



Gantry Cranes in Rupert's



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Now erected at Rupert's are two 10t and two 30t gantry cranes. All four cranes arrived on the NP Glory 4 on 1 January 2014 and are being installed for the precasting of the Core-locs and concrete box units for Rupert's Wharf.

Work will soon take place on casting the remaining rail beams for the gantry cranes and commissioning all cranes and batch plant. This will be followed by construction of the casting beds.

200t Crane Arrives for Rupert's Wharf Works

Voyage 22 of the NP Glory 4 (which arrived on 24 January 2014) brought amongst its cargo a large Liebherr LR1200 crawler crane from Walvis Bay, Namibia. The 200t crane, the first of two, to be used for construction works at Rupert's Wharf, was shipped to St Helena in 33 separate sections and will be assembled, following the arrival of a technician from South Africa on the next call of the RMS from Cape Town.



© Halcrow

The crane will be assembled in the beach area to ensure a large enough and safe working area. It is expected that this will take a week and once assembled, the crane will be relocated to its intended position, near the temporary jetty.

In the interest of public safety, during the time the crawler crane is being assembled, the Rupert's Beach area will be temporarily closed until assembly completion. The public will be informed of opening and closing times via the local media.

The Liebherr LR1200 crawler crane to be used when construction on Rupert's Wharf starts in April is classed as one of the most powerful cranes used for large construction projects. The main use of the crane will be to install the precast Core-loc concrete armour units on the outside of the breakwater and the precast concrete units to form the inside quay wall.

The body of the crane weighs 40t and a specially designed flatbed trailer also had to be shipped to St Helena to offload the crane from the NP Glory 4.

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Geotechnical Engineer Arriving in February

Arriving on 26 February is Geotechnical Engineer, Stephen Chambers from Halcrow, who will provide specialist geotechnical advice for the Rupert's Bay Wharf.

Stephen will carry out rockfall risk assessment in accordance with the planning conditions.

Stephen will work closely with the Access Office and the St Helena Rock Guards to maximise the benefit of their local knowledge and provide on the job training where appropriate.

Also Arriving

Terry Winder	Paving Specialist, Halcrow	26 February 2014
Bryony Walmsley	Basil Read Environmental Management Plan Co-ordinator	26 February 2014

Deputy Airport Project Director to Attend Overseas Meetings

Deputy Airport Project Director, Clare Harris, will be off-Island from 27 February to 31 March 2014. Clare will attend a series of familiarisation meetings with Basil Read and Lanseria (Basil Read subcontractor and owner of Lanseria Airport, Johannesburg) in South Africa to establish and maintain working relationships. The priorities of Clare's visit will be to discuss Airport Certification and to ensure the integration of the SHG programme with Basil Read's own programme. Clare will be thoroughly briefed on Airport Certification issues which she will be able to raise in meetings with the Department for Transport (DFT) and Air Safety Support International (ASSI).

Clare will also travel to the UK for a placement in the DfID Offices in London working closely with the DfID Airport Project Manager and other key stakeholders. She will report back on her visit when she returns to St Helena.

Airfield Paving Trials



Works continue at the Airport site at Prosperous Bay Plain with the continuation of layer works for the Airport apron (the area of the Airport where aircraft are parked, unloaded, loaded and refuelled) and excavation for the taxiway. Paving trials are also progressing with the new SP 25 series concrete paver. The SP 25 series can pave widths of between 2.0m and 3.5m at a time.

St Helena Airport Project on Facebook

Today sees the launch of the St Helena Airport Project on the St Helena Government Facebook page. In a dedicated album Facebook users can now view construction photos and key milestones, and read all about the St Helena Airport Project. Events such as the first docking of the NP Glory 4 and a large blasting operation on Prosperous Bay Plain can all be found on the SHG Facebook page which will be continually updated with facts and figures and photos on the Airport project. Don't miss out - check out <https://www.facebook.com/pages/St-Helena-Government/292300047580382> for the latest Airport news.



LEMP Project Moving Forward



Scrubwood along Pipe Ridge © Access Office

The Landscape and Ecology Mitigation Programme (LEMP), an important component of the Airport project, is a four year programme which will focus on habitat restoration, creation, and landscaping resulting from the Airport construction and supporting infrastructure. LEMP will provide alternative habitats and landscape treatments to reduce and offset the permanent direct loss of habitat and the direct and indirect impacts on the landscape that might arise from construction works.

The project will continue to develop once the Airport is operational in 2016. Activities will involve the surveying of important habitats and species to ensure their protection, the growing and planting of tens of thousands of endemic and native plants, earthworks (mounding and earth shaping) to complement the landscape, the removal of non-native invasive flora and fauna and much more. In the first instance, the LEMP will safeguard existing habitats and landscapes where possible. Where this is impossible it will seek to mitigate against those lost to the Airport footprint for the benefit of the public and the Island's wildlife. The LEMP will be working throughout the Airport Development Area (ADA) and also in areas outside it. This includes all habitats, from marine coastal shores in Rupert's Valley, up hillsides to Pipe Ridge along the Haul Road, across pastureland at Deadwood and Bottom Woods, through new woodland at the Millennium Forest, to dry arid desert in the Central Basin and Prosperous Bay Plain. The majority of flora that the LEMP will be working with will be endemic to St Helena, but there will also be native species, and possibly some non-native, non-invasive species, such as fruit trees in residential areas for the benefit of local communities.

Driving the LEMP project forward is new Project Manager, Ross Towers, who took up post on 1 January 2014. Ross' role is to coordinate and facilitate LEMP partners in delivering the goals and aspirations of the programme.

Ross explains:

"The LEMP is keen to build on and facilitate the efforts of others by developing areas of mutual benefit, such as composting of green waste and recycling. There will be a great deal of partnership building and public consultation which will require input from all sectors of society."

An important activity under the LEMP project is the up-scaling of existing endemic plant nurseries on the Island which will take priority over the next three months, pending the arrival of materials needed from overseas. The up-scaling of these nurseries will aid development into the future, increasing knowledge, sharpening processes, and making efficiencies in both time and cost. Ross added *"These improved facilities will be a legacy of the LEMP, leaving behind greater capacity for the organisations running the nurseries into the future."*

Other priorities for LEMP over the next six months include facilitating stakeholder organisations to: mobilise and recruit new staff; completing environmental surveys to gain greater understanding of the habitats and the species held within; collecting endemic plant seed; growing endemic plants and progress planning for the years ahead.

The LEMP is a legal requirement for the completion of the Airport project and will significantly impact on the legacy which the construction leaves behind.

Ross concluded:

"One of the biggest challenges for the Airport construction is that no-one knows for definite what species exist in different parts of the Island, and many of those that have been identified have very little known about them."

"Despite St Helena having a rich history of over 500 years of human activity, new species are still being discovered today. One significant derived benefit of the Airport Project is the increased knowledge of the flora and fauna of the Island that will be gained, which would have been unlikely to have happened otherwise. The LEMP – in partnership with all the Airport Project stakeholders - will seek to ensure that all these species and habitats are protected as best as possible for generations to come."

2014 - The Year Ahead for the Airport Project

2014 is set to be another very busy year for the Airport Project. Significant Design and Build targets for 2014 are:

- Complete Dry Gut Fill - the complete fill of Dry Gut is scheduled for September 2014
- Complete Apron Pavement - located outside the Terminal Building, the Airport Apron is where aircraft will park, unload and reload, refuel and disembark and embark passengers.
- Complete Open Channel Excavations
- Commence Runway Construction - the runway for St Helena's Airport will be 1,550m long (the Landing Distance Available). The largest aircraft which can be used will be the Boeing 737-700 and Airbus A319, each carrying around 120 passengers—and, potentially, the Boeing 757 (subject to regulatory approval).
- Complete Construction of the Combined Building for Installation of Equipment – the Combined Building houses the control tower and the emergency response teams
- Aeronautical Ground Level (AGL) and Navigation Aids (Nav aids) arrive – these are used to assist the pilot in landing. AGL is used to inform the pilot when to prepare for landing and Nav aids include both radio transmitter devices and obstacle lighting
- Installation and Connections to Utilities – the airport site will be connected to the Island's infrastructure utilities.

Other significant targets under the Airport project for 2014 include:

- The Landscape and Ecology Mitigation Project (LEMP) to start rehabilitating the environment.
- Awarding of the Air Service Provider Contract (ASP) - the tender for the ASP will be issued.
- Awarding the Fuel Management Contract (FMC)– the new Bulk Fuel Installation will be operated by a contractor responsible for the import and management of all fuels to the Island under an FMC.

Basil Read Supporting Museum with Restoration Works

Rand Sandblasting and Coatings, sub-contractor of Basil Read currently carrying out works on the Bulk Fuel Installation at Rupert's, have been supporting the Museum of St Helena with the restoration of two valuable 18th Century cannon.

The cannon, to be displayed in front of the Customs Buildings at the Wharf, have been treated for corrosion control - the process includes sandblasting the cannon to the original metal, priming, applying an immediate coat of epoxy or enamel paint and then applying a final coat of paint of the desired colour finish, a process leading to less long-term maintenance. Currently the Museum carries out this work by hand;

Rand Sandblasting and Coatings provide a more effective and efficient method by which this work can be done. The Museum of St Helena would like to thank Rand Sandblasting and Coatings for working closely with staff on this project and adhering to the ethics and principles they work by.



Visitor Number Projections

Projected visitor numbers to St Helena have been the subject of some debate recently on the Island, stemming from some figures provided in the UK in answer to a Parliamentary Question.

This was simply one set of estimated figures from one study - one of many projections into what visitor numbers might look like after the airport opens. Some studies (including the one used to answer the Parliamentary Question) also suggest much higher figures for future tourism numbers. The plain fact is that all of these projections are to varying degrees dependent on a fairly wide set of variables, and no hard and fast conclusions can be drawn from them. St Helena's is a relatively untested market and therefore estimates of how our tourism figures will develop when we have air access will inevitably vary. By seeking different views from different organisations that are able to benchmark St Helena against other destinations, we seek to arrive at the most accurate forecast.

What is certain is that SHG and ESH are working hard to maximise future visitor numbers and to create the right conditions to attract investment and generate economic growth - for the benefit of all who live on St Helena.