

CBOA NEWS

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GPS Marine Contractors Ltd win FTA award

In the Autumn/Winter 2018 issue of CBOA News, we reported on CBOA member GPS Marine Contractors Ltd was one of three entrants that were shortlisted for the FTA's Logistics Awards in the Sea Freight Operator of the Year category.



CBOA was very pleased to hear that GPS Marine Contractors Ltd had won the prestigious Freight Transport Association's Sea Freight Operator of the Year 2018 Award, which was presented to John Spencer (GPS' Managing Director) at a gala dinner of the whole logistics industry.

The citation read "Thames barge freight was once described as the ultimate sunset industry – not any longer. GPS Marine has responded to a massive increase in demand triggered by major central London infrastructure developments and associated concerns, by investing £4.8m in a fleet of 10 leading-edge hopper barges. This went hand-in-hand with a shift in health and safety culture and working practices."

The judges' comment was "An efficient, safe way to move huge volumes of aggregate through a crowded city."

From the Chairman



The Thames is arguably our busiest inland waterway and it's pleasing to read of successes which include new craft and traffics. We were also delighted to learn that the Freight Transport Association's Sea Freight Operator of the Year award has been given to CBOA member GPS Marine for 2018. But it's also good to report the success of our new member Elliot Lancaster's company iRecycle which is pioneering the movement of waste on London's canals, assisted by member Wood, Hall & Heward.

We are still awaiting a further response from the Marine and Coastguard Agency to our submission regarding all year operation of barges beyond Hull to Immingham as part of the Port of Leeds project.

CBOA will again be exhibiting jointly with the Canal & River Trust at the Recycling and Waste Management Exhibition at the National Exhibition Centre on September 11th & 12th 2019. We are also endorsing and supporting the UK Ports Conference on 14th & 15th May, and the Rail Freight Group Conference on 4th June. Why the latter? Well, the rail and water freight sectors both face similar challenges in seeking to encourage modal transfer, and each can learn from the other. Please see page 3 for details of how to book at a preferential rate for either conference.

Work to remediate the former oil wharf at Fleet (Woodlesford) has been largely completed and we understand operations will start in the second quarter of this year, subject to planning permission. On which topic we await approval from Leeds City planners for the development of the proposed inland port of Leeds at Stourton wharf. Negotiations with an enthusiastic potential operator are well in hand.

We have been in discussions with regard to a proposed rowing facility at Lemonroyd on the Aire & Calder Navigation to be set up by RowUK to supplement the recently established operation at Knostrop. A very long standing rowing facility has been in use successfully on the South Yorkshire Navigation with no detriment to commercial traffic (or vice-versa!) and we support multi-use of the inland waterways. We are pleased that RowUK are very positive about increased freight traffic on the waterways and are keen to work with us to encourage best practice and a safe enjoyment of the sport.

Following discussions with CRT CBOA member Richard Horne has undertaken some small scale trials moving construction materials for stoppages in central Birmingham and we hope this can be developed further. Unfortunately it's not yet been possible to organise deliveries of materials to Icknield Port as the bulk of the transport requirement seems to be prefabricated buildings from Alfreton. But discussions are still in hand about potential carriage for the landscaping works.

We are very pleased to report that CBOA member Brian McGuigan, of Renaissance Fuels, has kindly agreed to take on the role vacated by John Jackson, that of stoppages, maintenance and dredging officer. Brian has been a fuel boat operator for many years, mainly in the North West, is highly respected, and will bring a wealth of knowledge to the role and to the committee.

Alternative fuel systems are very much in the news these days. We can argue a case for retaining older diesel engines (as this avoids the emissions from new build) but hydrogen and electric (battery) powered trains are being introduced both in the UK and abroad, and electric trucks are on the horizon too. The water freight industry will need to follow suit and Bernard Hales is keeping us updated on developments.

Our AGM this year will again be at The Bond, Birmingham, on Tuesday 30th April 2019. Further information can be found on page 3. Our President Dr David Quarmby will be stepping down from the post at the AGM. He had extended his term of office by one year and despite a very busy personal and professional life has managed to contribute immensely to the work of CBOA, attending events and meetings, and advising generally. Thank you David, it's been a pleasure and a privilege to work with you. Our Vice-President Nicholas Hill is also stepping down from office. Nick was a very early member of CBOA (as CNOA) and had played a leading part (with others in the Ashby Canal Association) to reactivate the carriage of coal on the Ashby Canal, and to develop the coal retail business as bulk deliveries to industry were coming to an end. Nick's interest extended beyond the narrow canal network and his witty (and sometimes critical) contributions at committee have always been greatly valued and we are most grateful to him for his support for the Association.

Please do visit our website which contains more comprehensive reports on all our activities and news and is updated regularly. Minutes of committee meetings and AGMs are also posted on the website.

David Lowe.

Chairman

UK News

CBOA AGM at the Bond, Birmingham on 30th April

CBOA members and guests are invited to join us from 12.45 onwards for a buffet lunch at The Bond, 180-182 Fazeley Street, Digbeth, Birmingham B5 5SE. The AGM will commence at 13.30.

Speakers invited this year are Chris Evans, Director CBE Consultants Ltd. who will provide an update on progress with the Port of Leeds, Elliot Lancaster, iRecycle Waste Management Ltd. who will speak about his new business with canal and river recycling, and CBOA committee member Bernard Hales who will speak about alternative fuel systems.

We hope that a good number of members will be able to attend the AGM.

UK Water freight Conference

CBOA are supporting the UK Ports Conference 2019 on May 14th & 15th in London, which is organised by Waterfront Conference Company.

As a CBOA member, Waterfront offer an exclusive 10% discount on tickets for this event, which covers the following topics:

- Explore **changing trade and shipping patterns** and the implications of these for ports
- Join the discussion on **how UK ports can plan and respond to uncertainty**, including considering the **potential impacts of Brexit**
- Understand the **latest advances in technology** and how these can be used to increase ports efficiency
- Explore **how to improve air quality and emissions**
- Hear the **latest plans to improve port connectivity**
- Receive the **latest updates on ports on their long-term plans** and future developments
- **6+ hours of networking** with over 140 senior ports professionals

To register: Call 0207 067 1597, email conference@thewaterfront.co.uk or register online www.waterfrontconferencecompany.com/conferences and quote discount code **374CBOA**.

Rail Freight Group Conference

The 27th Annual Rail Freight Group conference will provide the latest, leading insight on the challenges, opportunities and disruptors facing the rail freight industry. Attend to hear essential insights on the support and plans for freight development and review the growth opportunities for the sector.

All CBOA members **save 10%** on places using discount code **375CBOA**.

Highlights of attending:

- Receive **key insight from the Government and Network Rail** on their plans for the freight network
- Explore the **challenges and opportunities facing the sector** including a focus on the impacts of changing trade patterns and Brexit on the supply chain
- Receive the **latest insight on operators plans for 2019** and beyond
- Consider the role of rail freight in retail logistics and **how rail can remain competitive with road**
- Hear more on the **development and delivery of strategic rail freight terminals**
- **3+ hours of networking** with senior rail freight professionals

Visit our website for more information.

To register: Call 0207 067 1597, email conference@thewaterfront.co.uk or register online www.waterfrontconferencecompany.com/conferences and quote discount code **375CBOA**.

Commons CO₂ concerns

Nusat Ghani, Parliamentary Under-Secretary (Department for Transport), when speaking on the 16th January on the topic of the British bioethanol industry said that incentives had been put in place for the development of fuels capable of delivering higher greenhouse gas emission reductions. Rewards for low carbon fuels also meant that £20m of match capital funding is available under the future fuels for freight and flight competition. Although she did not indicate how this would be implemented. The aim is to support industry-led trials of alternative propulsion technologies for commercial fleets in the UK, including electricity, hydrogen and gas.

What perhaps may not be realised or calculated is the additional CO₂ produced in the planting, harvesting and transport of the rapeseed crop to produce the increased level of bio ethanol introduction into diesel fuel.

David Torrance, Scottish National Party in the Scottish Parliament in November said that the Hydrogen Office in Fife is working to develop hydrogen-powered fuel cells that can capture energy that is generated by wind turbines at night and use the stored energy to power vehicles, from cars to freight shipping, and it is creating the first hydrogen heating system.

Ministerial statement – waterway benefits

Chris Grayling, Secretary of State for Transport, in a written statement on the 3rd December said that the EU Transport Council is asked to agree conclusions, which the UK supports, on the potential of Inland Waterway Transport as an environment-friendly transport mode, offering existing capacity to alleviate congestion on roads. New EU regulation on electronic freight transport information is designed to correct a perceived lack of standardisation of acceptance by Member States of electronic freight documents.

Lords short sea shipping question

In the forthcoming Government commissioned study of potential for inland transport shift to coastal shipping and inland waterways, in a written question on the 17 December 2018, Baroness Scott of Needham Market (Lib Dem) wished ask Her Majesty's Government what steps they are taking to support the development of short sea shipping in the UK.

Baroness Sugg replied: "We fully support the development of short sea shipping in the UK and recognise the benefits increased uptake could provide as a means of freight transportation. To better understand the markets for coastal shipping and inland waterways we have commissioned a study to explore the opportunities, barriers and the potential for mode shift from inland transport networks.

"Furthermore, the Department's forthcoming strategy – Maritime 2050 – recognises the role of short sea shipping and more widely, sets out how the UK can remain a key competitive maritime nation through meeting the challenges of the future and taking advantage of the opportunities that arise, include those in freight transport."

Short sea shipping is thought of as coastal and inland waterway transport, often competing with road and rail.

Clean shipping meeting

On the 15th October, experts on clean shipping met to plot the route to zero emissions for the UK maritime sector on the first day of Green Great Britain Week.

Maritime Minister Nusrat Ghani, opened the first meeting of the Clean Maritime Council (CMC), which will devise a strategy to reduce greenhouse gas emissions from the sector to improve air quality on and around UK waterways, ports and shipping lanes.

"The Clean Maritime Plan will bring new opportunities for Britain's businesses to design, develop and sell green solutions to this global challenge" Nusrat Ghani said.

The UK is already actively developing plans to reduce emissions from shipping, for example:

- hybrid ferries using battery power alongside traditional engines are being used between Portsmouth and the Isle of Wight and in Scotland
- shore-side power is already in place at Portsmouth (MOD), Fraserburgh and Brodick to reduce engine running at ports
- Innovate UK is funding a project in Orkney to directly inject hydrogen into the fuel supply of a ferry.

The CMC consists of several shipping companies, 2 members from DfT, UK Chamber of Shipping, Institute for Marine Engineering, ports and work boats groups/associations, UCL Energy Institute, and other interested environmental bodies.

The UK also played a leading role at the International Maritime Organization in setting a global cap on sulphur emissions and establishing a new global target to cut shipping's greenhouse gases by at least 50% by 2050.

The Campaign for Better Transport says that emissions from transport were only 2 per cent lower in 2017 than in 1990. Overall emissions have fallen by 42 per cent in this period. The need for waterways to play a part in transport reduction seems overdue.

AIL waterways obstruction

Abnormally Indivisible Loads (AILs) have caused the Department for Transport (DfT) to raise concerns on the Highways England (HE) proposal to charge applicants for the assessment of their proposed routing to move AILs. FTA believes this is unsatisfactory as far as waterways are concerned, as it could seriously impact the use of water freight. Until 2012 there was a requirement to take abnormal loads to the nearest port where this was applicable, now HE will apply an economic test.

As the DfT no longer has a transport technical specialist with both road and water expertise the policy may potentially result in abnormal loads moving predominantly by road which would increase congestion with water transport being bypassed. FTA is pursuing the matter with DfT to influence the appraisal methodology and to ensure the charging regime is transparent and fair to all applicants.

CBOA's Vice Chairman Tim West is also providing input, putting the case that the water transport option should always be properly examined.

New wharves for old

In the December 2018 edition of the European River Sea Transport Union (ERSTU) publication, CBOA Committee member Dr. David Hilling wrote a detailed article about London's wharves and how the water freight business had re-invented itself.

David started by recounting the history of London's wharves with the often insufficient depth for shipping, requiring lighters to lighten their cargoes; London was a leading example of a lighterage port and the subsequent construction of basins and docks e.g. St. Katherine's, India and Millwall, did little to diminish this. In 1956 the Port of London Authority (PLA) recorded that 6,000 lighters operated at one time and there were 88,000 barge movements into its own docks.

But from the 1950s the increasing use of containers and roll-on/roll-off for break-bulk cargoes favoured road or direct rail rather than barges for onward movement and in addition the wharves needed far greater space; access in London was often by narrow roads; parking, vehicle turning and storage space was limited and access to sheds difficult. Closure of coal fired power stations also caused a major reduction of trade. It seemed that the future of the Thames for freight carriage was grim.

The PLA had a special concern in maximising river use and in 1997 the Government was persuaded to direct the safeguarding of selected wharves based on their suitability with respect to access and cargo transfer. There was inevitable opposition from the construction and development industry, as old wharves provided ideal, very lucrative sites. Studies of past city reconstruction predicted that water traffic for the construction industry will by 2040 amount 8.3 to 9.0 million tonnes a year. This justifies considerable investment by barge companies in new craft.

After decades of decline, river freight between the Thames and Medway terminals started to rise and peaked at 5.5 million tonnes in 2014 mainly with the construction work associated with the two tunnel projects. Barge companies expanded their fleets often with craft in excess of 1,500 tonnes. In 2018 the latest PLA Handbook was able to announce "the safeguarding message - loud and clear" as nearly 20 years of litigation by the PLA brought the safeguarded Peruvian Wharf back into cargo handling. The London Plan of 2016 included proposals to ensure an adequate supply of aggregates, using the river where possible. Barges have handled nearly one-million tonnes of spoil and construction material so far. Over coming years will be traffic generated by work on the Thames Tideway Tunnel; the PLA estimates a 60 per cent increase in river traffic due to the tunnel works.

David then said that every possible attempt must be made to widen the market – a main possibility is the servicing of large concentrations of urban retail demand and persuading large stores to consider water transport as a factor able to improve supply chains and reduce their carbon footprints, as has been achieved in some European cities and also with Tesco using the MSC which shows some of the possibilities.

Regional News

Success for the London wharves safeguarding policies

Peruvian Wharf on the Thames near East Ham is to be brought back into use (see CBOA News Spring/Summer 2017). This wharf is one which has been protected under the Mayor's safeguarding wharves policy, instigated by the Port of London Authority.

The PLA bought Peruvian wharf from a property company and arranged to lease it to Brett Aggregates. Brett's are in the process of building a concrete batching plant on the wharf. Shipments of aggregates are expected to arrive in the early summer.

Another success for the PLA in its efforts to increase freight traffic on the Thames is the re-opening of Rainham Jetty. It was used by Veolia to unload containerised waste residue from Tower Hamlets Borough Council until this traffic ceased when the landfill site became full. (That traffic is now taken by CBOA member Cory to their Belvedere Riverside Energy plant). Rainham Jetty – which provides undercover unloading facilities – is now in the hands of Land & Water, well known for their marine engineering works, especially dredging. (See the separate item on page 6 on Land and Water).

The PLA – and especially James Trimmer, their Head of Planning and Partnerships – deserve congratulations in bringing these two initiatives to fruition.

CBOA member MMS

We warmly welcome commercial member MMS Ship Repair & Dry Dock Co. Ltd to CBOA. Formed in 1988, it operates from Alexandra Dock, Hull, East Yorkshire and caters for all kinds of vessels. The company has 2 dry docks the largest being 150m by 19m, alongside mooring for vessel up to 150m x 23m and an undercover building hall 30m x 11m. Over the last 30 years MMS has dry docked over 1000 vessels and carried out over 9000 separate repair contracts and built various workboats in both aluminium and steel. All work is carried out in house utilising its own skilled dedicated local workforce comprising of fabrication and repair, marine fitting, grit blasting and spray painting, carpentry, tank cleaning and electrical work. MMS caters for all types of vessel owners including single vessel operators to multi-national shipping companies.

In addition to the shipyard MMS Offshore Renewable Services Ltd own and operate a growing fleet of multi-purpose offshore wind farm support vessels from its bases in both Grimsby and Hull. The company also offer support to the marine civil sector with a 22m multicat and safety boat and are able to offer services such as installing pontoons, ladder replacement, jetty repairs, fender renewals etc. utilising its own skilled workforce and equipment.

CBOA member iRecycle

We also warmly welcome commercial member iRecycle, who is operating on the Thames and London canals, collecting rubbish to relieve the road system of handling it. The booming canal boat population in London means that rubbish collection and removal is becoming more of an issue. The answer is obvious, to remove it by canal which is what iRecycle is doing. This is part of the five new schemes introduced by TfL to reduce emissions and road hazard to pedestrians in London, after they revealed that road freight movements have increased by 20% since 2010. Others TfL schemes are cargo bikes, electric vehicles, underground waste bunkers, and lorries fitted with special cabs to see cyclists better. Apparently, the canal route is one third of the road distance travelled.

Powerday have announced a partnership with iRecycle to transport 30 tonnes per week of mixed recyclables from Camden market to Powerday at Old Oak Common. Waste is collected from 1000 stalls and businesses and moved by barge to Powerday for sorting. iRecycle formed by Elliot Lancaster in 2018 describes itself as a waste management company which “primarily transports commercial waste via the canal and river network”.

CBOA is pleased to have Elliot Lancaster as a speaker at our AGM, see page 3.

Land and Water invest in Thames-side marine logistics centre for ‘liquid highway’

Land and Water have invested £500,000 in the Coldharbour Lane Jetty, Rainham, Essex, in a new facility that it has purchased that has achieved full planning permission to act as a marine logistics centre to support major infrastructure projects along the Thames Estuary. The work involved dredging to increase the capacity of the wharf, which has three operational shipping berths, to handle waste spoils from construction works and allow them to be shipped to the company’s adjacent habitat creation site at Rainham Marshes. The logistics centre will also act as a transport node for materials and products to be shipped on barges for distribution in London.

The CEO of Land & Water James Maclean, said: “I am convinced that innovative logistics solutions will unlock future supply chains into London as the days of diesel-fuelled heavy trucks delivering commodities into the capital are numbered. Our sustainable hub at Rainham offers the ideal solution, taking advantage of our close proximity to the A13 and M25 trunk roads, linking them directly to water transport, and unlocking the river Thames as a liquid highway. We hope our hub will be able to feed a fleet of electric distribution vehicles deep inside the city, which will have a positive long-term effect on the environment, and ease congestion.”

Every 1200 tonne barge in and out of the city will eliminate 86 articulated lorries to and from the capital. James Maclean said that this long term cost effective solution had attracted three organisations to use this Land and Water facility, and he hoped more will follow.

Newark Hydro scheme withdrawn

Planning application for a hydro generator at Newark town lock weir has been withdrawn, CBOA East Midlands Representative Les Reid reports. Apparently the reason given was that the impact on heritage assets would be significant. This is perceived as being beneficial locally from the viewpoint of navigation. Les had drawn attention to the IWA and users of the navigation who had commented with objections to the planning application.

Scaffolding by water

In November the motor narrow boat *Arundel* operated by Richard Horne loaded scaffolding from the contractor's lorry at Greensforge lock on the Staffordshire and Worcestershire canal destined for Dimmingsdale lock where gate replacement was due.

About 3 tonnes of scaffolding were needed, hand loaded and unloaded at each end. On completion of the work the scaffolding was loaded again and taken back to Greensforge, returned to the contractor.



Narrow boat *Arundel* loading scaffolding at the CRT yard at Icknield Port, Birmingham (R Horne)

In early February the same was done, this time loading about 9 tonnes of scaffolding at Icknield Port, Birmingham CRT wharf using the contractors' lorry jib to lift the palletted items into the boat. Unloading at lock 2, Farmers Bridge was done manually with the assistance of four CRT staff. The increased amount of scaffolding was partly due to the forthcoming open day at the locks where the public had the chance to go down into depths of the drained lock chamber to see the work done and to examine and experience the 200+ year old structure for themselves with a CRT site tour.

The Birmingham and Fazeley Canal with the Farmers Bridge locks were built after the original Old Main Line Birmingham Canal which effectively was an arm and terminated some 1/3 mile beyond the present end of the Cambrian wharf. Long lost other basins and arms existed off the arm, some surrounding the successful printing type manufacturer and japanning industrialist Mr. John Baskerville's large house – in the country at the time. His house was demolished in the 1790's and his body and grave were later exhumed (gruesomely sketched at the time) during further canal and industrial expansion in what were his gardens.

Both Dimmingsdale and Farmers Bridge locks have no road access, so there was no alternative to using water transport.

FTA disputes removal of Thames listed wharves

In the FTA Response to the Safeguarded Wharves Review 2018, it stated that all wharves should be retained as having protected status as there was an absence of a compelling business case for redevelopment.

These are:-

1. Railway River Thames, Borough of Bexley
2. Priors Bow Creek, Borough of Newham
3. Mayer Parry Bow Creek, Borough of Newham
4. Welbeck Barking Creek, Borough of Barking & Dagenham
5. Phoenix River Thames, Borough of Havering

Concern was also expressed that with Thames River Thames, Manhattan River Thames and Sunshine River Thames wharves, (all Borough of Newham) safeguarding direction should be removed only if the Silvertown Tunnel Scheme and wharf consolidation proceeds.

FTA says that poor justification and analysis was given for some, lack of proposed development indicating that preclusion of wharf use because of lack of access was not proven for others.

Additionally a wharf at Bow Creek was recommended as there are sometimes opportunities to move freight from the Thames into the canal network and, vice versa. Bow Creek would be a good interchange point.

Whilst acknowledging that safeguarding alone would not ensure increased use of a wharf, operators need to be given right of access on reasonable terms and rent, and active promotion is vitally important. As noted above with the exception of Welbeck, there appears very little evidence of marketing being carried out on these five wharves. FTA was also concerned in case deliberate run-down of a wharf asset had been employed in the hope of obtaining release from safeguarding.

FTA also questioned the figures quoted for capacity; the Review states that "Assessing capacity is problematic, as it can be affected by so many variables", yet a slight reduction in capacity was given. FTA is sceptical of the assertion that there is spare capacity in the safeguarded wharf network.

Summing up, FTA state that there is insufficient evidence to justify removal of safeguarding status.

In the press

Using barges instead of refuse trucks

The *Standard* reported in January about London City Hall's transport strategy project to ship thousands of tons of waste, generated by the booming houseboat population, by barge instead of by road-going refuse trucks. (See iRecycle item on page 6). City Hall wants to make roads safer and reduce the number of lorries and vans entering central London in the morning peak time by 10 per cent, by 2026. The *Standard* reported that TfL figures show goods vehicle movements in London have increased by 20 per cent since 2010, increasing poor air quality, congestion and road hazard. The other four schemes were listed.

To make the point a very smoky picture over part of the city was posted by the standard.

Freight on NE waterways

In November *Canal and River Boat* magazine ran a detailed article examining activities in recent years with freight in the NE. *Canal and River Boat* described how a few years ago diminishing traffics seemed to show that there was on the face of it, little hope. However now there seems to be "real progress" the magazine reports. CRT, with the help of CBOA and others set up a study (actually the Freight Study Group, but not referred to) to examine the case. The NE was chosen as the most likely for success with water freight expansion, with the proximity of the Hull ports and the larger waterways leading to it. A good photo of the *Exol Pride* graced the top of the article, and the oil traffic was later described.

Canal and River Boat then described the partnerships that CRT is working with; the Freight Transport Association, the Leeds South Bank Strategy, a European Interreg (inter-regional) project with the Netherlands, Sweden and Belgium, and is an observer on the Liverpool-Humber Optimisation of Freight Transport partnership, which is looking at making better use of the Humber ports as a European gateway.

The necessary enlargement of Bulholme lock was mentioned for Euro Class II standard compliance, and the plans for Stourton wharf near Leeds were mentioned, to create an inland port to attract further traffic to and from the estuarial ports. CRT's Jon Horsfall told *Canal and River Boat* that "the first new traffic could be no more than 12 months away." Altogether, it was a good upbeat report on water freight from a magazine principally aimed at the leisure boating market.

Tideway barge shipment pledge

In November, *Thames Tideway News* pledged to transport over 90% of materials by barge, using barges for some 11 peak movements per day, which will reduce the number of road vehicle journeys needed to build the tunnel by more than 300,000.

At the Intermodal Europe trade fair in Rotterdam in November, Freight and Fleet Project Manager at TfL, Peter Binham, said "More than 7 million tonnes of cargo are being moved by barge in the development of the Tideway sewerage system. This presents the perfect opportunity to demonstrate the Thames's capacity for use as a freight route."

DHL to use barge delivery on the Thames

The Loadstar reports on their web site that DHL Express is to roll out a delivery service using barges on the Thames, which is part of their 'green' strategy. Chief executive John Pearson told *The Loadstar* the company's UK division was working on a scheme similar to that in Amsterdam.

Paul Hampson, UK Operations Director, said that he and his team had been looking at alternative ways to move their packages using the Thames. Local delivery is to be by bike to the final destination in the wider city area, using a 'cubicycle' – a cargo quadricycle with a container that can hold up to 125kg. A number of these bikes are already operating DHL said.

DHL are apparently looking at running a pilot programme using barges and are aiming for the roll-out during 2019. At present the Thames alone is being considered not the canals. As a study by TfL shows that use of vans is the only motorised form of transport set to increase, making an already unsustainable situation even worse, hence the need for alternatives. TfL say that HGVs are involved in more than 70% of deaths involving cyclists.

The Mayor of London, Sadiq Khan wants to see a move towards greater use of waterways for freight in London, and would like to see some 55% of all project materials carried on the Thames, in addition to an increase of freight, *The Loadstar* reports. TfL note that recent barge trials use vessels that have increased capacity from 800 to 1500 tonnes. TfL, not owning any facilities such as wharves, vessels or vehicles is not able to influence change directly, but it can influence procurement for projects it is involved with, thus providing leverage for preference of transport mode.

If the plan is successful, DHL will be the first logistics company to use London's waterways, *The Loadstar* reports. This is a good example where the 'last mile' delivery using water transport – as has been implemented in Amsterdam – can be of immediate benefit for safety, reduction of carbon footprint and pollution, and also perhaps delivery time, as CBOA has been proposing for some time. We sincerely wish DHL well with this venture.

IWA Freight Forward double page

The Spring edition of IWA's *Waterways* magazine contained an excellent double page covering water freight in London, the north east and north west, saying that the three navigations examined are perhaps going through a renaissance with freight. The surge in freight on the Thames was documented with the increase in figures quoted. The new Land and Water project at Rainham was covered with quotes from James Mclean, Land and Water's CEO. CBOA member Cory's tugs and barges were pictured.

The Port of Leeds wharf at Stourton was next mentioned, outlining the proposals for Stourton wharf and how this would consequently assist the area to lessen road transport. Steel, timber and sea dredged aggregates being some of the potential cargoes and imports/exports to and from the Humber ports. Euro Class II barges would be possible on the Aire and Calder navigation with modest 'improvements to the navigation' IWA's *Waterways* said.

Port Salford was then covered, the tri-modal (road, rail, waterway) port, the £138m development led by Peel Land and Property project in partnership with Salford City Council. Culina, the food and drink logistics company is the first to occupy premises at Salford; other companies apparently interested include Amazon and Ocado. The IWA hopes for the current container traffic to Irlam to also go to Salford in due course.

Overseas News

Electric barges

In a joint initiative between GVT/Barge Terminal Tilburg and PortLiner it was announced that they are to accelerate their introduction of "zero emission" inland shipping with the "Accel Barge". The Accel Barge project is to bring into operation a variety of all-electric multi-purpose inland barges. Vessels considered are the "Kempenaar" sized multi-purpose vessels (52m x 6.7m) and 110m extra wide container barges (15m). Containerised battery packs for ship propulsion are also in the scope of the project - "E-Powerboxes" as they are called.

The European Commission has selected the Accel Barge project for CEF funding, which is welcomed by Portliner. The funding will aid the speeding up of the project realisation and will add momentum to the electrification of shipping in Europe it is hoped.

Since 2017, good progress has been made apparently with the 110m x 11.45m container vessels, with advances being made to the battery re-charging infrastructure. Now established with business partners and with the cooperation with local and regional authorities, it is hoped that mass up-scaling for electric inland shipping can now occur.

Involvement with the major ports should mean that an open access solution is developed that is available for the inland waterway sector at large, meaning that all the major areas in Europe can move towards zero emission shipping.

Meanwhile the Indian government recognises that water freight is the cheapest form of internal transport, motivating companies to use water in preference to road or rail where possible. India has many waterways and is starting to see more of them being used for oil and minerals carriage. An interesting development of the lighterage concept is in operation at Haldia Port, Bay of Bengal. Barge mounted cranes are being used to partially lighten larger ships so that they can enter the port. Depth restrictions mean that the port can handle no more than 40,000 tonnes of cargo.

The government is also inaugurating solar powered passenger ferries; if successful, all diesel ferries will have a phased conversion to solar apparently.

The Road to Mandalay

The River Ayeyarwady runs from the north down through central Myanmar (or River Irrawaddy and Burma to the British colonials) entering the Bay of Bengal in a large delta. Mandalay is about 300 miles from the sea and below Mandalay the river is very wide and shallow during the dry season. Constantly shifting sand banks mean that there can be no charts for skippers; they have to trust their judgement or use pilotage. Some channel markers exist, but these are soon out of date. Loaded vessels frequently get stuck on sand banks. In times of higher water which can be as much as a 30 feet rise after the monsoon, other hazards are created such as high sand banks now shallowly covered up. In the 19th century, sometimes steamers were stranded for seasons. Small pilot boats with un-silenced single cylinder Chinese diesel engines hired by the captains dart back and forth and across shafting to find the greatest depth. Most bulk freight is carried at deck level on pans, pushed by a tug strapped to the starboard side stern. Many pans have ramps on the stern for access by loaders, or people. At low water levels much freight cannot reach Mandalay and has to wait for the rains. Around 300 tonnes is the most that can be carried on the larger pans.



A suction dredger pumping out stone at Bagan – the lorry tailgate acting as a useful strainer (R Horne)

At low water levels the pans are loaded to no more than about 4' 6" (Myanmar is one of the three countries worldwide still using Imperial measurement). The River Ayeyarwady has not only provided transport and a way of life for generations of people, but also provides a great range of varieties of sand, stone and clay. The sand and stone are usually suction dredged and pumped out sometimes locally or to a town or village where required. Fine clay is used for earthenware pot making – still an entirely manual process, dug and carried in smaller wooden boats often carrying only a few tonnes.

Apart from the suction dredger, much loading and unloading work is carried out manually by a large gang, with women carrying baskets of aggregate on their heads. Lorries are often loaded or unloaded by hand from vessels at the villages.

Cargoes include coal and oil upstream, sand and stone downstream in the main, also bamboo, grass or reeds where needed. Covered over cargoes are mainly rice upstream grown in the delta area, beans peanuts and cement downstream from north of



The coal pan in the foreground got free with the surge from being passed; the pan behind remained stuck (R Horne)

Mandalay. Sometimes large rafts of bamboo are floated downstream slowly under minimal power and steerage (one or two small single cylinder engines) with temporary crew accommodation of bamboo and grasses/leaves built onto the raft top. Teak logging is reported as being banned by the government; whether any still goes over the border by road to China is not known.

“...Come you back to Mandalay, where the old Flottilla lay,
 Can't you 'ear their paddles clunkin' from Rangoon to Mandalay?
 ...On the road to Mandalay, where the flyin'-fishes play,
 An' the dawn comes up like thunder outer China 'crost the Bay!” (Rudyard Kipling)

Inland Waterways Transport (IWT) Platform strengthened

The European Barge Union (EBU) and European Skippers Organisation (ESO) have announced that they are to strengthen the representation of the inland navigation sector at Union level by closer coordination and cooperation. The objective is to increase the modal share of cargo and passengers to water. It will aim for closer cooperation with all decision making bodies and authorities to make this happen.

Whilst the EBU and ESO will remain independent, the joint platform is intended to bolster the expertise to the benefit of inland navigation. Joint working groups and committees with EC experts present are an example of how the IWT Platform will be enhanced. Activities such as encouraging innovation on vessel design, career attractiveness and opportunities, improving infrastructure (both maintenance and water levels) and stimulation of the modal shift away from road.

The President of the IWT Platform Paul Goris stressed that IWT is the key to mitigating the environmental impact, contributing to European and international policy goals. "Inland waterway transport is known for its positive sustainability record in various areas and is keen to keep this record" he said. Director General of the European Commission DG MOVE, Henrik Hololei emphasized his support for inland waterway transport, with its environmentally friendly credentials and with the spare capacity available. The EU commission will develop a follow up programme to NAIADES II, probably launched in 2020.

The NAIADES II quality programme aims at creating the conditions for inland navigation transport to become a quality mode of transport through improvement or upgrade to infrastructure, innovation, a smooth functioning market, environmental gains with emissions reduction, workforce training and skills, and full integration of inland navigation into the multimodal logistics chain.

CBOA for Members

Birmingham and Midland Marine Services expands its services and course programme

CBOA member Birmingham and Midland Marine Services (BMMS) based at Gailey Wharf on the Staffs & Worcester Canal in Staffordshire have commenced the 2019 season with a wider range of services and training courses available with discounts to CBOA members.



Offering a combination of workboat, safety & rescue boat services, water safety awareness and rescue training alongside commercial boat training, BMMS are now able to offer packages for commercial vessel operators working on Category 'A' & 'B' Waters and contractors working around their craft.

Courses available include the RYA 'Inland Waterways Helmsman Certificate' training & assessments; an MCA accepted alternative to a BoatMaster's Licence as well as MCA BoatMaster Ancillary training: - 'Water Safety & Personal Survival', 'Boat Fire Safety' and RYA 'First Aid'.

Canal & River Trust CAATS assessments and training now includes a new 'CAATS' 'Small & Inflatable Craft' course, developed by BMMS in 2018.

Water Safety Awareness and Rescue training for personnel working near the water's edge has recently become a large factor around the inland waterways. (continued →)

With many boat operators working alongside civil engineering, construction, rail and utilities sector companies, providing delivery of materials and access roles, the 'CDM 2015' (Construction Design and Management) Regulations 2015, 'Regulation 26 - Prevention of drowning' dictates that the industry must take steps to minimise the risk of falling in and provide the equipment to facilitate a rescue, and that personnel know how to use the equipment available.

BMMS can now offer water safety awareness and more in-depth co-worker and self-rescue training that is HSE endorsed and CDM 2015 compliant, plus DEFRA compliant in-water training for those personnel working in a response / rescue / safety role.

BMMS offer lifejackets and buoyancy aids from several quality manufacturers and good savings can be made on bulk purchases. These, and drysuit training is included in the above course.

Another development for BMMS was the development of a 'Powered Boat for Rescue Response (Restricted)' course (PBfRR(R)); aimed specifically at the industrial sectors working on, above or near the water's edge. Working with Outreach Rescue, BMMS have adapted the coastal and tidal rescue boat course, for commercial operations on the inland waterways.

For more information about BMMS, please visit the website <https://www.midlandmarine.co.uk>. Email: midsmarine@gmail.com
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We are one of the leading authorities on moving goods off the road and on to water. Our clients and contacts include industry, national, regional and local government.

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

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