
From: Gary.Easton@turntown.co.uk
Sent: 19 November 2012 08:54
To: Martin.Foerder@bilfinger.co.uk; Kevin.Russell@bilfinger.co.uk; Alfred.Brandenburger@siemens.com; axel.eickhorn@siemens.com; Julian Weatherley; Rob Leech; Colin Smith; Alan Coyle; vicemery@[REDACTED]
Subject: Todays meeting, Application 62
Attachments: application mark up items v1-16-Nov-12.pdf; prelims OHP template OSWE and contract price v1-16-Nov-12.pdf

Dear all

Colin has asked us to circulate the attached papers for discussion at our meeting today. The papers contain:

1st document

Sketches which show the items included in Application 62 (OLE bases, Drainage and Road Re-con). The purpose of these sketches is to show what the contract scope of work was, what the new work is and how these items relate to the Certifiers Opinion and work relating to the contract prelims.

(See attached file: application mark up items v1-16-Nov-12.pdf)

2nd Document

Page 1: we have completed the template that Colin issued last week following the meeting on the 5th of November based upon our interpretation of the Certifier's Opinion and the templates. The left hand template is our understanding of how BBS have determined their numbers in the OSWE, our assessment is on the right hands side.

Pages 2, 3 and 4: these pages are extracts from the OSWE in the application. We have circled the key numbers relating to the items in question. The add is based upon the total direct cost for the new work and the deduction for the amount in the contract price. Once the mark ups are applied we believe that BB are gaining recovery on the contract prelims at £5,025K which covers some of the scope in the new work and also gaining prelim recovery for the total cost of the new work.

Page 5 is the BBS On Street Contract Price which shows the BB £5,025K for prelims over and above the main prelims in the Off-Street price which contains the Edinburgh Park compound and management team. In all instances we are stating that BBS keep this prelims amount therefore they are never disadvantaged by losing contract prelims.

Page 6 is a an overview of the original tendered sub-contract prices which shows a gap between £16.15M and the final price of £18.35M. The reason for

including this is to understand how CEC benefitted from the sub-contractor negotiations and agree that BBS were not disadvantaged either in the formation of the final contract price

(See attached file: prelims OHP template OSWE and contract price v1-16-Nov-12.pdf)

Regards

Gary Easton

Director

Turner & Townsend infrastructure

t: +44 (0) [REDACTED]

| <http://www.turnerandtownsend.com>

Turner & Townsend Infrastructure a business unit of Turner & Townsend Cost Management Limited

Registered Office: Low Hall, Calverley Lane, Horsforth, Leeds LS18 4GH,

United Kingdom | Registered in England and Wales | Registration No 6458527

Turner & Townsend plc

APM Awards - Overseas Project of the Year | 2011 Dublin Airport | 2010 King Shaka International Airport, Durban

Risk Management Awards 2011 | Service Provider of the Year

PMI | Distinguished Project Award 2010 | Nissan

For further information and registration details visit our website <http://www.turnerandtownsend.com>

This email is confidential and may also be privileged. The recipient is responsible for virus checking this email and any attachments. If you are not the intended recipient please immediately notify us and delete this email; you must not use, disclose, distribute, copy, print or rely on this email. Turner & Townsend does not accept any liability for any loss or damage from your receipt or use of this email.

Please consider the environment before printing this email.