

CBOA NEWS

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First vessel at Peruvian wharf

In The Spring/Summer 2017 Issue 20 of CBOA News we reported that the PLA had successfully purchased Peruvian wharf, Newnham for use as a freight wharf.

May 20th saw the first cargo of 2,150 tonnes of sand arrive at Bretts Aggregates' new hub alongside the Thames in East London, on board the *Neptune*, a self discharging coaster. The sand was due for Capital Concrete's new concrete batching plant at Silvertown capable of producing 200m³ of concrete per hour. The plant will fulfil an important role in the construction of infrastructure and housing developments in London, greatly reducing the impacts of highway congestion and emissions by using water transport, with 400,000 tonnes per year handled keeping 20,000 lorries off the road system. The *Neptune* is based in Faversham, Kent, owned by James Fraser and piloted by John Sheridan on behalf of the PLA. Other vessels including barges will be used for shipping in processed materials.

Peruvian wharf is one of about 50 safeguarded wharves on the Thames and had previously lain vacant for 17 years, involving a legal battle to bring the wharf back into use. The lease of part of the site by Bretts including the 200m quay means that materials can be imported by water to the aggregates hub for distribution in East London.

Oliver Brown, Development Director at Brett Aggregates said "Without safeguarding of wharves, key sites will be lost, forcing projects to be supplied by road; it is vital for the future of London that river freight is encouraged, and more freight is moved off congested London roads."

An offloading machine, receipt hopper, modern conveyor system and aggregate storage bays have been installed in addition to the new hard standing, jetty repairs and river wall upgrade. £3m has been invested by the PLA for the wharf upgrade and refurbishment. James Trimmer, PLA Director of Planning and Environment said "This is a milestone for the river and for the PLA. At Peruvian today we have a ship alongside, working cargo at the heart of a cluster of industrial uses. This is something we're committed to developing further. Through our Investment Plan we recently acquired the adjoining Royal Primrose Wharf for cargo handling use too."



The first vessel, coaster *Neptune* arriving at Peruvian wharf (PLA)

From the Chairman



We were delighted to learn that Leeds City Council planners approved the Canal & River Trust's application to build 'Port Leeds' (as we believe it is to be called) at Stourton on 20th September. Planners have been very helpful, and the planning permission allows for handling imported and exported general cargo of all sorts and the storage and distribution of general cargo – which must be either brought in or taken away by barge. As I write this, wharf designs are being finalised and costings too. Once an operator has been secured the project can go ahead! We are also awaiting news on a development which could see aggregates moving up to Leeds before Port Leeds opens, and we hope, too, that materials for the construction of the wharf will be delivered by water. We work closely with (and sit on) the Trust's Freight Steering Group (which is guiding the Port Leeds project). We welcome its new chairman, NE Regional Director, Sean McGinley and thank

the previous chairman Stuart Mills (now the Trust's Chief Investments Officer) for his enthusiastic support.

The Stourton site is one of the wharves safeguarded under Leeds' planning policies. So it is good to see the fruits of that policy. Similarly, we are delighted that the safeguarded Peruvian Wharf on the Thames in London has been brought back into use by Bretts Aggregates; and also that Land & Water have bought and re-opened Rainham Jetty in London (see more on these within this issue of CBOA News).

The Maritime and Coastguard Agency have responded to our submission regarding all year operation of barges beyond Hull to Immingham as part of the Port of Leeds project with further questions and we are consulting partners before taking this forward.

CBOA (jointly with the Canal & River Trust) exhibited again at the Recycling and Waste Management Exhibition at the National Exhibition Centre on September 11th & 12th 2019. We had a number of serious enquiries and are responding to each as appropriate. We plan to attend again next year – look out for details nearer the time. We've also responded to enquiries for the movement of scrap and steel in south Yorkshire, a movement of building demolition materials from York, and a potential long distance movement by narrow boats in connection with the Thames Tideway project.

Work to remediate the former oil wharf at Fleet (Woodlesford, outside Leeds) has been largely completed but we now understand that the owner does not propose to move aggregates to the site by barge after all, and has other plans which do not feature water transport, although it is a protected wharf. This is, of course, disappointing news.

We are very pleased to report that CBOA member Chris Witts has agreed to take over the role of CBOA South West Representative from Patrick Moss. A former Mayor of Gloucester, Chris has had a distinguished career as a barge man and also as a waterways writer, and has an immense knowledge of the River Severn and waterways. We are grateful to Patrick Moss for his assistance in promoting the development of the Severn and are hopeful that this work can continue in the future with Chris's expert advice as well as that of our barge operator member Capt Graham Thompson of course. We are also grateful to our new member and historic narrow boat owner Tony Seddon for agreeing to take over as Treasurer from Peter Hugman. Tony's company specialises in management of business and other organisations so we are in good hands! Pete (a former CBOA Chairman) has looked after our finances for very many years, and we thank him for all his support and wish him well in his retirement.

We continue to keep a close eye on developments regarding alternative fuel systems for inland craft of all kinds and will be responding to the government's consultation on the subject as it moves forward with proposals for cutting emissions from all forms of transport. Of course, we can argue that emissions from inland freight craft are miniscule in the overall picture and that we offer a considerably cleaner form of transport than road (or rail) even with existing diesel engines – but the industry will need to be seen to be doing something positive in this respect. Indeed, a potential barge customer has asked whether new barges can be electrically powered – a question that would not have been posed even a few years ago.

Our AGM this year was held at The Bond, Birmingham on Tuesday 30th April 2019. Our President Dr David Quarmby graciously agreed to continue in his post for up to two years so as to enable us to appoint a suitable successor in due course. We do have someone in mind but he wishes to wait until retirement – which is understandable.

Our Vice-President Nicholas Hill stepped down from office at the meeting. He's been a great (and active) supporter of CBOA (and its predecessor CNOA) since inception and we hope he will keep in touch with us. In his place we are very pleased to announce the appointment of distinguished academic and European waterway specialist Dr David Hilling MBE.

David has been around for more years than I care to remember, and has been very involved as a member of the Inland Waterways Association's freight group. I was also very pleased to present former Vice-President Tom Foxon with a certificate of Honorary Life Membership of the Association (see p4). Plans for next year's AGM are being formulated – nothing has been arranged as yet but we are considering a change of venue and scenery. Again watch out for details!

As I said before, 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.

David Lowe
Chairman

UK News

Calls for water transport

London mayor Sadiq Khan has set out plans to cut the number of lorries and vans entering central London in the morning peak by ten per cent by 2026, according to his new Freight and Servicing Action Plan.

Use of waterways for freight and passenger services is advocated by government and facilitated by London's Mayor Sadiq Khan. "London's toxic air is a public health emergency. Pollution is shortening lives, is linked to asthma, strokes, heart disease and dementia. It costs the NHS £3.7 billion each year and affects children at more than 440 schools who are breathing air that exceeds safe legal pollution levels - this can't continue. That's why we're launching the central London Ultra Low Emissions Zone (ULEZ) on 8 April — a daily £12.50 charge for the most polluting vehicles, 24/7 in the central London Congestion Charge Zone".

The Mayor's introduction of new Freight and Servicing Action Plan's key actions include working with boroughs to better coordinate the control of freight movements on London's roads and increasing use of water and rail. It is estimated that by 2041 the number of van kilometres will be 43 per cent higher than in 2015.

The London Environment Strategy (2018), published by the Greater London Authority, refers to the Mayor's support for increased use of waterways for freight and passenger services, as well as leisure uses. The main reasons for this are reducing the number of vehicles and making more use of the waterways will help to improve air quality in London's busy and congested streets.

Waterways are 'an under-used resource' according to Christian Wolmar, award-winning writer and broadcaster specialising in transport. As he writes: "Inland waterways could take thousands of annual lorry trips off North London's overstretched roads." He quotes the Hackney – Edmonton waste transport proposal, which could save 60,000 lorry miles and 3,500 operating hours if it were implemented. Why was it not? Moreover, by enabling the dustcart fleet to be used more intensively, the fleet could be halved as each vehicle could do two rounds per day instead of just one.

He believes that one of the problems is that there is a lack of joined-up thinking with the government to make use of the canals for the purpose for which they were originally built and so help cut carbon emissions.

The following extract is from the Port of London Authority's informative report, The Thames Vision Goals. Inland Freight: more goods off roads onto the river.

More goods and materials are routinely moved between wharves on the river – every year over four million tonnes carried by water – taking over 400,000 lorry trips off the region's roads. Future goals:

- Double underlying intra-port freight to over 4 million tonnes
- Champion the Thames as a default choice for moving spoil and materials from infrastructure projects close to the river
- Maintain or reactivate viable cargo handling facilities, with at least five additional facilities brought into operation by 2025
- Extend the River Concordat to promote freight movements by water
- Develop the Thames Skills Academy to provide the skills needed on the Thames.

The Paul Gosling Report

The 2019 report: 'Using Inland Waterways for Freight', has been researched and written by Paul Gosling <http://www.paulgosling.net/>, a writer, broadcaster and researcher, who specialises in the economy, accountancy, government and the public sector, the co-operative sector and personal finances. Several officers of the CBOA have provided input to this report. The executive summary points out that using inland waterways for freight transportation offers significant and important advantages compared to both road and rail. For public bodies, greater use of inland waterways for freight transport offers many benefits:

- Greater use of inland waterways for freight would significantly assist with meeting air and noise pollution and climate change targets
- Reduction in road deaths
- Lessening the need for expensive new road building
- Lowering road maintenance costs: HGV traffic is a major contributor to road wear.

<https://addressingthetenpercent.wordpress.com/inland-waterways-for-freight-2019-gosling-report/>

Hydrogen power



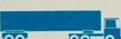

In June, the Ministry of Economy, Trade and Industry of Japan, the European Commission Directorate-General for Energy and the United States Department of Energy issued a joint statement affirming their shared desire to strengthen trilateral cooperation on hydrogen and fuel cell technologies.

Along with the G20 Ministerial Meeting on Energy Transitions and Global Environment for Sustainable Growth in Japan, the announcement was made that hydrogen and fuel cells are considered part of a sustainable energy portfolio, in both transportation and industry. Support is now widely found with both governments and industry worldwide.

https://www.iea.org/hydrogen2019/?utm_campaign=IEA%20newsletters&utm_source=SendGrid&utm_medium=Email

AGM presentations

Following the AGM, several speakers gave some interesting presentations. CBOA member John Liley talked about water freight carriage in France today, where water freight was on the decline until the Voies Navigables de France (VNF) started promoting it, now it is increasing. He showed photographs of 650 tonne barges of a type that could use the Aire and Calder

Route, rail, fluvial : coûts de transport comparés ¹		
Type de transport	Coût moyen de transport d'une tonne sur 350 km	Coûts externes ² pour une tonne transportée sur 350 km
Fluvial - Grand gabarit 	12€/t	3€/t
Fluvial - Petit gabarit 	17€/t	4€/t
Route 	21€/t	12€/t
Rail 	22€/t	5€/t

1 Données issues des études d'APS Seine-Nord Europe.
2 Coûts non intégrés dans le coût de transport : congestion, bruit, accident, pollution.

Navigation. The VNF slide showing a table of barge/lorry/rail comparison by the Studies d'APS Seine-Nord Europe tells all, showing barge transport winning on a cost basis, apart from other factors. One does not need to fully understand the French to get the message. The central column shows the intrinsic cost, the right the external costs in which the lorry reigns supreme!

Recycling & Waste Management Show report

CBOA exhibited for the second year at the annual Recycling & Waste Management Show at the National Exhibition Centre near Birmingham last September. This Show was chosen as it enables CBOA to present to the metal, waste and other recycling industries, all with potential to move significant tonnages by water. As well as CBOA's own presentation, our Members Cory Riverside Energy's video "The Green Highway" was shown, demonstrating the use of barges to take domestic residue waste through London to an energy from waste plant at Belvedere; the residual 200,000 tonnes a year of ash is then taken by barge to Tilbury for the construction industry. The video can be found at www.coryenergy.com/carbon-efficiency/green-highway/

CBOA officials made several useful contacts at the Show, as they did in 2018. Experience shows that these contacts are "slow burns" so time will tell. The future opening of Port of Leeds will help to handle enquiries relating to the Humber to West Yorkshire.



David Lowe (left) and Tom Foxon (right) (J. Dodwell)

Tom Foxon Life Membership award

At the AGM on 30th April, Tom Foxon (former CBOA Vice President and 1950's canal narrow boat carrier – and author on the latter) was presented by David Lowe a life membership award for his contribution to canal carrying and support of our organisation as a VP, for which we are very grateful.

Regional News

Land and Water – Rainham Jetty update

In the Spring/Summer Issue 24 of CBOA News, we were pleased to report on the Land and Water investment in Rainham Jetty, to enable it to act as a transport node for handling waste outbound and for materials inbound to London.

Land and Water CEO James Maclean reported to CBOA in July that they were about to start handling the waste spoil from the Thames Tideway (West) tunnel. One of the first cargoes was in the *Hercules*, one of Bennett's Barges new 1,500 tonne capacity barges, this size being capable of taking the spoil arising from the western section of the Thames Tideway Tunnel. The Tunnel is being built to provide a new way of dealing with London's sewage etc – i.e. a tunnel under the River. *Hercules* had been loaded at Hurlingham Wharf (a safeguarded one), near Wandsworth Bridge. Discharge is by Land & Water Services who bought Rainham Jetty along with securing rights to discharge dredging and other material on Rainham Marshes. Previously used to take wet dredgings and a Site of Special Scientific Interest, the Site had "failed" as the cessation of conventional dredging meant there was not enough water to keep the area damp. So the disposal by barge of the Thames Tideway spoil (made wet to assist in excavation) is not only an environmentally friendly way of handling the spoil but it also achieves the resuscitation of a "failed" nature reserve.

This covered jetty was formerly used by Veolia to discharge waste residue for tipping at their Rainham site. The covered jetty can handle two barges with two grabs. There is a third (uncovered) berth available for other cargoes and Land & Water's long term aim is to import by water and then distribute by electric vehicles on land or by barge upstream.

Leeds Clean Air Zone

CBOA understands that the Road Haulage Association and Freight Transport Association have lobbied the Department of Transport and Leeds City Council for exemptions from charges for the movement of Abnormally Indivisible Loads (AILs) into the Leeds Clean Air Zone. CRT has affirmed that they should be promoting the transport of freight by water in all circumstances where it is practicable including AILs, and where there are large Freight Waterways as is the case with Leeds.

More expansion for Groveport

In the Autumn/Winter 2018 Issue 23 of CBOA News we reported that new contracts had been signed with Mettalis and All Steels Trading at Groveport on the River Trent near Scunthorpe. In May PD Ports announced a multi-million-pound investment at Groveport in partnership with one of Europe's fastest growing international steel traders and long-standing customer, All Steels Trading. This is one of the steps in the PD Ports' growth strategy as Groveport is geared up for future expansion.

Construction on a new six-month build program, which offers direct quay access, started in March and will see All Steels Trading's footprint at Groveport expand from 166,000 sq. ft to over 300,000 sq. ft.

Once operational, PD Ports' skilled and experienced team will handle, store and prepare the steel traders' products ensuring they are available on demand; bolstering All Steels Trading's customer commitment to short delivery lead-times and value for money.

Laurence McDougall, All Steels Trading Managing Director believes the partnership with PD Ports works because of the unique working relationship:

"PD Ports understands what we need to keep our customers on track, it's an invaluable partnership. Having the ability to centralise all of our operations at Groveport enables us to deliver an unrivalled service for our customers, reaffirming our market position as the number one choice for long steel products in the UK.

"There is no other port in the UK that can offer the unique combination of capacity, infrastructure and exceptional service levels that we require. This new facility will streamline our entire business model.

"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."

Geoff Lippitt, PD Ports' Group Business Development Director, echoed this and is pleased to support All Steels Trading's activities. He then said "We have seen transformational change in the global steel industry in recent years which has brought challenges but also real opportunity for some of our customers and we are continuing to invest and support that customer growth."

HS2 consultation

The route of HS2 crosses several canals and rivers and the Inland Waterways Association has provided a carefully considered response where these are concerned. In addition the use of the Aire and Calder Navigation is proposed for the carriage of materials to and spoil away where the line is close to the navigation in the Leeds area.

Dredging on the Severn

CBOA South West Representative Chris Witts who had a former career on freight vessels on the River Severn kindly provided the following report in July:

Historically the navigational channel from Gloucester (for the first 3 miles upriver) has been problematic with silt following the fortnightly spring tides. These large tides bring with them a vast amount of silt held in suspension, collected from the sandy bed of the Bristol Channel. Although a spring tide doesn't reach Gloucester, it ceases about four miles below the city, the force of it reversing the flow of the river's current with this effect is felt up to Tewkesbury.

These spring tides create the famous Severn Bore, which itself ceases as it strikes the two weirs, Llanthony and Maisemore, located on the Severn at Gloucester. Yet as the river level quickly rises, the reverse of current carries on to Tewkesbury depositing the silt in suspension along the narrow East and West Channels of The Parting. (A little way above Gloucester the river splits then joins again below the city, creating what is known as 'The Parting' with the East and West Channel either side of the 3 mile long Alney Island).

The silt problem was largely eliminated in the early and mid-part of the twentieth century due to the regular commercial traffic upriver from Gloucester, especially helped by the deep drafted vessels of John Harker Ltd. It was soon apparent to the crew of the two grain barges operated by Allied Mills (when used again in the 1990s after a long period of being laid-up), of how silted the East Channel was. It was so bad in 1997 that British Waterways supplied a tug to tow the laden grain barges and the *Oliver Cromwell* from Gloucester upriver to Haw Bridge.

This year, river levels in the East Channel are exceptionally low.... indeed, low for the commercial length to Stourport-on-Severn. Many private craft have complained to the Canal & River Trust about this low level and the difficulties experienced in navigating this stretch of the river.

From the 15th July work will start using suction dredging in the East Channel of the Parting. The dredging plant is similar to that used very effectively earlier in the year at Gloucester Docks. The silt will be discharged through a pipeline to the West Channel. The work will be carried out for approximately 20 days on a 7-day basis, with completion due by the 3rd August. Most of the dredging work will take place about 400 metres downstream of the top of the Parting at Sandhurst, a location notorious for being extremely shallow due to the silt problem. This section of the Severn will remain open for navigation during this period, but all craft must be prepared for delays at times.

With thanks to Canal & River Trust for their information regarding current dredging of The Parting.

Plants to Birmingham at Icknield Port

The CBOA had been proposing for some considerable time that canal transport should be used for bringing in construction materials for the Icknield Port development project. However it was the landscaping company Talbot Landscapes of Hilton, near Derby who were quick to see the benefit of canal transport with its environmental credentials.

Several large crates of various plants needed to be delivered to site for the first houses that were built in the centre of the loop of the original Old Main Line canal at Icknield port.

So on Friday 5th April these were loaded using an extending boom fork lift truck onto motor narrow boat *Arundel* at nearby Stenson marina wharf courtesy of the new marina owners. The loading was photographed and featured by the Derby Telegraph and also covered for a 6.30pm transmission by East Midlands BBC where a Talbot Landscapes Director and the boat captain Richard Horne were interviewed, the BBC catching the boat later at Barton Turns for a live transmission. The magazine *Waterways World* also featured the event.



Arundel loading crated plants at Stenson (left) and unloading at Icknield Port (right) (R. Horne)

The trip was over the weekend, arriving on Sunday, ready for the scheduled unloading on Monday morning. With the light load of about 5 tonnes, there were no problems with the trip, just a bit of 'rock and roll' through Minworth on the Birmingham and Fazeley Canal. Unloading at Icknield Port was also by using an extending boom fork lift with straps around the crates. This modern design of equipment is well suited for this kind of work, without the flexibility of a 360 machine, but nevertheless very capable with the necessary lifting height for loading and unloading boats.

Talbot Landscapes were very pleased with the canal transport, and also pleased with the publicity obtained. It is hoped that Talbot will gain future business at Icknield Port during the construction project's long duration, and use canal transport again.

Port of Leeds planning consent granted for general cargo

In September, full consent was given to CRT for the land at Skelton Grange, Leeds for use for Storage and Distribution of general freight, including minerals in association with importation by canal – this is a conditional point. The consent allows for hardstanding and works for two wharves to be created, with office and welfare facilities.

There are some exclusions - importation and/or storage of "malodorous or putrescible waste", screening, grinding, sawing, shredding or crushing or other mechanical treatment of any material imported onto the site for storage and distribution purposes.

This is very good news allowing the Port of Leeds to go ahead as envisaged by CBOA and CRT.

Thames safeguarded wharves under threat

The CBOA Vice-Chairman Tim West wrote a letter of objection on behalf of CBOA to the Mayor of London about the proposals in the Thames Safeguarded Wharves Review 2018 covering three wharves that are under threat.

Convoys Wharf – a historically significant wharf developed by Henry VIII in 1513, now recommended for a 75% reduction in size. In a strategically important position today, this would mean little scope for future expansion of wharf use and also the need to use unsuitable roads for access. Potential was quoted for access to possible market areas and reduction of dependence on road use. CBOA disagrees with the Mayor that "...it is highly unlikely that the entire site can be brought back into use as a viable wharf."

Brewery Wharf – thriving wharf operated by Euromix concrete (100k tonnes p.a. sand and aggregate processed); land adjacent to it is proposed for removal of safeguarding. This land is used for mooring for operations at Brewery wharf and it is not inconceivable that Euromix may wish to use/acquire it. If a micro distribution centre was developed at Theatre wharf, there is scope for commodities to be supplied via the wharf. Residential development is also very unsuitable adjacent to a concrete plant.

DePass Wharf – an industrial area. A residential area would be out of character with it, and removal of the jetty's freight use would remove the right of access of the wharf to the river side.

Tim concluded by saying that the boundaries of all three wharves therefore should not be changed for the present time.

Tarmac to locate aggregates terminal at Tilbury 2

Ay Tilbury 2 will be one of the largest construction aggregates terminals say Tarmac. New processing and manufacturing facilities together with an asphalt and ready mix concrete plant is planned for the Port, where ships of 100,000 tonnes can berth. Forth Ports, who own the Port of Tilbury, gained planning consent in February to build the new terminal which is adjacent to its current port at Thurrock. It is planned to have most operations at the Port established by the end of 2020. This development will provide aggregates and bulk materials for construction in London, much is planned to use the Thames for transport into London.

The new privately funded port satellite extension is to be built on a 152 acre site and will also have a roll on/off ferry terminal for containers and trailers together with strategic rail and road connections to site.

In the press

Inrix traffic analysis

The Political Concern web site <https://politicalcleanup.wordpress.com> says that Inrix, the traffic analysis and management company, has analysed traffic density in more than 200 cities in 38 countries. In London drivers spent 227 hours a year in traffic and the cost was £4.9 billion, or £1,680 per driver due to lost productivity. Across Britain, the cost was £7.9 billion. After London the worst UK city was Birmingham, then Glasgow, Manchester, Bristol, Edinburgh, Sheffield, Leicester, Leeds and Liverpool. London has more traffic jams than any other city in western Europe and is the seventh most congested in the world. Read more on the Inrix 'scorecard'. (<http://inrix.com/scorecard/>)

Graeme Paton, Transport Correspondent of the Times, reports on these research findings published today which show that drivers were stuck in traffic for 178 hours on average last year.

Trevor Reed, transport analyst at Inrix, said that if congestion is not addressed, it will continue to have serious consequences for national and local economies, businesses and citizens in the years to come.

On the other hand, the web site quoted London's river bus operator MBNA Thames Clippers, alone carried more than 4 million passengers in 2018 and the city also leads the way in carrying bulky materials on its waterways instead of its roads. A photograph of CBOA member Robert Wynn and Sons carrying a large transformer was also highlighted as an alternative to road transport as "Full use should be made of routes which can take such freight by water." It also quoted the Gosling report (see the Paul Gosling Report on page 3 of this issue) as saying "The Department for Transport explained in 2017 that waterways are 'attractive for the environmental benefits they provide and the reliable congestion-free freight access they offer over alternate modes.'"

The CBOA pie chart illustrating emissions, accidents energy etc was shown. (see http://www.cboa.org.uk/downloads/environmental_impact_report.pdf for more information on emissions comparisons).

Road users and all concerned about air-pollution will welcome action to transfer more freight from roads to inland waterways, a declared UK government objective.

Troon Tugs continue with timber freight

The web site Wordpress posted an article in March quoting a niche freight market for marine timber freight in Scotland. The timber freight has been featured in several CBOA News previous issues and the repairs to Ardrishaig Pier in 2018 on the Crinan Canal (operated by Scottish Canals) now enables 30,000 tonnes of timber freight to be handled.

Richard Millar, Director of Infrastructure at Scottish Canals, said: "Ardrishaig Pier plays a vital role in the economy of the local area." TimberLINK, a public service contract funded by the Scottish Government through Forestry Commission Services, supports short-sea coastal shipping of 90,000 tonnes of Argyll timber each year to Ayrshire. This removes around 8,000 lorry journeys a year from the roads between Argyll and Ayrshire. In 2017 the five year contract to manage the TimberLINK service was won by Associated British Ports. Fergus Ewing, Rural Affairs Secretary, said: "It reduces fuel usage and cuts carbon emissions and, by reducing the number of timber lorry journeys on Argyll's complex road network, helps to cut congestion, reduce driver frustration and reduce accident risk."

The Troon Tug Company owns and operates landing craft, tugs and barges complements the TimberLINK service. Owner Robin Taylor saw the gap in the market of getting craft to places where road cannot reach and where the small size of the job does not warrant pier construction. The landing craft uses its own loading machine and Bobcat and loads directly from a low bank or the shore. The Scottish Farmer website details the converted ex Greek island ferry *Red Princess* as moving timber from a number of small sites where timber is collected and taken to Troon Harbour where it is processed. Timber is used on site for construction, fencing manufacture and biomass. This all helps the local Scottish economy to improve in remote areas with the ability to transport timber away, and without increasing road freight transport on minor routes.

Freight in France

CBOA member John Liley wrote a significant feature in *Waterways World* about Freight in France. John has had a long career with operating passenger boats in France and so knows the scene very well. Contrasting with the UK, water freight is big in Europe, as opposed to being localised and smaller in the UK. John outlined the story behind three British co-owners of the 86m 1454 tonne barge *L'Auxerrois*, operating on the Upper Seine. The navigation authority VNF has started work on an Upper Seine by-pass canal to eliminate the first 25km and 5 locks of a difficult navigation, the *L'Auxerrois* carrying only 1000 tonnes and dragging the bottom often. When complete the capacity of the new section will be 2500 tonnes.



Barge *L'Auxerrois* with containers (above); clearing a low bridge (below) (J. Liley)

Lorry transport is being 'reined back' and barge propulsion is being scrutinised for environmental improvements. John points out that "The particular problem with water transport (in UK) rests in one of its virtues. By not drawing attention to itself, it attracts no votes." He is met with incredulity when showing photographs of French water freight in the UK to well-informed people. Excuses are made he says. The reason – waterways here were privately funded and too small at the outset, and indifference to waterways despite being surrounded by one. He says that if the VNF can do it why not organisations here? Organisations such as CRT, IWA – with excellent input from CBOA member Dr. David Hilling, Greenpeace, Friends of the Earth should all be drawn together to make it happen in the UK. Government money could then be available, especially with the environmental problems escalating the agenda.



Islington resident wants water transport

A resident living near the Old Street roundabout (Hackney/Islington, London) wrote to the *Islington Tribune* complaining about the lorry traffic in his district and with the pollution produced, being unable to sit outdoors. Six sites are being developed "...and have been told that it (development) is likely to go on for several more years."

Transport specialist Dave Holladay replied in the *Camden Street Journal* describing the situation as a disappointment as so much development abuts the City Road Basin, Islington which fails to use the canal. "20 boats per day, 2-3 per hour – would shift over 1,200 Tons or around 70 truck-loads" he quoted. He gave the example of considerably shorter lorry runs taking material to a canal wharf or railhead instead of long runs in and out of the city – the 'last mile' as it is called.

There is still little stimulus it seems for Government or local authorities to coerce construction freight onto waterways where this is practical.

Ship Canal takes coaster with AIL

The Manchester Ship Canal (MSC) upper reaches had a sea going visitor in August according to *Coastal Shipping*. The 1382gt *Sea Ruby* arrived with an Abnormal Indivisible Load (AIL) 150 tonne transformer from Rotterdam, after transhipment from South Korea. The destination was the National Grid substation at Whitegate near Oldham. The article and photograph was supplied by Graham Dixon, Managing Director of CBOA member Esprit Group Ltd which operates on the MSC and Graham is keen to see the MSC used more for freight *Coastal Shipping* reported.

Grain back on the Mersey

Coastal Shipping also reported that on the 7th August the *Loach* had restarted carrying grain on the River Mersey once more after major refurbishment following being quoted as being a total loss, but obviously not so.

Port of Leeds getting local publicity

On the 7th November <https://www.leeds-live.co.uk> covered the story with the site's planning consent and that half a million tonnes of freight traffic could be moved off the city's roads to reduce congestion, also beckoning economic opportunities for local people. CRT is hoping to secure £3.37 million of funding from West Yorkshire Combined Authority, the web site reported. A fine picture aboard a loaded sand barge approaching two empty barges said it all to the unconverted. <https://www.yorkshirepost.co.uk> and TV's 'Look North' also covered the story.

Overseas News

Limestone traffic in Alaska

After a sudden unpredicted storm, the tug *Richard O* was seen pulling Olson's barge *Olympia Newark* down the Revill Gigedo channel, south of Bold Island, western Alaska. The barge was drawing 18 feet and carrying thousands of tons of limestone. The



limestone originated from Craig, Alaska and was destined for further processing on the Columbia River in the state of Oregon. The tow line was a bridled heavy chain, the weight allowing it to submerge which then buffered snatching in the swell.

The captain said in a north west drawl over the VHF "Its cocaine, and if you're downwind you can get some!" Alaskan style humour perhaps, which some captains might not have broadcasted, being so close to the Canadian border. Tugs towing large rafts of logs are prevalent, the loads being wide and long and mainly submerged makes them hard to see. A tug captain will say over the VHF "I'm pullin' wood."

Tug *Richard O* pulling barge *Olympia Newark* with limestone cargo (R. Horne)

State Aid for modal shift to Netherlands railways

In July the European Commission has approved, under EU State aid rules, a €70 million support scheme to encourage the shift of freight traffic from road to rail in the Netherlands. The scheme runs from 2019 to 2023 for railway companies with access agreements to the Dutch rail system and will form compensation payments to contribute to the cost of track access charges. No mention was made of similar for modal shift to water transport however, despite the size and prevalence of Dutch waterways.

Marine bio-fuel oil tests

IKEA Transport & Logistics Services, CMA CGM, the GoodShipping Program and the Port of Rotterdam announced in March that they will work together in partnership to test and examine the use of sustainable marine bio-fuel oil. This is with a view towards the future decarbonisation of ocean freight.

This type of fuel oil has been developed by GoodFuels, the leading provider of sustainable marine biofuels to the global commercial shipping fleet, after undergoing three years of intensive testing with marine engine manufacturers. It is completely derived from forest residues and waste oil products; an 80-90% reduction in CO₂ is expected when compared to fossil derived products. No engine modifications are necessary. Under the International Maritime Organisation (IMO) requirements the industry faces green house gas and sulphur reductions – low sulphur fuel use by 2020, a 40% reduction of CO₂ by 2030 and 70% by 2050.

Germany with a waterways plan for the future

In May, the German Transport Ministry announced a masterplan for increasing the amount of freight moved using the inland waterway network, and for making necessary improvements with investment in inland waterways. This future proofed plan was developed in cooperation with trade associations, the industry and other stakeholders. Key elements of this are infrastructure investment, environmental improvements, digitizing of operations to increase efficiency (ports/docks/locks), modal shift target to increase the share to 12% of all freight, recruiting and training.

Federal Minister Andreas Scheuer said “We want to boost inland waterway transport and move as many goods as possible by waterway. Inland waterway vessels are secret freight transport giants – high-capacity, safe and efficient. Self-propelled barges with a capacity of 3,000 tonnes can replace up to 150 heavy goods vehicles. There is huge potential here, and we want to make even better use of it. For this purpose, we have now created the Inland Waterway Transport Masterplan. We will not be able to reduce carbon dioxide, nitrogen oxide and particulate matter emissions in Germany unless we modernise the inland waterway transport sector and shift more freight to the waterways.”

China to reduce logistics costs

China plans to reduce logistics costs by nearly 121 billion Yuan (£13.9 billion) this year say their Ministry of Transport. They will regulate highway freight transport, increasing rail freight, upgrade the water transport system and speed up multimodal transport to achieve this. With spending on logistics last year rising by 9.8 per cent to 13.3 trillion Yuan (£1.5 trillion), it represents 14.8 per cent of the country's GDP. Integration of the harbours into the inland multimodal transport and logistics network and better rail connection is also required. They recognise that the logistics sector is currently too fragmented to be efficient. No mention was made of environmental improvements.

Euro driver shortage

A driver shortage in Europe generally is tending to push up prices and cause logistic problems; all this, despite a ‘bear’ financial market. Also, driver impending retirements are predicted to far outweigh new licences provided. This may look good for modal shift to water or rail which is being encouraged anyway. Congestion with delays at ports does not help. However competition from the East with lower lorry operating costs is always prevalent which to some extent mitigates the problem.

Rhine low water levels

Levels on the middle Rhine fell significantly in September causing extra surcharges to be applied to freight, with reduction in the weight being carried. Since the low levels in 2018, four barges from Contargo Waterway Logistics were modified with plates added around the propeller to enable the shallower loading of 1.3m instead of 1.5m. In the current Federal Transport Infrastructure Plan, draft optimisation of navigation channels in the Middle Rhine is addressed as a priority need. It is hoped this will be implemented as soon as possible. It has been estimated that reduction of the river's water levels dented Germany's economic growth by 0.4% in the final quarter of 2018 and by 0.3% in the preceding three months. Some are calling for additional locks and dams to be built, to stabilise the flow instead of the natural distance with friction on the banks and side weirs to maintain slope and levels.

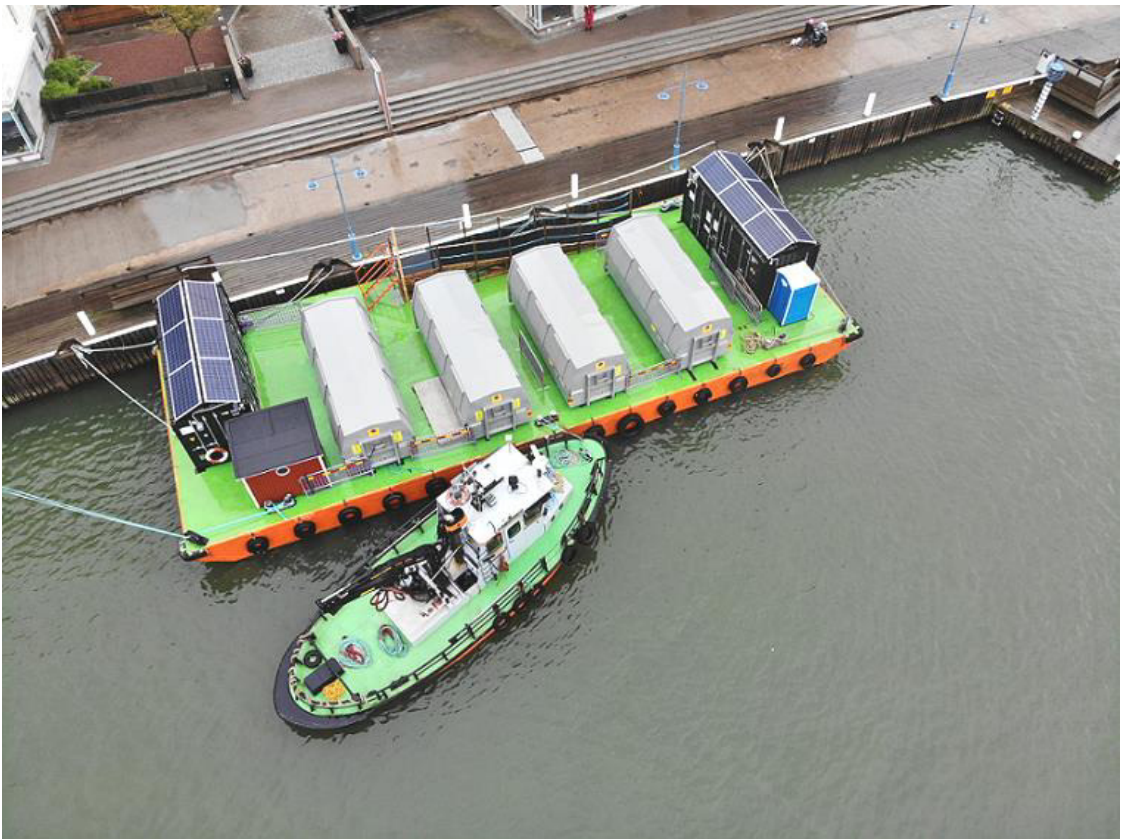
Romantic river it may be, but dangerous whether in flood or dry season.

Problems encountered were: a wind farm construction was stopped with large items prevented from getting there, farmers losses were estimated at several billion dollars, gas stations ran out of fuel, half of river ferries stopped running, cruise ships had to use buses for their passengers; gas prices increased as coal barges could not operate, steel maker ThyssenKrupp could not receive materials which in turn affected car maker VW. Other effects were water cooling intake problems for manufacturers, fish death and tourism downturn. Interestingly old wrecks normally covered were exposed like the De Hoop, a timber Dutch freighter which sank in 1895 and wild tomatoes growing in the river bed at Bonn, perhaps from the outfall from sewage works as the seeds do not decompose.

Swedish recycling barge *Melina*

From Sweden we have a report from CBOA member Bengt Sandinge that he is using the barge *Melina* to collect domestic waste; he says "The recycling barge (trial) has been a success so far, with several tonnes garbage collected – wood, electronics, combustible materials such as carpets, garden plants etc, metal and also clothing, furniture and so on, which will be re-used during charity organizations. Already over 1000 people have been visiting the barge. It is especially popular by elderly people, coming onboard with their walkers to deliver their waste, as well as all people who do not have their own car."

2000 visitors/customers have used the facility so far and the highest count is about 300 on a Saturday during the four hours of opening time. In April the next part of the trial will start, with an improved schedule after reviewing which ports of call are the most worthwhile.



Waste barge *Melina* (B. Sandinge)

CBOA for Members

BREEAM

The Building Research Establishment Environmental Assessment Method (BREEAM) is stated to be the world's leading sustainability assessment method for masterplanning projects, infrastructure and buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment.

But how is this relevant where water transport is concerned?

Firstly the assessment is made on a points based system; the more points clocked up, the higher the total score. If a constructor can demonstrate he scores in several different areas, he gains more overall. Part of the measurement criteria is an asset's environmental, social and economic sustainability performance, which of course encompasses environmental transport methods. Environments that enhance the well-being of the people who live and work in them and help protect natural resources are all positives for BREEAM certification. Water transport with its low emissions, negligible accident/death hazard, low noise, absence of adding to road congestion etc should all be good qualifiers.

So when water side construction is being considered, perhaps also consider how BREEAM certification for the potential construction client can be an advantage to him by using water transport, not only during the construction phase but also during the operational phase – goods/materials and/or waste in/out.

<https://www.breeam.com/>

Buy Rope

Buy Rope is a specialist rope and hardware company. You will find many ropes on their website which can be purchased by the metre or coil as well as a range of stainless steel fittings. Their office is based in Manchester and they ship anywhere in the UK via a next day delivery service.

A large proportion of its customers come from the marine sector. This includes leisure yacht owners, canal boats owners through to dockyards, large vessels and commercial freight boat companies. They stock general use ropes such polypropylene to more specialised and stronger ropes such as polysteel which are often used on larger boats. They have a large stock of thick diameter ropes which have guaranteed break loads which is great when lifting or pulling is required.

The in house team includes a splicing team that will attach hardware to ropes for you or create custom made mooring ropes, anchor ropes or almost any type of rope mechanism that you need. You can call them on 0330 124 3556 or email them on info@buyrope.co.uk Hours 8am - 4pm (Mon - Fri).

CBOA members discount:

Buy Rope have supplied CBOA members with a permanent discount of 10% on any purchase. If you would like to take advantage of this offer you can redeem the discount by submitting the code cboa10 at the time of ordering or during checkout on their website www.buyrope.co.uk

Diesel Engines – The Cultural Shift: Solberg Filtration

The following is kindly provided by Mark Haywood of Solberg Filtration:

Founded from humble beginnings in Middle America in 1968, Solberg Filtration is a second-generation family owned business based in the suburban town of Itasca, Illinois. After getting a start in the Air Compressor market, Solberg has continually strived to innovate new products and is now proud to be positioned as a market leading solutions provider. The offering includes filtration products for the Engine, Turbine, and Compressor markets, with legacy products supporting the Vacuum Pump and Blower markets.

Solberg Filtration (UK) has been offering breather solutions to eliminate vented emissions from high speed rotating equipment for the last twenty years and is now one of twenty global Solberg Offices supporting the customer base on all four corners of the globe.

Through optimising the efficiency of the engine and being able to collect and recycle engine oil Solberg Filtration (UK) aims to offer operators the chance to make their engines more environmentally friendly, and save money on waste oil costs at the same time. Key components such as the turbo and the air coolers are also protected reducing repair costs and extending service intervals.

Emissions regulations are now common place on our roads with the introduction of congestion charges and a number of pro-environment initiatives increasing. Will it be long before this is also reflected on our inland waterways? What will these regulations include? Oily emissions are right at the top of the list of contaminants when it comes to keeping our waterways clean and protecting them for generations to come. The introduction of the Stage V emissions standards from 2020 aims to reduce particle number emissions. It is estimated that 20-25% of total emissions come from the crankcase.

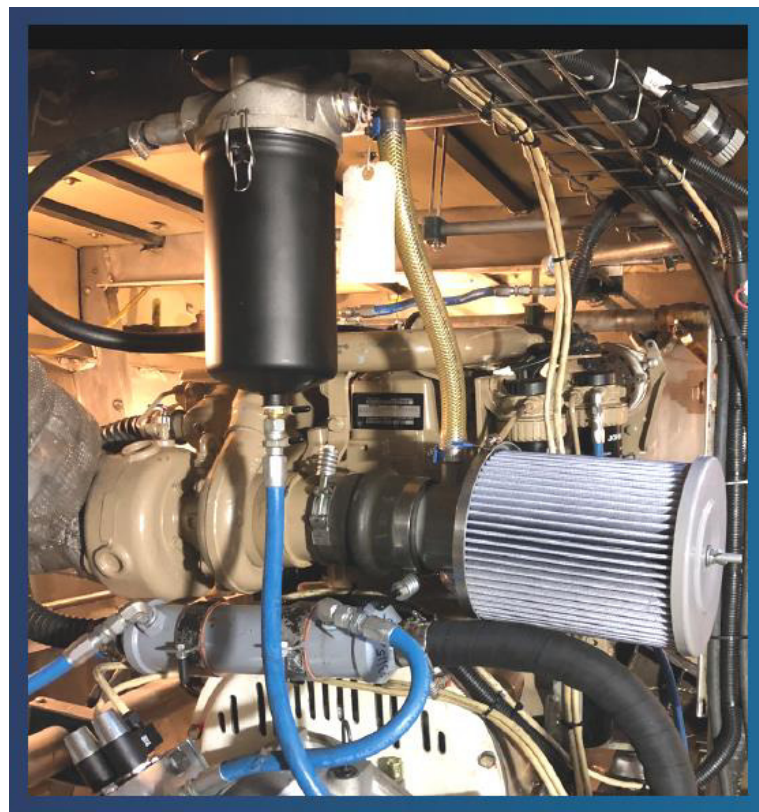
Are your vessels running as efficiently and as cleanly as they could? How do you know if your engines are in need of better filtration? Possible indications are:

- Oily mist in the engine room
- Film collecting in the bilge or plate under the engine
- Irregular fluctuations in vacuum/pressure in the crankcase - often the cause of seal erosion and leaks

Case example – Chicago vessel operator

A Chicago based transportation and sightseeing company was experiencing difficulties maintaining their fleet of water craft due to ineffective crankcase ventilation systems installed on their John Deere 4045 engines. In addition to expensive change outs every 200-300 hours (1-2 months), the oil mist carryover and bypass from their existing system caused maintenance problems with alternators and would also cover the engine room floors and walls with oily residue and also creating potential safety hazards for employees. Extending the service interval to a full season and reducing overall maintenance costs were the key drivers for improvement and the operator looked to Solberg for a solution that would help them meet their maintenance objectives.

Solution – Solberg offered its ACV Series Advanced Crankcase Ventilation System as a solution to both regulate engine crankcase pressure and remove harmful oil mist emissions that could damage the turbo or bypass their existing unit and vent into the engine room. Solberg also replaced the original engine intake air filter to complete the crankcase ventilation system upgrade.



Results – With the ACV retrofit, the operator was able to extend their maintenance interval from 1-2 months to an entire year before requiring a change out. In addition, the alternator issues were solved and the engine rooms made much safer as the oil mist is no longer accumulating on the floors and equipment.

“Our mission and values over the last 50 years focus on helping our customers discover new possibilities. Our focus on innovation has always been tied to our dedication to the environment. We hope to continue to practice what we preach and help create products and solutions that impact the world for the better. What can you do as an operator to make the world we live in a cleaner place?”

Travis Solberg, Chief Sustainability
Steward

Solberg Manufacturing, Inc.

Mark Haywood can be contacted on 01902 798499 or Mobile 07545 077994, mark.haywood@solbergmfg.com
www.solbergmfg.com

River Thames – Sunbury Dry Dock (EA)

The EA are proud to say that the dry dock at Sunbury has been operational again since the summer, and available for hire to pleasure and business users. The dry dock is operated by Environment Agency staff; once craft are settled and dry the dock is then handed over to the customer for the duration of their hire period.

There are welfare facilities available for our customers (toilet, shower, small canteen with microwave and kettle). The EA no longer hire out a jet wash, therefore the customer will need to supply their own. 240v shore power and 110v supply available for tools and work equipment (no 240v tools to be used in the dock).

The EA are in the process of installing a pillar crane adjacent to the dock which will allow cranning to a maximum load of 1.5 tonne, this should be available early next year.

Dry dock specifications:

Dock length – 36 metres

Width at entrance – 7.6 metres

Main chamber working width – 10 metres

Max draft – 2.4 metres

Air draft – 4.7 metres

The dock will be closed for a short period of time however in the new year (around two weeks in duration – dates to be specified) which will be broadcast once the date is set. The closure is to install brand new dock gates to replace the ones that were refurbished earlier this year.

The EA wish it to be known that they are a friendly team at Sunbury, warmly welcoming customers and providing them with a professional service. Contact telephone: 01932 770402.

Commercial inland Marine Insurance

The following article has been kindly provided by CBOA member Michael Stimpson, who is very experienced with marine insurance.

Members operating craft on the Inland Waterways (and, indeed, on other waterways) will have noticed a rise in premiums and in some cases, more stringent requirements of Insurers.

There are a number of reasons behind this but the main problem is the knock-on effect of large losses in far-away places such as Japan and the Caribbean which, it seems, are caused by global warming. Large numbers of craft have been damaged or destroyed and the bulk of these are insured in the British Insurance Company market or by Lloyds.

Major companies are suffering as a result of these losses and this affects premiums across the board.

Another problem for Insurers is that, in the 70s and 80s, premiums would be paid into an interest bearing account and the income from that was available to put toward claim payments. With present interest rates, such income has dwindled to next to nothing so withdrawing such income from the Insurer leaving only premium to pay claims and meet the cost of administration.

At least one major Company is planning to cease trading in 2020 and many Specialist Marine Brokers have had their "Binders" withdrawn. This is short for Binding Authority where an Insurer allows a Broker to accept risks on their behalf without the need to refer the risk to them.

Another part of this problem is that Re-insurance Companies, who "back-up" both Insurance Companies and Lloyds Syndicates, are not renewing their arrangements and this in turn is making Insurers look closely at the risks that they accept and also at the premiums that they charge going forward.

The last time this happened was after the Marchioness disaster on the Thames and I remember one Insurer increasing premiums by 400%

You may well ask why such losses overseas affect craft on the inland waterways here in the UK. Sadly Insurers do not "ring fence" their premium income. If they did then the different areas of their business would show where they were making a profit and where they were making a loss. The marine market, sadly, is not large enough in insurance terms to do this although it would make a lot of sense. This problem is also affecting Private Pleasure craft on the inland waterways.

Many Underwriters are turning down risks without even considering the individual merits of the risk put to them. Others are asking for Surveys (adding to the cost to the owner of the craft) more often than what used to be the standard six years. Deductibles (Excess) are being increased as are premiums where renewal is invited and it is becoming more difficult to obtain cover for older craft. (continued overleaf)

What is the answer? Well, in the short term, you will have to accept to some degree, the present situation.

The Insurance Industry seems to work in waves where, in times like this, Underwriters are running scared and in a few years later they will be back writing for premium, reducing rates to encourage boat owners to insure with them to expand their book of business.

If you deal through a specialist Marine Broker they should be able to maintain your cover although may have to change your Insurer and terms may increase.

There are some things you can do to impress an Underwriter but this job should be undertaken on your behalf by your Broker.

An Underwriter considers a risk put to him by a Broker. The Broker works for you and the Underwriter works for the Insurer deciding if a risk should be accepted and if so on what terms.

If I can help any members I will be happy to do so – ring me on 01923 770425 any week day between 11.30 and 7pm.

CBOA NEWS

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Editor: Richard Home

Email: r.home@cboa.org.uk

Tel: 01252 844259

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rolandon

water and sea freight advisory services

Tel: 07802 961485

john.dodwell@rolandon.com

Rolandon Water and Sea Freight
Advisory Services

72 Grandison Road, London,
SW11 6LN

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. Water freight can be cheaper than road, it beats urban congestion and is the most environmentally friendly means of bulk transport.

CBOA officer contacts

Chairman David Lowe

Email: d.lowe@cboa.org.uk

Mob: 07785 502478

Vice Chairman Tim West

Email: t.west@cboa.org.uk

Tel: 01785 850411

Treasurer Tony Seddon

Email: t.seddon@cboa.org.uk

Mob: 07854 226251

Secretary Keith Mahoney

Email: keithmahoney@btinternet.com

Mob: 07831 829898

Stoppages & Maintenance Brian McGuigan

Email: b.mcguigan@cboa.org.uk

Mob: 07791 345004

Southern Representative Gerry Heward

Email: gerald.heward@whhbarges.co.uk

Mob: 07951 026174

Parliamentary, Regional and Local Government Matters

Tim West

Email: t.west@cboa.org.uk

Tel: 01785 850411

Marketing/Corporate and Public Affairs John Dodwell

Mob: 07802 961485

j.dodwell@cboa.org.uk

North East Representative Noel Tomlinson

Email: noellinhullmar@yahoo.com

Tel: 01482 320727

North West Representative Mike Carter

mc@marinesurveysltd.co.uk

Mob: 07831 184495

West Midlands Representative Bernard Hales

Email: b.hales@cboa.org.uk

Mob: 07860 308973

East Midlands Representative Les Reid

Email: l.reid@cboa.org.uk

Mob: 07971 589612

South West Representative Chris Witts

Email: chriswitts@hotmail.com

Tel: 01452 526202

CBOA Membership Louise Sliwinski,

Robert Wynn & Sons Ltd.

enquiries@robertwynnandsons.co.uk

Tel: 01785 850411

President: Dr. David Quarmby CBE. Vice-President: Dr. David Hilling MBE.