

Tilbury2 Port Expansion, London

Expanding the 'UK's fastest growing port'

£106m

/ Project value

March 2019

/ The project commenced

June 2020

/ Scheduled completion

Categorised as a "Nationally Significant Infrastructure Project", we are delivering a new multi-million pound port terminal – Tilbury2. The Port of Tilbury, regarded as the UK's fastest growing port, provides "fast, modern distribution services" for the benefit of the "south east of England and beyond". Our construction programme, on land at the former Tilbury Power Station at the north bank of the River Thames, will create the "UK's largest unaccompanied freight ferry port" and the "country's biggest construction processing hub". In September 2018, we were awarded the contract for both the Terrestrial and Marine Packages of this extensive new development. The ECI Phase took place from October 2018 to March 2019, before works began immediately in March 2019. Both contracts are expected to be complete in June 2020.

The brief

Appointed Principal Contractor and Designer by Port of Tilbury London Ltd, this ICC Design and Build (fixed price) contract involves the creation of a new port terminal and associated facilities. Tilbury2 is central to the Port of Tilbury's wider £1bn investment programme.



"Tilbury2 is a significant project for our business and our customers. We are very pleased to have the expertise of GRAHAM to help us to create this new port for London and the south east."

Charles Hammond
Chief Executive of Forth Ports Group
(owners of the Port of Tilbury)

“GRAHAM are experts in what they do and have demonstrated this in their recent maritime projects in Hull, Grimsby and Folkestone. There is a great deal to do over the next 12 months and we look forward to opening our new port.”

Charles Hammond
Chief Executive of Forth Ports Group (owners of the Port of Tilbury)

The challenges

The ground conditions at the Port of Tilbury, combined with the area's industrial and historical heritage, have presented some minor challenges. Part of the site sits within an area that was once a coal fired power station, and we have uncovered below ground obstructions and contaminates. The site also comprises a patchwork of made and unmade ground, meaning that we have had to overcome significant alternating and adjacent zones of soft and hard ground. Finally, our programme is sensitively accounting for ancient peat beds and flora and fauna.

The solution

Our Tilbury2 development is facilitating the expansion of the Port of Tilbury and supporting its “local, regional and national economic growth”. The Terrestrial contract incorporates a Roll-On/Roll-Off (RoRo), highways works, the relocation of the existing railhead (to accommodate freight trains of 75m), and a fixed structural steel bridge to the linkspan. Our Marine contract includes works within the tidal estuary beyond the existing sea wall/flood defences, including a floating pontoon, linkspan/articulated bridge, associated pilings and river bed preparation for the berth. In mid-March, a 250tn crawler crane completed the offloading of 800tn of sheet piles, materials required for the Construction Materials and Aggregates Terminal (CMAT) berth cut off wall. Demonstrating our innovative approach, the first sheet piles were installed in April using a GRAHAM designed, bespoke floating piling gate. To ensure our programme maximises the working area available, we are committed to working the Upstream RoRo and the CMAT berth simultaneously.

Outputs & Benefits

- / **Prestige:** The Port of Tilbury is London's major port, and its strategic location makes it a natural point for distribution with 18m people living within 75 miles
- / **Productivity:** We are fully utilising the Saturday shift window throughout our programme, maximising the working time available to ensure our marine plant is working efficiently
- / **Innovation:** We have introduced a GRAHAM designed, bespoke floating piling gate
- / **Multiple fronts:** While we have supply chain plant working one structure, our self-delivery resource is working the other, therefore minimising interface between trades
- / **Integration:** Both of the Terrestrial and Marine works' designs and testing and commissioning have been fully integrated, providing a robust whole site testing and commissioning programme



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

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