

## British Waterways Freight development on the River Trent

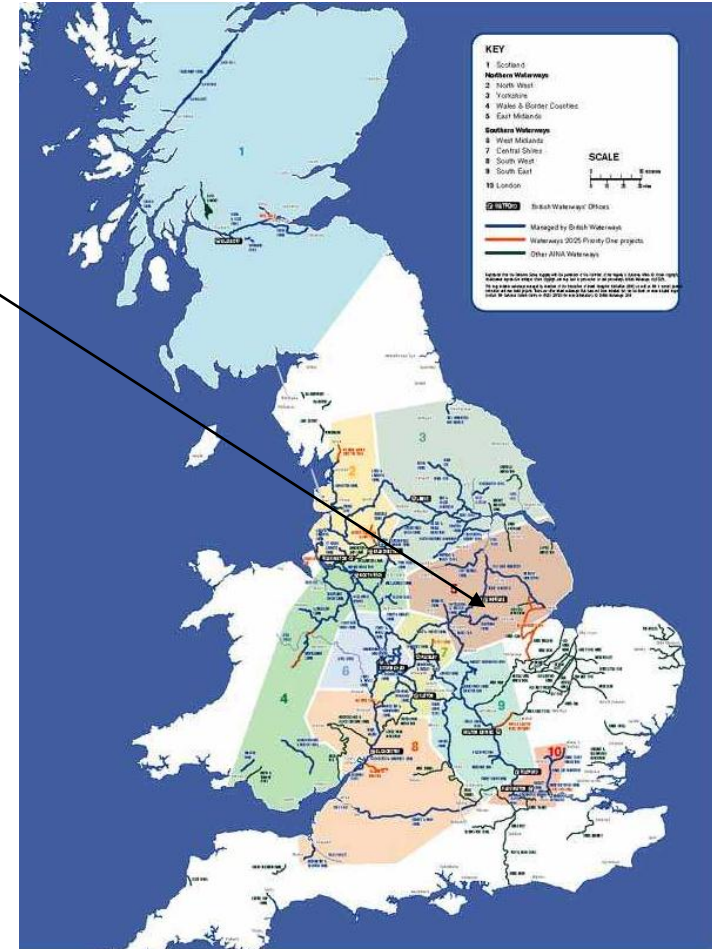




# Waterways for Growth

## River Trent

- Links Humber estuary and ports (Hull, Immingham etc.) with the East Midlands region, including the city of Nottingham
- Freight waterway length (Humber estuary to Nottingham) – 114 km
- 7 locks
- Maximum craft size:-
  - Humber estuary – Gainsborough: 2,500 – 3,000 tonnes (ships)
  - Gainsborough – Newark: 800 tonnes (barges)
  - Newark – Nottingham: 300 tonnes





# Waterways for Growth

## Waterway network in Europe



The Interreg IVB  
North Sea Region  
Programme





# Waterways for Growth

## Inland waterway freight in Europe

450 million tonnes of freight p.a.

Goods transported:-

- Bulk cargoes – agricultural products, coal, iron & steel, aggregates, petroleum products, chemicals
- Heavy lifts (special cargoes)
- Containers

Growing:-

- Domestic & industrial waste
- Distribution in cities
- Biofuels



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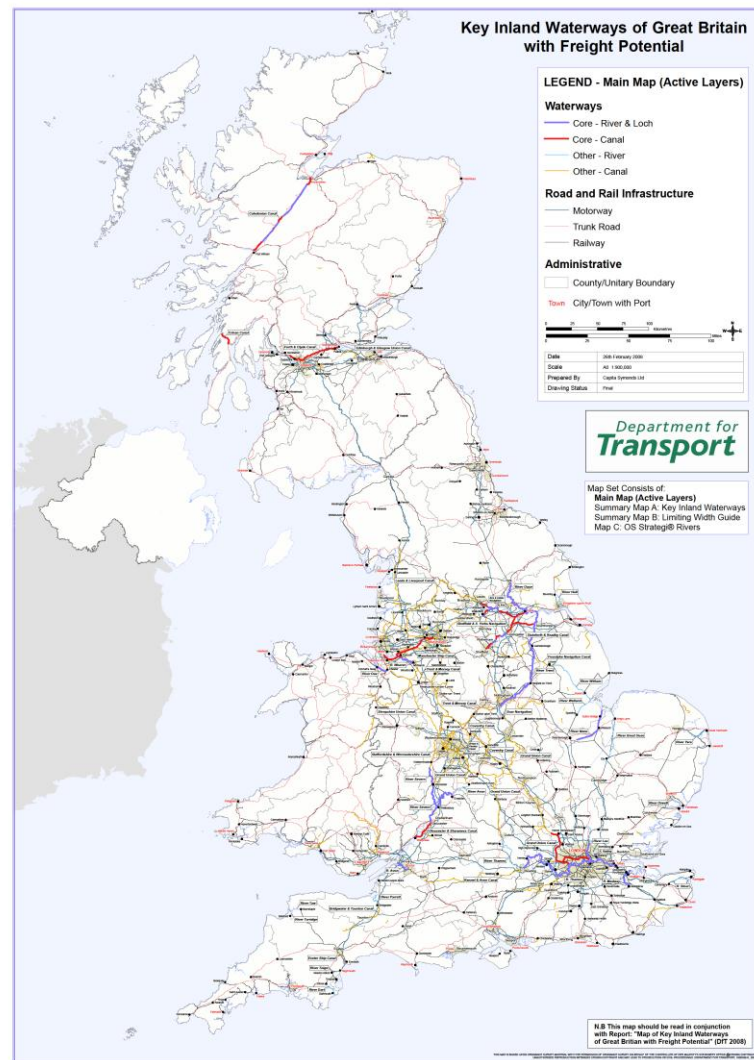


# Waterways for Growth

## Inland waterway freight in the UK

Tonnes lifted 2008  
(Dept for Transport)

Traffic type	Tonnes (millions)
Internal	3.7
Coastwise	7.7
Foreign	35.2
One-port	5.4
<b>Total</b>	<b>51.9</b>





# Waterways for Growth

## External impacts of transport

- Accidents
- Noise
- Pollutants
- Climate change
- Infrastructure
- Congestion



## External costs of transport (€s / ,000 tonne-km)

Road	€24.12
Rail	€12.35
Inland waterway	€5.00





# Waterways for Growth

## Perceived disadvantages of water freight

Speed

Inflexibility of infrastructure

Cost of transshipment



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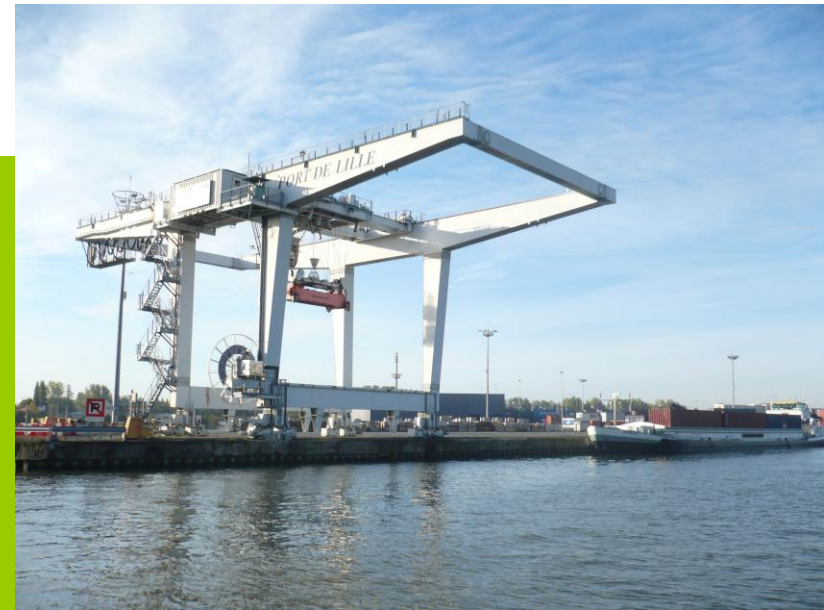


## River Trent Freight Study 2008-09

## River Trent Freight Development 2009-10

### Trent Steering Group:-

- East Midlands Development Agency (EMDA)
- East Midlands Regional Assembly (EMRA)
- Nottinghamshire County Council
- Lincolnshire County Council
- Highways Agency
- Commercial Boat Operators Association
- British Waterways



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# Waterways for Growth

## Existing traffics – River Trent

### Sea-going traffic to lower Trent wharves

- Mainly dry bulks & semi-bulks
- c.2 million tonnes p.a.

### Aggregates

- Besthorpe – Whitwood (West Yorkshire)
- 200-300,000 tonnes p.a.

### Heavy Lifts

- Trent Valley power stations

### Other ad-hoc traffics





# Waterways for Growth

## Potential new traffics – River Trent

Potential additional traffic identified:-  
- 1 million tonnes p.a.

- Aggregates
- Power station traffics esp. biomass, PFA
- Building materials / demolition waste
- Domestic / industrial waste & recyclates
- Specific traffics at Gainsborough





## Enhancing capacity of the River

### Existing capacity

- Lower Trent Wharves: 2,500-3,000 tonnes
- to Newark area – 800 tonnes
- to Nottingham area – 300 tonnes
- above Nottingham – 90 tonnes

### Navigation improvements:-

- Newark Nether Lock bend
- Lock lengthening / improvements
- Tidal river improvements – lock / bends
- Newark Bypass option





# Waterways for Growth

## Issues arising

- Lack of freight wharves – wharf protection
- Dimensional constraints
- Lack of suitable vessels – optimal for River
- Lack of trained crews
- Current low costs of road transport
- Lack of back loads
- Planning conditions on use of water freight
- Perceived risk by shippers to changing mode

