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Extra million tonnes on the Trent?

The River Trent has the potential to carry an extra million tonnes of cargo a year according to a feasibility study commissioned by British Waterways with the support of East Midlands Development Agency (emda) and the East Midlands Regional Assembly. Tim West represented CBOA on the steering group.

Aim was to identify ways of using the river more effectively to reduce traffic on the region's roads by for example increasing the capacity of the river to allow larger vessels to use it, identifying locations for wharves to manage traffic flows and assessing the feasibility of an inland port at Newark.

BW's Economic Development manager Glenn Millar said the Trent was an underused resource. This strategy would help make businesses aware of the opportunity to reduce the economic and environmental cost of their transport.

Added Diana Gillespie, emda's executive director of Regeneration: "Congestion on the region's roads costs the East Midlands economy around £1 billion per year so it is crucial that we find ways of addressing this problem."

The study concluded that to facilitate major increases of freight movement in the long term would require alterations to the river



Seagull en route to Nottingham carrying more than 300 tonnes of aggregate (photo: Nick Hill)

and its locks. Enlarging the locks between Newark and Nottingham would enable barges carrying 600t to reach Nottingham. More immediate recommendations included:

- appointing a full time water freight promotion officer
- focusing on trial waste and recycle movements from Colwick, near Nottingham and on the construction industry
- a workshop for planners and industry to help safeguard wharves identified in the report

Welcoming the report CBOA chairman John Dodwell said: "Now we urge the steering group to devise an action plan to take forward the

recommendations. CBOA would also like further investigation on the Newark bypass idea, making a canal of the old river to the west of Newark to avoid the barge size restrictions of Newark Bridge."



John Jackson's Aonach leaving Kinner Lock on the Staffs and Worcs Canal with bagged domestic coal
Photo: Mary Brooks, age 10

From the chairman



CBOA promotes the water freight industry and protects its members' interests – vigorously.

We exhibited at the Multi-Modal Exhibition (thanks to Keith Mahoney) for the first time. We used this forum

to launch our Awards of Excellence. David Lowe took our smaller stand to various waterway events – you'd be surprised what logistics managers appear on the towpath! Pete Hugman has overseen our new website, presenting CBOA in a far better way.

How ridiculous that the Olympic Lock use charges had not been agreed before it opened. Following our intervention, this was settled: no charge for barges. In Yorkshire, we pressed for proper dredging in South Yorkshire; further works are due this autumn. And thanks to John Jackson for his annual stoppage programme reports to navigation authorities. Let one example suffice – why close a navigation for weeks when a marina connection is planned?

Our lead story covers a major survey

by a regional authority. Elsewhere, Richard Horne is responding to planning applications, the latest being to suggest that barges be used to take materials to a riverside hydro-electric plant.

Nationally, we have asked to join the DfT's Low Carbon Supply Chain steering group so water freight gets heard properly. And CBOA is supporting IWA's campaign against further Defra grant cuts for BW.

Maybe the most encouraging news comes from Merseyside. Peel Ports now have planning permission for their container terminal at Port Salford and Stobarts are opening up their Port Weston on the Manchester Ship Canal. Now there's a vote of confidence from major companies!

John Dodwell, Chairman

News in brief

More water freight needed to reduce climate change

Measures to help reduce the effects of climate change are contained in a report published by The Inland Waterways Advisory Council (IWAC). They include:

- increasing the amount of freight transported on waterways
- using waterways as a source for cooling adjacent buildings
- developing renewable energy sources such as hydropower
- reducing vessels emissions through improved boater education on engine use and speed
- improving water conservation and supply during drier summers.

Some 80% of greenhouse gas emissions must be cut by 2050. IWAC chairman John Edmonds says most of the recommended measures require authorities to start actively

preparing for their implementation now.

On your bikes



Secretary of State for Transport Lord Adonis wants us to get on our bikes to help cut carbon emissions by a third. Launching his transport manifesto

he outlined his three priorities and said a long term strategy was required. They are:

- capacity
- low carbon transport
- door to door (the ease of interchange between cycling and other forms of travel).

Towns in Holland have properly organised and supervised parking for bikes, London's rail terminals do not. Lord Adonis is making £5m available over two years on top of

existing plans to improve storage facilities at up to 10 major stations.

"How many times have people told me that we just have to grin and bear congestion, that we in Britain are incapable of carrying through long-term infrastructure projects, that you will never get people cycling on British roads, and that our engineers simply aren't up to French, German and Japanese standards, so we will never run railways as well.

"I don't buy any of that," he said.

The DfT has now launched its Low Carbon Supply Chain steering group to persuade freight transport operators to better record, report and reduce carbon emissions. Transport minister Paul Clark said a "concerted and cooperative approach" between government and industry is needed. However the green paper on which it is based

News in brief

barely mentions the role water freight can play and membership of the steering group is limited to logistics customers who decide how they want to transport goods.

Yet two men can move 500te more quickly by barge than by road. Water freight produces 75% less carbon than road transport.

CBOA suggested including a water freight representative.

In reply DfT said representatives from all modes of transport would be involved.

(See also CBOA's response in Press Watch, page 4)

SOS for inland waterways

CBOA is supporting the Inland Waterways Association (IWA) in its SOS – Save our Systems – campaign launched in September. Defra wants to cut the British Waterways grant for next year by nearly 17% from £57.448m to £47.848m. IWA national chairman Clive Henderson has called on all IWA branches and regions to contact colleagues in other waterway organisations to identify issues of poor maintenance and slipping standards, especially those affecting safety, so the underfunding can be reversed.

Those interested in joining the

campaign can do so via the IWA website home page:
www.waterways.org.uk

Positive news from the PLA

The Port of London's latest annual review (for 2008) says the Olympic trades are only a small part of what they are seeing as a significant expansion in the use of the River Thames for moving goods and materials. They are working with Crossrail and the promoters of the Thames Tideway Tunnel to identify the best method of taking the 'very substantial' amounts of spoil arising from these two projects out of London by river rather than contributing to yet more traffic congestion.

Local authorities are also playing their part by for example requiring the transport of demolition matter by river, from the increasing number of riverside developments.

Although construction activity has declined with 8 million te of aggregates being handled (383,000te less than the previous year) some terminals did see increased throughput. These included Hanson at Dagenham

and Victoria Deep Water Terminal, Cemex at Angersteins, Stema at Red Lion and UMA/Tarmac at Pioneer Wharf. Cement tonnages fell by 16% to 762,000te compared with the previous year.



Exploratory works taking place in the riverbed outside the Palace of Westminster, where a borehole has been sunk from a large rig to analyse the ground conditions that engineers digging the proposed Thames Tunnel are likely to encounter.
© Wessex Water

Aggregate Industries, which is supplying aggregates to construct venues and infrastructure for the Olympic Park, expect to move about half a million tonnes of recycled aggregates to the site by water over the three years of the contract.

Meanwhile latest statistics show that intraport trade amounted to 1.9m te in 2008. The Thames remains the UK's busiest inland waterway, accounting for more than 45% of goods moved.



There are extensive facilities for bicycle storage near to public transport in Holland

Press watch



Olympic barge traffic 'disappointing'

A combination of poor infrastructure and the effects of the economic slump have had an adverse effect on plans to move 50% of construction materials to the site by water or rail, according to **International Freight Weekly**. The lock had suffered from technical difficulties and the unloading facility at the site would not be ready until at least the end of August. The result was that only a couple of trial runs and some piping and waste had moved to the site.

Perry Glading, the Port of Tilbury's MD, was quoted as saying Prescott Lock was "a year behind where they should be." He said that with the economic situation as it was there were significantly lower rates for road transport, which had not exactly helped the barge argument. Most of the ODA's target of moving construction materials by water or rail had been met by rail.

The Green Barge company, set up to cater for the Olympic traffic and operating a dedicated terminal at Tilbury, is disappointed by the amount of traffic it has handled in connection with the games. However Green Barge's commercial director Mike Dunk said it was finalising a contract with construction firm Nuttalls to move waste material from the site and had identified 115 supermarkets in London that could potentially be supplied by barges. (See also Olympic Update, left)

Water freight 'overlooked'

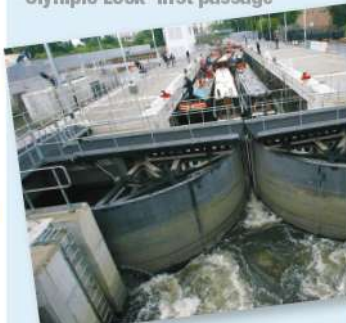
CBOA's action in publicising the role waterfreight can play on cutting carbon emissions (see Lord Adonis's Low Carbon Transport strategy report, page 2) was picked up by, among others, the influential online **Logistics Manager** and the official maritime London newsletter, **London Matters**.

Logistics Manager noted CBOA reckoned the role water freight can play in cutting carbon emissions was being overlooked by government and was concerned that rail had overshadowed it as an alternative to road transport. Lorry emissions could be reduced completely in some cases by transfer to barges. CBOA was now seeking representation on the government's Low Carbon Supply Chain steering group being set up to persuade freight transport operators to reduce carbon emissions.

London Matters contrasted the welcome the Chamber of Shipping gave to with CBOA's concern. While Mark Brownrigg, director general of the Chamber of Shipping, said he was delighted that the government recognised it was vital to reduce emissions from shipping on a global level through an international emissions trading mechanism, CBOA chairman John Dodwell said it was time the government did more than play lip service to the part water freight can play in reducing carbon emissions and cutting down road congestion. On larger waterways two men on a 500te barge could move goods more quickly than the same two men driving lorries – making barges more labour efficient as well as having a far better carbon footprint.

Olympic update

'Olympic Lock' first passage



Three Mills lock

The first flotilla of boats travelled through Three Mills Lock, the first new lock to be built in London in over 20 years, on World Environment Day, 5th June. Leading the flotilla were John Armitt, Chairman Olympic Delivery Authority and Tony Hales, Chairman British Waterways. The new Olympic lock opens up the Bow Back Rivers, a network of waterways in and around the Olympic Park, to create a green gateway for freight barges to enter the Olympic construction zone.

A multi-million pound dredging programme was carried out to clear the water freight route and remove 30,000 tonnes of silt, gravel and rubble as well as tyres, shopping trolleys, timber and at least one motor car.

Mayor of London Boris Johnson said: "The revitalisation of this network of canals after decades of decline heralds a new age of water transport in the capital. By shifting noisy, dusty and heavily polluting freight vehicles from busy roads onto water, we can free up traffic and drastically improve the quality of our environment."

Transport Minister Jim Fitzpatrick said: "Three Mills Lock highlights



the important part water freight can play in transporting material in a sustainable, environmentally friendly way."

The first 350 tonne barges have started using the lock on the Prescott Channel to take waste from

the Olympic park to a specialist recycling centre at Rainham, Essex.

Materials set aside for recycling and reuse including timber, cardboard, plastics and packaging will be loaded at a new jetty on the Waterworks River opposite the Aquatic Centre and travel down to the Thames.

British Waterways Director London, Mark Bensted said one of the key reasons British Waterways took on the Three Mills Lock project was to see water-borne freight being moved in and out of the Olympic Park. He hoped the lock would make a real difference removing freight from local roads and promoting water transport as a viable option to contractors both in the build up to the Games and in the Legacy.

"So this freight movement is a fantastic start for the new lock, proving that where conditions and logistics are right, water transport is a great way to move materials."

The £20m structure comprises twin water control gates, a 62m x 8m tidal lock, footbridge, lock control building, fish pass and fixed weir. The project is funded by British Waterways, Defra, the Department for Transport, London Thames Gateway Development Corporation, the ODA and Transport for London.

is the Minister encouraging freight by water?

Meanwhile MP Charlotte Atkins put three written questions to the Minister for the Olympics on plans to encourage companies to use waterborne freight for the Olympics site, whether there were clauses in their contracts to encourage them to use waterborne freight and what estimate she had made of the proportion of goods and other materials would be transported to the site by water.

In reply the Minister said there was no specific requirement or clause in relation to the use of sustainable transportation methods. April figures showed that 57% of deliveries had been transported by rail.

The work to open up navigable waterways would "actively encourage" contractors to use them. Team Stadium, the consortium constructing the the Olympic

stadium, was building offloading facilities nearby for this purpose and Veolia Environmental Services and Aggregate Industries had committed to using the waterways.

Figures for the proportion of sustainable deliveries by water will be calculated from Q3 2009.

Yes you can use it!

In response to a downbeat piece in International Freighting Weekly on the Olympic Lock delays, CBOA chairman John Dodwell drew attention to the fact the Lock was now open and that 350te barges could be taken right into the Olympics site. The magazine published the letter in full, including the information that with prompting from CBOA, the ODA had agreed that barges could use the lock at no cost. Barge and road rates can now be compared directly. (See also Press Watch, left).



A 350 tonne barge is loaded with waste materials from the Olympic Park. © ODA 2008

Profile: Land and Water



Land and Water's Colne unloading aggregate at Hanson's West Drayton plant in West London

Clearing channels of cars and debris might sound a standard activity for a company involved in dredging and remediation projects. But with CBOA members Land & Water this activity, along with their many others, is not so much about what they do but the way that they do it.

So when they won the contract to dredge and improve the upper levels for the Olympic site so that the desired 350te capacity barges could actually get from the new Prescott lock, straight to the new freight wharf in the heart of the site, they looked to innovative technology to help them.

"We equipped our excavators with DGPS (Differential Global Positioning System)," says managing director James Maclean, "ironically the manufacturer also supplies missile guidance systems!" It meant they could control exactly where to put the bucket under the water and to achieve the complex underwater profiles required, as the freight channel is not the full width of the waterway, and they had to

accurately excavate the channel without disturbance outside the specified easement. "We quite enjoy challenging the norm."

Founded in 1972, Land & Water have been national contractor to BW since 1999. An award winning group of companies, they specialise in marine-based civil engineering, dredging and remediation projects. They operate the largest fleet of specialist long reach excavators – one with a 5te lift capacity fitted with Land & Water's specially adapted front end equipment enables it to reach 22metres.

Another example of their innovative thinking is the way in which Land and Water have designed and developed a number of innovative waste treatment and recycling technologies for dealing with the contaminated slurries and sediments they dredge out of the canals and waterways. Not only do they use stabilization techniques (cement or lime treatments) to dry the sediments and 'lock in' the contaminants, but they have their

own license for "Soil Washing" – a technique that mechanically scrubs the spoils to recover clean sands and aggregates and concentrate contaminants into a much smaller fraction for more complex treatments such as

bio-remediation, using bacteria to breakdown oils and tars etc.

More recently they have undertaken full scale trials backed by Defra to manufacture British Standard topsoils from blends of sediments and waste compost, for re-use in restoration projects. The first full-scale project starts in October '09.

Land & Water are increasingly involved in bulk water freight. They are for example hauling some 60,000 te of sand and gravel a year between Denham and West Drayton, taking it direct from a quarry to a concrete works. That saves some 6,000 lorry movements a year. And with a further recent diversification into sustainable Low Carbon energy, LC Energy Ltd (a Land & Water joint venture company) have a 10 year contract to provide bio-mass heating to Stansted Airport



Olympic Park freight route dredging

CBOA for members

and various schools and institutions throughout the South East. They are looking for bio-mass contracts they can service by water.

Now they are working on new generation of river tugs with a miserly 900mm draft designed for working in very restricted waterways fitted with a shuttle drive, not a rudder, so the propeller steers the boat. The prototype will be ready next year.

James Maclean is most proud however of the RoSPA gold awards they have won for the last five years in a row. This, he says, is thanks to 'the Safety Squad', an innovative approach that enables them to maintain and improve safety at each site where they operate. And it's not a paper tick box exercise. In brief he, the contractor manager, the site manager, the foreman and randomly chosen operators walk the site to discuss safety and look objectively at practical ways to improve the working environment.

"Everyone has an equal voice," he says. "It's not an audit and it's not about being disciplined – if we're going to improve safety we've got to sort it out together. If you do it top down you don't get buy-in."

"Despite the innovation, our greatest assets are our people, whom we believe in."



dredging with Land and Water's new Olympic hoppers

Olympic Lock tariff resolved

When CBOA member GPS Marine wanted to quote for moving 175,000 tonnes of aggregates from Tilbury to the Olympic Park the authorities could not or would not give them a tariff for using the Three Mills ('Olympic') lock. CBOA intervened on their behalf and took the matter up with BW regionally and nationally and, through Freight by Water with the Department for Transport.

Result? No charge for using the lock. The ODA plans to recover its costs in other ways.

More Doncaster dredging



Picture courtesy Malcolm Sklar

In the last issue we reported the lack of adequate dredging in the Doncaster area of the Sheffield and South Yorkshire Navigation, and the contamination issues around it. It was finally carried out earlier in this year.

Now further work is needed, partly because of fresh flooding bringing down new sediment. CBOA member E V Waddington, most of whose fleet had to be laid up at Swinton for nearly a year, and CBOA are again in touch with BW. Further dredging is due to be carried out this autumn.

Meanwhile CBOA has held meetings with stevedores in Goole and a steel stockholding firm in Rotherham about steel movements by barge from Goole ex ship from Russia: CBOA has been asked to co-ordinate rate quotes from members. CBOA

hopes this will lead to a 1,000 tonne shipment of steel going by barge as part of a renewal of traffic on this navigation.

Stoppages

The CBOA report on last winter's stoppages reveals a catalogue of unfinished business and muddled information on the part of British Waterways. It appears the Water-scape site on which boat operators depend for up-to-date information is not being updated – nor are BW's own front-of-house staff.

Compiled by CBOA vice chairman John Jackson the report shows:

- the Macclesfield Canal was navigable at Christmas, despite BW saying it was not
- the flight at Tardebigge Locks was open when BW said they it was not
- Patch Bridge was not fully functional despite commitments that it would be
- a week-long stoppage at Tetterhall on the Staffs and Worcs was not published at all
- a draft 2009/10 stoppage programme for the marina connection at Ivinghoe on the Grand Union shows seven weeks which is against the rules that connections should take less than one week.

"There is a worry that works previously programmed but not carried out are now being ignored and that major problems are likely to result," he says. 2009/10 stoppages are implemented.

Utilities next to waterways

CBOA wants the government to use its planning system to 'encourage proactively' the building of developments such as waste

CBOA for members

transfer stations, energy from waste plants, regional distribution centres, rail freight depots and heavy manufacturing facilities next to waterways.

The request is contained in CBOA's formal response to the government's new consultation paper on planning policy guidance: Planning for Prosperous Economies. Compiled by Tim West, CBOA's Parliamentary, Regional and Local Government officer, the response says the planning system is a tool that can be used to encourage and facilitate waterborne freight carriage – but it can and has compromised the freight carrying potential of a whole river or canal.

Yet one 500te barges takes the equivalent of 25 20te HGVs off the road and emits 80% less CO2 per te km than road haulage; up to 24,000 deaths each year arise from poor air quality according to the Department of Health.

CBOA hopes the guidance will encourage local authorities to:

- review existing strategies and land use policies to ensure such documents encourage inland waterway freight carriage and not compromise it
- safeguard offloading sites on the commercial waterway network from harmful development
- and take a proactive approach to siting specific sites of development next to appropriate transport conduits.

CBOA meets the Conservatives

CBOA chairman John Dodwell and Francis Power from Freight by Water joined forces to meet Conservative shadow Shipping minister Julian Brazier. CBOA briefed him on the quantities and types of tonnages

carried on the inland waterways and on the carbon emission savings achieved. They reminded him of Select Committee reports recommending that the Department for Transport should have been more involved with the commercial use of the waterways and enhanced wharf protection.

They also drew attention to the lack of a central water freight marketing co-ordinating organisation and the need to for grants to overcome logistics managers' inertia when it comes to modal shift. This meeting followed one earlier in the year with Anne MacIntosh, the Conservative shadow Waterways minister.

CBOA in the limelight

CBOA promoted taking goods off the road at this year's Multi-Modal exhibition at the Birmingham NEC and made useful contacts with other exhibitors, including representatives from the transport and logistics industry port and rail companies.

CBOA chairman John Dodwell presented the first two CBOA Awards of Excellence – the highest award. They went to Wood, Hall & Heward, the Harefield-based water transport specialists and to West Midlands-based Exol Lubricants' subsidiary Green Line Oils. The former won for their brochure highlighting the benefits to construction site managers of using waterways in



John Dodwell with Steve Everitt, MD of Exol Lubricants

congested urban areas and Exol for its 'vision, commitment and good business sense' in using waterways to transport base oil from the port of Hull to their blending plant at Rotherham.

Wood, Hall & Heward are now carrying out trials for Crossrail in moving excavated earth out of London.

Keith Mahoney, Nick Hill, Tim West, Pete Hugman and David Lowe helped man the stand.

Business and pleasure can mix

With advice from CBOA's David Lowe the National Association of Boat Owners has revised two guidance leaflets for leisure boaters, for the Aire and Calder navigation and the river Trent, to show that if they mix sensibly with large barges on busy commercial waterways they will live to tell the tale. They are available from BW offices and locks.



Black muck around Birmingham

CBOA's John Jackson has tasked BW with dredging the Birmingham canal main line more effectively, following a passage through "foul smelling black muck".

"I don't consider 25 yards each side of the toll stop narrows to be anywhere sufficiently dredged," he said, "and the same comments apply to the railway bridge narrows on the Worcester and Birmingham canal."

He said the need was for mainline rather than stopgap dredging.

BW West Midlands has cut back trees on the northern Staffordshire and Worcestershire canal at tight bends near Hatherton Junction following requests from CBOA members.

Foreign news



A nation (still) of shippers not shoppers

While the German container business is expected to contract by more than 25% cent this year Erich Staake, chief executive of Duisberg Hafen, hopes the decline in Duisberg can be kept to less than 20% according to a report in the FT. Duisberg – the inland port at the confluence of the Rhine and Ruhr rivers – used to receive ships loaded with containers stacked four or five high. Now there are only one or two layers. Erich Staake is convinced it is going to be a slow recovery.

However the FT says work is continuing on extending riverside logistics facilities on the site of a former steelworks to broaden the services the port can offer.

These could include warehousing and packaging to take advantage of outsourcing by German manufacturers. But Erich Staake says the port's future will still depend on export business: "If we really want to have good growth back, we can only do it through exports."

More songs for Volga boatmen

Russian prime minister Vladimir Putin has announced plans in the Federation's budget to 2010 to improve the country's 100,000km waterways network. At present only two per cent of Russia's freight is carried by water. The new investment is to eliminate bottlenecks, increase capacity, speed up traffic and reduce transport costs. Priority is to be given to the European section of Russia that can be used in conjunction with transport corridors from the Danube to the north.

New lock for Great Lakes

A new lock costing \$490m is to be built on St Mary's River on the Great Lakes waterways system of

North America. It's part of a 10-year project to improve shipping options between Lakes Superior and Huron.

France to introduce 'hard targets' for modal shift

The French government has introduced targets for modal shift over the next 15 years. The policy will target both containerised and bulk road freight, reducing tonne kilometres by road rather than just goods lifted. Goods moved in France for inland transport is currently 86% by road and 14% by water and rail. The new target is to reduce road transport to 75% by 2024. Comparable UK figures are 68% by road, 8% rail, 4% pipeline and water 20%. About a third of the water figure is North Sea oil and sea dredged aggregates.

Rotterdam

The Port of Rotterdam has announced plans to open a 38m euro container transfer hub in the town of Alblasterdam to help reduce the use of road transport. Containers are to travel the 50km between the new hub and the port by barge. The 6.5ha facility will be operated by Binnenlandse Container Terminals Nederland while the port of Rotterdam will buy the land and pay for the water-related infrastructure.

New Berlin/Hamburg service

A new service operating between the two towns has been launched jointly by the forwarder and transport operator KonradZippel Spedituer and container terminal operator Berlin Hfen-und Lagerhaus. They operate the 54teu-capacity MS Shir Khan on the new Elbe-Spree waterway and it will take 50 trucks a week off the roads.



The *Pride of Bralia* operates a regular service from Duisburg to Goole, taking 80 standard size containers each time

Regional news

Biggest inland port gets go-ahead



Digital visualisation of the new port

Plans for Britain's biggest inland multimodal terminal have been unanimously approved by Salford Council. The £400m terminal at Barton, by the Manchester Ship Canal, will be the only inland water-served distribution park in the UK bringing rail, road and short sea shipping together for the regional distribution of rail-borne domestic and international cargo.

Port Salford is being built by Port of Liverpool owners Peel Ports as part of Ocean Gateway, their proposed £50 billion investment strategy for the North West Region; Peel Ports also own the Manchester Ship Canal. It will double the annual capacity of Greater Manchester's existing cargo facilities and be able to handle two container ships simultaneously, up to 16 freight trains a day and more than 200,000 pallets of cargo at any one time in the rail-linked distribution buildings.

Gary Hodgson, managing director of the Port of Liverpool, told CBOA News: "The proposed Port Salford initiative is the next positive step in the development of our port offerings in the North-

West of England. It will offer a complementary service to the deep water developments in Liverpool and the ongoing renaissance of the Manchester Ship Canal.

"Mersey Docks has introduced a 'Green Highway' container barge service linking Liverpool and Port Salford on the Manchester Ship Canal that, at full capacity, will take 25,000 truck journeys off the M62."

New tugs for Cory

Cory Environmental has commissioned the building of four new tugs by the Dutch Damen Shipyards Group. Due to arrive next year they will add to Cory's fleet, consolidating its operations on the River Thames and enable them to decommission their existing fleet, with the exception of The Regain. The new riverside facility in Belvedere and the announcement that a new Materials Recycling Facility (MRF) is to be built at their Smugglers Way site in Wandsworth have led to Cory expanding their river operations. They are the largest lighterage operator on the river.

These new tugs, to the design of

a Shoalbuster 2208 but with extra features such as the ability to meet stringent air draft constraints, will tow barges carrying London's waste in sealed containers down the Thames to the energy from waste plant at Belvedere. Transporting the waste this way will save at least 1.3m HGV miles a year.

Stobart hosts Prime Minister

Stobart, one of the UK's leading providers of multimodal transport and logistics services, hosted the Prime Minister at their rail headquarters in Carlisle earlier this year. More than 60 local business leaders attended to hear Gordon Brown outline the government's plans to stimulate the economy and encourage growth. Stobart Group chief executive Andrew Tinkler said the Prime Minister was interested to learn of Stobart's progress at Port Weston on the Manchester Ship Canal. In July Stobart Rail completed its 528,000 sq.ft chilled warehousing development at the inland port. This will serve its chilled customer base and be fully operational by the end of the year.

Windmill End



An excellent attendance in glorious weather marked the rally at Windmill End, Netherton in September. A number of CBOA members displayed craft and they and the CBOA display attracted great interest. The display has also been taken to other Waterway Festivals including those at Shackerstone, Tipton and the Black Country Living Museum, and will be also be seen at Stourbridge.

Regional news

Leeds Waterside Festival Star attraction at the second



Farndale H moored at the festival

Leeds Waterfront Festival in July was the 500th Farndale H, one of CBOA member John Branford's barges (profile Spring issue). More than 100 members of the public and pleasure boat crews took the opportunity to look over her. They were given a personally conducted tour by John and wife Pat Branford and their skipper son Jonathan.

Newly painted and decorated with flags and bunting Farndale H looked immaculate, even though she had just delivered 500 tonnes of aggregate to the Lafarge Whitwood wharf.

CBOA was invited to take part by BW's Marketing and Communication manager Simon Henry and Ian Moore, IWA's West Riding branch secretary. Complementing the barge CBOA provided a display and secretary David Lowe was on hand to provide information and assistance to the many interested visitors. These included a Leeds City Planner and the Group Operations manager of ASD Metal Services, David Cox.

"Our thanks go to the Branfords," says David Lowe, "and we hope

CBOA can organise similar displays at future events on the larger waterways."

CBOA sparks interest at IWA national festival

The 2009 Inland Waterways Association's National Festival took place at Red Hill on the River Soar over the August Bank Holiday. Several members' craft were present and the CBOA banners and display generated interest. The IWA's Inland

Waterway Freight Group also had a stand for which CBOA provided additional material, and some significant enquiries were handled.

The Alfred Ritchie Cockerel trophy for 'the best turned out working boat' was this year judged jointly by Mike Harrison (HNBOD) and David Lowe (CBOA). The winner

was Michael Pinnock's butty boat 'Fazeley'. This and its motor 'Clover' were loaded with bagged coal at Alvecote for delivery to Berkhamsted and Ponders End, both boats in immaculate condition.

The runner up, highly commended by the judges, was motor boat 'Aldgate', owned and operated by CBOA member Nick Wolfe.



Craft on display prior to the public arriving

Rix contract renewed

Bayford Oils has renewed a three-year contract with Rix Shipping to deliver oil products to the Fleet storage depot on the Aire and Calder

Navigation on the outskirts of Leeds. The vessel Rix Owl does most of the work, delivering on average two 550t loads a week.



Picture courtesy Malcolm Stiller

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Happy birthday Sonia



Picture courtesy Waterways World

Grande dame of the waterways Sonia Rolt celebrated her 90th birthday with a garden party for people of all ages and interests, reflecting her life. She is of course CBOA president, and vice president Nick Hill presented her with a working boat table cupboard door painted by Miles Tandy

Sonia Rolt, whose husband Tom (LCT) Rolt co-founded the Inland Waterways Association in 1946, was one of the leading volunteer 'trainee' boatwomen who worked the narrowboats on the Grand Union during the last war. She said it was "hard, very hard – but there was this gradually disclosing amazement at the beauty of the country as you went through the bridge holes contrasting with a kind of hell at the various collieries around Birmingham."

And now? "I've got to live to next year – Tom's centenary!"

Nominations wanted

CBOA will be making awards of excellence (see story p8) again this year. Please send your nominations to David Lowe to arrive by January 2010 for the committee to consider.

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