

Grimsby River Terminal, Associated British Ports - Grimsby Port

# Steering Grimsby to automotive industry fast track

**£26m**

/ Project value

**January 2012**

/ The build commenced

**September 2013**

/ The build was completed

Heralded as future-proofing the town's vital role in the global automotive industry, the £26m Grimsby River Terminal represents the largest investment in the Port of Grimsby's 160-year history. Lauded as the Project of the Year by Construction News, and awarded an Institution of Civil Engineers (ICE) Engineering Certificate of Excellence, our innovative alternative pontoon design achieved over £1m in savings and features, what is believed to be, the second largest radial arm pontoon in the world.

## The Brief

First conceived in 2004, and eventually realised in 2013, the Associated British Ports, and the GBA Group, championed the construction of a world-class marine facility to enable the Port of Grimsby to keep pace with an expanding international vehicle import/export sector and strengthen its position as the major gateway to the UK market.



"This is fantastic news for the Port of Grimsby and a project, which is already changing the face of the town. The automotive trade is so important to the UK economy and we are proud to be at the centre of it,"

John Fitzgerald  
ABP Director of the Humber



“The construction of this terminal, in the challenging environment of the Humber, demonstrated the benefits of collaborative working to deliver a project that will enhance the local economy. GRAHAM successfully dealt with the fast flowing River Humber and large tidal range,”

commented the judges from ICE Yorkshire and Humber Awards

“For GRAHAM it has been a job well done and timely in delivery,”

Captain Sam Judah MBE  
Managing Director of GBA Group

### The Challenges

Situated in the testing surrounds of the fast-flowing River Humber, with its significant tidal range, the construction of the Grimsby River Terminal involved collaborative working, efficiency and a health and safety focus. The sheer size of the pontoon, 80m by 30m on plan, its exposed location, the tidal motion and holding its position, represented considerable technical challenges faced by our expert team.

### GRAHAM's added value solution

Demonstrating added value engineering in both design and construction phases, the award winning Grimsby River Terminal epitomises how we deliver lasting impact to local communities. Approximately £1 million in savings were identified following an alternative pontoon design proposal, utilising concrete with a precast shell instead of steel, before further fiscal benefits were pinpointed after contract award through the reduction of dolphin restraint piles from six to two. The innovative Design and Build RO-RO terminal project, which accommodates vessels of up to 165m in length, consists of a 195m finger pier, a 240m piled approach jetty plus 70m linkspan, and an 80m x 30m pontoon, believed to be the second largest radial arm pontoon in the world. Featuring 300,000 tonnes of dredged material and 5km of piles, the 20-month project also includes a jetty access road and a 12,000m<sup>2</sup> car park. Testament to the success of this project, ABP has placed its trust in GRAHAM through the investment of £120m in future transformative development schemes.

### Outputs & Benefits

- / **Award Winning:** Construction News: Project of the Year, ICE Yorkshire and Humber: Certificate in Excellence
- / **Value Engineering:** £1 million of savings were achieved through an alternative pontoon design proposal
- / **Capital Investment:** The project was the largest ever capital investment programme at the Port of Grimsby
- / **Safety First:** 280,000 RIDDOR free 'man-hours' over water
- / **World-Class:** Believed to be the second largest radial arm pontoon in the world
- / **Navigating The High Seas:** The 210 tonnes linkspan bridge had to travel 10,000 nautical miles



For more information on how we're delivering lasting impact:

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