

CBOA NEWS

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Bennett's inauguration of new 'Tideway' barges

In May, Bennett's were delighted to hold an official welcome to their eight new Tideway Class barges of 1050t – 1650t capacity, at Butler's Wharf Pier in London. The reception was held on board the paddle steamer *Dixie Queen*, London's largest luxury floating event venue, in glorious sunshine nearby the iconic Tower Bridge.

Guests heard speeches from Chris Livett, Managing Director of Bennett's Barges, and Bert Advocaat, Managing Director of shipbuilders Baars BV. It had taken some time to reach the culmination of the project to delivery of a quality product which both spoke about, and in addition the extensive efficiency and environmental savings that these barges bring to the Thames and in particular the Thames Tideway Tunnel project.

The barge present at the event was the 1500t *ACB Pegasus*, one of four such sized vessels and guests were invited aboard to see for themselves the scale, quality and grandeur of the design and construction. In total, the barges add over 11,000t of carrying capacity to the Thames, each vessel removing up to 900 lorry movements from the roads. The fleet consists of *ACB Poseidon*, *ACB Apollo*, *ACB Churchill*, *ACB Hercules*, *ACB Pegasus*, *ACB Valiant*, *ACB Phoebe* and *ACB Zeus*. Tonnage capacity varies between the vessels. An interesting video shows the barges loaded and in use at www.livetts.co.uk/2018/05/23; included is a time lapse video of the construction of the *ACB Pegasus* at the Netherlands shipyard.



Barge *ACB Pegasus* at Butler's Wharf Pier, London. (Livett's/Andrew Christy)

From the Chairman



As I write this we still await with interest a further response from the Marine and Coastguard Agency to our submission (produced by Prof Jack Hardisty of the University of Hull, jointly funded by the Canal & River Trust and supported by ABP) to allow all year operation of barges beyond Hull to Immingham as part of the Port of Leeds project.

CBOA had a stand at the Recycling and Waste Management Exhibition (RWM) at the National Exhibition Centre on September 12-13 2018 in conjunction with the Canal & River Trust. This was a new departure for CBOA replacing the previous attendance at the Multimodal Exhibition. The event was a great success for us, with nearly twenty substantive enquiries, one of which resulted in us gaining a new member! We are grateful to

former Secretary Keith Astley for the suggestion to take part and to officers from CBOA and CRT who gave up their time to man the stand. CRT kindly provided a new set of pop up banners with our joint logos, and 'Greening the North' provided funding for which we are, again, very grateful. Your chairman gave a presentation at the Multi-Modal Exhibition, and this was repeated at the RWM Exhibition (see page 4).

CBOA also supported a very successful water freight conference in Leeds in October. This was organised jointly by the Canal & River Trust and the Freight Transport Association's 'Freight by Water' section. In addition to your Chairman a number of speakers from this country and mainland Europe gave presentations which were well received. After lunch a number of attendees took advantage of the opportunity to take a short coach trip to view the proposed Port of Leeds site in Stourton, and then go on to Bulholme Lock (Castleford), part of which needs widening slightly to permit Euro II sized vessels to pass through.

Another event in Leeds, organised by CRT and supported by CBOA, was a trip down the Aire & Calder Navigation (A&CN) aboard passenger vessel 'Kirkstall Fly Boat'. Guests from the local authorities, West Yorkshire Combined Authority, planners, and HS2 were joined by Lord (John) Prescott who enthusiastically espoused the need to make much greater use of our inland waterways and coastal shipping for freight. The journey took us past the Stourton site, through several large mechanised locks, and on down to Castleford and Bulholme. The engineers from HS2 are particularly keen to bring materials including aggregate and tunnel sections up the A&CN either direct to sites near Woodlesford and the current Leeds City station, or via the Port of Leeds Stourton wharf.

Work to remediate the former oil wharf at Fleet (Woodlesford) was evident as we went past, and we understand that this much delayed operation will be finally complete to permit operations to start in the second quarter of next year, subject to planning permission. As many readers will already be aware the West Yorkshire Combined Authority has approved a grant of £3.17 million towards the construction of the Port of Leeds Stourton wharf, subject only to a satisfactory business case and planning permission – the latter (full planning) is currently being sought (see page 10).

CBOA is still in detailed discussion with the Canal & River Trust regarding potential movement of lock gates and other materials from Bradley workshops out to sites around the midlands, with a possibility of trials.

We are also still in discussion regarding movement of materials to and from Icknield Port by water for the massive re-development scheme which has just started.

We've also been delighted to hear of the successful movement, by members Wood, Hall & Heward, of up to 3000 tonnes/week of construction material to the former Southall Gas Works site on the Grand Union Canal (Paddington Arm). This again demonstrates that our small waterways and their craft can be utilised for niche movements such as this.

It's good to welcome two new members of CBOA and in the North West Jason Nicholls has purchased the former grain coastal barge 'Loach' and is in the final stages of refurbishing it to re-enter trade on the Mersey and the Manchester Ship Canal. I am sure we would all wish him well with his venture. In contrast MMS Ship Repairs is a long established business based in Hull, specialising in repair, new build and operation of inland and sea going vessels of all sizes. We are delighted to have them as members.

Our AGM, at the Bond Centre in Birmingham on Thursday 26th April, was very successful and well attended. Our only problem was with the audio visual equipment which meant that we could either see our guest speaker, Antoon van Coillie (in Belgium) or hear him, but not both at the same time! We are grateful to Antoon and the other speakers for their time. Our AGM next year will be at the same location, and on Tuesday 30th April 2019. Further information will be made available nearer the time. Please do visit our website which contains more comprehensive reports on all our activities and news and is updated regularly. Minutes of committee meetings and AGMs are also posted on the website.

We were sorry to learn that our Vice-Chairman and long standing CBOA committee member John Jackson had sold his coal business and in view of this wished to stand down from the committee and his posts. John has worked extremely diligently over the years, especially with regard to the dredging of the waterways and stoppages and will be a hard act to follow in this respect. We hope you and Jenny will enjoy your retirement John, thank you for all you have done, and for your continued support as a member of CBOA.

David Lowe.

UK News

All Party Parliamentary Waterways Group

CBOA committee member Paul Ayres attended an APPWG meeting in March. Unfortunately The Right Honourable Theresa Coffey could not be present due to another important engagement, but was represented by her Under Secretary. There is apparently an issue with who keeps control and is responsible for the major infrastructure items especially on the Thames. CRT, EA and The Lords are all in agreement that this needs to be resolved within the next 5 years. There was worry and not inconsiderable discontent that the Minister appeared very elusive and not as approachable as her predecessors. Discussions with the minister had all been by phone it seems and no face-to-face meetings have taken place.

CBOA member Barbara Panvel has been advised that her MP David Drew (newly appointed DEFRA Shadow Minister) will meet CBOA members when he is familiar with the DEFRA brief, which has been complicated by Brexit.

Road transport hidden costs

An EU study on the negative effects to society of road transport which dominates the transport sector was calculated to be 4% of EU GDP in 2011; it is projected to increase to about 5.6% by 2030. Road transport also is responsible for 72% of all greenhouse gases produced and is also responsible for 97% of accidents. An EU transport policy is to shift 30% of road freight travelling over 300 km to multimodal transport by 2030, and more than 50% by 2050. (Source: <https://ec.europa.eu/transport>)

'Combined Transport' is favoured where the long distance carriage is carried out by rail or water, road being only used for local access. A Combined Transport Directive (92/106/EEC) exists for this. The relevance of EU Directives may be less so, but in the UK the issue is that ports nearer to origination/destination should be used, to avoid long lorry journeys.

The clean air issue

In March it was announced that four Government committees called for a new Clean Air Act, for car makers to pay towards a clean air fund, and to bring forward from 2040 the target for 100% clean car production. The joint committee report from an unprecedented four-way inquiry called for a new Clean Air Act, a clean air fund financed by the transport industry, a national air quality support programme for councils, and for the Government to require manufacturers to end the sale of conventional petrol and diesel cars earlier than the current 2040 target. The joint inquiry was launched amid concerns over the inadequacy of the Government's plan to improve air quality in the UK, as demonstrated by a series of successful judicial challenges in recent years. Transport is recognised as the major contributor to the "air quality catastrophe" in the UK.

In May, the Government launched a consultation on its clean air strategy. Lilian Greenwood MP said: "...Modal shift and active travel hardly get a mention. We need to have cleaner vehicles but we should also encourage different travel choices so we can reduce the total number of vehicles on our roads."

With water transport we may feel that we are greener, but most older vessels also have older engines which are not at all compliant with the current diesel emission standards. It is felt that cleaner emissions will affect the water transport industry at some point. Hybrid electric/diesel may be a partial solution, using batteries for low power operations, e.g. docking, passing locks and for loading/unloading and avoidance of 24 hour generation when in port or dock.

At the CBOA AGM in April, we were very pleased to have as one of our speakers Professor Rex Harris from the University of Birmingham who spoke fervently about Hydrogen as a source of motive energy. He absolutely believes that Hydrogen as a form of fuel for motive power is now a necessity to aid the worldwide reduction of CO₂. He also explained that with the discovery of the excellent magnetic properties of the element Boron, in magnetic terms it makes a more efficient electric generator or motor, so more power is obtained or alternatively further distance achieved for the same power used.

The weight and volume of the hydrogen store are small fractions of the total volume of the vessel. Nickel-metal-hydride (NiMH) rechargeable batteries are now used, not lead acid. NiMH can be deeply discharged without problems. Currently the fuel cell which converts hydrogen to electricity is 1kW, but will be 5kW in future. A future induction motor will provide 95% efficiency. A permanent magnet motor (magnets instead of coils in either the rotor or the stator) made with Boron is more powerful and more efficient.

Diesel engine thermal efficiency is around 35%, hydrogen overall 60%. Hydrogen can be manufactured and stored in metal hydride batteries from wind or sea generation plants when the demand is low.

The railways are instigating battery motive power, with at present 40 miles range with a 2 car passenger train. Northern are to run bi-mode (electric and battery) on the Windermere branch but this is principally to avoid erecting overhead power lines.

Recycling and Waste Management Show

The CBOA exhibition stand, aided by the Canal & River Trust, was on display at the Recycling and Waste Management Show (RWM) in September which was held at the National Exhibition Centre, near Birmingham. Previously, CBOA and CRT had been present with the stand at the Multimodal Show for several years.

Over the two days of the Show, CBOA/CRT officers recorded 17 enquiries. Most were of high quality with few in the “generally interested” category. There were eight serious potential enquiries, all of which have been followed up by CBOA. They covered the Yorkshire, Nottingham, Thames/Medway and Mersey areas. A further two were from companies with whom CBOA is already in contact. Two others were from trade associations where CBOA believes it can help.



The joint CBOA & CRT stand at the Recycling and Waste Management Show (J. Dodwell)

RWM was a different type of show. Multimodal is a gathering of the logistics industry to which it is hoped customers will go. CBOA found Multimodal useful as some potential customers did go but the RWM Show was more useful in establishing links with others in the logistics trade, especially the ports. On the other hand, RWM is a gathering of the recycling and waste management industry – potential customers – who were interested in looking at solutions for their various problems, including logistics.

Lords like water freight

There was a question and a subsequent debate about the assessment of the future of United Kingdom inland waterways in the House of Lords on the 8th March. It was pointed out by Baroness Jones of Whitchurch (Lab) that we are privileged in having nearly 5,000 miles of inland waterways with all the opportunities they bring for leisure and work. They also continue to provide inexpensive and environmentally beneficial opportunities for moving freight around the country; something that she was sure could be exploited more than is the case at the moment.

Baroness Jones also mentioned that waterways play their part in reducing CO₂ emissions, although this statement was not linked directly with the statement about freight. She also said there is a need to accelerate the search for alternative fuels and energy storage for boats, including the wider use of solar panels and hydrogen and battery powered engines to reduce pollution – she was presumably referring to inner city areas, London in particular. Much of her speech was about the need to control pollution in all its forms, including plastic.

Lord Gardiner of Kimble (Con) echoed Baroness Jones' point about the commercial transport benefits of waterways in addition to leisure and water supply etc.

Despite waxing lyrical about the beauties of waterways, it is good to see freight use being recognised and stated.

'Last Mile' cost model available

The University of Antwerp has designed a cost model 'for last mile' delivery operations. They wished to evaluate where last mile cost gains could be optimised and efficiencies could be best realised. They also examined consumer service level, security and delivery type, the geographical region and market penetration or density, the vehicle fleet and technology, and the environment. It was found however that the determining factor for their applicability was the value of the goods concerned.

A simulation cost model/function was developed, so as to simulate the cost effects caused by changes in 'last mile' characteristics or by policy measures taken. It appears that transport using road vehicles, rail and bicycles have been considered, but there is no obvious mention of water. However perhaps the parameters for barge transport could be entered and so useful comparisons can perhaps be made against lorry/van, bicycle or rail.

See <https://www.uantwerpen.be/en/research-groups/transport-and-regional-economics/projects-and-publica/> and click on 'TPR models and calculation instruments'.

Leeds seminar

This was organised by the Canal & River Trust together with the Freight Transport Association and members of the Inland Waterways Transport Solutions (IWTS) team. The subject of the seminar was the role of the water freight industry in the modern world. The IWTS team is an EU funded project under their Interreg programme bringing together inland waterways freight carriage interests from North Sea bordering countries. A year into their four year programme, work includes the development of smaller barge design with cleaner engines.

David Lowe, the CBOA Chairman, was one of the key speakers, along with Arjen Mintjes and Jorn Boll, both from the Maritime Academy, Harlingden, Netherlands. 50% of their 2,500 trainees each year go to work on barges. The Academy provided training to new crews working on the new barges operating on the Thames Tideway Tunnel project. They explained that some Dutch cities have banned large diesel engined lorries from their medieval city centres, insisting that barges are used – such as the 18 tonne capacity Utrecht beer barge – for local deliveries. The trend is for barges to get larger and so unable to access the smaller city canals. The smaller barges collect from out of town barge terminals for local delivery. Waste is also carried in this way.

CRT's Steve Heigham spoke with enthusiasm about the Trust's aspirations for a new wharf for the Port of Leeds and the local authority offer of £3m + funding. He pointed out that Transport for the North reckon that road and rail capacity is close to capacity and so are looking at the under-used waterways. He mentioned that Yorkshire's air quality is one of the worst in Europe.

Other speakers were Sara Rogerson from a Swedish university who spoke about trials which had been undertaken to move containers inland from Gothenburg, the country's leading container port; Adina Vaillaux from the Port of Hamburg marketing team who gave a presentation about enhancing Baltic country navigations in Sweden, Finland, Lithuania and Poland with an emphasis on moving containers on the River Vistula to Bodgo; Antoon van Coillie from the Belgian based Blue Line Logistics spoke about his flat bed Zulu pontoon barges.

Antoon concentrates on reducing handling costs, ease of wharf use – just a flat surface – for either containers or pallets, and minimising crew costs with one man, day only operation where possible. The Zulu barges have been so successful that he's soon taking delivery of another two. He's keen on using smaller barges (300 tonne capacity) in order to fit the delivery size to what the customer wants. He sees his concept as deliverable in the UK and has been talking to a number of possible users.



Loading roll-on/off's onto flat bed barge Zulu (A. van Coillie)

CBOA Planning update

CBOA committee member Richard Horne has been continuing to respond to planning issues that affect water transport or wharves – either potential or existing. A shift over recent years is in addition to respond to local policies (local aggregate strategies for example) and future district planning policies. An example of this is where there has been an administration change such as the West Yorks Combined Authority – created from smaller authorities, where new policies and strategies need to be generated.

Some of the planning responses provided this year are as follows:-

New London Plan (proposed): the wording of sections covering freight, safeguarded wharves and aggregates carriage/supply etc appear to have significantly weaker and less detailed wording than in the current London Plan. This was commented on and also suggesting that a greater degree of 'coersion' is necessary to ensure that local authorities actually take heed of the London Plan policies and transfer these directly into planning direction. Use of the word 'should' never appears strong enough! The PLA have confirmed it is their experience as is CBOA's that by the time a local authority suggests use of waterways in the planning conditions, it is too late as the construction planning has already scheduled use of lorries for the work.

National Policy Planning Framework: commented that there is a lack of waterways use mentioned for freight and also reduced wording again for safeguarding of wharves which needs to be expanded and made sufficiently secure.

White cross farm, Cholsey, Oxfordshire (Thames): commented that materials should be taken in and out by river for the new marina proposed. Aggregate extraction for 5 years is to precede the marina, but CBOA was advised that they already have a destination for this and it is not water side.

Veolia Sustainable Energy Facility at Hoddesdon, River Lea: the original plans for freight wharf use have been removed – requested these to be re-instated and re-examined both for waste and ash removal from site.

Regents Wharf, Islington, London: commented that some part of this wharf should be kept for small freight delivery purposes ('last mile' perhaps). Islington Council rejected it, but not for the reasons CBOA gave! An appeal has then lodged.

Transport for the North - draft Strategic Transport Plan: commented that little mention is made of the benefits of waterway transport in the draft, either for modal shift or hinterland port access. Fully commented to this effect with suggestions of each including also 'last mile' use for the smaller waterways. Port of Leeds, SSYN, R. Ouse, Humber access and MSC highlighted for major assistance in freight carriage and must be taken into account with future freight planning.

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy: commented (by Patrick Moss, CBOA SW Representative) use of the docks should be encouraged to serve the area, heavy lifts and 'final mile' delivery use of the docks.

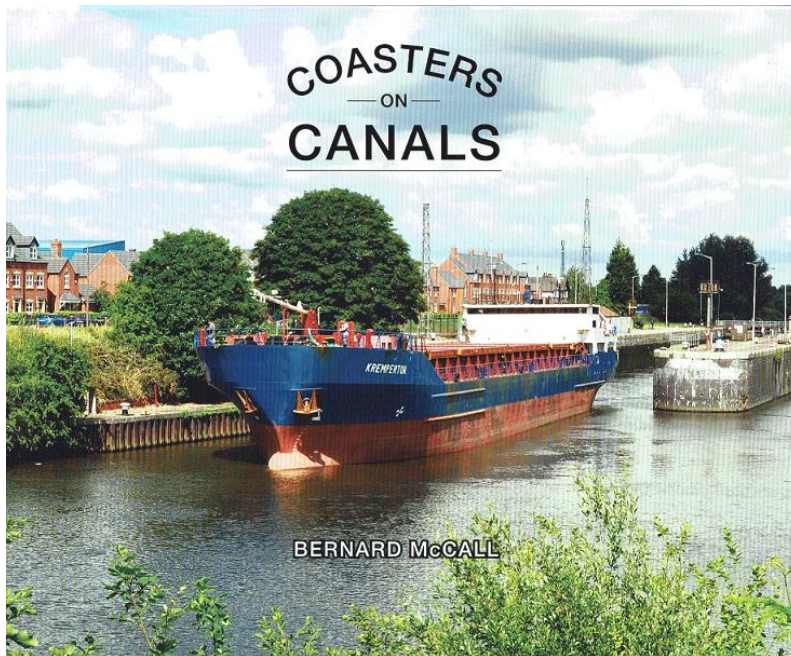
Sheffield City Region Transport Strategy 2018 – 2040: Commented that there was little mention of the use of the alternative freight means, waterways being one. Access to Humber via SSYN, and last mile deliveries promoted.

National Infrastructure Commission on future freight: a full response was emailed citing the benefits of waterways for freight use generally – large waterways, smaller waterways especially for construction, and for 'last mile' in towns and cities.

Coasters on canals

This well produced glossy paper and hard back publication from Coastal Shipping Publications by Bernard McCall, covers container ships, bulk freight, aggregate ships and all types of coastal vessels mainly in western and eastern Europe, but also includes shots on the Corinth Canal (Greece) and the St. Lawrence Seaway (USA) amongst other locations. Latchford locks with the *Krempertor* on the Manchester Ship Canal is on the front cover, with a picture of the *Kanutta* on the Caledonian Canal gracing the rear cover, when she was carrying timber in 2010 (featured on the front cover of CBOA News Issue 8 Spring/Summer 2011).

With mostly a large clear photo of each vessel per page and with a detailed caption of each, it is 96 pages. Available direct from Coastal Shipping at £16 + £1.50 UK postage. www.coastalshipping.co.uk 01275 846178.



Transport connectivity to ports - Study and review

In April the DfT published two documents [Transport infrastructure for our global future: a study of England's port connectivity](#) and [England's port connectivity: the current picture](#). Rail and road connections to ports seem to be the main thrust. In the Foreword by Rt. Hon Sir John Randall in the first document, he says "...there is a lack of awareness about the role of ports and by extension the wider freight industries that serve them, is a condition the country cannot afford to have. This is particularly acute with regard to port connectivity which has a fundamental role in enabling and supporting a productive economy."

Sir John also says that there is a need for more consistent cross-modal, cross-government and cross-industry engagement to raise the profile of our ports, and a well-connected freight network is vital for movements of goods, to and from our international gateways. The Manchester Ship Canal is mentioned with its connection to the Port of Liverpool and the Lower Thames, and there are several references to the underutilised inland waterways in various sections of the document, noting the key role they can play.

The second document includes use of water transport for freight (although the case studies focus on road and rail networks only), but recommendation 3 of the main report instigates work to consider the opportunities and barriers for freight use of inland waterways. See <https://www.gov.uk/government/publications>.

Regional News

Institution of Civil Engineers seminar - “The Thames is integral to London but is underutilised”

This was the subject of a seminar held by the Institution of Civil Engineers in March. The Institution called the conference as part of their energy, resilience and climate change programme.

CBOA members in attendance included John Spencer from GPS Marine; Nick Pollard and Julian Walker of Cory Environmental; Chris Livetts from Bennets Barges; Gerry Heward from Wood, Hall & Heward; John Dodwell from Rolandon Water & Sea Freight Advisory Services; and Dr David Hilling, a CBOA committee member. Others present included Jim Trimmer from the Port of London Authority; Phil Aust of the Day Group of aggregate companies; and representatives of Transport for London, the City of London transport Planning Department and the Peabody Housing Association. The latter was particularly noteworthy in the light of their large residential development at Thamesmead - and they have now realised the possibilities of using water freight in their construction activities. The meeting was chaired by Dr Paul Toyne, a London Sustainable Development Commissioner.

The background to the meeting was the Mayor's policy of making the Thames a priority, recognising in his London Plan that water transport is one of the most sustainable freight modes. In addition, the Port of London Authority's Thames Vision sets out its ambition to double cargo on the River by 2035. Topics examined during the seminar were the role the Thames can play in London's development, wharf regeneration, retailers' use of the Thames to improve their transportation systems, emissions reduction, sectors that are likely to be the main movers of Thames freight and 'last mile' deliveries.

Cory announce extension for 2 more years until 2027

An extension of Cory's existing contract for waste management services was announced by Cory Riverside Energy (Cory) and the City of London Corporation (City of London).

The contract which was due to expire in 2025, will now run for a further two years until 2027. Cory processes residual waste from the City of London at the waste transfer station at Walbrook Wharf. From there, the waste is transported by barge down the Thames to Cory's Riverside Energy Recovery Facility (ERF) in Belvedere, Bexley.

Julian Walker, Chief Operating Officer of Cory Riverside Energy, said: “We have always enjoyed a strong relationship with the City of London and we are very pleased to have secured this new contract. Cory has been responsible for managing the City of London's waste since 1996 and extending long-term contracts with trusted partners is central to our strategy.

Jim Graham, Assistant Director of Cleansing, City of London Corporation, said: “Cory Riverside Energy is an important partner for the City of London Corporation and we are delighted to have reached this agreement. The corporation's focus is on ensuring that the waste collected in the City of London is treated safely, efficiently and sustainably, and Cory plays a key part in this process.”

Cory states that its operation removes 100,000 lorry journeys from London's roads each year with an annual saving of approximately 13,500 tonnes of CO₂.



Cory waste tow in action above the iconic London Tower Bridge (CORY)

PD Ports contract with Mettalis at Groveport

In April PD ports announced that a new long term contract had been signed with Mettalis, a young dynamic metals recycling company, at Groveport on the River Trent near Scunthorpe. Mettalis is the second contract gained in recent months for PD ports within the metals industry. Mettalis exports metals worldwide and Groveport is close to the Humber estuary with access to the sea for foreign destinations.

Mettalis have taken advantage of PD Ports capability with its dedicated loading and unloading facility on the extensive site. PD Ports has developed its operations at the Port and now has 14 heavy lift quayside cranes up to 40 tonne lift capacity and fully computerized 50 tonne weighbridges to facilitate collections and deliveries using its internal or customer transport. Mettalis see that being able to move material safely, securely and without delays which the Trent location provides to their recycling customers is key to their business expansion. The stevedoring facilities and the skills and expertise PD Ports provide are also key to the operation.

It would be a very welcome future development to see materials being taken by inland barge to Mettalis at Groveport for shipping overseas.



PD Ports 5 year contract with All Steels Trading at Groveport

All Steels Trading have signed a five year contract with PD ports at Groveport, which has forty years experience in handling steel products.

All Steels Trading imports steels from many sources worldwide and supplies to stockholders on a fast delivery basis. Steel products can be delivered to UK and Europe with 48 hours of ordering. With Groveport's ease of access to the Humber and North Sea, it fits well in the supply chain for this kind of operation.

Geoff Lippitt, Business Development Director at PD Ports said: "We have a very experienced team handling steel products at Groveport and we are both delighted and proud to have further strengthened our long-standing relationship with All Steels Trading as the UK port of choice for the next five years and beyond. We have vast experience in and knowledge of the markets steel traders operate in and our steel handling operations reflect the care and attention to detail we offer in this sector.

"As well as the excellent transport links for road deliveries into the UK network, a key benefit of using Groveport is that we have a 19,200 sq.m covered warehouse with direct quay access that provides a comprehensive service for our steel customers. With an additional 41,000 sq.m of covered warehousing and a surfaced open storage area we can offer at total of 450,000 sq.m space for handling and storage."

Laurence McDougall, Managing Director at All Steels Trading believes the partnership with PD Ports works because of the unique working relationship said: "PD Ports understands what we need to keep our customers on track, it's an invaluable partnership. We often have to respond quickly to fluctuations in demand and knowing we can rely on PD Ports to handle, store and have our steel products available on demand adds real strength to our customer offer in terms of efficiency and value for money."

ABP's Hull expansion – containers via barge opportunity?

Earlier this year, Associated British Ports announced it was investing £10.5m in buying two new container handling cranes for its Hull Container Terminal. This would enable the Terminal to double its capacity to more than 400,000 containers a year.

Shortly afterwards, Samskip, the shipping company which operates mainly across the North Sea, announced it was putting on additional services to move containers for its customers.

The new service – Amsterdam to Hull three times a week – will supplement Samskip's existing services from Rotterdam to Hull and also its services to Tilbury and Grangemouth. Samskip can handle 45ft, reefer, flat rack, tank and bulk containers. In the context of BREXIT, Samskip said "the multimodal concept in general can efficiently reduce border control delays as it is less subject to the increasing driver shortages we are seeing in the market" – i.e. a reference to lorries on the Calais-Dover route.

The Port of Amsterdam welcomed "Europe's largest multimodal service provider to the Port of Amsterdam and to the new opportunities available to serve its customers by short sea, rail, inland barge and truck".

The two new cranes which ABP have bought are giant 600 tonne and 50 metre high shore-to-store gantry cranes designed and built by Liebherr, taking 11 months to construct. Their purchase is part of an £15m investment which includes creating an extra 9,000 sq m of new storage.

Since 2013, ABP's Humber container terminals have seen a 41% increase in volumes. Hull's 10 acre container terminal is the third largest short sea container port on the UK's East Coast.

From a CBOA perspective, this is good news. Knowledgeable readers will recognise that the 10 acre Hull terminal is the same size as Canal & River Trust's Stourton land in Leeds where there are hopes for a container handling facility. This increase in the number of containers being handled in Hull means there will be more available traffic capable of being handled by barges.

Flood alleviation works on the River Hull

CBOA NE Representative Noel Tomlinson reports that the Environment Agency is engaged in major flood alleviation works on the River Hull and this has affected barge traffic – particularly the tanker traffic serving Rix's Bankside wharf and Cargills. During the works the Environment Agency have insisted that Mainmast craft must pass the piling pontoon with the aid of a tug. The Bankside wharf has been closed for three months thus stopping the oil tankers. There is some concern that narrowing of the river may affect flows and therefore navigation.

Local Authority financial support for new Leeds wharf at Stourton

In July the CBOA warmly welcomed the news that the West Yorkshire Combined Authority (WYCA) has agreed to provide £3.17m towards the building of a new wharf at Stourton on the Aire & Calder Navigation on the outskirts of Leeds as part of the Port of Leeds project.

For some time, the Canal & River Trust, strongly encouraged by CBOA, has been reviewing building a new wharf at Stourton – with room for either one or two barges to be tied alongside at the wharf (depending upon demand). The site is well located in logistics terms, being close to the motorway and also rail connections.

The new wharf would be able to handle sea-dredged aggregates brought by barge to Leeds from the Humber. Steel and timber products are also possibilities, along with other goods imported via the Humber ports. With modest improvements to the Navigation, barges would be able to bring containers to Stourton, thus relieving road traffic congestion on the M62 and reducing pollution. Existing barges can carry up to 550 tonnes each - the equivalent of 27 lorries carrying 20 tonnes. With the navigational improvements, it would be possible to bring across from Europe Euro-Class II barges which can take 650 tonnes.

David Lowe, CBOA's Chairman, said "This is very welcome news and shows the commitment of the local authorities to seize the opportunity of doing something to take traffic off the roads – to the great benefit of their local people."

Steve Higham of the Trust said "The Canal & River Trust is very grateful to WYCA for their encouragement and support. This provides the opportunity for a new dawn for the freight use of Yorkshire's waterways. This fits in very well with the Trust's work with Transport for the North in identifying ways for moving freight in the North."

Tesco still bearing wine by water

In an enquiry by CBOA member Barbara Panvel into freight on the Manchester Ship Canal, Tesco have confirmed that they are still using the Liverpool to Manchester shuttle for their wines. Wines are delivered in approximately two ships per week totalling about half a million litres of largely 'new world' wines to the bottling plant at Salford.

Canal transport delivery at Southall Gas works site

Between January and August, CBOA member Wood Hall and Heward Ltd (WHH) operated a push tug and three hoppers carrying a range of aggregates from 20mm stone to dust, top soil, sand & soil etc. to the Southall Gas Works construction site. This was being loaded at Bulls Bridge wharf by the Toll House – part of Conway's yard and unloaded a short distance along the Paddington Arm over the towpath at Southall Waterside straight into the St James's site near the concrete batching plant. The site provided banksmen on the towpath to manage safety with pedestrians and cyclists on the towpath while the machines were unloading.

WHH were loading approx 60 tonnes per hopper, except through the dry spell when they were down to about 45 – 50 tonnes per barge with lower water level on the long length from Cowley on the Grand Union Main Line through to Camden locks on the Regents Canal. They tended to work a 6 day week so if all went well they could manage 8 - 10 barge loads a day; one day tug skipper Mick delivered 11 barge loads. So the delivery rate was approximately 3000 tonnes per week – impressive for a small waterway, and also for the capability of Wood, Hall and Heward Ltd.



Loading the hoppers at Bulls Bridge (G. Heward)

Loading & unloading was done by 360 excavators at both ends. They used 2 machines at the unloading ending to keep up with the loading machine so they did not have to wait for a hopper to be unloaded. Most of the aggregate was used by the onsite concrete batching plant. Some of the materials went direct to contractors on site carrying out ground works etc.



Unloading the hoppers at the Southall Gas Works site (G. Heward)

Road access to the Southall site is along a residential road, Beaconsfield Rd, at the Station end of Southall and the planners put a restriction on St James site as to the number of lorry movements that they can have in any day on Beaconsfield Road. There is a new road access being built across the canal from the Hayes end. So until that is complete the barge transport was much needed and provided additional capacity over and above the number of daily allowable lorry movements. Once the new road access and bridge is completed WHH presume that the lorry restriction will be lifted. The onsite operations guys were impressed when WHH delivered 660 tonnes of aggregate in one day (this represents 33 twenty tonne lorry loads – 66 movements off the local roads). However Gerry Heward says that the weakness of working over the towpath has been demonstrated by the protesters who could not get on to site but could walk down the towpath and stand in front of the unloading excavators and stop them working!

WHH originally proposed that the construction company might look at opening up one of the 3 canal docks that used to exist in the gasworks but that was unfortunately not followed up. If it had, future canal delivery would have also been easier to achieve, together with the incentive of having the facility for it and with pedestrian safety and site security built in. Perhaps this is something to be gleaned for similar future works of this nature and how the planners should be persuaded to have this included within the planning consent.

Additional Thames Crossing – tunnel gains green light

After 10 years in the planning, approval has been given for the £1billion project at Silvertown – known as the Silvertown Tunnel. Controversial as many of these schemes are with pollution and air quality, local congestion and the tolls applied persuading traffic to go via the existing Blackwall Tunnel; however it will involve huge construction and soil removal works, which should be taken away by river and not by road of course. CBOA inputted to the proposal several years ago suggesting the tunnel was the best option from the navigational point of view. Amongst other crossing options considered were a bridge and a partially sunken tube. Temporary wharves will be needed for loading the spoil and bringing in materials.

Thompson Water Transport new floating dock

A new portable dock has been designed and constructed by Thompson Water Transport Ltd (TWT) for the Cemex water transport operation on the River Severn. It is fixed to the river bottom and rises up and down with the Severn's varying level on giant spud legs. It is for the new aggregate site which is 2.8 miles upstream of Upton-on-Severn which will produce about 1.8 million tonnes of aggregate over about 7 years. Graham Thompson of TWT reports that the cost of the floating docking facility is a fifth of the cost of a new wharf build.



TWT new docking facility (G. Thompson)



TWT's barge Chubb carrying aggregate on the River Severn (G. Thompson)

GPS Marine shortlisted for FTA Logistics Award

CBOA member GPS Marine Contractors Ltd is one of three entrants that have been shortlisted for the FTA's Logistics Awards in the Sea Freight Operator of the Year category. Other categories cover Road Rail, Retail, Air, Shipper, Industrial Innovation etc. The final round of judging will be by FTA's Board and the winner of each category will be announced at a celebratory gala dinner at the Royal Lancaster, London on 13 December 2018. CBOA wishes GPS well!

In the press

Battery powered boats for France

In the March 2018 issue of *Broadsheet*, the Magazine of the Staffordshire & Worcestershire Canal Society included an article about battery powered passenger vessels using 300kWh electric motor, the first being built. Apparently they plan to build 21 of these, 38 m long, 100t weight. Canalside charging points will be provided. It also said they are hybrid diesel/electric with twin Beta 105 parallel hybrid engines and a 49kVA generator, the batteries to be charged by the generator during the night if a charging point is not available. Electric propulsion from batteries is said to last 5 hours.

The hulls are being constructed in Belgium, the hybrid power units being supplied by Hybrid Marine on the Isle of Wight. They supply hybrid systems for both small and large inland and sea going installations.

Cory champion water transport

In the *Thames Estuary Partnership* online news in June, Nicholas Pollard of Cory Riverside Energy said water transport is one of the most sustainable methods of transport in the Mayor's London Plan. The Port of London Authority has also set an ambitious goal in its Thames Vision to double cargo on the river by 2035, as well as the number of commuters and tourists. The Cringle Dock development is a good example of where a wharf has been maintained with new housing sitting next to a processing facility and cargo wharf. Nicholas Pollard also says that more effort is required to help London meet its congestion and environmental targets by using water transport.

In the same news bulletin, there was an article about using recycled "beautiful and sustainable" eco-friendly swimwear shorts, which may not seem an attractive proposition to some, until the reader discovers that they will be made from fully reprocessed plastic bottles recovered from the Thames and beaches in the UK.

More boring machine parts

Coastal Shipping reported that in February, two more shipments of boring machine parts for the Thames Tunnel project were delivered from Antwerp on the *H&S Wisdom* and *H&S Bravery* to the protected Cringle Wharf near Battersea. More shipments of parts were to follow. Here is seen the flexibility provided by having protected usable wharves on the Thames.

Overseas News

Belgian bridges raised

A €300 million major expansion programme on the Albert Canal in Flanders which connects the Port of Antwerp with the Liège industrial area will raise the air draft to 9.1m above the canal together with bridge width increases. Of the 32 bridges in the scheme, Cluster 1 is for seven bridges on the Albert Canal with new steel arch bridges. 40 million tonnes of goods are transported annually via the Albert Canal, and the bridge raising will enable the passing of bigger container vessels. The last bridge is scheduled to be completed by the middle of 2020.

Battery freight vessels

Belgium and the Netherlands are introducing (reported for during August) the world's first fully electric, emission-free container barges, operating from the ports of Antwerp, Amsterdam, and Rotterdam.

Five barges are being fitted with 20 foot container style batteries with 15 hours worth of power charged on shore by carbon-free energy provider Eneco, which sources solar power, windmills and renewables.

It is claimed that about 23,000 trucks, mainly running on diesel, are expected to be removed from the roads as a result. This could mean a reduction of about 18,000 tonnes per year of CO₂.

Danube freight

The Romanian registered tanker barge *Apollon* seen heading upstream on the River Danube from the southern bank at Ruse in Bulgaria on 13th September. She appears to be not fully loaded and there were reports of low river levels causing problems for shipping. *Apollon* is Rhine sized at 99.3m x 9.45m, 1943 tonnes, making her a Class Euro Va barge.



Tanker barge *Apollon* on the River Danube (R. Horne)

New York go for 'last mile'

There is a \$100m plan to take food and consumer goods by water instead of roads, as currently 90% of goods in the city arrive by lorry. Barge terminals would be built in Brooklyn and at the Hunts Point wholesale food centre in the Bronx. With a projected 68% rise in the supply to the city by 2045, this is part of the New York City Mayor's Office of Sustainability plan to help the economy whilst lowering traffic and pollution. An intermodal link with short sea shipping between ports including Norfolk, Va., Philadelphia, New York and north to New England is also being examined. Container-on-barge services are being marketed as a more efficient alternative to shipping by trucks on the over-crowded roads. Capt. Eric Johansson, a professor of marine transportation and SUNY Distinguished Service professor, said at a short sea shipping conference "is an opportunity for urban and regional planners, terminal operators, educational institutions and labour organizations to learn how to integrate marine highways into their policies and plans."

Off road – lean and green

With the Netherlands having one of the densest road networks in Europe with their inter-city motorways being as gridlocked as our M25 at peak times, Lean & Green Off-Road (<http://lean-greenoffroad.nl/>) are promoting that transportation by different off-road modalities must increase. Some shippers such as Heinz, Bavaria Beer and Mars are collaborating in operating a barge service between Emmerich and Rotterdam with two barges sailing daily – one with capacity 45 45ft containers and the other of 24 45ft. Heinz is selling the concept to other shippers and has identified 350,000 Twenty-Foot Equivalent Units (TEU) that could go on inland shipping rather than road.

By water is the only way

Crossing the wide River Zambezi between Zambia and Botswana has to be done by boat at Kazungula border point. In May the lorry ferry had to swing hard into the 4-5 mph midstream flow at full power to avoid being swept down river owing to the heaviest spring rains in Angola for more than a decade.



CBOA for Members

Ryan Dimmock's *Southern Cross* for the Nurser Award

Congratulations to CBOA member Ryan Dimmock who won the Nurser Award for the second time at the Braunston Historic Narrowboat Rally in June with his ex-Grand Union Canal Carrying Co. boat *Southern Cross*. The Nurser Award is for the best turned out boat in the show. Typical of many working boats, Ryan carries solid fuels and gas for sale. Winning this award takes some doing against the competition of several dozen others and especially when the boat is used for coal deliveries, with the dirt and high rate of wear and tear of the use involved.

CBOA Minutes on web site

Following a request at the AGM to be able to easily see the CBOA minutes, the committee decided to put them on our web site. The committee minutes are put on the web site after they have been corrected if necessary and approved at the following quarterly committee meeting; the AGM minutes on the web site are awaiting approval at the next AGM.

See <http://www.cboa.org.uk/minutes.html>



Four-star Berlin and Amsterdam twin centre

INCLUDES INTERNAL FLIGHT BETWEEN CITIES

Visit Amsterdam – the attraction seems to be barges on “shimmering canals”; just the right kind of break for barge heads.

Berlin is drenched in history, culture and cutting-edge architecture. Dive into its trendy nightlife and fabulous food establishments. There is never a dull moment in this exciting city. Amsterdam is an atmospheric city blessed with a distinct and unique character. With townhouses and lush greenery set among its shimmering canals, there's no place quite like Holland's glowing capital.

Erratum

It has been pointed out that in CBOA News Issue 22 Spring/Summer 2018 page 11, the ships carrying parts for the tunnel boring machines came from Antwerp, not Hamburg as stated.

CBOA NEWS

Views expressed are not necessarily those of CBOA.

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We are one of the leading authorities on moving goods off the road and on to water. Our clients and contacts include industry, national, regional and local government.

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