

Volker Stevin holds back the tide

The £20 million Prescott Lock and Water Control Structure took a step further towards completion in July when Volker Stevin held back the tide from the tidal Lee. Known as 'tidal lock-out', the step prevents the influx of tidal flotsam and detritus, reduces the fluctuation in water levels and enables essential repairs to be carried out on the river walls. It also maintains rivers at a navigable depth for river traffic.

The July tidal lock-out was to facilitate construction of the new lock and water control structure in Prescott Channel, east London.

Earlier this year Hilary Benn, Secretary of State for the Environment, watched the BW contractor install the first 21-tonne 'fishbelly' sluice gate. He said the

government had committed to making the London 2012 Olympics the greenest ever "and it is projects like the Prescott Lock which will make this possible."

When work is complete water levels in the river will continue to rise and fall by up to a metre a day, creating ideal opportunities for establishing habitat features such as reedbeds. A 'fish pass' is being incorporated into the Prescott Channel to allow fish to cross between the river system and the Thames tideway to the south. The project will also enable British Waterways to bring boats back to Stratford for the first time in decades.

The lock is the first to be built in London for nearly 20 years and will provide access to the area

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Mark Bensted, Director London, British Waterways views the works taking place at Prescott Lock from the bottom of the lock chamber with Secretary of State for Food, Environment and Rural Affairs Hilary Benn MP
Picture courtesy British Watersays



Prescott Lock Picture courtesy British Waterways

for 350-tonne barges carrying construction materials to the Olympic site. The complete project comprises twin water control gates, a 62m x 8m tidal lock, footbridge, lock control building, the aforementioned fish pass, and weir gates. Work began in March 2007 and is due for completion in early 2009.

Post script: an unexploded WW2 bomb recently held up work on the lock - see 'Bombs away' on p4.

From the chairman



Goods news in this issue includes the expected movement of aggregates to the Olympics site alongside the River Lee; the movement of 300,000 tonnes of limestone in South Yorkshire from Lafarge's Cadeby quarry.

That we still have far to go is shown by three other matters – all to do

with planning in one way or another. The internal layout of a new waste recycling plant on the tidal Lee means that the sorted recyclates end up on the wrong side of the plant; it would be better to have designed it so the containers of recyclate destined for export via Tilbury ended up beside the River. The firm is interested in using barges but has now given itself extra handling costs. At Hackney on the Lee Navigation, a waterside biomass plant has been ill-designed so it cannot easily receive by water. When challenged by the planners, their consultants (experts on power stations but not on transport) claimed it would cost £6 per tonne to deliver by lorry and £38 per tonne by barge. When challenged again they could not substantiate their figures.

In Leeds, city planners are forced by central government to look for

extra land for housing and they are encouraged to look at brownfield sites. Fortunately, CBOA caught wind of consultation documents about allocating to housing land along the Aire and Calder in East Leeds. We were able to point out the various Government planning policy guidelines about keeping waterside industrial suites for business that can use water – and encouraging them. Oh, the problems of the Government trying – and failing – to join up its various policies!

A common theme is the part played by consultants in advising their clients. It is disturbing how few really know at what they should be looking. In some cases, CBOA is asked to help – but we need many more of those. So one of our tasks must be to let the wider world in and outside logistics know we exist!

John Dodwell, Chairman, CBOA

CBOA challenges consultants

A report examining the use of water freight to move some 1,000 cubic metres of woodchip a week between London Waste in Edmonton and Kings Yard, Hackney, has been successfully challenged by CBOA.

Consultants PB Energy Solutions had claimed that barge transport costs would be £38 per tonne compared with lorry costs just £6 per tonne (before the recent price hikes). CBOA estimated the barge costs would be £3 per tonne.

The consultants appeared to base their claims on the capex needed for unloading equipment without saying how it would be funded or depreciated.

What's more they assumed an unloading gantry for containers

would need to be built. The expert on mechanical handling contacted by CBOA said that by far the easiest and cheapest method of transporting the woodchip, with the least impact on the environment, would be to blow it into tanks in a barge from a hopper near the water and then blow it out into a hopper at the other end.

Other inaccuracies in the report included the amount both rigid and articulated lorries can carry, no mention of the existence of freight facility grants and the lack of consultation with knowledgeable organisations including the Mayor's London Waterways Commission.

CBOA chairman John Dodwell said those inaccuracies could lead to a judicial review – and was promptly

invited to become involved. The Olympic Delivery Authority has now stated it will continue to examine the feasibility of transporting biofuel to the Kings Yard Energy Centre over the next six months, with the executive management board issuing a final report in December.

They said the design should be carried out in such a way as to 'avoid precluding the use of barges for transporting biomass in the future as far as is practicable.' They added they sought commitment to a process of dialogue with the London Development Agency to establish a long term multi-modal wharf that could include facilities for delivering biomass fuel by barge with a short road transfer to the Energy Centre, as part of the Olympics Legacy Masterplan Framework.



New lease of life for Hargreaves coal barges

Hargreaves barges that were designed for hauling coal to Ferrybridge power station in the 1960's are now being brought back into service to deliver limestone from the LaFarge quarry at Cadeby, 7km up the River Don, to the old Plant Works at Hexthorpe, Doncaster. The contract is for the Woodford Group (Leeds) who are using the limestone to level the site for a large residential and industrial development.

Up to 250,000 tonnes will be delivered by three Volvo-powered tugboats and nine barge pans, each capable of holding up to 170 tonnes of limestone.

For many the Hargreaves name is associated with road transport. As one of the UK's largest logistics providers it has a fleet of more than

500 vehicles nationwide. But the Hargreaves Group has expanded into minerals and support services. It acquired Maltby Colliery in South Yorkshire from UK Coal plc in February last year and signed a new three-year contract with Drax Power Station to supply their coal.

Greg Kelley, Managing Director of

Hargreaves' Industrial Services Division told CBOA News: "It is hoped that this contract is the first of many to come for the Canals Division, as UK companies and Government realise the massive benefits of reduced transport costs and most importantly the very low carbon emissions associated with canal traffic."



A Hargreaves tug pushing 510tonnes taking 25 lorry loads off the roads. Photo courtesy Malcolm Slater.



Final phase for Powerday's new site

A fully automated recycling system - the final major phase of Powerday's investment programme beside the Grand Union Canal at Willesden Junction, north-west London - was due to be commissioned as CBOA News went to press.

It has taken nearly 14 years since Powerday first secured the lease to redevelop the four hectare brownfield site into the UK's biggest waste re-handling facility. When fully operational it will be able to take 1.6 million tones of material a year. Barges laden with waste from London's construction sites from companies including Allenbuild, Laing O'Rourke, HBG, Carillion, Kier and MPG Dry Liners have been arriving since 2007 to recycle their contents.

"We knew all along we wanted to use the canals," Powerday's commercial director John Naughton told CBOA News. "Their profile is rising, it's sustainable, and they're

already there!"

Barges will help deliver some 400,000 tonnes of waste a year - 25% of capacity. Each will unload in just 15 minutes when the plant is fully operational. The purpose-built wharf was constructed with the help of funding from BW and Transport for London.

In partnership with EWS (English Welsh and Scottish Railways) and WRG (the Waste Recycling Group) Powerday has also recommissioned existing rail sidings to link directly into the main Edinburgh line.

Powerday has invested more than £18 million in developing the facility. Now it is looking at commissioning new barges to take 120 tonnes per trip in place of the ageing barges they are currently using. These can only handle 50 tonnes. New barges would also help by reducing maintenance and running costs and have a useful life of some 50 years.

Making light work of an abnormal load



The Terra Marique approaching Truro Harbour where she offloaded a 140 tonnes transformer. The traditional port of discharge for such a load would have been Penzance however using the Terra Marique the distance to site was cut in half, a reduction of 20 miles.

Bombs away



Picture: MoD

Work on the Prescott lock was halted when a construction worker operating a mechanical digger to widen the bank to take barges hit an unexploded 1000 kilo 'Hermann' World War II bomb, said by police to be "the largest bomb ever to be dropped on London".

The bomb was deposited it on the bank, where it lay on a gas main 50 yards from the main sewage pump for east London.

Tube lines near the site were closed as Army bomb disposal experts encased the bomb in a sand and wood 'igloo' to contain a blast should it go off. It had started to tick and ooze liquid when they tried to disarm it.

It was stopped by a brave Royal Engineer who went back repeatedly to the ticking device to 'freeze it' by pouring a salt solution on to it. He used a powerful magnet to stop its timer.

And more unexploded World War II bombs may be buried under the east London 2012 Olympic Games site. More than 200 of the 1,500 bombs dropped in east London failed to detonate, says a report for the London Development Agency. It has classed some of the 500-acre site as "high risk" and experts have begun scanning the area for ordnance.



Web enquiry leads to contract

A contract to move steel piles from Birmingham to the River Lee has resulted from a CBOA website enquiry. And so earlier this year Richard Horne and Tim Collier loaded narrowboats Arundel and Betelgeuse with 110 steel piles, weighing 43.79 tonnes, from the company ALE Piling at Tyseley to be delivered to Lee Valley Marina at Walthamstow.

ALE Piling were replacing the existing decayed wooden bank piling at the West Warwick Reservoir site at Walthamstow. The piles were 6m long, 600mm wide, in packs of five, craned in onto bearers placed in the hold and in between the packs. Two pairs of parallel columns were formed in each boat, up to three packs high. The motor boat was loaded with 50 piles, the butty 60, both boats drawing about 3ft 3".

On the 10 mile pound through the Solihull area, supermarket trolleys and bicycles in the bridges and years of accumulated leaf silt and sunken tree boughs in the steep cuttings slowed progress. Warwick also had some obstructed bridges. Vandals had opened paddles on the Northampton Arm, resulting in the 15 mile pound from Buckby to Braunston being 5-6" down. These delays added about a day to the trip.

The boats arrived at Lee Valley Marina early afternoon 7 days after setting off, to be unloaded onto pontoons the next day by a bank side crane.

Says Richard Horne: "ALE Piling are pleased with the use of water transport for the piles delivery and would like repeat the exercise should the need arise.

Prescott lock first traffic

Bennets Barges plans to use two 100 tonne barges and three 350 tonne barges to deliver between 500 and 1,000 tonnes of aggregates a day to the Olympic Park. Parent company Aggregate Industries UK won the contract to be the sole provider of the sand, gravel, crushed stone and recycled concrete needed to construct the venues and infrastructure, and 25% of the total will go by water.

The use of Bow Back Rivers for this waterborne freight becomes possible thanks to the construction of Prescott Lock.

In addition the company plans to use two 100 tonne barges and three 350 tonne barges to deliver between 500 and 1000 tonnes of aggregates a day to Olympic Park. Aggregate Industries UK, the parent company, won the contract to be the sole provider of the sand, gravel, crushed stone and recycled concrete needed to construct the venues and infrastructure, and 25% of the 100,000 tonne total will go by water via Bennetts Barges.

"I worked on the River Lee 35 years ago," Commercial Director Dave Allen told CBOA News, "and I never expected to be barging on the River Lee again."



Steel piles being loaded Pictures courtesy Richard Horne

Profile: GPS Marine



One of GPS Marine's barges that will help carry 1.5 m tonnes on the Thames and Medway this year

For someone who once thought there was little future in inland water transport, managing director John Spencer of GPS Marine is doing rather well. In the last two years he has doubled the size of his operating barge fleet and expects to carry 1.5 million tonnes on the Thames and Medway this year.

"To be honest I never really had any faith in inland water transport until recently," he told CBOA News, "and I never thought I'd see the day when demand outstripped supply. If the jobs we are expecting actually come to fruition I expect the annual tonnage to exceed 2.25 million tonnes within 4 years."

Starting in ship repair, he moved into coasters in 1979 with his father. That ended with the 1985 miners' strike and by the late 90's they decided to stop investing in Thames-based kit.

But by 2003 GPS Marine decided to try to develop transport by barge on the Thames, reactivating laid up barges. Today they operate a Thames-based fleet comprising 26,000 tonnes (dwcc) capacity of dumb barges and 8 tugs, with 4,000 tonnes of barge capacity and 2 tugs added to the fleet this year.

"We were able to turn this idea into reality because we had a large and underused inland fleet and because

Hanson Aggregates and Premix had the necessary foresight to give the idea a whirl."

Meanwhile they got tugs working throughout Europe on coastal and distance towing, dredging and civil projects. They started the Dutch subsidiary GPS Marine Services BV in 2005 to operate in mainland European ports and harbours and further afield in the fields of salvage and heavy lift.

Back in the UK he says Hanson's floating concrete batching plant at Canary Wharf plant would possibly not exist were it not for GPS Marine finding the barge in the first place, bringing it to the UK, doing the initial conversion, assisting with the plant and barge installation and doing the bulk of the subsequent refurbishment and second installation. Since then GPS Marine has delivered every ton of barged aggregates the plant has used.

They now carry concrete aggregates, roadstone, spoil – up to 300,000 tons a year – and containers, with empty containers and containers loaded with soft fruits being the most common. Their container services operate between Tilbury Dock, Thamesport and Sheerness Docks while their stone and aggregates business plies to and from 10 wharves between

Northfleet and Wandsworth.

Recently the waste specialists S. Walsh and Sons Ltd and H. Sivyver and Sons set up facilities where on a long term and sustainable business basis spoil can be loaded into craft in London and transported to the Pitsea and Hoo sites. But first the reluctance of terminals to accept barge distribution systems had to be overcome. John Spencer said that despite years of hard work by Mike Bearman of Delta Shipping, the container terminals had to be "persuaded" to accept the concept.

"They told them they had better get used to the idea of barge transport because barge distribution was the future and they, the shippers and lines, intended to use water freight to move their businesses forward."

He says more opportunities exist everywhere that road transport is failing. It only needs vision by the cargo owners and suitable facilities for cargo handling and riverside manufacture to be combined with a far sighted and sound water freight operator.

"It is important to remember though that water transport requires high volume and anything with few inherent vices that is bulky."

Aggregates, fuel pellets, coal, grain and containers are all potential cargoes. To make barge transport viable they need movement over a reasonably long distance and it helps if the load or discharge points are in a large city.

He says the present grant scheme is not the answer. A system of government support of private borrowing with the entrepreneur being "up front" with the risk and putting up a good slug of the capital is a better way forward. While road



John Spencer at



Environmental concerns hit supply chain

congestion and high fuel prices help the case for transport by barge, “in my view the decision to opt for modal shift to water has to be based first on money!”

What’s needed now is positive publicity to drum home the message that water transport is free of the industrial relations problems that historically blighted it. “It is also important for planners to discourage use of riverside land for housing,” he says, “and it is essential that the environmental lobby should respond much faster and be less obstructive when considering water transport initiatives and the dredging and construction of facilities that are necessary for water transport to take place. Today much freight stays on the roads long after any sound business - or environmental - reason exists for it to do so.”

However he warns he has not seen one case where a change to barge transport has taken place for purely environmental reasons. So far as the Olympics site is concerned, every contractor that they talk agrees the Olympics Delivery Authority is only paying lip service to barge transport. The economics dictate that the vast and overwhelming majority of traffic will use other modes of transport.

“Apart from competition for suitable land for wharfage and a lack of wharf facilities, in a word the biggest problem we need to overcome is inertia!”



cer on one off GPS Marine's new 1500te barges

Infor has released its latest research which shows that two thirds of supply chain professionals want the UK Government to help subsidise environmental initiatives. Some 100 professionals were polled.

- 82% are concerned about reducing their carbon footprint
- 96% want better supply chain visibility
- 90% are concerned about shrinking margins
- 89% about introducing new products
- 89% about escalating consumer expectations.

Some 47% said cost was a barrier to implementing green initiatives, while 32% claimed the inability to measure results hindered progress.

The research also shows the need to address environmental issues is at an unprecedented level as supply chains become more global and complex. Traditionally, companies with global supply chains moved products through low cost countries

to keep labour and shipping costs down. Now the environmental cost must be balanced with a focus on decreasing carbon emissions from land, sea and air transportation, meaning supply chains can no longer be measured purely on economic costs.

When asked about the length of supply chains, 75% of those polled said their supply chain's geographic reach had increased in the last two years. Almost half (43%) claim their supply chain now incorporates the UK, Asia-Pacific, The Americas, Eastern Europe and Western Europe. 67% say they are more likely to offshore parts of their supply chain compared with two years ago.

“As green initiatives continue to be placed at the top of supply chain agendas, they will compete for being prioritised along with traditional business issues such as margin improvement and customer service levels,” said Andrew Kinder, director, Industry and Product Marketing, Infor.

Press watch

Among the national papers reporting BW's 60th anniversary was **The Times** which devoted not only a full story with map but a leader and comment from Libby Purves recalling her time in the 1970s with the Waterway Recovery Group. The leader noted: ‘Even freight has returned: rising fuel bills, clogged roads, new wharfs and environmental concerns have made it worth moving wine and waste, sand and aggregates by barge...

The previous month the paper had carried a half page roundup in the Business section on what it called ‘a nationwide resurgence in the use of waterways and canals for freight, as

transport groups, manufacturers and retailers look for cheaper ways to move goods’.

Sea and Water director Francis Power is quoted in the **Financial Times** on the slow switch to rail and water saying rising fuel costs have made many customers keen to move goods closer to their final destination by water. Ports such as Teesport in the UK have grown rapidly as companies switch from bringing shipments to a southern port then onward by land. Now they are bringing them to smaller regional facilities. “There’s going to be a huge pressure on the transport industry to reduce costs,” he says, adding: “14% of carbon emissions are from transport”.

CBOA for members

Health and Safety training

In response to requests CBOA is organising a Health and Safety training day at the Waterways Museum, Goole, aboard Room 58 (the conference barge). This will take place on Saturday 22 November from 10.00hrs until about 16.00hrs.

Topics covered will include: What do we mean by Health & Safety? What does the law require? What is a Hazard? How do we identify Risks? How do we reduce and mitigate risk through Risk Assessment and Safe Methods of Work? How do we write a Method Statement?

Tutor(s) will be provided by QSS Training, specialists in the field of transport, with input from members who already have practical experience and expertise in the subject. It is hoped to conclude the day with a discussion around examples of good practice provided by members, and that QSS will be able to suggest modifications, additions and improvements. Members will go away with course notes and a good understanding of the subject as it applies to our own specialised workplace.

The number of delegates is restricted to 12 so we will give preference to northern members in this instance. However, if successful and subject to demand, we hope to present a similar workshop in the south and the Midlands.

CBOA is part funding the event so costs are low: £50 per member, and £75 for non-members, including buffet lunch. Please let the Secretary David Lowe know if you would like to attend: d.lowe@cboa.org.uk.

Midland Chancellors

Midland Chancellors have renewed their offer of a trade discount for

CBOA members and associates on items bought at their centres at Braunston, Penkridge and Preston Brook. CBOA does not issue membership cards so members visiting in person will need to show a business card or letterhead with CBOA membership on it, or mention CBOA. Those buying by telephone for the first time should let Secretary David Lowe know in advance so he can advise Midland Chancellors of membership status.

Please support Midland Chancellors and do mention CBOA! (Please note: Midland Chancellors' only condition is that members should not purchase items at a discount on behalf of friends or others). <http://www.midlandchancellors.co.uk/default.aspx>

Trent Study under way

Consultants MDS Transmodal and Peter Brett Associates have met CBOA members including David Lowe to discuss a range of options for the Trent, from almost leaving it as it is to a full upgrade for ships to Nottingham. They are also looking at engineering solutions to problems such as Newark and traffic potential.

Planning matters

CBOA has been active in two planning matters. In Leeds, CBOA said it would oppose suggestions for housing alongside the Navigation in the Stourton area. In Hackney (London), CBOA supported proposals to build a small biomass power plant alongside the River Lee as long as the biomass was delivered to barge; the expected source of supply was chipped timber from London Waste's Lee-side recycling plant at Edmonton. CBOA joined BW, IWAC and others in providing critical comments from a consultancy which claimed barge use was uneconomic but could not support its figures when challenged.

CBOA at Seawork

The CBOA stand at Seawork in Southampton attracted a significant number of potential new supporters. It's the start of a CBOA initiative to increase awareness of the industry and CBOA will be represented at more forthcoming events and festivals.

The stand featured examples of current and potential freight movements spanning all types of vessels and parts of the system, from the narrow canals to estuarial waters. Links were



formed with other trade associations and representatives from the industry in the Netherlands, where there is significant investment in infrastructure, barge design and handling methods to exploit the potential and environmental benefits of freight by water.

Seawork is Europe's largest commercial maritime exhibition in a working port, with over 6,000 visitors from 40 countries.

BW stoppage meeting

CBOA was among delegates at BW's national stoppage meeting in June and among issues raised was BW



weekend working. West Midlands has agreed wherever possible to keep open stretches between works at weekends and user groups have agreed not to push for them where the cost to BW is 'significant'.

Doncaster dredging update

The last CBOA News reported that following last year's summer flooding, the lack of dredging on the Sheffield and the South Yorkshire Navigation had been raised in Parliament. This followed BW reducing the official depth from 8ft 3ins to 7 ft 2ins, forcing barge companies to take smaller loads. Where to put the highly contaminated dredgings complicated matters – taking them by road to Hartlepool was one possibility. In an ingenious move and after pressure from one of our

members and enquiries from CBOA, BW moved dried dredgings from their Long Sandal tip to heighten the banks at Great Heck on the Aire and Calder, to counter coal subsidence. That made space for the dredgings from the SSYN. The work is expected to be completed by autumn.

BW dredging meeting

BW has asked CBOA to prioritise spot dredging requirements as a result of a meeting between CBOA's David Lowe and John Jackson and BW's general manager West Midlands Tony Harvey, Asset and Programme manager Sally Phipps and Dredging supervisor Dean Davies. They said spot dredging was 'almost always' triggered by customer feedback. High spots on the Worcester and Birmingham are to be spot dredged by autumn plus, resources permitting, stops on the

BCN main line.

So far as main line dredging is concerned BW said they used a formula based on sonar surveys and frequency of use to decide priorities. John Jackson asked if sonar could detect silt, because the length at Tettenhall was badly siled yet sonar readings showed it to be OK. BW is to investigate.

BW comment cards for feedback in the West Midlands can be found at: enquiries.westmidlands@Britishwaterways.co.uk

BW gets facts

Earlier this year Geoff Wheat of Humber Barges hosted a BW fact finding mission on the Aire and Calder Navigation between Pollington and Whitley Locks. His guests aboard the fully loaded Fusedale H were the North Eastern Waterways Freight Champion, Work Superintendent and Dredging Foreman.

Subsidence has already started on this stretch because of renewed activities at Kellingley Colliery and a dredging programme is being developed. The group discussed this and related issues to do for example with toxicity of dredged materials.

As the river Aire was in flood at Ferrybridge the flood gates were closed and there is no automatic feed into the section. In the absence of full-time lock-keepers the levels are not monitored continuously and frequently the levels downstream of Ferrybridge become lower than normal, as they were on that day. The journey from Goole to Pollington took 16% longer than expected even though the hull did not touch the bottom.

Geoff Wheat suggested that when, hopefully, BW has more finance available for projects, they provide

a recorded message available 24 hours at Castleford, Ferrybridge and Cromwell Lock giving the current level of 'fresh' floodwater.

"Aggregate traffic skippers are making decisions based on water levels which they will encounter the following day - how much to load/ will the whole fleet be stopped/ will empty craft be able to return downstream," says Geoff Wheat, "and a system by which skippers could use their mobile phones to contact BW and hear a recorded message would be extremely useful."

Stop Press: BW's Stuart McKenzie is looking into the possibility of a restricted read only version for 3rd party users of a service used by its M&E engineers to access SCADA information via mobile.

No comment

BW has various ways of alerting users of canals to stoppages.

Compare and contrast:

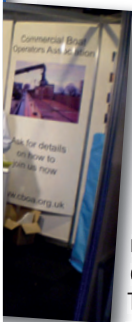
Warning notice: Temporary Wharf in Operation

This was to alert users to expect a large increase in commercial traffic on the South Yorkshire Navigation while remediation work was carried out on the bank opposite Newton Farm footbridge.

Why a warning? It's good news!

Letter: To Whom it may concern: Stoppage at Doncaster Lock

The letter apologised to all customers and freight operators for the disruption the nine day stoppage would cause, said the team would work extended hours and over the weekend to progress the work as efficiently as possible and use the stoppage to carry out other necessary repairs resulting from last year's floods.



Foreign news

Rhine and Rhone

French shipping line CMA CGM has taken delivery of three new container-carrying river barges with a carrying capacity of 204teu for its River Shuttle Containers subsidiary to operate a service between Marseilles' Fos terminals and Lyon, Macon and Chalon. They will allow frequency to be upped from two to three times a week, taking overall weekly capacity up to 1,200 teu. and consuming 41% less energy than the pushed barge convoys they are replacing.

Duisberg

The company has also opened a new trimodal terminal at Duisberg, given seaport status, to help cope with fast-growing cargo volumes and congestion at sea ports. It features four rail tracks and a gantry crane capable of handling both ship and train cargo.

Rotterdam logistics

Plans to use 500 – 700teu barges in place of lorries to transport containers between the deep sea terminals and container transfer sites are being developed at Rotterdam. The aim is to reduce

road congestion and pollution by using barges to make the 50 – 70km journey. The first of three sites – north, south and east – is planned for 2009. If Amsterdam is chosen for the northern site, cargo arriving by barge from Rotterdam would enable companies to complete three shuttles a day compared with one six-hour return journey by road.

China logistics

While road accounted for 71% of domestic cargo transport last year, rail took 15%, pipelines 2% and waterways 12%. By 2010 rail is expected to receive an annual investment of \$8bn, roads \$100bn, sea \$8bn and inland waterways \$1.1bn.

EU pollution toll

EU member states are to be allowed to charge road hauliers for harming the environment under Transport commissioner Antonio Tajani's new green transport proposals. They will include costs related to air and noise pollution as well as traffic congestion although they will not be taxed for costs attributed to global warming. An EU directive of 2006 established the principle of integrating the environmental costs

of road freight transport into toll prices. But this new proposal has to be approved by EU governments and the EU parliament to become law and there may not be time before it winds up in March ahead of the June elections. If passed, the law will apply to goods vehicles weighing more than 3.5 tonnes. The proposal is part of a broader plan to improve transport efficiency through investment in developing port services, boosting railway passenger and freight transport and promoting inland waterways.

New for Ghent

A new 16 hectare multi-modal sea-going/inland navigation container terminal is to be developed at the Port of Ghent. It will have 250metres of quay to handle inland vessels and 216 metres for short sea services. It's a 30-year concession for Ghent Container Terminal and when operating to capacity is expected to handle 300,000teu a year.

Duisport

The German inland port of Duisport has increased its container handling by 14% to just over 900,000teu. Barge moves to and from the port were up 4% to 370,000teu..

Freight on water

Supermodel Tuuli Shipster delivers the first copies of the new 007 Devil May Care in a specially commissioned Samsonite case aboard a Royal Navy 'Pacific 24' sea-boat under the watchful eye of the Royal Navy Black Cat Lynx helicopters. They rendezvoused with HMS Exeter in the Pool of London before being taken to Waterstone's in Piccadilly in a cavalcade of Bentleys, including a custom-built 1950's S1 continental convertible.





News in brief

British Waterways

Sixty years after they were brought into public ownership Britain's waterways are continuing their second period of sustained growth and investment, according to BW's annual report. Some 31,000 leisure craft now use the waterways.

Acknowledging that freight is no longer the primary use of its waterways BW says it continues to encourage waterborne freight 'where it is economically feasible'. This includes work to restore navigation on the rivers in East London that will result in a quarter of the aggregates required for the 2012 Olympic Park being transported by water.

Later this year BW will undertake a public consultation on its 10-year business strategy on BW priorities and alternative funding mechanisms. British Waterways' Annual Report & Accounts can be downloaded at: www.britishwaterways.co.uk/annualreport.

'Grandfather rights' to expire

The 'new' Boatmasters' licence scheme has now been in operation for nearly a year (writes Pete Hugman).

Skippers of larger vessels have needed licences since September

2007 and skippers of small passenger vessels and vessels under 24m will soon have to obtain them. As we are still in the transition period existing skippers can obtain these under 'grandfather rights' before the relevant cut off dates:

- Small passenger vessels (under 12 passengers), 30 September 2008
- Freight-carrying vessels and workboats of less than 24 m load line length, 31 March 2009

To apply, see MGN 333 on the MCA website www.mcga.gov.uk and search for one stop BML shop.

If you do not qualify for 'grandfather rights' you may still apply for a Boatmasters Licence but may need to do a practical test. There are also several alternatives available to skippers of smaller vessels - see MSN 1808 Annex 1. These include: RYA/DfT Day skipper theory and practice, RYA/DfT Day Skipper Practical Certificate, RYA/DfT Powerboat Level 2 Certificate for all categories of water with a period of experience, OR British Waterways helmsman, National Community Boats Association Certificate of Boat Management for A and B waters only. Please contact your local MCA office to apply or email p.hugman@cboa.org.uk

New local planning rules

Planning Minister Caroline Flint has urged local authorities to take a stronger role in shaping the future development of their areas under the new PPS12. It emphasises local development frameworks must be more firmly based on a shared vision between public agencies, businesses and local people and feed into a 15-year core strategy. This will set out who is to provide new development including infrastructure, as well as how and when it will be delivered.

Corporate responsibility

Two thirds of the world's shippers still have no environmental supply chain credentials, according to management consultant Bearing Point in IFW. Honourable exceptions:

Christian Salvesen. CEO Steward Oades said when they responded to tenders from customers they wanted to understand the environmental strategy and credentials but were not specific about targets. He said they were going through a period of discovery.

Wincanton. MD Jeff Anderson said the environmental and sustainability argument had gone from nowhere to being at the top of the agenda this year and was about actually putting plans in place

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

Inland waterways maps to help business go green

The Department for Transport has published a report and supporting set of interactive maps highlighting the key inland waterways suitable for freight under the title The Key Inland Waterways for Freight.

They highlight those areas where the UK's existing network of inland waterways has the greatest potential for freight services and can fit with the needs of modern freight businesses.

"The role of inland waterways in moving freight is already significant, primarily in the moving of construction material, agricultural products, waste and liquid bulks," said Transport Minister Jim Fitzpatrick. "We would like to see the market build on this success so that we can reduce the environmental impact of moving goods."

The report was produced in response to feedback from the market wanting this type of information and to promote the use of inland waterways for freight transport where they provide a viable alternative to road freight.

"The benefit of this is reduced

carbon emissions and congestion on the road," said Jim Fitzpatrick.

The report shows that the areas of greatest potential are the larger waterways and river navigations linked to our major estuaries. It identifies existing inland waterways in Great Britain that may realistically be considered for freight transport either in their current condition or with minor infrastructure. Estuarial waters are not included because the aim was to identify waterways with significant inland reach.

CBOA is among the organizations listed for further information.

The maps and the associated report are available on the DfT website at <http://www.dft.gov.uk/pgr/freight/waterfreight/mapkeyinlandwaterways/>

AGM

The Annual General Meeting will be held on 25 October 2008 at 2pm in Eccleshall, Staffs. All members are welcome. Formal details will be sent out later. Nominations for committee members should be sent to David Lowe, see details to the left.

Gwyneth Dunwoody



Gwyneth Dunwoody, Labour MP for Crewe and Nantwich, was chairman of the House of Commons Select Committee on Transport for many years before her death in April, aged 77. She was very knowledgeable about many aspects of transport, including freight – and that included water freight. A number of our CBOA members had appeared before her to give evidence. Her various committee reports urged the Government to take water freight more seriously. She will be missed both as a doughty individual and as a water freight supporter.