site now redeveloped as a fuel terminal. Expansion was completed at Tilbury, where a new chilled store was built and also further acquisition of land. The London Gateway also saw an increase to the numbers of large container ships berthing, with its operational resilience in bad weather.



Cory tug and barges carrying domestic waste passing beneath the Wobbly Bridge near the Tate Modern Gallery in London. View from the top of St Pauls Cathedral. (J. Dodwell)

Historic freight journey for Ribble

To mark the Bi-Centenary year of the completion of the Leeds & Liverpool Canal, David and Margaret Poole, owners of the 1934 built Leeds & Liverpool 'short boat' (barge) *Ribble* got together with various parties to organise a demonstration 'cargo' run across the canal. It was to be an education for some who have never seen a short boat loaded on the canal, and reminiscence for others who well remember the canal's working days. The last loaded short boat to pass the summit was over 30 years ago.

Seen as a fitting tribute to all those who built and worked on the canal, and also at a purely practical level it would be a good test of the extensive dredging work that has been done recently on the L&L. Arrangements for the cargo and the loading were made through the CBOA and 32 tonnes of sand (in 1 tonne bags) was donated by CBOA member AC Marine Aggregates Ltd, and loaded on to *Ribble* in Goole Docks by North West Trading Ltd at no cost on 21st September, with assistance and advice from Humber Barges Ltd. The sand was donated to C&RT at the end of the trip, unloading at C&RT's Rose Grove wharf on 13th October having travelled back from Liverpool.

The trip was a success, proving the effectiveness of the recent dredging at both the east end and to the west of Wigan. Navigation between Barrowford and Wigan however proved to be a challenge with very low water levels, shallows, and rubbish in bridge holes and a comprehensive report was provided to enable C&RT to plan its future dredging programme for the western side of the canal and perhaps re-visit its policy on water levels.



Short boat *Ribble* leaving Hurst lock, West of Shipley (D. Lowe)

Canal bridge automation

The automation of bridges on the Gloucester and Sharpness Canal was reported in CBOAN Issue 17 Autumn/Winter 2015. It is still in the trial phase, with some issues found and revisions to the system required. The App for smart phones will be made more widely available, and in the meantime the bridge keepers are still available for those without smart phones. A further review will follow.

In Scotland, Scottish Canals are investigating if similar automated trials can be offered on the Union and Forth and Clyde canals and the Crinan and Caledonian Canals which are still used commercially. However funding needs to be sought and scoping the application of this technology is required before this can proceed.

Siemens and ABP invest in Hull

Siemens and partner Associated British Ports have invested £310m to create world class wind power manufacturing and logistics operations at Alexandra Dock in Hull. When operational it will employ 1,000 people later this year. Over the next few months Siemens will supply 67 turbines to Dudgeon, which is a £1.5bn project to harness offshore wind to power more than 410,000 UK homes, from the offshore wind farm 20 miles from Cromer off the Norfolk coast.

Siemens is using the Hull site and the harbour, which is built on land reclaimed from the Humber, as the pre-assembly and loadout hub for the Dudgeon wind farm. The project will involve towers, nacelles and blades being shipped into Hull to be brought together for Dudgeon. The first turbine components have been dispatched from Hull using *The Sea Challenger*, a jack-up ship specially designed for installing offshore wind turbines, signalling the start of the first project for the new facility.

PLA provides work experience

Eleanor Pettem from Graveney School in Tooting was offered work experience with the Port of London Authority after seeing the PLA patrolling the Thames while she was rowing in Putney with the Sea Scouts. She was in awe at the extent of knowledge of the PLA's staff generally and also at the fast pace in Port Control.

Joining the hydrographic department midweek, Eleanor boarded *Maplin*, the PLA's new survey boat, analysing the depth and profile, as she had learnt in a Geology class. This information is then used to ascertain the depth for the larger vessels to prevent grounding. The PLA work experience made her aware of career opportunities within the PLA for which she will be now be investigating the education and training requirements.



Student Eleanor Pettem under supervision in the wheelhouse of *Maplin* (PLA)

In the press

Plans for Goole Intermodal Terminal

In the Yorkshire News of www.thebusinessdesk.com, a grant of £2.1m for the development of the pioneering Goole Intermodal Terminal was announced in February. This will "unlock the potential" of Capitol Park in Goole, Mike Heydecke, director of Leeds-based developers Sterling Capitol said. The grant was awarded from the Humber Local Enterprise Partnership for the 29-acre terminal. The cash boost was announced by Northern Powerhouse minister Andrew Percy, who is also the MP for Brigg and Goole.

Mike Heydecke said: "The Goole Intermodal Terminal will draw together the town's existing rail, sea, motorway and inland waterway links into one site providing an integrated transport facility for business. This facility will offer companies the opportunity of seamless movement of goods; from ship to road, ship to rail or ship to barge and vice versa; shortening the timescale and therefore lessening the cost of moving goods." He added: "This is tremendous news for Capitol Park and for the port of Goole. We have just been granted planning permission to develop the park, which is likely to create 3,000 new and sustainable jobs in Goole and the East Riding."

Stephen Sylvester, inward investment manager at the East Riding of Yorkshire Council, said: "The Goole Intermodal Terminal is a long standing Economic Development priority for East Riding of Yorkshire Council. The Local Growth Funding (LGF) will facilitate a vital piece of infrastructure that will enhance Goole's unique selling point as the UK's premier inland port as it will connect the existing road, rail, port and inland waterways with the surrounding Enterprise Zone employment land at Capitol Park.

The Port of Goole occupies a strategic location at the start of the 'Energy Estuary', some 50 miles from the sea and has direct links to the motorway (via the M62), inland waterways and rail network."

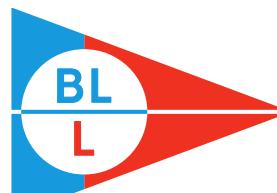
The Intermodal Terminal will therefore have multiple synergies with the port and will enable it to continue to grow and prosper. The terminal is situated alongside the Aire & Calder Navigation, opposite the Yorkshire Waterways Museum, a few hundred yards from where the Navigation enters Goole Docks, thus offering excellent opportunities for movement of freight to and from the proposed Port of Leeds at Stourton, Rotherham, and other inland destinations.

Government proposal to reduce the MSRS grant

The rail industry has reported on and questioned the Government's cut by £4m in the Modal Shift Revenue Support (MSRS) grant from currently £19.85m to £15.74m from April 2017 with a further small reduction in April 2018. RailReview reported that this could outweigh the favouring of road transport leading to increased lorry journeys where rail should be used. The same is equally true for modal shift to waterways. RailReview state that the MSRS scheme is crucial to growing and sustaining modal shift away from roads. The MSRS provides excellent value for money in terms of the environmental benefits over the level of support of up to 5:1 it was reported. A recent survey apparently showed the UK as having the third most congested roads in Europe.

Overseas News

CFT takes a share in Blue Line



Blue Line Logistics

CBOA originally reported on Blue Line Logistics in CBOA News Issue 15 Autumn/Winter 2014. In a press release in December 2016, the French inland shipping group CFT announced a participation in Blue Line Logistics NV. This is with respect to furthering development of Blue Line Logistics' activities in Belgium and the Netherlands as well as the further internationalisation (not only in France) and future innovations in the use of inland barges for the transport of goods on pallets, 'bigbags' or roll containers.

Blue Line Logistics was founded in 2011 and is the developer and shipping line of the innovative Pallet Shuttle Barges. With these barges Blue Line Logistics achieves an effective modal shift from road to water. CFT has more than 240 units – pushers, pontoon-barges, barges, seagoing ships, double hulled tankers, gas-tankers, Ro-Ro combinations, estuary container ships and specialised equipment for heavy loads and an extensive network of offices. Since 1948 CFT has been one of the top European inland shipping lines.

Dordrecht Inland Seaport

Plans are in place to develop Dordrecht over the next few years for the maritime manufacturing industry, logistics and transhipment of bulk freight. Dordrecht Inland Seaport is seen as an integral part of the Maritime Top Region Drecht Cities, one of the most important maritime clusters in the world, with much heavy industry and shipbuilding. The 'Drecht' cities are defined as those bordered by the rivers Oude Maas, Noord, and Beneden-Merwede. The suffix '...drecht' to city names apparently derives from a place where ships were pulled or carried onto the land. (The 'ch' sounds slightly guttural and having little equivalent in English, but like a combination of 'ch' and 'k').

The port of Dordrecht has a unique location being at the crossroads of seagoing shipping, inland shipping, rail and road. Lying both on the Oude Maas and on the Dordrecht Kil, Inland vessels and sea-going vessels can reach Dordrecht from the North Sea and the terminals in the Rotterdam Maasvlakte in about three hours. From there are excellent connections to Moerdijk, Antwerp and Germany by rail and motorway as well as with inland shipping.

ERSTU reports on aid scheme for transfer of freight from road to water

The European River-Sea-Transport Union (ERSTU, of which the UK's Inland Waterways Association is a member and IWA/CBOA member Dr David Hilling is the representative and frequent contributor) reported in its December newsletter that aid has now been approved by EFTA and EU for short sea shipping aimed at more environmentally friendly transportation in Norway.

The measure is designed to encourage modal shift of freight from road to water. Aid is granted to coastal or short sea services provided that they avoid truck journeys on Norwegian roads and generate environmental and wider social benefits within Norway. In recognising that launching short sea shipping services may be costly, the aid will take the form of direct grants, and the annual budget of the scheme is NOK 60 million. The five year scheme is estimated to achieve an annual transfer of 100 to 300 million tonne-kilometres from road to waterborne transportation.



A typical European Rhine sized barge (ERSTU).

Rotterdam news

Seven barges will soon be fitted with on board measuring equipment to record emission levels. The experiment is part of the 'Continuous On-Board Analysis and Diagnosis' (COBALD) Green Deal between the Port, the Dutch Government and Kamp. One of the aims in addition to environmental improvement is to improve the emissions of vessels with older engines which often still work well and have years of service life left in them. The trial results will be evaluated in the fourth quarter of 2018 at the latest.

European Gateway Services (EGS) recently introduced a container barge service from Rotterdam to Nuremberg/Munich to complement its express rail service. The service started in order to handle a spike in seasonal demand but now proven, this could develop into a more regularly scheduled service.

CBOA for Members

Rail Freight Group Conference 2017

The 25th of these conferences is on Wednesday 26th April, bringing together operators, rail freight customers and ports, to explore where the areas and opportunities for rail freight growth are, including intermodal and supply chain opportunities. It is principally aimed at enabling rail and associated operators explore how to respond to emerging opportunities and overcome the biggest challenges facing the sector in 2017 and beyond. In addition to speakers from the rail industry, there will be a representative from PD Ports. The Rt Hon Chris Grayling MP, Secretary of State for Transport on Government Support and Planning will give the opening address. See the conference company's web site www.waterfrontconferencecompany.com for details. A 10% discount is available for CBOA members – please use discount code 320CBOA. See <http://bit.ly/2lzMzsA> for more information about the conference. Email - jackmatthews@thewaterfront.co.uk



UK Ports Conference 2017

The 9th of these conferences is on Tuesday 23rd to Wednesday 24th May at the Cavendish Conference Centre, London, discussing the future for UK ports, the implications of Brexit, delivering new infrastructure and responding to changing trends and shipping patterns. The conference will review the biggest challenges currently facing ports and the opportunities available for port development to help shape plans for the coming years. A 10% discount is available for CBOA members – please use discount code 323CBOA. See <http://bit.ly/2lh2FVo> for more information about the conference. Email - jackmatthews@thewaterfront.co.uk

Memorandum of Understanding (MOU) update between MAIB, HSE and MCA

In December, an update to the MOU was issued. The MOU document sets out how the Marine Accident Investigation Branch (MAIB), the Health and Safety Executive (HSE) and the Maritime and Coastguard Agency (MCA) work together. The purpose is to ensure effective collaborative working between these organisations where their duties for health and safety enforcement and accident investigation overlap at the water margin, offshore and on inland waterways in and around the United Kingdom.

This MOU is underpinned by an Operational Working Agreement (OWA) that outlines the key and supporting principles to be adopted when selecting the lead organisation for health and safety enforcement and accident investigation. The OWA also provides example scenarios that identify the lead organisation in a range of work activities.

Thames 'Right of Navigation'

At a Greater London Authority meeting in December, the prospect was mooted of "restricting access to the Thames upriver of Greenwich to small vessels only." It is often assumed that there is a statutory right of access on the tidal river, however this is not strictly the case; it is more the case of a public right which can be constrained by Act of Parliament. For example the PLA can within the 1968 Act, licence river works and thereby obstruct the public right of navigation if it requires to for these works.

To note some of the larger vessels recently visiting the river through the City:-

2015: 18 visits by cruise liners, warships (these can be up to approx. 4000 tons), SS Waverley and sail training ships ("Tall Ships"), also a visit by a 7000 ton freighter to HMS Belfast.

2016: 23 visits by cruise liners, warships, SS Waverley and sail training ships.

The navigational width, air draft and possibly also depth are assets we need to protect in the light of proposed and actual developments in London in recent years. For example there are several propositions for new river crossings which could potentially impede navigation.

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Views expressed are not necessarily those of CBOA.

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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.

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