

In this issue

Pollington Biomass Power Scheme	3
Crossrail in the News	5
Profile: John H. Whitaker (Tankers)	6
Leeds Wharves to be protected	8
Members Insurance; carriage conditions	10

Princes Foods and Peel Ports use Inland Waterways for a Greener Supply Chain

Princes, the international food and drink group, has recently embarked on a unique environmental project.

Over the last few years Princes has reduced its carbon footprint by importing cargo through the Port of Liverpool. By using this central gateway into Britain, Princes has cut inland haulage thereby significantly reducing road miles and congestion.

In 2010 Princes, working in partnership with Peel Ports, then looked at the possibility of using Peel's Liverpool to Manchester barge service to further reduce its carbon footprint by removing thousands of containers from the UK road network.

Princes and Peel Ports signed an initial agreement that removed 3,000 TEU (20ft containers) per year from road to barge, following the early success of the project.

Princes has now increased this commitment and by using inland waterways expects to reduce the number of road miles by up to 500,000 per year and reduce its carbon footprint by over 500,000kg of CO₂ per year.



(Peel Ports)

A Princes spokesperson said: "By importing through Liverpool, we had already reduced our carbon footprint; however we then looked at the possibility of utilising Peel's Liverpool to Manchester barge service to reduce it even further.

This has been a great success, and by removing thousands of containers from the UK's roads we have delivered a real environmental benefit."

Stephen Carr, Head of Business Development at Peel Ports Mersey, which operates the Port of Liverpool and the Manchester Ship Canal, said: "Currently 70% of goods that come within a 150 mile radius of the Port of Liverpool enter the UK via

southern ports – with the ongoing journey to the north of England by road and rail adding extra strain on the county's overburdened transport networks and the environmental impact of unnecessary CO₂ emissions.

"Liverpool is the most centrally positioned deep sea port in the UK, meaning it is ideally situated to serve all cargo bound for Northern Britain by optimising the supply chain, and we are delighted that this has been recognised by Princes and other food and drink suppliers including AB World Foods, Heinz and Kingsland Wines.

"By looking at the integrated "Ship-to-Door" logistics, we not only

optimise the transport leg from port to store, but also offer an efficient onward transport journey as Liverpool is closest to the consumer.

"This is a great example of how Britain's most central gateway can effectively reduce carbon emissions and lower congestion. The unique offering of a 44 mile port centric

logistics platform from the Port of Liverpool and along the Manchester Ship Canal continues to make significant contribution to the UK's carbon footprint targets."

From the Chairman



Much of recent committee time and effort is currently taken up with the transfer of British Waterways to become the Canal and River Trust.

The recent announcement that a sustainable funding package has been agreed between the government and the interim trustees is very welcome, but it is also apparent that it will be necessary for CRT to successfully identify other funding streams in order to make inroads into the maintenance and dredging backlog.

The change of structure provides opportunities to influence both decision makers and those on the ground in new ways, especially through the new local waterways partnerships and by lobbying the

CRT trustees.

A recent significant additional step has been the undertaking by CRT to work with a Freight Advisory Group to ensure that freight remains a part of the new trust in the years to come and if possible help to promote freight use and identify external revenue streams that can be of assistance.

The CBOA have concentrated on three major facets in the last few years, publicising and promoting the industry, minimising the impact of new national legislation and local planning on the industry and representing our members when dealing with navigation and port authorities.

Through this work, it has become apparent that for our medium and small members, significant difficulties were arising in obtaining realistic insurance quotations. This was also causing difficulties with a widely accepted set of standard conditions of carriage.

It was initially quite difficult to make any real progress with these

issues, but as with many tasks, a general enquiry led to us recruiting two new members. One of these is an insurance broker, The Insurance Partnership and the other is specialist transport lawyers, Myton Law. We were able to work closely with them both to produce a specific tailor made insurance scheme open to CBOA members that can be individually adapted to members needs. In addition, an up to date set of conditions of carriage has been produced for the CBOA suitable for dry cargo operators.

You are able to learn more about them both in the CBOA for Members section in this issue and the CBOA would like to thank The Insurance Partnership, Hull, and Myton Law for their invaluable assistance.

Editorship of CBOA News has hitherto been with Pamela Mounter, and we thank her for all the good work with the previous issues. Richard Horne has now taken up the role of Editor, with this issue.

Peter Hugman.

UK News

Government plan to boost logistics

Amongst road and rail funding projects, the Government has

announced a £55m investment for delivery of schemes that reduce rail bottlenecks and connectivity with the UK's major ports.

The major thrust with road

transport is to make it more fuel-efficient, with lower emissions; simplification of driver's operational conditions; longer trailers and licensing efficiencies. Other factors involving speed restrictions, height

limits and tachograph download frequencies will also be examined in the future.

These improvements will necessarily provide keen competition for water freight carriers.

CILT Presentation

At a Chartered Institute of Logistics and Transport (CILT), Humber Group meeting, Chairman Peter Hugman (CILT member) gave a presentation: "Waterways: an underutilised resource?"

The presentation, as reviewed in CILT news, outlined the potential

and benefits of water transport as the industry seeks to become greener, and showed how the number of road vehicles could be reduced by better use of the waterways.

He outlined how barges on the local waterways, can carry up to 700t – the equivalent of 35 lorries, are excellent for transporting materials such as aggregates and waste, and can also be a cost effective transport means.

The presentation concluded with examples of recent developments on the South Yorkshire and Aire and Calder Navigations.

A lively discussion then ensued about the merits and benefits of using inland waterways, with CILT members expressing interesting views and comments.

CBOA assistance requested by C&RT

CBOA has been asked to assist with the launch and promotion of the CRT by providing display craft at the various waterway events held around the country during the year, including the Leeds Waterfront Festival.

See more about the Leeds Waterfront Festival on page 10.

In the press

CBOA Secretary's Letter to the Guardian

David Lowe's letter to the *Guardian* in the New Year keenly pointing out that the CBOA advocates both greater use and development of the large-scale commercial waterways such as Manchester Ship Canal, River Weaver, Aire and Calder and South Yorkshire Navigations, Rivers Ouse, Trent, Thames, Severn and Caledonian Canal.

He said that the larger commercial waterways already carry about 4.5m tonnes of freight annually, of which 1.5m tonnes is carried on British Waterways' own network, pointed out that this tonnage can easily be increased, as all these waterways are currently underutilised.

David's letter was in response to the earlier *Guardian*'s report of 2nd

January. David also stated the CBOA did not advocate large-scale return of freight boats to the historic narrow canal system (but the CBOA supports this activity where it can occur).

David also said that the CBOA is optimistic about the transfer of British Waterways to the Canal and River Trust, and is confident that the Trustees will press for sufficient funding to reduce the arrears of maintenance.

Pollington Biomass Power Plant Scheme

Planning permission for a new 53 megawatt power station scheme has been announced using 360,000 tonnes p.a. of wood waste, as reported the *Guardian* in the New Year. This is to be sited at Pollington, south of Leeds on the Aire and Calder Navigation.

Dalkia, owned by the French

companies EDF and Veolia, has made the announcement. The plant will provide renewable power to light and heat 60,000 homes.

A spokesman for Dalkia said that canals were a "cleaner" way of moving fuel than by road and the company wanted to make the wider £120m biomass scheme as environmentally friendly as possible.

Dalkia report that the proposed technology is based on successful existing operations – they already operate over 150 similar green energy centres across Europe. They confirm that 100% of wood waste will be delivered by the A&CN.

To ensure maximum efficiency and minimise any local environmental impact it is anticipated that the waste wood will be transported along the canal in containers carried by purpose built

tugs and push barges. The material will be sourced on the local canal network or be delivered to a local port by ship, for final delivery by barge.

Charles Hendry, Minister of State for Energy, said: "This new waste wood plant in Yorkshire will not only enhance our energy security and reduce waste wood to landfill; it will create an estimated 200 construction and 135 operational jobs and give a real boost to the local economy."

Thames Floating Walkway

A controversial plan for a proposed new £60m river park

walkway covering part of the Thames tideway above Tower Bridge, received 150 objections, the *Times* reported.

The *Evening Standard* reported later that it "could sink without trace amid safety fears". It also said the 3000-boat Jubilee river pageant organisers would be forced to trim the number of vessels by a third. The Port of London Authority (PLA) were reported as saying that the safety risk of barges hitting the walkway was still unresolved. The PLA were also concerned that further growth of freight and passenger traffic must not be held back.

The CBOA, Cory Environmental, Bennett's Barges and the PLA objected, because the width of the navigation will seriously be reduced, thereby presenting navigational hazards to operators.

The London River Park, backed by the Mayor, would be a four-acre public space created on a linked series of pavilions on pontoons. It includes a lido and new jetty for Thames ferry services. If built it would remain in place for five years, and be completed in time for the Queen's Diamond Jubilee. At the time of printing, the planning application is awaiting a decision.

Overseas News

Liège chases International traffic

Liège will shortly be launching its Trilogiport, a multimodal logistics facility on the Albert Canal. This will cater for increased container traffic in 2015.

Liège is Belgium's largest inland port, and the third largest in Europe. Its position where Germany, Belgium and France meet, means that it is well situated to become more of a trade hub for containers shipped between those countries.

The closure of two ArcelorMittal blast furnaces, has produced worries of unemployment in the area. However the Trilogiport proposal hopes to mitigate these fears. It is hoped that 2000 jobs will be generated by the plan, in

addition to a larger number of other jobs indirectly created.

The closure of the furnaces will reduce waterborne bulk goods traffic in the port but Trilogiport should increase container traffic. The Liège Port Authority hopes to increase the container traffic by a factor of ten to 250,000 teu (twenty foot equivalent units). In this way the Port Authority will offset the loss of bulk traffic.

Effectively, a logistical centre is envisaged in this part of Belgium, which is also close to the coast and the North Sea Ports. About two thirds of the cost of €160m will be found from the private sector, the remainder by the Liège Port Authority and from the government.

Chocolates by water

Chocolate maker Ferrero has launched a modal transfer taking all product lines including the famous 'Ferrero Rocher' by barge from Rouen to Paris on the River Seine.

In Paris the chocolates will be distributed throughout the capital to the outlets of supermarket retailer Monoprix.

A weekly service operates in partnership with STEF-TFE with 'Cold Chain Logistics' – their European temperature controlled food logistics capability.

While Ferrero are familiar with intermodal transport with road/rail, water transport is a new venture for them.

Crossrail in the News

Work continues on Crossrail logistics hub in Thames Gateway

A disused Kent industrial site is being brought back to life for the Crossrail project. Crossrail has signed an agreement to lease land at Lafarge's former cement works at Northfleet as a temporary logistics facility. The Northfleet site will receive, store and transfer excavated material from Crossrail's western tunnels that run from Royal Oak to Farringdon. The primary purpose of the site is to receive excavated material by rail and briefly store it before loading it onto ships and barges for delivery to regeneration sites for reuse. Excavated material will arrive from London by rail and then transferred to barge for transport to regeneration sites. The logistics hub will enable Crossrail to move over 90% of excavated material from western tunnels by rail and water. The site also has planning permission to serve as a concrete tunnel segment manufacturing facility should the need arise.

Rob Holden, Crossrail Chief Executive said: "The Northfleet site will enable Crossrail to move over 90% of the excavated material coming out of Royal Oak Portal from the western tunnels and stations by rail and water due to its strategic location on the banks of the Thames Estuary and dedicated links to the rail network. This will greatly assist in reducing the level of Crossrail lorry movements in central London."

Excavated material from the

eastern tunnels (running from Limmo Peninsula to Farringdon and Stepney Green to Pudding Mill Lane) will emerge from the Limmo shaft. It will be brought by conveyor to Instone Wharf for loading on barges bound for Kent.



Canary Wharf Crossrail station uses barges

Construction of the Crossrail project began at North Dock in Canary Wharf less than three years ago. Since then approximately 300,000 tonnes of material has been excavated from beneath the dock bed and almost 375,000 tonnes of concrete poured.

Construction of the Canary Wharf Crossrail station box generated approximately 200,000 cubic metres of excavated material. About a quarter of this was reused on site and the rest was reused at regeneration areas including Pitsea and Hoo Island to create habitats for flora and fauna. The majority of the excavated material was removed by barges rather than lorries, saving more than 29,000 lorry trips and reducing carbon dioxide emissions by 780 tonnes.

PLA chairman, Dame Helen Alexander said, "The commitment of Crossrail and Thames Water to use the river for their projects is

going to trigger a major initiative to train the crews for the barges that will move the goods and materials. Just as important, it will help keep hundreds of thousands of lorries off our congested roads. In short, it's great news for the economy, for jobs and the environment."

Crossrail road congestion

In a letter to the Mayor of London, Boris Johnson, the London Waterways Commission (LWC) praised the use of barges on the Thames for moving tunneled spoil.

However, the letter also condemned the transfer of tunnel concrete linings by road from Old Oak Common sidings to Westbourne Park. Concrete mixers would also carry the liquid material from Kings Cross to Old Oak Common sidings!

Network Rail had apparently reported that transfer by rail could not be facilitated in time, hence the road proposal. Without prior consultation and based upon an inaccurate report, the contractor had dismissed the canal option as unviable.

The LWC letter then detailed how the Paddington Arm is ideal for this type of freight movement, removing hundreds of lorry journeys from the local roads every week of the operation. All three sites are on the canal.

British Waterways supports this. The plan meets the Mayor's sustainable transport policies, as outlined in the London Plan.

Profile: John H. Whitaker (Tankers) Ltd – Glenn Stones, Hull Operations Manager



Glenn Stones

This month we profile another company who has successfully been in business for over a century, and interview Glenn Stones, their Hull Operations Manager.

John Henry Whitaker started barging in 1880, using horse drawn wooden vessels. Operation expanded to the rivers Humber, Ouse and Trent, the Aire and Calder and South Yorkshire Navigations. John H. Whitaker (Tankers) Ltd. is still privately owned.

Whitakers began carrying petrol and other fuels in cans or containers, before the tanker barge had been invented. Information about the early cargoes is sketchy however. Next, steam tugs arrived to pull the barges.

At that time, fuelling (bunkering) of ships had not been envisaged. Whitakers started loading coal at Keadby for bunkering of steam ships at Hull Docks. Today, almost all of their business is with oil bunkering of ships, both fuel and lube oil, which started about 1940. Having started with barges, they have diversified into ships.

Glenn Stones started with Whitakers 1977. His uncle worked for the company whilst Glenn was at school. In that year, Whitakers were building a new fleet of barges to carry petroleum spirit, gas oil and DERV to Esso at Leeds. After a successful interview, he started in the September.

As an apprentice for three years, he worked on all the vessels in the fleet, carrying different products, learning the trade with the company.

In his 34 years with the company, he progressed through the ranks first to become Mate on one of the barges, then Captain in 1987. Coming ashore in 1992, he acted as relief barge master while mainly working in the office. At this time, they were trading mostly between Immingham and Leeds. The office became full time for Glenn in 1994.

Becoming Traffic Manager at the Head Office at Hull fifteen years ago, he has the responsibility for day to day running of the three vessels on the Humber and one on the Thames. He is responsible for the crews on the vessels, and liaising with the Superintendent to ensure certification and surveys are kept up to date. He also has commercial involvement together with the Directors, particularly for Conoco.

The barge crews are 'fixed' to the vessels, however Glenn sometimes acts as relief Captain when required. Six trips both ways

are necessary on the Humber each year for him to maintain his master's Pilot Exemption Certificate and skipper's licence.

Just before Glenn joined Whitakers, in 1976 they bought Cory Tank Craft and John Harkers. Taking over all their activities, craft and workforce they continued those company's operations. These were the 'good old days' of canal carrying, before double skinning was required by the oil companies.

The double skin removes about 40% of carrying capacity due to the extra ½-metre gap between the vessel's sides and bottoms and the inner skin. The extra weight of steel is negligible. It is the loss of space with an oil tanker, which seriously reduces the carrying capacity and hence earning potential.



'Humber Princess' in ice en route to Rotherham.

By the early 1980's, Whitakers moved into building coastal craft for their own use with the Yorkshire Dry Dock Company. This used to be Whitaker's own vessel building and repair yard. During Glenn's time with the company, they built six barges, two dry cargo ships and a coastal tanker for the company's use. The Yorkshire Dry Dock company closed in June 1997, as it was then becoming uneconomic.

In the late 1980's contractual changes with the work force caused some unsettling with the employees. Prior to this, they were paid on a tonnage and trip basis. This favoured the crews on the smaller vessels, but not of course larger vessels with greater earning potential! After a ballot, all accepted salaried employment.

In 2010, Whitakers received the ExxonMobil Global Barge Operator of the Year. Being selected the best in Europe; Whitakers went on to be judged "Best Global Barge Operator" amongst several strong competitors from the Asia-Pacific region, the Americas, Africa and Middle East. This is quite some achievement of which they are rightly proud.

Double crews are employed on all the Whitaker's ships. They are recruited and employed by Whitcrew Management in Jersey, which is part of the Whitaker group. The shore-based staff are all employed by Whitakers.

Training is available with Whitakers and they offer Cadetships, with 12 cadets currently under training. Whitakers value their cadets having been trained by the company in the "Whitaker Way". Train is vital, as in recent years there has been a lack of trained personnel available. Inevitably and regrettably, once trained some of Whitaker's cadets are snapped up by other companies with similar recruiting problems.

Glenn was himself one of eight apprentices starting on the same day. He is now the only one of his

draft still with the company.

Of the 1.5 million tonnes carried annually by the company with bunkering, 800kt is carried jointly by the 'Jaynee W', 'Whitonia' and 'Whichallenger' in Southampton, the 'Whithaven' in Pembroke carries about 100kt, the 'Whitchampion' and the 'Keewhit' in the Mersey area jointly carry about 250kt, the 'Wilberforce' in the Humber carries 120kt and the 'Whitstar' carries 70-100kt in Lisbon, Portugal.

The 'Whitnavigator' is currently on charter to a company in Sydney.



'Beringzee' on dry dock in Hull, before starting work on the Thames.

The 'Humber Princess' carries about 37kt pa bulk lube oil from Hull to Rotherham for Green Line Oil for refining at Rotherham. The 'Humber Pride' carries about 40kt pa of gas oil and DERV from Immingham to Fleet Storage near Leeds. She also carries bulk lube oil for bunkering ships. These are the two canal size barges of 600t capacity still operational amongst Whitaker's fleet of ships.

The Humber presents tidal access restrictions at Hull Docks, Grimsby and Immingham. The docks at Hull are accessible during approximately an 8-hour window in any 12 hours. This has to be planned when ships require bunkering. Timing is tight when

other ships are also requiring dock access, sometimes reducing the available window to an hour or two. The 'Wilberforce' has 800 deliveries on the Humber to carry out during the year with no back up, so Glen and his staff have to be precise with scheduling.

The 'Beringzee' operating on the Thames also has tight scheduling with tidal operations, again with no back up. Much of Whitaker's reputation is staked on their skilful ability in achieving delivery goals.

Sometimes they are asked to carry other products. Examples are supply to power stations if urgent supplies are needed; carrying vegetable oils; storing oils off ships that are going into dry dock. Anything that can be done with a tanker vessel, they will do it if they can.

Any tank cleaning required is done by external contractors. The ships can 'self water wash' themselves and then pump it to a shore receptacle. This is usually only necessary however prior to dry docking.

Working for all the major oil companies who they have long term contracts with, and having a very modern fleet of ships, they are well placed to continue to provide an excellent service. With their reputation for service, they often get enquiries for new business. So the future continues to look good.

Glenn gives the immediate impression of a man who has had a long, interesting, successful, and rewarding career with Whitakers, and who enjoys his work.

Regional News

Thames Tideway Investment 'Magnet'

The PLA reported that the number of new proposed commercial river development schemes is unrivalled.

DP World's £1.5 billion London Gateway container port scheme in Essex is the largest investment on the river which is expected to create over 12,000 jobs.

Other investments included

- Vessels – Cory Environmental's new fleet of tugs and a new £3.75 million City Cruises passenger vessel
- Port facilities – include the Port of Tilbury's Northern Expansion project, CdMR's jetty development at Purfleet and Ford's jetty development at Dagenham.
- Piers – the extension of Tower Pier and recently opened St George's Pier.
- On land – Greenwich Promenade being redeveloped ahead of next year's Olympics.

"The river is sustaining a massive level of investment," said PLA chairman, Dame Helen Alexander.

Pontoon DART

Livett Launches Ltd has recently introduced a large Multipurpose flat top steel pontoon with a reinforced deck. This is ideal for heavy loads such as a mobile crane.

The pontoon can be used for transporting bulky loads,

construction work, roll-on/roll-off, firework displays, special events and promotions. The company also shows a picture of a tennis court set up on the pontoon!



Pontoon DART (Livett Launches Ltd)

Being Thames based, Livett's area of operation is Rivers Thames and Medway, their estuaries and adjoining waterways.

Castle Wharf, Berkhamsted

For re-construction of the Castle Wharf site at Berkhamsted, the Borough Council imposed a Section 106 condition requiring the maximum possible use of water transport during the construction phase.



Construction materials being unloaded at Castle Wharf, Berkhamsted (D. Hilling)

The original planning application did not include any canal based function or facility, so there was great local opposition – this site had

a boathouse since 1798, with only small operational breaks over the 200 odd years. CBOA also objected strongly, stating that a boathouse facility must be maintained. After a failed appeal, a fresh planning application succeeded with the inclusion of a small boat servicing facility.

Winkwell Dock's narrow boats were used for taking away spoil and waste materials and bringing in new construction materials.

This is another example of the successful use of narrow boats in the construction industry. This site is in the middle of Berkhamsted, thus removing extra lorry traffic from the town centre and the very narrow approach road to the site.

Leeds Wharves to be protected

All local authorities are required to regularly update their local development plans and how they are going to achieve them. We are familiar with those that designate certain areas for housing, commercial and industrial development and transport/road plans.

The CBOA continues to lobby local authorities to influence these plans which is of course best done when they are in their formative stages or whilst they are being reviewed. Though many would assume that the only relevant plan would be that dealing with transport, in fact they can all have a significant impact on use of canals and rivers for commercial traffic.

The CBOA were contacted by Leeds City planners in 2010 when they were in the early stages of formulating their new Natural Resources and Waste Development Plan Documents (DPDs). Though there are still some deposits of aggregates in the area, very few have planning permission and with all the most suitable sites worked out it is becoming ever more difficult to obtain new permissions. The city planners were therefore wishing to identify sustainable methods of ensuring future supplies of aggregates without putting local businesses at risk by increasing costs and without placing too much extra burden on local roads especially the M62 and M621 which are regularly blocked at peak periods.

The two alternatives are to use

- the Aire & Calder Navigation to bring material from the Trent valley or sea dredged material transhipped at Goole or Hull
- the local rail network to deliver material quarried within the UK.

In both cases, it was quickly apparent that there was sufficient capacity on the network to supply the material, but there were only a limited number of sites available where the aggregates could be unloaded and stored before delivery to local ready-mix and aggregate suppliers. CBOA members were able to work closely with the city planners to identify existing wharves, both immediately useable and those currently out of use but able to be refurbished, and sites which could be available for the construction of new wharves.

A large number of potentially useful sites were identified and the first part of the process was to sift through these and identify those with the greatest potential and with the minimal amount of local impact if they were used for aggregate or waste transhipment and storage.

Following this work, a full consultation paper was produced by the city planners, which proposed that these wharves and railway sidings should be protected from any inappropriate development, which would prevent their use for transhipment purposes in the future. This document went out for a full public consultation in early 2011 to enable all those that might be affected to raise any issues and indeed object to their protection. This public consultation enabled the CBOA to register our support for the proposals.

There was as expected a number of objections to the proposed protection of the wharves, mainly from owners of the land concerned as they saw it as restricting their ability to freely develop the land as they wished in the future. In the main, these landowners had hoped to develop the land for housing even though the land is currently used for commercial purposes and sited in a flood plain. In many cases, these objections can be 'negotiated away' during discussions between the land owners or tenants and the local council. Unfortunately, this was not possible for all the proposed sites in Leeds and to ensure that all parties were able to air their views fully an 'examination in public' was held.

This took place over 4 days and included a day of official site visits followed by question, answer and discussion sessions on each of the subjects. One period was spent discussing whether Leeds council had the powers to protect the wharves using this methodology and another discussing each site individually. One point that came up is "what is a wharf?" Many present believed that though a site had been used as a wharf in the past, still had moorings, and had a solid, vertical, canal bank that did not mean it was a wharf due to it being overgrown by bushes!

During the enquiry, many of the points were resolved including the earlier objections by British Waterways. The main sticking point was the perceived irrevocability of the protection so it was suggested that the proposed protection should be reviewed after 5 years. This does not mean that the protection will automatically be removed if a wharf is not used, landowners will still need to show that there is a viable alternative.

The final document has not yet been published but indications are that this will be a very significant step forward in ensuring the continued viability of commercial freight on the Aire & Calder Navigation. The CBOA will also be monitoring similar developments in other local authority areas to help them use similar powers to ensure the future viability of water freight.

Please let us know if a new Natural Resources and Waste DPD is being discussed in your area.

Leeds Waterfront Festival 2012

This will take place on Sat 30th June and Sun 1st July 2012 at Granary Wharf, Brewery Wharf, Clarence Dock and Thwaite Mills Watermill. The Festival web site says that some of Leeds' biggest employers will be taking to the water to raise money for Leeds based community initiatives.

CBOA will be providing a barge for display during the Leeds Festival at Thwaite Mill. We would welcome further offers of assistance from our members, either to provide a barge or to assist by talking to the public. Experience shows that this can be an excellent way of promoting the water freight message.

Leeds Paper Recycling

Leeds Paper Recycling Ltd have moved into most of the former BW

Inland Depot at Knostrop near Leeds.

The CBOA are currently providing advice on the potential to take material directly from this site to the docks for export via Goole and the Humber Ports.

Tower Hamlets – Section 106 agreement

CBOA wrote to Tower Hamlets recently, requesting that water transport should be used for transporting materials to and from the docklands site at Dollar Bay, London E14 9YJ.

Tower Hamlets planners supported this suggestion in principle, in the light of the London Mayor's Blue Ribbon Network document – using the waterways to relieve road congestion in the area. The Isle of Dogs suffers considerably from this type of

problem.

They are recommending a Section 106 agreement, worded as follows:

"To use its reasonable endeavors to procure that when viable river transportation is utilised for the importation and exportation of construction materials to and from the Site."

A Town and Country Planning Act 1990 Section 106 allows local Planning Authorities to agree with persons interested (applicants, property owners) to 'agree' contributions, arrangements and restrictions, without the usual rigorous planning controls.

A "Section 106" can ensure that the option of using water transport is investigated. Unfortunately, not all local authorities are willing to use them.

CBOA for members

A new era of protection for members - Insurance

CBOA is pleased to announce a new insurance scheme launched at the AGM on 22nd October. The scheme has been designed in collaboration with CBOA, by specialist insurance scheme brokers The Insurance Partnership and solicitors Myton Law; both companies are CBOA members. The new CBOA insurance package is not available anywhere else and is exclusively for the use of CBOA members.

The insurance package combines several elements of cover

under a single policy, which members have previously purchased separately, often through several different insurers and brokers. The ability to purchase all the cover that a member needs in a single product will save time and simplify the annual insurance buying process. The product, which has been designed with input from CBOA offers comprehensive policy coverage and aims to set a new standard for quality and simplicity in the industry.

Also at the AGM was the launch of a set of standard CBOA Terms and Conditions of Carriage. These have been drafted by specialist transportation solicitors Myton Law

with assistance from CBOA members. When used together with the new insurance scheme, they offer a new era of protection and transparency for members and their customers.

With the launch of the above new initiatives, the CBOA aims to set a new minimum standard and level of professionalism within the industry that will hopefully endure for years to come. We hope you will give it your full support.

Enquiries to be directed to Paul Buckle or David Hamilton on 01482 388597 or cboa@insurance-partnership.com.

Conditions of Carriage

An up to date set of Conditions of Carriage has been specially developed for CBOA members.

The CBOA worked with specialist shipping and transport law firm Myton Law to produce standard Conditions of Carriage, which will help protect members' interests by establishing a fair balance between carriers' and cargo owners' responsibilities.

The Conditions were launched at the CBOA AGM in October and are now available to members via the Secretary David Lowe (contact details on back page).

John Habergham of Myton Law said, "It isn't uncommon for carriers' existing conditions to be out of date or to claim to avoid responsibility to the extent that the conditions are unlikely to stand up in law when the member has to turn to them.

"This new set of Conditions of Carriage is based on current law and, in particular, international conditions for the carriage of goods by sea. The Conditions define the carrier's responsibility, identifying reasonable exceptions to liability and limiting a member's liability to £250 per tonne."

Peter Hugman, Chairman of the CBOA, said, "We are confident this comprehensive approach to insurance and management of contractual obligations will provide greater clarity and peace of mind for both our members and their customers. The Insurance Partnership's expertise in insurance and the experience of Myton Law in

legal transportation matters have been of considerable value in this review."

Myton Law worked with the CBOA over the last year to arrive at the new conditions. An associate member, soon to be a full member, Myton Law is based at The Deep Business Centre on Hull's Humber river front.

Established in 2010, Myton Law has a team of seven providing legal advice to regional, national and international exporters/importers, ship owners, port operators, logistics companies, insurers and insurance brokers.

Myton Law Tel: 01482 382080

www.mytonlaw.co.uk



Pictured here with CBOA member Sean Hewitt (left) on board his barge 'Seagull' are John Habergham (centre) of Myton Law and David Hamilton of The Insurance Partnership

CBOA AGM

The 2011 AGM was held at the Grand Union public House, London W9, on the Saturday 22nd April. The new Chairman Peter Hugman reported that he had taken over Chairmanship from John Dodwell, as John had been appointed an Interim Trustee for the Canal & River Trust, and he congratulated John on his appointment.

The main focus over the last year has been the transfer of BW to

the Canal and River Trust (C&RT). CBOA has lobbied to firstly ensure freight use could continue and develop, and secondly for more emphasis on navigation. Peter then reported on the many tasks performed by both CBOA Officers and members during the year, to the benefit of members and our water transport objectives.

Following the meeting, David Hamilton, of members The Insurance Partnership, gave a short but very informative talk on the new CBOA Insurance scheme and also the new CBOA Conditions of Carriage. Gerry Heward then spoke about the prospects for canal use principally in connection with Crossrail.

The CBOA organises a study event for members after each AGM.

This year members joined 'Short Boat' Clitheroe for a boat trip from the Grand Union up to and beyond Powerday Wharf and back down to Paddington. We thank Wood, Hall & Heward for providing Clitheroe and to Keith Mahoney for skippering.

Webmaster required!

CBOA requires a webmaster to manage its web site. High technical ability is not required but we need someone to be able to update the site fairly promptly and keep it up to date, as guided of course by CBOA officers.

As they say, training will be provided on it. You will not be on your own! Please contact the Chairman Peter Hugman.

CBOA Committee assistance required!

Many of our committee members work very hard, putting in many hours of their own time. There is always plenty of scope for more to be done to progress our objectives!

We seek a Treasurer, with Peter Hugman now as our Chairman.

We would also very much like to hear from members – both Trade and Associate – who could assist with some of the interesting and rewarding projects. Attending the quarterly committee meetings is not essential but use of email is essential.

CBOA Roundel Stickers available



In response to members' suggestions we have produced some new CBOA roundel stickers.

These are 110mm (4 ¼ ") in diameter and are available as self-adhesive – either window stickers (e.g. for car or wheelhouse window) or with adhesive on the back for sticking on to boat side or bulkhead.

Please let our Secretary know how many of each kind you require so you can publicise membership and promote CBOA on your car, vehicles, boats or barges.

Dredging

CBOA believes that regular spot dredging will alleviate many of the problems encountered by our members on the smaller waterways, but also believes that what B.W. call "mainline dredging" is more appropriate in some locations.

The dredging team is spot dredging at present in the midlands. They have already traversed the Staffordshire and Worcester Canal, and are currently spot dredging the Old Main Line on the B.C.N. having arrived there via the Stourbridge Canal. Operators have noted some improvement, but there are some bad spots which seem to have been overlooked. It is essential therefore, that all problems relating to depth are recorded and reported.

Please do report all problems of this nature to the relevant Waterway Manager at BW/C&RT and to John Jackson at CBOA. If problems are not reported then there is no guarantee that BW/C&RT will know.

CBOA NEWS

Views expressed are not necessarily those of CBOA.

Editing & layout: Richard Horne
Email: r.horne@cboa.org.uk

Tel: 01252 844259
Printer: Ghost Creations

CBOA officer contacts

Chairman and Treasurer

Peter Hugman
Email: p.hugman@cboa.org.uk
Tel: 01286 872561

Vice Chairman, Stoppages and Maintenance matters

John Jackson
Email: j.jackson@cboa.org.uk
Mob: 07885 284812

Secretary

David Lowe
Email: d.lowe@cboa.org.uk
Tel: 01924 261870
Mob: 07785 502478

Parliamentary, Regional and Local Government matters

Tim West
Email: t.west@cboa.org.uk
Tel: 01785 850411

Marketing/Corporate and Public Affairs

John Dodwell
Email: j.dodwell@cboa.org.uk
Mob: 07802 961485

North East Representative

Noel Tomlinson
Email: n.tomlinson@cboa.org.uk
Tel: 01482 320727

North West Representative

Mike Carter
Email: m.carter@cboa.org.uk
Mob: 07831 184495

Midlands Representative

Bernard Hales
Email: b.hales@cboa.org.uk
Mob: 07860 308973

Southern Representative

Keith Mahoney
Email: k.mahoney@cboa.org.uk
Mob: 07831 82989

rolandon

water and sea freight advisory services

Tel | Fax: 020 7231 6247
john.dodwell@rolandon.com
Rolandon Water and Sea Freight Advisory Services
PO Box 38479 London SE16 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. Water freight can be cheaper than road, it beats urban congestion and is the most environmentally friendly means of bulk transport.

