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Aggregates shipping by water

Nottinghamshire County Council have given a provisional go ahead to an allocation of land adjacent to the River Trent at Shelford (near Gunthorpe, downstream of Nottingham) to be used for aggregate extraction.

The next steps will be for this to be confirmed through a public inquiry (expected later this year) and then a detailed planning application. The whole process might take until 2017 or 2018. If approved, this would permit up to 180,000 tonnes a year to be taken by barge to Colwick on the outskirts of Nottingham.

An enquiry has been received for a site at Sykehouse (New Junction Canal) for moving up to one million tonnes of clay out by barge from a proposed clay

pit adjacent to the canal.

Another enquiry has been received for carrying about 100,000 tonnes of sand per annum on the Calder and Hebble navigation.

Further planning applications have been made for continued extraction at Ryall on the River Severn, for barge shipment to Ripple. Permission is also sought for additional land extraction areas at Ryall. Further additional information was submitted in respect of the Environmental Statement, so at the time of writing the council are currently seeking comment on this, and CBOA have responded supporting.

CBOA member Thompson River Transport's (TRT) *Elver* loading at Ripple on the River Severn, with TRT barge *Chub* simultaneously heading empty downstream (R Horne)



From the Chairman



Our call for a Trans-Pennine canal (CBOA News Issue 17, Autumn/Winter 2015) may have been ambitious but it was designed to draw the attention of our colleagues in the Northern Powerhouse and Infrastructure Commission to the potential for greater use of the large commercial waterways in the north west and north east. The case for the Manchester Ship Canal is self evident but we are promoting the Canal & River Trust's vision for a 'Port of Leeds' - the distance from the Humber Ports to Leeds being similar to that from Liverpool to Manchester.

Members' craft are or can be available to move up to about 7,000 tonnes a week on the Aire & Calder route but further expansion would require additional craft and the obvious source is Euro II size vessels from the continent, which could also carry containers, two abreast. Slight widening of the bottom 20 metres of Bulholme Lock would enable these craft to reach Leeds, and of course we also support increased usage of the South Yorkshire and Ouse Navigations, both of which are already Euro II size. Carriage of containers needs some innovative thought if bridges are not to be raised, so the main thrust of current discussions is to get aggregates and general cargo to Leeds.

The Association has strongly supported and assisted the Trust's NE freight project (with myself on the steering group) and we particularly welcomed the appointment of logistics and port operations expert Chris Evans of CBE Consultants to provide an independent assessment of traffic flows and viability – his work

confirmed the basic premise, the site in Leeds is ideal, the numbers add up, and now is the time to take it forward!

As significant tonnages originate in Immingham we have, with the support of the Canal & River Trust, been working with a University of Hull specialist, Prof Jack Hardisty, to establish whether there is a case for keeping the Partially Smooth Water Limit at its summer position all year (this depends on wave heights and other factors) so that barges can proceed down to Immingham (and Grimsby) during the winter months without special approval from the MCA.

Members will be aware that the carriage of lubricating oil to Rotherham by Whitakers unfortunately ceased a little while ago but we have been able to offer advice on various matters to both the receiver and a CBOA member potential operator and are hopeful that this traffic will resume soon.

We continue to monitor (and comment on) planning applications and other planning matters such as wharf protection, and I am grateful to Richard Horne for his diligence in this field. We have, in particular, endorsed the Local Nottinghamshire Minerals plan which promotes the use of barge transport for quarries at Besthorpe and the proposed one at Shelford. We also assist with advising on potential new traffics, and while we must generally keep such matters confidential the movement of aggregate on the Trent (from a proposed quarry at Shelford) to Nottingham (Colwick) is a matter of public knowledge, and we are also discussing movements on the Calder & Hebble Navigation, South Yorkshire Navigation, and the Leeds & Liverpool.

CBOA and CRT will again be sharing a stand at the excellent Multi-Modal Exhibition at the NEC in Birmingham on the 10th to 12th May so we look forward to seeing you there. <http://www.multimodal.org.uk/>

As part of the Leeds & Liverpool Bi-Centenary celebrations we are working with the CBOA member owner of the unconverted Leeds & Liverpool 'short boat' 'Ribble' to navigate the canal and attend various events and gatherings with a significant load of ballast over the

coming months. This will test the recent and considerable dredging work that has been carried out on this waterway (which will be useful in view of an ongoing project to carry freight on the canal) and also promote CBOA and the Bi-Centenary as well. On the actual date itself (15th October) the Leeds & Liverpool Canal Society's short boat 'Kennet' will be making a journey from Leeds to Liverpool thus recreating the first trip across the canal end to end.

I mentioned in my last report a new approach to the licensing of craft used for carriage of cargo (but not retailing goods or providing services or used for pleasure) on the smaller CRT waterways and it's been agreed that the arrangements under the Carriage of Freight terms and conditions, as used for large vessels on the Commercial waterways, can be extended to smaller craft subject to a nominal annual registration fee (instead of a licence), payment of tolls for goods carried, and an annual Fitness for Purpose inspection instead of the Boat Safety Scheme. CBOA is happy to advise any members who might be interested in this concession.

Secretary Keith Astley has been burning the midnight oil making arrangements for our AGM, which this year will be held at the Bond in Birmingham on Thursday 21st April at 1130hrs. We have a buffet lunch and guest speakers to follow so please do come along and join us for this event – you should have received details in the post. Please let Keith know if you are attending (or if not and you would wish your apology to be noted.)

A particularly pleasurable duty for me as Chairman is to give presentations on the work of CBOA, the CRT freight initiative, and freight by water generally at events

such as Multi-Modal, and to organisations of various kinds including the Urban Transport Group (formerly PTEG), CRT Partnerships, IWA groups, boat clubs and canal societies, and most recently to the AGM of the Association of Waterway Cruising Clubs. In every case I've found the audience very receptive and supportive. Please let myself or Keith know of any groups or bodies who would be interested in such a presentation.

A number of new members have joined CBOA recently and we welcome you all including Commercial Members Mainmast Ltd., who operate tank and general cargo craft in the Mersey and Humber: <http://mainmast.eu/>, Ship Owners Protection Ltd: www.shipownersclub.com, and Derek Bent who operates coal and fuel craft on the Bridgewater and Leeds & Liverpool Canals.

As part of the CBOA strategy to take the message of freight on the Inland Waterways to as wide an audience as possible your committee are in the process of developing professionally designed literature and presentations. Once the work is complete the aim is to take these to professional bodies and companies involved in transport. If you have contact with any organisations or companies that would be willing to receive such presentations would you, please let either me as Chairman or our Secretary Keith Astley have their details and how to contact them.

Finally do visit our 'new look' website (thanks to Keith Astley and Delwedd) and let us know what you think!

David Lowe.

Rix Eagle entering the River Hull (M Slater)



UK News

New Infrastructure Commission

The December issue of *Modern Railways* reported that the Chancellor had launched a New Infrastructure Commission (NIC), to be chaired by former Transport Secretary Lord Adonis.

£100 billion is to be spent on various infrastructure projects by 2050. The commission starts with an initial focus on three areas:- northern connectivity, London's transport system and energy. In the north, one of the issues is to increase connectivity, particularly east-west. For London, obviously all the rail projects were mentioned by *Modern Railways*, but there was no mention of waterways. We should establish whether waterways are indeed considered for significant infrastructure investment for freight operations.

In February, Local Transport Today reported on their web site that there will be a £300 million Transport Development Fund to support work on planning major infrastructure schemes.

CRT responded to the NIC, with respect to how London's waterways could be better utilised. CRT also proposed the use of the River Lee (a commercial waterway as stated) for the moving of Crossrail 2 construction materials and waste from the tunnel portal in the Tottenham area out onto the River Thames, via a transfer facility that could be constructed in the Bow area of East London. CRT added that feasibility study work needs to be done sufficiently far in advance of the proposed start of works.

CRT separately responded fully to the NIC for the interconnection of northern cities. The Aire and Calder Navigation was quoted as having the potential to provide a similar strategic freight waterway in the east as the Manchester Ship Canal fulfils in the west.

CRT also mentioned the current dependency of the northern cities on southern ports for container freight, causing unnecessary congestion on the motorways,

both the M1 and the northern motorways (see article on Peel Ports Cargo200 Initiative on page 5). CRT also mentioned the lack of investment in recent times in waterway facilities and wharves, and how this can be addressed. The interconnected waterways in the north east would benefit from investment to aid freight carrying for the Northern Powerhouse initiative.

Consultant MDS Transmodal was mentioned for proposing Euro Class II barges which could be used on the Aire & Calder Navigation with the obvious benefits of carrying capacity – 32 TEU / >650 tonnes dry cargo. CRT said the necessary investment to upgrade these commercial waterways to accommodate Euro Barge Class II container barges must be supported by the creation of the inland port facility(s) to service them, pointing out that the investment is comparatively modest in general terms. This follows on from the output from investigation earlier by the Freight Advisory Group (FrAG).



Swinderby (CBOA member Mainmast) on the River Hull (M Slater)

CBOA & CRT analysis underway for AIL capacity waterways

CBOA together with the CRT have been jointly advising Highways England on the availability of waterways and wharves large enough to take Abnormal Indivisible Loads (AILs). This includes production of a map and a detailed list of potential wharves.

Although we have taken CBOA member Robert Wynn and Sons *Inland Navigator* (300 tonnes) as a

minimum size of vessel for this purpose we have stressed that there may be opportunities to use smaller waterways in certain cases. Large river navigations such as the non tidal Thames above Teddington have been included in the survey.

Loach (CBOA member Viaduct Shipping) loading grain at Seaforth Terminal, Liverpool (J Eyres)



Regional News

Peel Ports' Cargo200 Initiative

Launched in May 2015, Peel's Cargo200 appeals to all importers and exporters whose goods began or ended their journey in the north of the UK, to switch current delivery of ocean freight from south-east ports to the centrally-located Port of Liverpool.

The initiative behind this is to slash the road freight mileage by up to two million miles over five years. In addition to the significant carbon footprint reduction, Peel also estimates that this may save shippers up to £400 per container in transportation costs from the south by delivering by ship closer to the destinations.

Liverpool2 port and the Port Salford hub will provide anticipated gains for several companies including JCB, Jaguar Land Rover, Diageo, B&M, Matalan and Typhoo. Each company has made statements that it should benefit from such a strategic logistics move.

PLA's new vessel

In December, the PLA took delivery of a new maintenance vessel named *London Titan*.

The *London Titan* will carry out varied general river maintenance work all the way from Richmond to the estuary. Her cranes fold flat to clear the bridges, with lifting capacity of 11 tonnes at 20 metres reach. In addition to smaller jobs such as moorings maintenance, buoy laying and small scale plough dredging and diving operations, she can also haul wreckage from the river if needed.

At £7m, she is the PLA's biggest single investment for 20 years, designed by naval architects MacDuff Ship



Design with PLA ships masters' and engineering input, built at Manor Marine's shipyard, Portland, Dorset. The vessel demonstrates the PLA's confidence in the future growth of the River Thames as a freight and passenger highway.

Eleven Maritime Diplomas for Thames apprentices

During the middle of March was the National Apprenticeship Week. The culmination of the week saw eleven apprentices aged between 18 and 25 awarded with Diplomas after two years gaining experience with passenger and freight operators on the River Thames. This experience complemented their day release study at Tilbury.

Thames Training Alliance (TTA) managed their training, which will be completed by passing the Maritime and Coastguard (MCA) Boatmaster Licence examinations.

The Transport Minister Lord Ahmad was present for the Diploma presentation and spoke well of the training given and the good career prospects for the candidates with the envisaged growth of both freight and passenger traffic on the Thames over the next 20 years. He saw this as part of the commendable professional skilling of young people; in this respect to ensure the Thames remains the world's premier maritime centre and the economic potential of the Thames is maximized.



The Thames apprentices

PLA chief executive, Robin Mortimer said:

"We're committed to the highest safety standards on the Thames, seeing river use grow and helping young people train so they can be part of the Thames' vibrant future. The Thames Vision project we have led sets out an exciting future for the Thames with more cargo in the port, more passenger trips and more freight by water. These apprentices are the future skippers of boats on the Thames that carry over 10 million tourists and commuters every year, and the barges that keep over 100,000 lorries off London's roads."

New PLA chairman

Christopher Rodrigues CBE has been appointed chairman of the Board of the Port of London Authority (PLA) with effect from 1 January 2016. This is following the end of the statutory term of appointment of previous PLA Chairwoman Dame Helen Alexander. Christopher Rodrigues is a graduate of Cambridge University and the Harvard Business School. He holds an honorary doctorate from the University of Surrey in recognition of his work in the tourism industry.

His executive career has been in the financial and tourism sectors, with such organisations as Visit Britain, Openwork LLP and The Almeida Theatre and is a Trustee of the National Trust. As a schoolboy he was an oarsman on the Tideway, then as a member of two winning Cambridge Boat Race Crews and subsequently as chairman of the Leander Club, a steward of Henley Royal Regatta and a craft owning freeman of the Waterman's Company.

London Mayor to have new powers?

In the Housing and Planning Bill debate in Parliament on the 3rd December, part of it centred on the new powers of intervention the Mayor is to have.

Brandon Lewis, Minister of State (Communities and Local Government) said that "...In conjunction with the Mayor's power to direct refusal of

planning applications and policies in the London plan, those directions control development that might harm London's capacity for waterborne freight or its protected views. The effect of the clause would be to enable the Secretary of State to devolve decisions on which wharves and sightlines to protect to the Mayor...."

Into this we read that the Mayor would have decision making power over the planning decisions regarding protected wharves for freight.

River Thames "bright future"

At about the same time as the apprentices' Diploma awards, the Port of London Authority (PLA) chairman, Christopher Rodrigues CBE highlighted a bright future for the Thames, stressing the importance of strong prospects for growth, backed up by the recently created Thames Skills Academy (TSA), a new initiative by the PLA, Transport for London, Tideway (Tunnel) and the Company of Watermen & Lightermen.

The TSA will be established as a Group Training Association, a partnership where employers subscribe to sector-specific off-the-job training to provide the expert skills required for the present and future needs of the River Thames.

Christopher Rodrigues said that it was largely due to the generous support of Tideway that had led to the formation of the TSA. He added that the trainees will contribute directly to the Tideway project, the biggest single development project on the Thames in over a century.

Reading's new pedestrian & cycling bridge

In September a new bridge was opened by the Mayor of Reading, linking Caversham on the north side of the River Thames to Reading station on the south

side. This follows a major revamp and enlargement of Reading station and expansion of its track layout.

The 68m span bridge uses 455 tonnes of steel with a 50 tonne mast which rises 39m above river level. The £5.9 cost was borne by a Local Sustainable Transport Fund (LSTF).

About a century ago, the last bridge over the Thames to be built at Reading was tested by driving traction engines nose to tail over it. Presumably it must have passed the test.



New pedestrian/cycling bridge at Reading

Reading stands at the confluence of the rivers Thames and Kennet. It once had numerous wharves and was both source and destination of many cargo types travelling to or from as far afield as Bath and Bristol via the Kennet and Avon Canal and Gloucester and the Wye valley via the Thames and Severn Canal. The Thames is an excellent navigation and the lock size is approximately Peniche (Freycinet) sized or larger capable of carrying considerable tonnage today, including Abnormally Indivisible Loads (AILs – see p4).

North West London Waste Plan (NWLWP)

With the NWLWP's planning framework for waste management covering the London boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest, there is certainly scope for the investigation of the use of water transport.

CBOA responded in September to the invitation to comment to their draft plan. There were 213 representations altogether, however there were some conflicting views expressed on the use of waterways to carry waste, although there was general agreement for the Plan in the main. Many organisations supported this to help reduce road transport and pollution; however some residents opposed it because they fear a negative effect on amenity and biodiversity.

A number of proposed sites and areas which have been assessed as potentially suitable for waste uses through the NWLWP assessment criteria were not considered suitable by local residents and community groups. Reasons given were negative impacts of a waste facility in the local area, including traffic/congestion, suitability of roads and access, effect on biodiversity, flood risk, proximity to sensitive receptors and residential areas, concern over noise, smell, pollution and vermin. This was in addition to landowner and tenant objections.

Of course some of these objections are removed if the waste is handled using sealed containers; waste has

to be transported somehow somewhere and is never liked.

The interim reports on submissions to the draft plan are detailed on their web site <http://www.nlwp.net>

Staffordshire and Worcestershire dredging

Following the dredging consultation meeting in January held by CRT at The Bond, Birmingham, the plans for Staffordshire and Worcestershire canal dredging were revealed.

Canal bed surveys revealed that some sections did not match the published dimensions. Sediment sampling showed that 95% of the samples indicated that the sediment cannot be spread on agricultural land, although it can be deposited on the bank side as back fill, or used as off site land fill.

Dredging was to commence at the Tixall lock tail in early February, to cover all the priority sites as perceived and keeping it within the allocated budget. By late summer it is hoped that the Land and Water dredging team will have reached Falling Sands.

Overseas News

Potential for water freight from Rotterdam to Bavaria

A study carried out towards the end of last year (the Empirical Bayrolo Study) by the Port of Rotterdam and the Bayernhafen Group, concluded that there is a lot of potential for water freight to and from the Bavaria region, which is about 250 miles to the south east of Rotterdam, up the river Rhine.

This potential is seen as mainly import/export of bulk cargo from the Bavaria region, including the use of rail freight. They wish to strengthen the objective of moving long haul freight off the roads onto water and rail.

Much bulk freight already travels by water and rail between Bavaria and Rotterdam, but the scope to improve was presented to the Dutch and Bavarian logistics decision makers including government ministers by Dr Christoph Tripp from the Technical University of Nuremberg, who has monitored the Bayrolo study scientifically since its launch in summer

2014.

Analysis and surveys of usage behaviour and expectations by the existing shippers and forwarders showed much interest in multiple connections between the region and the sea ports. In most cases, shippers make the decision about the itinerary and the sea port; the crucial criteria being journey time, frequency and cost.

Awareness was found to be mediocre for the possibilities for the freight relationship between Bavaria and Rotterdam, and some deficiencies are seen partly in the provision of handling equipment, operational transparency and with the integration of information provision.

Part of the proposed solution is to provide improved marketable proposals for intermodal transportation to provide better solutions for the logistics service providers, a Bavarian minister said.

With Bavaria being in the centre of Europe, and

Rotterdam being a well equipped large port, it is ideally suited for Bavaria's freight including containers, attracting many ships as a "last port of call," a Dutch minister said.

Bavaria has a flourishing export processing industry; water and rail to Rotterdam could be better utilised for this export requirement. Rotterdam also has the highest number of short sea connections in northern Europe, to all destinations in northern Europe including the UK.

For containers, the 'ContainerConnect' Stage 1 service is an inland vessel service from Aschaffenburg (east of Frankfurt) to Mainz on the River Rhine. Stage 2 is a service from Mainz to Rotterdam.

It seems that creating awareness of the possibilities for water freight and bringing it to the forefront of perception is seen to be the most important issue from the Bayrolo study. In Europe we see freight strategies being implemented; perhaps in the UK we need to further similar approaches already underway for some of our larger waterways linked to sea ports.

CFT New vessel

CFT, based in Le Havre, France, carried out demonstrations at le quai de Bercy, Paris of their new roll-on/roll-off vessel during three days in December.

The prototype of this self-discharging vessel, the *Distri Seine*[®] was on display, showing how to bring electric lorries right into the heart of cities, in order to supply shops, e-commerce deliveries, etc. without the need for handling equipment at the wharves. The roll-on/roll-off vessel, is able to transport up to 30 lorries.

CBOA understands that CFT are interested in operating in the UK in association with British operators.

EU Inland Waterway Transport report 2015

The European Court of Auditors' report on Inland Waterway Transport in Europe had particularly negative conclusions stating that there were no significant improvements in modal share and navigability conditions since 2001.

The EU aims at shifting traffic from roads to more environmentally friendly transport modes, including inland waterway transport, as there are potential benefits in terms of cost savings, reduced pollution and increased transport safety.

Over the study period between 2001 and 2012, the modal share of inland waterway transport did not increase substantially, fluctuating around 6%. Thus the Court considered that the EU inland waterway transport strategies have not been effectively implemented.

Only a few of the EU-financed projects seemed to have improved the navigability conditions. Where some isolated bottlenecks were eliminated, a problem still existed with other bottlenecks. As a result, there has been a poor impact of these projects on any improvements with inland waterway transport.

It was thought that there were weaknesses in the EU strategies for inland waterway transport, based on insufficiently robust or incomplete analysis. Lack of focus and also an inconsistent approach between different navigations was also indicated.



Bangkok barge traffic

Barge traffic is frequent and 24/7 on the River Chao Phraya which flows south through Bangkok, Thailand.



The usual tow is 4 very bluff barges; the pulling tug using two triangulated lines, is seemingly small and relatively low powered, but the river flow is slight. The

tows are probably a total of 1000-1500 tonnes or greater, cargoes being rice, timber and aggregates amongst others.

Sometimes there are 4 or more barge trains abreast in the river as trains pass each other in both directions, with passenger boats passing between them.

The sand barges are seen very deeply loaded with the gunwales well under water, but it is warm all year round so the crew having to wade is probably not an issue.



CBOA for Members

Bailment - goods carriage

The following article is kindly provided by John Habergham of CBOA member Myton Law.

Bailment is one of the oldest and most common types of legal relationships. A bailment can arise in a

vast variety of situations where a party takes possession of another party's goods for a limited period or certain purpose – when a garage takes in a car for repair; when a dry cleaner takes in a garment for cleaning. Every time a carrier receives goods or other property to be transported, a bailment arises.

The law imposes certain obligations, responsibilities and liability upon a bailee and it is important that carriers are aware of these and incorporate suitable terms or conditions that protect against the normal common law position.

What is bailment?

A relationship of bailment is created when one party (the bailor) usually the owner parts with possession of goods to another party (the bailee) whilst still retaining its title or right to possession over the goods. The bailee must voluntarily and knowingly take possession and assume responsibility for the goods. This is usually, but not necessarily, in return for payment for services rendered such as carriage or storage.

Duties of a bailee

The main duty of a bailee is to take care of the goods and ensure that they are delivered in the same condition that they were in when the bailor handed them over.

Standard of duty

A bailee is expected to take reasonable care of the goods.

The standard of care required is not fixed. The standard varies in each case depending on a range of factors such as the value of the goods, their attractiveness to thieves, risk of arson or malicious damage and likelihood of any avoidable damage.

For example, if the goods are of a high value and will be attractive to thieves, the bailee will be expected to take greater care and put in place more safeguards than if the goods were simply low value commodities.

A bailee also needs to have regard to the nature of the goods and take steps to protect the goods against any avoidable hazard which may affect the goods. Therefore, if the goods are fragile or require certain conditions then the bailee may be required to take further steps to ensure that the goods are returned to the bailor in a sound condition.

Burden of proof

If the goods suffer damage or loss whilst in the possession of the bailee, in court the bailor only needs to show that:

The goods came into the bailee's possession in circumstances which gave rise to a bailment; and

the goods were in order when they gave up possession of the goods but they were lost or damaged whilst in the bailee's possession.

Once the above has been established, the burden of proof will pass to the bailee. In order to escape liability, the bailee will need to prove that he took reasonable care of the goods.

This position in bailment is different to other claims where the claimant always bears the burden of proof of showing that the defendant has breached its duty of care or other obligations.

The reason is that the bailee is always thought to be in the better position to explain what has gone amiss.

Claims brought in bailment are therefore harder for a carrier to defend.

Altering the common law position

The duties and liability arising out of a relationship of bailment can be modified by contract.

Carriers should ensure that their position is adequately protected against the liability imposed by the common law by incorporating terms and conditions into their contracts of carriage that provide more favourable and certain provisions. In theory, parties are free to contract on whatever terms that they see fit so long as they do not fall foul of the law on unfair contract terms.

A carrier's terms and conditions may limit its liability for loss or damage to a certain sum or exclude liability for certain causes of loss or damage. They may also set out and clarify the duties and responsibilities of the carrier in order to bring greater certainty to the contract than the common law would provide.

Advice

It is important that carriers are aware of the duties and responsibilities that are imposed upon them when a relationship of bailment is created. Furthermore, it is essential that carriers ensure that their terms and conditions are adequately drafted to take into account and protect against the liability imposed by the common law.

Should you require any assistance with drafting or reviewing your terms and conditions or would like guidance on a carriage of goods dispute, please feel free to contact John Habbergham of Myton Law at John.Habbergham@mytonlaw.co.uk.

UK Ports and Rail Freight Conferences

CBOA members can benefit from a 10% discount at either of these conferences.

UK Ports Conference, Tue 24th - Wed 25th May 2016, Hill Dickinson LLP, London. Discount code is 293CBOA.

Rail Freight Group Conference, Wed 20th April 2016 Central London. Discount code is 289CBOA. <http://www.waterfrontconferencecompany.com/> email: simoneturner@thewaterfront.co.uk Tel 0207 067 1597.

Previous CBOA News printing error

Unfortunately a few copies of the Autumn/Winter Issue 17 print run of CBOA News contained duplicated/missing pages, but with the small numbers of copies affected it was not recognised. Some members contacted us to obtain a correct copy.

If you received a bad copy then please do get in touch with Louise at Wynn's for a replacement (details below).

CBOA NEWS

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