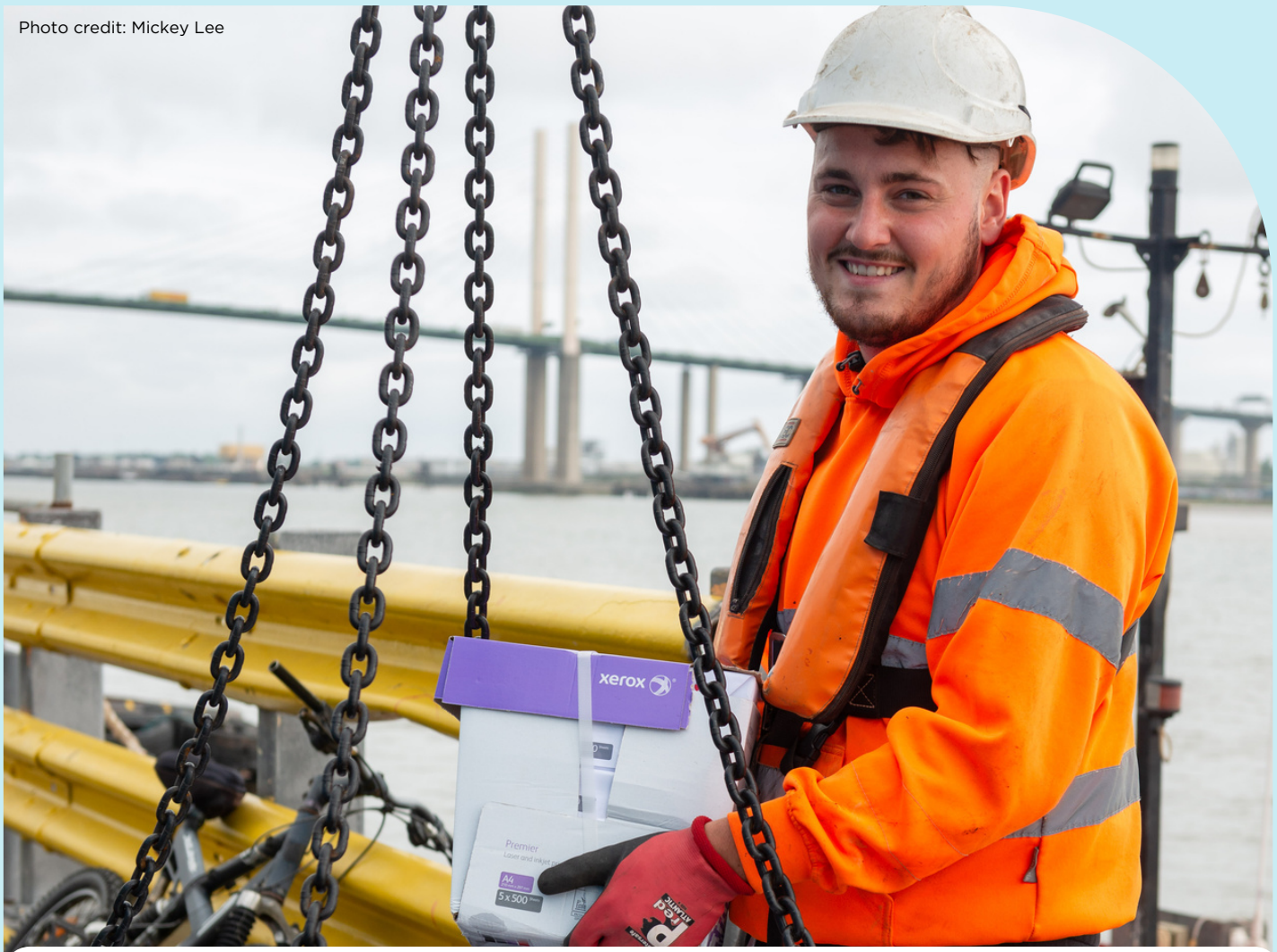


Cross River Partnership River Freight Pilot Case Study

Photo credit: Mickey Lee



[Clean Air Villages 4/Clean Air Logistics for London Case Study](#)

River Freight Pilot Case Study: Summer 2022

Learnings from CRP's six-week river freight pilot in July/August 2022 and guidance for how to start your own.

[Read now](#)

 **CROSS RIVER
PARTNERSHIP**
Delivering London's Future Together



Department
for Environment
Food & Rural Affairs



Councillor Hug at the Launch Event.
Photo credit: Mickey Lee



Cleaning up air quality is a key priority, and that presents major challenges for us in the heart of London. One thing I am determined to do is get more freight into central London on the river rather than by road, so I am particularly pleased Woods Quay in Westminster is playing such an active part in that.



The more polluting freight vehicles we can take off the road, the better for our residents and their children who grow up breathing some of the dirtiest air in the country. I look forward to further initiatives with the Cross River Partnership.

Councillor Adam Hug, Leader of Westminster City Council.

In July and August 2022, Cross River Partnership and 10 partners, delivered goods into central London using the river. The pilot operated one delivery per week, for six weeks and aimed to make the case for expanding river freight into London. The pilot formed part of the Defra-funded Clean Air Villages 4 and Clean Air Logistics for London projects.

This case study will show how the pilot was set up, it will look at what was successful and what could have been improved. It will also analyse the emissions savings from river versus road journeys. This is all supporting the aim of further take up of river freight in London.

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CROSS RIVER PARTNERSHIP AND CLEAN AIR VILLAGES 4

About the Pilot



The KM Otter at Woods Quay
Photo credit: Mickey Lee

According to the [Port of London Authority's Air Quality Strategy for the Tidal Thames](#), across Europe, energy consumption bringing goods into central London via the Thames emits less than half of the carbon of road transport, improving local air quality. Meanwhile, the River Thames is an under-utilised resource and there is a lack of awareness around the potential of the river and how to utilise river freight. CRP therefore set out to disseminate knowledge, working closely with the Port of London Authority.

This was the first river freight project in London with two pick-up points. Office supplies were loaded in Dartford and janitorial supplies at Woolwich. Goods were unloaded at Woods Quay, where they were picked up by electrically-assisted cargo bike and taken to their destinations around The Northbank BID area and beyond. As a result, the project required collaboration between many partners and had a lot of moving parts.

The original concept for the river freight pilot was to deliver a reverse logistics scheme that would bring goods into London by river and take waste out on the same vessel. It became apparent that using the same vessel would bring big challenges and the site that was going to be used for goods-in was not suitable for waste-out. Waste provider iRecycle trialled returning waste along the river.

Key Statistics



20 businesses delivered to



6 trips made

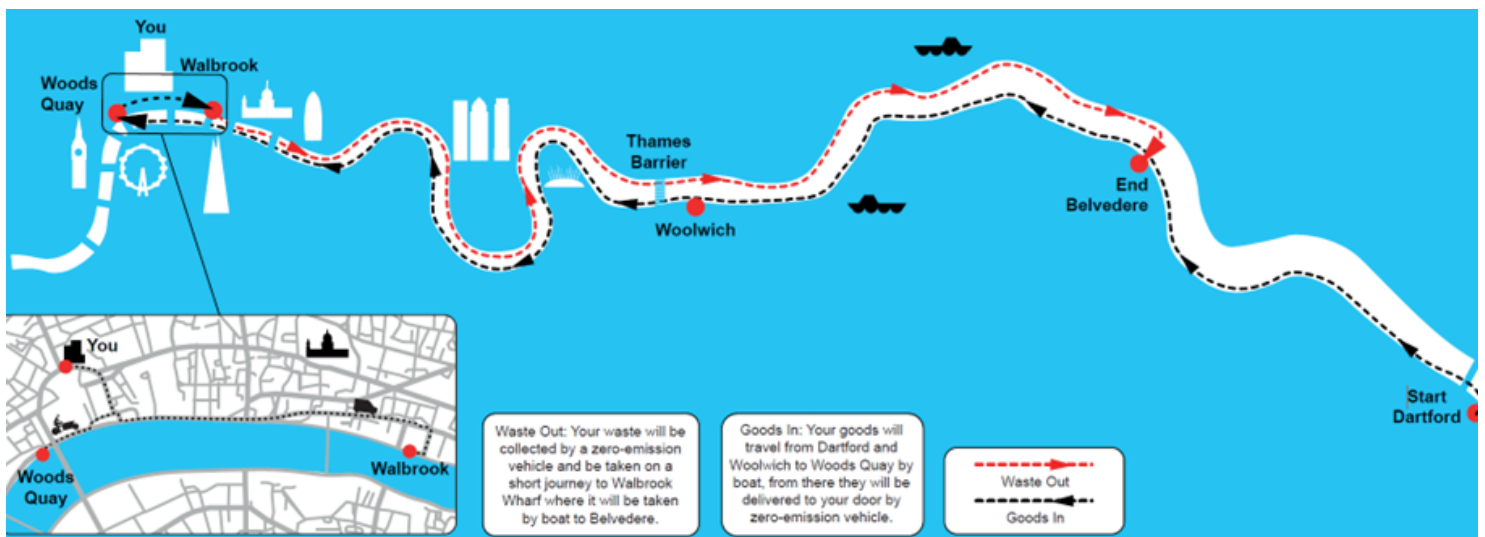


59 cargo bike miles travelled



12 partners involved

Route Map



The initial plan was to transport goods in via the river and transport waste out. However, the journey from Walbrook to Belvedere did not take place as a part of this project. We plan to include a return trip in future river freight trials.

Emissions Savings

NOx (g)	PM2.5 (g)	PM10 (g)	CO2 (kg)
3,220	260	480	3,618.38

The projected annual emissions savings table above shows the estimated savings of pollutants if the pilot were to take place over one year. This was based on one weekly journey and compares the river journey (including the van movements at the Dartford and Woolwich ends and the cargo bike at the Northbank end) with the road journey (a mixture of diesel and electric vehicles).

These figures show that there was a 78% saving in NOx and an 88% saving in CO2.

It is worth noting that the existing road journey from the suppliers into central London is more complicated than one vehicle driving from Dartford to Woolwich to The Northbank BID area. Multiple suppliers with their own vehicles operated to make the equivalent journeys. This resulted in a mileage of 34 miles by road, compared to 24 miles by river. The road route included diesel LGV, diesel HGV and electric vehicles. The river route included diesel HGV, HVO marine and e-cargo bikes.

For the purposes of looking at the impact of different fuel types per route, CRP has analysed data comparing journeys if all road vehicles were fully electric and if all road journeys were diesel. It is worth remembering that fully electric HGVs are not being used in the current market due to their high cost. The analysis shows, as expected, the greatest emissions savings result from the displacement of diesel vehicles. When all road journeys are made by electric vehicles the river journey no longer saves NOx and CO2, but particulates are reduced.



Paper ready to be loaded onto the cargo bike at Woods Quay
Photo credit: Mickey Lee

“We've got this huge way of moving large volumes of goods economically and with a lower carbon footprint, using the river and it's something that happened in the past. And I think we're going back and looking at old technology and how we can repurpose it for the modern world. So we couldn't wait to get on board.”

(Russell Hodson, CESR Director, Complete)

Project Timeline

KEY FOR TIMELINE

CAV4 - Clean Air Villages 4
DIFT - Dartford International Ferry Terminal
PLA - Port of London Authority
RAMS - Risk Assessment/Method Statement
SG - Steering Group

NOVEMBER 2021

CRP meets Complete about CAV4 project to discuss range of project interventions

JANUARY 2022

- Complete interested in trial
- Idea for a river freight pilot with The Northbank BID floated
- CRP arranges meeting with BID, PLA, suppliers (Complete and iRecycle)

FEBRUARY 2022

- First site visit to Woods Quay
- Promotion to get businesses on board commences using flyer
- Suppliers and BID reach out to contacts close to Woods Quay, meetings with businesses begin
- Next SG meeting (discussion about willing businesses, limited products list, goods-in, waste-out)

MAY 2022

- Step-by-step guide created for businesses to understand pilot and how to use scheme
- Timings agreed with GPS Marine, TfL and Silver Fleet
- Press release drafted
- Absolutely Courier selected as last mile operator

APRIL 2022

- Issue raised in relation to repairs at pontoon at DIFT and relicensing. Delay until June '22
- Site visit to DIFT & Woolwich Ferry terminal
- TfL on board for Woolwich Ferry terminal to be used
- GPS Marine chosen as vessel operator, discussion about timings, info on boat and costs to follow
- CRP writes cargo bike provider brief (for Woods Quay collection end)

MARCH 2022

- Fortnightly SG meetings begin
- Extensive business engagement takes place
- Discussion of which vehicles to use, launch date for goods-in agreed as 2 May 2022
- Agreed on one journey per week for 6 weeks

JUNE 2022

- Second site visit to Woolwich Ferry Terminal
- Absolutely site visit to Woods Quay
- DIFT issue to be fixed by 24/6
- Plan of service being fleshed out by PLA
- Operational plan being finalised, insurance, mooring/passage plans and RAMS nearly in place
- Communication plan for delivery day.
- Prop from vessel stolen, replacement vessel needed from GPS Marine

JULY 2022

- KM Otter chosen as vessel replacement
- Soft launch on 18 July, official launch 26 July
- Learnings from soft launch applied to official launch (main 'issue' was that the vessel was early!)
- Official launch takes place on 26 July, attended by Cllr Adam Hug, Leader of Westminster City Council.
- Press release sent out

AUGUST 2022

- Mid-point review SG meeting
- Final journey scheduled to take place on 30 August

SEPTEMBER 2022

- Lessons learned meeting takes place
- Template case study drafted
- All stakeholders provide feedback
- Discussion/ agreement about continuing the pilot on a monthly basis

Setting up the Pilot

Recruiting Partners

CRP worked with the Port of London Authority (PLA) to produce a guidance document about river freight. CRP used this and a flyer to target businesses to promote river freight. CRP used its networks to promote and discuss river freight, aiming to find a partner(s) to deliver a pilot with. CRP conducted engagement in areas close to the river, including Dartford, Lewisham and Putney amongst others.













There were several reasons why leads were unsuccessful, but a limiting factor was the unknown variables involved, in particular a lack of understanding around costs.

Stationary company Complete, agreed to work with CRP on a river freight pilot. CRP introduced Complete to the PLA for preliminary conversations around operations. It was necessary to understand where the pick-up and drop-off locations were going to be and which piers and wharves could be used. It was also necessary to work out the volume of goods which could be moved.

In the meantime, CRP and The Northbank BID were in discussions around river freight. Privately owned Woods Quay had come up as a potential drop off location for river deliveries and is located in the BID area. The PLA had a strong relationship with Silver Fleet, who own the quay, and initiated conversations about its use in a pilot. The PLA were also intrinsic in contributing knowledge about river infrastructure and freight planning. Complete brought iRecycle (waste collectors), Mayflower Washroom Solutions and Antalis (office suppliers) into the conversation. The Northbank BID were keen to involve their members in the pilot and promoted the scheme to their network.

As planning developed, GPS Marine joined as the chosen vessel operator. They also provided welcome expertise and guidance on river freight operations. Silver Fleet and Transport for London, who provided the piers (Woods Quay and Woolwich Ferry) for the pilot, along with courier Absolutely Couriers, all joined the planning. Dartford International Ferry Terminal (DIFT) was to be the first pick-up point, and this was owned by the PLA.

All project partners:

 <u>Absolutely</u> Cargo bike provider	 Defra Project funder	 <u>The Northbank BID</u> Business Improvement District
 <u>Antalis</u> Office products supplier	 <u>GPS Marine</u> Vessel provider	 <u>Port of London Authority</u> Consultant/facilitator
 <u>Complete</u> Office products supplier	 <u>iRecycle</u> Waste company	 <u>TfL (London River Services)</u> Pier owner
 <u>CRP</u> Project Coordinator	 <u>Mayflower</u> Janitorial supplier	 <u>Woods Silver Fleet</u> Pier Owner

Site Visits

Prior to the pilot, staff from each relevant partners went to all of the piers to visualise how the pilot would take place, pre-empting any issues and meeting the pier operators to talk through the project and ensure lines of communication were established before the project start.

Once the piers and vessel had been decided upon, the final decisions to be made at the sites were:

- Could any of the goods be stored at any of the piers/quays?
- What are the operating hours of the customers receiving goods and the pier itself?
- Who would physically move the goods from the boat to the cargo bike?

Once the site visits had been concluded, a dummy run was agreed, with no publicity or communications, the week before the launch. Fortunately, this ran smoothly!

Next Steps

CRP set up fortnightly steering group (SG) meetings to steer the pilot, discussing all of the next steps and covering the following:



Loading/ unloading locations

- First pick-up location: Dartford International Ferry Terminal (DIFT), owned by the PLA, was chosen as a pickup location for Complete and Antalis office supplies.
- Second pick-up location: A Woolwich pier was required for the pickup of Mayflower's cleaning supplies. Woolwich Ferry, owned by TfL was chosen.
- Drop-off location: Woods Quay was new and owned by Silver Fleet. With The Northbank BID keen to be part of the pilot, Woods Quay was the ideal location to unload the goods. CRP met Silver Fleet during CAV3 and the PLA had a strong relationship with the family who owned the quay. Silver Fleet were very open to being involved in a pilot.



Last-mile trip

- The 'last mile' of the journey would be completed by zero emission cargo bike. CRP approached cargo bike operators to agree on a provider for the last mile service, where Absolutely Couriers were chosen.



Available items

- The SG chose to limit the items that could be purchased. A shortlist of items was agreed on which covered best sellers, items deemed most suitable for river freight and, where possible, product with good sustainability credentials).



Frequency & timings

- Frequency: The SG agreed to operate one day per week, for six weeks (with one additional soft launch week to test the process).
- Timings: The PLA worked on timings, based on tidal movements. The aim was to bring the vessel in as the tide came in and for the vessel to return east as the tide went out. This would reduce journey times and emissions.



Businesses

- Through a combination of The Northbank BID's contacts and Mayflower's clients, 19 organisations signed up to receive a delivery. Orders had to be placed two working days prior to the delivery days. Organisations included the local school, university, theatres, cultural institutions, church, property owners, hotels and corporate offices.



Reverse logistics

- The original idea was for the pilot to operate reverse logistics, which would bring office and cleaning supplies into London, with waste being collected and taken back out on the same vessel. Woods Quay was not a suitable location for waste collection and it was also found that waste collection was more complicated than goods-in. Waste required stringent certification and businesses were unable to switch their providers on a temporary basis due to contractual obligations.



Paperwork

- The PLA worked on a passage plan for the operation. The suppliers worked with the pier/quay owners to produce the Risk Assessment and Method Statement (RAMS), for sign-off.



Choosing a vessel

- The PLA worked with fleet owners GPS Marine. GPS Marine were keen to be involved and provided their KM Otter Boat, a 16m mini anchor handling tug. It was chosen as the propeller for the previous boat was stolen, and it has a relatively large, clear, open aft deck and is equipped with a hydraulic crane.



The launch event during the heatwaves of Summer 2022
Photo credit: Mickey Lee



Lifting the rubble truck from the boat onto Woods Quay
Photo credit: Mickey Lee

Costs

Giving an exact cost is difficult, as it varies hugely on the vessel used, including size and loading method, and if there is a charge for any of the piers used. For more information, there are contacts for vessel operators and pier owners within the [contact list](#), who are able to give quotes.

For a general idea of how much river freight is likely to cost, including as a scaled up version of this pilot, the '[Light Freight on the Thames: Feasibility Study](#)' by the Thames Estuary Growth Board, Port of London Authority and WSP has a lot of useful information.

Key Learnings

The number of stakeholders involved in making the pilot happen was high, meaning that coordinating meetings and moving things forward was challenging. The reason this pilot got off the ground was because everyone involved had the enthusiasm and energy to make it work.

With the plans and obligations of all partners, getting the project started took much longer than expected. Starting the planning early is very much recommended.

Even once a business or supplier confirmed interest in river freight, challenges existed in moving forward, for example a business changing its mind, or finding it difficult to discover more about potential sites for operation.

Moving waste by river was found to have more challenges than other transportation.

Contractual obligations of businesses meant that switching was generally not possible. This also impacted on some larger businesses not being able to participate in the goods-in side of the pilot.

Running the Pilot

Promotion

Launch event:

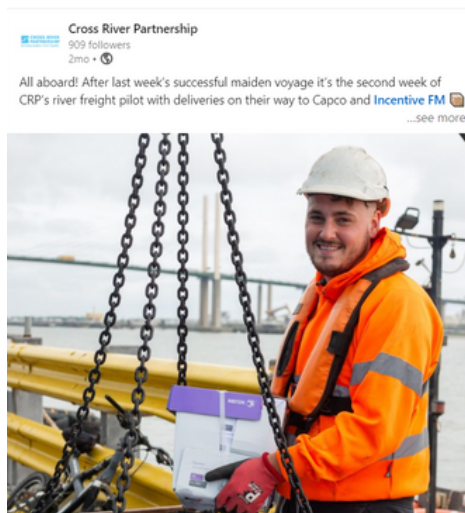
On the first day of delivery, CRP hosted a launch event where many of the key stakeholders were present, along with the Leader of Westminster City Council, Councillor Adam Hug. The day provided an opportunity for partners to see how river freight works in practice and also provided photos and press opportunities to further promote the trial.



Many of the partners at the launch event
Photo credit: Mickey Lee

Communications:

Communication with businesses before the launch was vital, and CRP produced [this flyer](#) to give details about the benefits, technical information and dates of the river freight pilot. A lot of the communications focused on knowledge sharing, as many businesses were not likely to know much about river freight. Through promotion, the trial was picked up by [CiTTi Magazine](#) and [Interchange UK](#), as well as in partner newsletters.



A social media promotional post



The CiTTi Magazine article



CRP's flyer for businesses

Deliveries

The deliveries took place over six weeks, excluding the dummy run. They generally ran at a similar time each week, dependent on tides. This was for ease of organisation, but also as moving goods by boat with the tide saves time and uses less fuel.

The deliveries generally ran smoothly, although goods often arrived at the pier earlier than expected. It was important to make sure that there were appropriate channels of communication between different piers, with a key contact for each. That way, the boat could phone ahead and everyone was aware of any changes to the timings.

The main issue that occurred during the pilot was a technical fault, meaning that the crane couldn't be used, meaning goods were manually lifted off. Although this was only meant to be for a week, due to a miscommunication, this wasn't resolved before the following week, showing the importance of clear lines of communication and having a key contact to oversee the project.



Loading the goods onto the KM Otter at Dartford

Onward Journeys

Once the goods were off the vessel and onto the pier, they were taken up via rubble truck to street level and loaded onto the cargo bike (right). They were then taken on to the businesses who had ordered through Complete's online platform, who then shared the addresses with Absolutely. The order quantities being loaded onto the cargo bike throughout the pilot varied from 1 - 25 boxes of paper, to dozens of janitorial supplies to eight separate addresses on a day.

Key Learnings

The key is in the preparation. Once everything is in place, problems can be dealt with swiftly and efficiently during the project.

Communications channels need to be clear, with an established contact list and a key contact who is always available for the pilot duration.

Promote the pilot as widely as possible. New and innovative ways to take vans off the road is currently a very prescient issue in London and beyond, so gaining traction for the project is very much a possibility.

All issues need to be shared with stakeholders as soon as they occur.

The vessel tended to arrive early. Departures and updates should therefore be phoned ahead to make the process more efficient.



Arriving into Woods Quay with the goods
Photo credit: Mickey Lee



Bringing the goods up to street level at Woods Quay to be loaded onto the cargo bike
Photo credit: Mickey Lee



Last step: loading up the cargo bike to go to Northbank businesses and beyond
Photo credit: Mickey Lee

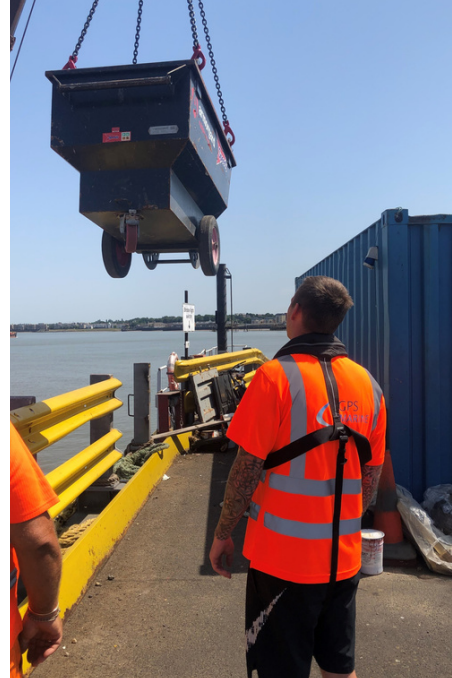
What's next for river freight?

Expanding River Freight and Increasing Volume

Whilst river freight has clear environmental sustainability benefits, unless it is scaled up, it is unlikely to be economically sustainable. It is therefore a priority to ensure that future trials are more frequent and carry larger volumes. Continual expansion of river freight will help to break down these barriers for businesses.

For businesses needing a slightly smaller volume, there are several options to make river freight viable. As in the trial, partnering with other businesses either through local networks or BIDs can reduce costs by consolidating deliveries. Additionally, undersubscribed passenger ferries could be an option for transporting smaller volumes cheaply. Thames Clippers are happy to facilitate this where possible.

Whilst this project and most of the other trials so far have focused on light freight, there is plenty of scope to move heavy freight or materials via river. Whilst the reverse logistics waste section of this project could not work at this tune, there are many companies who use the river for waste, such as Cory Group and iRecycle, who have been helped by being part of the initial part of the pilot. In the construction of Tideway, 98% of material excavated from the main tunnel has been transported by river from their foreshore sites, meaning they have avoided 600,000 HGV journeys and saved 14,816 tons of CO2 emissions.

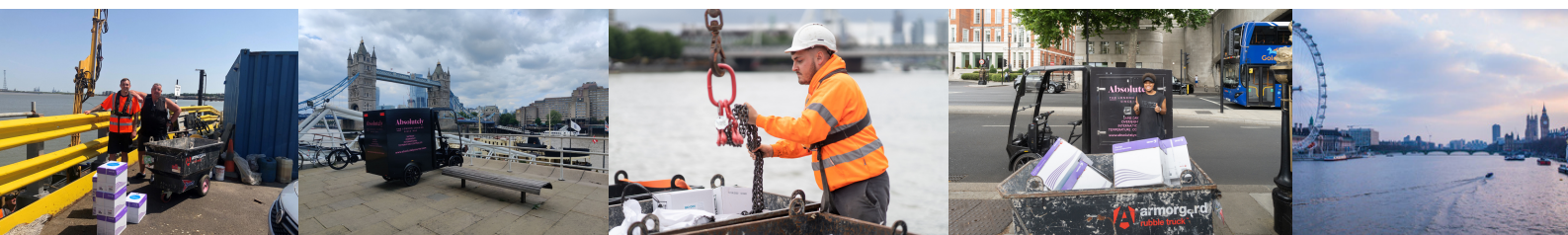


Clean Air Logistics for London

CRP's Clean Air Logistics London (CALL) focuses specifically on river freight, and will use the learnings from this pilot to facilitate setting up future trials. We aim to scale up river freight, hopefully building in a return journey to close the loop and maximise emissions savings.

However, increasing river freight trials is only one of the strands of the project, and alongside 10 local authority, business improvement district and strategic agency partners, we aim to facilitate delivering on the river whilst integrating it with the last mile on land. This will be done through adapting piers, building on a report commissioned by CRP by Beckett Rankine, to make delivering freight, consolidation of goods and cargo bike pick-ups as smooth as possible. Through CALL, CRP also will look at converting vessels to hydrogen and electric and integrating charging infrastructure into the riverside.

If you would like to find out more about the CALL project or would like to be involved, please email CRP Programme Manager Fiona Coull: fionacoull@crossriverpartnership.org



Key positives and learnings

"The river freight pilot was fantastic, no issues with deliveries and made a pleasant change to be able to interact with the delivery team. Our carbon footprint is important to Somerset House and being able to reduce this with a seamless reliable service was a win win for us."

**Susan Ryan, Cleaning Manager,
Somerset House**

"We have been delighted with the enthusiasm and interest that the project has got. Many of our members have a real affinity to the river and want to see how it can support central London, for its practical operations, to support the economy and reduce carbon, air pollution and congestion."

**Alison Gregory, Head of Placemaking
and Sustainability, The Northbank BID**

"Capco is supportive of schemes improving air quality in The Northbank BID. Cross River Partnership's river freight trial is a great initiative to encourage our tenants to be more sustainable by saving emissions, moving deliveries onto the river and cargo bike."

Andy Hicks, Estate Director, Capco

"If you think about paper in general, it comes into this country predominantly on a boat anyway. And so if you can just utilize that and it's gonna change a lot of perceptions as well. This idea of instant gratification of an order, you have to change that mindset. I think companies are willing to do that now."

**Russell Hodson, CESR
Director, Complete**

"As a national distribution business one of our biggest challenges to becoming Net Zero is our fleet. Whilst our investment in electric vehicles have been a success, we are always looking at ways in which we can reduce our carbon footprint. As a business which is based on the river in Woolwich this was a fantastic opportunity to see the benefits of using river freight. Following positive feedback from clients we are exploring ways in which we could use this at a larger scale moving forward."

**Jack Doyle, Business Development
Manager, Mayflower Washroom Solutions**

"Understanding and sharing how to setup such operations will help other businesses navigate river freight more easily and improve local air quality in London. Huge thanks to all those working hard to get these goods onto the water."

**Kate Fenton, Project Manager,
Cross River Partnership**

Key positives and learnings

"The River Freight Pilot was an outstanding opportunity to trial sustainable delivery methods. We look forward to doing more to help improve our local environment for businesses and customers."

**Callum Bruce, Corporate Affairs Officer,
Baby Bull Group**

"I think it is a great project and as my property is so close to the River I see it as a win win to have items delivered by river. It is not only sustainable, which is supported by my company, it improves air quality and removes congestion from the London streets."

**Lesley Phillips, Facilities
Manager, JLL**

"It went very smoothly!"

**Dan Reeves, Residences Sustainability
Officer, London School of Economics**

"We want to respond to the environmental concerns of our customers and communities in which we operate. As a company we want to improve our overall environmental efficiency and also help reduce the number of pollutants released into the air.."

**Andy Wilding, Loading Bay Services
Manager, Eightystrand**

"Good to see environmental sustainability being modelled and supported across the local community and across industries and sectors. We're keen to try to share knowledge and resources to work towards a greener London."

**Anneliese Davidsen,
Director, Two Temple
Place/Bulldog Trust**

"We're definitely supportive of any sustainability improvements, and willing to help trial new initiatives to make improvements where we can! Improvements in many different elements of our business operations can have a drastic improvement overall. The team from Absolutely doing the last 100m were excellent in terms of service."

Greg Van Duin, Head of Facilities Management, Somerset House

Key positives and learnings

"From a personal perspective, it was a lot more effort than previous pilots I've worked on, due to the greater number of participants. The communications were less than perfect later in the runs, so the issue of the broken crane didn't get back to the operator, which was the most fundamental issue (the paper getting wet was a lesson learnt and resolved). That was a result of a sub-contracted vessel being brought in at the last moment, so another lesson is that sometimes events get in the way of the best planning! In essence, there was an occasion where comms across the necessary operations (vessel/operator/terminals) broke down and we need to ensure that in future they don't by keeping everyone aware of what they need to do."

James Trimmer, Director of Planning and Development, Port of London Authority

"Beforehand, get as many details about the goods you're sending and who you're sending the goods to in advance, it makes the delivery process simpler. Also, request exact time frames and clear instructions from the vendor."

**Doug Hutchinson,
Network Development
Director, Absolutely
Couriers**

"We have learnt so much during the last year about river freight, including lots of the terminology and steps to making this a reality. CRP wouldn't have been able to do it without partnership working, so using the expertise and experience of organisations like the PLA was invaluable. It would also be beneficial to have storage facilities at the pier if possible, which would negate the need for such strict timings"

Dave Ebbrell, Project Officer, Cross River Partnership

"If working to piers, the ideal solution would be for a large vessel to transport the cargo units and for a smaller crane equipped vessel to shuttle between the larger vessel and the various piers shuttling loaded and empty cargo units to and fro. Clearly, this idea needs to be refined and an electronic stowage and tracking system would need to be developed, but if piers are the option for delivering the light freight to its destination, this concept still delivers economies of scale for the longer transport leg."

John Spencer, Director, GPS Marine

Contact List

For more information on the river freight project, please do feel free to get in touch with the partners below:

Name/organisation	Email
Doug Hutchinson Network Development Director - Absolutely Couriers	doug.hutchinson@absolutelycourier.com
Rob Strong General Manager - Antalis	robert.strong@antalis.co.uk
Russell Hodson CESR Director - Complete	russell.hodson@complete.co.uk
Fiona Coull Programme Manager - Cross River Partnership	fionacoull@crossriverpartnership.org
Rachael Aldridge Communications Project Manager - Cross River Partnership	rachaelaldridge@crossriverpartnership.org
John Spencer Director - GPS Marine	john@gpsmarine.co.uk
Jack Doyle Business Development Manager - Mayflower Washroom Solutions	jack.doyle@mayflowerws.co.uk
Alison Gregory Head of Placemaking and Sustainability - The Northbank BID	alison@thenorthbank.london
James Trimmer Director of Planning and Development - Port of London Authority	james.trimmer@pla.co.uk
Joshua Rylah Head of Marine Safety and Assurance - Transport for London	joshuarylah@tfl.gov.uk
Tom Woods Managing Director - Woods Silver Fleet	tom@silverfleet.co.uk



Useful Documents

Feasibility studies

[Light Freight on the Thames Feasibility Study](#). [Thames Estuary Growth Board/ WSP/ PLA](#).

(A comprehensive guide including current and predicted costs for businesses delivering on the tidal Thames, as well as future developments on the river)

[Enabling Last Mile Cycling Logistics](#). [CRP](#).

(A study into the feasibility of using cargo bikes for last mile delivery)

[Light Freight Design Solutions for Thames Infrastructure](#). [CRP/ Beckett Rankine/ PLA](#). (A guide to pier infrastructure, providing recommendations on the best piers to use for freight including recommendations)

Environmental studies related to river freight

[Connect 4 Series Session 4 - Sustainable Cities: Reinventing the River](#). [CRP](#).

(Webinar looking at the future of London river freight and expanding logistics on the Thames)

[Lunchtime Launch 8 : The Future of Sustainable Shipping and Trade in London](#). [CRP](#).

(Webinar looking at the environmental developments for London river freight)

[Clean Air Villages 4 Project: Butler's Wharf and Dartford Pier](#). [CRP/ EMSOL](#)

(A project assessing the real-world pollution impact of various freight vessels using the Thames)

[Thames Vision 2050](#). [PLA](#).

(Information about the environmental and economic future of the River Thames)

Other river freight information

[Tidal Thames News](#). [PLA](#).

(The PLA's weekly newsletter with information on all things river related)

[Clean Air Logistics for London Intervention Newsletter Articles](#). [CRP](#).

(Further information about all of the strands of the CALL project)

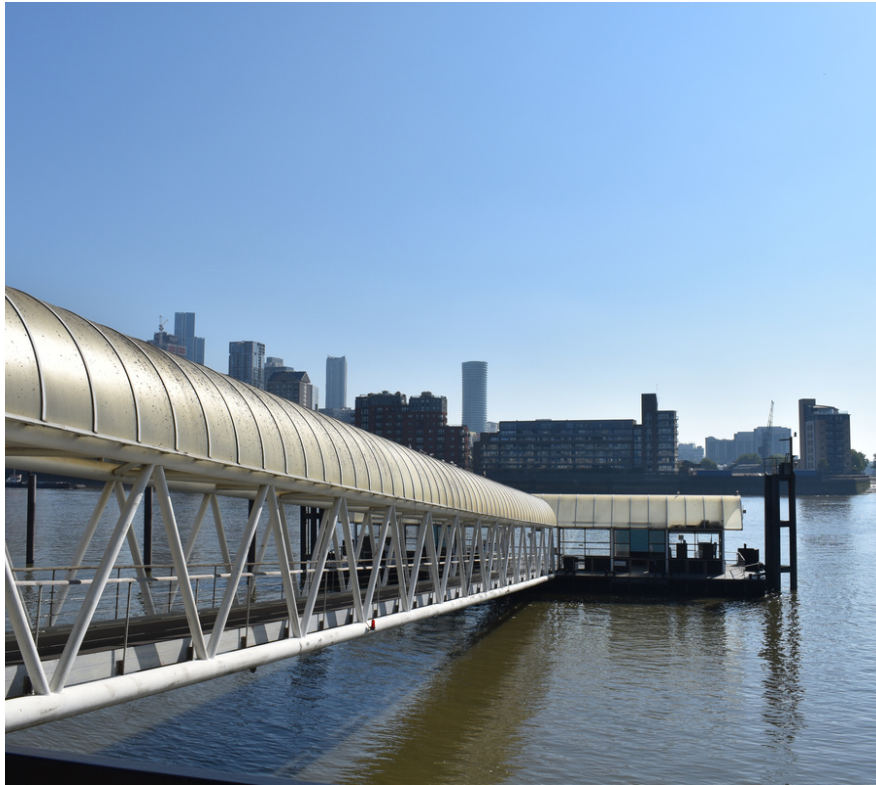
[Electric Vehicles, Vessels and Infrastructure](#)

[Pier Adaption Opportunities](#)




[River Freight Trials and Tributaries](#)



Cross River Partnership and Clean Air Logistics for London



If you would like further information about anything that has been included in this case study, please get in touch:

-  crossriverpartnership.org
-  crp@crossriverpartnership.org
-  07966 201695
-  @CrossRiverPship
-  @CrossRiverPartnership
-  @CrossRiverPartnership
-  Cross River Partnership
-  CRP YouTube Channel

Clean Air Logistics for London (CALL) is a Defra-funded project which aims to move more freight into London via river rather than road, supported by zero emission delivery methods in Central London.

Cross River Partnership is a public-private partnership and is delivering CALL in collaboration with 10 project partners. The river freight trial began during the Defra-funded Clean Air Villages 4 project in the planning phase and the deliveries took place during the CALL project.

Clean Air Logistics for London (CALL) builds on the successes of the award winning CAV4 programme, as well as CAV1, CAV2 and CAV3, which all focused on interventions to support businesses, communities and hospitals.

The main aims of CALL are to:

- 1.Modify existing river piers for freight
- 2.Provide Logistics micro hub spaces
- 3.Implement Electric Vehicles for ongoing trips away from the River Thames
- 4.Implement Cargo Bikes for ongoing trips
- 5.Implement Walking Freight for ongoing trips
- 6.Adjust the infrastructure linking piers with nearby roads (land-side integration)
- 7.Deliver more river trials (e.g. parcels, bulky goods (non-refrigerated food & drink))

For more information, please contact CRP Programme Manager Fiona Coull:
fionacoull@crossriverpartnership.org