CBOA
freight by water
Commercial Boat Operators Association
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ANNUAL GENERAL MEETING

11:30hrs Thursday 21st April 2016

At The Bond, 180-182 Fazeley Street, Digbeth, Birmingham B5 5SE

MINUTES

The meeting commenced at 11.37

Dr. David Quarmby, CBOA President, welcomed everyone to the meeting. He described his long career of many differing roles in the transport industry – and became involved with waterways a few years ago, when Robin Evans (BW) requested him to chair the Freight Advisory Group. Firstly the Priority Freight Routes specified; the Aire and Calder, south Yorkshire and Ouse Navigations initially focussed upon to develop traffic. He declared that he was very honoured to be appointed the CBOA's President.
DL then thanked Keith Astley for setting up and arranging the AGM, also that we would be regaled with the calibre of speakers KA had arranged for us. DL said he was pleased that Peter Mathews was present, CRT Chairman - W. Midlands Partnership and also Tom Foxon, CBOA Vice President.

1. Present: Dr David Quarmby, Tom Foxon, Pat Foxon, David Lowe, John Jackson, Tim West, John Dodwell, Dr. David Hilling, Richard Horne, Keith Astley, Dr. Tom Cherrett, Steven Mears, Peter Mathews, Antoon van Coillie, Barbara Panvel, Peter Boyce, John Liley, Barry Lycett, Nick Wheeler, Jim Walker, Andrew Lomas, Norman Mitchell, Richard Gray, A (Tony) Phillips, Rob Searkell.
Apologies: Jenny Jackson, Nick Wolfe, Mark Grimshaw-Smith (Cemex) Geoff Clarke (Aecom), Bernard Hales, David Blagrove, Nicholas Hill, Peter Hugman, Noel Tomlinson, Keith Mahoney, Mike Carter, Paul Ayres, Bernard Hales, Julius Deane, Peter Finch, Tony Jones, Les Reid, Gerry Heward, Louise Hall, John Habergham, Mike Askin, Nigel Bowker.

2. **Minutes** of the last AGM were approved and signed off by Chairman.

Proposed: Norman Mitchell, seconded Richard Gray. Agreed by all.

3. **Matters Arising:** All proxy votes have agreed to vote in accordance with the decisions to be taken with the resolutions prepared.

4. Chairman's Report:

It's been another busy year - as we always say!

I am grateful to my committee colleagues and friends for their support during the year. It's always risky to single people out – but I know you would want me to thank Peter Hugman (a former Chairman) who, as Treasurer, does a great job keeping us on the 'straight and narrow' financially, as well as offering advice on navigational matters including those relating to mainland Europe and MCA. Pete has decided to cut down on his many activities and will not be attending meetings but he has indicated he's happy to continue as Treasurer and we are grateful for that.

As before, I must thank Richard Horne for editing the News to a high standard as well as looking after planning matters. My Vice-Chairman John Jackson looks after dredging and maintenance (stoppages especially) and works well with the Trust at all levels. We are very fortunate to have John Dodwell a CRT Trustee, and former CBOA Chairman, on our board looking after commercial opportunities, while Tim West still looks after parliamentary matters. Dr David Hilling is our link with mainland Europe on strategic matters through ERSTU, and the Association has become a member of the European (Barge) Skippers Association. Both David H and Vice-President David Blagrove have been seriously ill recently and I'm sure you would wish to send them our best wishes for a speedy recovery.

A new member of our committee soon agreed to take over the role of Secretary – Keith Astley has a background in maritime freight and logistics as well as being the owner of a rather distinctive narrow boat. I had been combining the roles of Chairman and Secretary in reality for some time so it's been a great personal relief to me to have Keith take on the burden of organising this meeting (for example) and dealing with other matters such as the website – which I hope you will agree is much improved (but suggestions are welcome). Another matter Keith is dealing with is the question of the Partially Smooth Water Limit for the Humber; this line effectively moves summer and winter, thus in winter barges cannot go below

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Hull to access the important docks at Immingham and Grimsby unless specially certified by the MCA at cost and inconvenience (and some vessels might not be able to comply). This will be of great importance in connection with the Port of Leeds project so we are grateful to the Canal & River Trust (and in particular Commercial Director Stuart Mills) for support with this work which involves commissioning an expert from the University of Hull to produce the required evidence to have the line kept at the summer limit all year.

I should also thank our Area Reps: Patrick Moss, Mike Carter, Noel Tomlinson, Bernard Hales, Les Reid, and Keith Mahoney (assisted by Paul Ayres), and of course to Louise at Wynns for looking after membership. It's great to have as our President the distinguished Dr David Quarmby who is no 'figure head' as he attends committee when he can, offering wise counsel, and of course thank you for chairing our meeting today.

Turning to freight matters, the Thames is still busy with a variety of traffics; aggregate movements continue on the Severn (plus shipping to Sharpness), and bulk liquids, containers and grain continue to be moved on the Mersey and MSC.

The NE is quiet at the moment other than shipping to Howden Dyke and the Trent wharves, but Mainmast (who also operate on the Mersey and whom we welcome as new members) continue to operate tank craft in the Humber and River Hull (alongside Rix). Following the withdrawal of Whitakers from the carriage of oil in South Yorkshire we hope that the Mainmast craft 'Exol Pride' (formerly 'Humber Pride') will soon be running up to Rotherham once or twice a week in her new Exol colours. Exol Oils (a former CBOA Excellence award recipient) are still keen to see the tanker continue and tonnages increase if the business can be found, and we've been pleased to advise and assist with this development.

We have also been working with CRT, member AC Aggregates, and their customers to develop barge movement of aggregates (mainly sea dredged sand) in the NE. The 7000 tonne dredger is now a familiar sight in Hull, and negotiations are at an advanced stage which will hopefully see a barge served ready mix and aggregates terminal established on a former oil depot site on the outskirts of Leeds within the next few months, leading to similar developments in Leeds itself (at the proposed Port of Leeds site at Stourton) and possibly elsewhere. This (Leeds inland terminal) project moves along still but needs co-operation from a number of interested parties to bring it to fruition and we are doing all we can to help facilitate this general cargo facility. Part of this work includes identifying traffic opportunities and assessing viability; the Trust appointed Chris Evans, a logistics and port/shipping expert, to advise on this and his conclusion is that the project is viable and now is the time to get on with it without delay! Other interest in the NE includes a movement of about 100,000 tonnes a year along the Calder & Hebble (for which new craft would be needed) and movements of sludge and biomass – initially possibly on the Leeds & Liverpool Canal. As part of its Bi-Centenary celebrations a CBOA member is making his L&L 'short boat' available for trial movements in ballast along the whole of the canal, both to promote the waterway generally, and also to test the recent extensive dredging carried out! We are grateful to Yorkshire Water for assistance with this project.

Still on aggregates we are watching with interest the development of a quarry at Shelford which would put about 180,000 tonnes a year on to the Trent between there and Colwick wharf, on the outskirts of Nottingham.

Of course neither CBOA nor the Trust is forgetting the other waterways – CBOA has an initiative being developed by Mike Carter for the Weaver, and we hope to re-start the project to develop an inland port at Worcester. Narrow boat carrying remains a challenge due to its small scale but as I said last year that doesn't stop us from identifying or reacting to opportunities as they present themselves, and to encouraging and assisting our narrow boat operator members with advice and general help when requested. In fact we are currently fielding an enquiry for the carriage of large tonnages building materials into the London area. Narrow boats and small barges are often the ideal craft to use in connection with waterside construction such as the large project at Icknield Port – delivering materials and removing waste – and we are working the CRT to raise the profile of this opportunity and to encourage the Trust itself to make more use of water transport for delivery of lock gates etc.

Although CBOA is essentially a trade organisation representing operators we do further our collective 'cause' at a strategic level – and our recent call for a Trans-Pennine Waterway as part of the Northern Power House discussion has helped to place waterway transport on the agenda even if the concept is rather ambitious. We will also once again be exhibiting jointly with the Canal & River Trust at the Multi-Modal Exhibition, to be held at the NEC from 10th to 12th May; we hope you will be able to visit our stand and again thank the Trust for its support. The Association is remarkably well connected and influential; at The Rail Freight Group's annual Conference, held yesterday, not only was water transport mentioned

several times, but CBOA was recognised as endorsing the event with our logo displayed on the screen for most of the event! (Thanks to Keith Astley for making that happen). This rail event was actually good for networking and I've been asked to meet up with the Programme Director of the new body Midlands Connect (the midlands version of the Northern Power House) to discuss how the waterways, especially the Trent and Severn (and possibly the BCN and Grand Union) can be used for the movement of freight, and via another contact to advise Transport for Greater Manchester how its region's waterways can be used likewise.

I will close now by again thanking my committee for its work throughout the year, but also, and most importantly, you, or members, for your own support and for taking the trouble to attend our AGM today.

Questions received from the floor:

Barbara Panvel questioned what the Humber project was about – DL outlined the safe limit sea going out to sea due to the expected wave height. The plan is to show there is no significant wave height difference between summer and winter conditions, so vessel load line exemption compliance is not required in winter. Tom Foxon mentioned other areas (Severn etc) where there were limits on barges without load line exemption; 'heavier' barges that would comply mean less carrying capacity.

John Liley raised the issue of water transport promotion; the British public has little or no perception of water transport. He suggested a monthly press update to promote water transport, both in UK and abroad (to illustrate good examples happening elsewhere). Perhaps a Campaign Officer is required, as we lack external coverage of water transport? Do we want more members who are not operators? - Something else to consider. Does the Association's name as an Operators' group put people off? What is the role of Freight by Water?

Tim West said Freight by Water (FbW) was set up and run for 5-8 years as a pressure group, has since been taken over by the Freight Transport Association (FTA). TW and John Dodwell are on the FTA team. FTA as a trade body is second to none for access to politicians and policy makers, we as individuals are very keen to ensure that it fulfils its mandate to fulfil the freight role. CBOA News also goes to many others – opinion formers, politicians, port managers, logistics managers, etc. Only one third of the print run goes to members.

John Liley said very few people knew about new waterways, either here or abroad also for good example. In France water haulage is penalised is favour of road haulage – does anyone know this? (CBOA has previously understood that this is due to a strong road lobby from the sizeable road haulage industry – many more people involved than with barge freight). Slow speed is often the public perception as a problem for water transport, John reported.

Dr. David Hilling said he is working on a freight by water leaflet, ready for Little Venice Cavalcade. As a European River-Sea-Transport Union (ERSTU) member, he confirmed that other ERSTU members report the same issues as here.

DL said we were much more than an operator's body, but leaning more towards the influential side. Is the CBOA name still appropriate? Something to think about for the future perhaps.

A comment received from the floor was that the Severn depth is not good enough in places.

DQ said that the message (about freight) should not run too far ahead of the reality. We have a very historic network, which is very different to the continent. We are initially focussed on the large waterways first, of which there are not many. Perhaps we should improve the reality of freight on waterways first. Giving encouragement to CRT in the freight direction is the right way to go initially.

A round of applause was given for the report DL gave.

5. Treasurer's Report: KA reported on behalf of the Treasurer Peter Hugman in his absence. CBOA membership has dropped slightly. CBOA has controlled its expenditure to match. £6599 in the bank in the last financial year 2015, the 2014 figure was £5771. We are in good condition for the following year.

Proposed: Tom Foxon, seconded John Jackson. Agreed by all.

6. Other Officer Reports:

John Jackson reported that Stoppage and Maintenance liaison with CRT has been difficult this year, after a change in CRT personnel. Little tree cutting done, but this is improving. Dredging prioritisation is being pursued. DL said that some funds were probably moved towards flood damage. JD said that £15m were spent on flood damage (£5m by local authorities), but only £1m taken off the dredging spend. However there is more communication with users than before and more dredging than before.

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7. Election of committee members:
John Jackson, Tim West, John Dodwell, Keith Astley, Paul Ayres due for re-election. The Chairman recommended that they were re-elected en bloc.

Proposed John Liley, Seconded Peter Boyce. Agreed by all.

8. AOB:

Peter Mathews said that for freight use we need raise the profile of wharves and water transport. Peter and DL are due to have a discussion on this. One of the partnership members is responsible for water transport.
Norman Mitchell said that the Severn has depth issues and the G&S also.

Richard Horne said that he considered that speed is not the problem that is often claimed for water transport (with reference to John Liley's earlier comment); better planning for goods movement can allow for extra water transport time. DL said that 'next day delivery' is a good statement to make in many instances. Aggregates or waste moving is not time critical anyway. Sometimes water transport can actually be quicker than rail. JD said that a 500 tonne barge can be seen as quicker than lorries on a man hour basis calculation. Peter Boyce said that the 'green' issue of water transport is also relevant. DL mentioned that there is a French company running very small vessels carrying wine under wind power, across the channel and across the Atlantic! KA said that with this operation the difference in the end price of the product was a few tens of pence per bottle of wine, which is accepted in some quarters for the 'green' benefits and the kudos.

Secretary Keith Astley announced that after lunch there will be three presentations:-
Tom Cherrett from Southampton University to speak on the floating depot;
Stephen Mears from Keel Marine to talk about new barge design;
Antoon van Coillie Blue Line Logistics Brussels to speak on the development of ZULU which is a flat topped one man operated barge in the Netherlands.

There being no other business the meeting closed at 11.42.

KA introduced Antoon Coillie, Director of Blue Line Logistics.

Used to operate a minesweeper, so knows vessels and their design well, and is also a property developer. He illustrated the road transport congestion problems in Belgium. (A slide show presentation illustrated all his points). Majority of lorries are carrying pallets, not containers. Average lorry speed is about 35km/hr. Ships 10km/hr but do not suffer traffic jam problems.
The ZULU is a multimodal concept for moving goods. It has to be price competitive.
Traditionally shipping cannot do this. Cost reduction is necessary, no harbour infrastructure is required. The length is reduced to 50m, which means one man operation is permitted legally. Easy maintenance, easy construction, off the shelf parts and modules, no overnight accommodation, front steering. Wheelhouse, toilet and generator in front, engine at the stern, good controllable bow thrusters each end of the vessel, end to end rail mounted 2 tonne crane with radio controlled operation for loading/unloading – the captain can be well out of the way of the swing area for safety and also for inclement weather perhaps. Catamaran construction has been used so far but for new vessels an ordinary hull will be used to reduce the draft for shallower waterways. A 306HP diesel engine is used, hydrogen possibly in the future. Loading takes 1hr 20m. Can also use spud poles for securing; berthing is unassisted. Bagged cement, concrete blocks and palletised bricks are carried – 300 tonnes maximum. Cheaper land designed equipment is used which means that cheaper land based maintenance can be achieved, not specialised more costly marine type maintenance. ZULU allows a large refuse container to be loaded and unloaded straight from a lorry without loading equipment. Kegged and bottled beer and packaging are also carried.
Hubs are being set up of with trimodal capability.
He described the logistics planning system – a truck system, using routing software, simulations, pallet management.
4 more ZULUs to be built this year. The name 'ZULU' goes back to a World War 1 ship. The ZULU construction cost is 850,000 Euros to build. Can be built anywhere as it is a kit style assembly. There are no air draft limits in the Netherlands. Optimum distances are 32 – 100km. Daily crew changes can achieve this; this can also suit the crews who then do not have to travel far from home.

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Antoon discussed how pallets are usually moved from one distribution centre to another before arriving at the destination; this is usually not a direct route, also in UK. 35 Euros can be the charge pet pallet or tonne. In bulk this could be 1 Euro per tonne.
Craft are currently not coastal, but could be made so. Carriage of construction materials is for suppliers, not for building sites.
In addition Antoon mentioned that regulation for water transport is sometimes an issue, and CBOA could assist in this area. Tim West has Antoon's contact details. Antoon received a round of applause and was thanked for his interesting presentation.

KA introduced Dr. Tom Cherrett, Southampton University

He is 1 year into a 3 year project for the floating depot. It is designed to reduce the impact of freight and service trips. 24 partners are on board. He described the Netherlands postal system with seven demonstrators.
Various cities were then chosen to illustrate how the system would be of benefit:-
Paris – logistics hotel (multiuser warehouse)
Oslo – common logistics for a shopping centre
Rome – direct and reverse logistics. (A definition of 'reverse logistics' is operations related to the reuse of products and materials for the purpose of capturing value or proper disposal, which can include remanufacturing and refurbishing activities).
Brussels – utilisation of free van capacity
London, Rotterdam, Paris, Southampton, Rome, Brussels
Lorry, shop, office or centre can be the Service Distribution Centre (SDC) – electric cargo cycles would take products from a lorry for example for local delivery. The cycles can carry 140kg max and are pedal assisted. The scheme is environmentally very good apart from nitrous oxide emission from the lorry into the city area.
Barge realisation – cycles doing last mile delivery. Amsterdam project to be completed 2017.
Small electric vehicles are also proposed, probably bigger with more carrying capacity than the cycles.
Version 1 of the barge realisation is a tug boat. Based on a Paris example. 20% of freight in the city produces 40% of the pollution, but it was not economic.
Amsterdam trial 2016-2017. Could this work in London Birmingham and Manchester?
Will LEZs and a CO_2 free city logistics drive such an innovation?
What is the value placed on reducing vehicle freight in urban area and what would we be prepared to pay?
DQ commented that a waterways infrastructure study needs to be done to evaluate the possibilities, especially for loading/unloading.
DL mentioned the new Port of Leeds, which would be ideal. Consolidation would naturally occur at the Port of Leeds warehouse. Goods could be brought in by barge or rail.
KA asked if the two presentations could be made available on the CBOA web site. This would have to be examined.

KA to investigate

Dr. Tom Cherrett was thanked for his interesting presentation.

KA introduced Stephen Mears from Keel Marine.

Keel Marine have been operating since 1962 in vessel design. Late '70s for BW, and other navigation authorities also. Airbus Industrie vessel designed for River Dee.
What will drive the design requirements for the next generation of ships and barges? Drivers are likely to be cost/capital, cargo types, supply chain requirements, site conditions and dimensional constraints; this influence but is unlikely to actually define the next generation. It will be regulation, crew welfare, environmental considerations, health and safety, standards (all), working conditions. Much legislation exists in Europe, but not yet here.
Construction – rules are conservative. Vessel weight reduction and loading efficiency are going to be important. Stability is also an issue for smaller waterways.
Crew - safety, welfare, working conditions, aids to attracting workforce are now important. A hydraulic latch for connecting the tug to the barge is an example, instead of using winches and cables which are timing consuming to set up and carry a certain amount of risk hazard for the crew. Remotely operated grabs/cranes used for safety and convenience.
The hopper hold size design can be such so that the hopper cannot be overloaded with spoil.

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Crew conveniences – electronics for audio with MP3 and good communications. The recent Medway tug is a good example of what can be achieved (pictures shown as part of the presentation).
Environmental – in the new Woolwich ferry engines classed as non road had to comply with the LEZ requirement, but there are as yet no marine engines designed for it! Standards will be pushing the design, and to reduce/remove local emissions (electric). Diesel generators should be run at optimum performance for efficiency and emissions reduction.
Computer Aided Design (CAD) for design. Finite Element Analysis was used for a BW narrow beam pan (illustrated) which uses a single un-stiffened bottom plate of 20mm. (A definition of 'Finite Element Analysis' is a numerical technique for finding approximate solutions to boundary value problems (limits or extents). The process breaks down large problems into smaller, simpler parts called finite elements, which are then assembled into a larger system of equations that models the entire problem. Complex maths including Variations Calculus is used. The approximation of a solution is achieved with minimization of errors).
Optimum balance can be provided in the design.
Kits of parts are being produced, etched with joint information to assist the builder with construction.
Steel is still favoured generally, but aluminium or composite materials can be used, depending on the requirement and demands of the specification.
Fibreglass is used for wheelhouses on small tugs for stability.
Machinery systems will be the biggest area of change. Electro-hydraulic systems are eco-friendly. Hybrid systems are preferred, as otherwise shore based systems are needed for all electric systems. In electric systems the technology changes quickly. Batteries have a finite service life, which is variable depending on how often charge/discharge cycles occur. The cost of replacing batteries needs to be considered in the design cycle, as the replacement cost is significant. Technology is moving fast, so that this may improve considerably in future. Induction charging is possible with an inductive pad placed near/against the vessel. (Induction is magnetism, which induces an electric current for charging within the vessel; electric toothbrushes use it for charging).
A hybrid power system benefit is that the motors/generators are run at optimum efficiency/emissions, depending on the requirement.
Summing up; the future is probably with a steel hull probably, risk reduction and comfort for crew, low emissions, forward wheelhouse, multipurpose use of barge.
Hydrogen fuel cell is some way off yet from being low cost and readily available. LNG and hydrogen means the tanks take up lot of space.

Stephen Mears was thanked for his detailed and interesting presentation and was applauded.

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