

# CBOA NEWS

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## Cory new barge named in recognition of family employment

In a new delivery of a barge for CBOA member Cory from the Belgian shipyard Meuse and Sombre which was part of a phased delivery of 14 vessels, naming rights for the first two barges had been given to Cory employees with over 40 years' service with the company. This delivery is part of the ongoing modernisation of Cory's fleet with six vessels received so far. The new barge is able to carry 20 waste containers containing a total of 270 tonnes of non-recyclable waste – thereby removing the equivalent of 11 articulated lorry journeys from the roads, making London's streets safer and cleaner. The new 20 box barges will ultimately replace the fleet currently operating from Cringle Dock in Battersea and Walbrook Wharf in the City of London.

John Daly, whose father, grandfather and father-in-law also worked for Cory, launched *Gemma D* with Gemma, his daughter at the company's Riverside site in Charlton. The launch was on Gemma's 21st birthday and she sealed the launch in traditional style by smashing a bottle of champagne on the bow. John Daly said, "I was delighted to be given the distinction of naming the first of the new fleet of barges. It was a simple decision to name it after my daughter. My family has a long history with Cory; my grandfather worked for the company for almost fifty years from the 1920s, my father worked here in the 1950s, and my wife Sharon's father also worked here in the late 1980s." Gemma's grandfather was also proud with the naming, his employment history being in the Thames lighterage industry with Cory and others. Dougie Sutherland, CEO at Cory Riverside Energy explained that John had also assisted with input to the design of the barge.

Cory operates a fleet of five tugs, more than 50 barges and in excess of 1,500 containers for transport of non-recyclable waste from waste transfer stations along the River Thames to Cory's energy from waste facility in Belvedere. These same barges and tugs also transport the ash resulting from the energy recovery process further down the Thames to Tilbury where it is processed into aggregate for the construction industry. This use of the river removes around 100,000 vehicle journeys from London's roads each year.



New barge *Gemma D* with John Daly inset (Cory)

## From the Chairman



As I write this report the vaccination programme is gathering pace and a gradual relaxation of restrictions and a return to some kind of 'new normality' later this year seems to be possible at last. I hope that members and families have been able to cope with the inevitable stresses and not been too badly affected. During this time inland shipping and freight operations have continued, with operators making the necessary changes to routine and taking precautions as appropriate. The Association has been able to provide written evidence for operators who have been challenged, perhaps using public transport or for other reasons. Coal and fuel boats have been particularly busy during the pandemic and many boat dwellers and others who rely on deliveries by waterway have been well served, despite challenges of weather and emergency stoppages, with operators often going

out of their way to ensure the well-being of their customers. The Government soon made it clear that all transport was 'essential' and the Canal & River Trust has enabled passage of manned structures where necessary on the leisure and the commercial waterways for the fuel boats and freight operators.

Members will be aware that the Government was intending to raise the level of duty payable on gas oil ('red diesel') to that payable for derv with only a few exceptions. The railway industry was quick to get a derogation and, as reported in the Budget announcement, it's pleasing to learn that representation from CBOA and partner organisations has resulted in the whole of the commercial marine sector being excluded and it remains 'business as usual'. (See page 3).

On another positive note we've been pleased to note that the planning application for a new waterside quarry at Birkwood Farm, Stanley Ferry, on the Wakefield branch of the Aire & Calder Navigation has been approved by Wakefield Council with support from CRT, CBOA, IWA and others. A new wharf is to be constructed and over one million tonnes of material must be moved away by barge either upstream towards Dewsbury (via the Calder & Hebble) or downstream to two possible destinations. CBOA has been pleased to assist Wakefield Sand & Gravel Ltd with the planning of this project and it's good to know that the owner has previous positive experience of barge transport. Tonnage moved out is expected to be about 150,000 tonnes a year over eleven years.

We've also been pleased to hear that new barge traffic on the Thames, moving around 1000 tonnes a day of oil seed rape from Tilbury to ADM Erith has also commenced. (See page 12).

Another positive development is the proposal to build a tri-modal facility on the site of the former Kellingley Colliery, retaining both the wharf and the rail facility. Along with the Canal & River Trust we have been pleased to assist and advise the owners (Harworth/Peel) and hope that the 'Konect' development (as it is to be known) on the Aire & Calder main line will be a great success.

Members will recall the proposal to move 25 million tonnes of ash (one million tonnes per annum) from Gale Common near Whitley Bridge, close to the Aire & Calder Navigation. We argued that serious consideration should be given to using barge transport rather than road vehicles but the planning committee was split 50/50 and agreed the proposal on the chairman's casting vote without making this a requirement. We remain willing to discuss possibilities with EPUK and our Business Development Officer (North), Maik Brown, is now leading on this and a number of other opportunities in the north. (See page 8).

Discussions regarding the Port Leeds project continue and the Association is assisting the Trust and other interested parties with consideration of various alternative approaches and options to help bring this to a successful conclusion. CBOA has received responses from Defra and DfT indicating support but funding for both the wharf and waterway infrastructure will be the key of course.

Members will be aware of the various challenges faced by the Canal & River Trust over the winter with breaches and other obstructions to contend with, while the combination of weather and COVID-19 has inevitably delayed completion of repair works. In late December a major leak developed at New Bridge, near Goole, on the Aire & Calder Navigation at a point where the old River Don passes under the canal in a culvert. Trust staff attended promptly using a helicopter to drop stone into the breach to reduce the leakage sufficiently to avoid flooding of nearby properties. As it wasn't evident what had caused the breach the Trust engineers decided to dewater and this has involved engaging its Contractor Kier to drive piles across the canal each side of the breach to enable de-watering. Christmas and New Year intervened and planning and execution of this process was not to be completed until around 22<sup>nd</sup> March, three months after the event. As of now we do not know how long a repair will take though our member John Branford's two proposals are being seriously considered (along with others) depending what is found on inspection. This has meant that oil deliveries to Rotherham have had to be suspended, along with the aggregate deliveries to Leeds which had been expected to ramp up in the New Year with an additional vessel. (Although there are alternative routes to both destinations these are for smaller craft and none were immediately available).

Customers are patient and understanding and we have pressed the Trust to treat this as an emergency with seven day working (if not 24/7) to expedite the repair, as port operations in Goole and pleasure craft in the two Goole marinas have been seriously affected as well as the barge operations. To put this event into perspective we understand the last breach on the Knottingley-Goole canal was over 50 years ago! (See page 7).

As the work of the Association increases the committee is considering utilising some paid professional secretariat assistance to reduce the burden on officers (who give their time freely). The on-line AGM seemed to go well and I'm grateful to those members who took the trouble to attend using a format which for some may have been a novel experience. We have provisionally earmarked Wednesday 10<sup>th</sup> November as the date for the 2021 AGM – whether this will be on-line or 'in person' (or both) remains to be seen. Committee continues to meet on-line and this seems to work well, with some who do not normally attend being able to do so.

The Association has responded to the annual DfT survey on inland waterway freight by asking its operating members to ensure they submit a return so that the Government knows what is being carried on our inland waterways large and small.

Finally, our south west representative Chris Witts has felt the need to step down and we are grateful to him for 'holding the fort' following Patrick Moss. We are very pleased to announce that Shaun Dallinson, operations manager for Thompsons River Transport, has agreed to act in this role, and we welcome him to the CBOA team.

David Lowe

## UK News

### Fuel duty reprieve!

Several parties, CBOA being one, have been lobbying against the Government proposals to remove the entitlement to use red diesel for commercial inland voyages. These proposals have now been dropped and all involved with commercial inland vessel operation can continue to use red diesel from April 2022 forward.

The Government recognised that otherwise it would lead to "perverse environmental outcomes". Reduced competitiveness against road transport meaning more water freight shift to road with its increased pollution and higher ticket costs for ferries seemed to be the main arguments.

This is very good news meaning that the current status with use of red diesel can continue for all commercial vessel operations on canals, rivers and estuaries. Pleasure boat fuel use will remain as is with the split between domestic and propulsion use for taxation rate determination.

### BPA calls for a 'better connected Britain'

The British Ports Authority has outlined the case for targeting transport spending on freight-based projects, to unlock growth in the economy and stimulate the economy post-COVID-19. In its policy paper 'Gateways for Growth: Backing a Better Connected Britain', funding should be targeted towards addressing bottlenecks and congestion around the ports, which currently can hold up freight shipment to and from them. This should assist in unlocking growth in the economy.

£1.7bn should be invested in the infrastructure the BPA says. Another significant point to us in CBOA is that the BPA says that "local and regional planners to recognise the **importance of considering freight within planning**, and the benefits derived from prioritising this." But they are asking for funding to be increased for roads; however, there is scope for recognition that better access to ports can be achieved to and from inland waterways, and this point should be acknowledged.

### Hydrogen – electric propulsion from Barrus

Barrus, who are involved in manufacture and supply with marine propulsion, have formed a partnership with Hypermotive and HPI-CEproof to develop a fuel cell for the inland waterways propulsion. Hypermotive is a fuel cell and battery integration specialist experienced in other industries. The 'proof of concept' programme builds on a previous successful technical and commercial feasibility study undertaken by Hypermotive, supported by Barrus. A previous study showed that there was a good match between the proposed battery fuel cell hybrid power unit and the marine duty cycle. HPI-CEproof say that at present the certification standards for hydrogen as a marine fuel have largely to be written, so proving compliance is not straightforward, but they are addressing this issue.

The development programme is boosted by the UK's Clean Maritime Plan which by 2050 all vessels must be zero emissions. Whether this will ultimately cover all types of both freight and leisure inland use is yet to be seen, but the Government statements tend to indicate that it will.

## First Biofuels meeting

Early in January the first meeting was held of the Bio fuels Sub-Group of IWA NavCom. CBOA members were well represented with John Spencer (CBOA member GPS Marine Contractors Ltd), committee member Bernard Hales (also representing IWA) and Jonathan Mosse (also representing IWA and RYA).

Dr Momchil Terziev (of Strathclyde University) describes a research project idea in the area of inland waterways and how this can help contribute to the Government's stated aim of zero CO<sub>2</sub> emissions by 2050. The project will seek to answer three fundamental research questions around dredging, green propulsion technology and development of a user-friendly tool to ensure minimum emissions from inland boats. The group intends to submit this idea to the EPSRC (Engineering and Physical Sciences Research Council) around April 2021.

The first step identified was a need to promote the pluses of Hydrotreated Vegetable Oil (HVO) (2<sup>nd</sup> Generation) and highlight the minuses of the Fatty Acid Methyl Ester (FAME) content of 1<sup>st</sup> Generation biodiesel; price and availability data of these is required. The move to zero carbon is seen as a two-stage process with HVO ably fulfilling the first stage. Hydrogen is the future but the time scale is unclear at present, the Netherlands being a possible source. The significance of the differences between the 1<sup>st</sup> and 2<sup>nd</sup> Generation fuels is important so that influencers such as Michael Fabricant MP and others need to be quite clear on the significance of the 1<sup>st</sup> and 2<sup>nd</sup> Generation differences to be quite specific when writing to the Chancellor for example.

There is a need for publicity, with the difference in the carbon footprint between Marine Gas Oil (MGO) and HVO alone formed a very persuasive argument (HVO can be described as 2.7% carbon negative). With the many historic engines, we have negative connotations with the concept of scrappage, with also the question of exactly what is involved in scrappage.

Environmental gains are clear with 2<sup>nd</sup> Generation bio fuels, including air quality and lack of 'aromatics'. There also appeared to be no downsides operationally with either diesel engines or stoves which John outlined from use by his company. The problem experienced by some users with pump seals failing appears to be with the use of 1<sup>st</sup> Generation fuels only (source: RCR Rescue).

Promotion and support were seen as the next course of action, which the committee were to tasked to address. John runs a bunkering barge and would be happy to extend distribution (beyond his own craft) as a way of getting the word out about the benefits of using HVO.

## Autonomous solutions for waterborne transport begin to find their place

*James Fanshawe CBE kindly provided the following detailed report; he is Chairman of the UK Maritime Autonomous Systems Regulatory Working Group and Moderator for Autonomous Navigation and Smart Shipping at the Working Parties of the Inland Transport Committee at UNECE. He is a Director of CBOA member Zulu Associates and the Anglo Belgian Shipping Company.*



Five years ago, there was a burgeoning, but very diffident interest in the opportunities that autonomous vessels might offer those who were looking at ways of providing alternatives to the established logistical movement of freight and other commodities by a combination of road, rail, and RORO ferries. But this is changing. Today, customers and delivery organisations are demanding solutions which can meet sustainability targets, and they want them much sooner than had been expected. The idea that waterways and canals could be revitalised was until now something for minority

groups to consider, not the prime movers. This is prevalent in the UK as the waterborne transport culture has dwindled to an almost unsustainable level. But is this a true reality of potential and are things changing?

This approach is not the case in Europe where rivers, canals and waterways crisscross the continent and are widely used. But the challenge is that the barges are elderly; retrofitting is not a viable option; the diesel engines in use do not meet emission targets; and people cost a lot of money.

However, change is in the wind and innovative work is well advanced in such organisations as UNECE, CCNR, The Danube commission and Flemish Waterways. These and other commercial organisations are all exploring autonomous solutions and promoting ground-breaking initiatives, within updated regulatory frameworks, to enable the development and operation of autonomous vessels.



Above (both): Zulu 01 and Zulu 02 at work (Anglo Belgian Shipping Company Ltd)



Is the UK really so far behind? At face value the answer is yes. If you move upstream on the Thames from QEII Bridge to Wandsworth there are virtually no jetties operating for freight. Bulk movement is a different story; for example, millions of tons of spoil were removed by GPS Marine in the Tideway project. Passenger vessels are running but there is so much room for expansion. How many Londoners would even consider going to work by boat? Is the extensive river and canal network realising its potential? In short, no, but the Thames, Manchester Ship Canal and many others are preparing to re-join the main arteries and flows of freight in the UK. These all link directly to Short Sea vessels, where autonomous solutions are being developed, and then on to ocean going ships. Equally, one should not discount the many innovative autonomous solutions which are in increasing use within ports.

So, what are the limitations? The technology is there. The means of meeting zero emissions and other sustainability targets exist. The regulators, central and local governments, ports, and other authorities are beginning to facilitate the advent of autonomy. But this can often be rather fragmented and on an individual basis, and tends to start from a rather negative viewpoint, but this will have to change in the next year or two. Customers are knocking at the door and are pressing to start operations as early as possible. Investment opportunities are there and attracting very favourable attention.

But the culture is not there yet. A number of incorrect perceptions need to be addressed to redress the balance. In reality, though, a return to full use of what water and autonomy in the near future has to offer is at our doorstep. This is now being addressed as a commercially viable opportunity and there will soon be vessels plying trade on our waterways. Zulu Associates will be in the van of taking this into reality. An important caution is that autonomy should not be read to mean the end of work for mariners. The opposite will be true. Skills and requirements may change but maritime careers will not. The goods we all require will continue to reach our doors, but the maritime flows within the overall logistical chain can expand and work in a much more sustainable, efficient, and effective manner.

## Government answers

In a written answer, the reply to the question from Lord Risby (Conservative) "To ask Her Majesty's Government what plans they have to encourage the take-up of transporting freight by water, rather than by road" was answered by Baroness Vere of Norbiton (Parliamentary Under-Secretary (Department for Transport)) as follows: "Moving additional freight by water or rail can provide a number of benefits over transporting that freight by road, in particular environmental gains, but also a decrease in congestion. The Department will continue to consider waterborne freight in future transport policy, including the Future of UK Freight strategy and when looking at transport decarbonisation options. In terms of current measures, the Department offers Mode Shift Revenue Support (MSRS) to assist companies with the operating costs associated with running inland water (or rail) freight transport instead of road, where this is more expensive than road. A similar scheme, Waterborne Freight Grant, is available to help with the additional operating costs of a new coastal or short sea shipping service."

Rebecca Pow, the Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs, in the summer made a long speech about the restoration and benefit of canals, part of which was about freight: "not only do canals bring a great health benefit; they can also make a really important contribution to the economy locally, especially where they go through urban areas and areas that have traditionally been in decline. They have generated money through tourists coming in, and through starting to get freight back on to the waterways. With the move to net zero and to cleaner air, this is actually a huge asset, and we are starting to realise that canals can have a rebirth as transport links." CBOA responded to Rebecca Pow that it has negotiated with MDS Transmodal (which does some work for the DfT) and they have undertaken to conduct a study that would consider both the public interest case in expanding the use of inland waters for carriage of freight and the practical steps which would need to be taken to allow the commercial freight industry to deliver such an expansion.

A letter was received from Robert Courts MP, Minister for Aviation, Maritime and Security in response to a CBOA officer's email about the freight projects on the Aire and Calder Navigation. The minister was very interested and enthusiastic about these, agreeing fully that such projects fall in line with the Government policy of decarbonisation and improving the environmental performance of transport, and movement of freight in particular. The benefits of environmental gains, to local amenity and the regional economy were clear he thought. However, for funding this has to take its place with consideration for other proposals; the West Yorkshire Combined Authority should consider the merits of transport projects in its area and to bid for funding from the Government for new schemes when opportunities arise. He acknowledged that CRT has an important part to play in continued engagement with the authorities in the region which will be useful in developing the full case for investment. He also mentioned Transport for the North as the sub-national transport body for the region, able to explore, develop and recommend transport projects.

In a written question Barry Sheerman (Labour/Co-operative, Huddersfield) asked "The Secretary of State for Transport, what discussions he has had with Transport for London on improving air quality and lowering congestion in London through improved use of the River Thames." Rachel Maclean (Parliamentary Under-Secretary (Department for Transport)) replied "The responsibility for transport in London is devolved to the Mayor of London and Transport for London, and the Thames in London is managed by the Port of London Authority.

The Department has regular discussions with Transport for London and the Port of London Authority on a range of issues, including freight and environmental issues.”

Alex Sobel Shadow Minister (Digital, Culture, Media and Sport, Leeds MP) asked “The Chancellor of the Exchequer, what recent discussions he has had with the (a) Secretary of State for Environment, Food and Rural Affairs and (b) Secretary of State for Transport on the Canal and River Trust’s recommendation for Government funding of £200m for capital works to enable more freight to be carried on inland waterways.” Steve Barclay The Chief Secretary to the Treasury replied “The Chancellor and HM Treasury ministers have regular conversations with the Secretary of State for the Department of Environment Food and Rural Affairs and the Secretary of State for the Department of Transport in respect of a wide range of capital investment schemes. Any specific bids from departments for capital investment will be discussed at the Spending Review.”

## Getting to Zero – the Onward think-tank

Onward, the UK’s independent, not-for-profit think-tank mission is to make Britain fairer, more prosperous and more united, by generating a new wave of modernising ideas, recognising the value of markets, supporting the good that Government can do. In January Onward published its latest research report, *Getting to Zero*, which marks the launch of a major cross-party programme of research to understand the political and practical challenges to achieving net zero by 2050, and to develop policies to help people and places who may be disrupted in the transition.

CBOA’s Marketing/Corporate and Public Affairs Officer, John Dodwell responded to Onward’s Call for Evidence with respect to the UK’s water transport industry. John pointed out the benefits of water transport over road with the several environmental benefits. He also stated that battery power for road transport is not a perfect solution with harmful dust from tyres, brake pads and road surface wear. Government assistance is required for the higher cost of Green D+ (in lieu of diesel), the plant derived fuel and thus fully sustainable. CBOA sees the transition to net zero as being an opportunity, not a threat. We see the drive towards greener forms of freight transport as meaning more jobs for our industry.

Water transport works best when the customer’s premises are alongside water and thus there is no need for a final road leg – although there are cases where that does work. So, planning policies need to encourage industry to locate new premises besides a waterway; we know well that the last half century or more is a sorry tale of new industry being sited away from waterways. Investment is required. The existing DfT grants system is unfit for water transport. CBOA hopes that following BREXIT, UK politicians will provide grants to reduce the cost of water transport below that of road costs. The DfT should provide funds for barge modernization/scrappage schemes, as for lorries. Similar schemes are needed for operators as they are in Holland etc.

We hope that Onward will be as successful as they wish with this project.

## FTA change of name

The Freight Transport Association is now called Logistics UK. Logistics UK calls on local, regional and national Government to do more to support the crucial waterways freight sector. It stresses that Britain’s canals and rivers should be playing a bigger role in our freight network, but changes in local and central Government policy and planning approaches are needed to make this happen. Logistics UK campaigns for protection of wharves, investment in canal infrastructure to enable priority freight routes to grow, better water freight coordination across regions in the UK and national coordination, better sustainability (effective fuel use) and better engagement is needed with shippers to promote the benefits of water freight.

## Committee Profiles – Dr. David Quarmby CBE



David walking the ‘Camino’

**David Quarmby** has had a long career in policy, planning, management, operations and research, mostly in transport and logistics, with nearly 40 years’ board level experience in government, public agencies, the private sector and research bodies.

He has been involved in road transport - cars, buses and coaches, trams, freight and trucking – and railways – national rail, London Underground and Docklands Light Railway – as well as (briefly) aviation. Only in 2012 did he enter the world of inland waterways professionally (having survived 20+ family narrow boat holidays!), when approached by Robin Evans, the first chief executive of the newly formed Canal and River Trust. Would he lead a review of policy on waterborne freight for the CRT?

David was delighted to fulfil his dream in finally covering all modes of transport: he chaired a Freight Advisory Group (FrAG), bringing people from inside CRT together with CBOA chairman David Lowe, ex-trustee and CBOA stalwart John Dodwell, and experts from the freight and waterways industries. The report was presented to and approved by CRT Board in November 2013, the key recommendation being to designate the main waterway network feeding the Humber Estuary as Priority Freight Routes.

These would be the subject of focussed initiatives to develop barge traffic, as they were thought to hold the most potential – both to and from the Humber ports as well as within the network. The activities have included developing plans for the Port of Leeds at Stourton, as well as working with ABP and with developers of waterside commercial estates in the region to promote the use of water to support logistics and value-adding activities. Much of this takes place under the direction of the CRT's Freight Steering Group, chaired by a director and including David, David Lowe and other FrAG members as well as key CRT managers. It all reinforces CBOA's own work to promote waterborne freight. It seemed appropriate to invite David to become CBOA President which he was delighted to accept, when a vacancy arose after the sad death of Sonia Rolt in 2014.

Having graduated from Cambridge in the early 60s, David started his transport interests at Leeds University, where he taught and carried out ground-breaking research on commuter modal choice and the value of time. This took him to the Ministry of Transport for four years, working on economics and road planning. In 1970 he joined London Transport, and by 1978 was appointed MD (Buses). He can claim some responsibility for London's zonal fare system, and the decision to extend the life of the famous Routemaster buses.

In 1984 he joined Sainsbury's as Logistics Director, and progressed to Joint MD, eventually taking early retirement in 1996. Since then, David has had a number of part-time senior appointments, mostly in transport, in tourism, and in transport research and consultancy. He was board member and/or chairman of the Strategic Rail Authority, the Docklands Light Railway, the New Millennium Experience Company (the 'Millennium Dome'), the British Tourist Authority, the English Tourist Board, and Transport for London.

As a longstanding resident of Greenwich, he was delighted to be appointed a Trustee of the National Maritime Museum, from where he led the *SeaBritain 2005* national campaign to celebrate Britain's relationship with the sea, as part of the Trafalgar Bicentenary.

In the last 15 years David has carried out special assignments – in 2010 on the Winter Resilience of England's Transport Systems for the Government; in 2008 he was part of a special inquiry into the A12 trunk road; from 2014 to 2016 his work for the Rees Jeffreys Road Fund led to *A Major Road Network for England*, which changed Government policy on the funding of local roads; and various advisory appointments.

David has four daughters and eight grandchildren, and lives in Greenwich. He was appointed CBE in 2003 for services to tourism. His passions for music, walking, local history and family life continue.



David on the Oxford Canal 2016

## Regional News

### Aire and Calder breach



Aire and Calder breach near East Cowick with piling across the navigation so that the cause could be assessed (Stuart McKenzie/Canal and River Trust)

A serious breach occurred in the Aire and Calder Navigation (A&C) in January near East Cowick, causing flooding to adjacent farmland. The breach repair was reported as being more complicated to repair due to being over a culvert of the old River Don.

Tragically, this has stopped the aggregate traffic from Goole to Leeds that CBOA had been promoting and assisting towards that started only in September last year. The oil traffic from Goole to Rotherham has also been stopped.

The lowering of the level has also caused difficulties at Goole docks which are supplied with water from the A&C. CRT staff were checking the breach site regularly and a temporary coffer dam was put in place so that the level could be raised. When the water has been removed, examination can take place and CRT will then decide what type of repair will be

necessary. Initially a private helicopter had been contracted to staunch the flow by lowering large bags into the breach.

The stoppage means that the A&C will be closed to navigation – both freight and leisure for a few months, CRT's Sean McGinley reported. Because of the seriousness of this CBOA Chairman David Lowe wrote to CRT CEO Richard Parry requesting urgent repair action so that a resumption of traffic could occur. Richard's response was that a single solution has to be employed due to the extra cost involved with a 'two-fix' solution, but that CRT will act with urgency towards the resumption of the freight traffics. Although detrimental in the interim, the CBOA does not see this as a long-term problem.

One cannot help wonder if a trunk road or rail route had collapsed with similarly effect, whether a great deal of money would have been found to fix it quickly.

## Gale Common planning application

CBOA has put a deal of effort into this application which involves 23 million tonnes of ex-power station ash to be removed and transported by road – and it is close to a *major* waterway! Near to the villages of Womersley, Whitley, Great Heck and Cridling Stubbs in Yorkshire, it only requires a conveyor to get it across the M62 motorway. CBOA's proposal was naturally embraced by the local residents.

There is much local dissent to the proposed road transfer scheme. The decision by the council was split 5 for, 5 against, the planning Chairman (who we understand does not live locally) having the casting vote and finding in favour of the application, and not accepting the proposed deferral to allow the alternatives to be more fully explored. The local groups are considering an appeal, depending on whether there is sufficient legal argument for it.

## DHL boat parcel delivery

The first London riverboat parcel delivery has been set up by DHL, to avoid congestion and provide a reliable and efficient way of transporting packages across the capital. This is part of DHL's strategy to use blended transport methods which will improve access to urban areas. It will also trial using small scale water transport for freight.



DHL parcels by water (DHL)

DHL has also implemented this in Venice where the waterways have always been used for goods transport of all sorts, but in Venice it is not high speed as with the Thames service.

The river boat service is operated by Thames Clippers with a 7.30 morning run into London from Wandsworth Riverside Quarter Pier where parcels are loaded using electric vehicles. Parcels are unloaded at Bankside Pier for the final delivery by

bicycle to the customer destinations. Zero or negative carbon emission propulsion is under consideration for the boat service.

Ian Wilson, Chief Executive UK&I, DHL Express said: "With traffic and poor air quality becoming an increasing problem in urban areas like London, we're committed to finding a better blend of transport. This new and unique service, combining electric vehicles, river boat and last-mile bikes creates fast and efficient access across the capital."

Sean Collins, CEO, Thames Clippers Logistics was equally enthusiastic about the service, having been running passenger boats for 21 years and now expanding the use of the river for small freight, with the benefits of congestion beating and reduction at the same time.

## Manston airport to become freight node for River Thames?

Manston airport, a few miles from Ramsgate Port and closed as an airport since 2014 is under discussion between the Port of London Authority (PLA) and RiverOak Strategic Partners (RSP) for potentially moving freight landed at Manston airport then shipped up the River Thames estuary from Ramsgate Port. Electrically powered vessels are proposed and RSP Director Tony Freudmann says that they have identified 50 wharves available to be used in this way. He sees the potential as huge and would also assist to bring the port of Ramsgate back to life.

The PLA always welcomes constructive approaches to make more use of the Thames for waterborne freight and this one certainly fulfils the criteria for reasons of lowering emissions, reducing congestion, noise and risk of accident in and around the capital. As is pointed out, one barge can carry the equivalent freight of about 50 HGVs. The Thames is used well for construction aggregates, but it is also envisaged that perishables and other freight should be handled to remove much road freight into and through London. It seems that the list of '50' is derived from the Safeguarded Wharves list. There is a long way to go yet with the discussions with feasibilities, planning and regulatory matters to be negotiated.

## Tideway Tunnel underway

As reported previously in CBOA News, the Tideway Tunnel construction is now in progress, reports the PLA. When complete in 2025, it will transform the quality of the tidal Thames, tackling the millions of tonnes of sewage that currently end up in the river particularly in times of flood due to a lack of capacity in the capital's existing, predominantly Victorian, sewerage network.

The Tunnel is due for completion in 2025, and will make use of the river for much of the transport needs, keeping use of road freight down as far as possible. The PLA say they have "appointed a dedicated harbour master to work alongside a dedicated team to oversee the consenting and operational delivery of the scheme at 11 construction sites in or adjacent to the river.

Their work involves issuing licences for in-river activities and closely monitoring navigation safety and environmental considerations". To maintain the safety of river traffic, the PLA are conducting monthly reviews of predicted barge movements and discuss risk mitigation with Tideway's contractors.



## Thames Green Scheme

The Green Scheme is an independent environmental performance indicator for the UK inland waterways commercial and service operators to demonstrate their environmental performance for elements including on air quality, carbon, energy, water quality, litter, and waste.

The scheme aims to demonstrate the environmental benefits of Thames operations by the use of new technologies or fuels that will reduce air emissions. It also will help operators and customers to choose the 'green' transport solutions that suits or applies best, to demonstrate corporate and social responsibility and to push forward better environmental performance. Joining the scheme is available as an 'incentive provider'. One of the incentives seems to be that early proponents will be recognised for following these objectives. <https://greenscheme.pla.co.uk/>

## Terra Marique carries two 700+ tonne loads within Milford Haven

2021 started successfully for CBOA member Robert Wynn and Sons Ltd. carrying out two shipments from Pembroke Port to the Valero Energy Oil Refinery in Pembroke, South West Wales with *Terra Marique* to the Valero Energy Oil Refinery in Pembroke, South West Wales. The cargoes were some of the largest ever carried by the *Terra Marique* and required her to travel with her 3 hydraulic roadways elevated. The cargoes were a 487 tonne Depropanizer and a 474 tonne Acid Settler carried on consecutive journeys. Robert Wynn and Sons Ltd. was working for Sarens who in turn were contracted to Valero Energy.

Loading such a heavy single item required the use of *Terra Marique's* integral dual ballast system, capable of pumping 40 tonnes of water per minute, ensuring that she was level throughout the 30-minute offloading operation. The vessel is a multipurpose craft capable of taking large AILs as well as conventional cargoes, using a combination of state-of-the-art technology and traditional marine and heavy transport engineering. The design has been developed to maximise the utilisation of UK and European ports, rivers and inland waterways. The vessel can semi-submerge to accept a floating 'cargo' and can also beach for loading/unloading.



*Terra Marique* loading (Robert Wynn and Sons Ltd)

Robert Wynn & Sons General Manager Andy Manners coordinated the operation and commented:

"While the *Terra Marique* is purpose built for such operations, the weight and dimensions of the cargo, as well as the location of the offloading berth meant that detailed planning and collective working was required to successfully carry out such a complex operation. Our engineers, crew and those from Sarens and Valero worked well together to ensure the project was delivered as planned."



*Terra Marique* loaded (Robert Wynn and Sons Ltd)

## Williams Shipping – new member

We welcome Williams Shipping to membership of CBOA. The company is a fourth and fifth generation family business with 125 years of experience in the industry. The group is based in Southampton, Milford Haven and Aberdeen, with Southampton being the Head Office.

Williams Shipping specialises in vessel charter, marine services, port services, marine equipment hire, abnormal loads, cargo handling, crane vehicles, devanning, emergency response, haulage, (including international), project moves, storage & warehousing, Exxonmobil marine lubricants, Castrol marine lubricants, container hire, container sales and site accommodation.

The varied nature of their capability includes activities such as provision of 'spacer barges' – to safely keep apart an LNG bunkering ship from the receiving ship, pontoon bridge replacement lifting and carrying wind turbine blades. This latter cargo is using their specially designed self-propelled blade transport barge, to carry them from the Isle of Wight around the shallow waters of the Solent. At 76m long and with a loaded draft of 0.75m, these vessels are managed by Williams Shipping together with the stevedoring and cranes installed at local sites on the Isle of Wight, Fawley and Portsmouth Docks.



Blade barge *Blade Runner Two* (Williams Shipping)

## More fuel boat news from Jules Fuels' northern ranges

*Peter Boyce of CBOA member Phobox Ltd. kindly provided the following:*

Every month, Ryan Dimmock serves customers of Jules Fuels with solid, liquid and gas fuel along the Grand Union from Stoke Bruerne to Stockton with the motor *Southern Cross*, in three trips. This winter he has been assisted by Pete Boyce with his motor *Renfrew*, based in Braunston.



Peter Boyce steering *Renfrew* (Ryan Dimmock)

The boats loaded at Buckby Top Lock on 18th September, with 14 tonnes of smokeless fuel and logs put into *Renfrew*, and a little more into *Southern Cross*, plus gas bottles.

*Renfrew* then sold 'over the side' around the marina at Braunston on the first Sunday of each month. In December, *Southern Cross* was stranded to the north of an extended CRT stoppage at Buckby, so *Renfrew* was loaded again and did a two-day run to Stockton and back that month. In January 2021 *Southern Cross* did the run to Stockton in the first snow and ice of the winter and on the 10<sup>th</sup>, *Renfrew* was unloaded in the marina and prepared for the winter lay off. Coal

is a familiar cargo for the *Renfrew*, but as loose cargo when she was working with Blue Line Canal Carriers until 1970 taking coal from Atherstone down to the jam factory 'Jam Ole' as it was called just onto of the Paddington Arm near Southall. Both boats were built for the Grand Union Canal Carrying Company in the 1930's.

*Southern Cross* is engaged for at least twelve days every month on this work. Jules Fuels, Ryan Dimmock and Pete Boyce, trading as Phobox, are all members of the CBOA.

## A busy winter for fuel boat *Bargus* and *Halsall*

The following is a summary of the schedules this winter planned for February by CBOA member Four Counties Fuels' ex-Grand Union Canal Carrying Company narrow boats *Bargus* and *Halsall*.

The current emergency CRT stoppages are giving our team a few challenges this winter. At least Jason gets to do plenty of boating on the *Bargus*. With a 200+ miles and 180+ locks, working the infamous Four Counties Horseshoe out & back from Nantwich to Audlem the long way round in about 18 days.

It's taken a bit of work to reschedule our deliveries for the coming month due to a number of emergency stoppages on our route including the culvert collapse near Audlem on the Shropshire Union Canal, the breach on the Chester cut at Beeston and the landslip to the north of Anderton on the T&M. With all this in mind the fuel boats *Bargus* & *Halsall* schedules are as follows: -



Bargus' schedule: - (Working a 200+ miles 180+ locks Four Counties Horseshoe!)

February:

8 - 9th: Church Minshull through Nantwich to Green Locks (wind) to Bunbury

10 - 12th: Road deliveries from Bunbury through Chester to Ellesmere Port

17 - 18th: Calverly through Nantwich to Hack Green (wind)

19th - 21st: Nantwich to Bosley Bottom Lock via Middlewich & Hardingswood Junction

22nd - 24th: Harecastle Tunnel to Gailey via Stoke, Stone, Great Haywood & Penkridge

25th - 28th: Gailey to Audlem Bottom Lock via Brewood, Wheaton Aston, Norbury & Market Drayton (this assumes the Woodseaves stoppage will be clear by then). If not, deliveries from Norbury to Audlem will be by road.

March:

1st - 3rd March: Audlem to Stone via Norbury, Brewood, Penkridge & Great Haywood

4th to 8th March: Stone to Nantwich & Hack Locks via Stoke, Middlewich & Barbridge

9th - 11th March: Road deliveries from Bunbury through Chester to Ellesmere Port.

Halsall's schedule: -

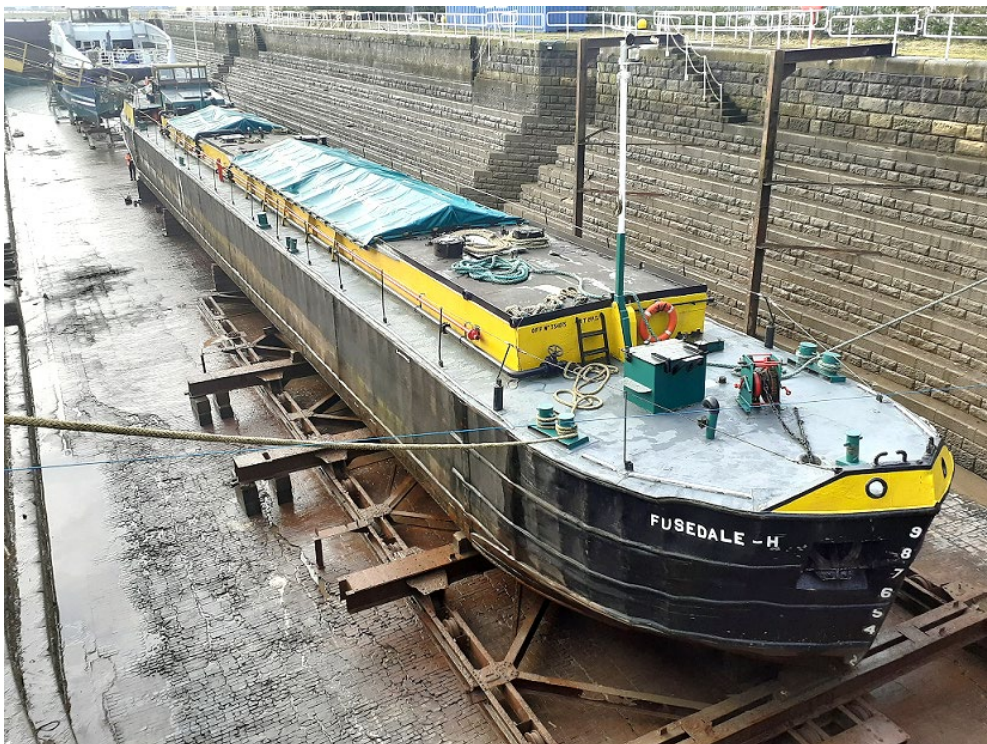
15th - 19th February: Anderton to Middlewich area as well as road deliveries on the Trent and Mersey Canal North of Anderton

1st - 5th March: Anderton to Middlewich area as well as road deliveries on the T&M North of Anderton.

As always, these schedules are our current plan but can be subject to changes due to further stoppages, weather condition and other unforeseen. But with all the pubs still closed at least we won't have that distraction to hold us up!

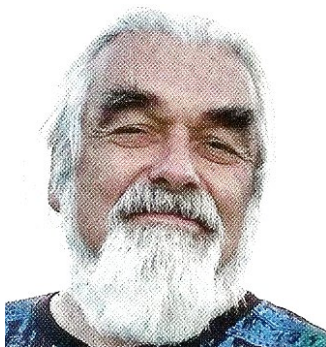
### **Fusedale on dock**

500 tonner *Fusedale* (CBOA member Humber Barges Ltd) on CBOA member MMS dry dock in Hull for a routine inspection, pressure washing and some minor repairs, February 2021.



## In the press

### John Pomfret



John Pomfret (IWA Waterways)

The Inland Waterways Association's newsletter *IWA Waterways* carried an article about CBOA member John Pomfret who has been awarded the IWA's Cyril Styring Trophy, which recognises the outstanding contribution he made to furthering the Association's campaigns. John joined in the IWA 1969, becoming involved with the Inland Shipping Group during the seventies and eighties and also held several other key roles including election to the Board of Trustees in 2000. He has sat on the IWA's Navigation Committee for over 30 years providing expertise on shipping issues and supporting freight, including an invaluable knowledge of VHF operation. He is of assistance with CBOA's work also.

### Thames grain by barge



The BBC in its Essex news on January 8<sup>th</sup> featured the recent coverage of the company ADM now receiving its oil seed rape by barge at its processing facility at Erith from Tilbury. 500 tonnes are moved twice a day with the round trip taking seven hours. The Port of Tilbury said that this reduces lorries on the roads by 36 movements every day. Martin Farrow of ADM was pleased to be able to report that his helps to "support our environmental efforts and optimize our supply chain". It is pleasing to see the Thames' expansion into additional cargo types.

The vessel used is the *Polla Rose*, which has received mention in previous issues of CBOAN carrying other cargo.

### Belfast Telegraph herald barge traffic

With the heading 'Commercial barges 'should be part of PM's green industrial revolution' and a fine picture of Branford Barge Owners' *Famdale H* carrying marine sand to the Knostrop depot near Leeds, the paper reported that the Government should invest in inland waterways if it is serious about a green industrial revolution. This, as they say is what the barge industry is saying. CBOA's John Dodwell was reported saying "moving cargo by barge is more environmentally friendly even than using electric lorries and there should be more of focus on a sector which is gradually bouncing back from a low point in the 1980s." This followed on from the successful start to marine aggregate deliveries to Knostrop, Leeds.

John continued the theme with the fact that barges produce far less noxious emissions than lorries and figures say they produce only 25% of the CO2 that vehicles do. Even with electric lorries, there are particulate matters emitted from the tyres, brake pads and surfaces. The lack of friction is another plus for barges and a 500-tonne load is efficient with two crew.

John also said "The green credentials of waterborne transport have been acknowledged for some time but the Government doesn't do anything about it. I was looking yesterday at some road improvements. Who is paying for it? The Government.

"Who's going to pay for waterway improvements? Well, the Government isn't offering to do so. Why not? If they want to go green, we need to improve our waterways so they can take bigger barges."

Barge skipper/owner John Branford who was reported as working on the waterways for 60 years said: "The tide pushes me to Goole and, when I go back to Hull, the ebb takes me back. So, you've got one engine going, using a fraction of the fuel, environmentally friendly and all the rest of it. Are we going forwards or are we going backwards in this country?

"I love the job and enjoy doing it and I'm hoping to get it going again and prove it's environmentally friendly and cost effective."



## Towpath Telegraph also features barge traffic

The *Towpath Telegraph* also featured the Knostrop barge traffic with good loading and overhead views of the *Farndale H*, pointing out that many years of hard work had come to fruition with this traffic. CBOA Chairman David Lowe was reported saying that “CBOA had worked alongside the Leeds City planners to create the basis for increased use by barges on the waterway of Leeds and the surrounding area”. David also pointed out the benefits of barge transport with considerably lower air pollution and that wharves had been safeguarded in the Leeds area for aggregates and other cargoes. The use of marine dredged aggregates is also sustainable being a replenished resource, unlike the excavation of land aggregates.

The plans for the wharves at Knostrop and Stourton were then detailed with £3.17m offered from West Yorkshire Combined Authority towards the costs of development at Stourton, for which full planning permission has been obtained. The business plan is for eight barge loads per week – 200,000 tonnes p.a.

## CNG better than diesel fuel

In the Railfuture newsletter there was an article on the decarbonisation debate, as an alternative to hydrogen fuel cells Wesley Paxton commends compressed natural gas (CNG), which is in plentiful supply, safer than hydrogen, and burns cleaner and with less CO<sub>2</sub> than the hydrocarbons in diesel fuel.

## Overseas News

### New Danube Canal proposal

A proposal that apparently is centuries old according to the magazine *Waterways World* is to link the Danube and Oder rivers, thus connecting the land locked Black Sea bordering Russia, Turkey and others with the Baltic connecting to the North Sea. The Holy Roman Emperors dreamed of this and the Nazis even started its construction. The first phase which is to be financed by the Czechs and cost around €500m will link the Czech town of Ostrava with the Polish town of Kedzierzyn-Kozle with 8 bridges, 2 locks and a port. Poland will then fund €1bn for the connection with the Oder. The summit must then be crossed in the Czech Republic to link a tributary with the Danube. Prague is also linked. However, there is a fair amount of opposition including the World Wildlife Fund who say it will be detrimental to the Oder. Whether there can be enough water supply is also an issue.

### Liebherr to use water

In June 2019 Liebherr-Mining Equipment Colmar SAS challenged itself to make the shift from road to water to transport its mining machines to the Belgian seaports of Antwerp and Zeebrugge. The equipment is then shipped to worldwide mining destinations such as in Asia, Africa and Australia.

The economic and environmental benefits looked very positive so an in-depth feasibility study was first carried with 50% funding from VNF (Voies Navigables de France) and with help from an international consulting company. The barge company used is Haeger & Schmidt Logistics, taking the equipment from locally provided road transport from the factory at a Rhine port of Colmar/Neuf-Brisach. Computerised loading ensures perfect stability of the vessels. It is calculated that three to four times less energy will be used than by using trucks and barge emissions are up to five times less with CO<sub>2</sub>. Noise pollution and reduction of hazard are also benefits of the barge transportation.

If a machine is ready for transport on Friday, it can be at Antwerp or Zeebrugge on Monday morning, the barges able to work on Sundays, giving them the edge over road transport, as well as providing a more cost-effective transport service. The Rhine is seen as a safer transport mode than road haulage. During the 18 months of the trial phase, Liebherr-Mining Equipment Colmar shipped 148 machines / 1,600 packages or 27,000 tonnes spread over 60 barge loads.



The barge *Gent* carrying Liebherr mining equipment (HeavyLift News)

## Asterix to go to Sweden

CBOA member Sandinge in Sweden have purchased the 57.8m x 14.8m ro-ro vessel *Asterix* and she will be taken from the UK to Sweden this Spring. The vessel was previously named *Afon Dyfrdwy* carrying Airbus A380 wings on UK waters. The low air draft and shallow draft (1.5m) is perfect for passing under low bridges and canals in cities in Sweden. The *Asterix* has a 300-tonne capacity low-level cargo deck and on-board cargo lifting system.



Ro-ro vessel *Asterix* (Holyhead Towing Company Ltd)

## Watertruck+



Watertruck+ is a European project for transport of goods on small waterways (CEMT I-IV) using small, self-propelled or unpropelled, standardised barges. The concept ensures maximum flexibility of operations while maintaining maximum regional coverage by connecting small inland waterways with the TEN-T network. The Watertruck+ project aims to achieve a solution that is complementary to the existing inland waterways activities and that is an answer to the ever-diminishing fleet.

This has resulted in a reduction of no less than 6,000 truck journeys in 2020. The project went through several stages, from research in 2014 until roll-out in 2020. An online event was held on the 10<sup>th</sup> February highlighting the success of the project and its advantages as a mode of transport.

## CBOA for Members

### How CBOA handles trade enquiries

Over a decade ago, CBOA published how it handled trade enquiries, bearing in mind the need to treat all Members fairly. This document has now been reviewed as it was in need of updating. The new Code of Practice can be found on the CBOA website in the members' only section at [www.cboa.org.uk](http://www.cboa.org.uk). There have not been any changes of substance; CBOA officers will continue to provide basic information to prospective users and generally hold their hand during the early stages. Information is provided about the availability and size of barges and possible costs; where and how to load/unload; point out the environmental advantages of using water transport; help set up trial runs; help the enquirer to go out to tender (if needed). At that stage, the CBOA officer will withdraw so that all CBOA Members can quote for the business.

### Michael Grant MBE



Mike Grant (Margery Grant)

It is with regret that CBOA reports the death of Michael, who was an active IWA and CBOA member and supporter, always keen to promote freight. He was awarded an MBE for services to conservation and the community in his home village of Billington, not far from the Grand Union Canal and the locks down to Leighton Buzzard. Being close to Leighton, a decade ago he strongly supported the CBOA's not inconsiderable efforts in meetings and site visits over a two-year period to attempt a re-start the once common sand and aggregate traffic from Leighton now to Powerday and Park Royal, London. Our condolences go to his wife and family.

### MCA approved doctors for ML5 medical examinations

A few members have reported that online appointments made with a medical company that has national coverage have not been honoured, with no doctor present when arriving at the appointed time. It seems that they do not respond to being contacted subsequently.

Difficulties can be had in getting a new ML5 with local doctor's surgeries not willing to carry out medical examinations during COVID-19 restrictions. However, a regularly updated countrywide list of MCA approved doctors can be found at <https://www.gov.uk/government/publications/mca-approved-doctors-uk-based>. Many of these as listed will see patients face to face and who can provide the ML5. Members have also reported on the good value service provided by Just-Health based in Colne, Lancs but with facilities around the UK.

### Boat Safety Scheme

The Boat Safety Scheme (BSS) has decided to carry out an online survey of all boat owners/operators. Changes to the BSS are likely to affect CBOA members who trade with a Business Licence and not those with Freight Registration and who pay tolls.

The survey will be live during March 2021 and we understand it is likely to cover possible alterations to the BSS including smoke alarms, CO alarms and electricity. We are told the purpose of the survey is to understand more about owners/operators' opinions on some important issues, safety and also collect ideas for what could be improved. It's important that consultees share both the positives and the negatives.

The survey is currently being developed by the BSS. They have confirmed that the results will be analysed independently and the findings of the research shared with owners/operators before the Summer. The Boating Association will act as the go-between with the BSS and they will retain responsibility for contacting boat operators about the survey. They may send a few messages between now and the survey launch to explain a bit more about how the survey works. Access to the survey will be through a link which they will send out in March.

### Business Boating poll on COVID-19 effects

The poll conducted by the Canal and River Trust on all types of business operators on the waterways produced some interesting results. It shows that of those responding, the Roving Trader category which covers the coal boats are ranked the highest response at 27% of the poll, equal with Passenger/Hotel/Café/Bar/Restaurant boats also at 27%. The Hire Boats category are shown as 24%, Services (marinas, yards, docks etc.) at 19%, Watersports/Club/Community/Charity at 2%. The purpose of the poll was to gather information regarding grants and funding support received by boating businesses during the pandemic. But as a summary, it does not indicate the next level of detail i.e., which sector received what type and extent of grant or funding support.

The survey results can be seen at <https://canalrivertrust.org.uk/refresh/media/thumbnail/42307-covid-19-grant-poll-results.pdf>



## Government backed youth training

Juniper training has advised us that for the first time ever, the Government will fund employers who provide trainees with a quality work experience placement at £1000 per Trainee – Up to a maximum of 10. Traineeships are fully funded employer led programmes, designed to enable employers to fill skills gaps whilst providing 16–24-year-olds with exposure to industry, via a high-quality work experience placement. This can be within any sector, any role and is at no cost to the employer. Traineeship placement can range anywhere between 6 weeks to 6 months with no commitment to offer a job role upon completion.

For expanding operators wishing to take on young trainees, it seems like a very good opportunity for both youngsters and companies alike. Contact Juniper Training [apprenticeships@juniper-training.co.uk](http://apprenticeships@juniper-training.co.uk)

## Members email addresses

If any members have changed their email addresses and not yet advised CBOA of the change, please let Louise Sliwinski know – her contact details are at the bottom of the Officers contact list opposite. CBOA does not often email members, but without knowing your current email address, we cannot contact you via email when needed.

### CBOA NEWS

Views expressed are not necessarily those of CBOA.

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### General Data Protection Regulations 2018

CBOA membership details are held on a computerised database under the terms of the General Data Protection Regulations. Your details will not be disclosed to other members or to parties outside the Association without your express permission.

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