

ANNUAL GENERAL MEETING
13:30hrs Thursday 27th April 2017
The Bond, 180-182 Fazeley Street, Birmingham, B5 5SE

MINUTES

The meeting commenced at 13.29

1. Present: David Hilling, Patrick Moss, David Lowe, David Quarmbly, John Jackson, Pete Hugman, Keith Astley, Richard Horne, Tim West, Richard Gray, Peter Boyce, Norman Mitchell, Nicholas Hill, Graham Dixon, Chris Evans, Andy Lomas, Ian Thompson, Gerry Heward, Stephen Anderson, John Liley, Louise Hall, (Shipowners), M Greenland (Shipowners), A Phillips, Barry Lycett, R. Travers, Jim Walker, Graham Thompson.

Introduction by DQ, welcoming all to the AGM and presentation.

Apologies: Nick Wolfe, John Dodwell, Mike Carter, Mike Constable, Chris Livett.

2. Minutes of the last AGM (21st April 2016). DL raised John Liley's amendment to the minutes (emailed to us subsequent to the meeting last year). John pointed out that his comment printed as "...In France water haulage is penalised in favour of road haulage..." was in fact completely incorrect, in fact the reverse is the case, pointing out that "...this is under the influence of the Grenelle Environment resolutions, a Green initiative now passed into law. It is this that has given VNF, the French waterway authority, its present momentum, and is responsible for the go-ahead being given to the huge new Seine-Nord Canal linking the Seine Basin with Belgium" in his email.

Including and accepting this amendment the 2016 minutes were approved and signed off by the Chairman. Agreed by all.

Proposed: John Jackson, seconded: Barry Lycett.

3. Matters Arising: None.

4. Chairman's Report:

It's been another busy year - as we always say!

As usual I must thank my committee colleagues and friends for their support during the year. It's risky to single people out, but special thanks to Keith Astley who has stepped into the role of Secretary and carried out the duties (and more) with great success, keeping us on the 'straight and narrow' and chivvying as necessary. I'd particularly like to thank Keith for organising today's event – and also pulling together the organisation and manning of our stand at the Multi-Modal Exhibition recently. We shared the stand with senior colleagues from the Canal & River Trust and my thanks to them and CBOA officers (including a President and Vice-President!) for helping with manning and fielding enquiries. We made a number of useful contacts, with evident interest in using inland waterways for freight in the various areas.

Our Newsletter goes from strength to strength and you will have noticed a change of size and format with the latest edition. This has been well received – thanks to Editor Richard Horne for his hard work on this.

On a sadder note we were sorry to lose our distinguished Vice-President David Blagrove who passed away following illness last August. David was one of the earliest members of the Association and played a leading part in its running for many years. More positively, we have welcomed Barbara Panvel to our committee meetings and Barbara is using her particular journalistic skills to spread the word, as it were, via websites,

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including her own. As with Keith it's good to have a fresh input and angle into our work. As you will see we have no-one standing for committee this AGM so we are very much on the lookout for new blood on the committee and in the regions – there may be some scope for reshaping what we do in the various areas and ideas and suggestions would be welcome.

Keith is dealing with is the question of the Partially Smooth Water Limit for the Humber; this line effectively moves summer and winter, thus in winter barges cannot go below Hull to access the important docks at Immingham and Grimsby unless specially certified by the MCA at cost and inconvenience (and some vessels might not be able to comply). A report has been commissioned from the University of Hull, partly funded by the Canal & River Trust, and this sets out our case for a relaxation of the rules. It has the support of ABP and will be submitted to the MCA in Beverley for consideration very shortly.

Turning to the south west, our rep, Patrick Moss, is leading a revived initiative to garner interest in developing an inland port near Worcester, and I'm looking forward to working with him on that.

The NE is quiet at the moment other than shipping to Howden Dyke and the Trent wharves, but Mainmast (who also operate on the Mersey and whom we welcomed last year as new members) are now operating their craft *Exol Pride* (formerly *Humber Pride*) up to Rotherham once or twice a week in her new Exol colours. Exol Oils are still keen to see the tanker continue and tonnages increase if the business can be found, and we've been pleased to present to them a second Award of Excellence – which was presented to them by our President at the Multi-Modal dinner.

The sea dredged aggregate traffic from Hull up to Leeds has been delayed awaiting remediation of the wharf near Woodlesford (a former oil terminal) but we hope to see movements commence in the third quarter of the year if not before. The Port of Leeds development at Stourton continues to make slow progress but it is moving forward. Still on aggregates we await news of the proposed quarry at Shelford which would put about 180,000 tonnes a year on to the Trent between there and Colwick wharf, on the outskirts of Nottingham. Aggregates and waste continue to be major traffics on the Thames and on the Severn of course.

Of course neither CBOA nor the Trust is forgetting the other waterways. Narrow boats and small barges are often the ideal craft to use in connection with waterside construction such as the large project at Icknield Port – delivering materials and removing waste – and we are working the CRT to raise the profile of this opportunity and to encourage the Trust itself to make more use of water transport for delivery of lock gates etc. We also assisted with organising and loading a cargo of sand into L&L short boat *Ribble* to be taken across the L&L as part of its bi-centenary celebrations last year – a great effort by our member David Poole and those involved and good publicity for CBOA.

Although CBOA is essentially a trade organisation representing operators we do further our collective 'cause' at a strategic level. We attended The Rail Freight Group's annual Conference, held yesterday. We also met officers of a new body, Midlands Connect (the midlands version of the Northern Power House), to discuss how the waterways, especially the Trent and Severn (and possibly the BCN and Grand Union) can be used for the movement of freight.

I will close now by again thanking my President and committee for support throughout the year, but also, and most importantly, you, our members, for your own support and for taking the trouble to attend our AGM today.

5. Receive accounts for year ending 30th June 2016

Agreed by all.

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6. Treasurer's Report: Nothing further to report apart from 'Other income' represents refunding of the Partially Smooth Limit project (Humber), and 2016 CBOA News cost is for 1½ years, due to late submission of an invoice to CBOA.

7. Other Officer Reports: None.

8. AOB: John Liley suggested that the name of the organisation could perhaps be changed to 'Commercial Barge Association'. KA reported that the constitution is under review, together with proposed Regional Meetings for members, and the committee will take this into consideration. DQ said that first and foremost CBOA is a Trade Association for those operating vessels and this should not be compromised. But it should still attract members and those interested who are not operators. Gerry Heward said it was set up primarily to represent the interests of operator members to have an effective voice with authorities and Government, and it should be clear that it is a body for the representation of barge operators. Patrick Moss and Nicholas Hill echoed these thoughts. Barry Lycett said that CBOA should attract younger people, and secondly that trade work should not be done for free, as it distorts the industry, and makes it hard for those making a living from it. DL said that the committee will take these comments for review and discussion.

KA then introduced Gerry Heward, Commercial Director, Wood Hall and Heward Ltd.

WHH is based in West London, although we will work more or less anywhere required.

Infrastructure maintenance: we have worked for C&RT, PLA, Network Rail, Balfour Beatty, Fibreway, Thames Water and others.

Construction and Development: we have worked for TEAM, McAlpine, European Land and Property and others. Southall Gas Works is a major future site for redevelopment with plenty of scope for canal transport. Several slides were shown with Gerry describing how various different kinds of work were done with both WHH special purpose barges (with lift/crane equipment etc) and ordinary barges.

Freight in London: we have carried out construction waste moving, dredgings, parcels delivery, office supplies. A table described the various types of freight available with combinations of waterside and non-waterside locations for source and destination, and the issues involved with each type. Gerry described the increased need for freight carriage arising with properties, both commercial and residential, that have been built along the waterways in recent years. A slide showed the complete London area's main wharves with road access. Powerday at Old Oak is excellent for receiving materials requiring recycling.

Emissions/pollution: a slide showed the very high pollution density in London (current belief is that it is diesel engine produced) and London's waterways running through the same densely polluted area – good for freight transfer to barge, to mitigate lorry emissions. London is not really for container traffic however, as little is carried by that means.

A slide of an electronics waste trial in Scotland was shown using skips slotted in a Leeds and Liverpool boat. Hook lift skips are also good for barge carriage, the lorry's hook lift jib being capable of loading/unloading the skip to or from the barge.

Issues/problems: Planning requirements for access; lack of promotion for water transport; identifying opportunities; confidence boost required. Inertia. As a good example the Kings Place job insisted that all sub contractors had to fit in with canal transport which was one of the few jobs that was not problematic.

Question: Do you work along with CRT? – whereas C&RT was seen to be eager, it now appears to be struggling.

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Question: Did you carry much freight for the Olympic park development? – Not much due to the large barge size coming up from the Thames, and the quota for non road transport was already met.

Question: Is there interest from planning authorities? – Tricky. Almost depends on the individuals concerned. The case is often not being made properly. The Kings Place example was exceptional and not the rule.

Question: Amazon is not using water transport; are delivery by drones for example a threat to development of water transport? – Probably not. Most parcels are being delivered to a work location now with no-one at home. Mainline stations etc have been identified as a possible location as a collection point by people on the way home from work; barge transport would be possible to some of these.

Question/comment: Planners do sometimes fulfil their obligations in considering water transport; they sometimes request that a report is written to evaluate how water transport could be used for a waterside planning application. Some of these reports that are written by consultants are then intrinsically biased against use of water transport. – Perhaps we need to be vigilant to correct the invalid allegations in such reports, and respond accordingly.

WHH always attempt to get in front of people (meetings) to attempt to persuade towards water transport. Initially sometimes a canal carrier is treated slightly comically!

KA thanked Gerry for his informative and entertaining report.

KA then introduced Graham Dixon, Managing Director, Esprit Warehousing, Manchester.

Started 1998 as a road haulage company. In 2001 signed large contract with Cargill for corn and wheat. In 2015 leased the Trafford Cargill site with £1.4 million refurbishment (slide shown). First vessel on berth was a heavy lift AIL silo as described in the last CBOA News. This saved awkward modifications to the road to be used and closure of it for the duration. 4000 tonne vessel used for the delivery. 1,500 tonnes can be stored in the warehouse. Handle passenger vessels embarkation – the Daniel Adamson for example. The Mersey ferry also uses their dock.

Blue Line – Antoon Coillie believes that MSC freight can be expanded, working with Esprit. Skips also can be loaded on Blue Line's craft. Last Mile logistics – electric vehicles are planned from Castlefields barge distribution point.

Draft all the way up the canal into Esprit's dock 5.2m, beam 20m.

KA reported that fifteen 20teu units were loaded in 45 minutes on Blue Line's craft.

Question: what space is there for expansion? – Not much due to development around and the oil terminal, but Esprit's site is safe.

Question: would Esprit consider using the Bridgewater Canal with its long level section? Yes, if at all possible.

Question: Have you had discussions about waste in Manchester area? – A previous waste planning application for our site was turned down. Road salt – Amey say it is delivered by road from canal side locations by sub contractors' lorries, but they are difficult to contact! (I.e. no response). DQ offered assistance having been involved with UK planning of salt distribution.

Question: Why is there not more use of the canals bearing in mind how environmentally good they are? – Esprit has asked Manchester University to look at cost relationship road v. water. DL reported that the effective road

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transport rate is very cheap (but not the rate for hiring a lorry!), but interestingly the rail industry has the same issues as the water industry for attracting freight off the roads to rail.

KA thanked Graham Dixon for his illuminating talk, and the possibilities of expansion of MSC traffic.

KA then introduced Louise Hall, Shipowners P&I Club.

Louise has a seagoing background over several years, and ship management. Shipowners P&I Club are not profit making. Established 1855, for small operators. Includes inland, hovercraft and niche market operators. 6000 claims per year. Provide insurance cover worldwide. CTRL is independent company. (CTRL - Claims, Technical, Risk and Legal). A pay as you go service. Also take on the responsibility for deciding how to handle the administration side of the client's business if the client wishes. Legal services can be provided at cost. Typically they are 1/3 less than most lawyers.

Legal advice is with English law only at present. Can be any subject/matter. Also handle debt recovery, contract review/drafting, claims handling, dispute resolution. 2 hours free legal advice for Shipowners P&I Club members. Can inaugurate safety management systems – for International Safety Management (ISM) compliance. Take into account any procedures the client already has. Risk assessment carried out. Near misses – how these can be analysed with the recommendation for improvements. Free safety health check offered.

Question: how is competence assessed/do you stand responsible behind the advice given? – Can be the Designated Person (DP) for a pre-determined time if the operator cannot yet take on this responsibility.

KA thanked Louise for her talk on P&I and CTRL, highlighting some of the complexities involved and how they can help operators.

KA then introduced Patrick Moss, CBOA South West Rep.

He has been involved in waterways as an independent consultant for many years.

The Severn Waterway Freight Concept: since the 60's, the Severn has carried very little, and nothing since the 80's, excepting Ripple – Ryall aggregate traffic by CBOA member Thompson River Transport. There is a lack of culture for freight carrying today. Large tides allow for large ships, but the Severn is not Euro facing. The Severn is navigable as an inland waterway to Stourport, but Worcester has a gauge change. The Bristol Channel ports freight can be water transported inland to Diglis (Worcester). The oil terminal at Diglis has now been redeveloped. Road transfer at Diglis is envisaged. But there is a lack of wharfage. In addition 'Last Mile' facilities need to be encouraged – Patrick responded to the local authority about this earlier this month.

Resurgence will not be quick – it is not envisaged that in a year's time there will be a freight service. ABP in Cardiff, Newport and Bristol are interested (Bristol port is a separate organisation). The waterway parallels the M5. There are depth issues, official attitude issues towards what a professionally crewed barge can do with fresh on the river. Also official attitude issues exist with potential contamination with cargoes (e.g. grains spilled on the bank). Port operators and potential carriers must be contacted again by CBOA. C&RT to be engaged. Gloucester City council also. Local planning process needs following up. Water freight policy needs to be defined. DL reported that C&RT are already keen.

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Question: what capacity on the Severn? – Euro barge II size if the bridge is shifted at Gloucester lock. (Norman Mitchell said it is lifted, not swung). Tom Foxon reported that dredging is required for a long barge to go up to the Parting. DL: a large vessel would have bow thrusters, would this help? Tom said he was not sure.

Imported goods include steel coils to Newport, and timber.

Nicholas Hill said that he had heard that the Ripple –Ryall aggregate had stopped running. (Post meeting note – DL had heard from Graham Thompson of Thompson River Transport to say that he now has a new contract leading to 6 years more work carrying aggregate.)

KA thanked Patrick for his talk and CBOA are grateful for his work towards encouraging water transport.

KA then introduced Chris Evans, a consultant working on the Stourton project, Leeds, south of Leeds City Centre.

It is the only tri-modal site (i.e. handling road, rail & water transfer) in West Yorks. Chris was asked to assess the market for Stourton. Immediately it was evident that there was scope for 1/4m tonnes, possibly 1m tonnes. Fleet Lane (downstream at Woodlesford) is also specified for a concrete batching plant. Sea dredged aggregate handling, so Crown Estates consent needed. Contractor appointed with architect. Anticipates formal design by mid summer. Euro Class II barge size. Hopes to open wharves at Stourton 3rd qtr 2018. The proposed Temple Green estate construction is close by, can use water transport for aggregates.

Question: who is funding? – C&RT will invest some capital, along with others. Grants are expected. C&RT are instructing consultants.

Goole intermodal terminal (Dog and Duck) is being resurrected, has old railway sidings, but not until 2020's probably. Match funding required.

DL thanked the presenters and all present for an interesting and rewarding meeting.

There being no other business the meeting closed at 16.08

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