

In this issue	
IWA Freight Policy	2
Better by barge?	3
Five Fold increase for Peel	4
Viaduct Shipping record	5
Vessel Fitness for Purpose and CRT Operator Agreement	11

## Sheffield & South Yorkshire inspection

CBOA arranged for Jon Horsfall, CRT's North East waterways manager, to inspect the Sheffield and South Yorkshire Navigation during May. CBOA thanks Glenn Stones, Humber Operations Manager of our Members John H Whitakers (Tankers) Limited, for arranging the inspection to take place on their *Humber Princess*.

(other than John Dodwell who joined at Goole) and travelled up to the Green Line Oils depot in Rotherham.

*Humber Princess* was carrying 460 tonnes of various oils in six holds. The journey from Goole took 9 hours and the journey the previous day from Hull to Goole took three hours.

the problems in getting round the tight and shallow bend before Aldwarke Lock and the site of the proposed piling at the Rawmarsh turning bay.

When the latter is completed later this year, it will enable water levels to be raised enough to give the tanker barge the opportunity of increasing the amount loaded.

CBOA is grateful to Jon Horsfall and Stuart McKenzie for joining this inspection trip and looks forward to hearing about the subsequent actions taken.



*Humber Pride* passing *Humber Princess* (S. McKenzie)

Jon Horsfall was accompanied by Stuart McKenzie, CRT's freight operations Planner and Harbourmaster, John Dodwell (a CRT Trustee and former chair of CBOA) and David Lowe, CBOA's Secretary. The party joined the tanker barge at Sykehouse Lock

During the journey, careful note was taken of potential/actual navigation hazards. Particular notice was taken of overhanging or view obstructing trees. Note was also made of flotsam by the weir near Hexthorpe and an out of order sluice at Mexborough Low Lock.

The inspection party witnessed

### HRH The Prince of Wales – Founding Patron of CRT

A message from Prince Charles on 15<sup>th</sup> June was recorded at St James' Palace. In an excerpt from which he says, "I am delighted to be asked to be the first Patron of the Canal and River Trust and to play a part in ensuring the future of the wonderful canals and rivers of our country".

"...The Canal and River Trust has been entrusted with the unique task of looking after them. Perhaps in some cases even bringing them back to productive use as part of an environmentally friendly transport network. And I am so pleased to offer my heartfelt support as your new Patron".

## From the Chairman



With a large number of our waterways now successfully in the hands of a charity, following the change from British Waterways to the Canal and River Trust we hope that we will see some significant changes to the way they are managed and improvements to investment policy that will halt the steady decline in waterway standards over the last decades.

The Diamond Jubilee Pageant was a tremendous success and showed how much capacity there is available on the River Thames through London. Two major CBOA members, Cory's and Bennetts Barges were much in evidence,

each having several vessels involved, though unfortunately they were not shown on the TV coverage. We hope that this event and the coverage of the Olympics will enable a more positive view of the possibilities of carrying freight on the River.

Regulatory costs are again rising mainly due to the decision by the MCA not to proceed with national vessel standards for freight barges this has left the individual navigation authorities to chart a way forward if thought necessary. The CRT has decided to continue with a private scheme to ensure that existing vessels are fit to operate but this has turned out to be significantly more expensive than the original MCA scheme (see Fitness for Purpose - page 11).

The PLA on the River Thames have started on a procedure to introduce specific local vessel standards for existing and new vessels operating on the river. The initial proposals are likely to cause a

significant increase in costs, so the CBOA is working with its members to minimise these effects without affecting safety (see Thames Freight Standards - page 11).

The CRT has also been reviewing its licensing arrangements, which is resulting in an above inflation increase in fees for our members (see CRT Operator Agreement - page 11). The CBOA is working hard with these organisations to ensure that these costs do not result in less freight being carried on UK waterways.

Following an appraisal of my commitments professionally, with the CBOA and with other voluntary bodies I feel unable to continue in my role as Chairman of the CBOA, though I hope to continue to take an active role. David Lowe will be taking over as Acting Chairman until the next AGM, and I thank him for stepping into this role.

Peter Hugman

## UK News

### IWA Freight Policy

With the formation of the CRT, the Inland Waterways Association has issued its 'IWA Policy on Freight on Inland Waterways'.

This sets out the background to IWA's involvement with freight, and in recognising the benefits of fuel consumption and carbon reduction, sees the environmentally friendly means of freight carriage by water.

Waterways are then classified by operator and/or authority, then categorised mainly by vessel

capacity, the 'Commercial' waterways (under s.104 of the Transport Act 1968) being one such classification.

The IWA reiterates its support for transport on all waterway types, but it also lists the difficulties that can be encountered in transferring freight to water.

The IWA lists its pro-water based freight policies and actions it will take towards encouraging freight, including Government lobbying.

Support is given for the CRT in

removing 'pinch points' and increasing bridge headroom together with supporting development and maintenance of inland terminals for freight, including containerised traffic.

Support is also declared for navigation authorities and other stakeholders/partners in seeking opportunities for freight traffic, and for improving waterway capacity for freight.

With smaller waterways, recognition is given to freight carriage and recognises the benefits

of this. The role of deeper draughted vessels in maintaining channel depth and identifying pinch points is also included.

With smaller waterways, IWA will press navigation authorities when dredging, to dredge to the full constructed channel profile and to remove pinch points where the original gauge has been compromised.

The document concludes with a map and a full list of all waterways by category and length of waterway.

### UK freight firms funding of €65m

UK freight companies could benefit from €65 million of funding, to support the shift of freight transport from roads to more environmentally friendly modes.

By 2025, road congestion in the UK could cost the UK economy up to £16 billion per year, according to the Confederation of British Industry.

€450 m of co-funding is available from the European Commission's Marco Polo programme, which provides for direct modal-shift or traffic avoidance projects and schemes providing supporting services. These enable freight to switch from road to other modes efficiently and profitably.

The scheme will select Modal

shift projects on the basis that with the market conditions, they make economic sense, but need some help to get off the ground.

57 modal shift actions received grants between 2007 and 2009, out of 70 projects.

The scheme has awarded 164 grants have so far. One was for a combined short-sea and rail container services for refrigerated and general cargo to compete with trucks on the route from Spain to the Netherlands and the UK, set up by MacAndrews.

### Better by barge?

CBOA's John Dodwell, in writing in the [publicservice.co.uk](http://publicservice.co.uk) web site shares his views on how inland waterways could play a larger part in freight transport.

John began by giving a brief synopsis of the history of water

However he then expounds that barges and small ships can move large tonnages on the larger waterways today, with modern facilities. Large port examples being on the Thames tideway up to Wandsworth, Goole, Scunthorpe, Leeds, Nottingham, Rotherham, Wakefield, Sharpness, Worcester, Manchester, Stockport, Runcorn and Ellesmere Port.

The environmental benefits are then explained; fuel efficiency, CO<sub>2</sub> emissions reduction, and of course reduction of road congestion.

John then looks at what governments can do;

- planners – to push for water transport based industrial development e.g. the recent biomass power plant in Yorkshire;
- wharf safeguarding e.g. at Leeds and the London Thames estuary;
- Large waterway development e.g. in France and Belgium, together with the modernisation that the government minister argues for.

John finishes his essay with the rhetorical question of whether the UK government is speaking in such

terms - in particular for modernisation of the Aire and Calder Navigation from Goole to Leeds and Wakefield, the River Severn to Worcester, and for the soon-to-be improved Avonmouth port complex to the M5.



A 350t barge loading waste at the Olympic Park (D. Poultney)

transport, the major rivers being the arterial port trunk routes. Then, 200 years on much of our canal system becoming little or not used for freight with the advent of the HGV.

## Regional News

### First Project Cargo for Peel Ports

Until now, the Liverpool to Manchester service has carried only an increasing level of containers, but transport of a giant chemicals tank to the Ineos facility at Runcorn saw the start of non-containerised traffic.

The 30m high, 20 tonne tank arrived at the Port of Liverpool from The Netherlands on ACL Atlantic Concert, and was then carried by barge on its onward journey on the Ship Canal to Runcorn.

Stephen Carr, Peel Ports Mersey's head of business development for the Port of Liverpool and Manchester Ship Canal, said: "This is the latest development in our objective to increase usage of the Ship Canal as a logistics hub that drives down cost and CO2 emissions.

"Delivery of this project cargo from the Port of Liverpool to Runcorn is a departure in that it is the first non-container cargo to use our barge service, and we are keen to expand and further develop that side of the business.

"This further increase in the use of the Ship Canal demonstrates the desire of many companies to use water to get their product as close to their customer as possible."

Andrew Wormald, senior sales & operations manager at Abnormal load Services (International) Limited (ALS), Peel Ports' customer on this project, said: "The sheer size of this cargo made the use of road transport problematic, and the use of Peel's barge service was the perfect solution. It also saved us on costs

and carbon emissions for this leg of the journey from Holland."

### Five Fold increase for Peel

The arrival of the 160 TEU vessel *Monica* and a 40 tonne Liebherr mobile crane follows strong growth in Peel Ports barge service operating from the Port of Liverpool to Manchester via the Manchester Ship Canal.

Sparked by demand from

Stephen Carr, Head of Business Development for Peel Ports Mersey said: "The spectacular growth in demand for the barge service over the last two years has enabled us to invest in this next level of capability.

"Whilst the existing barge has served us well, the capability and flexibility offered by the new vessel and crane will enable us to better meet the growing demands of



*Monica* (Peel Ports)

customers for greener and more cost-efficient solutions to help reach the heart of the UK, the service has grown from handling 3,000 containers in 2009 to an expected 15,000 this year – a five-fold increase.

The *Monica* will be deployed on the existing thrice weekly service between Liverpool and Irlam Container Terminal, on the outskirts of Manchester. Additionally, the vessel will enable the service to call more regularly at Ellesmere Port, which was added as a new destination to the service earlier this year.

retailers, FMCG (Fast Moving Consumer Goods) & industrial goods manufacturers and shipping lines alike.

"Over the last year, we have already invested in upgrading the terminal to ISPS (International Ship and Port Facility Security Code) security standards and the terminal operating system that is linked to Liverpool via the MCP Destin8 community system allowing containers to be routed directly to Manchester using the GBIRL code. This new investment delivers the next phase of improvements in the quality of this service."

## UPS Logistics use Thames for Olympic deliveries

UPS has announced the use of two barges on a route along the Thames as an integral part of their logistics operations for the London 2012 Games. The barges follow a route down the river from the largest UPS London 2012 logistics facility, located at the Port of Tilbury, to Northumberland Wharf, situated just a couple of miles from the Olympic Village.

This demonstration event is being undertaken by the London Organising Committee for the Olympic and Paralympic Games (LOCOG) in partnership with UPS and Transport for London.

Pre-existing barge journeys have been utilized to transport thirty eight large containers full of furniture and soft furnishings, used to kit out the Olympic and Paralympic Village ahead of the athletes' arrival this summer.

In the future, if this initiative is upscaled, the use of barges can help to alleviate capacity on London's road networks, supporting LOCOG's broader sustainability efforts by reducing traffic congestion and noise pollution. Which is why it is hoped that this demonstration will inspire change in future use of the Thames.

A financial, social and environmental analysis of the barge transportation was undertaken to produce a reference document of key learnings to help the future transportation of goods on the Thames. This public documentation is the first of its kind. It potentially could leave a lasting legacy by assisting businesses and

organisations to shift from road to water in logistical operations.

"Given its history as an essential trade route into London, it is fitting that The Thames will play such a crucial role in delivering the London 2012 Games", said Alan Williams, UPS director of London 2012 sponsorship and operations.

"The river has been largely overlooked as a logistics supply chain route for many decades and

in the future."

## Viaduct Shipping announces record tonnage in its anniversary year

For 30 years wheat has been coming into Frodsham and Cheshire destined for a local mill and the barge operators - Viaduct shipping, are going from strength to strength.

Last year they shipped a record 25,000 tonnes of high grade



*Loach and James Jackson Grundy unloading at Frodsham (Viaduct Shipping)*

even now barges are frequently travelling up or down it without any cargo. We hope today's launch will encourage other organisations to consider the benefits of reverse logistics and use the city's waterways once again."

Mick Wright, Head of Logistics London 2012 said:

"Previously, very little information existed on how to use the Thames to move containerized freight through London. The document we are producing will provide organisations and businesses with a valuable reference document on how to use the Thames for this purpose. This adds to LOCOG's wider sustainability aim and can help towards reducing carbon emissions

imported wheat which is the result of a recent expansion plan that saw a bigger unloading crane in 2009, the acquisition of an additional vessel MV *Loach* in 2010 and the commissioning of a second unloading option with the Dutch supplied suction system.

"It's a tough trading environment at the moment but I'm very happy with where we have got to in the last 3 years since I became involved" said one of the directors Mike Carter.

"But our plans extend beyond this and we are actively involved in various other barge traffic opportunities in the northwest – and welcome enquiries from others."

Pete Hugman – the chairman of

the Commercial Boat Operators Association (CBOA) added "to have expanded to this degree in the current climate is a great achievement and demonstrates that where there is a willing and committed customer then water based freight can successfully form an important part of an efficient integrated system of transporting goods."

Every year the Viaduct shipping operations are saving 46,000 road miles (that's nearly twice around planet earth!) and 1786 lorry journeys. They estimate that in the 30 years that they have been operating, ¾ of a million road miles have been saved and 30,000 lorry journeys.

### Multimodal

CBOA was again at Multimodal this year. Multimodal is the UK and Ireland's leading freight transport and logistics exhibition.



CBOA at Multimodal - Keith Mahoney representing CBOA

Now entering its sixth year, the event is a one-stop-shop for shippers who need to find ways of optimising their supply chain and transportation flows.

### Drax biomass proposals abandoned?

Media reports suggested that barge carrying of biomass to Drax, near Selby looked doubtful due to plans being axed for the biomass power station.

The barge traffic produced would mean an excellent increase for River

Ouse traffic, which is little used commercially above Howden Dyke.

The company reported that the new biomass power station was dependent on government investment of

£1.4m, which it has now refused.

With the technology proven and with the good environmental benefits all round, biomass delivery to the plant could be by barge. However, the latest hopeful news received is that discussions may be ongoing.

### The Owl and the Pussycat



Wood Hall and Heward's tug *Wigan*, barge and pontoon at Norwood top lock, carrying the props, staging and pea green boat for the performance at Brentford of Edward Lear's 'Owl and the Pussycat' by the Royal Opera House Company. Subsequent performances were at Horsenden, Little Venice, Islington and Mile End Park. (R. Horne)

*The Owl and the Pussycat went to Brent Meadow  
With a beautiful pea green boat;  
They took staging, lots, and plenty of props  
Wrapped up in a shiny blue coat;  
They sailed away from Dock Adelaide  
To the land where the athletes go;  
Via Horsenden, Little Venice and Islington  
With the final performance near Bow;  
Cap'n Tim looked down to the pound below  
Then wound his windlass fervently;  
No water, no water, just mud and debris  
With bladefulls of plastic and weed!  
With the first night's performance to be sung on the morrow  
This cannot keep waiting the consignee;  
Down Norwood and Hanwell, Tim's men go with glee  
To be carrying for the Royal Opera Company!*

## Thwaite Mills (Leeds) Water Festival

CBOA stand was very evident at the Thwaite Mills event this year, thanks to CBOA Secretary David Lowe.

IWA West Riding could not have been more helpful with Branch Chairman and Secretary both assisting with setting it up and taking it down and loaning an

additional panel to make a Humber Barges Ltd. display.

They also provided the stand itself, and extra bungees etc. David placed another CBOA banner up on a waterside fence so it was clearly visible.

No barges were able to be present, due to the demands of traffic, (which we cannot be displeased about...)

## CENTRO Freight Strategy

In May, CBOA's Richard Horne attended the West Midlands CENTRO freight Strategy Meeting. (Centro is the West Midlands Integrated Transport Authority, promoting developing public transport across the region).

CENTRO's aim is to forward plan all four forms of freight transport – road, rail, water and air. CENTRO will develop a long-term strategy to support all freight modes, coordinating investment in freight to strengthen their economy and reduce freight sourced carbon emissions. CENTRO will also produce a short-term programme to begin delivering the Freight Strategy.

The participants were receptive and supportive to suggestions that water transport could be utilised in

the West Midlands especially for the long lock free sections of canal.



Cargo carrying near Wolverhampton - John Jackson with Roach and butty loaded with solid fuels (P. Ivermee)

CENTRO intends to publish a draft Freight Strategy for public consultation in the autumn of 2012.

## Castleford Energy Park

The proposed Castleford Energy Park along the riverside area of Castleford will use advanced recycling and renewable energy technologies. The site is currently a contaminated brown field site.

Recyclables will be received from the Leeds, Bradford, Wakefield, and Castleford Conurbations. After sorting, separating and shredding, the biomass fraction that is left will be processed into fuel pellets.

CBOA is also in discussion with Aeternum regarding the potential for using the Aire & Calder Navigation to bring in waste for processing.

## Ferrybridge – Aire and Calder Navigation

The local council has approved plans for a new multi-fuel power station.

SSE plc and Wheelabrator

Technologies Inc. have entered into a 50:50 joint venture to develop a new £300m multifuel generation facility. SSE tell us that they wish to see construction material, in particular aggregate for an onsite batching plant, brought in by barge.

The joint venture – Multifuel Energy Ltd (“MFE”) – expects to begin full construction of a 68MW multifuel facility (from waste

derived fuels using waste taken from nearby Barnsley, Rotherham and Doncaster councils) in late 2012 and complete the project by early 2015.

Although bio-fuel is likely to be brought in by lorry from Bolton-on-Dearne, there are possibilities for barging fuel from other locations.

## Nottingham– Aire and Calder Navigation

A proposed new gas fired power station provides another opportunity to bring in construction materials, particularly aggregate, and CBOA is in early discussions regarding this.

## Transformer for Staythorpe

The Inland Navigator seen at Newark loaded with the first transformer for Staythorpe (CRT)



## River Weaver cargo on display at Festival

The first cargo to be carried on the River Weaver since 1999 was carried in the *James Jackson Grundy* in June. Owned by Mersey Tanker Lighterage, she was carrying for Viaduct Shipping as part of their regular grain-carrying contract.

Loaded at Royal Seaforth Dock in Liverpool, she discharged some of her 250t Canadian wheat at Frodsham Quay. She then proceeded with 134t to Northwich for the River Weaver Festival, with the encouragement of the CBOA. The reduction of cargo was necessary, as no serious dredging had been done on the River Weaver for thirteen years.

The loaded vessel was then on display for the duration of the Festival. Swinging the vessel round at Northwich was impossible due to sand silting in the river. She had to go stern first three quarters of a mile where her bow could be put against the bank to swing her round. Complete discharging of the cargo then continued at Frodsham.

## Narrow boats assist canal businesses

### Aldgate

In May, the *Aldgate* owned and operated by Nick Wolfe was loaded with the contents of the workshop of Bob Mitchell Narrowboats at Braunston. This consisted of lathes, band saws, pillar drills, space heaters etc., together with the usual variety of boatyard equipment and materials.

Loading was completed that day by teatime, and Nick clothed up the

hold, ready to leave in the morning.

Arriving at Bob Mitchell's new premises at Fenny Compton at 4pm, unloading started straight away, finishing with all the



Aldgate unloading at Fenny Compton Marina



Aldgate arriving at Fenny Compton Marina

small items by the following lunchtime.

Nick's boat was unable to get into the dock however, being the old 7ft beam dimension. So they had to unload outside the dock. Nick then returned to Braunston that evening.

### Arundel

In June Phoenix Canal Carriers' *Arundel* owned and operated by Richard Horne was loaded with 6 tonnes of trench piling at Walton-on-Thames for



Arundel unloading piles at Kingsland Basin (R. Horne)

River and Canal Services Ltd (R&CSL) of Farnborough.

The piles were taken to Kingsland Basin near Hackney on the Regents Canal, where R&CSL had the contract for reinforcing the

southeast corner of the basin. There is now no land based access to this part of the basin for contractors.

Subsequently the *Arundel* re-loaded with 20 tonnes of "seconds" – re-cycled aggregate as backfill for



Arundel loading with aggregate sacks at Walton-on-Thames (R. Home)

the piling. This was delivered in standard 1 tonne builder's sacks, which were transferred easily from the lorry with its hydraulic rear mounted lift, again at Walton.

The 800 x 800mm sacks are a good fit in a narrow boat, and were turned through 90 degrees if necessary so that bulging in one direction meant they could still be positioned two abreast.

On both occasions the *Arundel* remained loaded at Kingsland while the piles and aggregate were taken out as required for the job, there being no space whatsoever on site; the basin being surrounded by high rise modern flats.

The materials arrived at Walton-on-Thames by lorry from Farnham.

### Leeds City Council – Development Plan

The council have approved some changes to their Development Plan Document (DPD). It has stated that it wants to encourage water and rail freight, and to reduce congestion and CO<sub>2</sub> emissions.

With the approved changes, the DPD will go out to public consultation. The document states

cannot be shown there is a potential business case for it, or that it would not be viable for some reason. A possible mitigating reason for the loss if a wharf might be the provision of a replacement wharf.



Leeds Knothrop Depot (D. Lowe)

In addition, the status of safeguarded wharves will be reconsidered in five years' time. Applications for alternative uses for these wharves must meet specific criteria for benefits gained in relation to the loss of use as a non-road freight facility.

### Trent Lane Depot

A planning application has been submitted to Nottingham City Council to demolish warehouse buildings adjacent to Nottingham's Trent Lane Depot Basin.

“The protection for wharves maximises the potential to bring marine-won sand and gravel into the sub-region and thereby reduce the reliance on land-won extraction.”

Loss of a wharf will now only be considered where it

The depot was completed between 1928 and 1931, and is the largest wharf in Nottingham for freight handling, giving Nottingham its inland port status. It was regularly used for general cargo until 1981, and used subsequently for aggregates in the years following.

If future development goes ahead it is not known whether this will mean freight handling at this wharf will be compromised or even prevented.

### Waste at Camden moved by barge to Powerday

For the refurbishment of the old TV-AM building at the Camden middle lock, Wood, Hall and Heward Ltd. (WHH) supplied a barge to take the waste material. The barge was positioned in the disused lock chamber, where the locks used to be doubled. MTV now have the premises.

The barge was effectively used as a floating store for the waste while the building was renovated.

WHH then took the waste with a tug of theirs to the

Powerday recycling centre at Old Oak Common, Willesden. Once passed the top lock at Camden, it is a level run to Powerday.

### Crossrail

Crossrail's plans to use water freight to move tunnel spoil down the Thames look like coming to fruition.

Some 4m tonnes were scheduled to be moved to Wallasea Island in the River Crouch in Essex. Loading is due to take place at three places.

Instone Wharf at the mouth of the River Lee (opposite the O2 Dome) will receive spoil direct from

tunnelling machines which will be loaded to coastal vessels; Instone Wharf will also be used to unload the concrete tunnel lining segments which are to be made at Chatham.

A wharf near the entrance of Barking Creek will also be used to load tunnel spoil, this time brought by lorries to large stockpiling facilities. The third loading wharf will be at Northfleet in north Kent; these will be loaded from extensive stockpiling facilities supplied by trains from the western end of the tunnel near Paddington. Between three and five ships are expected to unload at Wallasea daily.

## In the press

### Xperedon web site – CRT launch

Xperedon, the professional worldwide fundraising organisation reported on their web site about the CRT launch "...It's great news that canals and rivers are gaining a boost as they are not just about heritage, conservation and leisure but also still provide a viable transport route for commuters and businesses..."

This was followed up with "However, the main impact of the launch of the new charity will hopefully be about promoting the use of but especially the conservation of rivers and waterways".

### West Midlands Waterways Partnership focus on freight

The Staffordshire and Worcestershire Canal Society's magazine 'Broadsheet' contained an article from the 'Express and Star' about the West Midlands Waterways Partnership.

This WMWP CRT Partnership is a new group chaired by a prominent businessman Peter Matthews, of the Black Country Consortium and Managing Director of Black Country Metals based in Lye.

The WMWP is concerned with raising the profile of the Midlands canal network, hoping to encourage businesses to transport freight on the region's waterways, instead of roads.

A key aim is to raise the profile of the canals, with businesses using them for freight. "We really need to show not just that the history on our doorstep but the fact that we have a valuable asset that can be used for pleasure and potentially for the good of the economy" said Mr. Matthews. "I think you could see more businesses using the waterways and over the next five years there will be more commercial use of the canals".

### Tilbury's Olympic effort

The *Thurrock Gazette* reported in May that a barge loaded with furniture for some of the greatest athletes in the world left Tilbury Docks.

The barge was destined for the athletes' village in Stratford for the final fitting out of the park for the Olympic Games. One barge was reported to be carrying 18 containers, so removing 18 lorries from the roads.

Perry Glading, Port of Tilbury managing director, said: "The significant thing here is the legacy that this barge leaving brings. Tilbury is a great hub for road, rail and sea. This has brought a focus on how the water can work. People don't believe it until they see it."

## CORY at the Pageant

The Inland Waterways Association magazine *Waterways* reported that despite very little about working boats on parade at the event, CORY gave a splendid show with four immaculate river tugs in line, abreast. Breaking formation was of course necessary for going through the bridge arches.

Also reported was the belfry for the Jubilee Bells mounted upon the Olympic Class hopper/container barge (25.6m x 2.85m), operated by Alan Bennett/Foster Yeoman.

The lighterage division of Cory Environmental Ltd has now been transferred into a new company, Riverside (Thames) Ltd.

## Caledonian timber

*Coastal Shipping* reported that the 480gt *Kanutta* brought another cargo of round timber from Lock Etive on the west coast of Scotland near Oban, to Inverness via the Caledonian Canal. (The *Kanutta* featured on the front page of CBOAN Spring/Summer 2011). Prior to this, she had been carrying aggregates to Arnish on the island of Raasay, off the east coast of the Isle of Skye.

The *Kanutta* subsequently returned to Nordic waters, in which she frequently operates.

## Overseas News

In the Netherland's southern province of Brabant, tonnage on the canals rose by 11% to 7.2m tonnes in 2011 with the number of containers increasing by 30%. Commodities that are increasing include dairy products and wine.

## CBOA for Members

### CRT Operator Agreement

CBOA has been in discussions with BW for some four years regarding the proposed Operator Agreement for what BW termed 'Regulated Traders'.

This Operator Agreement was to replace the current licensing arrangement for business use - including cargo carrying and trading on the non-Commercial waterways. Member operators were concerned that BW was suggesting higher fees in return for very little.

As we go to press we have just learned that the 'standard licence plus operator fee' arrangement which had been proposed from inception has been scrapped. CRT now proposes 'standard licence plus 15%' for 'Regulated Traders' (which in most cases will be slightly cheaper than the original proposal) with a continuing discount for a motor boat and butty combination.

We await the proposed terms and conditions and will do all we can to mitigate the effects of these changes and get the best deal for members.

### Vessel Fitness for Purpose

From 2003 British Waterways required freight vessels operating on its Commercial waterways to be inspected annually under a Fitness for Purpose scheme (FFP). This is something akin to the Boat Safety Scheme (BSS), which has been in force for many years covering private and commercial craft on the smaller waterways.

Initially the cost was comparable to the cost of the BSS inspection. Subsequently the Maritime and

Coastguard Agency (MCA) took over inspections nearly trebling the cost. In 2011, MCA withdrew from the scheme and CBOA was involved in discussions with BW as to how to take this forward.

CBOA officers were assured that the effect would be to reduce costs. So we were alarmed when the first vessel was inspected under the new regime with a cost some six times greater than when the scheme was first introduced. We are working with CRT and the surveyor bodies to bring these costs down and members who will require their craft inspecting under this scheme should contact the Secretary for the latest information.

### Thames Freight Standards

CBOA has taken part in discussions regarding vessel standards which are being proposed for the River Thames. We are concerned that these very onerous proposals might eventually be rolled out nationally, and are keeping a close watch on developments.

### Webmaster required

We are still seeking a webmaster to manage our web site. Please contact the Secretary David Lowe.

### Secretary required

We are looking for someone to take on this role. Attendance at every CBOA meeting is not essential, as you will not be required to take meeting minutes.

### Members activities

Below is a snapshot of some of the activities that CBOA members – mainly the committee – have been involved in over the last six months;

it is not complete!

- CBOA representation at CRT launch
- Highway Agency's Abnormal Indivisible Load Industry Liaison
- London Region Users Group
- Seawork exhibition, 3-plus days
- Multimodal, 5-plus man days
- 1 day preparation for members with publicity materials for stands
- Birmingham site visit for possible waste traffic
- Titford CBOA display weekend
- Humber Port Group meeting
- S&SYN Inspection, 2 man days
- Etruria CBOA display weekend
- Alvecote RN Rally CBOA Display weekend
- CRT NE Partnership meetings at Leeds, 2 days
- Middlewich CBOA display weekend
- Liverpool – potential barge customer meeting
- Hull, Goole meetings Cemex, RMS
- Northwich CBOA display weekend
- Leeds Water festival CBOA display weekend
- CRT Launch Leeds
- CRT NE Partnership meeting Leeds
- Audlem CBOA display weekend.
- West Midlands CENTRO freight Strategy Meeting
- London Waterways Commission meetings.

This does not include CBOA's own meetings and a considerable amount of other work done by members.

## AGM Notice

The CBOA AGM will take place Saturday 6<sup>th</sup> October, 1400hrs in the School Room at the Canal Museum, Stoke Bruerne, Nr Towcester, NN12 7SE.

<http://www.stokebruernecanalmuseum.org.uk/>

A tour of the Canal Museum will be led by Vice-President David Blagrove at 12 noon and a sandwich buffet lunch will be provided prior to the meeting from 1300 (please advise if you wish to take the tour and / or have lunch – see form provided).

You will note that you can vote on Resolutions in person at the meeting or complete a proxy form as desired. Nominations for the Committee should be sent to the Secretary. Following the meeting there will be an opportunity for a short canal boat trip to the tunnel and back.

### Dinner at the Boat Inn

As a further attraction after the AGM, we hope to arrange for those members who can stay on an informal dinner in the Boat Inn at 19.00, thus reviving a popular practice of previous AGMs.

Please let the Secretary have Apologies if not attending, or advice that you are, plus any dietary requirements to assist with catering etc, via e-mail if possible.

We look forward to seeing you at the AGM.

## Members Email addresses

If you have changed your Email address during the last year or two, would you please advise the Secretary David Lowe of your new address.

We are considering sending out notice of the AGM by Email, so it is important to keep an up to date list of members' Email addresses.

## CBOA NEWS

Views expressed are not necessarily those of CBOA.

Editor & Design: Richard Horne  
Email: [r.horne@cboa.org.uk](mailto:r.horne@cboa.org.uk)  
Tel: 01252 844259

Printer: Ghost Creations

## CBOA officer contacts

### Acting Chairman

David Lowe  
Email: [d.lowe@cboa.org.uk](mailto:d.lowe@cboa.org.uk)  
Tel: 01924 261870  
Mob: 07785 502478

### Vice Chairman, stoppages and maintenance matters

John Jackson  
Email: [j.jackson@cboa.org.uk](mailto:j.jackson@cboa.org.uk)  
Mob: 07885 284812

### Treasurer

Peter Hugman  
Email: [p.hugman@cboa.org.uk](mailto:p.hugman@cboa.org.uk)  
Tel: 01286 678571

### Secretary

David Lowe  
Email: [d.lowe@cboa.org.uk](mailto: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](mailto:t.west@cboa.org.uk)  
Tel: 01785 850411

### North East Representative

Noel Tomlinson  
Email: [n.tomlinson@cboa.org.uk](mailto:n.tomlinson@cboa.org.uk)  
Tel: 01482 320727

### North West Representative

Mike Carter  
[m.carter@cboa.org.uk](mailto:m.carter@cboa.org.uk)  
Mob: 07831 184495

### Midlands Representative

Bernard Hales  
Email: [b.hales@cboa.org.uk](mailto:b.hales@cboa.org.uk)  
Mob: 07860 308973

### Southern Representative

Keith Mahoney  
Email: [k.mahoney@cboa.org.uk](mailto:k.mahoney@cboa.org.uk)  
Mob: 07831 829898

# rolandon

water and sea freight advisory services

Tel | Fax: 020 7231 6247  
[john.dodwell@rolandon.com](mailto: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.