

# South Humber Rail Gauge Enhancements

The Port of Immingham handles more tonnes of freight than any other port in the UK. Container volumes have also risen from 68,000 in 2013 to 182,000 in 2017, but restrictions on the railway between Immingham and Doncaster mean the largest “hi cube” containers require special waggons to be transported to and from the port by rail. Hi cube containers are expected to make up half of the containers arriving into the UK by 2020, so local leaders decided that an upgrade was required to help the port maintain its competitiveness and enable growth along the line.

The proposed works include bridge reconstruction at Eastfield Road, Armthorpe Road, and East Halton Road, co-per realignment at platform edges, including Brocklesby, Barnetby, Scunthorpe, Crowle, Thorne South and Hatfield & Stainforth, and signal relocation. This will therefore provide full clearance for wide loads along the full route, not just at individual structures.

This route was chosen ahead of two other routes that connect Immingham to the East Coast Main Line, as it was a lower cost and offers the best connectivity with other key routes.

This comes in addition to the announcement in September of a major expansion plan for operations at the Port of Immingham. Following continued growth in container volumes in 2017, ABP will spend £36 million on the container terminal and a further £2.8 million in expanding the land and services available to support customer operations within the port.

The Humber’s Ports complex is currently the largest by tonnage in the UK. This scheme alongside the investment being made by ABP will ensure that this position is maintained and that jobs in linked businesses are sustained.



## Funding (£)

LGF	£7,200,000
Public Sector	£9,953,000
<b>Total</b>	<b>£17,153,000</b>

## Outputs

Construction Jobs	50

