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New grants to bridge operating costs gap?

Grants for operating costs for water freight are now on offer from the Department for Transport, from 1 April this year.

The grants aim to bridge any gap between road and barge costs. They are spelled out in a new DfT booklet. So for example if road costs are £6.50 per tonne and barge costs £8 per tonne (including handling and onward road cost to final destination) the DfT will pay the barge operator up to £1.50 per tonne to bridge the gap.

The grants are subject to a cap on the environmental benefits of not using lorries. They are assessed in the same way as Freight Facility Grants for capital expenditure. The

value relates to each road journey, which themselves are assessed at different values: a mile of standard motorway is valued at 7p, compared with non-A roads at £1.43.

Operating grants can be given for up to three years and can be renewed. They can be for as little as £10,000.

Unlike FFGs where grants are paid upfront, operating grant applications can be based on some degree of uncertainty. This is because the grant is paid in arrears, when the Government can see the traffic has been kept off the road.

For example, a barge operator hoping to carry 25,000 tonnes for each of three years can apply for a grant for 75,000 tonnes. If

successful, the grant would be paid in arrears, based on what actually happened.

Grants can be paid to keep existing traffics on water if they are threatened with switching to road. Both operating grants and FFGs can be paid for the same traffic. However, the environmental benefits cannot be used twice and it is up to the applicant to decide how the split should be made

"We've long pointed out it was illogical for the Government to give grants to help traffic off the road and onto rail but to deny water freight the same help," says CBOA, "and we welcome the fact we now have more of a level playing field."



Campaign to Protect
Rural England

In one of its more unusual requests, CBOA is seeing if it can help the Campaign to Protect Rural England (CPRE) produce a canal-based transport solution for a proposed open cast coal mine in Yorkshire. CPRE is objecting to the HJ Banks planning application, partly on the grounds it will involve lots of lorry journeys in the

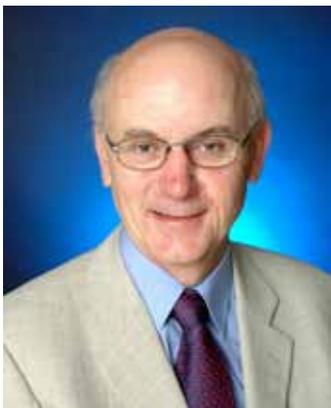
countryside. They say that since the mining will not be far from the Aire and Calder Navigation barges could be the better solution, particularly if the coal is to be sent to Ferrybridge power station.

CBOA is now looking at where the coal might be loaded – and which barge operator could take it. CBOA has also spoken to the local planning authority and to HJ Banks.



The Campaign for the Protection of Rural England can be found at www.cpre.org.uk

From the chairman



CBOA has spent much of the last few months on the Government's 'Waterways for Everyone' consultation document about the future of the inland waterways. Many observers feel it looked too much at the BW waterways. That is so in our case, with the great efforts made elsewhere by our Members and others not getting a mention.

Wharves in the news

Leeds leads on waterways

Leeds City Council's proposals to safeguard certain canal wharves on the Aire and Calder navigation for freight use and to earmark waterside land for industrial purposes was warmly welcomed by the CBOA, who want other councils to follow their lead.

The council asked: 'Do you agree that railway sidings and canal wharves which are, or could be used to enable the transportation of minerals and/or waste materials by rail and canal, should be safeguarded for that purpose?'

The question formed part of the proposals for the Leeds Natural Resources and Waste Local Development framework. This looked at planning ahead for their aggregate, waste and other natural

We provide a full report later on but it is amazing that the statistics indicated a tonnage decline over 16 years and ignored the last 5 years' 16% increase. This – inevitably – led to the Government asking the wrong question: "What can be done to reverse the decline?" They should have asked: "What can be done to build on progress to date?"

In our formal reply, CBOA urged that DfT take on responsibility for the freight waterways – just as it does for the road and rail freight tracks. How else can there be joined up Government thinking?

The new operating costs grant scheme from DfT is welcome and gets rid of the anomaly that rail could get operating grants but water could not. How useful the grants will be remains to be seen but a key factor is that as this grant is made after tonnage is moved, there is no need for those hard to predict future movements inherent in the

resources and interested people and organisations, including CBOA and its members, were invited to comment.

These proposals echo what has happened on the tidal Thames where 50 wharves downstream of Wandsworth have been given protected status.

In supporting the proposals CBOA said having a canal without wharves was like having a motorway without access and exit junctions - nowhere to get on or off. They said it was particularly pleasing that the Leeds proposals did not just cover particular wharves but also proposed the use of waterside land for waste and other activities, providing a water freight option.

They added that the Total Oil wharf at Crosse Green Industrial Park, the

capital costs grant scheme.

CBOA is delighted that some safeguarded Thames wharves are being bought from property companies by the navigation authority as part of a partnership between the navigation, local and transport authorities. And we are very pleased to see Leeds following this lead with its proposals not only to safeguard wharves but also to allocate waterside land for industrial uses which enhance the prospects of water freight.

John Dodwell, Chairman

We apologise that in the last issue we did not credit "Coastal Shipping" with the photo of the The Pride of Brailia which takes 80 teu containers from Goole to Duisburg on the Rhine. We also apologise to The Boating Association for not mentioning their part in the production of "The Skippers Guide" to leisure boaters on the River Trent and the Aire and Calder Navigation. In gently pointing this out, their chairman Colin Tuck (who spent all his working life in road transport) said "I fully support your campaign for the use of waterborne freight where suitable."

B W-owned land in Skelton Grange Road and Skelton Grange Wharf on the Aire and Calder Navigation should be added to the list.

One of the first to respond was Goole-based RMS Europe, who for many years have struggled to encourage the use of canal traffic to the main Yorkshire/Nottingham cities that were once served by thriving canal transport. Dredging problems on the Doncaster/Rotherham stretch of the South Yorkshire navigation have prevented them from moving, as in the past, 10,000 tonnes a year to Rotherham and in so doing taking 350 lorry journeys off the road.

Mike Harrison, the Commercial manager, said RMS was in contact with major importers of products suitable for movement by canal to the Leeds area. Goole is directly

Wharves in the news

connected to the Aire and Calder canal and by the New Junction canal to the South Yorkshire navigation. And Goole is some 50 miles from the sea. If importers and exporters could bring their products further inland they would reduce their carbon footprint, benefiting the people of Leeds.

“There is no reason why goods cannot be moved around the coast by sea to Goole eliminating further road miles/lorry journeys,” he added. “Surely Leeds does now have sufficient waterside housing and it must be time for commercial enterprise to re-emerge from the ‘dark ages’.”

Wharves under threat in Essex...

Strong opposition has been raised to an application to build 144 flats on the site of Essex wharf, Lea Bridge Road on the Lee Navigation (pictured below). This is one of BW’s seven commercial waterways. The application counters the Olympics Legacy ideal of bringing the waterways back to life and promoting water freight in the Lea valley.

CBOA committee member Richard Horne objected on behalf of CBOA because it would remove the opportunity for comprehensive use of the wharf for freight purposes. And unlike some wharves, Essex wharf has good road links.

This wharf was key to the successful completion of a £2m Environment



Flats or wharves?

Agency project to improve water quality on the Lee Navigation through to the Olympics site. More than 30,000 tonnes of dredgings were removed by barges at the wharf – including five safes with holes in the back.

And last year Thames Gas used it during maintenance work..

In addition an energy-from-waste plant by the river at Edmonton is likely to be enlarged and consideration given to compacting the refuse and removing it by barge rather than lorry. Essex wharf would be suitable for this.



Trials of moving containerised waste to Edmonton

... and Surrey

CBOA supported the Environment Agency in their opposition to the use of this Kingston-on-Thames wharf for permanent residential moorings. The wharf is one of the very few left in the area that can be used for bringing in and removing material from the Kingston area. The waste and recycling division of Peel Ports and road hauliers H Sivyer have won a five year contract to deal with ‘arisings’ (unreusable earth) from Thames Water mains replacements and the wharf is well sited to bring them all the way down the Thames from Kingston.

At present these ‘arisings’ are taken by lorry to Greenwich, where they are loaded onto barges. By taking

them to Kingston-on-Thames wharf some 75,000 tonnes a year would be removed from the congested streets of south London.

In granting the appeal against residential moorings the planning inspector said there were concerns at the loss of a significant portion of a facility that could be used in the future for water-borne freight.

PLA to buy Thames wharves from property companies

The Port of London Authority has reached an agreement with the owners of Peruvian wharf that either the current owners or the PLA bring the wharf back into use. If it’s the PLA they will buy the land at wharf prices. They are now looking at how to reactivate Orchard wharf.

Working with local and regional authorities, the PLA is building on its success in safeguarding Peruvian wharf through a public inquiry (CBOA News Summer 2007).

During the past 10 years the PLA head of Planning and Partnerships Jim Trimmer has successfully led the way in safeguarding 50 Thames wharves. The aim is to bring back into operation disused wharves on the list, especially where they have become owned by property companies seeking a change of planning use and so destroying the wharf as a working wharf.

“The threat of the London Development Agency using its compulsory purchase powers assisted those negotiations,” says Trimmer.

It also helps that the PLA has companies keen to sign leases to operate the wharves.

Cory to create energy from waste



Artist's impression of the centre. Below left: under construction.

A new waste recovery centre in south-east London being built by Cory Environmental is to turn 500,000 tonnes of refuse a year from four London boroughs into electricity. It previously went to landfill. At present waste that cannot be recycled is put in containers on Cory barges and carried down the Thames from wharves in Wandsworth to the landfill site at Mucking in Essex. But from 2011 the waste will be taken, again by barge down

the Thames, to the energy from waste recovery plant Cory is building at Belvedere in Bexley.

The containers will be offloaded from the barges at a new, purpose-built jetty. Energy generated from the combustion process will be enough to make the plant self-sufficient and provide electricity for 66,000 homes through to the National Grid. Any ash remaining will be recycled into road building and construction aggregates.

Testing starts this year. In addition to the boroughs of Lambeth, Wandsworth, Hammersmith and Fulham, and Kensington and Chelsea, Cory is forging links with other councils to use the plant's spare capacity.



Paying too much for your diesel?

Craft operating within port limits at estuaries can get a rebate of around 10ppl – and in certain cases buy it duty free at source.

CBOA secretary David Lowe says: "This applies even if the journey includes waterways outside the limits: operators claim a rebate for that part of the journey that is within the limits," he says.

Two different rates of duty apply in relation to marine diesel (gas oil):

- private and hire boats (i.e. self drive boats used for private pleasure) must pay the higher, standard rate of duty of around 54p/litre (a proportion can be allowed for heating and other non-propulsion uses)
- owners/operators of boats and barges used for commercial purposes can buy fuel at the lower rebated rate of around 10p/litre. Such craft would include those used for freight, cargo, retail

coal and other sales, waterway maintenance and other similar uses (workboats), display/museum boats, passenger /restaurant / trip / waterbus, community boats, hotel boats, ferries; in other words all craft not used for private pleasure

So barges carrying aggregate from Besthorpe to Whitwood can claim a rebate agreed by HMRC for the parts of the voyage that are within the Humber port limits. These are: Gainsborough Road Bridge (River Trent) and the tail of Bulholme Lock (Aire & Calder).

He adds that generally speaking, port limits for the four estuaries comprise the tidal waters and connected docks, plus certain other waterways. The following information is given as a guideline:

Port of London: most of the Medway plus the tidal Thames as far as Teddington Lock, and associated docks.

Port of Liverpool: the River Mersey, the Manchester Ship Canal, the whole of the Bridgewater Canal (inc Leigh branch) and the Leeds & Liverpool Canal from Liverpool to Wigan and the Leigh branch.

Humber estuary: the Humber, River Trent (as far as Gainsborough road bridge), River Ouse* (to tail of Naburn Lock), Aire & Calder as far as Bulholme Lock tail, and South Yorkshire Navigation* (as far as Doncaster lock tail).

Severn*: River Severn to Sharpness, Gloucester & Sharpness Canal, River Avon to Bristol Docks.

*These limits are believed correct.

Port limits do not appear to be defined anywhere (other than in legislation) and HMRC could not supply them when requested.

For more information and to reclaim duty go to www.hmrc.gov.uk.

CBOA challenges 'decline'

Defra's belief that traffic figures on the waterways are down, not up, has been challenged by the CBOA. In their response to the government's consultation paper 'Waterways for Everyone' they said Government statistics showing a decline in water freight tonnage between 1991 and 2007 ignored the increase between 2004 and 2008. These show tonnages were up by 16% for the country as a whole – and by 42% for purely inland traffic.

They also say the government's question – 'What can be done to reverse the decline?' is wrong. The right question should have been: 'What can be done to build on progress to date?'

And as John Spencer of CBOA member GPS Marine said in his response: "We are not a sunset industry." GPS operates 75 vessels, mainly in the Thames and Medway.

He said the industry's problems were not helped by the government's "complete failure" to understand the industry and its needs and cited the eradication of five working wharves in Rochester. He contrasted his

own firm's tonnage increase from zero long term contracts in 2003 to carrying 1.1m tonnes in 2008 with the government's 'decline'.

CBOA wants responsibility for water freight to be moved to the Department for Transport from the Department for the Environment, Food and Rural Affairs, in accordance with House of Commons Select Committee recommendations. DfT should then:

- provide the freight waterways with the strategic direction which it now has for rail – targeted at a further revival in freight traffic and at track enhancement
- ensure a reliable waterway track for at least the next 10 years and so encourage investment
- discuss with CBOA whether BW should be relieved of their freight responsibilities - or be incentivised
- work with the Department for Energy and Climate Change and the Carbon Trust and CBOA to find ways of motivating carbon footprint savings by the greater use of water freight (as recommended by

Select Committees)

- set up a new Freight Study Group to update the previous report on what could be done to increase water freight on inland waterways
 - work with the Department for Communities and Local Government and CBOA on planning aspects
- CBOA also called on DfT to listen to CBOA's comments on the deficiencies of the grant schemes. Craft should be eligible for grants and the artificial 33% reduction in the financial value of environmental benefits should be abolished. It does not apply in Scotland. They said an "overcoming inertia" scheme was needed to encourage industry to try modal shift.

CBOA's stance received support from other organisations including Hull & Humber Chamber of Commerce, Freight by Water, the government's own Inland Waterways Advisory Committee, the Inland Waterways Association, Save our Waterways and The Boating Association.

Waterways at Westminster



MPs with waterways in their constituencies are keeping up the pressure in Parliament for a better deal. In the past few weeks Paul Clark, Minister of State, Department for Transport was asked about the level of funding to encourage the use of inland and coastal waterways for transporting goods and materials and Huw Irranca-Davies, Parliamentary Under-Secretary of

State for Defra, outlined in response to various questions what his department was doing.

Saying he welcomed the chance to restate the government's commitment to the waterways, "which offer so much potential to contribute to our future wellbeing", the Minister said an additional £400,000 would be made available to BW from the aggregates sustainability fund to modernise and automate the Lees and Old Mill locks on the river Lea. However waterways had to show what they were delivering for the continued investment in them.

Website enquiries

Potential customers are using the CBOA website www.cboa.org.uk to find suitable suppliers. Recent enquiries include one from a developer wanting to move spoil from a town-centre waterside site, one from a hospital co-ordinator asking about taking away stripped-out materials by barge and erecting a hut for contractors on pontoons at the back of the hospital and one from operators wanting to transport steel trench sheets and other building materials for a new inland marina. CBOA has put them in touch with appropriate members.

Regional news

Drax turns to water freight

Some 1,200 tonnes of pulverised fuel ash (PFA) from Yorkshire's Drax Power Station has been carried for its whole journey by water freight in a trial shipment, expected to be the first of more this year.

Drax had considered using 40 HGVs on the M62 across the Pennines to reach a western port before being loaded onto a ship for Ireland. But it chose to load the Torrent at Drax jetty on the river Ouse, some 60 miles (95km) inland from the sea for delivery to Waterford.



Torrent loading at Drax

Commenting on the "welcome choice" CBOA chairman John Dodwell said Drax and other power stations in Yorkshire and the Trent Valley have the choice of up to nine inland wharves and docks in the area at which ships can load PFA. Transporting freight by water has the potential to cut fuel and labour costs with just two men crewing one 600 tonne barge that can move the equivalent of 24 laden 25t lorry loads.

Specialist bulk handling company T W Logistics Ltd worked in partnership with ash sales agent Hargreaves Coal Combustion Products Ltd to organise the water route.

Stuart McKenzie, freight and harbour supervisor for British Waterways

North East (the navigation authority for the River Ouse) said BW "will continue to be supportive of companies looking to explore these opportunities."

Peter Emery, production director of Drax, added: "Drax produces about 1.4million tonnes of PFA per year and has traditionally used road transport to take it away. Using the waterways to transport our PFA not only means that we utilise a lower carbon form of transport and reduce our movements by road but by reducing transportation costs, we are able to look further afield and gain access to new markets. The more PFA we are able to sell, the less goes to landfill, taking us closer towards our target of zero ash landfill."

Training company wants motor and butty

CBOA member Bespoke Executive Solutions, the narrowboat events, training and holiday company based near Lichfield in Saffordshire recently bought *Hawkesbury*, the last 'big Woolwich' dating back to 1937. They are now looking for a motorboat and butty in working trim that could be made available to the company to be used for training purposes and put to work with supervised trainee skippers on trial runs carrying non perishable cargos. Training is supervised by *Hawkesbury's* resident skipper Richard Gray, a Royal Yachting Association and National Community Boats Association instructor and regional assessor for skipper training for the Inland Waterways Association. 'Certificate of Boat Management' assessments will be available in the spring.

The long-term plan for BES is to get

young skippers experienced aboard full sized craft and qualified up to MCA Tier 2 Boat Master.

Contact details for a motor and butty deal: Richard Gray, 01543 481868 or 07527 727169, www.bespokeexecutivesolutions.com.

Bio energy plant at Pollington

Dalkia Bio Energy has submitted a planning application to build a bio energy plant almost alongside Yorkshire's Aire and Calder Navigation. Part of the plans include a new wharf that would be used to handle between 350-500,000 tonnes a year of containerised wood chips brought from London by coastal ship, transhipping to barges at Goole. British Waterways, as statutory consultee, has indicated its support.

Molasses by water

A partnership led by the Broads Authority in Norfolk has commissioned a feasibility study from Capita Symonds into moving imported molasses from Great Yarmouth to the British Sugar Corporation's Cantley sugar plant beside the river Yare.

Black Country boost for canals?

The practical and environmental value of carrying freight on canals has been highlighted by the West Midlands Metropolitan Area Canals Partnership.

Responding to the Black Country Joint Core Strategy consultation, they said the policy should be amended to include how canals contribute to the sustainable movement of urban waste and hence to reducing carbon emission targets. The policy should also include reference to the potential use of the canal network in the

Regional news

transportation of goods and materials.

Mainmast has plans for the Big Ditch

Lincoln-based Mainmast Logistics has announced ambitious plans for the company it bought out of administration at the end of last year, the Big Ditch Shipping Company. Mainmast operates one of the country's largest inland waterway fleets dedicated to food grade products. Last year they carried more than 130,000 tonnes of food grade oil products between the River Hull and Hull's large dock system.

The company now hopes to expand operations on the Manchester Ship Canal.

As part of the deal they acquired two dry cargo barges, *Gina D* and *Calemex Enterprise*, the push tug *Clifton* and hopper barges *Sutton* and *Halton*. The two motor vessels will continue to carry milling wheat from storage facilities at either Liverpool or Garston docks, across the river Mersey and along the Manchester Ship Canal to Mainmast's wharfage at Trafford Park in Manchester. There it is unloaded onto trucks and delivered to the Rank Hovis flour mill 200 metres away in Trafford Wharf Road.

Rank Hovis estimates each cargo moved by barge saves 30 road truck movements.

Mainmast director Andrew Sanders said they were looking at the feasibility of bringing one of the former dry docks back into operation for the inspection and repair of vessels, to service its own fleet and offer the facility to other operators in the area.



Loading on the Lee

Traffic on the Lee

Wood, Hall & Heward moved 800 tonnes of material to upgrade towpaths in just two months at the end of last year. Based at Harefield they are one of last year's CBOA Award of Excellence winners. The material was carried in Clitheroe, a Leeds and Liverpool short boat, and taken from Rye House on the River Lee five miles downstream to Cheshunt.

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Profile: Chris Livett



When you sit with a beer on *Dixie Queen's* deck on the Thames you're unlikely to appreciate the joined-up thinking of which this enterprise is part. But the replica Mississippi paddle steamer, the company that takes the glass and other waste away from her and other pleasure boat operators, piers, ships and residential moorings on the Thames



Chris Livett with Dame Ellen MacArthur

by barge - and the company that is delivering some 35,000 tonnes of building material by water to rebuild Blackfriars Bridge and taking waste from the Olympics site - is all part of the waterways empire run by Chris Livett.

"Any opportunity around and we're probably there," says Chris Livett, "and generally banging the drum for an environmental solution."

When *Concorde* was to travel from Isleworth to the Thames estuary on Wynn's *Terra Marique*, Chris Livett was the man they turned to for guidance. As do owners of some of the world's most expensive and extravagant super yachts wanting to come up river to London.

He not only sponsored Dame Ellen MacArthur in her *Scarlet Oyster* on the second leg of her voyage round Britain but met her at the Thames estuary mouth and towed and sailed with her craft from Gillingham to London: Tower Bridge was lifted to allow the yacht to sail into the Upper Pool and berth alongside *HMS Belfast*.

He also runs Thames Luxury Charters and the specialist marine services company Livetts Launches. The latter specialises in coordination and consultancy for film companies shooting on the Thames. So for Guy Ritchie's 'Sherlock Holmes' they provided action boats, camera boats, pontoons, period-style craft and support vessels. Chris Livett coordinated the helicopter shoot over Tower Bridge from the water - and stepped in at the last minute as captain of one of the period vessels. And he was the marine coordinator for the spectacular opening sequence on the Thames for the Bond film 'The World Is Not Enough' (pictured right). At the peak of the shoot more than 60 boats were involved between Lambeth and the O2.

Perhaps water rather than blood runs through his veins. He is a fifth generation waterman. The Livetts family has worked and owned companies on the river since 1710.

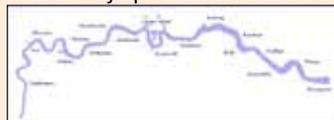
He was the youngest Master of the Company of Watermen and Lightermen and is a Waterman to the Queen. He operates his empire from the Commander's cabins on board the historic warship *HMS Belfast*.

Chris Livett and his wife Belinda founded Tidy Thames, the recycling



and waste management business, in 1983 with one 30ft open workboat, *Trio I*. Key to success was its two ton capacity 'save-all' refuse bag. Demand escalated and three years later he bought *Hooligan*, capable of handling up to 10 tons in four custom-built bags. By 1987, with demand increasing further, Chris Livett acquired motor barge *Tidy Thames 1*.

Tidy Thames merged with Bennett's Barges in January this year to become a joint venture with Aggregate Industries. Chris became managing director when Dave Allen retired. They now operate the long term contract for barging waste and recycle from London boroughs for Veolia Environmental Services. They also have the contract for Olympics waste, with two barges a day "when tide permits" taking waste timber from the Olympic Park at Stratford to



Rainham in Essex for recycling.

A recent contract is to move 120,000 tonnes of aggregate per year from the Isle of Grain to Dagenham. Three barges, the largest of which is 1500 tonnes, are being used for this. They are also working on projects for Crossrail, the Thames and Beckton tunnels and Thames Gateway.

One reason why he has survived the recession better than some competitors who have now disappeared is because he believes: "It's important to have a 'yes' culture and to offer a good service to win customers."

Because they offer a bespoke service Chris Livett says the waste and recycling volumes are not huge, at around 5,000 tonnes a year. Much of the waste is recycled: glass for cullet on the roads, cardboard goes to Wandsworth for recycling and waste oil from dredgers and cruise ships is turned into heating fuel.

He has seen the heyday, and the decline, of operating on the Thames. "Hopefully it's on the up again but it's got to be a level playing field. We've got to have not just interest but commitment from government. We need the continental attitude – they give their waterways priority."



Above and overpage left: loading and unloading waste on the Thames



Filming on the Thames: left: James Bond, above: Harry Potter

Press watch



News that Leeds City Council wants to safeguard certain canal wharves for freight use and to earmark waterside land for industrial purposes (see Regional News p6) led to two CBOA spokesmen being invited to appear on **BBC local radio and regional tv** to explain why this is needed.

First to be interviewed was Geoff Wheat, operations director, Humber Barges, on **BBC local radio** said: "Having a canal without wharves is like having a motorway without exit junctions - nowhere to get off."

As we went to press Yorkshire-based CBOA secretary David Lowe was waiting to go on **BBC Look North** to explain that barges can reduce both congestion and pollution: wharves need to be waterside, not housing.

A Wolverhampton-based manufacturer is taking an innovative green approach to winning contracts and delivering goods to the 2012 Olympics site, according to the **Birmingham Post**. HOPPE (UK), which employs around 80 staff, is a supplier of door handles along with associated door hardware. It has joined forces with London-based architectural ironmonger Harbrine to commission a 70ft freight-carrying narrow boat from Richard Horne,



A trial load for Harbrine

which will be used to supply goods to construction projects at the Olympic site.

Keith Holt, joint managing director of HOPPE (UK), said: "Our 50,000 sq ft distribution centre at Standeford is located by the side of the Staffordshire and Worcestershire canal system, and the Olympic Park can also be accessed using the waterways, so it makes perfect sense to utilise this existing resource."

A recent column in **The Times'** Sustainable Transport's Raconteur notes that the freight and logistics industry is embracing carbon-cutting measures because they save money at the same time as tackling climate change. Writer Steve Agg, chief executive of the Chartered Institute of Transport and Logistics (UK) said the nature of this sector – for example lorries using common road space with cars and buses – means that its work is often conducted in the full view of public gaze and so its impact on the UK's carbon footprint and the environment was readily visible. He highlighted the government's Freight Best Practice programme, funded by the DfT, which provides advice and grants to help shift freight from road to alternative transport modes where feasible.

In a feature mapping British business and the Olympic Games **The Times** carried a case study on VolkerStevin upgrading the canal network around the site of the London 2012 Games. Based in Gateshead, the company has just celebrated its 75th anniversary. The £20m contract helped them through the early part of the economic downturn, according to managing director Jim McNeilly. The dredged 2.4metre-deep Prescott channel,

with its new lock, can transport 12,000 tonnes of cargo a week, taking 1,200 lorry journeys off local roads each week and saving up to 4,000 te of carbon emissions.

Writing in the **FT** Ed Hammond said Cemex's new £50m Tilbury cement mill was a bold statement of intent in the British construction industry. He quoted Gonzalo Galindo, Cemex's UK president, saying: "Being only 25 miles from the centre of London means we can link up with our extensive network of wharves and depots, connected by a system of river and rail transport, to deliver our product efficiently."

The Daily Telegraph's London editor, Andrew Gilligan, asked if we could finally be grasping "this magnificent opportunity" of the river Thames in a recent blog. He joined London mayor Boris Johnson and the Policy Exchange think tank to bang the drum for the Thames as a public transport artery. "Almost all the infrastructure is already in place, free of charge," he wrote. "We don't have to dig any holes. We don't have to knock down any buildings. We don't have to pin our hopes on signal software that never works, or contractors who usually cheat us. And because it is a pocket-money project, we don't have to worry about the Treasury, or the PPP, or the banks, either."

He said the Thames in central and inner London should primarily be what it was for in about 950 of the last 1,000 years – a highway – not a place to live on a houseboat or paddle a canoe. "Nobody would be allowed to park their caravan on the hard shoulder of the M25," he wrote. "Proper leadership is needed to make clear to these people that the interests of tourists and a few dozen houseboat residents must come

second to the transport needs of the city and its economy as a whole.” Freight cargoes could be transported up and down the Caledonian Canal by early 2011 if a £4m scheme comes to fruition, according to the **Press and Journal**. The Aberdeen paper reported that Lembas Marine says haulage companies and community councils along the A82 Inverness to Fort William road support the scheme. Managing director Liam Browning said 1,000 te barges, the equivalent of 30 – 40 lorry loads, could save more than 400,000 road miles a year and take hundreds of lorries off one of the Highlands’ busiest trunk roads. Lembas Marine would transport timber from the west coast to Inverness and the Cromarty Firth and return with fish feed.

Freight by Water, the industry lobby group, has published a mission



statement drawing attention to the UK’s underutilised coastal routes and inland waterways, reported in **Lloyds List**. FbW chairman Tim Lowry said coastal ‘motorways’ were there now, with more than 100 ports, whereas new road motorways cost millions of pounds per mile to build. Container transfer remained “stubbornly problematical” in the UK, where it seemed cheaper and less time consuming to put the cargo on a truck. But that view was changing, supported by a transport and logistics report from PriceWaterhouseCoopers on how supply chains would evolve in a low-carbon world. News of Drax moving pulverised fuel ash (see story p6) featured in

several trade publications including **Removals and Storage** and local papers including the **Goole Howden & Thorne Courier**.

It also prompted a letter to the **Selby Times**. The writer, Richard Ferrari, lives next to a minor road that is clearly unsuitable for the HGVs using it as a route, day and night, to various businesses around Pollington airfield. PFA is the main ingredient for the building blocks made by the largest business there, H&H Celcon. He wrote that Dalkia now wants to build a power station fuelled by waste wood and in the planning application say the wood will be delivered by barge via a purpose-built wharf close to H&H Celcon. “Surely this would be the ideal system for moving PFA from Drax power station to H&H Celcon.”

Another sheaf of cuttings concerned the Leeds initiative and CBOA’s positive response to safeguarding wharves for commercial barge operators. They included the **Local Government Chronicle** and CBOA secretary David Lowe’s comment that waterside needs to be waterside, housing doesn’t, on the **BBC news channel**.

Trust status for BW?

The British Waterways Advisory Forum (BWAf, of which CBOA chairman John Dodwell is a member) has welcomed the government approving ‘in principle’ in the latest budget BW’s project to consider moving their waterways into the third sector. This could be a charitable trust.

“Much detail will need to be worked out to ensure waterways assets and the public benefits they bring are protected now and in the future,” said Dodwell, “and to develop a

Public Service Review: Transport carried an opinion piece by CBOA chairman John Dodwell on how two major international companies reassessed their supply chains to reduce their carbon footprints – and found they also made cost savings. One of the main reasons is the labour efficiency ratio of barges over lorries.

However barge operators are fighting with property developers for waterside space for wharves and warehouses. He wrote: “Regional developers need to do more than play lip service to not putting houses by the water.”

John Dodwell also appeared on **ITV London** to talk about the poor use of the Olympic Lock. The news channel had discovered that less than three barges a week were using it to carry materials to and from the Olympic site. He said the issue lay with the ODA, who failed to specify transport terms in the building contract. They were continuing to use rail as the environmentally friendly option. However the lock was more than an Olympic wonder and would prove its worth long after the Games had finished.

robust governance structure that allows all users, local communities and other stakeholders to hold the new body to account and put the waterways on a long-term sustainable financial footing.”

CBOA will be part of the consultation process. “We hope the new arrangements will result in greater attention being paid to the public benefits from maintaining the freight waterways properly and planning their enhancement,” said Dodwell.

CBOA for members

Look at whole life cycle says CBOA

CBOA has responded to the Department for Energy and Climate Change consultation on its overarching energy policy with two imperatives:

- 1 That the Infrastructure Planning Commission (IPC) use the consenting processes to ensure wharfage is created and used
- 2 That the IPC ensure developers show how they have sought to maximise their use of commercial inland waterways for their supply chains.

In its submission CBOA said waterside infrastructure can be used not only through the construction, delivery phases and removal of spoil phases of a development, but also for decommissioning and other purposes. CBOA says this aspect is not mentioned in the draft and should be, citing the example of the Drax jetty on the river Ouse. This was originally installed to bring in heavy loads and is now being used to export ash.

“Opportunities have been lost previously,” says CBOA’s Tim West who produced the response, “because the consenting authorities have not required the developers to consider utilisation of inland waterways.

As power generation requires access to water and therefore power stations are often sited adjacent to commercial waterways, we believe that the IPC has a significant role to play to ensure that government policy and guidance, much of which supports modal shift and the use of inland waterways for the carriage of freight, is applied when approving new energy infrastructure.”

Assess commercial inland waterway usage correctly

CBOA has urged the Transport Select Committee to ensure that the inland waterway modal option is “properly and fully assessed” in the government’s National Ports Policy. Responding to the committee’s inquiry into the proposals, Tim West on behalf of CBOA pointed out:

- Department for Transport statistics show that 51.9 million metric tonnes were carried on the waterways in 2008
- this is part of the 123 million metric tonnes on UK domestic waters
- that it is 5% of the UK total and equal to rail
- in terms of distances moved 20% of UK freight moved by water compared with 8% by rail (after removing figures for North Sea oil and sea-dredged aggregates, the 20% for water is about 13%)
- many craft can carry 500 tonnes or more, taking the equivalent of 25 20-tonne capacity lorries off the road.
- water transport emits 75% less CO2 per tonne kilometre than road haulage and is a far better user of energy resources (Tyndall Centre for Climate Change)
- ports planning expansion should look at using water freight to bring in and take away cargoes
- planning agreements should be used so that expanding ports pay for water freight infrastructure improvements, in the same way as for rail and road improvements because of expansion
- barges should be used to collect waste from ships

He said it was “noteworthy” that the DfT invests far more on rail freight

than in water freight and added: “That itself might be the subject of an inquiry by your Committee.”

Boatmasters licence

With thanks to those who responded to the Marine and Coastguard Agency’s appeal for information on qualifications for boatmasters’ licences, CBOA has also responded on behalf of members. The issue is the onerous qualifying requirements for those operating in a restricted tidal area.

Following the Thames Safety Inquiry in 2009, such masters must have a national BML. The MCA is looking at introducing a BML that is more suitable for a restricted area and operation and considering whether other certificates or training could be used instead of, or to help qualify for, a BML.

Stoppages

Winter programme

BW is planning to publish a draft programme of 2010/11 winter stoppages on Waterscape.com this Spring. Members can scrutinise their plans and send comments on proposed scheduling. BW will consider suggestions and update plans ‘where possible and appropriate’.

Stafford

Meanwhile BW’s Dean Davies accepted an invitation from CBOA vice chairman John Jackson to accompany him on *Roach* through Stafford to see for himself the dredging needs. Although at 18 tonnes and so not fully loaded, *Roach* still took an hour and a half to get through Radford Bridge. Other problem areas included the sewer outfall to the east of Stafford boat club which stopped them dead, and all the bridge holes. As a result BW

said they would programme in some dredging.

Doncaster dredging

Lack of dredging on the Sheffield and South Yorkshire navigation for the past three years compounded by summer floods in 2007 meant CBOA member Waddingtons had to suspend operations because they could only take a 75% payload. Another member, Whitakers, was only able to operate because they use the un-modernised section in Rotherham which has its own depth restriction. CBOA pointed out to BW they were breaking the law in not maintaining the system and a significant amount of dredging has now been completed. CBOA is now awaiting the results of a hydrographic survey that should lead to this "overlong" restriction on navigable depth being removed.

Heck Bridge

The air-room under this Aire and Calder Navigation bridge continues to give concern. The bridge is in area of known coal mining subsidence and a Restriction Note was issued in March, stating that the headroom was now down to 3.6m maximum: in the centre.

CBOA is pressing British Waterways to enforce legal rights against UK Coal who have caused the subsidence and get them to ensure the bridge is rebuilt. Mindful that this is one of problem bridges preventing container carrying barges getting to Leeds, CBOA is also pressing for the bridge to be completely rebuilt.

Locks away

BW has completed the final phase of a £500,000 three-year plan to repair Castleford Lock on Yorkshire's Aire and Calder Navigation. It included

work on the failed 10-metre section of lock island wall and the north upstream approach wall. Thanks to regular consultations with freight and leisure users, BW implemented a 24-hour working programme to minimise disruption.

Meanwhile consultation between BW's Stuart McKenzie and Rix and Bayfords ensured that work to repair the blown cill at Lemonroyd lock was programmed around their delivery needs.

CBOA meets the Conservative Shadow minister

CBOA chairman John Dodwell and representatives from other organisations with waterways interests met Conservative Shadow Waterways minister Anne McIntosh to brief her on issues. As an MEP

she has seen what the Dutch and Germans can do with water freight. She agreed the Inter Departmental Group needed strengthening by having Ministers attend.

CBOA stickers

Secretary David Lowe now has stocks of CBOA stickers. These come in two forms: one has the 'sticky side' on the front, and is for car rear windows, wheelhouse windows and the like, while the other type has the 'sticky side' on the back, and is for affixing to boats (eg each side of a narrow boat engine room bulkhead) and similar. The stickers measure approx 25 x 5cm (9¾ x 2in).

Please help promote CBOA and let David Lowe know how many you need, by e-mail or telephone (see contact details back page).



The blown cill at Lemonroyd lock with all the sluices and gates fully closed!

Water freight holding its own

The 2008 DfT statistics show water freight tonnages holding their own despite the effects of the recession. These statistics include ships coming into inland waters. For the UK as a whole the figures are:

- 52m tonnes moved (the same as in 2007)
- 1.72billion tonne-kilometres moved, taking into account distances (2007: 1.74bn)
- the Thames continued to lead with 22m tonnes
- the Thames is up by 38% from a low point in 2004: the navigation authority is keen to protect wharves and encourage freight

The tonne-kilometre figures of goods moved show water (including coastal ships) had a 20% share of the whole UK freight transport market. Once North Sea oil and sea-dredged aggregates are adjusted for, on the basis they have to use water, water still took a 14.6% share. That compares with rail's 8% and yet rail gets all the Government's non-road infrastructure investment.

Excluding ships coming in from the sea, purely internal trade was 3.7m: a 42% increase since 2004.

Volumes carried on BW

In response to a CBOA request BW has supplied the following information for the year ending 31 March 2009.

These figures exclude BW dredgings and construction works related traffic as well as coal and other fuels carried on the smaller waterways. They include the one-off S&SYN limestone 266,000 tonnes.

Compared with 2004, the tonnage has increased by 65%. Even after excluding the limestone journey, the increase is 26%.

	Tonnes
Gloucester and Sharpness Canal (Sharpness Docks)	477,000
Aire and Calder Navigation	392,900 ¹
Sheffield and South Yorkshire Navigation	290,000
River Severn	269,000
London (mainly Docklands and Grand Union aggregate traffics)	186,000
River Ouse (mainly Howdendyke wharves)	183,000
River Trent (BW cover upstream of Gainsborough)	160,000 ²
Crinan Canal (Ardrishaig Docks)	80,000
Sub-total	2,037,900
Less double-counted*	(188,900)
Total	1,849,000
Exclude Sharpness, Ardrishaig and Howdendyke	740,000
Total along BW waterways	1,109,000

*Double counted:

¹33,900 went onto the S&SYN

²155,000 went onto the Aire & Calder



Carrying limestone, photo courtesy Malcolm Slater

Crossrail takes to the water

Crossrail is to carry more than 5te of excavated material down the Thames for use in landscaping projects, including a new nature reserve at Wallasea Island in Essex. By road this would take 500,000 lorry journeys.

The Crossrail project, Europe's largest, is to build a high frequency railway connecting London's City, Canary Wharf, the West End and Heathrow to areas east and west of the capital. It will bring 1.45 million people within a 60-minute commute of the capital.

More than 4 million cubic metres of the excavated material generated from construction of the new tunnels will be used for the island nature reserve. The mud flat and salt marsh habitats created at Wallasea Island will act as a carbon sink and soak up 2.2 tonnes of carbon per hectare each year.

The mayor and Central Government have been very clear that Crossrail must do all they can to limit their impact in terms of lorry movements. Excavated material from tunneling will be removed by rail and water, while construction material from stations and station-related work such as permanent access as



Crossrail's first load from Canary Wharf

r

ventilation shafts will initially be removed by road and then transferred to the river.

“Using the barges rather than the roads is a supremely brilliant plan,” said London mayor Boris Johnson, “and it brings joy to my heart to see them make their way up and down the Thames.”

Crossrail is working with the Port of London Authority and BW to promote and maximise the use of water transport. Crossrail chief executive Rob Holden said:

“Using the river is fundamental for us. You can move much more material on the river in one barge compared with a single lorry and doing so also takes much less energy and generates far fewer environmental emissions.”



L to R: Kulveer Ranger Mayor's transport adviser, Richard Everitt PLA CEO, and Rob Holden Crossrail



Foreign news



New Dutch road charging law

The Dutch government has drafted a new road charging law. Aim is to abolish both vehicle registration and road taxes from 2012 and replace them with a kilometre tax so road users pay for vehicle use, not ownership.

Each vehicle would have a GPS to check time, distance and speed. Data would go to a collection facility where invoices were drafted. The basic tax of €0.03 per km would vary with vehicle type, weight and CO2 emissions, ie fuel use. Tax would rise to €0.067 per km by 2018.

It's estimated the plan would deliver euro 1bn a year in welfare gains – reduced particulate emissions and safety – and cut travel by 15%. The cash would go on road, rail and other infrastructure.

Inertia in Brussels

Brussels is currently refusing to consider a scrappage scheme for Europe's inland waterway industry despite operators on the continent struggling with a 30%

drop in volumes. Many face acute difficulties with debt repayments.

According to **Lloyds List**, commission official Jean-Eric Paquet produced a report saying the downturn could not be regarded as a structural crisis “but rather a cyclical crisis”. He said a majority of member states did not believe scrapping was the most suitable measure for saving the industry: waterways needed to be better connected with other modes of transport.

The refusal led European Parliament transport committee chairman Brian Simpson to accuse the European Commission of pushing the industry to the brink of collapse and of running the risk in a couple of years of “fiddling while Rome burned”.

Incoming Brussels Industry Commissioner Antonio Tajani said rather than a state-aided scatter gun approach aimed at specific sectors, he preferred horizontal measures applicable to all industries.

Maritime Journal reports that Netherlands-based engineering consultancy DHV has won a euro 10 million World Bank contract to improve navigability on 250km of the Mekong river in Vietnam. In addition to widening and deepening the river they will build and restore 18 bridges, at present too low to allow inland water transport, and construct a new lock.

No comment

Regional transport improvements, we are told, are a matter for regional government. So how surprising to find that the lowering of the track in one of the Southampton rail tunnels so trains can take high cube containers has been funded nationally by Associated British Ports (who own Southampton Docks), the Department for Transport, Network Rail (that's DfT again) and the Strategic Freight Network Fund (also DfT).

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CBOA news

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If you would like to advertise in CBOA News please contact the chairman John Dodwell for rates.

Hello/Goodbye

We were going to have welcomed the news that BW's Mark Bensted had been appointed Head of Regeneration and that this included being head of freight. However, after a few months, he has left BW. But he did attend a CBOA committee meeting at which he said he saw no conflict between freight and other users of the waterways. So now we say hello to Steve Dunlop who effectively replaces him. The importance to CBOA of the new BW Regeneration department is not only that there is now a person in each region dealing with freight but that through their local authority etc connections, we can engage in discussions with planners and so develop an overall policy.

More spoil down the Thames

In addition to the 5mte that Crossrail will send down the Thames, another 6.7mte is scheduled to go down the river from two other major projects. Starting in May, 1.7mte will come from the Thames Water Lea tunnel, for which sending the spoil and delivering some of the construction materials by water was a planning condition, and 5mte of spoil will be taken from the Thames tideway sewage tunnels being built.

No to BW property sale petition

Speculation that the Government intended to include the British Waterways' property portfolio in its £16bn asset sale drew a fast and effective response from the Inland Waterways Association, supported by CBOA and its members.

At stake was the property rental income from the canals. Had this been lost the money for maintenance would have been greatly reduced, affecting not just boat owners but all who enjoy

the waterways. A combination of lobbying, briefings on radio and tv and a petition that attracted some 15,000 signatories persuaded the government not to sell the BW property portfolio.

More barges on the Thames

John Spencer's GPS Marine (Profile August 2008) now has five 1,500 tonne barges working the Thames and Medway and a further three 2,700 tonne barges lying in the Medway and about to start work.

River Trent study

Our last issue reported that the East Midlands Development Agency's report had showed there could be an extra 1m tonnes carried on the Trent. As part of the action plan urged by CBOA, two independent consultants who are very experienced in barge operations have been commissioned to talk to prospective customers. They have found more possible traffics and we look forward to hearing of trials and/or actual movements.

Waterways are Multimodal!

CBOA is once again taking a stand at the Multimodal exhibition in Birmingham in April and will make an Award of Excellence. Look for details of the winner in the next issue.

And finally...



Who carried this Pharaoh up the Thames? See centre spread profile.