

# CBOA NEWS

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## Cory acquire Thames Ship Repair Service

Announced on 1<sup>st</sup> February from Cory Riverside Energy (“Cory”) was the acquisition of Thames Ship Repair Service, an established shipping maintenance company based in Gravesend, Kent. Cory now has an in-house facility to maintain its fleet of barges and tugs, as well as continuing the provision of third party services. These services provided revenues of £1.2m in 2017.

The acquisition, which includes two slipways off the River Thames, will enable Cory to facilitate modal transfer of road-hauled retail goods to river lighterage, helping relieve London’s road congestion, as well as accommodating the expansion of its existing 55 vessel fleet in serving the planned Riverside Energy Park. The energy park, which was recently notified to the national Planning Inspectorate, will complement Cory’s existing Riverside facility and comprise a range of low carbon energy generation technologies, including waste energy recovery, anaerobic digestion, solar panels and a battery storage scheme.

Julian Walker, Chief Operating Officer of Cory Riverside Energy, said: “Although Thames Ship Repair Service is a relatively modest acquisition for Cory Riverside Energy, it is relevant for the business as it further strengthens our capabilities for transporting residual waste and goods by barge along the Thames. Our existing riverside infrastructure and 120-year operational experience on the Thames gives us a unique capability. Acquiring Thames Ship Repair Service will now provide us with the necessary support facilities to expand our own river based operations as well as service third parties’ vessels.”

CBOA member Cory Riverside Energy developed, owns and operates what it claims to be the largest operating Energy Recovery Facility in the United Kingdom, processing London’s waste into electricity, metals and construction aggregates. Cory was originally founded in London by William Cory and his sons, and has been navigating its fleet on the River Thames since 1896.



One of Cory's fleet of 5 tugs and 50 barges, carrying c.1 million tonnes of residual waste and aggregate per year to the Energy from Waste plant in the background (Cory Riverside Energy)

## From the Chairman



I have been giving a lot of thought recently to the successes (and otherwise) of the Association since inception as the Commercial Narrow Boat Operators Association in 1990. Our general Aims and Objectives remain much the same, though the addition of the barge operators in 2000 and a greater interest in the larger commercial waterways has meant a slight change of emphasis – though not forgetting the role of the smaller waterways. I will reflect further in my AGM report!

Transport for the North has recently published its draft £70bn travel master plan. Inevitably, this has more substance about moving people than moving freight. The freight side has suggestions about modal shift to rail but, very unfortunately, nothing about water freight. Bearing in mind the involvement of organisations like Peel Ports (who own the Manchester Ship Canal) and Associated British Ports (who own the major Humber ports) and

Canal & River Trust, this is extremely disappointing. CBOA, Canal & River Trust and others will be commenting forcefully on the omissions and expect to see suitable water freight inclusivity.

Fortunately, the West Yorkshire Combined Authority (a grouping of local councils in that area) has recently adopted its transport strategy and inland water freight is mentioned. This is important in terms of recognising the potential of Yorkshire's waterways.

As I write this we await with interest the response from the Marine and Coastguard Agency (MCA) to our submission (produced by the University of Hull, jointly funded by the Canal & River Trust and supported by Associated British Ports (ABP)) to allow all year operation of barges beyond Hull to Immingham as part of the Port of Leeds and Priority Freight Waterways project. If our submission is accepted, then this distinction would cease. We are grateful to Prof Jack Hardisty for his work on this. (See page 11 for further details).

We have been having discussions for some time with providers of medicals for the MCA Boatmaster Licence. When carried out by your GP this can be very expensive. We are very pleased to have come to an arrangement with Nationwide Medicals at a much reduced cost. (See page 15 for further details).

CBOA will be exhibiting at the Recycling and Waste Management Exhibition at the National Exhibition Centre on September 12-13 2018 in conjunction with the Canal & River Trust. This is a new departure for CBOA and replaces the previous exhibiting at the Multimodal Exhibition (at which the CBOA Chairman will anyway continue to speak in the seminar sessions this year, on Wednesday 2<sup>nd</sup> May at 10.30).

In the north east, the Canal & River Trust is replacing three sets of lock gates on the huge lock at Pollington on the Aire & Calder – this underlines the commitment to freight on these waterways as otherwise one lock chamber would suffice. Work to remediate the wharf at Fleet (Woodlesford) continues, while discussions are still on-going with a potential builder of the wharf at Stourton (a major £multi million project – not just the wharf itself, but road access etc.), and a large port operator interested in partnering CRT at Stourton. Funding is also being sought from a number of sources (see article by CRT's Stephen Higham on page 7). To be honest all this is taking far longer than anyone would like but it's a very large project and we just have to be patient! CRT project manager Chris Evans will be updating us at the AGM and will be happy to take questions.

This development at Leeds arises out of the CRT's Freight Advisory Group's recommendation, adopted as policy by the CRT Executive and Trustees, and fully supported by CBOA, that freight should be encouraged onto the Trust waterways. The CRT would take a lead and invest (with partners) in order to 'kick start' a revival of freight on its system, and the obvious place initially is Humberside, which is seen as having huge potential, and where its waterways radiating from the Humber were thus branded 'Priority Freight Routes'. For the avoidance of doubt, the policy recognises potential on other waterways, and went on to say that cargo and other commercial operators were also 'welcome users' of the leisure waterways.

On the subject of lock gates, CBOA is in detailed discussion with the Canal & River Trust regarding potential movement of lock gates from Bradley workshops out to sites around the midlands, with a possibility of trials. Lock gates for Pollington did arrive by barge, but only after a short road haul from Stanley Ferry to the CRT wharf at Heck, as it's not possible to load at the workshops for some reason which we will investigate.

We are also in discussion with Urban Splash regarding the massive re-development at Icknield Port and the potential for delivery and removal of materials by water. A wharf will be retained as part of the development – something we press for generally – not always with success. On the subject of wharves, members may be aware of a proposed development at the end of the Slough arm.

We have pressed at a high level with CRT for retention of a wharf, and have been assured a wharf will be provided anyway for CRT purposes. We had been looking at movement of Heathrow air freight into/out of London via the Slough Arm but this doesn't look likely to go ahead, at least in the near future – if it did, there are other better placed sites available in any case.

There is growing interest in what is termed 'Last Mile Deliveries' and CBOA officers have attended events which have outlined the benefits and challenges of using alternative transport systems for this. We feel that there is merit in looking at potential onward movement by small craft (which could be hydrogen or electric powered) from (for example) Stourton (Port of Leeds) into central Leeds, and the Esprit wharf into central Manchester, and there must be potential into central London and Birmingham as well as other towns and cities. Small wharves need to be provided at the receiving end, with final delivery by electric vehicle, or even cargo bike. Currently the only known example of a barge being used in this way is the 'beer boat' in Utrecht, Netherlands. Costs are a challenge unless subsidies are available.



The Utrecht 'beer boat'

We were very pleased to welcome senior CRT director Heather Clarke to our January committee meeting. Heather has always been very supportive of freight by water and she gave us an excellent presentation with lots of food for thought on how best to engage with the planning processes and ensure the best outcomes for freight (see report on page 8). At Heather's suggestion we are engaging with a number of agencies (one such being the Institution of Civil Engineers) to ensure London's waterways are recognised as offering great opportunities for water freight.

CBOA is also working with Hull University and CRT on the Liverpool-Humberside Optimisation of Freight Transport (LHOFT) project, currently in the development stage, which will map routes for freight flows in the north. In draft form these routes have only included road, rail and some ports. When released for general use a freight shipper will be able to enter origin and destination into the planner and a number of alternatives will be presented using the various modes which will now include all wharves, and the larger waterways in the north.

Our AGM will again be at the excellent Bond Centre in Birmingham on Thursday 26th April. If anyone would like to stand for election to committee please let me know – a proposer and seconder will be needed of course. Following official business we have four very interesting speakers lined up so please do try and attend (see further information and official notices enclosed with this issue of the *News*). The Committee will be recommending some minor changes to the constitution at this AGM, but the Aims and Objectives and Constitution generally probably merit further discussion in committee with a view to recommending any further changes at the 2019 AGM.

We have also secured preferential rates for members who might wish to attend the Rail Freight Group conference on 19th April and the Ports Conference on 22nd and 23rd May. Both events have relevance for freight by inland waterway. Please see pages 5 for further information, or visit the CBOA website, events page.

We are very pleased that Gerry Heward, Director of Wood, Hall and Heward Ltd., is the CBOA's Southern Representative.

As always your support is much appreciated.

David Lowe  
Chairman

## UK News

### Trevor Maggs

*The following was kindly provided by Andy Boucher and Nicholas Hill:*

With the death of Trevor Maggs at the age of 84 the canals have lost a great character. He had just achieved 50 years of ownership of his boat *Corona* – itself only two years his junior – and as recently as September last had brought her back from Foxton to Rugby by himself.

Born in Rugby in 1933 he attended Lawrence Sheriff School there and followed his father into the GEC, and apart from a spell at Stourbridge worked for them in Rugby as a draughtsman through to retirement. He was meticulous in his habits and had a photographic memory, easily recalling events, dates and times from long ago. Apart from canals his interests were many, including older Jaguar cars, fairground organs and especially the Great Western Railway – a badge of whose coat-of-arms he wore – supporting several locomotive rebuild projects. Surprisingly, perhaps, his visit to the footplate of one of his beloved "Castle" class at the age of 83 was only the second time in his life he had been on an engine in steam!

His interest in canals and working boats grew from visits to Hillmorton locks in the 1950s, and he got to know Nick Hill with whom he travelled on occasion on the *Jaguar*. Nick had noted the *Corona* at Hillmorton in 1965, and when some time later, then in the ownership of Coventry City Council's Town Thorns School, he saw it looking neglected and forlorn at Easenhall, he told Trevor about it, who then promptly bought it. Trevor took ownership on New Year's Day 1968, and over the years set about dealing with the backlog of repairs. These include replacing the National engine with one of the first production Lister HR2 engines, and replacing the bottom and cabin in steel.

He was keen to see it used for its intended purpose, and accordingly the first load on 30th October 1970 was coal from Atherstone for Braunston and Berkhamsted, under the auspices of Ashby Canal Transport. It was often used as an extra boat to help out with deliveries on the Southern Oxford canal and the Thames with the *Jaguar*. Things moved up a gear in 1973 when a work colleague, Colin Shervington, bought the butty *Actis* off Alan Picken and regular carrying trips ensued with the pair, often with the assistance of other work colleagues such as Phil Parr and Giles Smith. Pair boating ended in 1984 with the sale of the *Actis* and Trevor was once again boating by himself, still loading his boat from time to time, such as coal taken to Oxford in connection with that canal's bicentenary. His last load was in 2011 when he brought pre-packed coal from Rickmansworth to Stoke Bruerne.

Trevor was an ardent supporter of the CBOA, formerly CNOA and was involved from the start, frequently attending meetings and promoting our organisation. In the meantime, he became a regular at canal events, attending the Rickmansworth Festival from its inception. Other regular appearances included Linslade, Stoke Bruerne, Blisworth, Braunston, Shackerstone and the Black Country Museum, although he felt that having a Grand Union boat he shouldn't stray too far from that system! He was proud of the fact that his boat had never been used as a camping boat, or converted, and hoped that the next custodian would keep it as a trading boat.

### CBOA AGM

The Annual General Meeting of the Association will take place on Thursday 26th APRIL 2018 at The Bond, 180-182 Fazeley Street, Birmingham, B5 5SE.

A sandwich lunch will served from 12.30 and the meeting proper will commence at 13.30. The usual business of the meeting will be conducted, with reports on the year's activities, finances and other matters. There will be some minor changes to the Constitution for the meeting to consider plus election of committee and officers.

Following the official business, once again we welcome some excellent guest speakers to give us stimulating presentations:

- Antoon van Coillie (Blue Line Logistics) will describe the company's flat top barge project, and consider autonomous operation of inland waterway vessels
- Chris Evans (Canal & River Trust) will update the meeting on the Trust's freight developments including the new wharf at Fleet Lane Woodlesford and the proposed Port of Leeds in Stourton
- Mike Garratt (MDS Transmodal) will explain how the Northern Powerhouse provides exciting opportunities for water freight
- Prof. Rex Harris will discuss the potential for use of alternative propulsion systems such as hydrogen for inland waterway freight craft.

CBOA members are welcome to attend the meeting so please put the details in your diaries now! A formal notice will be issued about one month prior to the event, either in the News or separately.

We are seeking to recruit additional members to serve on the committee – either Full or Associate members are welcome – to provide fresh thinking and input. Please contact the Chairman, David Lowe, for further details: [d.lowe@cboa.org.uk](mailto:d.lowe@cboa.org.uk)

## Rail Freight Group Conference 2018

The 26th Annual Rail Freight Group Conference 2018 will be held on Thursday 19<sup>th</sup> April 2018. CBOA members can receive a 10% discount using the code 348CBOA. The investment in hubs and strategic rail freight interchanges may be some of the more interesting items for CBOA members. The venue will be at Addleshaw Goddard, Central London.

Attendees from across the freight industry will explore the support for freight growth in 2018 and beyond, the planned improvements for the network, and review the investment in freight routes and hubs.

### Benefits of attending include:

- Explore the growth and development opportunities for freight in 2018 and beyond
- Understand changing trade patterns and the implications for freight
- Hear the latest insight on the investment in rail freight development and planned improvements for rail routes and connections
- Anticipate changing locomotive needs and explore the innovation needed for the rolling stock of the future
- Review the importance of investments in hubs and the development of strategic rail freight interchanges
- 3+ hours of networking with senior rail freight professionals

Attend to receive the latest updates on changing trade patterns, including the challenges these present and the implications for rail freight, and to discuss the changing locomotive needs and what is needed to create rolling stock for the future.

Visit the CBOA website <http://www.cboa.org.uk/events.html> for contact details and registration (see further down the web page).

## UK Ports Conference 2018

The 10th Annual UK Ports Conference 2018 will be held on Tuesday 22 May - Wednesday 23 May 2018. CBOA members can receive a 10% discount using the code 352CBOA. The venue will be central London, but as yet TBC.

Now in its 10th year, the UK Ports Conference is an essential update for the UK ports industry that brings together senior representatives from across the ports, shipping and maritime sectors to explore the opportunities and challenges facing the port sector, now and in the coming years. Taking place over two separately bookable days, this unique event provides the latest updates on policy issues and current trends, while also exploring port development opportunities and how infrastructure can be successfully delivered.

### Benefits of attending include:

- Hear updates from ports on their current work and planned development
- Explore the latest innovations and technology developments, and how these can be used to optimise port operations
- Receive the latest policy updates and explore the impact of these
- Hear detailed case studies on how to plan and deliver port infrastructure
- Consider the possible implications of Brexit for ports on customs and how ports can start to plan accordingly
- Take away the latest insight on changing trade and shipping patterns and explore how these impact on planned development and infrastructure
- Understand the current environmental challenges facing ports and how these can be overcome - including a focus on improving air quality and reducing emissions in ports
- Take advantage of 6+ hours networking with over 150 senior attendees from the ports and shipping sectors.

Visit the CBOA website <http://www.cboa.org.uk/events.html> for contact details and registration (see further down the web page).

## Recycling and Waste Management Exhibition - CBOA to take a stand

CBOA will be exhibiting at the Recycling and Waste Management Exhibition at the National Exhibition Centre on September 12-13 2018 in conjunction with Canal & River Trust. This is a new departure for CBOA and replaces the previous exhibiting at the Multimodal Exhibition (at which the CBOA chairman will continue to speak in their seminar sessions this year).

The exhibition attracts some 20,000 people from the recycling and waste management industry. This covers sectors such as RDF bales (refuse derived fuel) for export, biomass, waste wood recycling, scrap metals and construction waste; all are commodities suitable for barge carriage.

The CBOA stand will be in the Handling & Logistics part of the exhibition, a fitting place to be. CBOA will be providing industry specific publicity material for this event.

CBOA is also providing a speaker for one of the seminar sessions. This proposal was received with enthusiasm by the exhibition organisers who thought their audience would be very interested to hear about how this industry can improve its carbon footprint.

In addition to the financial and other support from the Canal & River Trust, CBOA is very grateful for a £1,000 donation towards the exhibition costs which has come from the charitable body, 'Greening the North' via a CBOA Associate Member who administers the fund.

CBOA hopes that members will be able to visit the exhibition. If members would like to take a turn on the stand, that would be very welcome. They should contact John Dodwell at [j.dodwell@cboa.org.uk](mailto:j.dodwell@cboa.org.uk) or 07802 961485.

## FTA Annual Water Freight Conference at Doncaster

Some 60 people gathered at Doncaster Racecourse last November for the Freight Transport Association's annual water freight conference, organised by their Freight by Water section.

The speakers included CBOA's Chairman David Lowe and Lucy Hudson, Lead Officer – Freight & Logistics for Transport for the North. Warren Marshall, Peel Ports Group Planning Director spoke about the expansion of traffic on the Manchester Ship Canal and future plans, linked with the expansion of Liverpool's capacity to take larger container ships and so offer an alternative to Felixstowe and Southampton. Warren told the audience that the Liverpool/Manchester container shuttle service was now operated by the 300 teu vessel *Thea*. Starting from 3,000 teu moved in 2009, the 2016 figure was 36,500 teu – an increase of over twelfefold.

Tom Jeynes (Sustainable Development Manager, APB Humber) spoke about Associated British Ports' hopes and plans for the future, including making use of the waterways to Leeds and Rotherham. He was followed by Chris Evans, a transport consultant engaged by Canal & River Trust, who spoke about their plans to develop the Port of Leeds, coupled with the advantages of using water freight.

The second session was started off by Graham Dixon, Group Director of our CBOA member Esprit Group. They have taken a lease of the Manchester Dry Docks site and have renovated the buildings and hard standing for warehousing and onward road delivery. Being close to the flour mills of both Allied Mills and Rank Hovis McDougall had enabled Esprit to store British grain prior to delivery to the mills. Graham emphasised his desire to receive water borne cargoes and showed pictures of abnormal indivisible loads being unloaded from ships – very large cylinders destined for a local brewery.



CBOA Chairman David Lowe speaking at the Doncaster Conference

Graham also delivered (on behalf of Antoon Van Collie who was absent due to illness) a speech about the Belgian based Blue Line Logistics new pontoon barges.

These flat decked craft are designed to be used by goods on pallets, in builders' bags, in skips and in roll-on/off containers. Ease of handling is a key feature and there is no need for expensive land based lifting gear. The session ended with a presentation about the use of oversize bikes and small electric powered vans for "last mile" delivery in congested urban areas.

David Lowe spoke about the opportunities and challenges in the North and explained proposals for modest improvements which would enable Euro Class II barges to get to Leeds. They have a carrying capacity of 650 tonnes or 32 teu.

The feeling was the conference had been effective. Of the 60 people present, over half were from companies from various sectors with the others being drawn from navigation and other authorities and CBOA Members. A benefit of CBOA playing a significant part in the organising of the conference was that the majority of the speakers were suggested by CBOA personnel.

## Canal & River Trust Freight Update

*We are grateful to Stephen Higham, of the Canal and River Trust for the two following updates:-*

The Canal & River Trust are continuing to direct both staff and financial resources as they strive to bring freight back on the Aire & Calder Navigation.

As part of this on-going process, the Trust has been working closely with the West Yorkshire Combined Authority (WYCA) as they develop their new Transport Strategy 2040. The Trust was extremely pleased when this document was formally adopted in late 2017 with specific references and policies to waterborne freight, which can be classed as a significant development.

Dialogue between the Trust and WYCA will continue as both organisations will jointly develop an Action Plan to develop a number of strategic interventions which will make our freight ambitions a reality.

Running parallel to this activity, the Trust are also working closely with Transport for North (TfN) as they too develop their own draft Strategic Transport Plan (STP) for consultation. Although the document is currently very much focused on road and rail, the Trust is making a robust case for TfN not to discount the potential of the northern waterways.

As part of the processes that TfN are going through, their STP will be broken down into six regional, strategic corridors, one of which will be the 'Central Pennine Corridor'. The importance of this corridor is that it will include the Aire & Calder. The Trust are fully engaged with this process and have put forward a number of suggestions where the Aire & Calder can provide solutions to the issues that the Central Pennine Corridor faces. Looking ahead, when TfN move onto the Southern Pennine Corridor, attention will be switched to the Sheffield & South Yorkshire Navigations.

There is a lot of opportunity at the moment for waterborne freight, and the Trust are being very active in positioning themselves, with partners accordingly.

## Canal & River Trust Freight Projects

To supplement the Trust's ongoing strategic engagement with key bodies West Yorkshire Combined Authority and Transport for North, the Trust are also very active in securing EU Interreg Funding to help develop our freight offer for the Aire & Calder in particular. The Trust currently has three EU Interreg projects either underway or being developed;

### Inland Waterway Transport Solutions

Our first funding success has been with Inland Waterway Transport Solutions, for which we have secured c. €125,000 to develop an engineering solution as to how we can modify Bullholme Lock to enable it to allow Euro Class II barges to navigate through it. This commission will commence very soon, and should hopefully be completed by the end of the year. We will also be researching and analysing what goods are currently coming into the Humber Ports to ascertain what could feasibly continue its journey into Leeds via the Aire & Calder Navigation.

This project will be delivered in partnership with the University of Hull, and a number of other European Partners who are all experiencing similar challenges as ourselves.

### CONNECT

We are about to submit a further funding bid to Interreg with a project called, 'CONNECT'. This project is being led by Hamburg Institute of International Economics.

Deliverables will include;

1. Review all of the Trust's technical appraisal work on the Aire & Calder from 2004
2. Assess whether or not we can implement new technologies / technological advancements that can be applied to the management of the A&C, i.e. via SCADA, which will negate the need to undertake expensive alterations to the bridges. (SCADA is the Supervisory Control and Data Acquisition system).
3. Deliver a demonstrator project using existing SCADA technology.

The bid value will be c. €450,000.

### Smart Track 4 Waterways

We have 'Observer' status in a third Interreg project led by a Belgian innovation organisation, Multitel, called 'Smart Track for Waterways' (ST4W). ST4W will look at electronically tagging freight as it moves between supply chains that specifically utilise Inland Waterways. The project is a little advanced in terms of where we are in our freight development works, but highly interesting nonetheless. ST4W had their start up meeting in December, but we never attended due to capacity issues and the agenda not being deemed worthwhile enough to send a member of staff to Belgium. As the project gains momentum however we will work more closely with Multitel.

### Presentation by Heather Clarke, CRT to CBOA

At the CBOA January Committee meeting Heather Clarke, CRT's Strategy, Impact and Engagement Director, gave us an enlightening presentation update on planning matters. She began with the statement that planning today is all about housing, to the extent that old factories that are inappropriate for living accommodation are sometimes being used for housing. Although we have wharf safeguarding measures on some waterways, this is now under threat as affordable housing takes priority. Another aspect is where housing development takes place on land adjacent to CRT premises, the development is often right up to the property boundary where there is sometimes conflict where the nature of the use of the CRT site is industrial. Another benefit from being a Charity and not a Government department is that CRT is not now pressurised into supplying land for housing.

Heather then described the Raynesford Review, which seeks to identify how the Government can reform the English planning system. It is informed by a task force chaired by former planning minister Nick Raynsford, the report to be formally presented at all major party conferences in Autumn 2018. CRT are inputting to the review panel to get waterways recognised as having a wider role offering several benefits. CRT have set up an online toolkit to assist planners with waterborne freight for example.

CRT has revamped its planning web site. It now contains an e-planning toolkit, a section on freight in the planning policy area, a couple of freight case studies, a list of planning consultations received and a list of relevant live Nationally Significant Infrastructure projects.

Heather then covered several aspects under the heading of 'Devolution'. A number of areas which have secured devolution deals where Combined Authorities (CA) are forming; at present plan making is only operational in Manchester, Liverpool City Region & West of England. More influence can be asserted with these CAs than with other government departments. Not all the Mayors elected have the same devolved powers; Transport & Infrastructure is one of the powers. Transport for the North is to become a sub-national transport body in 2018, currently consulting on a Strategic Transport Plan until 17<sup>th</sup> April 2018; promoting the Inland Port of Leeds and upgrading 50 miles of commercial waterways to Euro Class II routes.

Still under the topic of Devolution, the London Plan is currently out for consultation and closes 2<sup>nd</sup> March 2018 and includes water transport policy. The Thames & London Waterways Forum set up under the current Mayor (the previous organisation was the London Waterways Commission) is chaired by Val Shawcross CBE, Deputy Mayor for Transport (we will need to watch closely for wharf and pier protection). The London Prospectus also promotes waterborne freight. In Greater Manchester, the Transport for Greater Manchester Strategy was published in 2017. It includes a section on the Atlantic Gateway and Port Salford. Similarly West Yorkshire CA has an Adopted Transport Strategy 2040, a Secure Policy supporting mode shift from road freight to rail and inland waterway, and is starting to work on a delivery plan. Sheffield City Region CA is due to have Mayoral election in 2018 but will now have few powers and the city region will not receive funding. The Transport Strategy currently is out for consultation until 2nd April 2018 – looks like we will need to target it to promote waterborne freight.

Other Government Strategies included Industrial Strategy 2017, to boost productivity, Clean Growth Strategy 2017, Clean Air Strategy (to be published) and 25 year Environment Plan. There is a Possible Marine Sector Deal where sectors come together and set out their ambition for productivity growth, increased exports and training and business investment, efficiency and jobs etc.; It is unlikely that the inland sector will remain separate. Air Quality – the Government is to publish a comprehensive clean air strategy in 2018; the waterway impact is in fact small, but we need to be alert to the issue of emissions from diesel engines and also boat chimneys.

CRT wishes to avoid another authority asserting control over waterway emissions, so the need to take control of it before someone else does. CRT recently commissioned an independent, detailed report on air pollutant emissions from powered boats using our waterways in London; together with solid fuel burning their impact on local or national air quality is small, however it is particularly pressing for urban areas e.g. Clean Air Zones.

Heather concluded by asking if CBOA and CRT can work together technically and otherwise to avoid possible regulation which may follow otherwise.

## 2050 Pathways emissions calculator <http://classic.2050.org.uk>

This is a web based calculator to examine the effects of the various forms of energy use and emissions production on our climate by 2050. Published in January 2013 by the Department for Business, Energy & Industrial Strategy, it is a comprehensive study in which the public are invited to engage with the debate. It has been produced due to the UK commitment to reduce its greenhouse gas emissions by at least 80% by 2050, relative to 1990 levels. Access to a more detailed and a more user friendly model exist together with a Government introduction at <https://www.gov.uk/guidance/2050-pathways-analysis>.

This has been examined by Mike Childs, CE of Friends of the Earth who reported "We did a carbon emissions reduction pathway using a tool the govt. developed. In this we chose the option that had most modal shift from road, including increased use of water, although their options didn't include the ability to have the more significant shifts we would have wanted." (He was already familiar with the CBOA presentation material about the benefits of modal shift to water transport).



The calculator examines the effect of inputting about 40 different categories of energy demand and supply, each of which can be weighted in a choice of 4 grades by the user. Whilst perhaps including the benefits of carbon reduction by shifting to water transport, it perhaps does not argue well the water transport case, partly being too comprehensive on the subject of energy.

Separately, the Government has challenged the rail industry that diesel engines (as a main source of power) must be phased out by 2040. Will HGVs will also be targeted, so increasing the viability of water transport?

In addition, in February it was revealed that the European road transport cost had increased by an average of 14 per cent between the fourth quarter of 2016 and the fourth quarter of 2017 (Transport Market Monitor – Capgemini and Transporeon).

## Draft London Environment Strategy

The Mayor of London has launched the Draft London Environment Strategy (LES) initiative, in order to improve London's toxic air (9000 deaths p.a. estimated), reducing plastic waste (200 bottles p.a. per person binned) and to make London the world's first National Park City with over 50% of it green.

On behalf of CBOA Richard Horne responded to the LES about benefits of using water transport. With **Air Quality** the LES already proposes use of the waterways from transport and local delivery of goods. Other strategies are mentioned such as reduction of construction traffic; CBOA pointed out that this should go by water wherever possible. Modal shift to non road transport was also mentioned – all of which CBOA supported.

The benefit of a **Green Infrastructure** was stated. CBOA commented that whilst the waterways already provided this benefit it is important to not lose sight of the fact that the canals and rivers should be much more used for freight and deliveries, and this must not be compromised for the furtherance of the Green Infrastructure strategies.

For **climate change mitigation and energy reduction** by businesses to reduce energy use and carbon emissions, CBOA commented that Modal Shift towards non road transport was required, as stated in the LES. Both water and rail transport use considerably less fuel and so are usually cheaper, especially where bulk transport can be achieved.

Acknowledging that **Waste** is already carried by barge in the Thames, CBOA said that much more can be done. As an example the viable proposition several years ago was quoted, to run compacted waste by barge from London to the incinerator at Edmonton on the River Lea. It obviated lorry transport out of the London area to Edmonton, and enabled the lorries to carry out more waste collection trips locally instead of additional longer runs taking it to Edmonton. It was demonstrated that fuel would have been saved and CO<sub>2</sub> emissions reduced. However this scheme was never implemented.

**Ambient noise** – again waterway transport score well.

For the **Strategy** needed to approach the environmental issues, CBOA said that a change of thinking is required. As one example we know how difficult it is get to some organisations – construction companies for example – to even just investigate the water transport option; lorries are always the default. CBOA said that more focus needs to be exercised with investigating and delivering the water transport option. This will initially mean more effort, work and persuasion to achieve these desired goals.

For the **Integrated Impact Assessment**, CBOA stated the advantages of barge use – lower accidents, noise, CO<sub>2</sub>, highway maintenance, emissions, air pollution, and increased carrying capacity with larger vessels compared to lorries.

On receiving the CBOA response the GLA reported that 350 responses had been received from stakeholders and businesses, the public response being around 5000 surveys completed. With this input, the GLA with the Mayor will be finalising the strategy, with the intention of publishing it in 2018.

## Freight statement from Waterways Chairman MP

The All Party Parliamentary Group for the Waterways elected John Grogan MP as its new chairman last year. In its inaugural meeting held recently following the start of the new Parliament, John Grogan MP said “The United Kingdom boasts over 6500 miles of inland waterways. They are important for tourism, the transport of goods and also as a home for many people.” He also stated his commitment towards championing this cause.

## Regional News

### Grain to Sharpness

The ship *Pola Sevastiana* sailing under the Russian flag, seen at Sharpness loaded with grain. A general cargo ship built in 2017, she is 140m long, 17m beam, gross tonnage is 5687 tonnes and thought to be the largest ship to use the docks since the 1950's. The whole entrance basin was used with a number of CRT staff locking her through. The waterways in the south west are one of the areas where CBOA wishes to see an increase in freight.



The ship *Pola Sevastiana* with grain at Sharpness (CRT)

## Lower Humber estuary partially smooth water limit

CBOA have been seeking a solution to the issue of different summer – winter limits for inland craft on the Humber estuary for some time. With the analysis complete by Jack Hardisty, Professor of Environmental Physics, The University of Hull, it was submitted by him on CBOA's behalf in January to the MCA.

The basis for David Lowe's initial request to the University for this work is to effectively gain acceptance to move the 'Class D' seaward limit, so that the current summer 'line', east of Grimsby, is maintained all year round. This means that inland waterway craft would no longer have to go through the process of obtaining 'load line exemption', and all that entails, in order to proceed beyond the 'winter' more inland limit (which is below Hull). This is important for ABP, port operators, and the Canal & River Trust and in particular the establishment of inland terminals for handling goods brought by barge from the Humber ports and wharves – and this could include containers. Immingham is seen as having massive potential in this respect and easy access to Immingham is therefore crucial. In effect it is requesting for a re-categorisation of the Lower Humber by the MCA.

MCA have accepted the submission, and it is now pending examination by MCA technical staff, surveyors, marine safety experts and others.

Aspects of Jack Hardisty's report covered MCA policy, rationale for the application, location charts, soundings, vessel types and movements, wind charts, wave heights and other factors. In all, a comprehensive analysis, to which CBOA hope for a successful outcome.

## Arrival of Millicent and Ursula for Tideway

Two more tunnel boring machines (TBMs) named *Millicent* and *Ursula* arrived on board the ship *H&S Wisdom* in February. The TBMs weighing 1300 tonnes each arrived via Hamburg, after construction in Le Creusot, France. They are the largest TBMs to be used on the Tideway Tunnel project so far. When assembled they will be 8.8 metres diameter and over 100 meters long. Tideway's commitment is to transport over 90 per cent of materials by river which will greatly reduce the number of road vehicle journeys needed to build the tunnel. The TBMs will be assembled over weeks from several parts at Tideway's Kirtling Street site in Battersea, close to Battersea Power Station.

*Millicent* was named after Dame Millicent Fawcett, an English suffragist, intellectual, and political leader, who is soon to be the first woman to be commemorated with a statue erected at Parliament Square. *Ursula* was named after Audrey 'Ursula' Smith, a British cryobiologist at King's College Hospital in South London who discovered the use of glycerol to protect human red blood cells during freezing.

*Millicent* will tunnel 5 kilometres from Kirtling Street to Carnwath Road in Fulham while *Ursula* will tunnel 7.6km from Kirtling Street to Chambers Wharf in Bermondsey.



Arrival of tunnel boring machines named Millicent and Ursula for the Tideway Tunnel (Tideway)

## CBOA scrutinize lock wall void grouting with CRT

CBOA's Vice Chairman, Stoppages/Maintenance Officer John Jackson is in discussion with CRT about the effectiveness and mooted bulging of the lock walls due to the nature of the pressure process used. On larger navigations this may not be so much of a problem, but with narrow canal locks the clearance between boats and the lock sides is very small, so lock wall movement can cause jamming. This is very significant for all CBOA coal carrying members and other traders who use older vessels which are 7 feet in beam.

Filance lock on the Staffordshire and Worcestershire Canal is one such case; unfortunately there was a lack of communication at the crucial moment so John was not able to see it once the grouting was completed before reopening, as was arranged. We await photographs and technical information from the Regional Engineer about Filance lock. However it may take several case studies of the process to form an opinion on whether it is a contributory or indeed a primary cause in some cases of lock wall bulging.

## Transport for the North

The TfN Strategic Plan draft is now out for comment until April this year. In this initial draft however there appears to be little within it about use of waterways for freight transport apart from one mention. Modal shift to rail is recognised and supported, but not to water. This is something that CBOA will be looking at and providing input as to the benefits of water transport, and how this can best be realised where it is suitable.

## West of England Spatial Strategy Review

CBOAs South West Representative Patrick Moss recently responded to this review to the effect that the strategy makes no reference whatsoever to water transport even though the area includes the Port of Bristol, but the strategy does include the motorway and rail interface for the plan area. Patrick also made reference to the Severn Corridor, the SW ports and the benefits of 'last mile' delivery by water to towns and cities.

However the Worcestershire Minerals Local Plan Background Document, Water Transport, Background Document November 2016 deals well with the capabilities of water transport in the south west.

## In the press

### Cromwell weir for hydro scheme?

The *Newark Advertiser* in October reported that planning permission had been sought for a 1,600 KWH generator at Cromwell weir on the River Trent. The generator station would be built alongside the weir and accessed via the Tarmac quarry track from the A1133. The applicant, Barn Energy said this would reduce the release of greenhouse gasses by about 8,200 tonnes of carbon dioxide per year, with no negative environmental impact, providing improved biodiversity downstream and other local benefits.

The estimated number of homes supplied with power was questioned however by a correspondent who demonstrated this with some basic calculations. Whatever the capacity for domestic supply, it has environmental benefits; let's hope the construction materials and generator plant go there by barge for an even better environmental benefit.

### Barking Creek activity

*Coasting Shipping* reported that in December a cargo of scrap metal was loaded at Pinns Wharf, Barking Creek in London. The 2446gt *Hav Pike* loaded the scrap after unloading stone at the Eurovia Roadstone wharf at Dagenham. The previous cargo loaded at Pinns wharf was in October. The waterway is little used now. Another wharf – Kierbeck – owned by Kierbeck Ltd, is unlikely to be used again soon *Coasting Shipping* reported, as the company has gone into receivership.

The only other wharf is Rippleway, also grossly underused, had not been used from August 2016 until December 2017.

However on the River Medway the Scotline wharves are still busy, with Arklow ships handling imports of cement from Warrenpoint and timber from Riga and Varberg.

## Overseas News

### Barge congestion

Rotterdam and Antwerp are still suffering the effects of barge congestion with waiting times for barges in Antwerp sometimes running at between 24 and 72 hours while in Rotterdam from 12 to 72 hours. This apparently is after improvements at some terminals. Various factors are thought to be the reason, but the main one is probably the huge increase in container volumes being handled at the terminals. The Port of Rotterdam has made €3 million available to fund initiatives from the market to hopefully ease the problem in the short term. Processing conditions at these parts are stated as not being ideal, causing delays. Intermodal operator Contargo has had a congestion surcharge or container levy since July 2017 of €19.50 per container.

### Hydrogen, hybrid electric/diesel motive power

Several organisations are now looking at this, but as yet, mainly it seems not for freight operation, due to the high power requirement. The Port of Rotterdam Authority is putting in operation a 25 metre vessel that can run on both diesel and diesel-electric. The vessel causes considerably less vessel wake and is much more efficient than other Port Authority vessels.

China with its crippling traffic on land, is turning to water transport to ease congestion in major cities. BMT Nigel Gee, based in Southampton, UK won the contract to design and build an all-electric 150 passenger ferry destined for use in China. Hybrid boats sail in California and New York. Norwegian cruise line Hurtigruten said it was investing in ships with a hybrid engine to sail in the Arctic and Antarctic. Compagnie Maritime Belge (CMB), one of the oldest Antwerp ship owners, has built the first commercial passenger ship that runs on hydrogen and produces zero pollution – currently using industrial hydrogen, but soon via electrolysis.

However China has now launched what is claimed to be the world's first all-electric, 70.5-metre-long, 2,200-ton cargo ship at Guangzhou Shipyard. The ship is short-haul: it can travel about 50 miles with its 1,000 lithium batteries after two-hour charge, which is the loading and unloading time for the ship. Also Port-Liner in Antwerp is to roll-out the first fully electric, emission-free barges in Europe. Amsterdam, Antwerp, and Rotterdam ports will host the five new vessels, capable of handling 24-280 20 teu containers, from August. A unique feature of the Port-Liner vessel design is the housing of the battery in a container that can be similarly stored on any vessel.

## CBOA for Members

### BoatMaster, Helmsman & Water Safety training

*The following has been kindly provided by Richard Gray, Centre Principal of CBOA member Birmingham & Midland Marine Services, about the training facilities offered.*

Birmingham & Midland Marine Services (BMMS) offer a broad portfolio of specialist inland marine training programmes to Skippers and also to the construction, engineering and maintenance sectors, where personnel are deployed on inland waterways.

Centrally based near Junction 12 of the M6 Motorway off the A5 in Staffordshire the training centre and vessels are easily accessible from most parts of the UK road and rail network.

There are three main types of training available;

#### Royal Life Saving Society (RLSS)

The 'National Water Safety Management Programme' (NWSMP) is designed to equip anyone working in, on or near water with essential knowledge and skills to make informed decisions about managing safety and be able to deal with a situation effectively. Candidates completing training will also be able to dynamically risk assess a working area and, if needs be, implement a site specific risk assessment to put in place for the organisation.

The RLSS NWSMP programme is a key step forward, in helping employers meet their civil and statutory water safety training obligations, whilst improving water safety across a wide range of working environments and operational sectors.

The aims of the NWSMP are to:

- Equip anyone working in, on or near water with essential knowledge and skills to make informed decisions about managing safety
- Develop occupational water safety skills for employees working around the water margins
- Facilitate compliance with Statutory and Civil obligations, especially the Health and Safety at Work Act 1974 with related regulations and covering Safe Systems of Work
- Develop effective Emergency Response Skills for those working in a water-based environment.

### **MCA BoatMaster Ancillary Training – Category 'A' & 'B' waters**

For 'Workboat', 'Towing / Pushing' & 'Passenger Operations' (capacity of 12 plus) entitlements

- MCA BoatMaster Ancillary 'Water Safety & Personal Survival' (Restricted)
- MCA BoatMaster Ancillary 'Boat Fire Safety' (Restricted)
- MCA Tier 2 'Task Record Book' Completion Course
- An accepted First Aid course such as the RYA First Aid qualification is also a requirement.

#### RYA First Aid

This one-day course is designed to provide a working knowledge of first aid fulfilling the requirements for:

- Professional skippers working under the Maritime and Coastguard Agency Codes of Practice for Small Vessels Operated Commercially;
- The Health and Safety (First Aid) Regulations, 1981 for the purposes of Emergency First Aid at Work.

The subjects specific to boating include:

- The recovery position in a confined space
- CPR, including the drowning protocol within CPR
- Cold shock and hypothermia
- Crushings, amputations and use of tourniquets.

### **Royal Yachting Association 'Inland Waters Helmsman Certificate' training**

Inland waterways qualification required by commercial / volunteer skippers. This is a two day course, taking place upon a 'workboat' and covers both the basics and more in depth content for the more experienced candidate. A one day assessment is also available by arrangement.

Richard Gray may be contacted at the Gailey Wharf Training Centre, 07527 727169, [midsmarine@gmail.com](mailto:midsmarine@gmail.com)  
[www.midlandmarine.co.uk](http://www.midlandmarine.co.uk)



Participants on a Fire Safety course (Midland Marine Services)

## Egress and Access mapping

Richard Gray of Birmingham & Midland Marine Services (BMMS) is also in the process of developing a guide initially on a regional basis, then longer term on a national basis that covers the access and egress points to the working canal system. There is a perceived market for this from both the water based businesses and the full time and voluntary emergency services sectors for a guide of this sort: being able to locate an access or egress point on the canal system in a short time could save lives and protect property such as boats on fire or sinking.

It is intended that the guide is based upon the Nicholson's series published by Harper Collins Press and have the backing from Jonathan Mosse, the author of these guides and BMMS has also been approached by the 'New Business' department at the publishers themselves. This will in effect be a 'commercial version' of the existing guides with the relevant information from a H&S viewpoint. The guide could be in both a 'hard copy' format, i.e. in book form but could be also available as a digital GPS online or download version. In addition to the usual mapping coordinates and features, items to be included will be locally known place names, visible on site features for recognition, key/access holders/arrangements, landowners, vehicular access issues, additional emergency service issues (fences, gates, long stretcher carries etc.), telephone and data mobile signal strength in the area.

As indicated this is not a cruising guide in any form, but a commercial proposition for organisations to use. As such Richard is seeking financial backing to ensure success of the venture.

## CBOA email notification to members

We are using email to both advise members of events and other CBOA matters. Members' email addresses are held legally (see note on page 16) and it is assumed that CBOA was provided with them because members wish to be contacted as such. If this is not the case please advise the Editor if either no contact, or only partial contact is required, i.e. the latter about membership matters, meeting notices and similar.

On the contrary, if any member has not received email this current year (at least two emails have been sent) CBOA may well hold your current email address incorrectly. If you wish to receive partial or full notification, please email the Editor (see back page) stating your preference.

## ML5 Medical available from Nationwide Medicals

A CBOA initiative to enable provision of the ML5 medical examination and certificate for the Boatmaster or other qualification at a cheaper rate than perhaps provided by your local surgery, has now been achieved with Nationwide Medicals.

Nationwide Medicals report that this is now available at all their locations – the requirements are similar to the DVLA which they are familiar with, so they are used to completing occupational health medical forms. There was a delay in getting the ML5 set up due to the demand for driver examinations last year, and the doctors are now trained on the ML5.

Nationwide Medicals report that the medical is provided for £59 and an appointment is usually available within 2 weeks or less. All clients are able to view available appointments online [www.nationwidemedicals.co.uk](http://www.nationwidemedicals.co.uk) at all locations and can pay by debit or credit card. Bookings can also be made by calling their free telephone line 0800 788 0643.

Experience with the ML5 is that the presence of a slight condition (i.e. all the boxes cannot be ticked and so a certificate cannot be issued immediately) does not necessarily mean that this will not be acceptable to the MCA. The MCA doctor examines the ML5 examining doctor's report and can still issue a certificate. Sight (glasses used) is an example of this.

## TransportNET Antwerp Inland Navigation Course

The University of Antwerp is offering a new course in what they say is the first inland navigation school. From the 14 – 18 May 2018 at University of Antwerp they are offering a week-long series of presentations, debates and practical workshops focused on key challenges for the inland navigation industry. Academic theory is combined with operational and strategic decision making.

The course programme covers a variety of topics. Renowned speakers from European universities as well as international inland navigation businesses present topics such as from basic to in-depth inland navigation knowledge, infrastructure, processes, vessels, policy and regulations, financing, sustainability and innovative concepts and the Future of Inland Navigation.

It is an innovative forum for inland waterway professionals and students to broaden their industry expertise including field visits and informal activities.

The Antwerp Inland Navigation School is hosted by TransportNET, the University of Antwerp's international network of transport research and training groups. <https://www.uantwerpen.be/en/projects/transportnet/courses/antwerp-inland-navigation-school/>

Several other transport industry oriented courses are also offered by TransportNET, on the web site above.

## CBOA News back issues

We would like to complete the set of CBOA News (and former CNOA news) for passing to the Waterways Museum. The following items are missing:

32, 39, 50, 54, 55, 56 to 64 (2006) then new issues starting summer 2007 (1), 2, 3, 4, 5, 7, 8, 9, 10, 11, 19, 20.

If anyone has some of these issues spare, please let the Chairman know.

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## CBOA NEWS

Views expressed are not necessarily those of CBOA.

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## Data Protection Act 1998

CBOA membership details are held on a computerised database under the terms of the Data Protection Act 1998. Your details will not be disclosed to other members or to parties outside the Association without your express permission.

Members postal and e-mail addresses will be used to communicate with you on CBOA and membership matters. Please advise if you do not wish us to send you any other information which we may think to be of interest e.g. information about events, trade shows etc.

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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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