

Milestone Reached: 1000 Drawings Submitted

The contract signed with Basil Read in November 2011 is a Design, Build and Operate (DBO) contract. This permits Basil Read to develop and submit alternative designs that meet the contract specifications.

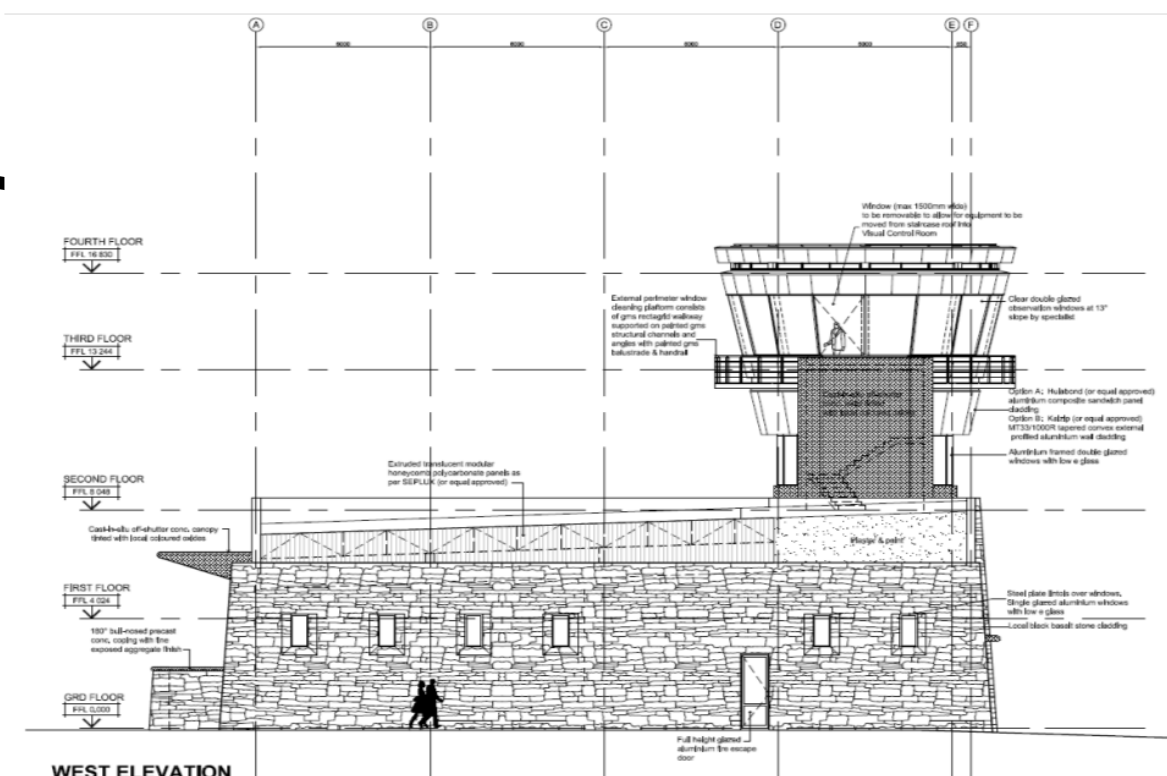
The designs are prepared by Basil Read's designers in Johannesburg, a team of over 70 people. There is then a team of independent consultants to certify the key elements of the design.

Finally, the alternative designs are submitted to the Project Management Unit (PMU) for review and acceptance so that the design can be implemented on the ground.

Basil Read has prepared over 1,000 drawings — and the work is still ongoing! This shows the complexity of the Airport Project. The designs have to cover every single element of each component of the project, from the permanent BFI to the haul road to the airport itself.

Most recently, Basil Read and the PMU have been considering the drawings for the airport buildings. Here we provide a sneak peak at one of the drawings for the Combined Building. This building will house the auxiliary functions needed to support airport operations, including air traffic control, rescue and firefighting services, and maintenance.

More will follow on the airport buildings in future Airport Updates.



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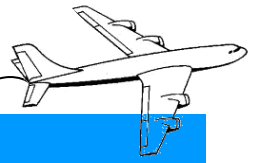
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Milestone Reached: Final Level at Combined Building Area

Excavation at the Combined Building Area has reached its final level. This has involved excavating down almost 30m to reach the final level. The excavated material has been used as fill in Dry Gut.

Works on the airport buildings are expected to start in July/August. Basil Read's Buildings Manager, Derrick Alexander, will be returning to the island at the end of June to begin preparation for this.



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Combined Building area - 11 June

Milestone Reached: 100,000 Truckloads of Fill in Dry Gut



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Dry Gut - 11 June 2013

Last week saw the 100,000th truckload of fill going into Dry Gut. This is equivalent to nearly 19% of the total required.

Basil Read's calculations show that we need a further 430,000 truckloads of material to complete the fill.

Design Changes

We have been looking at changes that can be made to the design of the runway to cater for operations of a wider range of aircraft, in particular the Boeing 757-200 and the Lockheed C130. These are Code D aircraft requiring the addition of shoulders along both sides of the runway, a wider taxiway and apron, and a higher fire fighting capacity.

At the same time we have reconsidered the requirement for drains along the edge of the concrete runway. These are not commonly provided at other airports, and we have decided to revert to the more usual practice of interceptor drains at the edge of the full strip. By doing this we have been able to:-

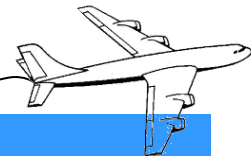
- Increase the Fire Fighting capability to Category 7
- Expand the taxiway to the width required for Code D aircraft
- Expand the apron to allow for power out operations by aircraft.

We are currently working with Basil Read to see what can be done to provide the shoulders required to meet the requirements for Code D aircraft.

All of these design changes are intended to future-proof the airport designs so that we can, if necessary, cater to larger aircraft in future. More information will follow in future Airport Updates.

A Reminder

Basil Read is currently relocating services in the Deadwood area and will shortly begin works on the haul road itself. Basil Read will work on a single section of the road at a time. More information will be provided to Deadwood residents prior to works commencing. We apologise for the inconvenience caused and thank residents and road users in advance for their patience.



Your Questions Answered

Water has been an important topic for the island recently. Here we answer some of the questions on water that have been put to the Airport Project.

Q. How much water is the Airport Project using?

At peak production, the project uses around 1—1.5million litres of water per day. This is required for compaction of the fill in Dry Gut and also for dust suppression throughout all of the project sites.

The picture shows the water filling station on Prosperous Bay Plain, where each truck has a set quantity of water added to the material for fill before heading into Dry Gut.



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Water Filling Station - 11 June 2013

Q. Where does the water for the Airport Project come from?

Currently, the water being used for the project is extracted from boreholes at Dry Gut and Prosperous Bay Plain. There are alternative boreholes at Fishers' Valley and Shark's Valley that are also potential water supplies for the project.



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Reservoirs at Dry Gut - 11 June 2013

Each of the boreholes is monitored on a daily basis so that we have records of the quantity and quality of water available. These records confirm that there is no impact of the abstraction of water for the airport on any of St Helena's domestic supplies. When pumping is stopped, the water level in each borehole has returned to its original level, and currently we do not think that we are in danger of running out of water. There are, however, contingency plans in place should this worst case scenario ever happen. None of these involve taking water from St Helena's domestic supplies.

Q. Why was Basil Read getting water from Mill Field reservoir?

Basil Read has received a connection to the Mill Field Reservoir with the agreement of the Water Division and on condition of water availability. It is planned to use water from the Mill Field Reservoir for works taking place in the nearby areas, to reduce the requirement to bowser water from Dry Gut. Given the current water restrictions, Basil Read is currently not using the Mill Field Reservoir.

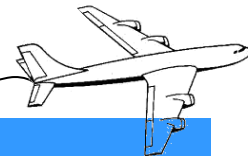
Q. Is it true that Basil Read is draining the island's water supply?

No. This simply is not true. As noted above, Basil Read is abstracting water from boreholes that are entirely separate to the water systems that supply the rest of the island. Moreover, as these boreholes are replenishing, there is no evidence that the overall availability of water is being affected.

To confirm this, we spoke to Martin Squibbs, Operations Director at Connect St Helena. Martin said that **“there is no indication that this abstraction has had a noticeable effect on the water table”**.

Q. Has Basil Read been affected by the current water situation?

Since the recent hose pipe bans, Basil Read has ensured that treated water is used only for domestic purposes. Basil Read has been bowsering water from Dry Gut to the various project sites to use for all construction purposes.



Project Funding

There have been recent reports, linked to the publication of UK Government Major Projects data, that the project is overspending and in danger of running out of money.

To clarify, the figure of £423 million quoted is the **whole life cost** of the project and covers not only the current design build and operate contract (totalling £246.6 million) but also a **further 40 years** of operation and maintenance costs.

The project is currently running to budget and we do not envisage any funding difficulties in completing the construction. To date we have not needed to make any requests for additional funding, and we have been able to accommodate all changes approved to date within the original project budget.

Roadworks in Bottom Woods

Basil Read will shortly be starting roadworks in the area between Bottom Woods Corner and Bradleys. Work has already started to clear and grub the edges of the road and to create a temporary road alignment so that vehicles can still access the area whilst works are taking place. Basil Read will carry out works section by section so that the entire length of road will not be affected at any one point in time.

Basil Read will do everything possible to ensure that the road remains safe and passable. However, we are (we hope) entering the wet weather period so conditions will not be ideal.



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Bottom Woods Road - 9 June 2013

Drivers are therefore asked to exercise caution when travelling through this area. Please also be advised that delays may be experienced. Again, we apologise for the inconvenience caused and thank road users in advance for their patience.

News from Basil Read

Basil Read recently published their results for the last financial year. These are available via their website www.basilread.co.za. Whilst the results were not as good as the company would have liked, in this respect Basil Read is no different to other companies in the South African construction industry which has been facing challenging conditions as governments and other clients cut back on spending. Basil Read has maintained its order book with projects planned amounting to R10.2 billion (approx. £650 million). This places Basil Read in a healthy position for growth in the current financial year. Despite what the local rumour mill might say, there is no risk at this point of Basil Read going bankrupt.

Thank you

On a final note... Our thanks to Basil Read for their continued assistance during the water crisis. Basil Read has helped out with equipment and materials. Most importantly, they have reorganised works on site so that two of the Basil Read water bowzers can be hired by the Contingency Planning Group. In a day, the two Basil Read water bowzers are able to transport around 190m³ of water between Grapevine Gut and Scott's Mill Reservoir. Alongside this, the Fire Service and Roads Sections are transporting around 70m³ of water per day to Scott's Mill Reservoir. Our thanks to everyone involved.



Scott's Mill Reservoir—11 June 2013