



SPT171819NIRC Design and Construct – Norfolk Island Airport Pavement Repair and Resurfacing

Progress Report for Quarter 3 ending 31 December 2019

Aileron Edge Pty Ltd ABN 91617180042

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Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
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1 Introduction

1.1 Background

Norfolk Island Airport is managed by Norfolk Island Regional Council (NIRC). In 2017/18, it processed 41 medical evacuation flights, 72 general aviation flights, 233 RPT flights, 22 military flights, and 32,941 passengers of which 86 per cent, were visitors to Norfolk Island. The Airport has an asphalt surface approaching ten years of age and an asphalt overlay of all the aircraft pavements is required to maintain this vital economic link to Australia and New Zealand.

The Civil Aviation Safety Authority (CASA) undertook an assessment of the Airport in 2017 which found that portions of the current runway surface and aprons contain deformities such as cracking and if not rectified, could result in the runway being deemed as unsuitable for commercial aircraft servicing Norfolk Island.

The key project outcomes are;

- to ensure that Norfolk Island Airport runways and apron are resurfaced to address where possible the relevant observations identified in the 2017 CASA assessment, and
- to provide safe access to Norfolk Island by commercial aircraft.

The tender for the Airport Pavement Repair and Resurfacing (D&C) Tender was released in September 2018 to an open market and a site inspection was planned for 7 October 2018, with all submissions to be received before close of business on 11 December 2018 (subsequently extended until 18 December).

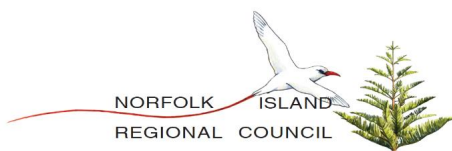
The Tender for the Project Management of the D&C Project was released in October 2018 and closed 11 December 2018.

The works are to be delivered as a Design and Construct contract, generally comprising a maintenance asphalt overlay with minor shape correction, patch repairs to Runways 11/29 and 04/22 including surface grooving, Taxiway and Apron including associated flanking works. The asphalt mixture design will be delivered under a performance based AAPA asphalt specification. The airfield ground lighting will be undertaken on Runway 11/29 and Runway 04/22 edge lights, wind indicators, and Precision Approach Pathway Indicator.

1.2 Project Funding

On 3 April 2019 confirmation was received from the Commonwealth that the Norfolk Island Regional Council (NIRC) had been successful in its application for \$43 million to assist in funding the D&C project.

The Grant Agreement (RNIA000001) between the Commonwealth, represented the Department of Industry, Innovation, and Science and Norfolk Island Regional Council, was executed 4 April 2019.





NIRC were advised 27 June 2019 that the Australian Industry Participation (AIP) plan for the Project had been approved. The AIP plan outlines the actions NIRC and Boral are undertaking to familiarise themselves with the capabilities of Australian industry and provide Australian industry with full, fair and reasonable opportunity to supply goods and services to the project. The plan demonstrates how Boral will not rely on existing supply chains and will communicate the supply opportunities in a transparent manner so that capable Australian industry can bid. An executive summary of the approved AIP plan has been published on the AIP Authority's website. The Contractor will collect evidence during the life of the project so that NIRC can report in detail on how and when the actions in the plan were undertaken. The implementation report is a contractual obligation and is due 14 months from execution of the contract / agreement (4 April 2019)

2 Contractual Relationships

2.1 *Contract Administration of the Works*

Aileron Edge Pty Ltd has been appointed as contract administrator the works comprising the airport project. Kieren Moss will act as the Principals' Representative. The NIRC is the Principal is Bruce Taylor with Mr Alistair Innes-Walker being appointed as the NIRC Principal's Representative.

2.2 *Main Contract*

The contract for the design and construction of the civil engineering and airfield lighting works for the airport, known as the Main Contract, was awarded to Boral Resources (QLD) Pty Ltd, at the Ordinary Norfolk Island Regional Council Meeting held 20 February 2019. A letter of Acceptance was issued on 9th April 2019. The contract for the Main Contract was signed by each party (NIRC/Boral) was signed on the 18th October 2019.

3 Programme

3.1 *Main Contract*

A copy of the contractor's programme for the works is contained in Appendix A. As noted in 2.2 above the original contracted completion date was 10 August 2020. An extension of time to the contract period has been sought and is under review no extension of time has been granted at this stage so Practical Completion remains as is.

Critical activities on the contract programme are the approval of the Bio-security Plan, maintenance of Ball Bay Groyne, the arrival of construction materials, plant and equipment and finalisation of engineering design.





4 Progress

4.1 *Main Contract*

Work on Contractor Management Plans are progressing well with airfield engineering design and management plans steadily being submitted for client review. A purchase order has been raised for the procurement of long lead time Airfield Ground Lighting items.

4.2 *Airfield Lighting Detailed Design*

The Contractor has submitted the Detailed design for airfield lighting for review and comment by the client. The review is underway with a response being drafted. The airfield lighting designer will be onsite between 20th and 24th January 2020 to finalise the 90% design aspects.

4.3 *Quality Management*

The Contractor has submitted the Quality Management Plan and associated Inspection and Test Plans for review and comment by the client. The review is underway with minor amendments being made ready for finalisation.

4.4 *Environmental Management*

An Environmental Management Plan (EMP) has been prepared by the Contractor. The client has reviewed and accepted the plan. The Contractor will also schedule audits and extend an invitation to the client to join the contractor on scheduled Audits. The initial Audit was undertaken on 18th December with minor corrective measures taken.

The Contractor's submitted and approved plan will continue to be implemented and monitored pending comments from the clients' Environmental officer. The Principals' representative will instigate regular environmental and safety audit of the site.

4.5 *Health & Safety*

The Contractor has been working through the submitted Health and Safety Plan to the acceptance of the Principals' Representative. The plan will thereafter be implemented and monitored. No personal injuries were recorded in this reporting period.

4.6 *Traffic Management*

The Contractor has submitted the Traffic Management Plan for review and comment by the client. The plan is being implemented and monitored. No personal injuries were recorded in this reporting period. A minor near miss incident has been reported to the authorities.

A further vehicle movement plan for Separable Portion 2 Apron works is being generated.





4.7 **Bio-security Plan**

The Contractor has been working on submitting a Biosecurity Plan to the acceptance of Biosecurity and the Principals' Representative. The plan is being implemented and monitored.

4.8 **Emergency Response Plan**

The Contractor has met with Norfolk Island Emergency Responders and has submitted an Emergency Response Plan to the acceptance of Emergency Services and the Principals' Representative. The plan is being implemented and monitored. A follow up meeting with Emergency Responders is scheduled for 10am 29th January 2020.

4.9 **Method of Works Plan (MOWP)**

Method of Works Plan has been developed and circulated for the project. A further revision is likely to amend forecast dates should the trans-shipment continue to be affected by inclement weather.

4.10 **Approvals**

Council has been working on obtaining the necessary approvals for the project. The conditions of approvals will thereafter be provided to the Contractor for implementation.

The Marine Parks Permit approval for the construction and maintenance of the proposed Ball Bay Groyne has been received and is being implemented and monitored. Maintenance activities are being undertaken as required.

4.11 **Community Engagement**

The Contractor remains concerned by potential hostilities on Norfolk Island. In terms of community engagement, the Contractor has met the community in small groups to provide them with information, Question & Answer factual summary sheets have been posted on the Council Website. The client representative has implemented a social media strategy.

4.12 **Public Relations**

With respect to Complaints, the Contractor shall:

- Maintain a record of any complaints received from the Principal, landowners or the public, shall be maintained by the Contractor. This will also include documentary evidence that complaints have been addressed and attended to, to the satisfaction of the Principals' Representative.
- All complaints must be discussed with the Principals' Representative without delay.





- A summary sheet of the complaint register shall be provided to the Principals' Representative upon request and at each site meeting.
- The Principals' Representative shall be notified of the circumstances in writing by the Contractor if any complaint is unresolved after 7 working days.

With respect to Notification to Residents and Businesses, the Contractor shall:

- The Contractor shall ensure that all residents and businesses affected by the works, including those that may be unduly affected by noise, are notified at least forty-eight (48) hours prior to the commencement of work.
- The notice shall be submitted to the Principals' Representative three business days prior to the notice being issued. The form and content of the notification shall be approved by the Principals' Representative.
- In the event that the Contractor finds dispute with the property owner and/or the owners' wishes, the matter shall be immediately referred to the Principals' Representative.
- If the work does not commence as per the notice, then a further notice shall be issued following the procedure as set out in the three paragraphs above.
- The importance of good relationships with the Community is stressed. Any agreements with property owners shall be in writing.

4.13 **Site visitors**

Any subcontractors, contractors and visitors to site are undertaking the NIA/Boral induction prior to the site-specific induction. There have been no visitors to site that aren't directly involved with the project attended the site during this period.

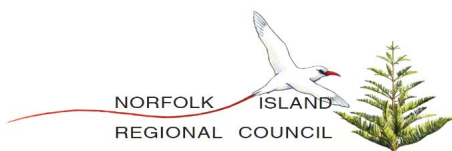
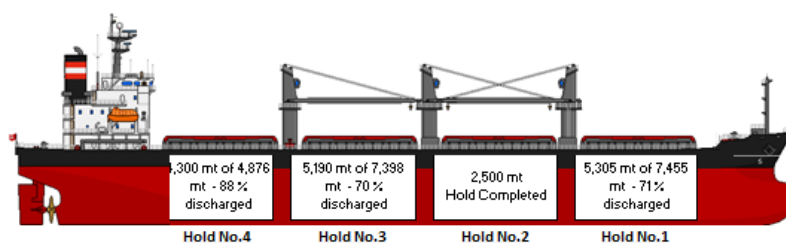
4.14 **Weather conditions**

Rainfall records are now being received from the Bureau of Meteorology weather station at the Norfolk Island Airport. Trans-shipment works were delayed due to inclement weather these claims are being worked through with the Contractor and Principals' Representative.

4.15 **Trans – shipment records**

Trans-shipment records are now being received from Wave Shipping.

Summary of cargo discharged:





5 Cash flows

5.1 *Contract Administration of the Works*

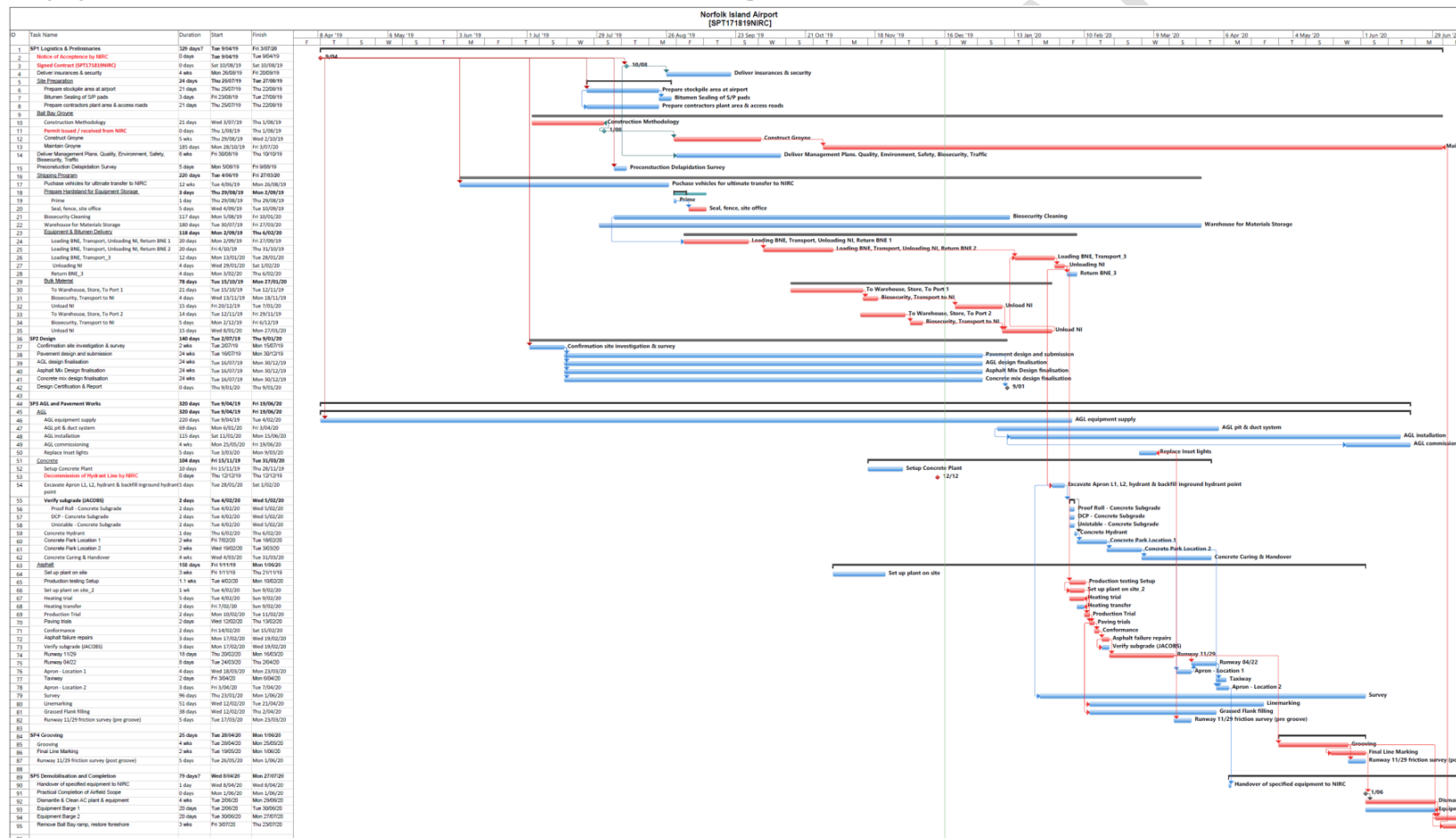
Contract sum excl GST	\$ 201, 900
Claims issued to date 31 December 2019 excl GST	\$ 73, 500
Anticipated outcome cost excl GST	\$ 201, 900
Completion expected	10 August 2020
Variations issued to Date	nil

5.2 *Main Contract*

Contract sum	\$ 44,898,007 (excl. GST)
Payments certified to date 31 December 2019	\$ 11,844,623 (excl. GST)
Anticipated outcome cost	\$ 45,051,707 (excl. GST)
Completion expected	10 August 2020
Variations issued to Date	\$ 150,651 (excl. GST)

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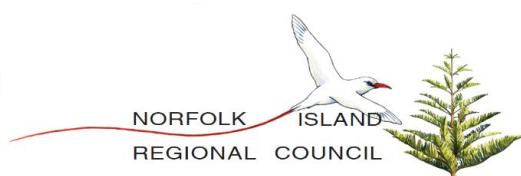
Appendix B – Minutes of meetings

Minutes of meetings;

- a. Road Safety Committee Meeting 08 August 2019,
- b. Progress Meeting held 10 October 2019,
- c. Progress Meeting held 24 October 2019,
- d. Progress Meeting held 07 November 2019,
- e. Progress Meeting held 25 November 2019,
- f. Progress Meeting held 19 December 2019,

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Appendix C – Boral Monthly Report

Report as at 1st January 2020



Norfolk Island Airport Upgrade



Project Details

Division/Business	BCM Asphalt Qld
Project Name (Number)	Norfolk Island Airport Repair And Rehabilitation (SPT171819NIRC)
Client	Norfolk Island Regional Council
Project Manager	Chris Jeffery
Brief Overview	This project consists of approx. 30,000t+7,000t of high quality asphalt supplied from a mobile plant onsite; the installation of new lighting; concrete apron works; line marking and grooving for the upgrade of Norfolk Island Airport.





Report as at 1st January 2020

Project Dashboard - December 2019

Project Aspects	Summary comments
OHS	<ul style="list-style-type: none"> SWMS being developed not submitted. MOWP submitted, updates with NIRC.. Project Safety Risk Register workshop completed. Site management plans submitted with NIRC. Online inductions unsuccessful, inductions carried out on NI.
Scope	<ul style="list-style-type: none"> Additional roadworks - \$5.065M approved, separate contract, with NIRC after Boral response. Contract received and departures returned. With PMCA for response. Additional offer - Boral proposal for supply and delivery of blast rock with NIRC. Principle Supplied Material - topsoil source located and source located at the 11 end of Runway. Additional other sources found near gate #15 (if required). Investigation led by Boral. Design costs associated with the apron not agreed with PMCA / NIRC (circa \$30k). Agreed to disagree. Proposed for Boral to progress design with Jacobs, Pavaset. Information supplied to PMCA regarding design options available for concrete apron slopes. Initial response from PMCA is to preference the constant slope with the view that the additional material required is extracted from the cross runway geometric or a change in pavement thickness. Variation - Desalination Plant for the supply of construction water. Approval offered by Bruce Taylor (acting GM on the 12th of December 2019). Proposal put forward by Boral on the 19th of December progress meeting. Further meeting held and advised to change to 20,000lpd unit by NIRC (AIW). Boral confirmed in Email 19/12/2019 @ 1621. (circa \$345k). Order placed 23-12-19. Contract signed 18th October, original signed copy with each party (Boral / NIRC). Construction program - submitted; BG's and insurances also submitted to NIRC.
Time	<ul style="list-style-type: none"> GCR to established replacement barge from Weipa - departs 4/12, proposed arrival 18th of Dec, actual arrival 21st of December. Delayed due to poor weather. Tug and barge 2 days preparation in Ball Bay. Poor or unsuitable weather conditions have plagued the Island from the arrival of the tug and barge: - 22, 23, 24, 25, 26 (high winds large swell); 27th significant repairs undertaken of the groyne after loss of approximately 15m from the night of the 26th; 28, 29 very windy in Ball Bay; 30th of Dec 3-4m swells at Cascade, bulk vessel to move to Western side of the Island. Discharge rate of 40% from bulk vessel. Weather and seas hugh impact on process. Adjustment of program to accommodate best estimates for unloading: <ul style="list-style-type: none"> Tao Ace - End of Jan; AC Sesoda - End of Feb
Cost / Claims	<ul style="list-style-type: none"> PO #8700 claimed, claim #1 submitted approved \$79,900.93; Claim #2, \$357,000 approved; Claim #3 submitted approved \$5.3M; Claim #4 submitted and approved \$3.4M; Claim #5 submitted \$2.9M Biosecurity valuation work in progress with increased valuations for fumigation and shipping related expenses. Valuation crica \$3.0M with a high potential for further increases based on conversation with Dept. of Agri. for the return.
Quality	<ul style="list-style-type: none"> Quality plan - with Boral; ITP's and methodologies submitted, with PMCA. Concrete mix design - technical specification submitted, with PMCA.. Asphalt aggregate testing results submitted to PMCA.
Environment	<ul style="list-style-type: none"> Bunding installed around generators and potential fill points at plant. Fuel a potential issue with the bulk vessel. Supply may be required. Biosecurity plan submitted to Dept of Agriculture for return voyage being worked through with Mike Davidson. Significant additional costs associated with current processes advised.
Design	<ul style="list-style-type: none"> MOS139 NCR's submitted - with NIRC. Pavement configurations with designers - received DRAFT and provided to PMCA Specifications received from Jacobs with PMCA for comment. . Concrete apron designs revised - with PMCA for selection of preference. AGL design progressing to agreement- 90% submitted and reviewed by NIRC - lighting conformance provided to NIRC for response. PAALC controls raised for clarification.
Community	<ul style="list-style-type: none"> Local business value estimated at \$750k.

