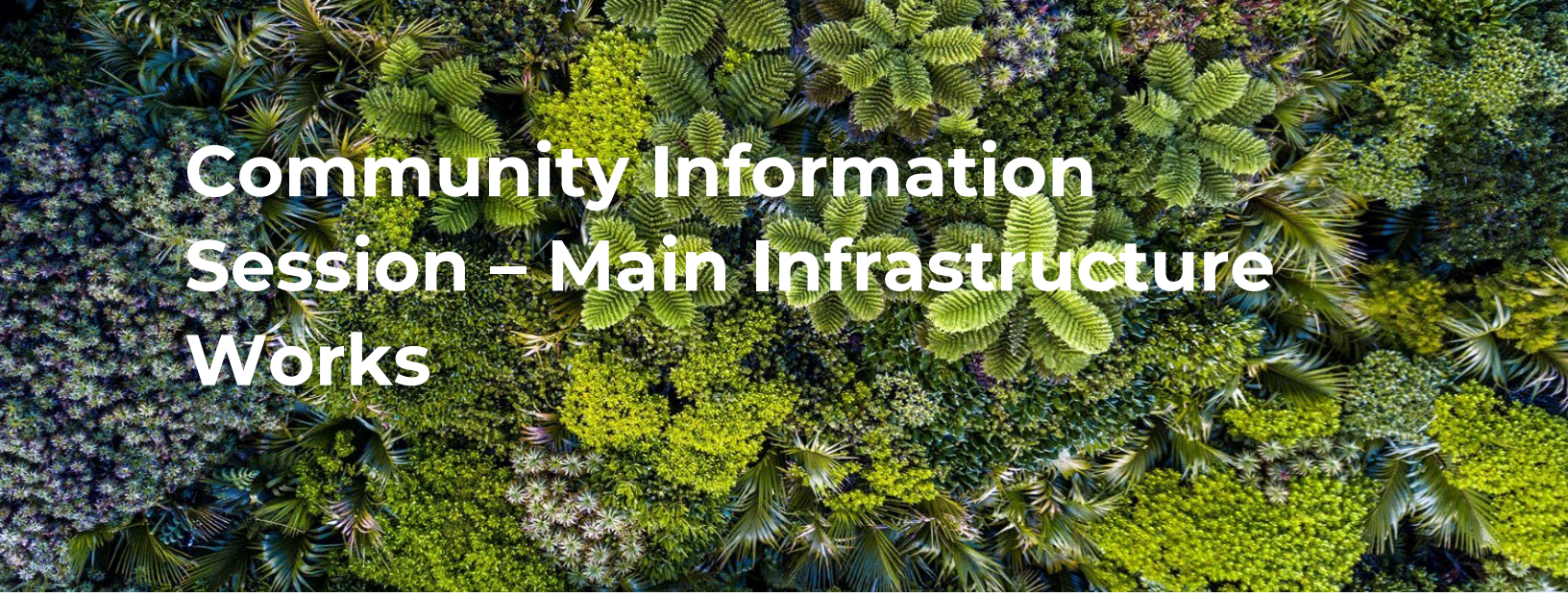

Community Information Session – Main Infrastructure Works

Date: 1 July 2026

Location: Lord Howe Island Community Hall

Facilitator: Naomi Stephens, Chairperson Lord Howe Island Board (NS)

Presenters: Reeves Envico, Pacific Marine Group, NSW Public Works

Note takers: Luke Phillips-Page, Oriana Senese

Session time: 10:15 – 11:15

Opening and Welcome

Naomi Stephens Chair of Lord Howe Island Board and Facilitator opened the session and welcomed attendees.

The session was recorded so it could be shared on the project website for community members unable to attend.

The Critical Infrastructure Project (CIP) Main Infrastructure Works | Lord Howe Island Board (MIW) project consists of three key components:

- Marine Infrastructure
- Waste Management Facility (WMF) and Detection Dog Kennels
- Cargo Laydown Areas

The Critical Infrastructure Program has been established to address critical infrastructure requirements necessary to support a sustainable future for both the Lord Howe Island community and visitors.

Reeves Envico has been appointed by the NSW Government to deliver:

- New Marine Infrastructure works including a vessel access ramp and upgrades to the existing jetty to support the new marine vessel.

- North Zone land-based infrastructure including a new unstuffing and biosecurity building, cargo laydown upgrades, adaptive reuse of the Ocean View boatshed, landscaping and utilities.
- South Zone land-based infrastructure including a new Waste Management Facility and biosecurity detector dog kennels.

Naomi Stephens introduced **Emily Pitt, Senior Program Manager** from NSW Public Works.

Public Works Overview

Emily Pitt presented the contract and construction delivery management for the MIW.NSW Public Works is responsible for managing Reeves Envico and administering the delivery contract.

Joel Kelly will be travelling to the island during construction works, as the Principal Authorised Person responsible for managing the construction delivery.

The project is being delivered under a GC21 collaborative contract which encourages early identification and resolution of issues prior to formal contractual processes being required.

The GC21 contract includes

- Early warning systems.
- Start-up workshops.
- Close-out workshops; and
- Regular monitoring meetings to encourage collaboration and early problem solving.

Roles under the contract include

- The Principal (DCCEEW) responsible for project requirements, approvals and owner obligations.
- The Principal's Authorised Person (NSW Public Works) responsible for day-to-day contract administration, contractor communications and instructions.
- Workshops will be undertaken at project commencement.
- Management plans will be developed and worked through collaboratively with Reeves Envico.
- Management plans form part of the Critical State Significant Infrastructure (CSSI) approval requirements.
- Audits and periodic site inspections will be undertaken.
- The Specialist Environmental Advisor (SEA) will assist with compliance against management plans and EIS commitments.
- NSW Public Works will work closely with the biosecurity team to prevent introduction of pests to the island.
- The intent is to maximise use of local businesses and workforce where reasonably possible.

Construction planning activities will include

- Construction Management Plans and detailed work methodologies.
- EIS and safety compliance management.
- Construction delivery programming.
- Environmental management.
- Construction risk and biosecurity management; and

- Workforce and logistics management.
- Site establishment activities including sheds, laydown areas, fencing and temporary signage will occur in both the North and South Zones.

Prior to works commencing, dilapidation inspections and condition recording will be undertaken for Lagoon Road, the existing jetty infrastructure and surrounding buildings and sheds.

During active construction, NSW Public Works advised that the Principal's Authorised Person (or delegate) will visit the island approximately monthly to undertake:

- Progress inspections.
- Quality inspections against design requirements.
- Inspection Test Plan (ITP) and hold point reviews.
- Environmental compliance audits.
- Workplace Health and Safety audits; and
- Resolution of site-based construction issues as required.

Reeves Envico Project Overview

Daniel Cusack introduced the Reeves Envico team as follows:

- **Daniel Cusack**, Contractor's Authorised Person, MIW
- **Jack Pockley,** Lead Project Manager
- **Mitch Babos**, Assistant Project Manager
- **Caris Barker,** Contract Administrator
- **Zaid Rahma**, Project Manager Marine Infrastructure, PMG

Daniel Cusack commenced the presentation with an outline of the session agenda.

Project Delivery

- The project includes two primary work zones.
- Delivery is through a design and construct model on a World Heritage listed site.
- Reeves Envico are the Principal Contractor with Pacific Marine Group as the sub-contractor on the Marine Infrastructure.
- Site establishment activities will seek to minimise the construction footprint and associated impacts.

Project Areas

The project includes works within both the North Zone and South Zone sites.

Geotechnical Investigations

- Geotechnical investigations have now been completed.
- Findings were generally positive with no significant issues identified.
- Opportunities exist to reuse excavated materials as fill in other project areas.

Design Development

- The project is currently progressing toward a 50% design milestone.

- Stakeholder workshops are being undertaken to further develop and refine concept designs.
- Key project milestones were discussed with attendees.

Community Input into Design

The project team acknowledged community feedback received throughout consultation on the marine infrastructure and how community feedback on the new jetty design was heard, tested and responded to.

And noted the six recurring themes including:

1. Concerns regarding the visual impact of mooring dolphins.
2. Concerns that a 40-metre ramp would be excessively long.
3. The need to retain World Heritage and visual amenity values.
4. Consideration of cost and alternative design options.
5. Retaining the functionality of jetty for all and not just the new ship
6. Suitability of infrastructure to the seabed and environment

Site Constraints

Key constraints influencing the marine infrastructure design include:

- Shallow water depths and seabed levels.
- The presence of a shifting scour hole.
- The inability to undertake dredging.
- The need to work around the existing timber jetty and maintain visual amenity.

Purpose of the Ramp

- Roll-on Roll-off (RoRo) capability remains an important component of future operations.
- Lift-on Lift-off (LoLo) functionality is being retained.
- The ramp is required to preserve this operational flexibility.

Mooring Dolphins

Community feedback identified the proposed dolphins as large and visually intrusive.

Three options were investigated

1. Two dolphins.
2. One dolphin.
3. Zero dolphins.

The **preferred option** adopted for further design is **zero dolphins**. And in their place is a new extension to the existing timber jetty, with the construction of the new to match the existing.

Infrastructure is being designed specifically around the requirements of the new marine vessel and not a larger future vessel.

Protection of World Heritage values and visual amenity remains a key design driver.

Jetty Extension

The jetty extension has been designed to ensure the facility continues to function for existing users. The extension will create a second berth while maintaining existing operational capability.

Three jetty options were presented visually to the community.

Preferred Option (Adopted)

The preferred option includes a **23-metre extension** to the existing jetty.

The useful life of both the extension and the existing jetty structure will need to be managed over time.

A balance is required between visual impacts and operational lifespan.

DC noted that community feedback over recent months had significantly influenced and shaped the evolving design.

Marine Construction Methodology

Pacific Marine Group – **Zaid Rahma (ZR)**

ZR outlined the proposed marine construction approach.

Marine Construction Fleet

Three barges are expected to be utilised:

- Drill barge.
- Crane barge.
- Materials barge.

2 Tugs are mainly for mobilisation and demobilization and a small workboat to move the barges around.

Construction Sequencing

The construction schedule has been developed to accommodate the operation of the Island Trader.

The jetty extension will be completed first to allow continued freight operations before construction of the ramp commences.

Communication has already commenced with Birdon regarding the proposed sequencing.

Environmental Management

Flora and Fauna Management

Measures include:

- Soft-start piling procedures (generate small amounts of noise initially to allow fauna and fish to move away).
- Wildlife sighting reporting protocols.
- Observation and shutdown zones.
- Erosion and Sediment Control

Drill spoil generated during piling activities will remain on the barge and will not be disposed of in the lagoon or on island.

Water Quality Management

Measures include:

- Visual monitoring.
- Use of biodegradable oils in all machinery.
- Silt curtains around construction
- Minimisation of in-situ concrete works.
- Air quality and dust suppression measures.

Waste Management Facility

Construction Staging

The proposed construction sequence for the WMF includes:

- **Stage 1** - Site preparation, bulk earthworks, new Storage Shed & Organic Shed construction at northern end. Public operations continue uninterrupted.
- **Stage 2** - Existing MRF equipment temporarily relocated to newly completed sheds.
- **Stage 3** - New MRF building construction, contamination remediation, and civil works.
- **Stage 4** – Completion and Final fit-out, commissioning, waste equipment installation, landscaping and full site handover with validated remediation.

Currently working with waste specialists to finalise design, without deviating from the concept that is currently understood. There are 3d animations of what the proposed facility will look like, on the LHIB website **see video:** **WMF public**, **WMF full facility**.

Supply Chain and Logistics

- Existing supply chains and biosecurity controls will be utilised wherever possible.
- Suppliers from the Port Macquarie region are expected to be used extensively.

Risk Management

Key project risks and mitigation measures include:

- Existing biosecurity controls and requirements.
- Commercial arrangements to manage weather delays.
- Resolution of geotechnical uncertainty through recently completed investigations by Douglas Partners.

Workforce and Local Participation

- Josh Owens will act as the local point of contact for complaints and community issues.
- Existing local workforce capability will be utilised wherever possible.
- Training and skills development opportunities are expected to arise during the project.
- The project team is encouraging Aboriginal participation, a requirement by the NSW Government.
- The project is expected to provide a positive economic stimulus for the local economy.

Naomi Stephens thanked Reeves Envico and Pacific Marine Group for their presentation on the MIW. And opened the Q&A session for any questions of the Project Team.

Community Questions and Answers Session

The following questions were asked at the Community Information Session, with answers provided by the Reeves Envico project team. The answers reflect information available on the day and remain subject to detailed design.

Q. **Will the RoRo ramp be accessible for community use when the vessel is not present?**

A. Yes, the ramp will be accessible to community outside of ship operations.

Q. How will construction activities impact the ongoing fortnightly freight service provided by Birdon?

A. It will not impact on the ongoing fortnightly freight service. Discussions are already being held with Birdon around the future construction.

Q. What factors are being considered in relation to the timber decking option? How definite is it? What goes around making that choice?

A. Confirmed that timber is the chosen option. There needs to be consideration around the maintenance schedule. It is understood that aesthetics is important to the community.

Q. How many people are expected to be involved in the construction and what health and safety considerations are being put in place?

A. Reeves Envico has extensive experience delivering projects in remote locations with small communities. Sympathetic to disruptions to community.

Looking at 20-25 max when concrete works coincide with Marine works. Marine works barges will have some accommodation on board.

Construction areas will be fenced and clearly delineated. Potential to put future graphics on the hoarding.

Some rock breaking activities are anticipated and may generate noise for several weeks.

Outside of these activities, construction impacts are expected to be like normal building works.

The structures themselves are not considered overly complex.

Most impact would most likely be batching concrete in the north and needing to move it to the South.

Q. Whether the project would have dedicated health and safety personnel.

Potential impacts on local hospital services.

Environmental controls for flora and fauna protection.

A. Dedicated health and safety personnel will be part of the project team.

Environmental management plans will be implemented.

Safety is treated as a critical component of all Reeves operations.

Appropriate insurance arrangements are in place for major incidents.

A community member referenced the film Shallows and queried whether on-site medical capability would be available.

A. The contractor will be self-sufficient for first aid treatment.

Local hospital services may still be required for matters such as fractures or stitches.

Q. Where will the project workforce be accommodated?

A. Existing accommodation providers will be utilised where possible. DCCEEW have booked 20 beds up until April 2027. Reeves will be looking to supplement that going forward. There was an EOI that went out and 7 accommodation providers now form part of an approved panel. Reeves is in talks with these 7 providers around the future accommodation requirements for the project.

Current workforce estimates are based on the current concept design. As the project progresses into detailed design and the scope becomes more clearly defined, the project team will be in a better position to confirm final workforce requirements.

The project team understands community concerns regarding impacts on tourist accommodation.

The workforce is expected to support local businesses, including accommodation providers, restaurants and shops.

Q. Where will the barges be kept given anchoring is not permitted within the lagoon?

A. Necessary permits will be sought to identify and approve suitable locations for barge mooring and storage.

Q. Will work in the North and South facilities occur simultaneously?

A. Works will be staged and sequenced rather than occurring simultaneously.

Q. Will excess material be available to fill the hole near the OV boat shed?

A. The Board will look at this issue and investigate any opportunities. However, it does not fall within the CIP. The project team advised they would investigate all opportunities for beneficial reuse of material.

Q. Has the future Operations and Maintenance (O&M) provider been selected?

A. The Operations and Maintenance (O&M) procurement process remains underway with a decision anticipated in August.