

Why?

Good for Business...

Businesses move their goods by water because it makes good business sense. Moving loads of up to 600 tonnes saves money and is easier to manage than the equivalent of over 20 lorries.

In times when fuel prices are uncertain and congestion is getting worse, making use of the low cost uncongested River Trent makes increasing sense. **Moving freight by water can save up to 75% of fuel costs – whatever the price of fuel.**

Moving freight by water is eligible for grant support from the Department for Transport, including help towards the capital cost of setting up a wharf. Further information and guidance can be obtained at: <http://www.dft.gov.uk/pgr/freight/waterfreight>

Good for the Environment

A barge on the River Trent can carry between 400 and 600 tonnes. This saves between 20 and 30 truck journeys each way.

Moving a Tonne of freight on the River Trent is estimated to use 75% less fuel and emit 75% less CO₂ than moving by road.

Moving goods on the River Trent can remove heavy goods traffic from local roads. This is particularly important in rural areas.

Capacity for the Future

The River Trent already carries over 250,000 tonnes of freight every year. Our research has found that potentially an additional million tonnes per year could be carried, and the long term potential could be even greater.

Commodities such as containerised goods, waste, steel, building materials, and recycled goods could all be moving on the River Trent in future years.

Case Studies



Heavy Loads

The power stations along the river Trent include huge components, some weighing several hundred tonnes. Moving these components by road is expensive and causes congestion.

The River Trent can handle very large loads, often right up to the power station site. The photograph opposite shows the Terra Marique, a specialist barge operated by Robert Wynn and Sons.



Dry Bulk

Besthorpe Quarry jetty is owned and operated by Lafarge and used for the loading of bulk aggregates onto barges moving products mainly to Whitwood Wharf near Castleford.

The target for Lafarge is to load 225,000 tonnes of aggregate per annum across the jetty. Four of the barges used can carry 470 tonnes and another three 370 tonnes.



Supermarket Goods

Inland waterways aren't only useful for bulk commodities. For example, wine for Tesco is regularly moved on the Manchester Ship Canal.

The River Trent links the Humber ports to Newark and Nottingham. There is scope to develop distribution centres along the river, served by barges carrying up to 48 containers.

Who Can Benefit?

Many...

There are several types of business who could benefit by moving freight on the River Trent:

Dry Bulk businesses producing aggregates or using other bulk commodities can benefit from immediate cost savings, particularly if their point of supply or destination is alongside the River Trent, River Humber or other inland waterways in the East Midlands or Yorkshire and Humberside regions.

Logistics Companies if you are looking for a central, well connected, sustainable location in the East Midlands for your distribution centre, you should look at land alongside the River Trent, particularly around Newark.

Developers and Builders if you are planning a major development along the River Trent, you should consider using barges as a cost effective way of taking out waste and bringing in building materials.

Waste several businesses handling waste or recyclates are located along the River Trent. Anyone planning new waste facilities should consider a riverside location, which will provide sustainable transport opportunities and reduce the impact of waste traffic on local communities.

Power Stations the River Trent is likely to resume its historic role of taking fuel to power stations – but this is likely to be bulk Biofuels rather than coal or oil. The River also provides the best way of taking large components to power station projects.



Navigation Wharves

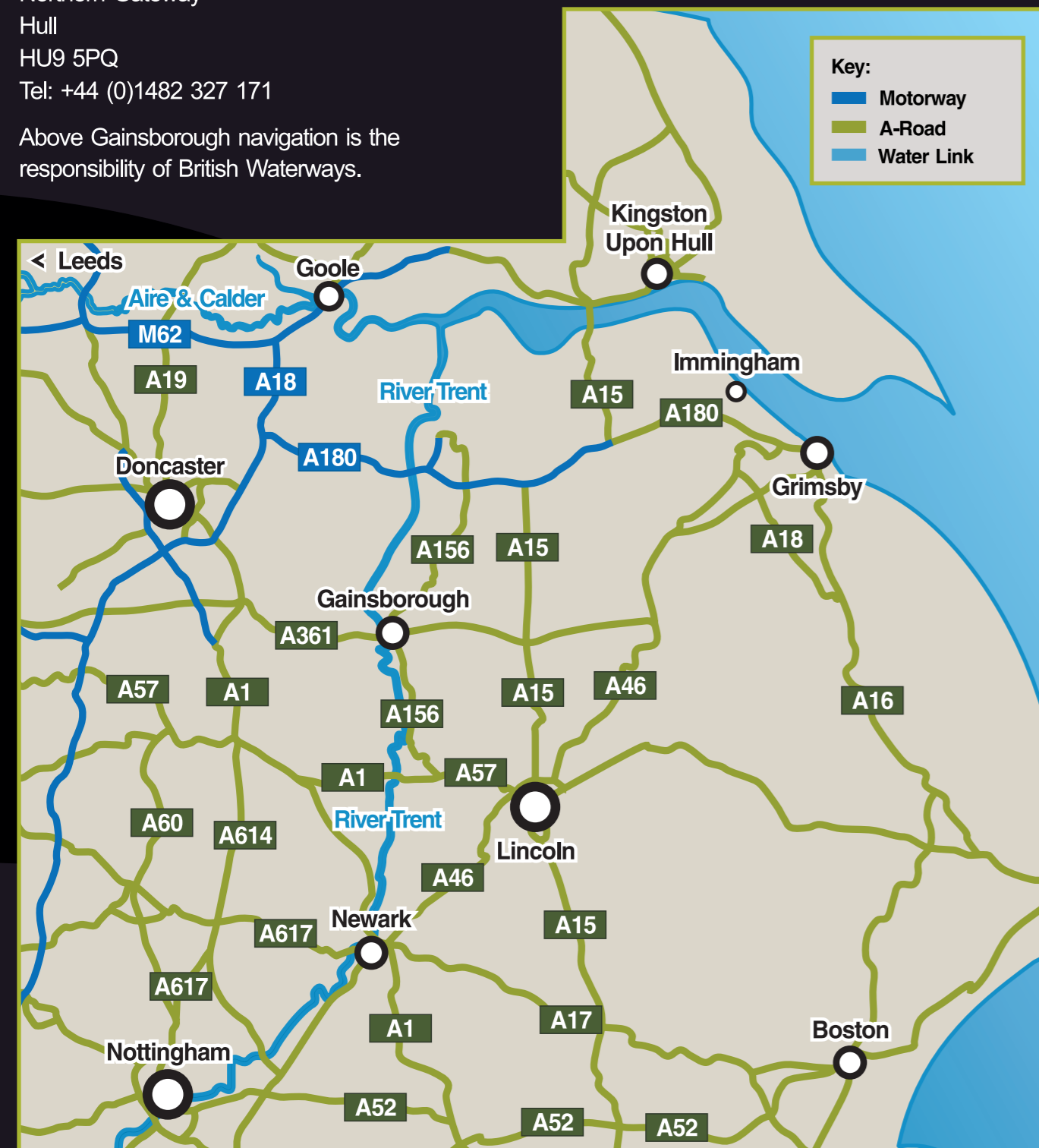
Navigation between the Humber and Gainsborough is the responsibility of Associated British Ports (ABP). ABP can be contacted at:

Matt Jukes - Port Director

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PO Box 1
Port House
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HU9 5PQ
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Above Gainsborough navigation is the responsibility of British Waterways.

Many of the businesses along the river already have useable wharves. Grants are available to construct or improve wharves. Several wharves in Gainsborough and at Colwick near Nottingham are available. The British Waterways wharf at Colwick can be used by contacting British Waterways in Newark.



The Future

The River Trent already has plenty of capacity for freight. However, relatively small improvements to locks and bends could increase the size of barges which could use the river. This in turn would make the movement of freight on the River Trent even more attractive for businesses.

In the longer term, major improvements at Newark would allow bigger and taller barges to travel as far as Nottingham.

More Information

British Waterways and the local and regional authorities along the River Trent are keen to see more freight on the river. Our recent study provides more detailed information on the economics and capabilities of the moving freight on the River Trent. Copies can be downloaded at:

www.britishwaterways.co.uk/east-midlands/freight

British Waterways are a useful first point of contact for anyone wishing to find out more about freight opportunities on the River Trent.

British Waterways East Midlands

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The Commercial Boat Operators Association

(CBOA) also provides useful information on moving freight on inland waterways:
<http://www.cboa.org.uk>

Information for anyone interested in moving more freight on the River Trent

- > Local businesses
- > Logistics Companies
- > Developers
- > Planners
- > Waste Managers

Moving freight the green way on the River Trent



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