

CBOA NEWS

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City of York uses water freight

Water transport is being used by Danbrit Shipping for Vinci Construction UK for spoil and rubble removal during the restoration of the listed buildings of the York Guildhall. Dean Marine Service's barge *George Dyson* is seen being loaded in January, to be taken to Goole. In the same way construction materials will then be brought up river to site.

The site does not have any suitable road frontage so the river is essential for transportation during the reconstruction. A large tower crane was floated in to handle the transfer of materials to and from the barge. The amount of material is estimated to be seven barge loads altogether, taking numerous lorry movements away from the road network, had road transport been the method used and possible. The spoil removal phase was estimated to take 6 weeks, but some flooding on the river has delayed the project slightly. More on the *George Dyson* on page 3.



The barge *George Dyson* at the Guildhall, York (A. Horn)

From the Chairman



We are delighted to learn that the Canal & River Trust has agreed in principle with our member AC Marine Aggregates Ltd for the movement of sea dredged aggregate from the Humber to Leeds, discharging at the former British Waterways Leeds Depot at Knostrop for storage and re-loading to vehicles for local delivery. This has been made possible through the kind co-operation of an existing tenant at Knostrop and the property team at the Trust. It's expected that subject to the usual formalities, arranging the site to suit, and some dredging of the waterway (already planned), this movement could start in April. Our member Branford Barge Owners will be organising deliveries and Humber Barges Ltd will assist. Tonnage is expected to be at least 50,000 tonnes per annum.

CBOA (jointly with the Canal & River Trust) will again be exhibiting at the Recycling and Waste Management Exhibition at the National Exhibition

Centre on September 16th & 17th 2020. Please make a note in your diary and visit if you can! We were pleased to respond to an enquiry from Danbrit Shipping in Goole for the movement of building demolition materials from York to Goole, and to provide advice on suitable operators. (See front page). We are continuing discussions regarding a potential long distance movement by narrow boats in connection with the Thames Tideway project, and are currently responding to an enquiry for the movement of steel bars from the Humber to Rotherham.

We are very pleased to report that our member and former northern region chairman Maik Brown has agreed to act as Business Development Officer (North) for CBOA. Maik has a background in sales, has a good knowledge of inland waterways and is immensely enthusiastic. We wish him well in his new role which will involve responding to enquiries, following up leads and achieving greater market penetration to seek out and persuade more freight business to go by water for our northern members.

Our AGM this year was due to be held in the Lift View marquee at the Anderton Lift on Tuesday 21st April, to support water transport in the North West. However it has had to be deferred because of the worsening situation regarding COVID-19. This is disappointing but the health and well-being of our members and guests is paramount. We will advise members of the re-scheduled AGM date as soon as it is known.

We were concerned to learn of the proposal in the March budget which would end the use of gas oil/red diesel (i.e. diesel fuel with a low rate of duty, currently 11.14 pence per litre) on inland waterway freight and other commercial craft. We immediately wrote to the Chancellor making a case for retaining such use for freight craft but it was confirmed in the budget statement – albeit to take effect in two years time. On the face of it this could mean that inland waterway freight vessels would be subject to the full rate of duty (58p per litre). Although barges are economical compared to road in terms of fuel usage per tonne/mile this would still mean a considerable rise in costs. Currently the duty paid for what is termed 'marine voyages' within historic port limits (e.g. the tidal Thames, the Manchester Ship Canal, the Humber up to Castleford etc) can be reclaimed and as this is set to continue the impact will of course be very much less might have been the case. The government proposes to consult on retaining the use of gas oil for inland ferries and passenger boats and others likely to be affected; we need to argue our case likewise and have two years before the changes are made. While the very laudable intention is said to be to encourage greener propulsion systems this needs to be done over a reasonable period of time. Unnecessary replacement of existing engines would actually increase emissions due to carbon embedded in the manufacture, transport and scrapping of existing units, and a tax which encouraged a switch back to (or to remain with) road haulage would be counter-productive.

As I said before, please do visit our website which contains more comprehensive reports on all our activities and news and is updated regularly. Minutes of committee meetings and AGMs are also posted on the website.

David Lowe
Chairman

UK News

George Dyson en route to Goole

The *George Dyson* (featured on the front cover) is seen locking into Naburn lock on the Ouse Navigation. The gauge on the stem post indicates a draft of 5 feet, enough for the River Ouse. The spoil being dense is low down in the hold so not visible.

Around 1000 tonnes is estimated as needing removal, the barge loading between 170-190 tonnes on each 5.5 hour passage from York down the River Ouse to Jubilee Quay, Aldam Dock, within Goole Docks.



George Dyson at Naburn lock, River Ouse (A Horn)

Environment Agency Consultation

The EA Strategic Review has produced a Summary report from the Navigation Charges Customer engagement workshops – October/November 2019. The workshops were to elicit feedback from users, both commercial and leisure, to assist the design of the new 'charging framework'. The following is a summary of how it affects business vessels.

Vessel size was the first criteria, with most people accepting that length x beam across all waterways was fair, also moving towards exact charging, rather than fitting into a banding structure. Broad agreement was gained on the removal of caps, but care should be taken when removing caps on business boats; capacity and business category should be factors also think the EA.

Unpowered/dumb vessels (dumb barges, dredgers, crane barges, butty boats), - again charged by size.

Introduce consistent categories for business boats across our waterways based on the CRT model, setting clearly defined registration requirements for different business categories. There was a range of views about whether business boats should be charged more – the EA needs to be clear why business boats are charged more.

All tenders (e.g. dinghies, cogs) should be charged – Responses were that there should not be a charge as they are rarely used or are safety equipment; registration should be with the main vessel; perhaps charge only if it is usually in the water; it was generally considered that the tender should be liftable out of the water; perhaps only one tender per vessel.

With charities concessions, it was considered important to be clear about who is eligible; concern about competition with businesses; under 18 concessions may not work with adults that have to be present. (Training might be an issue here).

Refunds to be fairer and pro-rata – generally accepted, but that should be more user friendly – online etc.

Various other concerns were raised – licence enforcement (particularly inflatables and paddle boats – perhaps because of the nuisance value!), deterioration of service with high increase of charges.

The timeline is that Government approval is being sought for the EA to consult 1st qtr 2020; consultation to take place during 2nd qtr 2020; new charges will be implemented from January 2021 for Thames and April 2021 for Anglian and Medway waterways.

No mention was made on the antiquarian nature of the exorbitant tolls for carrying 'merchandise' above the Teddington obelisk (the EA boundary marker) currently 5.6 pence per tonne/mile (with high minimum charges) for registered commercial craft. There is no charge for dumb craft (tug/motor pulled) when empty of merchandise, a tug with no merchandise paying a £5.70 lock transit charge.

FTA/UKMPG seminar includes water transport

The Port and Supply Chain Seminar 2020 organised by the UK Major Ports Group (UKMPG) and FTA is on the Tuesday 5 May 13:30 – 16:30.

One of the sessions features Asset Utilisation and Improvement with connectivity, efficiency and capacity. A strategic focus on this is to ask "What improvements are needed to improve road, rail and inland water capacity?" This may be the first time that the FTA has included water transport in the seminar.

The event summary quotes: "This invitation-only event will focus on improving maritime-based supply chain connectivity. Bringing together FTA and UKMPG members from across the supply chain, including shipping lines, port and terminal operators, inland hauliers, rail operators and shippers, the event will address common challenges and allow participants to discuss shared solutions to boost value."

CBOA Officers/members will be attendance to champion the water freight cause.

BREEAM for Leeds

As mentioned in the last issue of CBOAN, the Building Research Establishment Environmental Assessment Method (BREEAM) is a points based system for construction organisations to allow them to achieve amongst other aspects, good environmental, social and economic sustainability performance.

CBOA has been advised by a Principal Planner in Leeds City Council that they have a BREEAM policy, so all new non-residential development must meet the BREEAM Excellent rating. There are points for using marine aggregate but only if is moved sustainably (water transport achieves this of course), therefore Leeds could be doing more to promote use of the canal for moving construction materials as a way to help achieve the required BREEAM rating.

The Principal Planner reported that Leeds Council is organising training for their planners by the BREEAM organisation so she will be asking them to emphasise this point in the training.

CBOA has a good relationship with the Leeds planners, who support use of the waterways for construction and general freight.

UK Ports Conference

This will take place on the 19th and 20th of May, 2020 Marriott Hotel, Regents Park, London. The UK Ports conference will provide you with complete insight on the biggest challenges facing the industry and explore how the sector can respond.

Attend to hear opportunities for ports and how to deliver port development and infrastructure to support these and secure growth.

Join ports industry leaders to take away the latest insight on trade patterns and the implications for ports, understand how to improve air quality and improve port connectivity. Across the two days ports will share their plans for development and you will also receive guidance on how to plan for and deliver port infrastructure.

CBOA members can receive a 10% discount, the discount code this year is: 404CBOA.

'Red' diesel use – Government to review

The Government is proposing to eliminate use of red diesel for uses other than agriculture, as was reported in the Times on February 26th. This presumably would mean that commercial craft would no longer be able to use it, and so pay the higher tax rate. This could mean significant extra costs for vessel operators, thus reducing the viability of water v. road transport. CBOA sees this as counter-productive in terms of encouraging more freight on water.

CBOA Chairman David Lowe wrote to the Chancellor explaining this and that fuel costs could rise by 47p/litre. He also explained that water freight in London might be encouraged back onto the roads, negating all the good work to promote the use of the Thames for freight and the success achieved so far and with the benefits to the city's residents.

A response is awaited.

CBOA planning progress

As reported previously, the change in emphasis towards inputting to district plans, local or regional authority planning strategy and future planning for the availability of aggregates and minerals with the transport methods of these, is thought to be possibly more rewarding in the longer term than simply commenting on specific local planning applications. CBOA has certainly achieved the inclusion of water transport in these documents, or at least better or higher profile for water transport where it is already mentioned. Some authorities e.g. Leeds are very pro the use of waterways for freight (see the article on BREEAM page 4) where this can reduce lorry movements in built up areas and reduce exhaust emissions. The individual retention of wharves is still supported – without wharves, water transport is almost useless and any future traffic possibility cannot be entertained.

During 2019-2020 some of the planning responses were:-

- Support for Stourton wharf – the Port of Leeds.
- Worcestershire minerals and waste plan - Mineral Site Allocations Methodology examination. Comment was made recommending the River Severn is used for minerals transport for those sites that lie in the valley close to the river.
- McCormack Tractors, Wheatley, Doncaster – comment made that the wharf facility should be kept and used for both during the construction phase and afterwards for local materials and/or waste transport; a passenger boat 'bus stop' also mentioned as a possible use.
- Gainsborough Public consultation on the Draft Neighbourhood Plan – use of the River Trent proposed for waste, construction and goods for the benefit of the town.
- Leeds Transport Supplementary Planning Document Consultation – a response provided highlighting the recent introduction of the Leeds Clean Air Zone and the increased need to include emissions reduction using water transport for freight to reduce lorry movements.
- Regents Wharf, Islington, London – there has been an almost remarkable turnaround in the views of the local authority planning department whose planning officer is now very keen to include CBOA input to the planning application (PA). (The previous PA was rejected and the rejection was also upheld on appeal – also no use of the canal was proposed). He requested the applicant to submit a Canal Transport Study for the construction and waste materials transport and although at first glance the Study appears commercially unviable, this is questionable with several aspects of the Study not well explained or presented. If the canal transport and disposal costs are somewhat higher than what is possible by road, is this such a bad thing bearing in mind the benefits to the local district with significant reduction of lorry movements in a highly built up area of London?

It is reasonable that the developer should pay something for this, as offsets for carbon reduction, health and road accident risk etc with over 1000 lorry loads from site if road is used. With these sizeable projects the profits are typically huge.

CBOA together with an operator is responding. We hope for a positive outcome.

Regional News

Network Rail use road

It was disappointing that despite several communications between CBOA and Network Rail, it was ultimately decided not to use water transport to rebuild Aspen Railway Bridge, No. 109A, near Oswaldtwistle golf course, Blackburn, Leeds and Liverpool Canal. Road transport will instead be used to the 'lay down areas' which are railside and then taken to site. In an earlier NR press release it reported that canal transport was to be used. The exact reasons for the change of plan are not known.

GPS on film

CBOA member GPS Marine is to feature in a back2back Productions Ltd production of 'Mega Shippers', to be broadcast on Discovery Quest UK channel and other Discovery platforms around the world. They are featuring the largely unseen world of

cargo transportation with the most impressive freight and out of gauge movements worldwide. The professionalism and expertise of the operators will be highlighted together with the extraordinary feats of engineering and science involved with heavy lift firms, haulage firms and airports.

CBOA welcomes this opportunity to publicise water freight with our progressive and innovative member GPS. Seen here is one of GPS' barges loaded with 1200t of fly ash for Tilbury Dock.



Barge 1902 with 1200t fly ash (GPS)

Exol Pride on the River Don

CBOA member Mainmast's well turned out barge *Exol Pride* (formerly *Humber Pride*) seen on the 9th March in the River Don section of the Sheffield and South Yorkshire Navigation with Conisborough ahead in the distance. She carries 400 tonnes of base/lube oils per delivery on a weekly run from King George Dock, Hull to the Exol Depot, Rotherham.

There is plenty of capacity for more freight on this superb waterway which meets the Euro Class II waterway standard.



Barge *Exol Pride* on the River Don (Maik Brown)

In the press

Port Leeds

Port Leeds was in the news again with the *South Leeds Life* website reporting in November “Canal charity secures green light for inland port at Stourton.” The Canal and River Trust’s plan supported by others such as CBOA and IWA had received full planning permission the Leeds City Council for the inland port in Leeds. “0.5 million tonnes of freight traffic off roads” it said, and the “Inland waterway route will take freight from North Sea into Leeds.” Construction is hoped to start during the summer this year. To begin with aggregates will be delivered to site then plans for other goods and container freight will be developed the web site reported.

Sean McGinley, Yorkshire & North East Director from Canal & River Trust stated that “the overall marketplace for freight within West Yorkshire is over ten million tonnes per annum and the potential to move a considerable proportion of this by water is high.” He also said “Leeds Inland Port presents a fantastic opportunity for our charity to help to reduce the environmental impact of transporting goods, reducing carbon emissions and road congestion, as inland waterways across the world continue to be effective and efficient transport corridors. By improving the connection between Leeds and the North Sea through our canal network, we hope to pave the way for further development of the inland waterway freight sector across Britain and internationally.”

Wordpress spells out the environmental issue

The *Wordpress* web site again re-iterated in January the issue with road transport, along with the British Heart Foundation (BHF) who said that there is an estimated 11,000 deaths per year at the moment from pollution, but this will rise as the population continues to age; About a quarter of the UK air pollution comes from surface transport. The web site reported “As the shortage of HGV drivers in the UK has climbed to 59,000 and 64% of transport and storage businesses now face severe skills shortages, (according to a recent report by the Freight Transport Association) it is a good time to consider a shift from HGV to barge.”

[Bellona Europe](#) comments that inland waterway transport has greater potential to reduce greenhouse gas emissions than road or rail, when discussing ways to make the mobility sector more clean and carbon-neutral.

Ian Taylor, Labour Party political adviser on transport suggested that they would value: “a set of strategic spending priorities and some sensible estimates of what those might result in – measured as extra billions of tonne-km / inland water freight industry turnover increase (can be translated fairly easily into extra jobs by fairly standard metrics) / carbon savings / local air pollution benefits (more difficult to assess and necessarily local). That could be the basis for a very specific ask/push to lever out funds – whether from Labour in opposition or in government.”

Knostrap wharf ‘blocked’

Knostrap wharf (formerly BWB Leeds Depot) in Leeds achieved publicity when the Yorkshire Post declared that CRT had blocked use of the wharf due to lorry access concerns. The wharf is proposed for aggregate barge delivery until Stourton, Port of Leeds is ready. It appears that the city planners say the wharf must be used as it has protected status for this use. The current occupier of the wharf has no objection it seems to use of part of the wharf for storage. CBOA officers have been involved with all parties to try and resolve any issues preventing use of the wharf. Following a positive transport impact assessment the Trust was expected to transfer the lease of the part of the site not required by the existing tenant to CBOA member AC Marine Aggregates Ltd so that movements can start in April once the site has been made ready and some minimal dredging of the waterway and the wharf is carried out.

Overseas News

Current regulations for engine emissions in Europe

The following is a response from the European Skippers Organisation (ESO) about the current state of engine emissions compliance.

For Non-Road Mobile Machinery (NRMM), *new* engines brought onto the market must comply with regulations as from 01.01.2019 for engines < 300 kW and as of 01.01.2020 for engines > 300 kW. (For both there is a transition period of 24 months for engines that are on the set date already on the market – this has to be proven by the manufacturer).

At present there is no regulation for barges with engines already in use at the above date of the regulation. So as long as the engine lasts there is no law, rule or whatever that forbids the use and operation with an engine that does not comply with the NRMM.

But as the ESO point out, some European cities set higher emission standards for road transport (for both cars and lorries) that are now above Euro V or VI standard. Apparently this was contested in courts but was overruled. Judges in Germany have ordered local authorities to take further measures still. ESO also expect that in future the standards may possibly be raised for vessel engines used in cities.

The relevant regulation is:

REGULATION (EU) 2016/1628 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC.

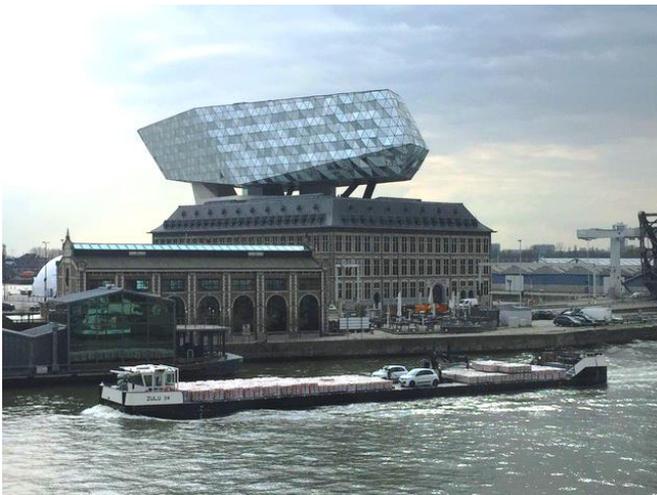
More Zulus

Antoon van Coillie, Director of CBOA member Blue Line Logistics in Belgium reports that two more *Zulus* which are flat top pontoon type barges are now in operation, one of which is going to Paris to start operations this year. Two more are being built for delivery after the summer.

Trials have been carried out with DHL in Ghent. Blue Line is still working on the future of possible traffics in UK.

Blue Line are part of the AUTOSHIP consortium (including Kongsberg, University of Strathclyde, De Vlaamse Waterweg, Sintef and Blue Line Logistics) which has received a €20m subsidy from the EC to include a demonstrator autonomous inland vessel (*ZULU04*) operational in the next 18 months.

The *ZULU04* can be seen moving swiftly at <https://www.youtube.com/watch?v=2soQulqvSCw>



Zulu 04 (Blue Line Logistics)



Brussels 'Green Shipping' event

In October, five innovative vessels called at the port of Brussels to demonstrate to European decision makers and stakeholders technological solutions to cut CO₂ and air emissions to a minimum.

Various zero-emission technologies were on display including battery-electric, gas-electric, ultra clean biofuel powertrains and hydrogen.

EC VIPs were guided around the vessels and praised the developments. They see inland navigation and the sector's ongoing work to reach the EU decarbonisation goals and want to have inland navigation firmly part of a European Green Deal. Inland ports are also supporting the transition by rolling out an alternative fuels infrastructure and market measures. As hubs, inland ports envision connecting climate friendly inland shipping with other sustainable transport modes and logistical solutions. Moving forward to further improve its performance, inland shipping aims to reach an emission reduction of more than 50% by 2030 and to sail zero-emission by 2050 offering climate neutral and zero-pollution mobility.

Road congestion costs have reached 1% EU GDP and the Greenhouse Gas (GHG) emission share of transport continues to rise instead of decreasing. With over 40,000 km of navigable waterways and 250 inland ports, inland waterway transport carries some 560 million tonnes of goods per year and is of increasing importance for freight carriage and passenger transport.

Water transport in swamp lands

Tortuguero, on the northern or Caribbean coast of Costa Rica it is an area of low lying swamp and rivers fronting the hinterland rain forest. It is one of the sites the giant sea turtles do their annual haul out onto the beach to lay their eggs, the young facing a lone life-or-death scramble down to the sea where it is believed only 1 in 1000 survive the tourist predators, who much like the human sort, like a good meal.

Although in the past it was this very event which made Tortuguero prosperous from the sale of tortoise meat, ironically it is the same event which now brings a new prosperity with the tourists flocking to see these amazing creatures, now that the slaughter is



illegal. With the tourist trade comes the need for transport of goods and materials for the new hotels and lodges. Without proper roads through the swamp, use of the sea or inland water transport is the only way. Small narrow beamed boats carrying only a few tonnes, powered by powerful outboards that can rise over the shallows are the freight carriers to cope with the fast flowing sand bank and log frequented tortuous rivers.

Aggregates, timber, beds, fridges and cookers are some of the varied cargoes. Clothing up a valuable cargo is essential, as it pours down dramatically with very short notice, even in the winter 'dry'

season. The crew/passengers will get wet, but at mid to high twenties C, they will not be too bothered.

The name 'Tortuguero' refers to 'turtles' or 'land of turtles' in Spanish, but can also refer to the settlement in the ancient Mayan (aka Indian) civilisation extant in the central Americas before the Columbian conquest.

Moves with sustainable fuels

What is claimed to be the largest biorefinery in Europe in Rotterdam, Alco Energy Rotterdam converts corn into bioethanol fuel in a production process that generates zero waste. The CO₂ released during the process is transported to greenhouses in Westland and the remaining corn pulp is suitable for use as animal feed.

Finnish fuel producer Neste has a huge refinery in the Port of Rotterdam, which produces 'Renewable Diesel'. This is made from ten different types renewable raw materials. These raw materials comprise 80% waste and residual material and 20% vegetable oils, and it is claimed that CO₂ production is reduced by 90% compared to fossil-based diesel.

The refinery was opened in 2011 and research is ongoing, however the company is aware that it also needs to raise its profile as it is relatively unknown in the market.

At a Green Inland Shipping event on 16th October at the CO2 neutral port of Brussels, five innovative vessels called to show technological solutions to cut CO2 and air emissions to a minimum to European decision makers and stakeholders. They included zero-emission technologies such as battery-electric, gas-electric, ultra clean biofuel powertrains and hydrogen.

The Trans European Transport Network (TEN-T Network), is an EU-level policy aimed at the development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals. In 2017 it was extended into the Eastern European member states. It has achieved improvement in port services and port hinterland connections by rail (and/or inland waterways) for many years and since 2013 has been trying to reduce emissions of CO2 and SO2 by converting vessels using traditional shipping fuels to LNG.

Time up for NAIADES II

The NAIADES II EU programme supporting action for development and enhancement of inland waterways was adopted in September 2013 and set out the programme for policy action in the field of inland waterway transport for the period 2014-2020. The European Barge Union (EBU) of which CBOA is a member was pleased that the European Parliament acknowledged the significant contribution that Inland Waterways Transport (IWT) can make. The EBU is campaigning for funding for continued support with NAIADES III, to continue the much needed work into the future.

“To reach climate change goals and reduce greenhouse gases, European countries want to give inland waterways shipping a bigger role in freight transport. They speak of more cargo, improving existing infrastructure and building new waterways”.
(- President European Commission).

ESO highlights the water transport advantage

The European Skippers Organisation (ESO) reported in December that the European Commission had presented its climate plans for the next decades. To reach the climate goals and reduce greenhouse gases the EC wants to give inland shipping a bigger role in transport in the EU, conveying more cargo, improving existing infrastructure and building new waterways. Never before has such a policy been made in favour of inland shipping which will move forward and do the utmost to fulfil the challenges ahead, for the benefit of people, planet and prosperity. The UK should now examine whether there is scope to do the same within the UK.

IWI to raise profile

Inland Waterways International (IWI), much similar perhaps to the UK's Inland Waterways Association, notes the continuing need to promote European waterways. Some are used as rubbish dumps or ignored by planners, reports Peter Linssen, an IWI advisor on European projects. In Leuven, Belgium, a newly-built, low-slung traffic bridge hinders access to a marina that lies close to the city's historic heart and 595-year-old university. France's Alsace region halted a canal project after having already spent €8m on it.

IWI's membership in 22 countries comprises navigation authorities, museums, companies and individuals with a commercial or recreational interest the economic health of waterways. IWI says these include inland water transporters and leisure users.

CBOA for Members

CBOA members subscriptions due

As a reminder please, the membership subscriptions for both Trade and Associate members are due in June. So if members are not already operating a direct debit or standing order mandate, it would be much appreciated if you would please return your renewals promptly.

Stainforth & Keadby Canal restrictions

The Keadby 2 Power Station project will be undertaking a series of heavy lifts from coasters moored on Railway Wharf close to Keadby Lock. Starting in January, lifts will occur at various times during the year until September 2020, with restrictions of up to 12 hours. There are likely to be about 20 lock restrictions throughout this period. See the following for updates:-

<https://canalrivertrust.org.uk/notice/16974/keadby-lock-heavy-lifting-operations-from-railway-wharf-river-trent>

Included on the CRT web site is a link to the SSE schedule of operations.

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Views expressed are not necessarily those of CBOA.

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www.cboa.org.uk

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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.

Water freight can be cheaper than road, it beats urban congestion and is the most environmentally friendly means of bulk transport.

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