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River Thames colossal freight revival

In June 2013 the Port of London Authority issued a press release – so significant was the news that in 2012 barge traffic had increased to 3.3 million tonnes and on Bow Creek, the River Lea (Lee) tributary of the Thames, was reported to be back to 1960s levels. How to explain this impressive and sudden increase?

Firstly the Canary Wharf development, in which barge transport was brought into use. Secondly, the increase in Thames barge traffic resulted from the start of work on several major projects involving tunnels and the generation of very large tonnages of excavated material for removal.

The projects concerned were for Thames Water, London's water supply and sewage treatment company, and Crossrail, a company building a new west-east rail link across London. Between them they would be building 81 km

of tunnel, 6.2 to 7.2 m in diameter, and very close to or linking places along the Thames. (See feature on page 8 about the Thames Tideway Tunnel).

Crossrail – the new rail link from Maidenhead and Heathrow in the west is being developed across central London and eastwards to Shenfield and south-eastwards to Abbey Wood, south of the Thames. Work started in 2009 on the station for the Canary Wharf station business district and over 100,000 tonnes of excavated material was moved out by barge.



Thames Wharf and Dock Entrance Wharf, the barge *Polla Rose* (see p3) in the foreground (R Squires). Inset shows the continuation of Thames Wharf and Bow Creek, with Instone Wharf this side of Bow Creek, Limmo Wharf around the turn. (D Hilling). Text: D Hilling.

Under London the rail link will be in a twin tube 21 km tunnel of 6.2 m diameter. Excavated material from the western part of the tunnel is being taken by rail from Royal Oak, near Paddington, to Northfleet in Kent and from the eastern drive shaft near Bow Creek a conveyor provides direct loading of barges on the creek at Instone Wharf. From some other shafts spoil will be taken by

road to the Barking Riverside jetty from where it will be moved by barge and ship either to Northfleet or directly to landfill sites.

In the summer of 2012 production of pre-fabricated concrete tunnel-lining segments started at Chatham Dock on the Medway River, which are shipped by barge directly to the Limmo Wharf on Bow Creek.

From the Chairman



Your officers and committee continue to be active in furthering the work of the Association, advising members, attending meetings,

responding to enquiries, and generally promoting the industry.

As reported more fully elsewhere we have developed an excellent working relationship with senior officials at the MCA and have been assisting member Richard Gray whose training company is to offer a course tailored to suit the needs of those who wish to engage in small scale cargo carrying or retail operations on the class A and B waterways using craft under 24 metres in length. Although we do not believe this course should be mandatory it will hopefully provide an alternative to the other courses and qualifications (e.g. RYA Helmsman) which MCA accepts in lieu of the formal Boatmaster Licence.

CBOA News Editor Richard Home combines his editorial duties with monitoring planning applications nationally and ensuring that planners are aware of the opportunities provided for carriage of construction materials and equipment into and removal of waste from waterside development sites, while Tim West keeps an eye on and responds to national and local government matters such as enquiries – on which topic we understand that the High Court challenge against the safeguarding of two wharves and a railway siding in Leeds has been successful (though the policies can be amended and remitted back to the Planning Inspectorate for consideration) and we will be working closely with Leeds City Council to ensure no further wharves are lost.

We are still concerned at the impact of CRT's proposal for a substantial increase in licence charges for the coal, fuel and cargo sector (those members operating mainly on the leisure waterways) and Vice-Chairman John Jackson has responded with characteristic vigour on this, as well as looking after stoppage matters most efficiently. On the question of one stoppage in particular (Sprotborough and Aldwarke locks on the South Yorkshire Navigation) CBOA and barge operator Whitakers met with CRT engineers for a most useful and amicable discussion on ways of reducing the impact of the stoppage.

We were disappointed to learn that our member Lafarge-Tarmac had decided in late July at very short notice to discontinue barge deliveries from Besthorpe to Whitwood following the merger of the two companies and re-organisation of the business (which included disposal of some of the activities). CBOA quickly arranged a meeting of operators in Goole to discuss the way forward and a number of potential traffics were discussed. We are grateful to Stuart McKenzie of the Canal and River Trust and Mike Garratt of MDS Transmodal for attending and offering advice and support. At the time of writing we understand that the readymix plant at Whitwood and Besthorpe quarry are to remain open and we are hopeful that barge deliveries will recommence, albeit on a reduced scale. CBOA is working with others to seek alternative business, both in the short and medium term, for member operators in the area – and this includes an exciting development involving the Canal and River Trust and ABP. CBOA also continues to provide input to the work of the Trust's Freight Advisory Group as it seeks to formulate a policy that will hopefully be positive for freight, maximising potential where appropriate and minimising costs.

Let the Association be accused of concentrating on the north east I recently visited Gloucester to discuss prospects for the Severn with our local member Chris Witts (a retired barge captain) and our consultant member Patrick Moss who has kindly offered assistance

in this area. We have identified considerable potential for carriage of imported goods from the ports in Bristol and South Wales to the West Midlands via a proposed inland terminal near Worcester. While in the South West the Association's Annual General Meeting will be held on board passenger vessel 'King Arthur' on Saturday 16th November at the Waterways Museum, Gloucester – details of the AGM and supporting activities will be enclosed with this Newsletter. We are grateful to Museum Manager Doreen Davies and to Chris Witts for assistance with this event and to CRT Waterway manager Nick Hetherington for advice. I look forward to meeting as many of you as possible at our AGM!

David Lowe.

UK News

CBOA on Canal and River Trust Council

Peter Hugman, CBOA Treasurer and past Chairman, has been appointed to the CRT Council, to represent freight interests. This is excellent news for both raising the profile of freight issues and also of CBOA of course.

Freight Advisory Group update (FrAG)

At the July CBOA committee meeting Richard Rutter, CRT Enterprise Manager (South) gave the committee an interesting update on the progress so far with FrAG. He was appointed as secretariat and helped assemble the group, chaired by David Quarmby.

FrAG will produce a report in the autumn, which will then go out for consultation after the Executive & Trustees have approved it. A key aspect of its work has been to define CRT's obligations towards freight, chiefly on the commercial waterways. FrAG has confirmed that there has been no further deterioration of the waterways since 2002, the date of the last assessment undertaken by the Freight Study Group*. Work to date has included:-

- What cost would be incurred to get them back to a statutory condition?
- Alternatively pragmatically, how and at what cost can they be got back to reasonable freight operational state?
- What is required over and above the navigational requirements for leisure?
- What are the dredging costs?
- What demand is there for modal shift back to water?
- NE and SW seen to have the key waterways. What tonnages can be moved away from road?

- CRT/FrAG has been working with both operators and shippers to see what the potential is.
- What are the criteria for pragmatic navigation dimensions e.g. creating a channel for both loaded barges or one loaded and one empty?
- Need to understand the containerised freight potential, particularly at Humber ports and maybe in the south west.
- To ensure that effort is focussed on waterways that have the greatest opportunity of revitalization and success, declassification or reclassification of some commercial waterways which have no commercial future has not been ruled out.
- If demand can be shown by shippers, CRT/FrAG will go to the DfT (or Europe?) for funding to get the waterways pragmatically fit for freight. CRT/FrAG will look at specific geographic locations where it might work, and would consider investing accordingly. CRT/FrAG will try not to dilute effort over too wide an area in future.
- CRT/FrAG is assessing the public benefit of water freight, which no one else is doing.

**The Freight Study Group was set up by the Department of the Environment, Transport and the Regions (DETR) in November 2000 to examine the scope for increasing freight traffic on the inland waterways of England and Wales. This followed an announcement in Waterways for Tomorrow, the Government's policy paper on the inland waterways, that a group would be created "to examine cost-effective and practical ways in which freight transport on the inland waterways can be increased, and whether there is a need for further studies examining issues such as whether the niche market for freight carrying on the historic narrow and broad canals can be expanded".*

Freight Grants awarded

A waterborne freight grant was awarded to Thames Shipping Ltd for £77,000 for movements on the Thames from Denton to Dock Entrance wharf at the old entrance lock to Royal Victoria, opposite 'O' Dome.

This is believed to be for aggregates up to Dock Entrance in one or both of their ships – *Yasam Rose* which arrived on the Thames in July and the *Polla Rose*, (Heather Chaplin's former *Geminus*), which they have been operating for some time.

For 2014/15 it is believed there is a grant for Westland Horticulture Ltd for waterborne freight.

Regional News

Another local Authority requires canal transport feasibility study

Planning application consent for the redevelopment of a canal site above Cowley lock on the Grand Union Canal, to provide a single storey Waste Transfer / Recycling Station was approved on the 22nd June 2012.

With this consent there was a condition requiring a feasibility study to be 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).

It also stated that "the use of waterborne transport shall be maximized during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible". The reason for this requirement was given as "In order to assess the potential of the site for freight, in accordance with AM18 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)."

This is good news that more local authorities are taking note of the potential use of the waterways for freight carriage and requesting the planning applicants to investigate their use.

Corn Flakes on the canal

The company Kellogg has recently increased use of the Peel Ports' Manchester Ship Canal shuttle service. Kellogg's use of the shuttle service will equate to an 85% reduction in road miles for its supply chain: a reduction of 40,000 road miles and 61 tonnes of CO₂ this year.

The shuttle service offers an environmentally friendly bulk logistics solution and already serves other major retail names such as Princes Foods, Kingsland Wine, Tesco, Typhoo and Regatta. A major global sportswear brand is also included.

About 2,500teu of Kellogg's cereal products are shipped between Manchester, Ireland and the Iberia distribution centres. Transshipping at the port of Liverpool occurs for the coastal feeder service to serve the Irish and Spanish markets.

The port of Liverpool's on demand warehousing has storage for up to 7,000 pallets of cereal product which is available at the port when required.

Peel Ports state it is developing a series of mini ports and multimodal logistics hubs at various locations along the Manchester Ship Canal, which means it can bring containerised products inland to exactly where the customer wants them.

Peel handles 94 tonne AILs

In the autumn of 2012 Peel handled to dockside a pair of Sir Nigel Gresley A4 class locomotives at 94 tonnes each, originally built at Doncaster. The *Dominion of Canada* and the *Dwight D Eisenhower* arrived from Canada at Seaforth docks, Liverpool, after a gap of over a half century since last on British soil. Their ultimate destination was for display at the National Railway Museum at York, for the 75th centenary celebrations on the 3rd July this year.



A4 class locomotive *Dominion of Canada* dockside at Liverpool (Peel)

The two locos are sisters to the legendary A4 *Mallard* which achieved the world rail speed record of 126mph in 1938, breaking Germany's previous record of 124mph in 1936, during the time of Hitler's rising.

The Dart – From Hollywood to The Ashes

Edward Livett of Livett's Launches Ltd kindly provided the following article for CBOA News about their special purpose pontoon.

Multi-purpose: A floating cricket pitch, The Giant Olympic Rings and a film crew's unit base all on one flat top pontoon (not at the same time!) Livett's Launches Ltd show how to utilise fully their 26mx18m flat top pontoon *Dart*.

Livett's purchased the *Dart* in 2012 and she immediately took centre stage in front of the world's media to mark six months to go until the start of the 2012 Olympic Games. The multi-purpose pontoon carried a set of 22 tonne Olympic rings up through Tower Bridge and beyond.



Pontoon *Dart* with 400 tonne concrete unit (Livett's)

For the duration of London 2012, the *Dart* carried the Rings up and down through the Bridges of the River Thames. This particular project required meticulous passage planning and close liaison with the Port of London Authority and was carried out with great success. The structure was the widest, tallest and probably the most high profile structure ever to travel through London's Bridges.

In 2012 the *Dart* also carried a 400 tonne pre cast unit to assist the construction of the Fly Emirates Cable Car that runs from Greenwich over to the Excel Centre. A completely different entity than the Rings that proves the *Dart* can carry substantial weight effectively.

2013 has been a busy year so far for the *Dart*, once again getting back into the media limelight and proving that it really is a blank floating canvas. For one day only the flat top pontoon was converted into a floating cricket pitch and welcomed the Australian Cricket Team down to Butler's Wharf Pier to celebrate the start of the Ashes.

The *Dart* then spent the summer on the River Medway in the movie business. The flat top pontoon played a pivotal role in the shooting of a Hollywood movie called 'Black Sea'. The *Dart* was married alongside an ex-Soviet Submarine and used as a unit base, hosting a crew of 50 people. 4 x portacabins, generators, toilets and miles of electrical cable were loaded and unloaded in Chatham Docks. The *Dart* was

able to moor flush up against the Ro-Ro Berth in Chatham, allowing lorries to drive straight on and off of the pontoon. Due to the submarine being off afloat in the Medway and unable to be moved, the *Dart* provided the perfect solution for the film company who were set on filming on board. Livett's also provided other marine services such as passenger transport, camera and safety boats.

With all of the projects above, careful planning and effective liaison with the relevant authorities such as the PLA and Medway Ports were paramount. The *Dart* has shown over the last 2 years what can be achieved on river and how flexible a pontoon can be to achieve the weird and wonderful!

Ballast transhipped at Rye for Kent & East Sussex Railway

In March track was re-laid on the part of the KESR's line. The ballast was brought in to Rye harbour, taken by lorry to the Wittersham Road depot, and loaded on to 3 hoppers. These were then hauled to site by a Class 14 locomotive.

Rye is one of the ancient Cinq Ports. The Environment Agency reported that there was a drop in commercial shipping in the 2003/4-2006/7 period. This however had subsequently steadied and freight tonnage had then risen from 63,000 to nearly 70,000 over the 2006/7 to 2007/8 period. Freight tonnage figures for the years following were 63,000, 102,000, 93,000, 73,000, 43,000 tonnes.

Analysis of the 2007/8 period shows that freight represents 15% of the Port's total income, leisure also providing 15%. Fishing is still strong, providing 51% income. Rother District Council sees the commercial nature of the Port as important for providing economic regeneration and employment possibilities and also for maintaining its character. (*Contains Environment Agency information © Environment Agency and database right.*)

Thames floating walkway dropped

The CBOA was among those who objected to the planning application for a floating walkway between Tower Bridge and Southwark Bridge in London.

Encroaching over the water space, it would have

been likely in the vicinity to cause at a minimum some restriction to barge traffic, or at worse a serious hazard.



Site of the proposed Thames floating walkway (R Squires)

The application was eventually withdrawn by the applicant London River Park Limited, the City of London saying that they had received a substantial body of objection to the proposal.

A New Era for Viaduct Shipping

In order to serve its customer better, our member the Northwest based Viaduct Shipping has moved its unloading operation from Frodsham to Runcorn Docks.

Whilst saddened to end a very long history of shipping into the inland port of Frodsham, for the time being at least, Viaduct Shipping found that in order to deliver the tonnages required by its customer deeper water was needed for the vessels to operate in and that has resulted in forming operational agreements with Runcorn Docks.

Mike Carter, one of the directors of Viaduct shipping says, "It is great that there was such a willingness to see this move happen from the Peel Ports Runcorn Operation and in particular from John Rutherford."



Panary with the first load of Canadian wheat heading for Runcorn (Viaduct Shipping)

David Lowe (CBOA Chairman) commented "I applaud Viaduct Shipping, customer Wm. Nelstrop & Co Ltd and Peel Ports for having the enterprise to find an

alternative wharf which will be easier to access and offers various other advantages."

Viaduct Shipping operates a number of barges and small coasters which transport imported wheat from Seaforth grain terminal for onward transport to a Stockport mill. In so doing they take some 1800 lorry journeys off the roads each year in an equivalent to the saving in road miles of one HGV travelling twice around the globe. www.viaductshipping.co.uk

Isle of dogs development

More development on the London Docklands site is expected. A new wave of residential towers is planned for the South Quay Plaza, taking the current site of offices. A planning application is expected to be submitted next year for the new £400m scheme. A second site at Marsh Wall is estimated at £200m. With Crossrail completion scheduled for 2018, this is considered to be a chief factor in the change of use from office to residential, also boosting the availability of housing provision for the declared need.

The schemes should provide scope for water transport during the development phases. CBOA has written to Tower Hamlets in this respect, supporting



the use of water transport to minimise road congestion and pollution, and to reduce London's carbon footprint.

S Walsh awarded Vivian Bulkeley-Johnson trophy

At the Venice Cavalcade in May, the Brentwood based firm S Walsh were awarded the Vivian Bulkeley-Johnson trophy. Bulkeley-Johnson was active in setting up and funding the Willow Wren Canal Carrying Company which started operating in 1955. The trophy is awarded to the company which has

made a major contribution to increasing water freight.

The Inland Waterways Association national chairman, Les Etheridge presented the award. CBOA committee member and IWA Freight Group member Dr. David Hilling said "on some days the Walsh company alone could have 10,000 tonnes on the water – just think of the 450 lorries that this keeps off London's roads - a favourable image of water transport which others could bear in mind."

S Walsh started in 1968 in civil engineering. A range of services is now offered of which the marine division is significant. It is involved with Crossrail and tunnelling for Thames Water, the land reclamation at Wallasea Island and Pitsea, Lotts Road and Canary Wharf stations. They have recently been acquiring additional craft from the continent.

Gloucester and Sharpness stone and soil traffic takes 1200 lorry loads of the roads

With very limited road access to Western Power Distribution's (WPD) site at Cambridge Bridge, canal transport was an obvious choice for carriage of construction materials, mainly crushed stone and soil.



Barge unloading at Cambridge Bridge (Western Power Distribution)

The project is part of an investment of over £12 million involving a new sub-station for the power company, improving the electricity infrastructure in Gloucestershire, increasing the reliability and flexibility of the electricity network and thus reducing power cuts.

About 16,000 tonnes of material needed to be moved

to site and Thompson's River Transport vessels were sub-contracted, starting on the 12th March. This required over 100 return trips over 4 weeks for the 5 miles from Sharpness Docks to site. It also meant that 1200 lorry loads were removed from the local roads.



Pleasure and commercial at Cambridge Bridge (Western Power Distribution)

Lawrence Wall, WPD's West Midlands Projects Distribution Manager, said: "Utilising the canal next to the site is an ideal way of transporting the large amounts of materials required which would normally have to be moved by road. This way we have an environmentally sound and cost effective way of moving materials. It also will greatly reduce the congestion and the number of lorry movements in the area."

Lawrence added that the environment was a key consideration when undertaking this project. "We are using locally-sourced stone to reduce fuel consumption and put measures in place to protect the natural habitat. The site is also on a flood plain, so we have made all of our equipment flood resilient and the site flood proof," he said.

Nick Worthington, of the Canal and River Trust, said: "The canals of the twenty-first century offer so much, they are a haven for boaters, engineering enthusiasts, heritage-lovers, cyclists and walkers and wildlife. That our larger canals are still able to accommodate freight is a testament to their durability - they are still doing the job 200 years after they were built. How many other large scale feats of engineering can claim the same?"

Feature: Thames Tideway Tunnel

We are pleased to have the following feature article on the Thames Tideway Tunnel (Thames Water), and are grateful to the Thames Tunnel project team for their cooperation in assisting with its preparation for CBOA.

The Thames Tideway Tunnel is a major new sewer proposed to tackle the tens of millions of tonnes of untreated sewage which discharges into the tidal River Thames every year. Running under the river bed in London, not only will it deliver

ecological benefits to the capital's river but also provide new opportunities for river transport to be utilised.

The tunnel will run from Acton Storm Tanks in west London to Abbey Mills Pumping Station in east London. Travelling 25km across the capital, it will intercept 34 of the most polluting combined sewer overflows (CSOs) along the path of the Thames before joining up with the Lee Tunnel. This tunnel, the sister project of the Thames Tideway Tunnel, is currently under construction and upon its completion in 2015 will link up Abbey Mills to Europe's largest sewage treatment works at Beckton.

As one of the UK and Europe's largest tunnelling projects, the Thames Tideway Tunnel faces numerous technical challenges. One of these will be the way material is transported during the construction phase. Following work with local residents and London-wide transport groups, a transport strategy was developed

and identified the use of river transport to move materials wherever practical and cost effective to do so. Use of the river means more than 50% of the 8 million tonnes of construction materials can be moved off



Tunnel route map (Thames Tideway Tunnel)

London's roads, minimising the impact of congestion on local communities.

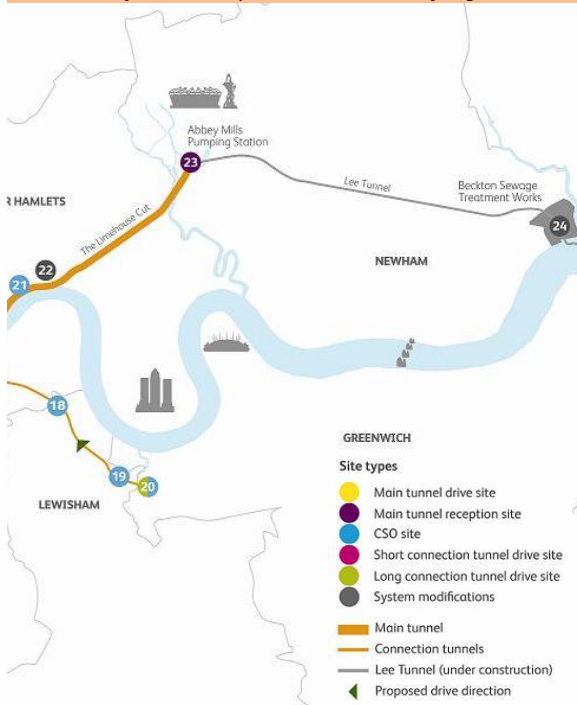
This commitment to maximising river transport has grown over the consultation phases, with the final proposals increasing nine per cent since phase two consultation plans.

With 11 of the 24 construction sites located next to the river, 4.8 million tonnes of material can practically be moved by barge 90 per cent of this, or 4.2 million tonnes, will be transported by river at these sites. This allows for some flexibility when river transport may be unavailable or unsuitable.

In recent years, the use of the River Thames for transport and freight has seen a steady decline and has become a much under-used asset. Malcolm Orford, Delivery Services Manager for the Thames Tideway

Tunnel, said:

"The Thames Tideway Tunnel should be the catalyst for broader, positive changes for the river in a variety of ways, with the project's planned utilisation of river transport set to see river freight



triple over the lifetime of the project. This will likely necessitate a major increase in the number of commercial boats operating on the river and hopefully be an exemplar for other projects and industries to follow, when transporting goods and materials to and from the capital. The additional capacity on the river will also lead to new jobs and skills, with the need for an abundance of new tug masters, bargehands and deckhands. Via the project they will acquire the skills and experience easily transferable to subsequent projects and roles in future years."

This sentiment is echoed in Boris Johnson's 2020 Vision document, launched in June this year, where the Mayor of London sets out his vision for the city over the next decade. This includes a desire to see more use of the River Thames, an aspiration echoed in his Mayor's Transport Strategy of May 2010.

This aspiration is clearly aligned to the aims of the Thames Tideway Tunnel.

With the Thames Tideway Tunnel only just entering the formal planning examination phase there is still a long way to go before construction becomes a reality. However, a project of this scale has the potential to change dramatically the face of London's river. The tunnel will not only create a cleaner, healthier river, it will also transform the way the Thames is used in generations to come.

For further information on the project's transport strategy, see the Thames Tideway Tunnel's development consent application, report '7.09, Transport Strategy' available on the Planning Inspectorate's website at:

<http://infrastructure.planningportal.gov.uk/projects/london/thames-tideway-tunnel/> or the

'Guide to Transport Strategy' at:

www.thamestidewaytunnel.co.uk.

Barge carrying aggregate at Westminster, of the type envisaged for the Tunnel work (Thames Tideway Tunnel)



The Challenges Facing River Thames Freight Operators

CBOA is very grateful to John Spencer, Managing Director of CBOA member GPS Marine Holdings Ltd, for submitting this in depth and informative analysis about management of freight operations on the River Thames.

GPS Marine operates in several marine markets, as main contractor, subcontractor and in the charter market. The company operates seagoing tugs and multipurpose vessels, dredgers and dredging equipment, marine construction vessels, salvage vessels and a fleet of tugs and barges that are engaged in the movement of cargo on the River Thames.

During 2013 GPS Marine has invested heavily in several areas of the business including the River Thames freight division, which has seen the addition of 4 x 1900 tonne barges and two tugs signalling a strong belief in its future. In addition, a new temporary jetty at East Tilbury has been built to triple the capacity for receiving barges loaded with spoil at Ingrebourne Valley Ltd's Goshems Farm restoration site. Despite the investment, the challenges presented by the River Thames freight market give most concern to GPS Marine senior management and this article concentrates on those concerns.



GPS Avenger – Damen Shoalbuster 2709 (GPS)

The freight market on the Rivers Thames and Medway is largely limited to refuse, construction materials and a limited amount of conventional cargo and containerised goods. Over recent years the

Thames/Medway barge freight market has been subject to rapid significant changes in the level of overall demand. This has, in part, been due to the financial crisis that started in 2007/8 but can also be attributed to a number of other factors.

The volume of refuse transported by barge on the Thames is at historically low levels, despite London's ever increasing population. The volume of spoil transported by water reduced dramatically after the financial crisis as a result of which rates for long term business dropped by up to 35% and have not yet fully recovered. The Olympics were not the panacea trumpeted by the politicians as a result of an ill-conceived marine logistics model and overall, the volume of freight carried by barge probably reduced as a direct consequence of London's 2012 Olympic Games. In this period GPS Marine took 19 barges out of service – 17 permanently! At present however, nowhere is the evidence of economic recovery stronger than in the London construction market and construction related water freight transport is set to undergo major growth in the coming years.

Despite this apparently bright future, freight operators on the rivers Thames and Medway face a number of challenges if they are to reap the rewards they might from the situation that now confronts them. Operators

need to understand the challenges so that they can benefit, not only in the short term but in the medium and long term too. The challenges that exist fall under the headings, regulation and operation, commercial and political.

The Port of London Authority, MCA and a core of River Thames operators have worked together to produce a "Thames Freight Standard" that is to apply to freight vessels (including construction craft and dredgers) and operators on the tidal Thames. This standard raises the bar for existing vessels and ensures that new vessels adhere to acknowledged national and international standards. The most significant change however, is that the standard calls for all vessel operators to develop and adopt a PLA accredited "Thames Safety Management System" through which to operate their craft. Properly

introduced and enforced the new standard will undoubtedly make it more difficult for rogue operators to set up and cherry pick commercial opportunities, thereby depriving established, accredited operators of the windfall opportunities upon which they depend to maintain develop their businesses.

Adopting the “Thames Freight Standard” will make operators face up to responsibilities that they have always had but which seem not been appreciated by many. Improving the standard of their vessels and the operation of those vessels will cause operators in general to improve their shore based maintenance and vessel support functions. No longer will it be possible to accept accidents and damage as a necessary function of their day to day activities as has sometimes been the case in the past. Although the foregoing will eventually drive out unnecessary cost and deliver long term benefits, it will also be initially expensive and could be detrimental to good committed operators if the standards are not universally and consistently applied.

As part of the adoption of the “Thames Freight Standard” operators will need to invest in the training of their crews. While the newly established Thames Training Alliance is designed to provide the vehicle through which operators can achieve this aim, it must be universally supported and major players must play their full part in the process. River Thames freight operators have to find ways of attracting and keeping new crew members who can attain the required qualifications and who have the commitment to continue to do the jobs for which they have been trained in order to justify the investment in their training. In today’s social environment this is not an insignificant challenge.

It is crucial that the training provided properly equips trainees with the knowledge and experience necessary to carry out safely and efficiently the tasks and duties they will be expected to do. The concern is that the necessary levels of skill are under estimated and that class room learning – while important – may be seen as a substitute for the practical experience and knowledge

necessary to carry out properly an intensely practical job.

From an operational perspective, operators must compete sensibly. For too long, operators have competed with each other until long after the reason for doing so – i.e. winning work in order to produce completely fully costed profit - has disappeared! It has to be hoped that the implementation of the “Thames Freight Standard” and the costs associated with it will go some way to concentrate operators’ minds to make this a thing of the past. However, this alone is unlikely to be the case! There is nothing in the standard that teaches operators how to understand fully their costs or requires these to be reflected in rates. However, sustainably high standards of safety and excellence flow directly from long term profitability. Unfortunately, unless operators are made to demonstrate a certain level commercial and accounting understanding, the risks associated with excessive competition and the race to the bottom will persist.



GPS cargo barge and tug (GPS)

Another persistent area of commercial concern is the short sightedness of clients and the lack of transparent, independent information on the subject of operator performance and delivery. All too often contract awards are driven only by price with quality, safety and delivery performance being given no consideration. All too often potential clients require ISO 9001, 14001 and 18001 at tender stage to impress their employers, but having won a contract all this is deemed to have no value and the cheapest bidder gets the job! It is for the ultimate employers and PLA to drive this practice out of the industry.

The recent award of contracts on major infrastructure projects to organisations that have taken advantage of the desperate state of the coastal shipping market to

bring in foreign flag and foreign-crewed vessels to under-take spoil transport contracts on the Thames has introduced a new form of competition. Today, traditional Thames freight operators who operate UK flag vessels and employ staff who live in the London area and who pay UK taxes are having to compete with foreign flag (often non EU flag) vessels crewed by seamen who frequently do not even live in the EU, much less do these crew members have to live in, or close to, one of the most expensive cities in the EU and pay UK taxes!

The use of “experts” from outside the industry to consult on major infrastructure projects threatens to paint a picture of a virtually derelict existing Thames fleet. This is far from the case, but should these “experts” gain sway and cause a massive influx of unneeded and subsidised tonnage the almost certain consequence will be the long term over supply of craft with the unavoidable consequence that over the long term the imbalance between supply and demand will ensure that rates will be unable to support an industry that can operate to a satisfactory standard, invest in its equipment and the proper training of its staff.



GPS Ocean going tug *Hibernia* towing pipes (GPS)

The political challenges to freight operators on the Thames arise as usual, from short term political expediency which causes politicians to make pronouncements and pledge support whilst having absolutely no interest in or understanding of what they are pronouncing on or pledging support to. This has the unfortunate result of political statements becoming no

more than meaningless noise. There is no better example of this than the so called “Green Olympics” of 2012 in which water transport played no more than a relatively meaningless and superficial role.

When politicians and the promoters of major projects that are likely to use freight transport on the Thames are guided by consultants from outside the industry, the consequences have become ever more detrimental to the image of the Thames freight industry. The Olympics failed to make any significant use of the Thames for freight movement despite the waste of in excess of £20m of public funds on the construction of Prescott Lock. The transport of spoil from the Lee Tunnel project is reported to have suffered from a number of problems and, despite public pronouncements to the contrary, it is similarly reported that there have been a number of significant difficulties associated with the handling and water transport of spoil arising from the Crossrail project.

The largest single project likely to make use of freight transport on the Thames in the near future is the Thames Tideway Tunnel. The challenge is to make

certain that the image of water borne freight is not further tarnished and that the Thames Tideway Tunnel deliver freight operators the full raft of benefits of which it is capable. The project must engage fully with the real experts in moving freight on the Thames – i.e. the operators who have extensive experience in the field and who will be most affected by the project’s legacy. PLA and Thames Water must ensure that the successful main contractors act responsibly towards the Thames freight industry so that at the end of the project the industry is healthier and

better placed for the future than it was before the project started.

Care must be taken that the Thames Tideway Tunnel project is directed to nurture the Thames freight industry and so cement its future as a viable, sustainable, long term part of London’s transport infrastructure.

River Lea moves sizeable tonnage

During 2012 100,000 tonnes was moved from the Thames Water's Lea Tunnel excavations on the tidal Lea, loading just below the new lock.

Summer snapshots at the ports

Below are some of the known inland port activities on the Thames and Manchester Ship Canal during the summer, by no means complete.

Thames:-

- Silvertown – Tate and Lyle sugar to Tripoli, *Beaumare* 2545gt 2nd June
- Victoria Deep Water Wharf – granite from Fowey, *Victress* 1512gt and *Bounder* 1984gt end May
- Erith Oil Mills – loading *Eems Sky* 1862gt Grain from Aberdeen *Schokland* 2702gt 31st May
- Barking, Docklands Wharf – scrap to Lisbon, *Amiko* 3821gt 9th May
- Barking, Kierbek Wharf – reinforcing bars from Limay, *Aristotle* 1426gt, 9th May. Steel from Canakkale, Turkey *Parma* 2999gt (2 drops) 12th May
- Dagenham, Cemex jetty – power station by-products from Copenhagen, *Marne* 2530gt 10th May

Enfield's Development Management Document includes water transport

In Enfield's proposed submission to the Government, the Development Management Document (DMD) provides detailed criteria and standard based policies for assessing all planning applications that will be used alongside the London Plan and other Local Plan documents.

In section 10.4 Waterways, 10.4.3 states "This policy seeks to maximise the opportunities waterways have to contribute towards the quality of the environment, provide recreational and residential use, and maximise use for transport."

Section 10.4.5 states "The Council recognises that water freight is a realistic and sustainable alternative to the movement of freight by road, as supported by London Plan policies on increasing the use of Blue Ribbon Network as a transport corridor. The Council is supportive of maximising the transportation of freight by utilising Enfield's connection to the Lea Navigation, where the Edmonton Eco-park and other industry are located."

Policy 75 states that "moorings shall (...with other factors) have no adverse impact on water-borne freight."

CBOA welcomes this addition to local policy towards freight use of waterways.

Nelstrop gains CBOA award

CBOA has presented a 2013 'Award of Excellence' to the flour millers, William Nelstrop & Co Ltd. of Stockport.

For over thirty years Nelstrop has used barges to collect imported wheat from

Seaforth in Liverpool and discharge it into lorries at Frodsham or Runcorn in Cheshire. Savings have been enjoyed in terms of both costs and to the environment.



Cito with fermentation tanks on the MSC near Mode Wheel Locks (S Smith)

- Fermentation tanks for the Royal Brewery at Mosside, *Cito* 2281gt 4th July
- Ditto for the Royal Brewery at Mosside, *Alana Evita* 2281gt 7th July

At a recent meeting David Lowe, chairman of the CBOA presented the award to Damon Escott from Nelstrops and commented "Our member 'Viaduct Shipping' and Nelstrop have developed an enviable operational model that clearly shows the very significant benefits of involving barges in the supply chain."

There are some interesting statistics behind this operation. It is estimated that Nelstrop has:

- Saved over 54,000 vehicle journeys
- Saved the equivalent in road miles of one lorry travelling 60 times around the globe.
- Saved over 1 million litres of road fuel.

Nelstrop uses predominantly local English wheat from Cheshire, Yorkshire, Lincolnshire and the Midlands but also sources wheat from Canada, the United States and continental Europe.



CBOA chairman David Lowe presents Award of Excellence to Damon Escott of William Nelstrop & Co Ltd. (Viaduct Shipping)

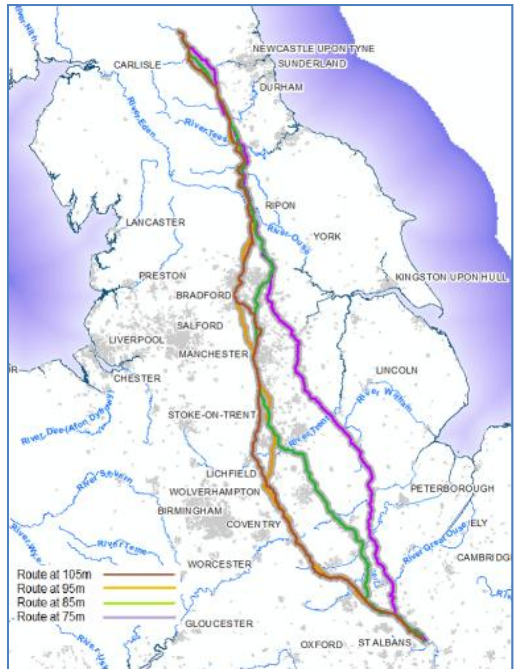
Aecom: new north-south canal proposal

David Weight from Aecom has kindly provided the following article.

The Aecom canal would run from the Scottish borders down to England's South-East. The ambition is to have a large scale water supply, with a slight fall, so that no pumping will be needed. The water would be primarily for food security, to satisfy immense unmet water demand for abstraction for farms without the need for pumping.

The canal would include some spurs to link to and top up the existing canal network and other waterways and aquifers. It would facilitate large freight transport, which would include biomass from the North of England

and Scotland, serving large inland power stations to the south. The canal would incorporate a compartment for



HVDC (High Voltage Direct Current) power lines, which could save billions of pounds compared with the current intention of putting them in the sea. Additionally, the water cooling will improve the transmission efficiency of the cable and enable cables to be added as more generation comes on stream.

A large fibre optic cable under the towpaths would enable data centres to be placed in a cool area such as Lockerbie while still fast-linked to the South East.

It may be possible to take the waste heat from power stations like Drax and Ratcliffe-on Soar and provide district heating for cities like Leeds, Sheffield and Nottingham. Additionally, the canal could enhance the natural habitat and would be a great tourist attraction, while generating increased rental values from nearby properties.

We have used advanced Graphical Information Systems (GIS) software along with in-house knowledge of existing and potential freight transportation to find the best and most economic routes, but have not decided on a particular route at this point.

David MacKay, Chief Scientific Advisor at the Dept of Energy and Climate Change (DECC), has forwarded the paper to various departments, and asked them to read it and report back to him.

Overseas News

Brewer uses water

Dutch brewer Bavaria has initiated a move to cut CO₂ emissions to assist achieving the company's increased sustainability goals. In an agreement with Heinz and Mars, shared transportation of the three company's products across Europe use inland waterways.



Bavaria Wharf on the Wilhelmina Canal

Forty five foot containers on river barges to Rotterdam are used for beer destined for the UK. The container space is shared with Mars and Heinz products, economising by making a full load. This lessens the distribution environmental impact.

Bavaria said that they also move beers across Europe by train, the exported beers going to Rotterdam by barge. Bavaria has in recent years reduced CO₂ emissions by 28%, winning a brewery award for this.

Bavaria is based in the town of Lieshout, North Brabant, and is the second largest brewery in the Netherlands. The brewery lies alongside the Wilhelmina Canal and is about 60 miles inland from Rotterdam.

Venice vanquishes motor vessels

Venice, built on a bank of sand and mud in the lagoon, whose settlement started about 1500 years ago, banned all motor craft for 5 hours one day in April. Mainly gondolas, skiffs and rowing boats were seen.

All freight and passenger traffic is by boat. Even client's suit cases are carried by the hotel's baggage boat. The wash in the Grand Canal is at times severe.



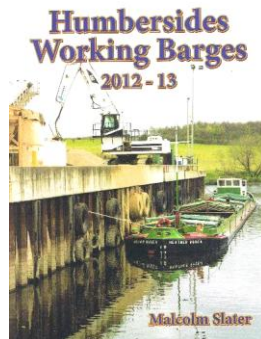
Venice's Grand Canal at dusk, with many Vaporetti (passenger boats) and motor boats (R Horne)

A council spokesman said that the initiative with the ban was to raise awareness of the pollution and promote use of electric or hybrid boats with a parade.

At the University of Birmingham, Professor Harris is aiming to develop a zero-emission hydrogen hybrid vessel propulsion system, also to convert a freight barge fuelled by hydrogen.

He identifies canal transport as one of the most energy efficient means of moving goods, and future limits on fossil based fuels are leading to re-examination of the benefits of water transport.

CBOA for members



Humbersides Working Barges 2012-2013

This is a new book by Malcolm Slater which graphically covers the vessels of the Humber and associated waterways. In A4 size, it has 62 good composition large

colour images of barges and work boats, at 2 per page. Each photo is captioned appropriately with details of the craft, where taken and some detail about the traffic involved. It has an introduction by our Chairman David Lowe, who also knows the north east well.

The emphasis is as the author says on those craft actually operating over the year, although some of the

shots are taken previously of the same vessels with a different name, ownership or cargo carrying capability e.g. after conversion from oil to dry bulk.

Loading, unloading, docking, locking, tide punching, just clearing Newark Bridge with a large transformer and even a skipper being interviewed for TV are all covered.

The book represents a good pictorial record of the traditional craft of the north east as they are seen today.

It is available direct from Malcolm at 75 Broome Close, Huntington, York, YO32 9RH, payments to Malcolm Slater. Email: malcslater@lineone.net

Malcolm is kindly offering a 10% CBOA members discount reducing the list price from £6.50 to £5.85 + £1.60 1st class postage. It can also be obtained from most book shops using the ISBN Tele Ordering system. ISBN 978-1-871392-05-0.

CBOA Membership subscription rate

Would all associate members that pay by bankers order please check that the B/O is for the correct amount, i.e. £20. A few members are still paying the previous rate before it was updated.

Applications for Skippers licence

This is a note for all CBOA members requiring to apply for either the MCA Boatmaster, or equivalent certification e.g. RYA.

It is important to specify in your application that you require both Categories A and B for Canals and Rivers. If you simply state the waterway on which you are currently operating, then your licence may only be valid for this waterway. You could just specify Category A, but this would most likely limit you to canals operation.

By doing as described above, your licence should then cover all relevant canals and inland rivers.

CBOA NEWS

Erratum: Page 4 of the Spring/Summer 2013 edition – the Staythorpe Transformers article should have indicated that alternative navigation means is needed to bypass Newark Bridge. The bridge cannot in fact altered for improved navigation as it is a listed structure.

Views expressed are not necessarily those of CBOA.

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We are one of the leading authorities on moving goods off the road and on to water. Our clients and contacts include industry, national, regional and local government.

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