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## Freight Steering Group For Yorkshire's Waterways

The Canal & River Trust is setting up a new steering group to look at the potential to increase freight on Yorkshire's freight waterways. It will liaise with outside organisations such as local authorities, local enterprise partnerships and the logistics industry. The remit includes looking at removal of obstacles to larger barges and so enabling larger payloads to be carried, including containers. The steering group will also look at what wharf and supporting facilities may be required and what support or grants could be available including from the EU and from local enterprise partnerships. Exploring market potential will include working with port operators.

This follows the work of a Freight Advisory Group (FrAG) set up by the Trust under the chairmanship of David Quarumby, a well known figure in logistics circles. Other members of the Group included David Lowe, chair of CBOA, Mike Garratt of MDS Transmodal and James Hookham from the Freight Transport Association. David Quarumby, David Lowe and Mike Garratt will be members of the new steering group, along with CRT staff members. John Dodwell, a former CBOA chair and now a CRT Trustee, has observer status.

The FrAG's report split the commercial waterways (as defined by the 1968 Transport Act) into those adjudged to be large enough to have freight carrying prospects and those which did not. The FrAG suggested that CRT should initially focus on the larger waterways in Yorkshire. Whilst concentrating on these, the Trust will continue its support on other commercial waterways at its present levels and will seek to work with commercial firms wishing to develop new services. The FrAG regarded vessels carrying domestic fuel etc on the non-commercial waterways as welcome users, on the assumption that they operate within the current policies and arrangements for the operation and

maintenance of the cruising network.

CRT's Press Statement and the full FRAG about the steering group can be found on the CRT website.

### Peel awarded CBOA Award of Excellence

On behalf of CBOA, Chairman David Lowe was very pleased to present this award on the 11<sup>th</sup> March at Runcorn Docks to John Rutherford, Terminal Manager Bulk MSC, pictured on the right.



The Award is in recognition of the achievements made in recent years in increasing the inland freight and port handling capabilities by Peel on the Manchester Ship Canal. Much of this increase is due to John Rutherford's

diligence, energy and enthusiasm in achieving this.

The wording of the certificate is "Award of Excellence - 2014 – Peel Ports - In recognition of the increased tonnages on the Manchester Ship Canal and the positive approach to encouraging and developing new barge traffic at Runcorn Docks".

John Rutherford is known to many CBOA members from the CBOA AGM at Runcorn on Saturday 24<sup>th</sup> October 2010, where he kindly gave us a presentation on Peel Ports and the MSC, joining us later for a trip by Viaduct Shipping on the River Weaver and the MSC.

## From the Chairman



It's both a worrying time and an exciting time for freight operators. Loss of the very significant Lafarge-Tarmac traffic in the north east has regrettably led to barges being laid up and crews laid off. This has been partially offset by increased shipping and barge traffic on the Yorkshire Ouse to Howdensyke and Drax (see stories elsewhere in this issue), and there may be opportunities for craft and crews displaced in the north east to move to the River Thames where demand for waterborne tonnage in connection with the Thames Tideway project could potentially outstrip availability. It's good to hear that movement of aggregates on the Severn is on the increase and traffic on the Mersey and Manchester Ship Canal (including the grain traffic to Runcorn) is buoyant.

It's an exciting time not only because of the upturn on the Thames but because we await the detail of the Canal & River Trust's Freight Policy which CBOA officers have helped to shape into what is believed will be a positive way forward for the Trust's Commercial Waterways, especially those in the north east. It would be inappropriate to speculate but we believe members will be pleased with the outcome. We are already working 'behind the scenes' on potential improvements to remove bottlenecks and identify traffic flows and your chairman has been working with the Trust's North East Partnership and waterway managers to identify potential funding for a number of schemes and studies, and with operator members on freight initiatives. One, the large scale movement of bulk liquid, is especially interesting as it involves the leisure waterways too. We are also

working with partners on a proposal to restart freight traffic on the River Weaver.

We've contributed to the debate on CRT Business Licences, and our Vice-Chairman John Jackson deserves credit for much of this work which has led to a reasonably satisfactory outcome. As part of this we have secured a useful concession on the use of butties for cargo carrying. We are also looking into some kind of arrangement that makes it easier and more affordable for operators to maintain a 'strategic reserve' of craft (something the previous BW/CRT Chief Executive Robin Evans endorsed) but which does not lend itself to abuse.

CBOA helped CRT and operators agree a mutually beneficial arrangement for dealing with two lengthy lock stoppages on the South Yorkshire Navigation (see page 12). This co-operation typifies the new approach within the Trust and thinking 'outside the box' combined the two stoppages into one, which, with longer working hours, and a degree of flexibility plus hard graft by the Trust staff on the ground considerably reduced the impact on the freight customer Exol Lubricants Ltd (formerly Green Line Oils) in Rotherham and our member operator John H Whitaker (Tankers) Ltd. Although lock gates were brought by road we are talking to CRT whether an opportunity might exist for our members to transport at least some gates by water in the future – as was the practice until relatively recently. CBOA had a presence at the highly successful 'Open Day' at the Sprotbrough stoppage which attracted over 1800 visitors – an amazing level of public interest, matched, we are told, only by the Five Rise Locks Bingley open days. Of course John Jackson keeps a watching brief on stoppages in general, as well as dredging – and we are looking forward to working with the Trust as it greatly increases its spending on dredging.

We cannot ignore the devastation caused to some of our inland waterways by the recent severe weather and this has placed a great strain on the Trust's resources – both in terms of finances and manpower. Although many of our members will not be directly affected, CRT Operations Director Vince Moran told delegates at the

National User meeting that repair and remediation work will mean that funds have to be transferred away from general maintenance – and this could include vegetation and dredging. Members will be aware that the Trust has launched an appeal for financial help at this critical time, and although the financial effect may be limited it could be argued that donating does send a clear message of support to the Trust. For this reason I have sent a cheque for £250 to Richard Parry, CRT Chief Executive, on behalf of CBOA. (See the item below).

CBOA officers continue to work with MCA, planners, councils and other bodies where we believe that we can influence policy to best advantage for our members and water freight in general.

David Lowe.

## UK News

### CBOA at Multimodal and conferences

CBOA has booked a stand at the Exhibition Multimodal, to be held on 29<sup>th</sup> April to Thursday 1<sup>st</sup> May 2014, at Halls 6, 7 & 8 at the NEC Birmingham. Established in 2008, Multimodal, the UK and Ireland's leading freight transport and logistics exhibition, will celebrate its seventh year in 2014. Multimodal has become the annual one-stop-shop for shippers who wish to find ways of optimising their supply chain and transportation flows. Multimodal report that in 2013, it delivered 6,070 key decision makers specifically the exhibition to do business and sign contracts with suppliers who can increase their supply chain efficiencies, reduce their costs and protect their margins. See <http://www.multimodal.org.uk/>. David Lowe will be giving a presentation on Wednesday 30<sup>th</sup> April at 10.30 titled 'How to move freight by water'. It is free and members are invited to attend and visit the CBOA stand.

On the 16<sup>th</sup> October 2013, CBOA's Gerry Heward from operator Wood, Hall and Heward, and CBOA's Peter Hugman, gave a presentation to The Chartered Institution of Highways & Transportation (CIHT), Greater London Branch. With the background of reliance on road transport (ignoring the damage that the increasing numbers of HGVs does to the National Road Infrastructure), and with the acceptance that railways

and waterways are ideal for moving items in bulk about the country, waterways are often overlooked or regarded as out of date. Whereas they are possibly one of the most energy efficient ways of delivering bulk materials. Their presentation made the case for making greater use of Britain's Industrial Waterways.

On 26<sup>th</sup> February, CBOA's Bernard Hales was a speaker at the University of Greenwich. The conference was the 10th Chartered Institute of Logistics and Transport (CILT) annual students' event co-organized by the CILT and the Business School, University of Greenwich. The theme of this year's CILT conference was on Sustainable and Green Transport and Logistics. Subjects included green delivery systems, electrically powered vehicles, wave powered electricity production, as well as inland waterways. Participating students had the opportunity to speak to the audience, helping them develop their self-confidence.

### CBOA gives donation to CRT in response to flood damage appeal

As reported by our Chairman, the CBOA presented CRT Chief Executive Richard Parry with a cheque for £250 towards the Trust's National Flood Appeal. Richard Parry kindly wrote back thanking us and with his appreciation for CBOA supporting the fund. He stated that he is very pleased that CBOA and the Trust have such an excellent relationship and also that they have been able to help avoid disruption to barge traffic through our trees cutting programme and general maintenance programmes.

CBOA Chairman David Lowe said:

"The donation recognises the excellent relationship between the Trust and the Association. Although some of the waterways most affected are not used by CBOA members we recognise that repair work will inevitably draw funding away from work that does affect our members such as vegetation management, dredging, lock repairs etc.

We are also grateful to the Trust that stoppages for new lock gates at Sprotbrough and Aldwarke Locks on the South Yorkshire Navigation were done at the same time and not in different years. Disruption to barge traffic is never good news and two years of stoppages

would have been bad news. We also recognise progress made towards minimising the effect of stoppages on our retail coal and fuel operator members. In addition, we are grateful to CRT for the swift removal of fallen trees recently and its general trees cutting programme this winter. Overhanging vegetation especially impacts on our members operating on the smaller canals of the Midlands etc where tree obstruction has been getting worse - especially on bends (the length of our members' boats means they need full width at bends)."

### **CBOA representation on HS2**

CBOA's Peter Hugman submitted a detailed analysis to the HS2 Phase 2 Consultation process about the proposed route where it potentially affects the larger waterways used commercially.

A minimum bridge clearance of 5 metres is required, to provide sufficient headroom for large vessels on the Yorkshire waterways and to comply with the European Class II/III standard, which calls for a minimum of 4.7m. This is because these waterways are currently being assessed for upgrading to enhance their capability to transport containers by barge. Additional clearance is required for river sections subject to fluctuating levels.

Peter's analysis showed that the first of the Woodlesford crossings on the Aire and Calder appears to have enough headroom and width; however he makes the point that with the skewed crossing it is of critical importance that no intermediate viaduct supports are placed in the navigable cross section of the canal.

Secondly at the same site he questions the ability to build any structure where the canal and river are separated by a strip of land only 10m wide with a height difference of at least 5m between the two without de-stabilising the canal bank and its watertight integrity. He suggests an alternative solution by building the railway further north, and lists several benefits.

At the second crossing point, he points out that the calculated air draught is only 2.5m, clearly unacceptable. He suggests starting the railway incline earlier to raise the level over the canal, and also place the canal in a box tunnel, which would assist with the heavy skew angle of the proposed railway.

Further upstream where bank slips have occurred, care needs to be taken that the navigable channel cross section is not reduced.

At the Bridgwater Canal crossing the published bridge clearance for this canal is 3.35m and HS2 may feel that an additional safety clearance is advisable. Bridge specification is also needed to ensure that the width clearance is also maintained.

Thirdly the crossing of the Manchester Ship Canal has a statutory clearance of 70' or 21.34m to which a safety clearance should be added. It does not appear that this has been achieved.

Other crossings such as the Sheffield and Tinsley canal, Aire and Calder Navigation – Main Line and Wakefield Branch, River Calder, Rivers Soar, Trent and Trent Navigation all appear to have sufficient clearance and width, but some of these crossings require further examination when the detailed design has been issued.

### **CRT raises the dredging**

The Canal & River Trust is spending an extra £2 million on maintenance, according to reports. Of this, over half a million pounds more will be spent on additional spot-dredging, where customer feedback shows it is required. The remainder of the additional spending will be spread across England and Wales, on bridges, weirs, culverts and cuttings. The extra dredging spend consists of:-

- £250k in continuing to dredge high priority spots
- £300k to spot dredge between Rushall and Daw End in the West Midlands.

The assessment in what counts as a "failure" has changed for the better. Hydrographical surveys are carried out every 8 years. Previously, if 70% of the channel cross section in each kilometre met the required depth and width criteria, it was deemed acceptable. This threshold is being raised to 90%. As a result, the % of the whole network which "fails" will increase from 7% to 16% - thought to be more in tune with what users say.

### **Hybrid powered biomass barge design**

Naval Architects at Keel Marine Limited have recently developed a concept design for a hybrid powered freight barge for use on the UK inland

waterways network.

The 61m, 650dwt vessel has been specifically designed to address the challenge of transporting biomass to canal or riverside power stations from the seaports through which biomass is imported. The study has investigated how the carrying capacity of the barge can be maximised within the onerous dimensional restrictions of waterways and using biomass of varying stowage factors. The biomass cargo is carried in bulk within four covered 280m<sup>3</sup> ballast holds which can be partially filled with water ballast to meet constricted air draught limits when operating unladen.

When compared to European barge designs, an important feature for the UK is being able to 'take the ground', for example on the Trent. Use at several wharves on the Aire and Calder is envisaged, particularly at the planned waterside power plant developments. CBOA is aiming for funding to eliminate the beam restrictions at Bulholme lock to meet the Euro II beam standard – 6.6m.

The hybrid propulsion system enables the vessel to operate at peak efficiency during the highly variable operational cycle inland and estuarine vessels encounter. A substantial reduction in fuel costs and environmental impact compared with both existing vessels and road transport is enabled as high loads are met through a combination of diesel generator output and battery power whilst periods of low speeds and lock transit can be met solely by battery power.

A series of hypothetical voyages from ports on the Humber Estuary to power stations located on or near its tributaries was considered to gain an understanding of how a hybrid propulsion system could be advantageous in such an application. The power system would be optimised for a particular route so as to maximise its efficiency. Several key benefits were identified;

- Reduced emissions. The gensets are operating nearer peak combustion efficiency when running and they are also running less often.
- Reduced fuel consumption. The genset is able to

operate predominantly at peak efficiency without prolonged periods of idling.

- Reduced maintenance cost. Less running time for the gensets. Less time is spent operating at speeds likely to block injectors etc.
- Reduced noise pollution. Does not impact on tranquillity of inland waterways and minimises disturbance for residents living close to waterways.
- Improved safety. No single source of failure.

The voyage profiles show that there can be wide variations in power usage over relatively short transits, for instance in the low loads associated with lock transits and whilst waiting, can be met solely by battery power, whereas the intermediate and higher loads found in open water and tidal estuaries can met with a combination of battery and diesel generator power. Additionally inland waterways offer the potential for the ships batteries to be recharged using shore power at off peak hours.

Following on from this design, Keel Marine are now planning to develop a hybrid version of the inland container barge design which was originally developed some years ago.

#### Principal Particulars

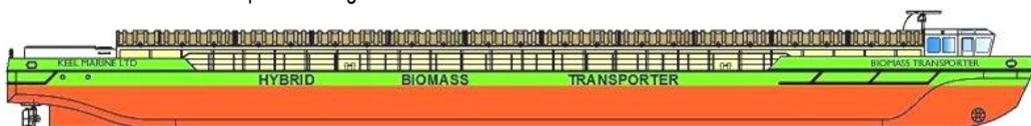
Length OA	61.0m
Length BP	59.0m
Beam OA	6.1m
Air Draught	3.6m
Design Draught	2.5m
Maximum DWT	650t
Maximum speed	10kts

#### Machinery

Marine Diesel Genset	360kW
Lithium-ion battery bank	200kWh
Azimuthing thruster	240kW (each)

#### Cargo Capacities

Biomass - Woodchip	335t
Biomass – Wood pellets	650t
Pulverised Fuel Ash	650t



## **LWC accepts CRT proposal for 'Demystifying Water Freight'**

On the 3<sup>rd</sup> February the Canal and River Trust's (CRT) Richard Rutter presented a Recommendation to the London Waterways Commission (LWC), which was accepted by the meeting.

The Recommendation is:-

- that the LWC agrees to host a 'Demystifying Water Freight' workshop at City Hall for transport and Borough planners, developers, shippers, Logistics professionals, operators, and wharf owners / operators.
- to support a proposal from the CRT, the Port of London Authority (PLA), and Transport for London (TfL) to develop a Water Freight Knowledge Hub – a web based portal which will function as a repository for London specific water based reports, navigational information, freight best practice and case studies
- to consider whether LWC/GLA would be willing to host the Water Freight Knowledge Hub for a period of 3-5 years once cost estimates are confirmed.

There has been an increase in enquires over the past 3-4 years to public bodies for information about water freight feasibility, viability, and sustainability. Numerous reports have been written; but they are often dispersed within different organisations and public bodies and sometimes difficult to access.

The second purpose is to meet the needs of those that wish to understand and potentially use the waterways of London to move freight.

The proposed workshop will be used also to ascertain the content, structure and presentation needed for the web site. If resources allow, perhaps it can include an interactive journey planner to enable users to map and access their proposed journey from source to destination.

The intention is to hold the workshop in mid March 2014, and have the Freight Knowledge Hub initially running by the summer 2014, the interactive journey planner to follow at a later date.

## **Transport Committee National Networks enquiry**

The Transport Committee is launching an inquiry into the Government's draft National Policy Statement (NPS) on National Networks.

It sets out the Government's vision and approach to the development of nationally significant infrastructure projects on the road and rail networks in England, including the development of strategic rail freight interchanges. However it makes no mention of water transport at all.

CBOA does not know if this is an oversight or an intentional focus on road and rail only, if so why? – We are investigating.

## **CBOA submits to Access to Ports Enquiry**

The CBOA submission to the Transport Select Committee's Access to Ports Inquiry began with an outline of CBOA and its activities. This was followed up with a general view that with disparate organisations and effort, together with the lack of a collective approach required, the stated aim was not easily achieved of facilitating modal shift onto the commercial waterways.

Issues such as lack of ownership at all levels of government, DEFRA responsibility for waterways with DfT responsibility for freight, local authority parochial and differing views also have a negating impact.

Instances of restrictive practice and charging were also quoted, which inhibit expansion of moves to water, especially where road transport does not incur these.

The CBOA submission then described how these issues would be significantly improved, mainly through better ownership of the task and improved decision making structures. With a more broad minded and all-inclusive view of how a waterway might be used or upgraded to service ports, we should see increased modal shift to water.

## **Thames Freight Standard and Code of Practice**

Unlike the rest of the European Union the UK does not have a national construction standard for non-passenger commercial inland waterways vessels.

When the UK Boatmasters' Licence was developed

ten years ago, the national working group was tasked with developing the crew competency standards for inland vessels and was also due to develop the technical standards for new vessels, combined with the introduction of a MCA fitness for purpose inspection scheme. Due to restrictions on parliamentary time these vessel regulations were abandoned in 2011.

This prompted the Port of London Authority to look at the technical side themselves to ensure the continued safe operation on the River Thames - the PLA already has powers through bylaws to inspect all river vessels.

The CBOA was asked by its local members to take an active role in the working group developing the technical standards and updated inspection regime and technical expert Peter Hugman was able to represent the CBOA and its members at all the discussions.

The initial starting point was the work already done by the MCA to develop a technical standard, which in turn was based on the latest EU regulations. These cover items such as construction, equipment, machinery, fire-fighting kit, emissions levels, etc., for barges, tugs, workboats and other inland vessels. Following two consultation periods the standard was finalized in July 2013, since when the individual operators have been working with the PLA to schedule the work required to ensure that the existing fleet is able to transition to a minimum standard based on these new build standards.

As part of this work it was identified that the technical standard should be separate from the operational and safety requirements. Therefore an updated Code of Practice for the Management and Operation of Commercial Vessels on the Thames 2013 was also issued.

Both the vessel standard and the code of practice are available to download from the PLA website and the CBOA would like to thank all those involved for their willingness to discuss the detail wording and listen to the varied concerns of both the operators and the PLA.

The standards and code of practice are based on best practice both in the UK and the EU but the emphasis has been to produce a set of standards specifically suitable for the conditions found on the River Thames. As such they are not intended to be directly transferrable to other areas of the UK and whilst the CBOA supports a continual improvement in vessel standards they do need to be appropriate to the navigable conditions.

## Regional News

### Wynn's take transformers to Drax

Robert Wynn & Sons again highlight the benefits of inland waterways freight carriage for abnormal indivisible loads (AILs).

Robert Wynn and Sons inland barge the *Inland Navigator* successfully completed the final shipment in January of 6 power transformers to Drax Power Station.

The Staffordshire based specialist shipping company working with Collet Transport carried out 6 separate successive shipments in the first two weeks of 2014.



Wynn's *Inland Navigator* en route to Drax with one of several loads of 170 tonne transformers (M Slater)

The 170 tonnes transformers were loaded in Hull and delivered direct to the power station berth on the River Ouse at Drax, North Yorkshire. The berth at Drax Power Station had not been used to tranship large and heavy abnormal indivisible loads for over 20 years as more recently such loads have been road routed from the Port of Goole to Drax.

The use of the River Ouse has meant that those

travelling on the A16, A614 and A645 were not faced with regular periods of significant congestion in the first few weeks of the New Year as the 6 transformers (collectively weighing over 1000 tonnes) would have been transported separately, travelling at speeds of no more than 12 miles per hour.

It is hoped that the river Ouse will be used again later in the year as further abnormal indivisible loads are destined for Drax Power Station.

Project Manager David Trigg commented,

"It's great to see the River Ouse being used to deliver large abnormal loads, the berth was constructed to accommodate such loads and was well used up until the last 20 years.

These loads have been delivered without impact on the travelling public and demonstrated well the benefit of using the inland waterways for the carriage of the largest and heaviest abnormal indivisible loads".

Robert Wynn and Sons provide their clients with marine solutions for the transportation of heavy and/or abnormal loads. The *Inland Navigator*, a former inland tanker barge, has been converted to carry single piece or multiple loads up to 300 tonnes. The vessel provides unprecedented penetration of the inland waterway network and is capable of carrying abnormal loads to locations such as Leeds, Nottingham, York, Rotherham and Worcester.

### **Helm Fertilizer signs 10 year agreement with PD Ports**

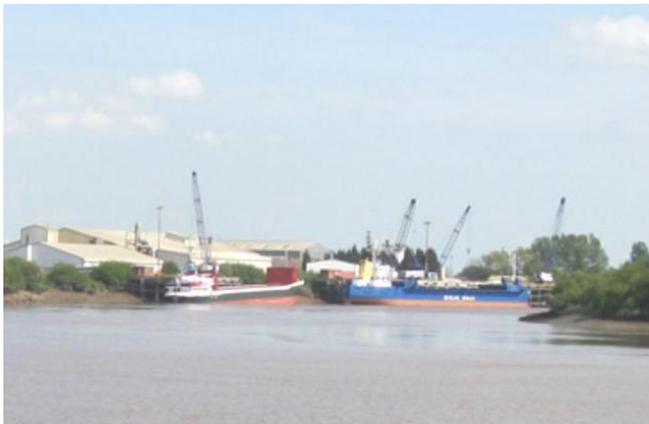
Helm Fertilizer Great Britain Ltd (Helm) has signed a 10 year agreement with PD Ports to operate a blending and bagging facility for its fertiliser imports at the Port of Howden, on the Yorkshire Ouse. An investment of £1/2m is required to refurbish a 68,000 sq ft warehouse, which is one of PD Ports existing warehouses.

PD Ports will also operate the stevedore service at Howden, which is owned and operated by them. The fertilizer is imported from Europe and North Africa, stored at the port and then blended and bagged for

onward distribution.

Jerry Hopkinson, PD Ports' Managing Director, Bulks and Port Services, said: "We are delighted to have signed a long term agreement with Helm, which will provide a huge boost to the volume of traffic through the port. This new partnership also provides an excellent opportunity to expand the range of activities undertaken at the port as well as further secure its long term future and provide additional employment opportunities once fully operational.

"Howden was chosen by Helm to consolidate its imports based on its location and close proximity to rural regions such as Lincolnshire, as well as the excellent transport links to and from the port".



The Port of Howden on the Yorkshire River Ouse

The new blending and bagging machinery is a significant major investment and it is thought there are few of this type in the UK. Using a rotary screening system to removed unwanted particles, the blending process will provide a precise mix of the product, with a high process quality. The facility can also add coating and micro nutrients as development in crop technology advances.

### **Massive new ship docks at Sharpness**

In late January the widest ship to visit Sharpness in recent years docked safely, thanks to the cooperation between and hard work by the Canal and River Trust, Sharpness Dock Ltd, the Gloucester Harbour Trustees and the Gloucester pilots.

The new ship *Arctic Dawn* with a beam of 17metres

sailed into Sharpness Dock on Wednesday on her maiden voyage from the Netherlands to collect gas metering systems for export to South Korea.



*Arctic Dawn at Sharpness*

The *Arctic Dawn* is fitted with her own lifting gear which towered above the dock while she was in port. She was able to easily lift the two skid mounted shipments of Alderley gas metering systems, each weighing in excess of 36 tonnes. The *Arctic Dawn* will transport them direct to South Korea where they are destined for the floating liquefied natural gas facility, Prelude. Prelude is now the largest floating vessel in the world at 1,601 feet long – 150 feet longer than the Empire State Building is high.

Alderley Systems Ltd (of Alderley plc, a worldwide company), a local designer and manufacturer of metering and control system for the oil and gas industry, frequently uses Sharpness Dock to transport equipment to customers all over the world.

### Setback for Leeds City Council

The Natural Resources and Waste Local Plan (Development Plan Document) was adopted by Leeds City Council (LCC) on 16th January 2013.

Then, following the outcome of a successful high court challenge to this, Policies Minerals 13 and 14 were ordered to be remitted back for re-examination. Whilst the rest of the Plan is unaffected, the two policies can

only be regarded as adopted after they have been examined, found sound and formally adopted by the Council.

Policies Minerals 13 and 14 are concerned with protecting suitable sites for either rail or water freight related employment uses. Minerals 13 specifies which sites are protected and Minerals 14 is a criteria policy intended for assessing alternative development on protected rail sidings, river and canal wharves.

LCC proposed to update the evidence base regarding non-road

freight issues. Consultation then took place for 6 weeks on the 'Publication draft' of the policies prior to their submission for re-examination. LCC were keen to know if organisations had aspirations for a modal shift from road to rail or water freight and what are perceived to be the barriers to making such a modal shift.

### Peel to create Multimodal Port Hub

The former Bridgewater paper mill site at Ellesmere Port is planned to be a port centric logistics hub.

Local planning authorities gave their full backing earlier this year for the project on the banks of the Manchester Ship Canal.

Peel Ports Group has appointed Jones Lang LaSalle and B8 Real Estate to master plan and market the site. Planning authorities have given the go ahead for the ambitious project. It will convert the brown field site into a multimodal port hub. Peel Ports will then be able to offer customers an enhanced port centric logistics solution, which capitalises on excellent connections to the UK's major transport networks.

An existing operating berth on the Ship Canal connects the proposed hub directly to the Port of Liverpool via Peel Ports' container shuttle service, and

the rail network is easily accessed with an on-site branch line. Nearby access to the UK's motorway network is made by junction 7 of the M53 which is half a mile from the site.

### **Power station part delivered by canal**

Quality Freight which is based in Ellesmere Port has shipped some of the assemblies for Alstom's new power station in Trafford, Manchester via its local port. The modules were shipped into Ellesmere Port and discharged using specialist heavy lift gear.

The assemblies were then transferred to barges for onward delivery via the Manchester Ship Canal to the site at Carrington, near Sale.

Quality Freight Group will be handling a number of further shipments from February onwards, including the power station's giant turbines.

Quality Freight UK is part of the Quality Freight Group. In addition to the base in Ellesmere Port, the Group has bases in Dublin, Belfast, Cork, Knock, Hull, Grangemouth, Chatham and Rotterdam.

### **PLA upbeat on freight at public meeting**

At a Port of London Authority (PLA) public meeting on the 19<sup>th</sup> November 2013, amongst a number of non freight related issues, a number of freight issues were cited.

The London Gateway Port is now open for trade and first boat has unloaded. Inland Freight is now running at 3 million tonnes which is up a million tonnes. This includes aggregate from Gravesend to Battersea, Crossrail spoil out and tunnel linings in, and Lee Tunnel spoil out from Abbey Mills.

Future Inland Freight prospects include:

- Northern Line Extension.
- Battersea Power Station/Nine Elms site rebuilding.
- Thames Tideway Tunnel works.

It was noted the PLA purchase of Peruvian Wharf for aggregates was nearing completion. Also that Orchard

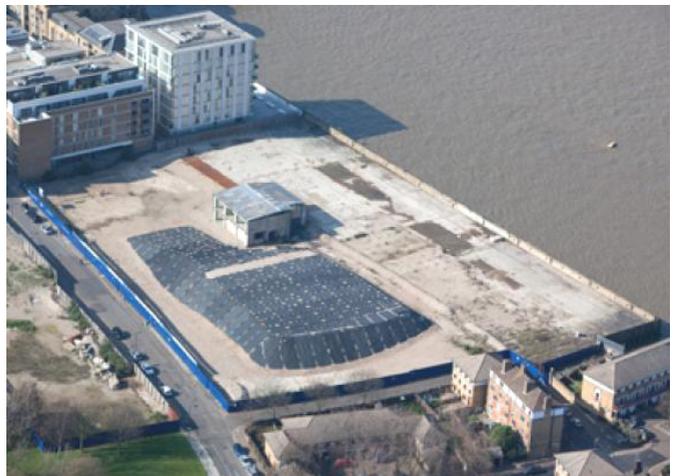
Wharf was secured for aggregates. Both wharves have been unused in recent times.

A Thames Training Alliance has been set up by commercial operators to co-ordinate the training of Boat Masters with Local Knowledge of the river.

Traffic projections and plans are being developed in conjunction with the Thames Tideway tunnel project. This will also involve moving some craft moored along the embankment.

### **Thames barging by night eliminated**

The Thames Tideway Tunnel Project Team have been looking at using larger vessels to take away spoil from the tunnel drive site at Chambers Wharf to reduce the number of barges needed.



Chambers Wharf, Southwark, London

There were concerns from residents about noise during the night so the Project Team are now looking at using larger sized barges, and now intend to stop all barge operations between 10pm and 8am. They are also taking guidance from how the Lee tunnel and Crossrail projects perform with similar sized barges as those proposed here.

### **Thames Waterborne freight results 2012**

In December 2013 the domestic waterborne freight statistics for 2012 were published and for the seventh year in succession showed a decline. However, this traffic also includes sea-going traffic with links beyond the smooth water limits.

The foreign trade has for long dominated the inland waterways traffic and from 2011 to 2012 showed signs of slight recovery. Significantly barge traffic increased from 3.46 to 3.7 million tonnes.

The increase in barge traffic can almost certainly be explained by the revival of activity on the Thames/Medway (see CBOA News, Autumn/Winter 2013). The Crossrail tunnelling will continue for four or five more years and work on the Thames Tideway tunnel is scheduled to start in the near future and will continue for a number of years. It seems likely that 2013 will show increased barge activity on 2012 with further growth in 2014. In addition to the tunnelling a redevelopment project such as that getting under way at Battersea could, and should, create considerable barge demand traffic and the activity in aggregates movement by SWS *Thurrock* and *Polla Rose* (see below) reflects this.

### Some just keep going

*SWS Thurrock* and *Polla Rose*, 50 and 43 years of age respectively, well maintained and not showing their years, are both of continental origin and have interesting histories but are now busily engaged on the Thames.



S Walsh & Sons' *SWS Thurrock* - aggregates for Battersea (R Squires)

The *SWS Thurrock* was built at Moerdijk, Netherlands in 1964, and under four different names

operated widely on mainland waterways. As *Transient* she was in 2009 bought by Capt Graham Thompson to operate on the Severn aggregates movement and with 47m length and a 560dwt she provided scope for economies of scale.



Thames Shipping Ltd's *Polla Rose* - aggregates for Battersea

Nothing came of this and after lay up in Gloucester *Transient* was bought by the new Green Barge Company for use as *Green Transient* on the Thames and especially for Olympic site development traffic.

Little came of this either and the company ceased trading in 2011 and the barge was bought by S Walsh & Sons, was renamed *SWS Thurrock* and is busy on the Thames as part of their wide range of craft servicing the construction industry and particularly Crossrail and aggregates movement.

What is now *Polla Rose* was built in Belgium in 1971 and with a length of 55m had dual load lines and both inland and short-sea capability (730dwt inland and 530dwt summer seagoing) and after a number of name changes and involvement in different trades was acquired in 2003 by Heather Chaplin.

She was re-engined and with superstructure improvement worked as *Geminus* on the Manchester

Ship canal grain trade. In 2008 she was acquired by Thames Shipping Ltd as a part of Euomix Concrete and as *Polla Rose* has been largely involved in aggregate movements from Fingringhoe to Battersea and Dock Entrance and Mohawk wharves, Silvertown. With two crews working one-week on / one week off this is 24/7 for the ship.

These vessels illustrate so many arguments in favour of waterborne freight. Perhaps our parliamentarians might consider the negative impact in many ways of moving all this aggregates traffic on London's roads?

### South Yorkshire stoppage visit

CBOA Chairman David Lowe (a member of the CRT NE Waterway Partnership Board) joined CRT Trustee John Dodwell, Waterway Manager Jon Horsfall, and Freight Planner/Harbourmaster Stuart McKenzie for a visit to two stoppages which were taking place in February.

Following extensive consultation with CBOA and our member John H Whitaker (Tankers) Ltd the stoppages at Aldwarke and Sprotbrough were re-scheduled to coincide so as to reduce the time the navigation would be closed and minimise inconvenience to Exol Lubricants Ltd (formerly Green Line Oils) whose Rotherham works is supplied by oil from Hull docks by barge on a weekly basis.

Jonathan Hoole (Operations Director) and Richard Ellis (Operations manager) from Exol Lubricants Ltd (formerly Green Line Oils) joined the group at Aldwarke Lock. Jonathan explained that the barge deliveries were essential to the success of the Exol operation for various reasons, including restricted access for lorries to the Rotherham site.

It was anticipated that the deliveries would continue by barge for the foreseeable future and that there might be other opportunities to use inland waterway transport. Exol (when as Green Line Oils) won the Commercial Boat Operators Association (CBOA) Award of Excellence in 2009.

### Large AIL on River Yare

In December two evaporators and a pre-scaldier weighing 270 tonnes were carried on Norfolk's River Yare – the first heavy machinery cargo for 25 years.



Destined for the sugar factory at Cantley, the equipment will improve energy efficiency and cut greenhouse gas emissions by reducing the amount of fossil fuels the British Sugar plant uses. This is part of their aim to become the most efficient sugar processor worldwide.

Carried on a 66 meter Dutch pontoon, and propelled by two tugs, *Suffolk Spirit* and *EMS Surveyor*, the front one pulling with the rear appearing to steer and check, sometimes by going astern. The Broads authority was in charge, with two patrol boats accompanying. The trip required careful planning and execution; tides, bridges, tight turns, inclement windy weather which caused a day's delay, timing the passage of Reedham railway swing bridge all had to be factored in to ensure successful delivery without incident.

British Sugar was pleased with the operation, having identified water transport as the most successful



Visitors with CRT staff in the bottom of Aldwarke Lock. (Charlotte Burnett-Wood, CRT's Principal Waterway Engineer NE)

way to get the plant delivered. At present road transport is used to deliver raw cane sugar sourced from South America. Perhaps they can be persuaded to see the advantages of using the river for freight.

#### 400 tonne turbine carried by Wynn's

CBOA member Robert Wynn & Sons Ltd were contracted by Abnormal Load Engineering (ALE) to transport the first 400 tonne gas turbine to Carrington Power Station on the Manchester Ship Canal (MSC).



Wynn's Terra Marique loaded with 400t turbine (Robert Wynn and Sons Ltd)

Construction contractor Alstom recognised that the MSC was the obvious way to transport the turbine, due to its size and the complexity of the operation. As with all these types of cargo, it obviated the problems with road transport with a sizeable item, and also met their environmentally friendly goals. Carrington Power Ltd's power station is due to be commissioned in early 2016.

#### Nottingham Waste Core Strategy

In December 2013 Nottinghamshire County Council and Nottingham City Council adopted their Replacement Waste Local Plan.

The Transport and Communications section of the Plan section recognised the importance of the River Trent as a major waterway, and that limited use is made of waterways for transport, as most freight including waste is carried by road, rather than by water. The Plan

recognises the potential for the increase of water freight.

Air quality concerns from transport also mean that reducing the distance waste travels and encouraging alternative methods of transport, such as water or rail, has to be a priority. The Plan's Strategic Objective S05 – Sustainable Transport, which is to "...encourage alternatives to road such as water and rail where practical. Locate sites close to sources of waste and/or end-markets to reduce transport distances and minimise impacts on the strategic road network."

The Plan also stated that "larger energy recovery plants would be best located near other industrial uses of a similar scale and bulk with good road and/or rail or water access for transport".

Plan Policy WCS11 Sustainable Transport, seeks to maximise the use of alternatives to road transport such as rail, water, pipeline or conveyor in order to minimise the impacts of the use of less sustainable forms of transport.

On the subject of the River Trent, CBOA's David Lowe and John Dodwell recently had a positive meeting with Lafarge-Tarmac (Central), and they were keen to re-use the barge loading facility at Besthorpe for carriage to sites on and off the Trent.

### In the Press

#### Rising Tide of Thameside building projects

The Thames' ancient role of commercial transport is undergoing a revival after a surge of construction work. The London Docks finished their trade in the 1970's, falling victim to the rise of large container ships, the *Financial Times* (FT) reported in November. (Also reported extensively in *CBOA News Issue 13*)

A new wave of big infrastructure projects such as the Thames Tideway Tunnel, Crossrail and the planned Northern Line Underground extension are bringing the river back into use as a commercial thoroughfare for business, the FT reported.

Jim Trimmer, Head of planning for the Port of London Authority (PLA), was reported as saying about river freight "There's no congestion, you can get point-to-point journeys consistently with the tide – with free energy – and with the sense of security. You can put

1,000 tonnes in a barge and it's a lot easier to move than 40 lorries."

The FT also pointed out the rise of the Manchester Ship Canal for 21<sup>st</sup> century business as a low cost way of moving cargo with a fivefold increase in container traffic. An interesting comment was made however that the Thames has yet to become a thoroughfare for container traffic, excepting the waste traffic.

One of the greatest challenges facing the PLA is making sure that wharves are kept as such with the demand for land for property development. 25 wharves have been safeguarded west of the barrier. The PLA is close to acquiring two more wharves owned by property developers through compulsory purchase. Without such powers "you could end up having a motorway that you can't get off" Jim Trimmer reported to the FT.

### **Peel to expand Liverpool 2 and Ship Canal**

*Property Week* (PW) reported in December that Peel Ports plan to expand the Liverpool facility with an additional container terminal called 'Liverpool 2'. It is due to open in the third quarter of 2015 and will be able to unload two large 'post-Panamax' cargo vessels of up to 13,000TEU.

PW followed this up by saying that Peel also plan to develop several sites along the Manchester Ship Canal (MSC) for port related distribution schemes that will be linked by road, rail. A feeder service along the MSC will move around 20,000 containers per year a distance of 40 miles between the ports of Liverpool and Manchester. PW reported that additional logistics sites are also planned on the banks of the MSC at Warrington and Salford.

### **Warrington Swing Bridge unpopular**

More frequent use of the Warrington swing bridge due to increased traffic on the Manchester Ship Canal has caused some issues with Warrington Borough Council and road users, the *Inland Waterways Association* (IWA) report.

Container barge services went up from 3,000 in 2009 to 15,000 by 2012. Customers include Kellogg's, Princes Food and Kingsland Wine, as reported in previous issues of CBOA News.

The IWA say that the council have requested Peel

Ports to reduce passage of ships during peak travel times, with proposals of only 20% of passages during these times. Peel are resisting this, saying that they had already implemented more night time and off peak passages following consultations with the council's highway officials. Peel has already put in hand other measures involving advance alerting and signage systems to help mitigate the problem, but some of these are awaiting implementation by the council.

It goes without saying that no one would want to see this traffic put on the roads.

## **Overseas News**

### **More freight on rivers and canals ordered**

500 million tonnes p.a. of water freight carried in the EU is just not enough. This represents only 6% of the total EU freight.

The EU has announced 6 measures to unlock the unused potential of the 37,000km of waterways, which should then allow freight to move more easily.

Removing bottlenecks and investing in workforce skills is seen as paramount. Inadequate lock dimensions, bridges and fairways and missing much needed links between major routes are some of the measures proposed, e.g. the link between the Seine and the Scheldt River systems.

This Seine-Nord Europe (SNE) Canal will be a multi-billion Euro project, 106km long, 54m wide, to be built by the end of the decade. But there have been financial setbacks however, but it is still supported by the French government, who were aiming for more EU funding. This appears to have been achieved with up to 40% EU funding provision agreed, as opposed to 6% originally.

### **Liège multimodal logistics hub goes ahead**

CBOA News Issue 10 Spring/Summer 2012 reported on the proposed expansion of the Liège inland port, the 'Trilogiport' so named for road, rail and water access.

Construction is now going ahead for the 100 hectare logistics hub on the banks of the Canal Albert, and is seen as an 'extended gateway' for the seaports of Antwerp, Rotterdam and Zeebrugge. The port will have 1,850 meters of quayside and a 15 hectare container terminal. A rail freight terminal will be provided, with

access to the road network via a new bridge to the Liège motorway system. 200,000m<sup>2</sup> of warehousing and distribution will be provided when fully completed.

Transit time by barge the 135km approximately to Antwerp is quoted as about 14 hours, and about 24



hours to Rotterdam. Funding is jointly from the Belgian government and EU to about €45m towards infrastructure requirements, with the private sector assisting with about €115m.

It is hoped with the project to create over 2000 jobs and scheduled to be open for business later in 2015.

### Paris barge traffic increases

Since the 1990's there has been a steady increase in barge traffic using the River Seine between Le Havre and Rouen, downstream of Paris.

In a new move by a leading supermarket chain, Franprix now makes its deliveries to Paris by barge. Each day 26 containers are loaded and taken upstream to the port of Bonneuil-sur-Marne, south of the capital. Containers are then barged down to a quay near the city centre, for local distribution by lorry around the city.

Franprix say that there is no particular cost benefit, but it does mean that they can be sure of getting deliveries made on time. Franprix also envisages the time when road transport restrictions or tolls may be imposed in this and other major cities, so the future of water transport looks more advantageous.

issued by CRT in February this year, following the Consultation Feedback Response in November 2013. This licence is required for all cargo carrying craft not covered by the Freight Carriage conditions on waterways classed as Commercial Waterways.

As previously proposed, cargo carrying will be under the 'Roving Trader' licence type. Other categories exist for other trading uses, but these are probably not relevant to CBOA members. Any form of trading will require this licence including simply advertising on the boat; with the exception that if there are no deliveries involved, no advertising and no customers visiting, then a trading licence is not required. A Boatmaster Licence or equivalent is required for the skipper.

Another type of licence relevant to CBOA members is the Maintenance Workboat Licence. This is applicable to craft working on the waterway infrastructure, structures or development sites adjacent to the waterway with direct access involved from the craft. Private towing contracts are excluded from this licence type. A Boatmaster Licence or equivalent is required for the skipper.

For more detail please contact Susie Mercer, Senior Business Boating Manager CRT, The Docks, Gloucester GL1 2EB, T 01452 318012, M 07795 027366.

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### Working craft warmly invited at Dutch Barge Assoc Liverpool rally

The Dutch barge association is holding its Rally in Liverpool this year from Thursday 12 June 2014 to Monday 16 June 2014, to coincide with and support the Mersey River Festival. All working craft, either barges or narrow boats are very welcome. See [www.barges.org](http://www.barges.org) and look on the 'Events' web page.

### CBOA Committee Meetings

Your committee has been working hard as usual, as our Chairman David Lowe covers in his report on page 2. The meetings are thorough, covering all significant matters relating to CBOA business.

## CBOA for Members

### CRT Business Boat Licence

A revised draft version of the licence conditions was



Meeting on board the *Leicestershire Trader* 16th January; L to R: John Dodwell, Nicholas Hill, Pete Hugman, David Hilling, Tim West, Bernard Hales, John Jackson, David Lowe, Richard Horne, Les Reid (photo: L Reid)

Meetings are often held at various locations countrywide. This gives us the opportunity to invite local Waterway Managers or other senior or influential people to speak to us and also for those individuals to see us and gain a better insight into what CBOA is achieving and promoting.

Meetings were held at the following locations:

16th January 2014: On board the Newark Heritage Barge *Leicestershire Trader* at Newark-on-Trent.

16th November 2013 (along with AGM): CRT, Gloucester. Guest speakers at the AGM:- Doreen Davis, CRT Museum Manager and Chris Witts, retired barge captain and local councillor.

24th July 2013: CRT Milton Keynes.  
Guest:- Richard Rutter, CRT Enterprise Manager (South).

24th April 2013:  
Robert Wynn and Sons Ltd, Eccleshall (CBOA Trade Member).

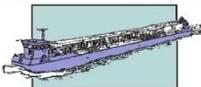
24th January 2013: CRT Canal Museum, Islington, London. Guest: Dr. David Quarmby, Chairman FrAG.

### CBOA NEWS

Views expressed are not necessarily those of CBOA.

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