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## Leeds Wharves – positive Inspectors Report

In July 2011 Leeds City Council Planners published the 'Leeds Natural Resources & Waste Local Plan'. The Plan will form part of the statutory development plan under the Government's new Local Development Framework and as such applications for planning permission will need to comply with it. In accordance with planning rules it was examined in public between November and December of that year.

The Inspector's report has just been published and following some minor revisions the Inspector, Melvyn Middleton, has upheld the plan as 'sound'.

Part of the Plan deals with protection of existing canal wharves (and other locations with wharf potential) in Leeds, including the former BW (now CRT) Leeds Inland Terminal at Old Mill Lane, Knostrop.

British Waterways had initially supported protection of this site but this policy was reversed by the Canal & River Trust owing to perceived 'bad neighbour' issues affecting residents of the nearby recent Yarn Street development on the former Goodman Street and

Hunslet wharves.

The Inspector has ruled that such issues could be resolved saying "this is a large site and it would be possible to screen a canal development from the housing and to locate any noisy aspects of such a development away from it. Its inclusion in the plan as a safeguarded inter-modal transfer site is therefore justified and effective as well as contributing to a requirement expounded by national policy."

The other existing protected wharves are at Haigh Park Road (now used by ASD Metal Services for storage) and the Fleet Oil Terminal.

The Plan also protects a large CRT site in Skelton Grange Road with potential for a new wharf which had been earmarked by BW as a container terminal but could also be used for handling general cargoes and marine aggregates. The Inspector has ruled that protected sites should not be sterilised indefinitely, will be subject to five yearly review, and that under certain conditions activities not utilising water transport could be permitted.

It is expected that the Plan will be approved by Leeds City Council in February 2013.

CBOA Chairman David Lowe said "This is an excellent result and justifies the hard work of CBOA officers who have worked with Leeds City Planners on this project. We are grateful to the many CBOA members and others who have written to planners in support of this policy and this obviously impressed the inspector. It is now up to the industry, its customers, planners, and the Canal & River Trust to work together to maximise use of these facilities."



Little Shuva and barge Resilience at Newark with a transformer for Staythorpe – see p4 (L. Reid)

## From the Chairman



This is my first report as newly appointed Chairman of CBOA. It is both an honour and a privilege to be 'in the chair' of this Association which has grown from strength to strength under the leadership of immediate past chairmen John Dodwell and Pete Hugman.

To John and Pete, many thanks not only for your work in the chair, but for agreeing to continue to serve the Association as officers on the committee. While in 'thank you' mode I ought to pay tribute to Louise Sliwinski at Robert Wynn & Sons who so ably looks after membership matters and, of course, to Peter Wynn who so kindly provides the membership facility and use of the Board Room for committee meetings, and is so generally supportive.

The Association continues to assist members with their queries and problems, and to respond to traffic enquiries on waterways large and small (though not all are obviously practical), and to lobby and influence the 'movers and shakers' in government at national and local level as regards transport and planning policy. We continue to work with port and harbour bodies as well as navigation authorities, and of course we have been closely following (and indeed participating in) the transition of British Waterways into the Canal & River Trust ('The Trust') which has taken over responsibility for BW navigations in England and Wales.

Your Chairman has been appointed to both the CRT North East Partnership and the (national) CRT Freight Advisory Group. As regards the former body the

Partnership has got off to a good start as it 'finds its feet'; a freight sub-group has been formed and it is interesting (and gratifying) to note a large proportion of the Partner members were keen to join the sub group – with the angling and canoe representatives leading the way! (See more on FRAG on page 3).

Now that the Inspector has ruled in favour of Leeds City Council's Natural resources & Waste Plan (which include a five year protection for wharves in Leeds) it is up to CBOA, CRT, the Council and other interested parties to work together to make use of the safeguarded sites. I am working with CRT Freight Planner and Harbour Master Stuart McKenzie, other CRT officers and Partnership members and outside parties on an exciting proposal to increase traffic on the whole of the A&CN – watch this space!

Other CRT Waterway Partnerships have not to our knowledge, formed freight groups. However we know that the West Midlands Partnership is keen to promote its waterways for freight movements. This is encouraged by positive references to freight in the West Midlands in the draft West Midlands Freight Strategy to which CBOA has added comments and suggested amendments.

We were very pleased indeed to welcome Dr David Quarmbay CBE, chairman of the CRT Freight Advisory Group, to our January Committee meeting. You can read more about his thoughts elsewhere but, like the NE Partnership the group has got off to a good start with an excellent and enthusiastic panel of people from a wide range of backgrounds and expertise. Naturally we at CBOA hope that the group will recommend a positive freight policy for the Trust to adopt in respect of the Commercial Waterways.

Those who trade on the CRT Leisure waterways can be assured that although the remit of the group did not include the cruising waterways it is likely that the group will wish to be supportive and will recognise the value of the cargo carrying. This is mainly for coal, retail and work boats which provide a valuable service to the waterway community, add colour, interest and vibrancy all year, 'keeping the channel clear' of course!

David Lowe.

## UK News

### CRT Freight Advisory Group

Last autumn the Freight Advisory Group (FrAG) was set up, and Dr. David Quarmbly appointed as the Chair.

The group came into being with the CRT Trustees wishing to establish CRT's policy on inland waterway freight. FrAG will provide strategic advice to the CRT executive on formulating this policy, and subsequently on inland waterway freight issues generally.

David is very much a respected transport professional with a wealth of experience in his career covering railways, buses, roads and public boards. With a first class degree in Engineering and Economics from King's College Cambridge, he then completed a PhD at Leeds University while working as a Lecturer in Operational Research and Transport Economics.

Other members of the group are:-

David Lowe (Chairman CBOA)  
James Hookham (MD of Policy, Communications, FTA),  
Mark Grimshaw Smith (Head of Rail and Water, Cemex UK),  
Mike Garratt (MD of MDS Transmodal),  
Heather McCloughlin (Director of the Business School, Canterbury Christchurch University),  
Ian Wainwright (Freight Programme Manager, Transport for London).

Initially the Group will consider the role CRT should play in maintaining and developing inland waterborne freight in the context of CRT's statutory duties, objectives and resources.

Of particular interest will be;

- An overview of CRT's statutory duties, its involvement in waterborne freight, and consideration of the relative merit (in risk and return) of the CRT's future active participation.
- Whether CRT should be a pure infrastructure provider or whether it should have an alternative freight development brief.

David Quarmbly kindly gave the CBOA committee a talk at the January meeting, where he spoke about his view on the main issues and how he will be leading the Group in forming the freight policy. The following topics are being considered as part of the group's work:-

how to account for traffic;  
how to engage with other transport policies;  
how to approach the long term financial responsibility of dredging, lock and bank maintenance;  
how to capture the measure of public benefit from freight on waterways;  
how to position CRT with established lorry environmental costs and how the waterways could mitigate this cost will be considered by the group. What is Dept for Transport's position? The last publication from them was produced in 2004! ("Planning for freight on Inland Waterways"). Local authorities are now making it up themselves since the Planning Policy Guidance (PPG) and Planning Policy Statements (PPSs) have been revoked; although the new requirements to produce Local Plans (and for example Local Waste Plans) are providing important opportunities to dialogue with them about waterborne freight.

David Quarmbly pointed out that the FrAG is keen that freight should take its rightful place on all CRT waterways, but the main focus is directed towards the larger commercial waterways. He could not currently foresee a situation where FrAG would advise CRT to have "no freight"!

### All Party Parliamentary Waterways Group

In an Email from Tim West of CBOA to the All Party Parliamentary Waterways Group (APPWG), he welcomed moves by the North East Waterways Partnership in setting up a freight sub group and also the West Midlands pro freight policy to include waterways. Hope was expressed that other regional areas with commercial waterways would follow suit.

Acknowledging the CRT's Freight Advisory Group, under the chairmanship of David Quarmbly, a request was made from CBOA that the APPWG schedule an inquiry into "Freight on the commercial waterways". This would provide a useful opportunity for freight matters to be discussed by all stakeholders and for members of both Houses to be updated as to the current "state of freight" on our commercial waterways.

## Regional News

### Transmodal Transformers for Staythorpe

Transformers originating from South Korea were transhipped to the barge *Resilience* at Hull, and then taken to Staythorpe power station just above Newark-on-Trent.

The last one was loaded but was taken to Goole to wait for the craning day. When the day came however the Trent was in flood.

When levels subsided the shipment started the journey on the 8<sup>th</sup> December 2012 but had to wait another day for enough headroom at Newark Town bridge. This illustrates the overdue need for improved navigation headroom at Newark bridge.



Tug *Little Shuva* and barge *Resilience* with a transformer for Staythorpe (L. Reid)

Departing Goole they reached Cromwell Lock 8<sup>th</sup> December; from Cromwell Lock to Newark Town bridge on 9<sup>th</sup> December; Town bridge to Staythorpe on 11<sup>th</sup> December; Staythorpe and back to Goole on 12<sup>th</sup> December.

The previous transformer load was on 14<sup>th</sup> September in the *Resilience* and before that in the *Inland Navigator* in April.

### Operators visit Bulholme Lock Stoppage

A four week stoppage at Bulholme Lock on the Aire and Calder Navigation had been arranged for November 2012 so that major works including replacement of lock gates, could be carried out at a total cost of about £150,000. A long stoppage such as this is rare on the Trust's north eastern Commercial waterways and

unwelcome news for barge operators and their customers. Although CRT had arranged a weekend public 'Open Day' (which was well attended) CBOA and the Trust joined together to invite carrier and customer Lafarge representatives to view the works privately on 20<sup>th</sup> November so they could see the work for themselves.

The group was hosted by Stuart McKenzie (CRT Freight Operations Planner and Harbour Master) while Eric Walker (CRT Construction Supervisor) explained in detail what was being done. CRT Trustee John Dodwell had travelled up from London to support the event and view the work for himself.

CBOA Chairman David Lowe said "CRT, CBOA, carriers and Lafarge Aggregates worked together to co-operate and minimise the effects of this lengthy stoppage and this augurs well for the future."

Unfortunately while the stoppage was running on time up to the final week, very heavy rainfall delayed re-opening of the lock due to high river levels.

The photograph below shows (l-r): Eric Walker (CRT Supervisor), John Dodwell (CRT Trustee), John Chesher (Humber Barges Ltd), Stuart McKenzie (CRT Freight Operations), John Branford (Branford Barge Owners), Mandy Webb (Supervisor, Lafarge Whitwood Wharf), Carl Acaster (Acaster Water Transport), David Lowe (CRT NE Partnership and Chairman CBOA).





## Planners require examination of water transport feasibility

In the planning application for a site at Amberley Road, West London on the Paddington Arm, a canal transport feasibility study was included as a planning condition.

The City of Westminster's planning condition states "...Prior to the commencement of the development, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) shall be submitted to the city council in consultation with Canal and River Trust. The use of waterborne transport should be maximised during the construction of the development unless the assessment demonstrated that such use of the canal is not physically or economically viable."

Prior to the document preparation, the planning applicant met with CRT, Tom Chaplin of consultants Freightfloat and CBOA member and barge operator Gerry Heward of Wood, Hall and Heward.

As part of the report, remote wharves were examined for loading and unloading freight for this site, and the various types of cargo required were listed and indicated as to whether they were suitable for barge movement to or from site.

It would be very helpful if similar types of analysis could be requested for planning applications of other construction sites that are waterside, to encourage freight use of adjacent waterways. (See article on p9)

## S&SYN piling to be done

The Canal & River Trust will be carrying out major piling work on the South Yorkshire Navigation at Rawmarsh Road in Rotherham during March. This work has been planned for some time, and involved extensive negotiation with waterside businesses.

It will have two benefits – it will hopefully eradicate a history of leakage at that location which has affected property owners from time to time, and will also enable the canal level to be raised to provide easier passage for fully loaded craft to Rawmarsh Road. For the first time it will allow craft to navigate at full draft beyond that

point along the hitherto unimproved section of the waterway to Green Line Oils depot below Rotherham Lock.

## Battersea development

The 16 acre Battersea power station site is due for re-development along with a sizeable area of Nine Elms on the South Bank. Outline planning permission has already been granted in 2011 by London Borough of Wandsworth (LBW).

Being Thames side, this is an excellent opportunity to maximise water freight during the development phase. The Port of London Authority (PLA) has been in discussion with the owners and Transport for London (TfL) and we understand that support for river freight use has been agreed, using the existing pier.

CBOA is also promoting the water freight case with LBW and the owners. The Nine Elms reach of the Thames could well be very busy up until 2020, with also having the Thames Tideway Tunnel double drive site.



An impression of the new Battersea development

## Gloucester Docks suction dredge progress

Suction dredging (SD) at Gloucester docks was carried out from 4<sup>th</sup> – 23<sup>rd</sup> November. Due to increasing silt build up, the previous method of water injection dredging (WID) has been changed to suction dredging.

CRT reports that when WID is used, the flow created by opening lock sluices draws the majority of the raised sediment into the resultant current. However, some silt is dispersed outside of the influence of the current causing elevated levels of suspended solids over a wider area and settlement outside of the dredging zone.

The SD method lifts sediments from the bed of the

dock and discharges them back to the River Severn via a floating pipeline which is connected to an existing dry dock outlet.

CRT say that in addition the pumping costs are significantly reduced using the SD method. Soundings were taken before and after, with the aim of achieving a minimum depth of 4m in the areas critical for the deeper draughted vessels expected at Gloucester Docks for the Tall Ships Festival which is to be held in May 2013. CRT report that the 4m channel depth was achieved. Due to the increased output capability of the SD, this method of dredging is planned for Gloucester Docks biennially, subject to survey results.

### Wood Hall and Heward transport power poles

CBOA members Wood Hall and Heward provided two vessels to enable power line maintenance on the River Lee at Cheshunt. The main 33,000 volt supply line for Broxbourne and Hoddesdon runs alongside the Lee and utilises poles that formerly supported telephone lines. The original poles were installed between 1904 and 1906 and 14 of them needed to be replaced. New poles and overhead gear were loaded onto the motorised Leeds and Liverpool barge *Everton* and were taken to the installation site. Bantam tug *Scouser* was also on site pushing a hopper fitted with a hydraulic lift.



WHH hopper, and barge *Everton* unloading poles (WHH)

The crane was fitted with an auger to drill holes for the new poles and then lift them from *Everton* into place. New overhead gear was fitted; the power lines transferred and then the old poles were taken down and placed in the hopper for disposal. The whole operation

was very successful and where appropriate the installation company will be utilising water borne transport and plant in the future.

### Livetts Launches provide equipment transport

Livett's Launches were contracted to transport equipment by river to be used for a high profile presentation on board the *HMS Ocean* which has been at Greenwich on Olympic guard duty last year for 2 months.

The equipment was loaded at Thames Wharf in conjunction with Keltbray who own the wharf, using the Canal and River Trust pontoon *Visor*. It was then towed up to the *HMS Ocean* by the *Steven B* to be offloaded for the event. When the presentation was completed, the equipment was returned back to Thames wharf by the same method in the reverse order.

Cliff Burton at Keltbray Environmental commented "Logistically it was quite tricky to get the gear on board and off again, but with your help and your colleagues' help we managed to host three very successful shows on-board both ships".

### Peel invest in larger container vessel

Peel Ports has invested in a substantially larger vessel for their Manchester Ship Canal container service after another marked increase in demand from customers who include Kellogg's, Princes Foods and Kingsland Wine.

The move to the larger vessel, which operates on the UK's largest inland seaway, follows a similar upgrade in May 2012. The service has already removed hundreds of thousands of freight miles from UK roads.

The *Coastal Deniz* has a 260 TEU capacity, which equates to more than a 60% increase in capacity compared to the previous vessel used. By transporting significantly larger volumes of containers per sailing, Peel Ports says it will increase the value it offers to its customers whilst significantly decreasing their impact on the environment.

The *Coastal Deniz* will make up to four sailings a week between the Port of Liverpool's Seaforth container terminal and Irlam Container Terminal near Trafford Park in Manchester. The service also makes calls en

route at Ellesmere Port.

Stephen Carr, Head of Business Development at Peel Ports said: "Our Ship Canal container service was already a compelling logistics solution, but it just got bigger and better. We know that our customers value efficiency and sustainability, and this upgrade is just one of a number of initiatives we are able to offer alongside port centric warehousing and consolidation. It allows customers to reduce their carbon footprint in a cost neutral manner.



Peel Ports' Coastal Deniz (Peel)

"The *Coastal Deniz* will move in the region of 20,000 containers in 2013. That is 20,000 fewer containers making the journey between Liverpool and Manchester by truck. In terms of carbon footprint, it is a saving of around 1000 tonnes of carbon and 1.3 million km of freight taken off UK roads every year.

"Peel are currently developing a series of mini ports and multi-modal logistics hubs at various locations along the length of the Canal, which means their customers will be able to move their goods from anywhere in the world right into the heart of the UK without touching an inch of road tarmac. The Manchester Ship Canal is a unique proposition which is transforming the way that many of our customers do business".

Peel Ports has operated a container barge service along the Canal since 2007. In 2009, the service handled 3,000 containers, a figure which had increased to 10,000 containers in 2011 and 15,000 in 2012. In addition to handling containers the Manchester Ship Canal handles over 7 million tonnes of dry bulk cargo and petrochemicals every year.

## UCL Students to help with presentation to waterside London boroughs

At a January meeting of the London Waterways Commission (LWC) Freight sub group, some University College London (UCL) students attended to begin their project induction.

The aim of the project under the wing of CBOA is to start a dialogue with the London Boroughs (LBs) to make them aware and where possible influence their decision making, about use of waterways in planning decisions. Rather than give the LBs a 'lecture', an ongoing dialogue was thought decidedly preferable.

Six students have volunteered for this – for most, it is not actually a mandatory part of their course, but will however become a useful part of their portfolio. Some of them will later take a career in planning.

The LWC Freight Group has produced for the students a draft document which is informative about the waterways, has the listed and protected wharves and the current situation with planning as we know it. This will start the students on their task, with the help of mentor Richard Lee who will guide them. They will report back to the LWC as appropriate.

The objective is that the LBs will be more familiar with use of the London waterways for freight and what can be achieved, and that this will be reflected in future in planning decisions.

## S Walsh introduce new barge

The Essex based S Walsh and Company has over 40 years of experience servicing the construction industry with considerable experience with waterside development sites – Canary Wharf including Crossrail Station, Wood Wharf, Lots Road, Blackfriars Bridge, Thames Tideway Tunnel, Pitsea Wharf, Wallasea Island and others.

They have developed a particular expertise in the recycling of construction site waste with consolidation, sorting, grading, washing and cleaning and recycling into the construction chain. In the London area they have five plant involved in such work with one on the Victoria Deep Wharf at Greenwich. They have become increasingly involved in waterborne freight and they now

have a considerable presence on the river and fleet able to move up to 10,000 tonnes a day.



S Walsh dutch motor barge *Thurrock* loaded (R Squires)

In addition to a number of smaller tugs they have two of Cory's former tugs and have started to take delivery of new Damen built tugs to be used for movement under contract with CEMEX of aggregates from Barking to Fulham and Vauxhall.

One of the recently acquired craft, the motor barge *Thurrock*, 47m and 335gt, is now to be seen regularly on the lower Thames and the estuary. Previously named the *Transient* and built at Moerdijk in Holland in 1964, she was also briefly with Thompson River Transport on the Severn and also with the London Green Barge Company. She is now mainly employed on the movement of fill from Victoria Deep to a Site of Special Scientific Interest near Pitsea where a new long-reach mobile crane has been installed.

Being of Dutch origin and tradition, the *Thurrock* has superb crew facilities and accommodation on board.



S Walsh tug *General VIII* and barge loaded with spoil (R Squires)

S Walsh is keen to use sustainable construction methods. A recent report has stated that 50% of the UK's carbon emissions came from the energy consumed by building related activities. Water transport of materials is one means of achieving a reduction.

## CENTRO to update Freight Strategy

Following on from the CENTRO article in the previous Issue CBOA News, CBOA commented on CENTRO's draft proposals for the four freight methods – road, rail air and water. All comments have now been taken in account and they plan to have the Metropolitan Freight Strategy formally approved by April 2013 following which they intend to develop a shorter term Implementation Plan.

CENTRO is the West Midlands Integrated Transport Authority, mainly for promoting and developing public transport across the region. In this exercise they are involved with freight planning for the future.

## Nuclear boilers by barge

The Magnox Berkeley site is the first commercial nuclear power station in the UK to be decommissioned. Electricity production stopped in 1989.

Fifteen disused boilers are being moved as part of the decommissioning of Berkeley Power Station, to a processing facility near Nyköping, Sweden where the



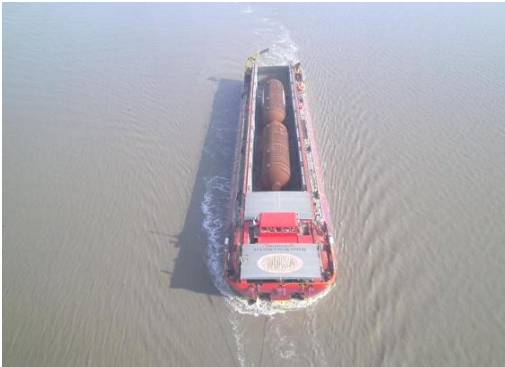
Wynn's *Terra Marique* loaded with two boilers (Wynn)

specialist nuclear waste firm Studsvik has a £15m deal to recycle them.

Each is 22m long weighing 300t and was initially moved by road from Berkley to Sharpness, then two at a time by CBOA members, Robert Wynn & Sons' barge the *Terra Marique*. At Avonmouth the boilers will be transhipped to ship for the onward journey to Sweden.

Five boilers have already been removed in 2012; the last one will be removed in March. Metals will be recovered, while the nuclear material will be returned to the UK for burial.





Wynn's Terra Marique underway on the Severn (Wynn)

## London boroughs planning conditions on the use of water transport for freight

The following has been kindly provided by Stephen Anderson, Principal Consultant with Peter Brett Associates LLP.

The Mayor's London Plan contains several sections which advocate the use of the 'Blue Ribbon Network' (BRN – the canals and rivers in and around London) for freight. In February 2008, a revision included the point to, "improve the sustainable movement of freight within and around London, making more use of water and rail", and "...a progressive shift of freight from road to more sustainable modes such as rail and water".

The wording in *Policy 4C.8 Freight uses on the Blue Ribbon Network* was strengthened to include, "New development close to navigable waterways should seek to **maximise** water transport for bulk materials, particularly during demolition and construction phases." The word *maximise* placed a new emphasis on using the freight accessible waterways. For London boroughs receiving planning applications for sites next to suitable waterways, it has been interpreted such that the applicant should be able to demonstrate why water transport cannot be used for moving certain bulk materials and waste in favour of road transport.

A planning condition in accordance with the Blue Ribbon Policies 3C.25 and 4C.8 can therefore be included to request a feasibility study is carried out to assess the potential for moving freight by water during the construction cycle (for waste and bulk materials) and following occupation of the development (for waste and

recyclables).

As the planning applications have materialised in the last few years, boroughs have increasingly placed a planning condition that requires the applicant to show why water cannot be used if a road only solution is being proposed. The interesting point is that the scale of the development does not have a bearing on the condition being included. The number of developers or contractors seeking assistance from experts that have experience in discharging the water use condition has increased over the past 18 months.

Until now the majority of developers and contractors continued to use road transport, due to the perceived impracticality and cost of using water. However it is true to say that there is more scope on the Thames with suppliers or waste processors with direct access to the waterway, than there is on the canals. Most sand and aggregates for ready mix concrete in London are delivered by water or rail from their source and are normally within a short distance of the development. For structural steel or rebar, there are steel stockholders and possible transhipment at Tilbury.

Whilst the policy of compelling developers to consider water transport is excellent, there is still a significant gap in knowledge in both the development industry and planners in gaining a better understanding of how water transport can be efficiently employed.

So can this 'maximise' water freight policy be transferred to other towns and cities in Britain? If suppliers and waste processors have direct water access then the concept may indeed be transferrable. Transfer via a wharf however is often not viable due to the additional handling costs, unless unacceptable congestion can be avoided within an inner city area. The big challenge is convincing developers and contractors that water can offer advantages and be carried out at a cost the equal to or less than road transport.

## Overseas News

### Utrecht Beer Boat

The City of Utrecht in the Netherlands set itself the task of reducing road freight and also making better use of the potential for waterborne transport for supplying

the city, where its centre is mediaeval.

In 2010 Utrecht introduced the new zero emissions electrically powered Beer Boat. Supplied by four breweries, it serves 65 clients with bars, pubs, restaurants, hotels with beverages, where access in the urban area is sometimes difficult for road freight. It carries 18t maximum load in 40-48 containers and is 18.8m x 4.26m.

Once operating, contact with existing customers showed that 2 extra days service per week were required to expand this service. In addition, a large frozen food importer expressed interest in the scheme warranting the introduction of a second boat.



Amsterdam has also introduced a similar scheme for general freight and waste also using a small sized vessel. Interestingly, the same reasons are given for using water transport as CBOA proposes for the UK; congestion and emissions reduction, noise reduction, increased road safety, carbon footprint reduction – all meaning an environmentally friendly transport scheme.

Meanwhile, the city of Berlin in Germany is studying the Dutch inner city example and a pilot scheme is being tested at present to evaluate its introduction.

### **Emissions reduction for non road uses**

When compared to road, water transport has been less advanced on EU environmental policy with emissions reduction. Likely to change this year, a legislative proposal will be presented which will cover the emission of carbon oxide (CO), hydrocarbons (HC), nitrogen oxides (NOx) and particulate matters.

Manufacturers will need to comply with the tighter limits on emissions. Later, it may also affect existing fleets which then need to comply with reduced limits.

### **Trans European Transport Network**

Since the 1980's the Trans-European transport network (TEN-T) policy has been setting the policy framework for the development of infrastructure for the smooth functioning of the internal market and for ensuring economic, social and territorial cohesion and improved accessibility across the EU.

This led in 1992 to the inclusion of a specific legal basis for trans-European networks in the Maastricht Treaty and in 1994, at the European Council in Essen, to the adoption of a list of 14 major projects. Since, the first Guidelines were adopted defining the TEN-T policy and infrastructure planning.

Transport infrastructure as such is now well developed within the European Union. However, it is still fragmented, both geographically and between and within transport modes. Guidelines are now written which define a long-term strategy for the TEN-T policy up to 2030/2050.

The TEN-T proposal now aims to establish and develop a complete TEN-T, consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, thereby ensuring the smooth functioning of the internal market and strengthening economic and social cohesion.

A dual layered approach is to be used – a Core Network (in place by Dec 2030) which will consist of the strategically most important elements, and a Comprehensive Network (in place by Dec 2050) consisting of all existing and planned infrastructure meeting the requirements of the Guidelines.

The UK waterways have never been included in the TEN-T proposals. By contrast both conventional rail and high speed UK rail connections are included. These are both east-west and north-south as far as Edinburgh and Glasgow, with several major sea ports rail connected.

It would appear that there is at present no lobby or proposal to include UK waterways. It may be that we could not justify being part of the Core Network, however recognition as part of the Comprehensive Network may be to our advantage for the larger commercial waterways and estuaries. These may then

be able to attract EU investment under the scheme, albeit that the Core Network will get most of the funding.

To enable this, lobbying the DfT and the relevant MEP would be necessary to get inclusion as part of the Comprehensive Network.

## In the Press

### Biomass Magazine – CBOA featured

The Biomass Magazine ran a detailed article about how David Lowe of CBOA had been fielding a number of biomass enquiries; increasingly developers want to know if biomass can be transported by barge.

David said that moving biomass on a canal or river system can save time and money and create a competitive advantage.

Stuart McKenzie of the CRT was also supporting this. Several factors are found that make water transport a lot better than road. Water transport can sometimes deliver to where roads and railways cannot,

and that water transport delivers good environmental benefits, he reported.

David Lowe backed this up by stating that water transport produces just 20 percent of the greenhouse gases that road transportation does. Water transport systems are estimated to account for 20% of fuel costs, whereas the equivalent figure for road is 40% (source: Freight Transport Association).

Stuart McKenzie then reported that obviously both source and destination need to be waterside to make it viable. Dalkia was quoted as a good example of biomass water freight, with the go-ahead to transport 360,000t p.a. of biomass on the Aire and Calder Navigation for the new power station under construction.

In closing, the article was particularly upbeat about the future development of biomass transport by water, seeing that the optimism shared by David Lowe and Stuart McKenzie might spread to other areas of the UK where large scale water freight can be achieved.

## CBOA for Members

### Boat/barge long shafts

CBOA member Bernard Hales has secured a supply of 14' long x 44mm (1 3/4") diameter full round ash shafts which he can sell @ £40 inclusive of VAT (carriage tba). Bernard's contact details are on the rear page.

### Boatmaster Licences

As most readers will know it has been for some time, a legal requirement for masters in charge of UK inland waterway vessels which are not being used for private pleasure to hold a Boatmaster Licence or equivalent approved by the Maritime and Coastguard Agency.

There are, however, exemptions for craft less than 24 metres in length and carrying not more than 12 passengers (if any) such as

- historic craft used for demonstration purposes at an event (with certain provisos)
- horse drawn craft
- vessels whose primary purpose is as a residence and any trade is ancillary to that.

MCA have recently added a further exemption

following discussions with the trade and representations from BW/CRT:

- vessels licensed as 'Low Risk Roving Traders' by CRT. These latter craft do not carry hazardous cargoes (e.g. coal, gas, diesel fuel) for sale, customers do not board the vessel, and the weight of goods for sale is not more than one tonne.

In addition MCA recognises 'lesser' qualifications as substitutes for the BML such as the BW and RYA Helmsman's Certificates, and the National Community Boat Association's Certificate of Boat Management, ( for Class A and B waterways only) and the IWA Certificate of Boat Management (Class A only). Various training organisations and individuals can provide short courses leading to these qualifications.

However the most recent update to the MCA website now specifies that these certificates are only valid for vessels 'which do not carry cargo'. We have asked MCA to clarify this statement as it contradicts advice given by MCA local offices and what is given currently on other pages of the website.

Meanwhile our member and specialist trainer Richard Gray of Birmingham & Midland Marine Services has been putting together a training package for operating cargo carrying narrow boats and narrow boat pairs, within the aegis of NCBA. This will be submitted to MCA for approval and is said to be more appropriate than the other qualifications for this type of operation.

For general information on Boatmaster Licences, exemptions etc see: <http://www.dft.gov.uk/mca/mcga07-home/workingatsea/mcga-trainingandcert/ds-ss-bml1stop.htm>

It should be noted that for craft over 24 metres in length, or any commercial craft venturing on to tidal waters such as the Thames below Teddington or the Trent below Cromwell the 'lesser' qualifications are insufficient and the MCA Boatmaster Licence for the relevant waterways is required.

### Hard hat area...

The man on the left passes the bricks a pair at a time to the man loading them on his head. He throws them up when the pile on his head is too high to reach. Occasionally a brick falls off and a second attempt is needed.



### CBOA NEWS

Views expressed are not necessarily those of CBOA.

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