

## COMMITTEE MEETING MINUTES

1300 11<sup>th</sup> October 2018

At the Saltisford Canal Trust, Birmingham Rd, Warwick CV34 5RJ

The meeting commenced at 13.03

Action

### CBOA Matters

**Present:** DL, JJ, JD, DQ, TW (from 13.30), DH, NH, RH.

1. Apologies for absence: PH, LR, BH, NT, GH, PA, PM, KM.
2. Minutes of last meeting: Accepted by all.  
Matters arising: Stoppages – 3 weeks previously stated as the maximum acceptable length of time – 5 weeks is now given for Kilnhurst lock. Meeting scheduled to discuss as this is too long for commercial operations.
3. Finances (PH) – cash balance & management accounts: quarterly update provided.  
Matters arising: the CRT contribution is shown for attendance at the Recycling & Waste Management Exhibition. £13,070 in the bank. Agreed by all.
4. Membership
  - a. Subs renewal and list (TW/all). Several operator members have now paid others to be followed up. DL has sent letter of thanks to Tom Foxon for his support as Vice President. Thanks to Wynn's and particularly Louise for the maintenance of the membership record.
  - b. Recruitment/ likely losses. None.
5. CBOA News (RH). Next Issue due shortly; will be 16 pages. Thanks to all for the contributions for articles received.
6. Marketing & Publicity
  - a. Recycling & Waste Management Exhibition. It was well worth attending. Report produced which included the enquiries received. Should we repeat in 2019 – yes. Enquiries followed up resulted in the Hull shipbuilder MMS has now joined. MMS would be keen to build and operate new barges if required. This was the first time we were at this show, and we were talking to people that were presenting at the show, not just the visitors; awareness of water transport was high compared to Multimodal – perhaps a bigger stand next year, to better demonstrate the displays? All agreed to exhibit next year. Also in touch with another company dealing with waste – one end waterside, has 'green credentials' and they also see the benefits of water transport with getting planning consent. New pop up banners now in use with the new CRT logo (CRT supported financially). Four of the banners are now kept at Fearn's wharf, Leeds, two banners at Eccleshall. CRT agrees that to have them on display in reception at major offices and the two museums means good visibility for staff and visitors to the offices. Donation of £1000 gratefully received from 'Greening of the North'.
  - b. Other? It was suggested that another show would strain CBOA resources. Agreed.
7. AGM April 2019. Location? the same place was suggested, 182 Fazeley Street. Speakers – it was thought that we had too many speakers last year; agreed that 3 probably best. **DL to book date Tues 30<sup>th</sup> April.**
8. Regional reports – thanks to all Reps for these:-  
SW initiative (PM) Nothing to report due to indisposition.  
NE (NT) Report provided.  
NW inc Weaver closure & recent enquiry(MC); Report provided.  
London/south (GH/JD) Report provided.

DL

Southall traffic. RH said that Gerry Heward had provided info to RH for the CBOAN; WHH barges were being loaded at Bulls Bridge (GU) on the site of the old Paddington Arm toll office and unloaded at Southall Gas Works site with aggregate, soil, sand etc. Access to site limited and via housing estate currently (before new bridge over the canal is built), so lorry movements were limited. One pusher tug used and 3 hoppers; 60 tonnes per hopper, except through the dry spell when down to about 45 - 50tonnes; 6 day week, 8 - 10 barge loads a day if all well; 500 tonnes/day for 6 days - approx 3000 tonnes/week; started January 2018 and finished in August.

WM (BH) Nothing to report, but BH provided a report about emissions.

EM (LR) Report provided.

9. Secretary. KM to be asked if he would fill the vacancy again. **DL to meet KM (and possibly Gerry?)** to ask if he can take it on fully if he may have more time in the future. **DL**
10. Officers
  - a. Vice-Chairman & Stoppage/dredging representation. JJ is resigning as Vice Chairman, and from the committee as has sold his business to a coal merchant to continue. CBOA now needs someone to take on the Vice-Chairman role and also Stoppage and Dredging liaison. Jules perhaps for stoppages? GH for V Chair? **DL to ask GH.** **DL**  
DL said he would like to stand down at the next AGM as he felt a fresh approach would be beneficial though he did not wish to 'walk away' and would be happy to continue in some capacity. It was suggested that to ensure a successful progression this might need more time.
  - b. President. John Rutherford (with Peel Ports) written to at the end of August asking to meet and discuss, **DQ to follow up.** **DQ**
11. Emissions (BH). Report received from BH. DL summary: older engines still cleaner than road or rail per tonne/mile. Lorries have higher turnover of fleets (compared to water or rail), so more updated compliant designs used. Regulations? Ships must reduce engine running at ports etc; also the possibility of retrofitting de-sulphurising equipment. Mayor of London is looking strongly at emissions. The 'last mile' is more of an issue for vessels. The 'last mile' would probably be with new build vessels anyway, so compliant. CBOA should perhaps get academics to look at the issue together with road congestion. Perhaps we should concentrate on air quality together with the congestion issue. Railways are using bi-mode and electric for traction, so why not waterways?

### **CRT/MCA/Navigation Matters**

12. MCA Humber estuary partially smooth water limit (DL) Wrote to Professor Jack Hardisty – no reply yet. **DL to chase.** **DL**
13. CRT Freight Steering Group (update) (DL/JD). With Sean McGinley heading up the NE, chairmanship is now with Sean. CRT has had an offer of £3m grant for Leeds wharf from West Yorks Combined Authority and business case needs making. CRT planning permission application will be submitted later this month.  
Bulholme lock – stoppage this winter to drain and examine in detail the width restriction. CRT reorganisation has enabled senior managers to tilt better towards the commercial and engineering operations. Momentum is now present to drive the A&C forward, from previous sub-glacial action. CRT is now behind the project, with the essential support of Richard Parry & others. Image damage will ensue if they do not produce the end result (an operational wharf handling a significant amount of traffic). The Steering Group need to produce the business justification, which they are now doing. The Leeds case will be a grant, instead of a loan as in the case of SSYN, so no pay back.
14. CRT Navigation group (MC) / CRT Stoppage programme (JJ) Maintenance reports (JJ); as above in 10.
15. CRT Regional Advisory Boards. Yorkshire & NE RAB Chairman Caroline Schwaller is very pro freight, keen to have a freight barge trip to gain familiarity.

### **Freight/Traffic Updates**

## 16. New Traffics/Enquiries -

Some possibilities in the NE were discussed, together with the likelihood of realisation and what may be required to enable them.

A significant traffic enquiry had been received both direct to CBOA and also via CRT for a short term movement of large volumes of waste material and this was being dealt with locally.

HS2 material for construction carriage by water? Possibly.

CRT lock transport (RH). Lock gate transport and materials/equipment for lock stoppages under discussion still.

Icknield Port (RH). Contact received from one company, information provided, awaiting response.

Contact received from a businessman interested in getting waste more efficiently and environmentally better out of London.

RH

## Lobbying and Strategic Projects

17. Central Government (TW) inc. changes proposed for AIL movements. AILs –DfT are currently consulting with stakeholders re the Water preferred policy. They have advised that the reasonableness test (previously applied only to inland waterway movements) will be applied to coastal movements. This policy has been in place for several decades and through Wynn’s efforts they established that in 2012 the policy was changed but was not communicated to industry. There is likely to be an impact on the number of loads directed to go via the inland waterways as it is feared that applicants will seek to make more use of “ferry ports” and try and avoid inland ports like Goole and Sharpness. They are also asking for views on the provision of a “Transport Specialist” to appraise the applications prior to Highways England giving permission to go by road which TW believed the CBOA should support; how this was to be paid for was still up for discussion. **TW to continue to work with JD to draft a CBOA response and to keep the committee advised of progress.**

TW

18. Local Government: Planning matters (RH) Report provided.

19. Other Organisations/Projects (all)

a. FTA/FbW/CRT event in Leeds. Covered under 6a above.

b. IWFG /NUF/NNUF/NINF/NABO. PA attending NINF. NABO probably beneficial to attend if we can. IWFG appears moribund.

c. ERSTU (DH). Has not been able to attend meetings. Hard copy ERSTU report provided – at the end of these minutes. We need to keep aware of how they deal with engine emissions.

Bennetts Barges – now acting as participants with the contractors. ERSTU asked DH to produce an article a report on the Thames – Bennetts are assisting. New Thames wharves are now being built. Crew training for Bennetts was with Maritime and Training, Harlingen, Holland. All Thames traffic is recorded and it shows the number of barge trips and so the number of lorry trips being reduced.

d. Major ports Group meeting (JD) New policy, Govt Ports and Interconnectivity, JD to meet next week to discuss inland shipment from the ports; congestion at/near ports. Shippers are now controlling the whole supply chain to the UK warehouse – could be helpful to us.

20. Committee Meetings 2019:- Wed 16<sup>th</sup> Jan at Saltisford, Tue 30<sup>th</sup> Apr, Thu 4<sup>th</sup> Jul, Thu 10<sup>th</sup> Oct.

21. AOB. Barbara Panvel survey backed by ‘Greening of the North’, but old stats used.

Domestic water freight figures are a bit misleading. **JD to pursue.**

JD

What was thought if we used Skype for meetings? Reaction varied, social and personal contact of actual meetings is beneficial – some not in favour. Not pursued for now.

NH said that he was significantly encouraged recently by the efforts of many people with water freight, and was happy to continue with his support.

The nature of the CBOA’s work has changed significantly over the years as the need changes, and that organisations like ours are really for smaller companies, as the large ones operate alone.

We have seen the contribution that smaller waterways can make with the potential for waste on the Regents Canal and Paddington Arm and also WHH's work carrying aggregate at Southall on the Paddington Arm. There is further potential, but there is a planning difficulty in that there needs to be a much greater way of coercing the planning machine (both Govt and local authority) to insist on water transport, rather than just request it. It is too easy for the applicant to get a consultant to write a biased report against water transport, or the planning authority to feel they cannot insist on it, as they have no evidence it will work or that they can be proved wrong.

DL expressed his gratitude to JJ for all his liaison work with CRT over the years.

The meeting closed at 16.00

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ERSTU Report (DH)

Inability to travel made it impossible for DH to attend meetings this year but the February meeting members took part in an EMMA (Electronic Municipal Market Access) conference on February 21st on the subject of 'The perspectives of inland navigation and river- sea shipping markets'

Growing transport volumes cannot be dealt with by road and rail facilities and 'decarbonising European transport sector' must involve increasing share of inland shipping and infrastructure investments and innovations will be crucial. EMMA partners are concerned with the modification of standard European barges for use on other waterways (Sweden in winter cited). Transnational cooperation will be critical.

ERSTU Autumn meeting was held in Vienna. Report awaited. ERSTU Newsletter, 02/2018 is in English.