

In this issue

Whitakers in 'Barging' episode	P5
CBOA at Multimodal	P7
Peel to increase capacity	P8
Gloucester and Sharpness automation	P9
CRT Freight Initiative	P11

CBOA advocates Pennine canal for Northern Powerhouse

One of the recent Government policies proposed by the Chancellor is to create a 'Northern Powerhouse', helping to rebalance the UK economy by pushing growth away from the London area to several northern cities. The scheme requires that the cities should work as a team to reap the full benefits.

The CBOA called on the Northern Powerhouse authorities to look at a new canal across the Pennines as part of their freight strategy. The new canal would be a multi-purpose waterway; it would

- Provide a European sized ship canal to carry goods, thus taking traffic off the roads and reducing greenhouse gases
- Generate hydro-electricity through turbines being built at the new locks (which would have a greater rise and fall than usual)
- Enable water to be transferred to Yorkshire
- Provide a leisure facility both on and beside the new canal.

David Lowe, CBOA Chairman said "This new canal could provide an answer to many questions which the Northern Powerhouse has to face. Increasing passenger rail capacity does nothing for freight. We have noted the concerns of Joe Anderson, executive Mayor of Liverpool (The Times August 26th), that with the new Liverpool docks facilities meaning a possible fourfold increase in traffic, there must be a way of getting the imports over the Pennines and avoiding the M6 and M62 becoming lorry parks. The Manchester Ship Canal is already used to take containers between Liverpool and Manchester. A similar new canal would provide access between Yorkshire and Lancashire."

David added: "I cannot think of any other major infrastructure projects which can bring multi-benefits.

This new canal could help solve problems about moving freight, providing more electricity and transfer water – all major problems affecting the economy of the North."

If such a canal were built, it would be just one of the major new construction works required for the Northern Powerhouse. It may be impractical to take water from Lancashire to Yorkshire, but collection of Pennine water could be used for the canal and so be taken to the drier Yorkshire side.

The choice of route would need to be researched in the light of current commercial needs, not necessarily following one of the existing canal routes. However CBOA would not want to see the existing canal routes destroyed to create the new canal. They may even be advantages in connecting to them where feasible.

CBOA would welcome the opportunity to engage in discussions with Northern Powerhouse to examine the possibilities.



Sonia Rolt, OBE, a much respected and loved past CBOA President. An obituary by CBOA Vice-President David Blagrove MBE follows on page 3.

From the Chairman



The Association continues to be active on many fronts – though progress is not always as speedy as we might wish! I serve on the Canal & River Trust's Freight Steering Group which is developing the concept of an inland terminal in Leeds – we actually prefer the term 'the Port of Leeds'. Serious discussions are taking place currently between various prospective partners in this venture – clearly port operators and the Trust need to be involved – but little more can be said publicly until a firm agreement has been reached as to how the terminal (which has planning permission) will be operated and marketed and by whom.

Members will recall that the CRT Freight Group had divided the Commercial waterways into those to be developed and promoted as 'Priority routes', those that may have potential now or in the future, and those (a few smaller waterways) deemed to have little potential. Interestingly the Trust and CBOA have been following a lead which may result in a considerable tonnage being carried on the third category of waterway – thus proving that one should 'never say never'!

After several years of planning and discussion the first shipments of marine dredged aggregate have been brought into Hull for our member A.C. Aggregates and although the sand is currently being road hauled to a non waterside customer we hope that the business will develop such that barge transport into West Yorkshire will be utilised. On a less bright note we were sorry to hear that our member J H Whitaker Tankers has ceased operating 'Humber Princess' and that oil is not currently being delivered to Rotherham by barge. We are

working with the customer and CRT to see if there is a way of re-starting the service as Exol are very keen for it to continue.

In my last report I mentioned the sterling work of Leeds Planner Max Rathmell who had the foresight to appreciate the value of and need for wharf protection in Leeds within the Council's Minerals & Waste Strategy. This has now been formally adopted by the Council and is a fitting tribute to Max's work as he has now enjoying a well earned retirement! We wish him well.

Members cannot fail to have become aware of the initiatives in the north – 'the Northern Powerhouse' – to develop the region's economy in various ways including better transport links. As part of this along with the Canal & River Trust we were invited to attend a recent seminar in Liverpool which was co-organised by member MDS Transmodal. CRT was represented by (Interim) Head of Enterprise Richard Rutter, and NE Waterway Manager Jon Horsfall and needless to say both CRT and CBOA took the opportunity to remind attendees of the potential of the UK inland waterway system, and most especially the large freight waterways in the north, both during the full sessions, and also within discussion groups. The concept of a new Trans Pennine Waterway was also aired and provoked a useful discussion on my table which included representatives from ABP – James Leeson (Humber) and the recently retired Frank Robotham (Marketing), as well as our own Mike Carter, CBOA NW Representative and barge operator, and Mike Garratt of MDS.

Next year sees the bi-centenary of the opening of the Leeds & Liverpool Canal in October 1816. CBOA is working with CRT and partners to help celebrate this in a way which will hopefully draw attention to the freight potential of the proposed Trans-Pennine Waterway – watch this space!

In my last report I mentioned that the Association was working with CRT on a possible new licence arrangement for narrow and / or other small cargo carrying boats that are laid up for long periods between cargoes. The newly appointed Head of Business Boating (now Head of Boating), Mike Grimes, was keen to meet us and discuss this and other related matters.

Mike has a boating background and is very approachable and willing to 'think outside the box'. That being the case a possible way forward using an existing arrangement was being explored; as I write this no decision has been made as the details and conditions are still being evaluated but there may be a way forward for boats that only carry cargo i.e. do not sell goods from the boat, and are not used for other purposes such as pleasure or residential to be operated under a different

regime.

Our 'new look' website is taking shape, thanks to Secretary Keith Astley who has been working with our host Delwedd – hopefully it will be up and running soon. Finally, we will be again exhibiting with the Canal & River Trust at Multi-Modal next year - 10th-12th May – at the NEC, Birmingham.

David Lowe

UK News

Sonia Rolt OBE, past CBOA President – obituary by CBOA Vice-President David Blagrove MBE

Although I did not meet Sonia Rolt until 1988 I was well aware of her contribution to the cause of the inland waterways and carrying in particular. Back in the mid-1950s when I was beginning to take a serious interest in such matters I first heard her name spoken of with admiration by John Gould, the Newbury pioneer who did so much to save the Kennet & Avon Canal for posterity. From him I heard that she was one of the wartime boatwomen and an early Inland Waterways Association (IWA) member. Later contact with the boating fraternity on the Grand Union and elsewhere established that she was not just a shooting star that blazed across the heavens for a short while then disappeared, but a firm believer in the rightness of water transport and a good friend to the boatpeople.

It was during my sojourn as a member of IWA Council that the opportunity arose to right what I always considered a grievous wrong. This was the expulsion of a number of prominent early IWA members, including Sonia, during a sort of Stalinist purge by Robert Aickman in 1950. Aickman himself had died shortly after Tom Rolt, in 1973 and I learned from Sonia herself that she had managed to effect reconciliation between these two not long before their deaths. It was I felt a good time to heal the breach and to move forward, so when Council proposed that the survivors of the 1950 bloodletting be reinstated I was more than happy to add my vote. As it was the vote was unanimous.

When the forerunner of this Association (CBOA) was formed in 1990 Sir John Knill agreed to accept the

Presidency and Sonia agreed to come in as Vice-president. For a number of years until her health prevented it she made it her business to attend at least one function, either an AGM or Annual Dinner and at such events was always a most gracious and witty speaker and companion. She also kept a watchful eye on what the Association was doing, in particular of course she was interested in what was being done with narrow boat carrying, but she was well aware of the wider implications of the Association's work on the broad and estuarial waterways.

Sonia had trained for stage work after leaving school but with the compulsory direction of female labour during the 1939-45 War she found herself working at the Hoover Factory at Perivale on Western Avenue. This did not suit her adventurous nature and, when the call came in 1943 for women to crew canal boats she jumped at the chance. After an interview at the Ministry of War Transport by a woman who later became Duchess of Grafton (and who had completed one round trip as a boatwoman before taking a job at the Ministry), Sonia and a friend were sent to Bulls Bridge Depot at Southall to learn the art of boating for the Grand Union Canal Carrying Company. Unlike some of the educated young women who volunteered for the work, Sonia took to it like a duck to water and, at the war's end, stayed behind, and married a boatman. Although the marriage did not last she became an ardent campaigner for water transport and thus met and married L.T.C. ("Tom") Rolt, the author who made his name with his book "Narrow Boat." After the great expulsion of 1950 Sonia and Tom worked on the Talylyn Railway in Wales, with Sonia operating the famous mobile Booking Office. She also developed her pre-war interest in the stage and stage

design and with it an interest in architecture and its heritage aspects. She was a leading figure in the Landmark Trust and also put her stage design experience to good purpose with the restoration of H.M.S. Warrior, where she was responsible for dressing the Officers' Quarters among other things.

I have many memories of Sonia over the years, but one that remains most vivid is the visit that my wife and I with some friends paid to her at her home at Stanley Pontlarge in Gloucestershire. It was a gorgeous summer's day and the wonderful old house looked absolutely perfect. She was asked whether she would like to have a short drive. She immediately agreed and suggested that we go to visit Toddington Station on the preserved Gloucester & Warwickshire Railway, which runs past her house. On arrival at the station she was treated almost as Royalty and insisted on examining some of the working engines at close quarters, although then she was in her late eighties.

I was honoured to represent the Association at her funeral on 13th November last year, when she was laid to rest beside her husband Tom in the tiny churchyard opposite her house as well as at the Memorial Service in the Crypt of St Pauls Cathedral on 14th May this year. My impression was that everyone of the multitude at both services was a person who both cared for and loved the same sort of things as Sonia. There were people from the canals, railway preservationists, those who loved historic buildings, lovers of gardens and all the other things that concerned this most loved lady. She was one who, in spite of physical infirmities, kept her natural ebullience and sharp wit about her to the very end. She leaves a slot that can never be fully filled.

CBOA Chairman awarded Richard Bird Medal

Chairman David Lowe, together with three others was awarded the Richard Bird Medal at the Inland Waterways Association (IWA) Annual Members Meeting and AGM, at Salwarpe Village Hall on 26th September.

The Richard Bird Medal is awarded to IWA members

whose efforts and support are considered to have brought significant benefit to the Association over a sustained period of time. David's achievements being listed as "for his many years of campaigning as an IWA member for the retention and promotion of the northern waterway network. David has operated many commercial boats over the years, including passenger boats, restaurant boats, hire boats and freight carrying craft. David currently advises the industry and navigation authorities about freight carriage, and has been secretary and is currently chairman of the Commercial Boat Operators Association."



PTEG says more water freight required

Earlier in the year the Passenger Transport Executive Group (PTEG) highlighted the need to significantly increase the freight tonnage carried within the UK's major city areas. Every opportunity should be made it claimed for freight to make its way into urban areas by rail or water or into the distribution parks that serve them. The 'last mile' journeys into urban areas should be achieved by using low or zero emission transport means with as little environmental impact as possible.

The EU commission's goal in this respect is that by 2030, a minimum of 30% of road freight travelling over 300km should be moved to other transport modes such

as rail or water. This percentage is to increase to 50% by 2050. Utrecht is a good example of how water inner city transport can be achieved with the 'Beer Boat' (featured in CBOA News Issue 12, Spring/Summer 2013).

The advantages of water freight are obvious:

- Greater safety
- Lower emissions
- Lower fuel costs
- Less requirement for road and track maintenance
- Less road congestion. A modern barge operating on an inland waterway can carry up to 550 tonnes in some areas and up to 1,500 tonnes on larger waterways. In the UK lorries can carry up to a maximum of about 29 tonnes.
- Less noise and vibration
- Improved quality of life and urban environment.

PTEG recommended that 'network capacity enhancements' should be undertaken, to enable more freight to be carried by water. These included bottlenecks such as small lock size restrictions and low

bridges. Also development is required for a more extensive network of water-connected freight distribution sites. Infrastructure for the loading and unloading of waterborne freight can also be available in cities that have rivers or canals passing through them. However it is apparent that freight often competes with the more lucrative use of land for development purposes.

PTEG called on Government, in partnership with local authorities, to put pressure on the planning process to require that all major new distribution parks are planned with a presumption of rail and/or water connections so that suitable sites are identified nationally and protected for freight use. The development of Urban Consolidation Centres (UCCs) with rail and water-connected distribution sites should also be encouraged.

Their report on urban freight can be read on their web site <http://www.pteg.net/resources/freight>, under the heading "Delivering the future: New approaches to urban freight" February 2015.

Regional News

Exol and Whitakers featured on 'Barging around Britain' episode



Whitaker's *Humber Princess*; inset John Sergeant with Exol Operations Director Jonathan Hoole (Exol Lubricants Ltd)

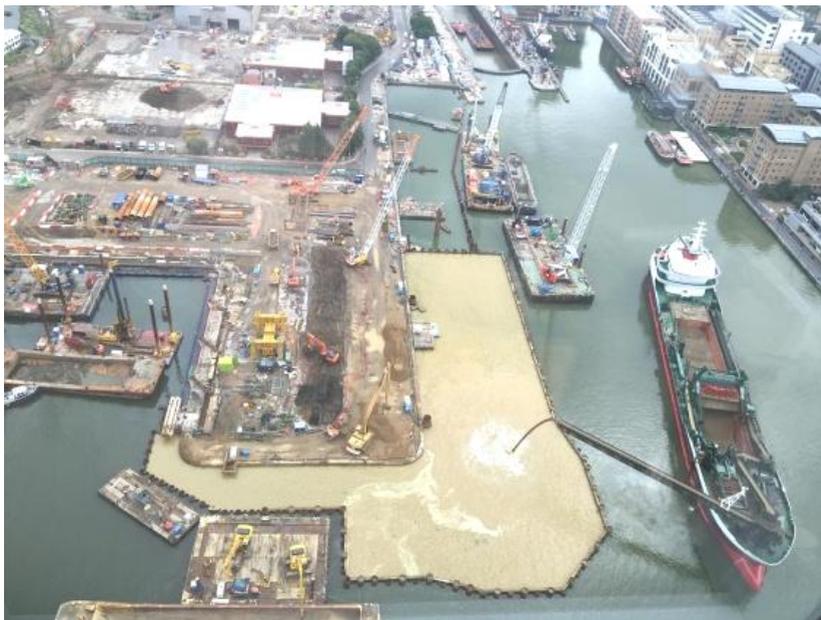
John H Whitakers' (Tankers Ltd) *Humber Princess*, skippered by Duane Ball were featured in February on the well known 'Barging around Britain' TV programme.

The benefits of large scale of water transport for oil distribution was eminently demonstrated. Exol are pleased with the water transport service from Hull

docks to the blending plant at Rotherham, seeing it very much as an efficient part of their overall transport needs and assisting to achieve the highest environmental and quality targets.

Water freight for construction at Wood Wharf

Extensive development at Wood Wharf, for the Canary Wharf Group is using marine based works and water transport. 6000t of marine dredged aggregate is being delivered using the specialist dredger *Scelveringhe*.



Works at Wood Wharf (Canal and River Trust)

The vessel discharges in three hours and can complete the unloading and vacate the dock in less than four hours. A total of five loads are probably required.

Around the site there appear to be several muck barges with excavations and 1500t aggregate barge for the Bank Street cofferdam in the lock.

CBOA letter to London newspaper

In March CBOA Chairman David Lowe wrote to the London Evening Standard, about the current threat to Thameside wharves from development. Part of the background to this is that CBOA understands there are differences in opinion within the Greater London

Authority (GLA) about the future use of unused wharves. David's letter had a few sentences edited out, which although the letter still contained the main points, it removed some of the 'sting' from the arguments.

These arguments concerned the assistance that water transport and wharves can provide to lessen road traffic; fewer wharves would mean a reduction of the usefulness of water transport, lack of a joined up Planning approach and the current trend for wharf development for housing, as it is cash rich compared to industrial use.

First Port Salford tenant

Earlier in the year Peel Ports announced that the first tenant at their National Import Centre of the multi-million pound Port Salford site is to be the Culina Group.

Port Salford is the UK's first tri-modal inland port facility and distribution park, with rail, short sea shipping via the Manchester Ship

Canal (MSC) and road connectivity.

Culina, the food and drink logistics organization will occupy the first warehouse unit comprising 26,022 sq. m. (280,000 sq. ft.) of accommodation, including ancillary offices, service yard and parking. It is expected that the distribution centre will be fully operational by the end of 2016, creating 280 jobs.

Direct vessel access from the new Liverpool2 terminal at the Port of Liverpool being developed by Peel Ports, dramatically improving the supply chain across the North West. It is anticipated that the majority of container loads will eventually arrive at the National Import distribution hub from Liverpool via the MSC,

resulting in significant carbon emission reductions and environmental savings.

Peels continued development of the Port of Liverpool and promotion of use of the MSC has been covered in several previous issues of CBOA news.

CBOA at Multimodal

With a greatly improved stand and in cooperation with CRT this year, it made a much better presentation. Treasurer Peter Hugman put the stand together and manned it solo for the first day, for which CBOA is very grateful.



CBOA stand with CBOA Treasurer Peter Hugman at the helm (J Constable)

Stuart Mills, CRT property Manager visited on Wednesday, and was very pleased with the result of the CBOA-CRT collaboration, and offered assistance with the funding of the stand and banners.

CBOA Chairman David Lowe and CBOA's John Dodwell both gave a short presentation on the Wednesday, which was well received. David and John entertained a small delegation from a very large French barge operator and they expressed great interest in expanding operations into the UK in association with existing UK firms, and at the other end of the scale CBOA had an enquiry about moving recycled wood briquettes along the canals of the midlands.

Great minds think alike

CBOA member Dr David Hilling has kindly produced the following article following his attendance to the *Inland Waterway Transport (IWT) March 2015*

conference in Brussels.

For reasons of geography and economic history the waterway systems of Britain and mainland Europe are very different. There is a basic difference between the long and highly indented coast of Britain and the relatively short, linear coasts of near neighbours. Britain does not have large areas of heavy industry well inland and there are marked differences of scale – distance, waterway dimensions, craft size and cargo volumes. Simplistic comparisons of their Inland Waterway Transport (IWT) and what Britain should have therefore mean very little.

Given this, a March 2015 IWT conference in Brussels on the potential of IWT as a carrier of freight and passengers indicated that thinking with respect to the main problems and strategies to deal with them was remarkably similar on the two sides of the Channel.

There was considerable emphasis on the under-utilisation of IWT capacity and the potential for modal shift but with little evidence that modal shift is in fact taking place despite increasing concern for the environment. For this to happen there

must be improvement of the waterway infrastructure and the elimination of bottlenecks and gaps in the network. Poor navigability only encourages shift from water to road and not the reverse that is so necessary.

IWT must be an element in designated, fully integrated, multi-modal corridors. The CBOA's participation in the annual multimodal exhibition ties in with this and development of infrastructure and traffic on the Manchester Ship Canal is this in action and planned strategies for Leeds are of the same kind. These two cases also illustrate another strategy pressed by the mainland IWT industry – there must be greater emphasis on non-traditional IWT freight (containers, pallets, food and drinks) and the possibility of shorter hauls. The MSC certainly shows greater variety of traffic as would containers and steel products to Leeds.

Our neighbours emphasise that an ageing fleet does not help in attracting traffic and this is clearly a problem we in Britain share. It helps if even old vessels have a

smart identifiable livery! There must be adaptation of the fleet and the work force and more attention given to alternative fuels and propulsion and reducing the carbon footprint of IWT. We share the view that there is need for greater investment in IWT, that government is not as supportive as it should be and private financing must be sought.

CBOA President at the helm

In June, CBOA President Dr. David Quarmby took a trip with John and Jenny Jackson on their coal boat *Roach*. They had a good trip from John and Jenny's yard at Awbridge to the top of Wolverhampton Locks, with David steering for most of the way.



Peel to increase capacity

Peel Ports is investing in increased capacity on the Port of Liverpool and the Manchester Ship Canal (MSC). Work has started on dredging and deepening the River Mersey to allow the new generation of cargo ships to dock at the planned Liverpool 2 terminal.

Peel is aiming to be able to match the ship capacity of London Gateway and Felixstowe ports, so that large ships can sail direct to Liverpool. This will firstly avoid using inland transport, and secondly to boost the north-west economy. Peel says that there is a 90% cost saving on road transport from the south by direct shipping to the north-west.

The number of containers being shipped via the northern canals increased from 3,000 in 2009, to about 25,000 this year, and Peel hopes that will rise to 100,000 by 2030. New ports will also be built at Wirral, Ince, Bridgewater and Warrington.

Groveport acquired by PD Ports

In July the privately owned inland port complex Groveport 2013 Ltd on the River Trent below Keadby, was acquired by the port's

owner/operator PD Ports.

Groveport handles a mix of bulk cargoes through its 190 acre freehold site, and which has a dominant position in the UK's market for imported steel long products.

Both PD Ports and Groveport are pleased with the acquisition, PD Ports describing it as a good strategic fit with their existing ports businesses on the East Coast of the UK. Groveport see it as a very positive natural progression for them, being a major asset within PD Ports and looking forward to expansion on the successful development that has taken place at Groveport over the last ten years.

Polla Rose plying



Polla Rose (D Hilling)

Back down to Gravesend in early June for another 700 tonnes of aggregates for Cringle Wharf, Battersea. *Polla Rose* looks smart and is an extremely active 44-year old – few road vehicles can compete!

Gloucester and Sharpness automation

At the CBOA committee meeting in Gloucester, Nick Worthington, CRT Waterway Manager SW, kindly gave the committee a detailed description of the proposed bridge automation on the G&S, which utilises proven mainline railway practice and could be extended to lock operation in the future.

Turning the bridges off will be automatic; the sensing of the approach of a vessel is achieved automatically via the captain's smart phone, preloaded with the tailor made CRT 'App' using Wi-Fi for this purpose. Centralised manned Bridge Control is available in case of problems. The option to phone Bridge Control will be available if the captain does not have a smart phone. Safety has been extensively considered, and details of this, testing or operational issues can be found at www.canalrivertrust.org.uk/gsbbridges.

West London Waste Plan enquiry finds water transport desirable

The Inspector's Report on the West London Waste Plan (WLWP) has a key phrase entered in the last paragraph of WLWP Policy 6 – Sustainable Site Waste Management;

"...d. Where on-site management of waste is not possible, active consideration has been given to the transportation of construction, demolition and excavation wastes away from the site by modes other than road, principally by water and rail and this has been incorporated into the scheme or proven not to be practicable."

This sounds good in principle but there are obstacles to making this happen, such as the main contractor or sub-contractor being minded very often not to use water transport from the outset, whatever might be written in reports. Stronger wording is needed it seems.

New Thames barges

Two new barges from Belgium are now operating on the Thames. In a partnership between CBOA member Livett's Group and Belgian owner Herbosch-Kiere, these vessels are available for hire for engineering and construction projects on the river. They can also carry volume cargoes for commercial carrying operations.

The vessels are *Scheldemond I & II*. They operate as a pair, *Scheldemond I* being 32.5m long, *Scheldemond II* completing a total length of 54m, with 7m beam. They are also available for a wide variety of applications ranging from diving, surveys and bridge

inspections to film production and events. The master vessel *Scheldemond I* has state-of-the-art barge technology – a hydraulic lifting/lowering wheelhouse, high capacity 10 tonne crane mounted on tracks and self operating spud legs. These facilities are thought to be unique on a self propelled platform on the Thames.

Another Staythorpe load

Wynn's Inland Navigator took another transformer to Staythorpe on Tuesday 16th June, pictured here at Cromwell lock at 3pm, departing from Hull 12 hours earlier.



Robert Wynn & Sons Ltd's *Inland Navigator* (M Slater)



Robert Wynn & Sons Ltd's *Inland Navigator* (M Slater)

UCL student's new eco neutral barge design

The University College of London's (UCL) post graduate student Henrik Utvik has this autumn completed his thesis on a new hydrogen powered barge design. With London's current air pollution problems apparently from diesel emissions, together with road congestion this has to be a double winner.

The thesis represents the first part of the Engineering Project being undertaken by UCL on inland barge transport and handling facilities. The propulsion is via a 46kw electric motor (equating to approximately 60 HP), powered by hydrogen fuel cells.

The thesis proposes two hydrogen fuel tanks providing a range of 60km between fuelling with the current design for the London area with short trips. Canal side filling tanks would be required, perhaps within the 20ft container size. A ducted propeller is preferred to provide more thrust and efficiency. The same hydrogen fuel cell technology is being developed for automotive use, which would probably have a higher requirement for safety than would be necessary for waterway use.

The project will be continuing this year with other students. UCL will also be continuing their work with town planning guidance with respect to water transport, as was reported in CBOA News Issue 12, Spring/Summer 2013.

In the Press

Thames expansion

The Environmentalist Online ran a three page article in their 4th February edition called 'A River Runs Through It', highlighting the increase of freight traffic on the Thames. The recent construction projects (featured in previous CBOA News issues), included Crossrail and the Tunnel project.

For the Crossrail project the memorandum of understanding with the Port of London Authority (PLA) estimated that 500,000 lorry journeys would be removed by using river transport; while Thames Water forecast that 180,000 lorry journeys would be removed for the Tunnel project. Barge carried waste accounted for over 300,000 tonnes, with aggregates accounting for nearly 600,000 tonnes per annum. The rebuilding of Blackfriars Station accounted for 80,000 tonnes of material to and from the site by barge, Environmentalist Online reported.

Expanding cargo fleets were not all; passenger traffic has also increased. Thames Clippers started with one vessel in 1999 carrying 21,000 passengers, and now runs 14 vessels, carrying 3.3 million passengers in 2013, and set to increase.

The importance of protecting wharves was also discussed. Environmentalist Online then quoted the Inland Waterway Association's figures for reduction of CO₂ by use of water transport, in addition to the environmental benefits. The PLA's stewardship of the tideway was then described, one of the functions being to monitor both the water surface for removal of large driftwood, and depth to maintain sufficiently navigable channels for cargo shipping.

DRAX apply for large biomass jetty

The York Press 'The Press' carried a feature in September saying that DRAX has applied for planning permission for a much bigger jetty, to support deliveries of up to 500 tonnes, instead of the current 200 tonnes.

The Press referred to the jetty size as increasing the amount of biomass deliverable under the White Rose Carbon Capture and Storage Project. The aim is to reduce the amount of deliveries by road, minimising the impact on the local highway network. Plans show a

60m long crane arm or boom on site for unloading the barges from the River Ouse. (CBOA understands that the principal reason for the larger wharf is for bringing in the larger plant items as Abnormally Indivisible Loads (AILs) for the power station).

Interestingly DRAX also featured in the 8th August edition of New Scientist, where the magazine described the zero or even negative emissions that might be seen, by burying carbon via a 165km pipeline to under the North Sea.

New Scientist said that the £500 White Rose project would capture 200 million tonnes of CO₂ annually. Since July DRAX has produced half of its power from biomass, mostly from pine forests in the American Deep South, Louisiana and Mississippi. 7 million tonnes of biomass will cross the Atlantic next year it reported. New Scientist reported that more furnaces are to convert to biomass in the future.

CRT freight initiative

The magazine Towpath Talk carried an interview with Stuart Mills, Property Director who also has responsibility for freight, and John Dodwell, CRT Trustee and CBOA Marketing and Corporate Affairs.

The past work and members of the Freight Advisory Group (FrAG) was described and how the Group was then integrated within CRT. They started examining the larger freight waterways on the SW, NW and NE, but soon realised that the best option was to initially concentrate on the larger waterways in Yorkshire on CRT waters. However freight would of course be considered on the other waterways where possible.

John then described some of the various possibilities for water freight in the Yorkshire, and the recent success with the CRT planning application for their wharf at Stourton, Leeds. Modern traffic flows need to be examined to determine the water freight possibilities, which are sometimes very different to that of the past.

The economics of barge transport were then discussed including large capacity, longevity of barges, lower fuel consumed and lower emissions produced.

The example of Tesco and Peel Ports on the other side of the Pennines was produced as an example of

how there is perhaps an inertia problem in Yorkshire as people do not see a water freight resurgence happening yet in that region.

Stuart Mills concluded with mentioning the forced sale by BW of barge fleets in the 1960's were a thing of the past; CRT now has a vision to work with strong

partners with a track record in the freight business to hopefully make water freight a success once again. John added that this is an area where CRT can enrich people's lives; barge transport can only be of benefit to everyone.

Overseas News

ERSTU meeting, Rotterdam

CBOA Committee member David Hilling attended the meeting of the European River Sea Transport Union (ERSTU) on 17-18 September, and provided the following report:-

ERSTU and European Barge Union (EBU), of which ERSTU is now a corresponding member, have set up a joint River Sea Shipping committee of which an ERSTU Russian member will be chairman and this represents new and improved cooperation between the two bodies. ERSTU's meeting was held at the offices of EBU. The new committee will serve to strengthen links with the EU and ensure that EU regulations are arranged rather than imposed with inadequate prior consultation.

There was a general feeling that ERSTU does not get the media publicity it needs and this should be addressed with an attempt to identify the problems and propose solutions. An emphasis on the environmental factor should be central to this. It is also the case that politicians are not well enough informed on matters relating to inland shipping.

There was general concern at the financial pressures on shipping companies, the need for standardisation

of vessel and waterway standards, especially with respect to water levels, social aspects (work time etc).

ERSTU now has 69 members from 12 countries and some of the eastern European members seem to favour English, the international language of shipping, rather than German as the main working language. DH wrote an article on Britain's coastal shipping in this year's ERSTU magazine 'Navigator' and also reported on the more proactive role of CRT and developments with respect to Leeds. As an inland port – North Sea port – mainland link it was thought by some ERSTU members to widen the EU door for financial support.

New Finow canal lift

Construction is nearly completed on the new Finow canal lift. The Finow canal connects Poland with Berlin and the sea. Some resemblances with a boat lift in Cheshire can be noticed, but not however with scale.



New Finow canal lift (T Hales)

CBOA for Members

Keith Astley – CBOA Secretary

Keith has kindly provided the following information about himself, with his interesting and varied career in the shipping industry, his experience of which is of course very useful to CBOA.

My interest in matters relating to the Inland Waterways goes back to stories my father told of my grand-father's life as a working boatman. His early life was with the Fellow Morton & Clayton Ltd., then after marrying my grand-mother he worked as a day boatman on the Birmingham Canal Navigations (BCN) firstly for the family business then finally for Ernest Thomas of Walsall. Frankly, I marvelled at the harshness of his working environment and what it took for him to earn his living.

Anyway upon leaving school by pure chance, i.e. it was the first job I was offered, I started work for a liner shipping company running a service from North Europe to the East Mediterranean ports and in particular Israel. As luck would have it this was shortly prior to the containerisation of such services, this allowed me to get experience of general cargo operations which was invaluable during my later career in shipping.

Enthusied by spending time around the docks, ships and crews I quickly came to the conclusion that this was the career for me; that being said I never went to sea. Leaving liner shipping behind I moved into the operation of coastal ships and early during this period I took my professional qualifications as shipbroker. This was a halcyon time, my experience widened, taking in ship chartering and operation, project shipping and ship management. The culmination of this was forming my own ship broking and ship Agency Company at the then newly developed Port Sutton Bridge on the River Nene, not far from the Wash.

This was a successful venture which I was able to sell to another operator. As one door shut another opened and I was offered a position as wharf manager for a new operation in Great Yarmouth. Whilst running the wharf was a great experience, it never really ticked all the boxes for me. During the course of business I came across a company operating state owned Russian

ships in London. Relationships being everything in shipping I started doing a lot of business with a Russian lady in their office, anyway, the nett of this was she had contacts with some newly privatised Russian ship-owners who were looking for entry into the London market.

Taking advantage of the time the pair of us took the opportunity set up a ship broking company, we grew this by taking ships on time charter, paying the owner on a day rate, and working them on the open market. It was during the course of this time we were fortunate to be able to buy a small coaster which we traded around the Baltic.

At the end of the nineties the coastal freight market weakened substantially and it became obvious to me an operation like ours was not going to survive. We took the opportunity to wind it down and close it in an orderly fashion. Thus to another opportunity, I was fortunate enough to use my experience in general cargo, working for CP Ships (formerly Canadian Pacific Steamship Co), where I was responsible for the pricing and operation of their out of gauge container cargo and break bulk cargo loading from Northern Europe. This lasted until the takeover of CP Ships by Hapag Lloyd. Finding myself redundant I was faced with moving home which I did not want to do or finding a new opening.

By chance I stumbled across a job managing the properties and outside services for my local town council. This I did until I took the opportunity to have a narrow boat built to my own design. So now I spend my time either on my boat, volunteering at my local theatre where I am shortly to become a trustee, or looking after my own property interests which I have built up over time.

Through my boat and interest in the inland waterways I decided to join the CBOA as an associate member thereby renewing my contact with its Chairman David Lowe. After attending last year's AGM I was asked if I would like to join the committee which I was pleased to do and now assist them by acting as their Secretary.

MCA and Boatmaster matters

The new Boatmaster regulations came into force in April of this year following extensive consultation. (See MSN 1853 M). For most CBOA operator members the following points will be of greatest interest:

MCA no longer re-validates licences annually for those over 65; the five yearly renewal process continues but licence holders over 65 must still have a medical each year. The medical form does not need to be submitted to MCA annually but must be kept by the licence holder and produced if requested.

Holders of BML Vessel Exemptions are required to replace them with the new Tier 2 Level 2 BML before the expiry date of the exemption and in any event not later than the end of 2017.

The reference to 'narrow boat pairs' has been removed from the regulations in respect of towing. Holders of a BML Tier 2 do not need the towing (or pushing) endorsement (as the Tier 2 licences are themselves seen as specialist) but those who operate with a different qualification (e.g. the RYA Helmsman) need to obtain a paper endorsement by April 2016 which can be obtained from MCA provided sufficient proof of experience (60 days in the previous 12 months) can be provided.

MCA regulations now allow masters of small vessels (under 24 metres) to make 'transit' passages in waters for which they may not be normally qualified – this could be a Class B waterway linking two Class A waterways e.g. Stourport to Worcester, or a Class C waterway linking two Class A or B waterways e.g. Brentford to Teddington, or Cromwell to Torksey, West Stockwith or Keadby. Transit must be not more than twelve times in a year (or four in one month) and a simple risk assessment must have been carried out according to guidance in the M Notice.

We would remind everyone to ensure they keep a Work Record to ensure they can prove their experience when renewing or upgrading licences.

Fuel and Oil testing service

CBOA has been contacted by Finning UK and Ireland Ltd, who are part of Caterpillar, explaining the benefits of having hydraulic and lubricant oils and fuels

tested, where plant long life and high reliability is essential, without breakdown or cessation of service.

Oils can be examined for indications of increased bearing and mating surface wear, thus indicating a potential future problem before it becomes one. Fuel testing indicates presence of fungi, yeasts or bacteria (the diesel bug) which if left to continue can clog the filters causing fuel starvation and power plant failure.

Finning's claim that their service is inexpensive. Their web site is <https://www.fluid-analysis.com>

Other companies also offer a similar service.

Cancelled Rotterdam event

In the previous issue of CBOA News we reported that there would be an Inland Waterways and Shipping Conference in Rotterdam on 28-29th April. This appears to have been cancelled before the event as nothing appeared on the relevant web site. Apologies to any members who may have been inconvenienced by this.

Eco Neutral freight?

The rail freight company DB Schenker has introduced a new service offering their customers compensation in full for CO₂ emissions. This appears to operate by offsetting the benefits of rail freight as it cuts road emissions by 76%, DB Schenker say.

CBOA would be interested to know if any members have been asked about having carbon offset schemes and offer to investigate options for CBOA to assisting with such a service. Please contact the Chairman.

Musings at the helm

Most members who are actively operating their vessels probably seek to get on cordially with our fellows on other vessels including those on pleasure craft, even if we don't see eye to eye with them at times!

The starting point when passing is often to casually catch their eye, then pass a friendly gesture. Most times this is reciprocated by those on pleasure boats, some of whom are very pleased to see us going about our work on the waterways.

However on occasions an opposite response is sometimes received with unreasonable or critical comment for no good reason at all or even an attempt at a 'wind up' over some fictitious issue. So does this

strike a chord, and if so how should we respond?

Perhaps just taking it on the chin satisfying oneself that what has been meted out to us is irrational. Perhaps the proper response is to remember that we are the professionals of what we do, and that we are not concerned with such trifles and that these antics are not even worthy of comment. This helps the CBOA corporate image and is probably good PR. But if an appropriate or smart comment can be made that settles the issue to your advantage, this does not go amiss and may even be preferable. Likewise if a member of the public asks us about our boat or boats or what we are doing this is a great opportunity to engage and promote our work and that of CBOA – even if it is at some inconvenience to us.

CBOA and smaller vessels

CBOA appreciates that it has a sizeable representation by members who operate smaller vessels, both craft such as 50-60 tonne barges and narrow boats carrying 25 tonnes or less. CBOA still actively supports carrying by smaller craft, although it is recognized that in many cases it can be difficult to make a smaller carrying operation pay a reasonable commercial rate for the tonnage carried with the daily operation. But if members wish to operate in these circumstances, then CBOA supports them.

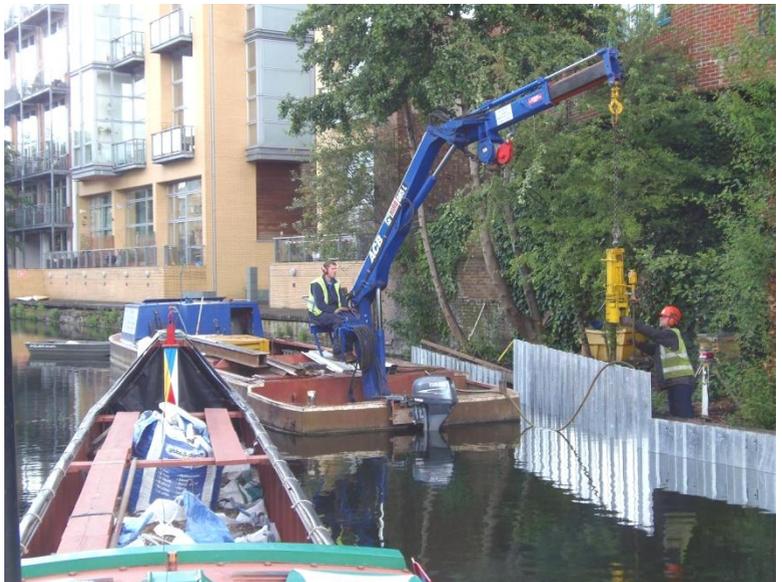
There are exceptions to commercial viability however, particularly for construction contracting work. This is especially relevant for construction in inner city areas where space around the construction site is at a premium, or where there is no lorry access to site. Also, in towns and cities we very much actively encourage water transport using smaller vessels where this can

reduce road congestion and inner city air pollution by lorries. For example the Government is being heavily fined for London consistently failing the air quality standard demanded by the EU.

Many thriving operations involve CBOA member's narrow boats which operate throughout the waterway network, with retail sale of solid fuels together with bottled gas and logs. Being retail sales operations means that the returns from fuel sales is higher than if it were simply being carried as in a bulk or freight cargo. Of course CBOA actively supports these commercial operations, providing a very useful service to all on or beside the waterways. For small quantities they are often cheaper than land based suppliers, and always with a friendly helpful service.

CBOA would very much like to print more articles in CBOA News about smaller waterway carrying operations, so if any members have something newsworthy to contribute, please do let the Editor know. Interesting shots of loading/unloading with the text, or under way are good cover. Even loading fuels at a different place, or a change to the delivery round or schedule can be highlighted - it may even improve your sales!

20 tonnes of aggregate arriving by boat in 2012 for backfilling the piling at the now "land locked" Kingsland Basin, with no road access. Kingsland Basin once had coal, stone, brick and tile, timber and manure wharves. Piles were delivered by boat earlier.



In an English country garden...



(R Dodwell)

The tug belongs to CBOA member Bennett's Barges, with CBOA member Cory's barges at Puddle Dock wharf in London.



(R Dodwell)

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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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CBOA NEWS

Views expressed are not necessarily those of CBOA.

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