

New Olympic lock

The bold decision to build a new lock and drainage control on the River Lee will enable up to 1.75m tonnes of construction materials journeying to the Olympic site by barge. And when the Olympics are over as much as 175,000 tonnes a year may continue to be carried by barge through development over the next 15 years at nearby Stratford City and taking away waste.

Prescott Lock, the centrepiece, will be built where Prescott Sluice was - named not for the former deputy prime minister but Major Prescott, chairman of the Lea Conservancy Board in the 1930s. Costs of £18.9 million will be shared between the Olympic Delivery Authority, London

Thames Gateway Development Corporation, Transport for London, Department for Transport and British Waterways. The lock will create access for large (350ft) barges from the Thames between four and six hours a day.

Work has already started on the lock. When complete there will be a 62m x 8m chamber with two pairs of hydraulic 'sector' gates. The adjacent water control structure will comprise two 'fish belly' sluice gates, and a similar structure on Three Mills Wall River.

The restored Olympic waterways will mean Bow Back Rivers is navigable round the clock north of Three Mills. In the 1900s the waterways of the

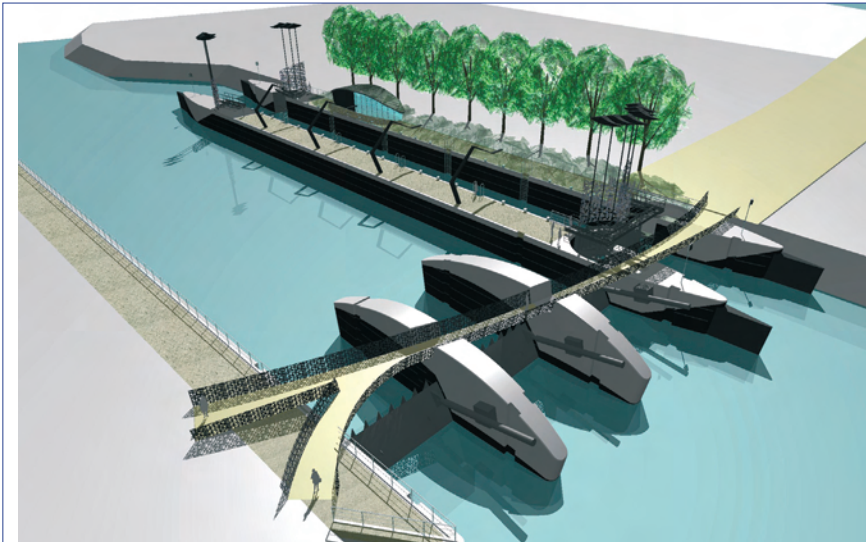
In this issue

- Climate change p3
- Anywhere but Defra p4
- Arundel and Betelgeuse p5
- Northern region news p7
- Members survey results p8

Lower Lea Valley carried 2 million tonnes of materials a year.

And there's more. Not only will the barges be able to take 1,200 lorry journeys off congested local roads each week and save 440 tonnes of CO2 each year after 2012, there will be the potential to generate annual 160,000 KWh hydro power through a restored tidal mill that could power a small village of up to 40 homes.

This artist's impression gives an idea of how the new lock and weirs will look. Cboa welcomes this investment in freight carrying waterways, the first this century. Aggregate and other building material firms are already planning to use the new lock.



Courtesy Terry Farrell Associates

From the chairman



Welcome to the new look CBOA News. We have redesigned it to show we are a professional, commercially-minded organisation. Our purpose is:

- to inform members and associates of what is happening to promote the carriage of freight on inland waterways
- to educate others who may be interested in the economic and environmental advantages of taking freight off congested roads.

The story on the new Olympic lock being built is a good example of how moving freight onto waterways is now being taken seriously. In this issue you will find more examples of enlightened thinking from both home and abroad.

CBOA is concentrating its efforts on informing Parliamentarians and the Government in Whitehall of the value of our activities. At the same time it is looking to further its members interests with all relevant organizations and authorities.

Let me know what you think of the redesign. And keep the good news coming.

John Dodwell
Chairman CBOA

Birmingham to use canals to cut congestion?

British Waterways and the West Midlands Freight Quality Partnership are looking at the potential for waterborne deliveries on the Birmingham and Wolverhampton sections of the canal network.

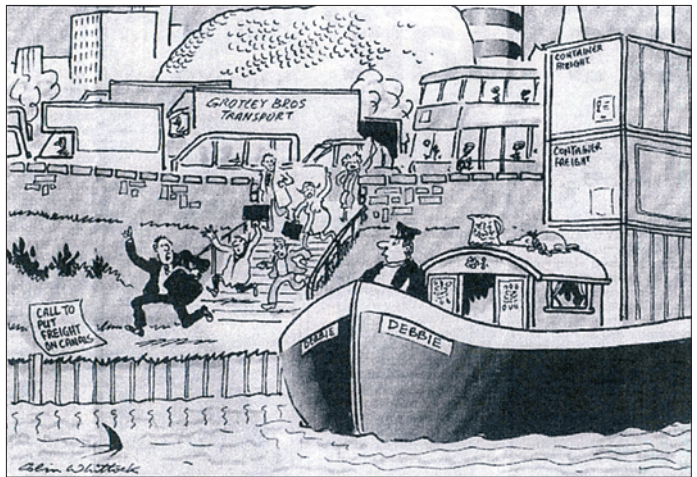
Congestion on the roads costs businesses in the region more than £2 billion a year.

Studies have been commissioned to identify which businesses could use a canal-based delivery system and survey wharfs still in existence that could be used as loading sites. CBOA chairman John Dodwell is one of the advisers.

Quoted in the Birmingham Mail, British Waterways spokesman Chris Hemming said:

'It could be useful to big companies like Marks & Spencer and B&S who currently have to deliver to the city centre early in the morning. They would be able to drop it off to be taken to a nearby location by boat.'

The Birmingham and Wolverhampton sections of the canal network are each 50 miles long and reach out of the conurbation to the road network. Although individual craft capacity is only up to 30 tonnes, trains of boats and a tug can be used to improve labour efficiency.



"Hang on, can you give us a lift - at four miles an hour you're still quicker than anything else in the city..."

Reproduced with thanks to cartoonist Colin Whitlock and the Birmingham Mail

In brief

• Sea and Water hosted a Parliamentary dinner for the first time at which the speaker was Minister of State for Transport. He reminded listeners the Eddington Report says road congestion will cost the country £22 billion in lost time by 2005 if we do nothing to tackle the issue.

• CBOA chairman John Dodwell's letter in the Financial Times in March raised the issue of BW funding being cut at a time when environment secretary David Miliband wants to see a reduction in carbon and other emissions from the transport sector.

Winter stoppages

CBOA committee member John Jackson has been liaising successfully with British Waterways to ensure that their programme of stoppages causes the minimum disruption to members.

In one case, following a user group meeting at Lapworth, he obtained a draft programme and pointed out that two of the stoppages on the Staffordshire & Worcestershire Canal are scheduled to start during the Christmas opening period. He has asked for them to be put back until January 7.

'If the stoppage at Wightwick Lock in particular, is not changed,' he said, 'it would mean that our Christmas coal deliveries would be impossible to make.'

BW has agreed to take this into consideration when finalising the programme. Other issues John Jackson highlighted were:

- Shebdon Embankment to be closed without a break for the Christmas period.
- Booth Lane Lock closed until December 21, a week later than all other stoppages, and that would not allow enough time for Christmas deliveries on the River Weaver because the Anderton lift is also likely to be closed as in previous years.
- Lock 10, Bosley, due to be closed for seven weeks for new Gates. If other works are to be undertaken on this lock at the same time, will navigation be possible between the gate replacement and the other works? These points were

to be discussed face-to-face at the National Stoppage Meeting at Bradeley.

In some cases, stoppages on lock flights have been staggered with open weekends between them. CBOA welcomes these efforts by British Waterways to help our members. This follows a change within British Waterways, as a result of which stoppage planning has moved from the engineers to customer services.

CBOA Northern Regional chairman Noel Tomlinson has won agreement from BWB that if there is anything contentious in plans for the 2007/8 repair programme under discussion he will be involved 'before they are set in stone'.

Climate change: what drives Defra?

CBOA says DEFRA should get its own house in order first before agitating for others to change their actions in its submission on climate change to the House of Commons Environment, Food and Agriculture Committee.

Noting that Secretary of State David Miliband had said Defra must develop more policies itself to tackle climate change, it said the EFRA sub committee had heard evidence that water borne freight is six times more environmentally friendly than road borne freight. 'Yet the recent actions of Defra have led to more lorry movements rather than more water borne movements.'

Defra is responsible for British Waterways who manage some 2,000 miles of navigations including sections going through congested urban areas. West Midlands officials say road congestion there costs

£2.3bn a year. An immediate Defra action therefore could be to reinstate the funding for the freight marketing team at BW, costed at only £150,000.

'It seems to the CBOA,' states the submission, 'that there is little point in the grandiose flagship schemes if you have not tackled small but significant areas that are in your remit and do not require legislation. 'Defra must take a lead by incentivising the Navigation Authorities and the private sector to use the inland waterways network as a means to carry freight.'

The CBOA submission also notes the Climate Change bill makes no reference to reducing pollution from the transport sector. Yet as David Miliband commented:

- transport emissions account for 24% of CO2 emissions
- transport emissions are rising faster than

any other industry, increasing 10% between 1990 and 2004

- rising road transport emissions are the main reason why the UK will fall short of its 2010 CO2 target

- rail and road transport are to be included in the EU emission trading scheme after 2012. CBOA recommended more focus in the bill on reducing transport emissions through investment in the use of water transport.

They have an ally in Baroness Trumpington, who earlier this year asked Lord Davies in the House of Lords: 'Does the Minister agree that certain goods could well be transported on our canals and inland waterways, and thus taken off the roads, and that more commercial traffic might be a great help financially to our canals?'

Waterways in the press



Vietnam (FT)

Container volumes grew at 20% year-on-year in the first two months of this year after the country joined the World Trade Organisation. Barges carry the containers upriver from the terminal at Ho Chi Minh city partly because trucks are banned from the clogged streets in daytime 'and because the end of the road leading to the terminal is no more than a dirt track.' Next year Saigon Premier Container Terminal is due to be the first to open of seven new container ports for the area around the capital.

China (FT Special Report)

There are numerous small barges in the estuary of the Pearl River at Shekou Container Terminal, going to and coming from Shekou and other ports in the area, one of China's main manufacturing hubs. Barge traffic in China is growing at a rate of 35% year-on-year.

France (International Freighting Weekly)

The port of Marseilles is carrying out studies aimed at strengthening rail and river services to its hinterland to

Kalmar's barge handling reachstacker at Vietnam International Container Terminal is the first of its kind in Vietnam. With an outreach of 8 meters it can lift 28 tonne containers from a barge's third row. It can also work in normal container stacking operations. (Photo courtesy International Freighting Weekly)

win traffic away from the congested ports of northern Europe. Last year containerised river traffic was up 8.5% to 56,000teu, helped by volume-based rebate agreements.

Brussels (International Freighting Weekly)

EC transport commissioner Jacques Barrot told the US-EU SmartRivers conference in Brussels he could not stress enough the need to develop new intermodal services that allowed inland shipping to assume the go-between role between ports and their hinterlands. 'We have started work on new state aid guidelines which will, I am sure, have the same snowball effect as our state aid guidelines on maritime transport.'

Duisport Group's cargo throughput rose by more than 10% to 49.7m tonnes last year. Ships and trains accounted for 25.7m tonnes while barges moved 15.6m tonnes. Containers are now the most important cargo at Duisberg, with nearly 800,000teu handled in 2006.

Anywhere but Defra

Which government department should be responsible for British Waterways? That was the question posed to the BW Parliamentary sub committee of EFRA at a recent meeting where

CBOA'S John Dodwell and Tim West gave evidence, along with Sea and Water's Dr Heather Leggate and Gavine Devine.

All the speakers agreed that cross departmental bodies were unsatisfactory. The decision to put them in Defra was 'fundamentally wrong' according to John Dodwell because Defra has no interest in transport and had in fact cut the BW grant.

He suggested that the Department for Transport should have prime responsibility for the transport side of inland waterways because it is responsible for ports, rail and road and it was 'illogical' to exclude waterways. However so far as the waterways themselves were concerned, that could be under the Department of Communities and Local Government because of their involvement with planning and regional authorities.

'The whole thing needs to be looked at in far more detail,' he said, 'but there are some of us who would say: Anywhere but Defra, please.'

Alexander Wharf

Alexander Wharf in Barking on the Thames is back in use after lying idle for more than 10 years. Look out for a story on how wharf operator ELG Haniel Metals is shipping to Scunthorpe at least 1,000 tonnes of stainless steel scrap for recycling each month in the next issue.

News in brief

Waterways ombudsman

CBOA has received confirmation the Ombudsman can handle cases involving commercial boat operators who believe they have been treated unfairly or suffered from maladministration.

There are two requirements: the Ombudsman will deal with firms whose annual turnover is less than £1 million, and they must first go through the BW complaints procedure. Current Ombudsman is Hilary Bainbridge tel. 01347 879075, email: Enquiries@Waterways-Ombudsman.org. She cannot deal with issues of BW policy. Look out for full details in the next issue.

Arundel and Betelgeuse

Narrowboat Arundel and butty Betelgeuse owned by Peter Boyce delivered more than 100 tonnes of sharp sand to Hansons depot at West Drayton, Middlesex in April. This was the first time the restored Betelgeuse had carried loose material for more than 30 years. The sand was loaded into the boats at the Lea Pit wharf at Denham and delivered over the five miles and two locks on the Grand Union Canal in two trips. Last

year the butty carried a somewhat different load: a floating meadow. Both boats also attended the IWA's Little Venice calvacade, along with a Wood Hall and Heward 60 tonne barge.

New terminal for Liverpool

The government has sanctioned the building of a post-Panamax container terminal in Liverpool. Royal Seaforth Container Terminal on the river Mersey can currently handle 800,000 teu a year. The £90 million new second terminal will increase capacity by 500,000 teu. It will be able to handle two postpanamax ships simultaneously when it starts operating in 2011. Aim is to attract deepsea vessels from India and the Far East as well as North America and enhance the port's role as the premier transshipment hub for Ireland. CBOA wants data In a letter published in International Freighting Weekly CBOA chairman John Dodwell said moves to build a container handling port on the outskirts of Leeds would avoid congestion on the M62 from the Humber ports and deserved encouragement. He said the CBOA was collecting data from firms interested in moving containers and

other goods across the North Sea to the Yorkshire hinterland and beyond.

NCA Boatmaster's licence

Thanks to the efforts of committee member Peter Hugman, who represented CBOA on the Maritime and Coastguard Agency working group, the new MCA regulations are much more realistic for commercial boat operators than they would otherwise have been.

Everyone operating a freight carrying craft of more than 24 metres (about 78 feet – the original proposal was for 22 metres) – must apply for a licence from the MCA. That includes people with lengthy experience. They will qualify for a licence but they must apply.

Operators need to apply in good time for them to be issued by September 2007.

Members wanting more information should contact Peter Hugman on 07880 792065 or email him: p.hugman@cboa.org.uk

Port Salford

Peel Ports has applied for planning permission to develop Port Salford on the Manchester Ship Canal. Aim is to tranship by barge or small ship up the canal from Liverpool to Manchester. Although journey time will be longer, compared with road, going by canal could provide cost benefits for customers with volume.



The newly-restored Betelgeuse joins its partner Arundel in Peter Boyce's fleet (see above)

CBOA for members

Aggregates to Gloucester

A brief discussion between CBOA chairman John Dodwell and British Waterways chairman Tony Hales at a recent Environment, Food and Rural Affairs sub-committee meeting in Parliament led to John Dodwell writing to Mr Hales about the delays in starting the movement of treated aggregate to Gloucester from Cemex's screening plant further up the Severn at Ryall. This is where they have a new wharf which receives some 200,000 tonnes a year of raw aggregate from their Ripple quarry where there is another new wharf. Cemex invested about £2.4m in these wharves and equipment and obtained a £1m freight facilities grant from the Department for Transport. The Ripple quarry has estimated reserves for 13 years.

The building of a new bridge over the Gloucester and Sharpness Canal in Gloucester has had a knock on effect on the ability of Cemex's Gloucester wharf to handle barges. Cemex want to receive 65,000 tonnes a year there for use in their concrete batching plant. They also want to extend the use of the site to distribute sand and gravel to local builders, bringing additional deliveries in by barge.

British Waterways and Cemex are now in discussions about a solution to the problem.

Spoil from Paddington?

Development of the last major site in Paddington Basin involves taking away 120,000 tonnes of earth – 6,000 lorry loads or 100 lorries a day at its peak. The use of lorries would lead to serious problems for nearby firms, including Marks and Spencer. As barges can be

used to take the spoil to the new waterside Powerday wharf and recycling centre at Willesden on the Paddington Arm, CBOA wrote to Marks and Spencer, suggesting that as one of the largest nearby firms, they encourage the developer to use barges. The opportunity was also taken to ask about progress in Marks using water freight to take waste paper away, possibly to a Southall wharf for transhipment to containers for export to the Far East. Prompted by CBOA, their Properties and Facilities management team is looking into both these potentially environmentally friendly opportunities – appropriate as Marks and Spencer are promoting 'green' policies under the title of *Plan A – because there is no Plan B*. We understand that the developer is keen to use barges and is in discussion with building contractors.

Long Sandall bridge works

On hearing of a 30 day stoppage planned this coming winter on the Sheffield and South Yorkshire Navigation relating to railway bridge works, CBOA made enquiries of British Waterways. CBOA was concerned about the impact this would have on the oil tanker traffic to Rotherham and on the steel and steel products traffic also to that town.

Originally, the contractors wanted to put scaffolding in the water. It has now been agreed with British Waterways that the scaffolding will hang from the bridge, leaving enough headroom for passing barges. A safety pontoon will be moored under the bridge. Barge captains will need to give two-and-a-half hours notice of intended passage, liaising with local lock keepers.

News in brief

BBC into battle

BBC Radio 4's 'Gridlocked' on May 15 highlighted how Britain's canals could provide sustainable transport for goods and people and save thousands of lorry journeys, and how these benefits are being ignored because of political inertia and the desire for short term profits on luxury waterside flats.

Peruvian wharf victory

A key safeguarded wharf on the Thames in east London has been had its safeguarded status confirmed with the government dismissing a property developer's plans to convert it to a mainly residential development. It's a major victory for the Port of London Authority, who with Mayor Ken Livingstone have now 'safeguarded' 50 wharves for Thames cargo handling use.

'The contribution made by our network of wharves to sustainable transport, not to mention their importance in supporting their local economies cannot be overstated,' said Mayor Ken.

To win this battle the PLA carried out a marketing campaign to find out who might be interested in cargo handling operations at the wharf. They received eight formal bids to reactivate it, ranging from substantial international aggregates producers to smaller companies seeking a presence on the Thames.

Aggregate Industries Ltd is the proposed operator of the aggregates berth. The wharf could also play a role in waste facilities.

Northern region

Noel Tomlinson, Chairman of our Northern area, writes:

CBOA has been active on behalf of members in organising a meeting with Hull City Council (effectively the navigation authority) and river users about the possible impact of a proposed new footbridge over the River Hull, north of Myton Bridge and weekend bridge opening times on the River. In addition, representations have been made to Associated British Ports, the navigation authority for the River Trent, about an obstruction downstream of Gainsborough Bridge.

Peter Hugman represented CBOA at a British Waterways meeting on proposed new port safety regulations. CBOA says these should not apply to craft which do not use tidal waters.

Barge operators on the Aire and Calder Navigation had enforced stoppages twice this year. In the first they lost three-and-a-half weeks with work on Whitley Lock to counter the effect of coal mining subsidence. Then piling near the New Junction Canal junction collapsed into the Navigation. Emergency repairs caused another

two weeks stoppage. As a result of CBOA representations, the piling crane barge was moved out of the way one weekend to enable loaded barges to pass.

Traffic

The Lafarge aggregate traffic from Besthorpe, near Newark on the Trent to Whitwood, near Wakefield, continues at about 250,000 tonnes a year. Extra tonnage has been carried to help construct Lafarge's new plasterboard factory adjoining the Navigation next to Ferrybridge Power station, a source of gypsum for Lafarge. Lafarge have also restarted deliveries to Hull.

Coal may once again be delivered by water from Kellingley Colliery to Ferrybridge Power Station. This traffic stopped a few years ago because the sulphur content of the coal was high and the power station did not have a de-sulphurisation plant. The new owners of the station are installing a plant.

Fears that American rice destined for a Selby mill was 'contaminated' with GM material ended delivery by LASH barges from the Humber. A new supply source has resulted in ships

coming into Hull from Rotterdam. Jean Dean Tugs, who have for some years delivered to Selby, have acquired some of the LASH barges. They are loaded from the ship and then pushed up to Selby, reducing for Selby's inhabitants the problems of lorries going through their town.

Mainmast continue to move edible oils in the tanker barges between the Hull docks and riverside premises on the River Hull. They are understood to be seeking extra craft. Biofuel traffics are a possible new traffic: Cargills (in the docks) are potential big producers.

Rix and Whitakers are busy with their tanker barges on the River Hull and up the Humber to the inland waterways. Rix load at Immingham oil terminal to the maximum possible 550 tonnes for the Aire and Calder. They have three contracts: to Fleet, near Leeds, to Total Butler at Castleford and to Total Lubricants at Ferrybridge. Whitakers take oil regularly to Rotherham.

Kitchens to Manchester

The first regular consignment of timber for the fitted kitchen trade arrived at Salford Quays on the Manchester Ship Canal in March. The 4,636 tonne cargo vessel, the Portuguese-registered Tanja, is the largest vessel to go through Mode Wheel Lock for many years. The factory taking delivery is just 100 meters of the quay.



A Rix tanker barge taking 550 tonnes of oil into the Yorkshire hinterland.

Annual General Meeting

Members should note that the Annual General Meeting will be held at 11am on 17 November 2007 in the Midlands; a Saturday has been chosen to suit those members who are busy working in the week.

CBOA officer contacts

Chairman

John Dodwell
P O Box 38479, London SE16 4WX
Email: j.dodwell@cboa.org.uk

Vice-chairman

Andrew Burge
Alvecote Marina Village
Robeys Lane
Alvecote, Tamworth, Staffs
B78 1AS
Email: a.burge@cboa.org.uk

Secretary

David Lowe
7 Carlton Court
Ossett, West Yorks WF5 9DH
Email: d.lowe@cboa.org.uk

Treasurer

Peter Hugman
49 Hendre Street
Caernarfon, Gwynedd LL55 2HY
Email: p.hugman@cboa.org.uk

Parliamentary, regional and local government matters

Tim West
2 High Street
Eccleshall, Stafford ST21 6BZ
Email: t.west@cboa.org.uk

Northern Region chairman

Noel Tomlinson
100 Lime St
Hull, North Humberside
HU8 7AR
Email: n.tomlinson@cboa.org.uk

Stoppages and maintenance matters

John Jackson
PO Box 4939
Trysull, Wolverhampton WV5 7WY
Email: j.jackson@cboa.org.uk

Members' survey

CBOA thanks members who responded to the Spring survey. There was a clear consistency in the answers, with the great majority voting for the same options. Here is what you told us.

With regard to CBOA's objectives the Trade members voted for us to protect their interests. They ranked promoting their interests slightly lower. Interestingly, for Associate members the ranking was reversed: promote first, protect second.

Trade members wanted us to achieve their identified objectives by raising issues with the relevant authorities. Also important for them was influencing industry to site new facilities beside waterways and raising issues with regional development agencies and other

strategic planning authorities.

Associate members ranked first equally the raising of issues with RDAs and other strategic planning authorities, influencing MPs, MEPs and local councillors and communicating with the press and media in all forms.

Some members offered to help in various ways and we shall be in touch with them when opportunities arise

We also asked if you would be interested in joining a group insurance scheme. It seems that you are and we therefore took advice on this. While there are not enough members for CBOA to be able to do this for ourselves, your committee is now working on finding an insurance broker who can offer our members good terms.

rolandon
water and sea freight advisory services

Tel | Fax: 020 7231 6247
john.dodwell@rolandon.com
Rolandon Water and Sea Freight
Advisory Services
P O Box 38479 London SW16 4WX

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.

- How the use of water freight, both inland and coastal, can help solve logistics problems
- How to obtain grants for the capital costs of moving freight onto water
- How to resolve cargo handling problems between land to water
- How to access difficult urban area building sites

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

Companies interested in advertising in CBOA news should contact CBOA chairman John Dodwell

Editor | Pamela Mounter
Design | Greendown House

No comment

