

# CBOA NEWS

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## Award of Excellence goes to Exol Lubricants

The CBOA's most recent Award of Excellence was presented to Sales Director Steve Dunn, Marketing Manager Mark Field, (both of Exol Lubricants Ltd (Exol)) by Dr David Quarmby CBE, the CBOA's President as part of the Freight Transport Association/Multimodal Awards Dinner at the Birmingham NEC on the 4<sup>th</sup> April. This Award was made in front of 800 luminaries from the freight logistics industry, giving CBOA a useful audience. Exol were very pleased to be Award winners as this helps them in their business; this particular one helps their green transport credentials with their customers.

The Award was made to Exol in recognition of their vision, commitment and good business sense in the successful re-commencement of their use of the waterways to transport base oil in approximately 500 tonne cargoes from the port of Hull to their blending plant beside the Sheffield and South Yorkshire Navigation at Rotherham. CBOA members Mainmast were able to provide a replacement service when the barge company Exol had been using decided to concentrate on other activities. CBOA officers were able to introduce Exol to CBOA members Mainmast who were able to provide a replacement service.

Exol now carry up to 1,000 tonnes a week, thereby removing up to 80 road tanker journeys a week from the roads and thus reducing costs, air pollution and congestion. Barge transport also helps with individual testing of the base oil cargo, as each separate cargo has to be tested 25 lorry loads would mean each requires individual testing.

Exol's commitment to the use of freight by water is shown by the fact the barge is named *Exol Pride* and is painted in Exol company colours.



Pictured above (L-R): David Gower OBE (who presided over the Award celebrations), Steve Dunn, Dr David Quarmby CBE, Mark Field.

## From the Chairman



Humber member operators were disappointed that the expected movement of sea dredged aggregate, supplied by member AC Marine Aggregates, from Albert Dock Hull to a new aggregate and ready-mix terminal at Fleet Lane, Woodlesford – the former Leeds Bayford / Certas oil terminal, did not start in March as expected. Re-commissioning of the wharf has been a much bigger job than anticipated due to the need to remove contaminated earth from the old fuel depot; the traffic is now expected to start one year later in spring 2018, following a long stoppage at Pollington Lock to enable three sets of lock gates to be replaced. There is also potential for movements from this wharf back down to Hull.

While we are in the north east we were disturbed to learn of proposals by ABP to introduce punitive charges in the new year for barges (and pleasure craft) passing to and from the River Ouse via Goole Docks, and for use of the docks themselves for loading or discharging (see article on the back page). Following an amicable meeting between ABP management, ourselves and the Canal & River Trust, ABP have agreed not to proceed with its proposals and the opportunity was also taken to discuss the Port of Leeds project and other related topics.

The project for the Port of Leeds at Stourton continues to move forward, and costings for various wharf options are expected before the end of this year.

Our work with the University of Hull, supported by C&RT and ABP, to establish a case for moving the Humber winter partially smooth water limit downstream, to Immingham, was completed and presented to the MCA recently. This would enable barges that can operate to Hull to operate to and from Immingham all year also.

We again attended the Multi-Modal Exhibition in Birmingham earlier this year, jointly with the Canal & River Trust. Although some useful contacts were made we have decided to try other events to promote our case, one such could be recycling and waste exhibitions.

Committee members and officers continue to work hard, pressing the case for water transport and responding to enquiries. We are still interested in reviving the project for a Port of Worcester and our Regional Representative, Patrick Moss, is working with our member Thompson River Transport on this. It's good to see that the substantial aggregate traffic on the River Severn has re-started using a novel and innovative wharf designed by Graham Thompson for the new quarry site. Discussions with C&RT regarding use of the BCN for delivery and collection of materials in connection with the projected major re-development of Icknield Port continue, and we are pleased that movement of aggregate by member Wood, Hall & Heward to Southall on the Grand Union Canal for a construction project is imminent. Our committee member Bernard Hales is also pursuing other opportunities for movement of construction materials in the London region.

We are aware of the Mayor of London's proposals to improve the quality of London's air. This might be thought to be good news for water freight but we gather among the proposals are ones relating to replacing tug and barge engines to reduce pollution. We know that the PLA and C&RT are making representations to the Mayor.

We are conscious that a number of our Members are Thames based and are looking into the possibility of a sub-section for them.

We continue to be active in respect of planning matters; our planning officer Richard Horne is most diligent, and we respond to all planning applications that affect the waterways from a freight point of view, especially the potential loss of wharves such as that at Marple, threatened by re-development.

I'm sorry to report that our Secretary and committee member Keith Astley is standing down at the end of September for personal reasons and to pursue other interests. Keith has been a very active member of the committee. We have benefitted from his input and advice considerably – and this includes the last two very successful AGMs. We wish Keith well for the future and hope that he continues to pursue CBOA interests. We are, thus, in need of a Secretary to replace Keith. The post is, to some extent, what you wish to make it, but need only cover arranging and attending committee meetings and AGMs, and answering general correspondence. (Committee and AGM minutes are already covered by Richard Horne). Please let me know if you could help us in this way.

Thank you all for your support.

David Lowe

## UK News

### John Dodwell receives C&RT Living Waterways Award 2017



Amongst several people to win a C&RT Living Waterways Award covering a wide range of topics, John's award was for Outstanding Achievement. CBOA recognises and commends John for this, a very worthy recognition of his waterway activities since the 1960s, much of it involved more recently with water freight promotion and assisting with the start up of new traffics.

From starting with sailing and canoeing, John became involved with the Stourbridge Canal restoration and several other restoration causes with plenty of 'hands on'. He also took part in protest boat trips against closures and other external moves potentially threatening the waterways.

Much involved with the Inland Waterways Association's (IWA) campaign with the Transport Act 1968, he was the IWA General Secretary from 1971 to 1974. He also successfully campaigned

against the proposed transfer of British Waterways to the then Regional Water Authorities.

John took on the Chair of CBOA 10 years or so ago, expanding the scope of our organisation to include larger canal, river and estuarial operators, also liaising with waterway and port authorities to the benefit of operators and water transport generally.

By then, John had already had a successful career in accountancy and had also set up his own water freight advisory firm. John owns and travels the waterways widely in his converted deep drafted tug *Helen*.

Richard Parry, chief executive Canal & River Trust said "John's lifetime commitment to the restoration, use and promotion of the waterways is both exceptional and inspirational. Deploying skills developed during his corporate finance career, combined with a deep knowledge of and passion for the waterways, John's contribution has left an indelible mark on the waterway scene."

John continues to be a much valued member of the CBOA committee, where he fulfils the role of Marketing/Corporate and Public Affairs.

### Mike Grant awarded MBE



Mike Grant has been awarded MBE for his services to the local community, Billington near Leighton Buzzard. Mike has been active in waterways for many years both as a hire fleet operator and volunteer and is very supportive of CBOA, including working on a project to move building materials on the Grand Union Canal. Mike is President of the Leighton-Linslade U3A.

### MSRS and Brexit?

John Hayes Minister of State (Department for Transport) was asked in Parliament what plans he has to maintain the level of support to the freight industry though either Mode Shift Revenue Support (MSRS) or the associated Waterborne Freight Grant (WFG) scheme after the UK leaves the EU. He replied that neither is an EU scheme but are British schemes with EU State Aid approval through to 31 March 2020 when the current schemes end. The Scottish and Welsh Governments set their own budgets for freight grant schemes.

### Freight by Water Conference 2017

This is set for 1<sup>st</sup> November, at Doncaster Racecourse and has good travel access by road and rail and good parking on site.

The theme this year will be "**Inland water freight in the North: Opportunities and challenges**". It will run through the morning and conclude with a 'networking lunch'. We hope to have as speakers a senior member from C&RT and senior managers from the water transport industry, waterway authorities and ports.

The topics they will be covering are:-

- Case studies on inland waterways in this region
- Humber, Port of Goole, and onward to Leeds and other towns and cities via the Aire and Calder and other inland waterway routes
- Liverpool Port to Manchester and other towns and cities via the Manchester Ship Canal and Port of Salford
- Progress on the C&RT freight strategy
- What customers want from inland waterways – case studies from shippers
- The role of Transport in the North and the Northern Powerhouse concept in setting out a regional strategy.

CBOA will be represented, with supporting material.

## Regional News

### New pilot boat for the PLA

Estuary Services Limited (ESL) is a joint venture between the Port of London Authority (PLA) and Peel Ports London Medway, and is continuing its fleet replacement plan for the pilot transfer operations serving the ports of London and Medway.

ESL currently has a fleet of six vessels including two 17.1 metre ORC class vessels that carry marine pilots from the Kent coast to board ships in the Thames Estuary. The ships which are arriving from all over the world are then guided by the pilots up river to deliver their cargoes to terminals and jetties on the Thames and Medway.



The ORC 136.E pilot boat (PLA)

The new vessel, which is currently in the build stage, is a £1.3 million ORC 136.E. Designed by renowned French Naval Architects Pantocarene, the vessel is being built by Goodchild Marine Services in Great Yarmouth, who have 39 years' boat building experience. The ORC has proven to be ESL's most efficient pilot boat design with a fuel efficiency increase of 24% compared to older vessels in the fleet. It has much improved all weather capability and better crew and pilot comfort together with lowered vibration experienced in the wheel house and crew area.

### PLA infrastructure growth

A first ever PLA infrastructure meeting was held with the shipping minister, John Hayes MP and deputy mayor of London for Transport, Val Shawcross and more than 30 business leaders and politicians. The infrastructure meeting was to discuss the road, rail, river and crossing connections needed to unlock the forecast growth of the port over the next 20 years.

What prompted the discussion were forecasts from the Thames Vision, a 20 year development framework for the river, which showed that port trade could grow by as much as 30 million tonnes over the next 20 years to 80 million tonnes. Last year trade on the Thames increased by more than 10% to 50 million tonnes.

Representatives from strategically important port/terminals were present that are responsible for bringing in aggregates, fuel and food on the Thames: Forth Ports, DP World London Gateway, Shell, Ford, Tate & Lyle, Tarmac and Cemex. Several local councils, DfT, Highways England, Network Rail and Transport for London were also present.

A Port Connectivity Study was launched to explore ways to improve London's transport links and support economic growth for the next 10 years.

PLA chief executive, Robin Mortimer, said:

"The Vision sets out a bold ambition for the Port of London to be the biggest it has ever been. Thames terminal operators are committed to investing in new facilities and ships to achieve that goal. The role of the infrastructure meeting is to take a long term look at the landside and river connections to get goods from terminals to customers and from manufacturers to the port for export. These terminals offer efficient, low carbon supply, as they are so close to the UK's major markets.

“This was a really good first session, where we focused on the Lower Thames Crossing, and the trading implications of leaving the European Union and the UK’s freight strategy.”

## Other PLA News

As part of the London Mayor and Transport for London’s (TfL) air quality research, the PLA are developing an Air Quality Strategy for the tidal Thames. Owing to continued and increased use of the Thames for both freight and passenger carrying, the first ever emissions study is being undertaken, from Teddington to Southend.

With the emissions from transport on the Thames now becoming significant, it is important to realise the effect that this has on the capital city. This is strongly supported by City Hall. Some of the major operators are involved with the testing and examination such as Cory Riverside Energy, Thames Shipping and MBNA Thames Clippers. Shore supplied electric power at berths is also being studied to estimate its feasibility. An inventory will be created of all vessel movements and ship operations in ports.

As part of this study, comparisons will be made between waterborne transport and road transport considering the routes that vehicles would need to take through London’s road network.

As from the start of this year, there has been a port reduction charge for cleaner ships; 20 ship operators have benefitted from this so far. The PLA wish to establish a baseline emissions level and to explore options for further reducing emissions.

The PLA are investing £1 million in replacing the existing Northfleet radar, located on Tarmac’s Northfleet site which is ideally located, offering excellent line of sight along two busy reaches of the Thames. Tarmac import more than half a million tonnes of cement through their berths every year. The radar at this location is important to keep a close ‘watch’ on the shipping movements at the blind bend in the river, which has strong tidal flows.

The new radar is an important part of this and will improve the overall resilience of the PLA network of equipment including radar, CCTV, weather monitoring, pilotage sector lights and a microwave communications system.

The Thames is home to 70 independently operated terminals, supplying the bulk of south-east’s vehicle and airport fuel, the country’s largest grain and forestry products terminals, and facilitating the shipping of food, household goods, steel, cars, waste, and construction aggregates.

## Thames new crossing chosen

After an extensive public consultation last year with over 47,000 responses, the Secretary of State for Transport has announced the preferred route for the Lower Thames Crossing. It is to be a bored tunnel under the River Thames east of Gravesend and Tilbury with associated road connections. This is the route that CBOA recommended as being potentially the least disruptive for shipping movements in the Thames. CBOA also recommended the use of water transport for the removal of spoil and for bringing construction materials to site. Further consultation will follow for the design and implementation stages which CBOA will further comment to. It is important at an early stage to include a wharf within the design plans, if only temporary, for water transport to be effective.

## The Scottish Strategic Timber Transport Scheme (2016)

This scheme aims to promote the sustainable transport of timber in rural areas of Scotland for the benefit of local communities and the environment. It recommends making ‘In-Forest’ road links to water and rail routes, constructing, improving and upgrading of informal roads, as well as improvement and upgrading short stretches of eligible minor public roads to enable timber extraction by rail and inland waterways.

Investment will aim to reduce the overall environmental impact of timber transport operations by reducing road mileage and/or fuel consumption and a contribution to the development of non-road transport modes such as rail and water.

The Department for Transport gave awards from the Sustainable Distribution Fund, designed to support the carriage of freight by rail and water that would otherwise be carried by road. Support from this bid round was expected to remove up to 15,487 lorry journeys from the roads of Great Britain between January 2017 and March 2017 and achieve environmental and social benefits that result from using rail or water transport instead of road.

## Twenty Years of Wood, Hall and Heward

*The following has been kindly provided by Gerry Heward, a Director of Wood, Hall and Heward Ltd.*

Twenty years ago on the 8th May 1997 Wood, Hall & Heward was registered as a limited company in the UK. At about the same time a major new infrastructure project started installing optic fibre cables under the towpath around the UK. Also towards the end of the 1990's large construction companies that had their own in-house marine divisions started to dispose of these functions. The bigger navigation authorities such as British Waterways, The Environment Agency and to some extent the Port of London Authority started to reduce their own in-house maintenance capability and contract out maintenance and repair work to third party contractors.

These changes resulted in contractors coming onto the waterways with little or no knowledge of the navigations. Their approach tended to be to try and use their road based equipment in the normal way only to find the access was often difficult to impossible and that this approach tended to damage the waterway environment which was unacceptable.



WHH Dutch barge and tug Scouser arriving at Kings Place, London with construction materials. Behind is WHH ex-Leeds and Liverpool short boat *Cliithroe* (WHH)

This presented an opportunity for a company to offer a 'floating plant hire' service and so Wood, Hall & Heward Ltd focused on providing floating plant and equipment in the form of workboats, barges, tugs, pontoons etc. together with competent boat skippers to companies carrying out maintenance and infrastructure work on London's canals & rivers. This also helped WHH maintain a fleet of craft in working condition should a commercial freight opportunity emerge in the London area.

Over the years we have acquired more craft, taking advantage of our engineering expertise to repair, refurbish and adapt or modify craft to suit the needs of contractors working on the inland waterways. Our operational experience and reputation have secured a steady flow of business for the last twenty years.

In broad terms the company provides craft and operators to Infrastructure Maintenance companies, Construction/development companies and Navigation Authorities & their contractors. Typical examples of the types of projects we are involved with for C&RT are lock gate replacement, towpath renewal, bank protection, flood defences and bridge repairs. For our construction/development customers we are involved with construction, repair, maintenance and refurbishment of waterside residential and business premises and associated plant and infrastructure. On the infrastructure maintenance side we are involved with railway bridge repair and maintenance, high voltage cable repair and maintenance, optic fibre cable installation and Bazalgette's Northern Outfall Sewer!



Tunnel linings being transported (WHH)

Of all the various modifications and adaptations we have made to our craft over the years we have found that mounting HIABs on our barges has been very popular with our customers and opened up new opportunities for our craft. Having started, a few years ago, with one 3 tonne Viper HIAB we now operate 8 HIABs from 3 tonne to 36 tonne. Initially we mimicked the 8 wheeler grab lorry by mounting a HIAB in the middle of a barge for muck away etc. However we soon discovered that being able to lift things was in great demand and our bigger cranes have lifted lock gates, bridges, trees, telegraph poles, cars etc.

All our boats are road transportable which means we can operate all over the UK and we have undertaken work in Kent and Somerset and also Scotland.

As Health & Safety regulations become stricter the provision of adequate site welfare has become more important. We operate 5 shallow drafted, shallow sided, open pontoons which are capable of carrying standard welfare facilities, drying rooms, decontamination units and office units. These welfare pontoons allow us to move standard container sized units along the canal and through the bridges and tunnels easily. It is not unusual for all 5 welfare pontoons to be out on hire at any given time depending on the nature and location of the projects we are working on.

We have found the Bantam tugs, originally built by Jones at Brentford, to be very reliable, simple and easy to maintain and very versatile in operation. Having started with one Bantam tug many years ago we now have 6 operational Bantams and a further 3 waiting to be refurbished. By mooring these tugs close to railway stations around London we can be in London and working within an hour of leaving Springwell Farm without the need to journey back and forth with a tug. We have also built 3 mini-tugs (14' by 7') with a fourth under construction as these too have proved very versatile in handling big barges and easy to road transport to other sites.



Installing electric poles on the River Lee (WHH)

Over the last 20 years we have seen a number of changes on the canal network, particularly in the London area. Perhaps the most noticeable is the amount of regeneration and redevelopment that has taken place along the canal. Some of these projects we have been involved with, either moving materials to site or construction waste away for disposal. The result of these developments, however, has slowly but surely reduced the number of places where we can load and unload barges and get barges and lorries alongside each other.

This is becoming a major issue for WHH as barge operators on the canal. Despite Government rhetoric and both central Government and GLA policies to encourage greater use of both rail and water for freight transport there is little evidence of these policies being implemented on the canal.



An unusual cargo – that of the stage and props complete with the pea green boat for the 'Owl and Pussycat' production at Brentford, going down Norwood top lock (R Home)

We continue to struggle to convince local borough council's planning departments and transport departments of the benefits of retaining access to the canal to reduce the burden on the road network. Similarly we have had little success in convincing developers to retain access to the canal once the development is complete.

We also often encounter reluctance on behalf of contractors to use the canal because this is not something they are used to. They much prefer to use lorries and stick to what they know. What we need is more regular use of the canal network so that people can see that it does work and that it does provide a benefit.



Having said that, after the events of 2008, we are now just beginning to see a return of canal side developments in the London area. I am pleased to report that two of these developments in west London are looking at the canal for the delivery of materials and the removal of construction waste for disposal. And so a steady stream of business continues for WHH despite some of the obstacles we had to negotiate along the way.

## In the press

### Has Birmingham forgotten it has canals?

The web site <https://ourbirmingham.wordpress.com> reported that the Midlands Connect Partnership and the Department for Transport developed a transport strategy that identifies the major infrastructure projects needed to improve the connectivity of the region's key locations and to drive economic growth. However they appear to have omitted any reference to the waterway freight and passenger potential. This is despite CBOA input to the report. The web site then points to London's example both for recognising the potential for water freight and passenger carrying in planning strategy documents and making use of the River Thames for carriage of construction material as CBOA News has reported about previously.

Long level canal sections exist and are much underused whilst the motorways are often congested and slow. CBOA hopes for water freight carrying to be utilised with the forthcoming reconstruction at the Icknield Port loop. Tugs pulling trains of dumb boats used to operate on these level lengths.

### Wordpress hail water transport benefits

The web site [www.wordpress.com](http://www.wordpress.com) highlighted some of the benefits of water transport with some entrepreneurs realising the untapped potential of rivers in major cities. With emissions reduced compared to road, MBNA Thames Clippers claim retrofitted catamarans have cut particulate emissions by 50% and nitrogen oxide emissions by 40% albeit with the continued use of diesel engines, Wordpress reported.

Several organisations are now looking at hydrogen power for vessels, including CBOA's Antoon van Coillie of Blue Line Logistics with his continental freight barges (as reported in CBOA News Issue 15 Autumn/Winter 2014), REAPsystems of Southampton who have developed a hybrid system for water taxi boats, one able to switch easily between a fuel engine and electric motor – the company will take their hybrid water taxi boat to Venice next year, and HADAG In Hamburg who have added a hybrid-powered ferry to its fleet crossing the River Elbe, using both diesel and electric power sources.

Wordpress then cited the team at Birmingham University (Project Leader Professor Rex Harris) that have constructed a hydrogen-powered canal boat, tried and tested, which is undergoing further modifications.

### Financial Times sees future for water freight

Jonathan Guthrie, Financial Times Enterprise Editor reported that canals could regain their role as conduits for trade – because of gridlock on the motorways that superseded them, according to a study for West Midlands councils, the Highways Agency and C&RT, which found “considerable potential for the reintroduction of freight on the canals”. He added that the findings will resonate with any driver who has ever watched narrow boats glide past on nearby canals while stuck on a motorway. A canal freight shuttle service between the Black Country and Birmingham could move 175,000 tonnes annually and save 61,750 urban lorry miles, the study found.

## Overseas News

### New Watertruck in progress

Watertruck is an innovative concept for goods transport on small waterways (CEMT I-IV) that can unlock the economic potential of a region through the use of small, self-propelled or unpropelled, standardised barges. The Watertruck+ project, a [TEN-T/CEF](#)-project, aims to achieve a solution that is complementary to the existing EU inland waterways. The aim is to equip the market with business cases for a large European fleet of vessels by rolling out the Watertruck concept in various European regions. The vessels are specifically built for use on identified goods flows.

The aim of the project is to use the new Watertrucks on goods flows that are not transported by the existing fleet, thereby increasing the market share of inland waterways in the European modal split.

A 'best efforts' obligation to lower the CO2 emission by at least 25% in comparison to the emissions of the existing inland waterways fleet is being pursued, and to achieve a harmful substances emission level that at least satisfies the emission criteria of EURO VI standards for road transport, or equivalent.

With the requirements specifications complete, the public tender for design of the push boats closed as of the 8<sup>th</sup> September. There is an acknowledged need for innovation and for a masterplan for the future of transport on small waterways within Europe that will improve the waterways competitive position over road transport. <http://www.watertruckplus.eu/en/>

## Freight on the River Saonne

Seen on the 19<sup>th</sup> May in mid southern France at Lyon was the immaculate motor barge *Octopussy*, going south on the River Saonne, in a few minutes to reach the confluence with the River Rhone flowing south towards the Mediterranean Sea. The vessel is marked as 2,212t, 105m x 9.5m, which makes her Euro Class Va on length but Class IV on breadth. She has 2 cars parked on the stern cabin roof over sizeable accommodation below. She had just passed through the older mediaeval part of the city on the west bank, the Saonne and the Rhone running parallel for some distance through the city. Barge traffic appears much less frequent on both rivers Saonne and Rhone than on the middle and upper reaches of the interconnected Rhine through Germany.



Motor barge *Octopussy* on the River Saonne at Lyon (R Rhone)

## Barge or Truck?

Most companies are not too concerned about the transport method used, as long as the goods get to the required destination. However a Dutch sportswear company Deventrade decided they wanted to test this out.

Deventrade BV is a Deventer family company founded in 1985, developed by now into one of the prominent suppliers of sportswear and sports accessories in the Benelux, supplying several well known brand names. They import 100 to 125 containers per month from China, Pakistan and Turkey among other countries, which are subsequently distributed to more than 700 specialty sports stores and various sports clubs in the Netherlands, as well as to 4,000 sports stores abroad.

It was the moving of the containers from Rotterdam where they were imported to a 13,500 m<sup>2</sup> warehouse and shipping facility in Deventer, which caused the logistics manager Erik Jonker to set up a pilot for transport by inland vessel. Erik was given advice from the Bureau Voorlichting Binnenvaart (Inland Navigation Promotion) to assist with the pilot project. The Bureau encourages water transport and helps with research to prove the operational and business case.

For the pilot trail, the inland vessel sailed with 10 containers on board. Even though it was a case of the 'last mile' having to be completed by road to the nearest container terminal in Hengelo, Erik reported that the sole road transport cost for the whole trip was more expensive. He acknowledged that water transport took a little longer, however this could be accommodated without difficulty by arranging the schedule suitably. Also, vessels do not sail every day.

Erik also said that water transport gave him more flexibility without entailing additional costs, as the container delivery is distributed over a longer period at their warehouse. Overall, the benefits of water transport outweighed the disadvantages, and he encouraged others to tackle what might seem to be the 'unknown'. "The amount of work entailed in this was a lot less than I expected" reported Erik reported. He intends to continue to use water transport for his imported products.

## First Danube Commission CESNI working group meeting

In May, the first ever meeting was held in Budapest at the Danube Commission as a working group for drawing up the standards for inland navigation, with relevance to Professional Qualifications. Common European standards in the field of inland navigation had already been adopted by CESNI (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure) in June 2015.

Experts from many European countries joined with representatives of the European Commission, the Danube, Rhine and Sava Commissions and the recognised associations in discussing the initial drafts of competency standards and medical fitness criteria for crew members aboard inland waterway vessels. Particular prominence was given to a presentation for describing the professional competence likely to be required for boatmen and boat masters of the future.

Also discussed was the future Directive on the recognition of professional inland navigation qualifications in Europe's river basins, currently being discussed by the EU legislator.



Danube Commission guests: members of the working group on Professional Qualifications

## CBOA for Members

### EA propose charges increase

The EA are proposing an increase across the board for vessel registration and toll fees for all their navigations, i.e. rivers Thames, Medway and Anglian Waterways. The Thames charges are proposed to increase by 5.7%, Medway by 10% and Anglian Waterways by 7.5%. For instance the Thames lock tolls for an empty motor boat/barge and the tonne-mileage rate which is currently 4.9p per tonne-mile for Merchandise (goods/freight) and also the Merchandise minimum charge which is currently £57 will all be subject to the 5.7% increase above if the proposals are ratified following a customer consultation. The tonnage only rate below Teddington lock is also included for increase. This increase will affect CBOA members who carry coal for retail sale on the Thames, or who are passing to or from the River Wey, Kennet and Avon Canal or Oxford Canal.

The EA charges are effective upstream from Teddington lock, or more precisely from the obelisk which is a short distance below the lock. Below this the river is under the jurisdiction of the PLA.

## Goole charges rescinded

ABP (Associated British Ports) Humber advised in a letter in September to the Inland Waterways Freight Group that they would be rescinding the charges proposed in June this year.

The letter clarified that the current arrangements remain, in that any cargo carrying River Craft navigating the River Humber and not passing the Humber to the sea will be exempt from ships dues provided that they leave the dock on or before the third day of entry (arrival counting as first day).

Sea-going vessels going in and out of Goole dock to load or discharge cargoes on the Aire and Calder, will be charged at a discount of 1/3 of the lowest ships dues charge.

Other river craft entering the Ports and not accessing the canal shall be charged at Class 5 Ships Dues, subject to a minimum of £500 plus Dock Rent of £130 per week from date of entry.

The current 'free period' each side of High Water remains and there is no charge made for barges or pleasure craft passing between the River Ouse and the Aire & Calder Navigation (and vice-versa) during this 'window'.

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### CBOA NEWS

Views expressed are not necessarily those of CBOA.

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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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