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## Ten fold increase in MSC container freight in five years



(J. Eyres - courtesy Coastal Shipping)

CBOA understands from FTA's Freight by Water group that there has been a huge increase on Manchester Ship Canal (MSC) container freight on the shuttle service between Liverpool and Irlam.

In 2008 this was approximately 3,000 teus (20 foot containers) and has now risen to 30,000 in 2013. The ship currently on the traffic since June is the *Thea II* (2899gt) and can take 350 containers each time. The

previous ship *Coastal Deniz* (3125gt) left the canal to continue with general cargo coastal work via Glasgow. The *Thea II* has a capacity of over 100 teu more than the *Coastal Deniz*.

Apparently there is increased demand for weekend and early week sailings.

CBOA has also heard of the possibility of an additional ship being put on this service soon.

## From the Chairman



In the last CBOA News we reported the setting up of the CRT Freight Steering Group (of which I am a member) to take forward and develop the Trust's freight policy. The group met on 1st July and, ably chaired by Stuart Mills (CRT Property and Enterprise Director), it was very apparent that the group 'means business' and wishes to proceed without delay. (See the separate report on page 3). Part of the work of the steering group is to develop the concept of the inland freight terminal (Port of Leeds even?) as reported elsewhere in the News and this has, of course, the full support of CBOA.

The Passenger Transport Executive Group (PTEG) represents PTEs and their successor bodies, Transport for London etc and has recently widened its remit to include freight. I was invited to give a presentation to the PTEG in Manchester recently; this was well received and the result was some very useful contacts made and we are hoping that the West Yorkshire Combined Authority (branded as Metro) will be working closely with CRT and other stakeholders to help provide funding for projects that will enhance the waterways that make up the Trust's Priority Freight Routes (the Aire and Calder Navigation, Sheffield and South Yorkshire Navigation and River Ouse Navigation).

The Trust's North East Partnership board (chaired by Mark Penny) is, along with CRT manager Jon Horsfall and staff, enthusiastically supporting freight initiatives in the north east and with this level of commitment we are really hopeful of a significant return of freight to the

Trust's waterways in this area in the not too distant future.

Another interesting development is the concept of the 'Last Mile'. In this case cargo is brought to a transfer facility outside a conurbation by road or rail (or via a large waterway) and then transferred to small electric barges for the last mile (or so) into the town centre where the cargo is then transferred to small electric vehicles for final delivery. As previously reported beer has been successfully delivered in a similar way in Utrecht since 1996, with a more modern electric boat introduced in 2010 and a further boat brought into service recently for carriage of waste. A similar exercise sees deliveries right into the centre of Paris, while the COG project promotes 'last mile' deliveries into Amsterdam. The Paris example will be highlighted at a 'Last Mile' Conference which is being organised by the Passenger Transport Executive Group in London on 26th September.

Other waterways are not forgotten however; our East Midlands representative Les Reid alerted us to a well publicised proposal by Brett Aggregates to develop a quarry at Shelford on the River Trent and move a substantial proportion of its output to Nottingham by barge – up to 120,000 tonnes/annum (see Press article on page 9). Of course our planning officer Richard Home immediately wrote to planners supporting the proposals, and we liaised with CRT at a high level to ensure a similar response from the Trust. Bretts had expressed interest previously and discussions had taken place as part of the follow up work to the Trent Freight Study undertaken by BargeConsult (led by Peter Hugman) in 2010 so it's good to see this developing.

In this context we were saddened to learn of the recent and untimely passing of Glenn Millar, British Waterways / and latterly the Trust's Economic Development Manager who had been a strong advocate of freight for many years and had been very influential in getting approval and funding for the Trent Freight studies. I first met Glenn when he was General Secretary of the National Waterways Transport Association back in the late 1970s and it was always a pleasure to work with him.

The CBOA Committee recently endorsed a proposal by our NW representative, Mike Carter, to put together a paper outlining the potential for a revival of freight carriage on the River Weaver. This will include dimensions, wharfage, operators etc. As reported in the last CBOA News although the Weaver is not (yet?) a CRT Priority Freight Route the Trust supports continued use and development of its other Commercial (and indeed any) waterways for the carriage of freight and looks to other interest groups, and businesses to take the lead in this.

Our maintenance officer John Jackson continues to press and liaise with Canal & river Trust staff on the

question of dredging and a good rapport and dialogue has been established at all levels. It's good to see Trust staff out and about on CBOA members' boats as part of the 'Boating Buddy' scheme, and also the way that CBOA works closely with our colleagues in other waterway organisations such as the Historic Narrow Boat Club and the Inland Waterways Association.

Finally, look out for an announcement regarding the CBOA Annual General meeting which will take place on Saturday 8th November. I hope to see you there!

David Lowe.

## UK News

### CRT's Freight Steering Group

*The following report is provided by our Chairman David Lowe:-*

As reported by our Chairman in his column the group met for the first time in July under the Chairmanship of Stuart Mills, CRT Property and Enterprise Director, and a number of work streams were established to run concurrently and to report back to the group.

One sub group has been pressing ahead with the project to establish an inland terminal or port in Leeds to handle marine aggregate, general cargoes and containers on its Stourton site off Skelton Grange Road. CRT staff have been particularly helpful in looking into planning matters, access, any contamination issues, and the options for providing a wharf, including condition of the waterway, dredging etc. This group has been holding regular telephone conferences so as to keep up the momentum. A meeting with Leeds City planners has been arranged for 1st October and it's hoped that the planners will endorse the facility which is a vital ingredient needed to facilitate and promote the return of freight traffic to the Aire & Calder Navigation west of the junction with the SYN. A well established Leeds business is keen to develop and operate the facility.

Another work stream is looking closely at potential traffics especially those whose origin and destination will be the Humber ports and wharves. Clearly close co-operation with these operators will be needed and

options for marketing the potential 'offer' are being examined. In general terms there are probably three stages to the development of traffic; the first is marine aggregate (which is now looking very promising), the second is general cargoes, and the third is containers.

Others in the group are looking at what is necessary to enhance the waterways to European standard (beam in particular) – what that standard should be, and the availability of suitable continental craft. It's recommended that a beam of 6.65 metres would be optimum as it is thought that the A&CN only needs a minimal modification to one lock to achieve this. Not only are barges of that size fairly readily available abroad, such a width would enable containers to be carried relatively easily two wide in the vessel.

Other considerations include length - currently quoted as 61 metres maximum to Leeds. Could a craft of 63 metres, better for containers, pass through Castleford lock (the limiting structure) and thus reach Leeds? What needs to be done to achieve the South Yorkshire standard of 70 metres length? Could a small increase in vessel draft be achieved – every extra 25 mm of depth could be 10 tonnes extra capacity. Combining this all up could increase vessel capacity to 750-800 tonnes or more to Leeds. Another consideration is how to accommodate 9 ft 6 in containers stacked two wide and high; some road bridges could be raised, but rail bridges will be the future constraint. That said independent marine consultants

suggest that there may be a way of ballasting craft to pass under the low bridges.

Finally, the question of funding – what funding might be available from Europe and / or from UK agencies such as the West Yorkshire Combined Authority? The Trust, CBOA and Leeds University are working together – Dr Erik Thomasson of the Institute for Transport Studies had addressed a meeting of the Trust's NE Partnership and this has resulted in an excellent working relationship with additional input from the Transport Systems catapult organisation, and the University of Hull.

### CBOA Vice President awarded MBE

CBOAN is very pleased to be able to report on our VP David Blagrove being appointed an MBE in the Queen's Birthday Honours on 14th June. David's involvement with waterways and in particular water transport has been huge over the years.



David Blagrove being congratulated by Richard Parry, CEO CRT, outside the Canal Museum, Stoke Bruerne (S Daines).

Since his youth in Abingdon, he has spent many years involved with commercial carrying firstly with carriers Willow Wren and then with his own butty boat *Eltan*, and subsequently with South Midland Water

Transport and also the Narrow Boat Trust on *Nuneaton* and *Brighton*.

A teacher by profession, he has also taken up being a writer of books, historical articles for several waterway magazines and an Inland Waterways Association (IWA) columnist. His knowledge of waterway history and also local Northamptonshire history is immense.

He has had two innings of IWA Trusteeship, and is currently chairman of the Friends of the Canal Museum at Stoke Bruerne, where he has lived across the cut for many years.

### CBOA joins European Skippers Organisation

In the July committee meeting, CBOA Treasurer Pete Hugman advised that CBOA were now fully paid up Associate Members of the European Skippers Association (ESO). This followed a period of time where under Pete's direction the committee evaluated several options with the view towards obtaining a link, or membership with a similar professional European organisation.

The ESO looks after the interests of the European private inland shipping entrepreneurs. It was founded in 1975 in Brussels to make the voice of the independent inland waterway operator entrepreneurs clearly heard by the former EEC, now EU. Since then, 'Brussels' has come to see inland waterway transport as a serious and sustainable alternative. Web site [www.eso-oeb.org/](http://www.eso-oeb.org/)

### Freight both inside and outside the House at Westminster

On 30<sup>th</sup> June, Lord Kennedy of Southwark (Labour MP) put the following written question to the House of Lords:-

"To ask Her Majesty's Government what assessment they have made of the potential for greater use of Thames to move freight".

Baroness Kramer (Liberal Democrat) replied:-

"Transport for London has assessed the potential use of the Thames and other waterways in their London Freight Plan. The Port of London Authority (PLA), the Mayor of London / Greater London Authority (GLA), Transport for London (TfL) and their partners in the

public and private sectors have been working to encourage greater use of the Thames for the movement of freight, including that associated with infrastructure products in central London such as Crossrail, the Tideway Tunnel and Blackfriars Station.

The Department for Transport's Mode Shift Revenue Support Scheme provides grants to assist companies with the costs associated with running inland water freight transport instead of road, where inland waterway is more expensive. Grant support is being provided for a freight service on the Thames between Denton and Silvertown”.

In the Commons Debate, Treasury topic on the 24<sup>th</sup> June, Mike Kane (Wythenshawe and Sale East, Labour) asked:-

“May I remind the Chancellor that it was actually Daniel Adamson, who envisaged the Manchester ship canal in 1882, who talked about an economic powerhouse of the north from the banks of the Mersey estuary through to the North Sea at Hull? That vision's time has come, but it will take leadership, guts and gravitas locally and nationally, and on both sides of the House, to create a powerhouse that will rival any on the global stage”.

George Osborne (The Chancellor of the Exchequer; Tatton, Conservative) replied:-

“I agree with the hon. Gentleman.” “...We are working across the political parties (several meetings had been quoted), as northern MPs, to bring this about, and of course the ship canal could be part of the exciting Atlantic gateway project, which would create regeneration and jobs along the course of that incredible waterway.”

On the same day in the Lords, in a predictably lengthy exchange about Scottish Independence, freight figures across the English/Scottish border were mentioned by the Earl of Caithness (Conservative):- “...Let us recall that 23 million vehicles cross in both directions each year between Scotland and England. Some 15 million tonnes of freight move in each direction and there are 7 million rail passenger journeys. If there are to be border controls, that will impede the natural flow of trade within an area that at the moment is all united.”

This sounds like a good justification for the Aecom North-South Canal proposal along the Pennines as CBOA reported in CBOA News Issue 13 Autumn/Winter 2013.

## CBOA at Multimodal

CBOA was present at Multimodal this year, where CBOA committee members manning it reported that it was good to be seen and recognized by representatives within industry, and to create some leads for possible water traffic opportunities.



CBOA's stand at Multimodal (J Dodwell)

Our Chairman gave an illustrated presentation highlighting the UK waterways which are or could be used for the carriage of freight and the advantages of water freight over other modes. Slides of freight boats and barges of all sizes and types in action held the interest of the audience, as did the potential for promotion and enhancement of key routes such as those designated by the Canal & River Trust as Priority Freight Routes.

Our presence there is currently under review; one idea is to share a stand with a partner, CRT perhaps, to assist raising our profile at the event. This may be

appropriate with the direction of CRT's Freight Steering Group.

### Energy audit headache for businesses

The government will be implementing energy audits on all non-SMEs (Small to Medium Enterprises) before 5<sup>th</sup> December 2015. But the effect of this will also be felt with outsourced supply from smaller businesses, as the supply chain is also audited.

The Department for Energy and Climate Change says the new audits will be repeated every four years, and will encompass buildings, industrial operations and transport. They must be carried out in accordance with the EU Energy Efficiency Directive.

As the transport sector listed as the second largest contributor to total UK carbon emissions (c. 120 million tonnes CO<sub>2</sub> p.a., i.e. a quarter of UK emissions), it will be a target for businesses looking to reduce their output.

Nick Radcliffe, MD of FreightArranger, warns that the new Department for Energy and Climate Change directive will put pressure on the transport sector to cut emissions, but there are minimal savings left to be made; lorry design has already undergone efficiency savings and there is not a great deal of scope for further savings. Other methods will need to be sought.

So the scene is set perhaps for companies to explore other methods to reduce their energy consumption, i.e. water and rail freight. The importance of this should not be underestimated perhaps when presenting a business case for water freight.

### CBOA Presentations

CBOA officers (including the Chairman) have been giving talks and presentations to waterway and other interest groups highlighting the work of the Association, its aims and aspirations. Such groups have included the Passenger Transport Executive Group, Dudley Canal Trust, the Birmingham Canal Navigations Society, Inland Waterways Association branches, and the Chartered Institute for Logistics and Transport.

If any member or reader knows of a group or organisation that would welcome such a talk or presentation please let the Chairman know.

## Regional News

### South East estuarial summer shipping movements

Two to three loadings daily have been seen during the summer at the Crossrail spoil jetty at Barking. Naturally this varies with the tides times. Unloading is at Wallasea Island, to the south of the River Crouch.

A large heap of scrap metal was loaded at Pinns Wharf, Barking and taken in two ships to Santander and Barreiro. Reinforcing bars were imported to Kierbeck wharf in Barking in two ships from Asia.

An occasional load of scrap stainless steel was again loaded at Alexander Wharf, River Roding reportedly for Keadby on the Trent.

The Isle of Grain saw nine loadings of stone onto coasters, some destined for the Cinque Port of Rye, others to Whitstable and Ridham Dock, Sittingbourne.

### Siemens to invest at Hull

In an Associated British Ports (ABP) News Release in March, it was reported that Siemens are to invest £160M in wind turbine production and installation facilities at Associated British Ports' (ABP) Port of Hull. Siemens was established in the United Kingdom 170 years ago and now employs 13,760 people in the UK.



Artists impression of the proposed wind turbine factory at Hull (ABP)

The facility will be constructed across two sites including the 'Green Port Hull' site on Alexandra Dock at the Port of Hull, which will comprise a construction, assembly, and service facility, and a new rotor blade manufacturing facility in nearby Paull in the East Riding.

This announcement comes on the back of recent investments at both Hull and Immingham to support Drax Power's transformation from coal to a predominantly biomass-fuelled generator.

There is considerable potential to move construction material into the Alexandra dock, and CBOA is responding to such enquiries.

### Modal Shift to water grants awarded

Recent announcements from the UK's Department for Transport about modal shift grants show rail getting the lion's share.

However, Members and others will be interested to know that the Manchester Ship Canal was awarded £63,000 for 2013/4 and 2014/5 for moving goods between Liverpool and Ellesmere Port/Manchester. Thames Shipping were awarded grants of £89,000 for the same years relating to aggregate movements between Denton and Silvertown (both in the Thames estuary); this follows their £18,000 grant for 2012/3.

### Park Royal Atlas – West London

During a meeting in May hosted by the Park Royal Business Group, the Greater London Authority (GLA) launched an initiative which was a very detailed survey of the businesses in the area called the Park Royal Atlas. It is the result of data collected from months of surveying and hundreds of interviews of over 2,000 local businesses.

The objective is to give an insight into the needs of the businesses, and evidence of their key role in London's economy. It links closely with the huge development in the area of the HS2 portal and interchange, and the Mayor's so-called 'vision' for development in Old Oak Common with over 24,000 new homes, which is controversial and at odds with industry.

The attention on the development and encouragement to the Park Royal resources is timely, with the University College of London students Water Freight Industry Project which has focussed on the Park Royal area (as reported in CBOA News Issue 12 Spring/Summer 2013). The students were able to engage with GLA officers who were receptive and enthusiastic about use of the Paddington Arm of the

Grand Union Canal in the scheme, which passes through the middle of the Park Royal area.

The Park Royal Atlas sets a very high standard for surveying the rest of London's SILs (Strategic Industrial Areas). It could be a powerful tool to prevent the loss of industrial land in London that is under serious threat from the frenzy of house building schemes. It is these industrial areas on which we need to focus for future water freight potential.

### Severn aggregate still plying

In late August the *Elver* was seen being loaded and *Chubb* returning empty, carrying aggregate from Ripple to Ryall.



(R Home)



### 'Port Cheshire' brought forward

In the previous issue CBOA News Issue 14, we reported on the scheme to develop the former paper mill site at Ellesmere Port into a multimodal logistics hub.

The site in Ellesmere Port is central to a growing multimodal port and can be developed as a single unit development of up to 1,000,000 sq.ft. or a number of small developments from 100,000 sq.ft.

An existing operating berth on the Ship Canal connects the site directly to the Port of Liverpool via Peel Ports' container shuttle service and the rail network is easily accessed with an on-site branch line. The national motorway system is within a few hundred yards of the site via junction 7 of the M53.

With existing planning consent for port use, Port Cheshire could be developed within a 9 – 12 month window. Port Cheshire has a catchment area of ten million people, which means potential occupiers will have access to a highly skilled local workforce, living within an hour's drive of the site.

Andrew Martin, Group Land and Property Director at Peel Ports, said:

“Port Cheshire offers customers unrivalled flexibility, through existing rail and water links, enhanced by direct access to the region's motorway network. It provides the perfect platform for port centric development linked to the new Liverpool2 terminal and the Manchester Ship Canal.”

### **Multimodal awards presented**

Tesco was recognised for its outstanding contribution to sustainability and environmental performance by a Multimodal Award, in conjunction with the Freight Transport Association, presented by FTA chief executive Theo De Pencier. Tesco is one of the companies using Peel's Manchester Ship Canal shuttle service.

Frank Robotham was named Multimodal 2014 Personality of the Year in the first-ever Multimodal Awards on Tuesday at a VIP dinner sponsored by DP World London Gateway.

Mr Robotham began his career in the freight business in 1968 as an office junior in Liverpool, and ultimately became Marketing Director and later Group Marketing Director at Mersey Docks and Peel Ports. With a very successful career in Liverpool, he moved to a similar role at Associated British Ports, also with success.

Mr Robotham was also a key advisor to the Multimodal team when they launched the show.

### **Thames Tunnel Planning recommended**

After the biggest planning application ever submitted in the UK, the Planning Inspectorate issued a report of recommendation to the Secretary of State on 12 June 2014. The Secretary of State had 3 months in which to issue a decision. Just before going to press in early September, it was announced that development consent had been granted. However there is dissent amongst some authorities - Southwark, Hammersmith and Fulham, who may consider a legal challenge for some sites with a judicial review if there are sufficient grounds.

With consent granted, main construction on the project is due to start in 2016 with a target completion date of 2023.

The deepest tunnel reached its destination at Abbey Mills Pumping Station on the River Lee from Beckton Sewage Treatment Works earlier this year, having started in February 2012. It is due to be operating towards the end of 2015.

CBOA News Issue 13 Autumn/Winter 2013 reported the excellent scope for water transport of materials on the Thames Tunnel project, on the front page and with a feature article on the centre pages.

### **Port Salford 'Superport'**

With planning permission gained for the development of the Superport at Salford, it is set to become a major UK tri-modal inland port facility. Tri-modal facilities also exist at other major UK inland ports such as Hull, Immingham and Goole.



Development is already in progress as a joint venture between the Peel Group and Salford City Council. Superport will have 153,000m<sup>2</sup> of warehousing facility and up to 4000 jobs are to be created as part of the northern £15bn regeneration plan.



The Local Enterprise Partnership has secured £50m for infrastructure development to create the freight & logistics hub. This will have direct access to the Manchester Ship Canal, with rail and road connections. It is expected that the Superport will remove considerable volumes of lorry traffic from the roads.

To meet the rising need for a skilled workforce, the Hugh Baird College has launched the Port Academy Liverpool, to provide the necessary education and training in areas such as construction, maritime, logistics and port operations. Both vocational and professional courses will be offered with foundation degrees from September 2015.

### **Goole Star in Southampton**

The *Goole Star*, which formerly carried grain in the Mersey area and also worked on the Humber, is now carrying aggregates in the Southampton area, owned and operated by Bob Cheek of Corvid Marine Services.



(Harry Arnold/Waterway Images)

Two traffics are operated; graded aggregate loaded at Marchwood west of Southampton Water to Fareham in Portsmouth Harbour, and then from Marchwood to Newport on the Isle of Wight. The material is used for construction purposes, the tonnage being on the increase to the Ready mix plants of CBOA member

Lafarge Tarmac. The *Goole Star* is loaded 3-4 times weekly, 300t to Fareham, 250t to Newport.

Corvid also have another vessel the *Carmel*, which carries sea dredged aggregate from one quay to another at Shoreham. 400t are loaded, 1 round trip per day for Lafarge Tarmac.

### **South Midland Water Transport assist with construction**

In the spring, CBOA member South Midland Water Transport's narrow boats *Kangaroo* with butty *Australia* were loaded 30 tonnes of limestone for construction projects in the London region. They paused at the Canalway Cavalcade event at Little Venice (the junction of the Paddington Arm and the Regents Canal), to provide water freight awareness to the public.

It was opportune to follow up freight awareness at the Cavalcade, following the focus on freight at the Cavalcade in May 2007 when CBOA members were present with the ex-Leeds and Liverpool short boat *Clitheroe* loaded with stone and narrow boats *Arundel* and *Betelgeuse* loaded with sharp sand, all loaded at the Denham pit.

Also South Midland Water Transport's narrow boat *Tench* loaded stone this year at the town of Stone on the Trent and Mersey canal.

## **In the Press**

### **Quarry company keen to use water**

On 24<sup>th</sup> July the Newark Advertiser reported that a quarrying company stated that 1.5m tonnes of sand and gravel could be taken off the roads and on to the River Trent by using two river side sites at Shelford.

Brett Aggregates, one of the largest independent sand and gravel producers in the country, wants to quarry at sites near the Trent in Shelford, but there is local opposition. Brett are pushing for the sites to be included in the Nottinghamshire Minerals Local Plan, which proposes sites at Averham, Coddington, and extensions at Besthorpe, Langford and Cromwell, the paper reported.

Brett was reported as outlining plans for switching at least 120,000 tonnes of the proposed 300,000 tonnes a

year output from road to water until 2030. This would be achieved by use of a wharf on the outskirts of Nottingham. Two concrete batching/asphalt plants would be sited near the wharf, enabling materials to be delivered to sites in and around the city. Brett's river transport proposals were an alternative to the initial draft plans which used road transport.

Brett also stated that a barge can typically carry 260 tonnes of aggregate (CBOA operators reckon even larger capacity craft could be used) – the equivalent of 13 lorry loads. Brett also said that the two Shelford sites would be linked meaning that aggregate would not be transported through Shelford and other villages.

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CBOA independently wrote to Nottinghamshire planning department, supporting use of the River Trent for carriage of aggregate at Shelford. The council responded, acknowledging that Brett had also submitted additional information regarding the Shelford sites, and that the council would be examining it, along with feedback from the additional consultation on the Nottinghamshire Minerals Local Plan as a whole.

### **Slick with Oil**

75 million litres of oil are shipped daily to Rotherham, and a pioneering firm believes that the town's link with the waterway could see heavy industry flourish in years to come, the Rotherham Advertiser reported.

Exol Lubricants was reported as being one of the few commercial operations using barge transport. Rotherham's link with Hull means that businesses are poised to reap the benefits of commercial freight by water.

Jonathan Hoole, Exol's Operations Director said: "Historically Rotherham has had an oil depot on out site for around 100 years and it was based there because of the waterway links.

"Over the years the transport of oil was moved to lorries but we have moved back to using barges in 2009 and the effect on the financial and environmental efficiency on our operation has been staggering.

"To put things into perspective, transporting base oil from Hull to the blending plant at Rotherham by barge takes 2,800 return lorry loads off the roads each year.

"We take two to three barge deliveries each week and each barge carries 500,000 litres of oil – the equivalent of 18 trucks."

CBOA awarded Exol with the CBOA Award of Excellence on 2009 in recognition of its good business sense in using waterways, the Rotherham Advertiser reported.

The article then explained the CRT Freight Steering Group's aims with Priority Freight Routes and how this would assist commercial operations locally.

Our Chairman David Lowe was reported as saying: "Carrying freight by inland waterways is no longer automatically on the radar screens of shippers, logistics companies and freight forwarders, except in one or two niche markets.

"Exploring potential market demand.... has to be about how to organise, modernise, and present waterborne freight as a serious transport mode to a modern highly commercial logistics industry."

Mr Hoole added: "There is a lot of heavy industry in Rotherham that could benefit hugely from using barges instead of lorries, like we have."

## **Overseas News**

### **Blue Line Logistics alternative platform**

Blue Line Logistics is an alternative logistical platform for palletized goods using inland waterways. On 20 August *ZULU 01* went successfully through its trials and started operational trips in August. This alternative design allows for large bags and palletised goods to be loaded on the flat deck for ease of handling. *ZULU 02* is to commence operations shortly.

The 'pallet shuttle barge' or PSB is a 50 metre long catamaran with a large open deck. The ship is equipped with its own crane for self loading and unloading of its cargo, requiring only a forklift on the wharf for handling the pallets or bags. The deck can take 200 pallets per layer, which can be stacked up to at least four metres high. The PSB can load a maximum of 300 tons of cargo.

In addition to the main 300HP engine driving what we know as a Z drive with steerable propeller, there is a



thruster in each hull – the company states it has ‘dynamic positioning’. The vessel can be operated by one only crew member; shift working can be consecutive meaning continuous running of the ship, with crew going home after each shift and it has no accommodation on board.

On 21st of March this year, Blue Line Logistics increased its capital and became the Belgian equivalent of a plc. This allowed for professional investment and operational partners with the capital, securing the further development of the company.

The two ships already have long term contracts lined up, principally for carrying construction materials to site, initially around Antwerp, but hopefully in the future with more ships in France and the Netherlands. The company also sees the urban distribution of consumer goods as a potential cargo. In the Netherlands Tesco is quoted as taking the role of an operational partner.

### **27 funded EU awards for Modal Shift**

In June 27 awards were announced covering Modal Shift; Catalyst actions, Motorways of the Sea, Traffic avoidance and Common Learning Actions (Modal Shift knowledge learning/dissemination), under the Marco Polo II 2007-2013 financial period.

Many of these were for supporting road to rail operations but the following were the inland waterway oriented notable ones:

Logiport (Antwerp) from Duisberg, (as reported in CBOA News Spring/Summer 2014 and 2012) - €1.28M

Biolinks – Danube transport service of renewable

and biomass Romania/Bulgaria to Austria - €1.15M

B2S – Düsseldorf vans from Antwerp to Turkey; on-forwarding by barge instead of road - €0.49M

FFCL – shifting containerised truck freight to inland waterways from Antwerp and Rotterdam to the northern French hinterland - €0.36M

Contrast – a single wagon rail load service between ports in Denmark, Hungary, Germany, Switzerland and Austria including a combination of rail and inland water transport solutions - €1.95M.

### **Rotterdam’s four successful years of freight transfer to water**

The IDVV program (Impulse Dynamic Traffic Management Inland Waterways) in which the government, waterway managers, shippers, transport providers, ports, terminals and knowledge institutes work together to strengthen the Netherlands and Rotterdam’s position as gateway to Europe. At the end of this year which is the end of the program, four successful years have been seen.

Director of the program Jacco de Kok reported that by the end of last year 133,000 TEU had been shifted from road to barge. This is estimated to increase to between 160,000 and 220,000 TEU by the end of this year due to the program.

With over 5000km of waterways and one of the most modern fleets of barges, the Netherlands intends to utilize this transport network to optimum effect. Much of the IDVV program is about sharing information and better coordination between suppliers, companies and government institutions.

### **CBOA for Members**

#### **Birmingham and Midland Marine Services new training centre opens**

Birmingham & Midland Marine Services (B&MMS) have now opened their new training centre at Calf Heath on the Staffordshire & Worcester Canal.

As external CAATS assessors and approved vendors of inland marine training to the Canal & River Trust, B&MMS are also accredited as both an MCA and RYA training centre. Additionally

B&MMS run IWA, NCBA, Rescue 3 Europe and various HSE & NUCO courses; first aid and health & safety.

Offering specific work related training to commercial organisations; B&MMS advise that they are happy to offer discounted courses to members of boating organisations and trusts for group bookings.

For further details please see their web site <http://www.midlandmarine.co.uk/> email [midsmarine@gmail.com](mailto:midsmarine@gmail.com) mobile 07527 727169.

### CBOA Committee meeting in sublime Edwardian style



The passenger vessel *Edwardian*, at Butler's Wharf pier, near Tower Bridge (D Hilling)

The July committee meeting was held courtesy of CBOA member Livett's Launches, within the saloon of the *Edwardian*, a luxury passenger vessel on the Thames, owned and operated by Livett's.

### CBOA officer contacts

#### 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 872561

#### Secretary and Southern Representative

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

#### Parliamentary, regional and local government matters

Tim West  
Email: [t.west@cboa.org.uk](mailto:t.west@cboa.org.uk)  
Tel: 01785 850411

#### Marketing/Corporate and Public Affairs

John Dodwell  
07802 961485  
[j.dodwell@cboa.org.uk](mailto:j.dodwell@cboa.org.uk)

#### 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

#### West Midlands Representative

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

#### East Midlands Representative

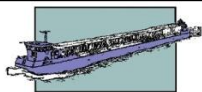
Les Reid  
Email: [l.reid@cboa.org.uk](mailto:l.reid@cboa.org.uk)  
Mob: 07971 589612

#### South West Representative

Patrick Moss  
Email: [patrick\\_moss@rocketmail.com](mailto:patrick_moss@rocketmail.com)  
Mob: 07736 859882

#### CBOA Membership

Louise Sliwinski, Robert Wynn & Sons Ltd.  
[enquiries@robertwynnandsons.co.uk](http://enquiries@robertwynnandsons.co.uk)  
Tel: 01785 850411



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[peterhugman@bargeconsult.co.uk](mailto:peterhugman@bargeconsult.co.uk)  
[www.BargeConsult.co.uk](http://www.BargeConsult.co.uk)

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

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[john.dodwell@rolandon.com](mailto:john.dodwell@rolandon.com)

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