



River Severn freight operations, Worcestershire and Gloucestershire

In Spring 2005, CEMEX introduced the first major freight to flow on the River Severn in over thirty years.

Aggregates are now being transported using barge from CEMEX's Ripple quarry, two miles upstream to the Ryall processing plant.

Since the beginning of 2006, this has now been extended and processed aggregate is being transported from Ryall to Gloucester ready-mixed concrete plant, 14 miles away.

The Department for Transport's Freight Facilities Grant was awarded to the company in September 2004 towards development of these facilities and in recognition of the environmental benefits derived from the removal of heavy lorry traffic from local roads. The grant was deployed to build wharves and access roads at Ryall and Ripple.

Below: The first load of aggregate transported by barge to Gloucester ReadyMix plant



RIVER SEVERN FREIGHT OPERATIONS, WORCESTERSHIRE AND GLOUCESTERSHIRE

‘The barges . . . carry the equivalent of 18 hgv loads or 36 lorry movements’

A total of 275,000 tonnes of aggregates a year is now being carried by barge on the River Severn between Ripple and Ryall. Work has been carried out around Gloucester docks to enable the processed aggregates to be further transported from Ryall to Gloucester ready-mixed plant (14 miles) by 350 tonne capacity barges.

The barges used from Ryall to Gloucester are 350 tonne capacity which carry the equivalent of 18 hgv loads or 36 lorry movements. Moving freight by water uses fuel efficiently, produces low emissions, low noise and is visually unobtrusive.

Reducing congestion and pollution

Over the next 10 years, the journey from Ripple to Ryall will save over 340,000 lorry journeys on Gloucestershire’s and Worcestershire’s roads and ease pressure on congested country roads.

The fuel consumed by the equivalent number of lorries in one week can be enough to fuel a freight barge for a whole year. All these benefits mean less pollution for the local picturesque villages.

Freight transported on our waterways has declined over the last 100 years. The development to introduce new freight on the Severn is contributing towards Government targets of transferring 3.5% of all road freight to the waterways.

For CEMEX this is flexible solution, which opens up other opportunities and may have potential for extension further along the Severn to other operations.



Above: Transporting aggregate by barge will save over 340,000 lorry journeys over the next 10 years

Right: The first major freight to travel through Gloucester Docks in over 30 years



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