
From: Reeve W (Bill)
Sent: 20 May 2007 19:33
To: Sharp DP (Damian)
Cc: Morrissey J (Jerry); Spence M (Matthew); Ramsay J (John); Davis L (Lorna)
Subject: Re: Suspension of RATS 1A/1 - 4 week period

I agree.

Regards,

Bill Reeve

Director, Rail Delivery
Transport Scotland

-----Original Message-----

From: Sharp DP (Damian)
To: Reeve W (Bill)
CC: Morrissey J (Jerry); Spence M (Matthew); Ramsay J (John); Davis L (Lorna)
Sent: Sun May 20 13:30:52 2007
Subject: Fw: Suspension of RATS 1A/1 - 4 week period

Bill

I am not in a position to comment on the reasonableness or otherwise of these costs. It is clear that delay is unfortunate but inevitable.

But my advice is that we cannot do anything until Cabinet has met on Tuesday and that we must not name any specific timescale for a Ministerial decision. We should hold a general line that we cannot comment until the new administration has considered the tram. In particular, we should not reveal the timing of the Cabinet process unless Ministers do so.

Damian

-----Original Message-----

From: Matthew Crosse <Matthew.Crosse@tie.ltd.uk>
To: Willie Gallagher <Willie.Gallagher@tie.ltd.uk>; david_mackay([REDACTED]) <david_mackay@[REDACTED] nrenilson@lothianbuses.com <nrenilson@lothianbuses.com>; Andrew Holmes <andrew.holmes@edinburgh.gov.uk>; Reeve W (Bill); Campbell, Bill <WWCampbell@LothianBuses.co.uk>
CC: Susan Clark <Susan.Clark@tie.ltd.uk>; Stewart McGarrity <Stewart.McGarrity@tie.ltd.uk>; james.stewart@partnershipsuk.org.uk <james.stewart@partnershipsuk.org.uk>; Sharp DP (Damian); Duncan Fraser <duncan.fraser@edinburgh.gov.uk>
Sent: Fri May 18 13:01:34 2007
Subject: FW: Suspension of RATS 1A/1 - 4 week period

This email has been received from an external party and has been swept for the presence of computer viruses.

Dear TPB Members

I would welcome an early resolution of this delay. Can we schedule a telephone conference early next week please?

Susan will explain the issue and impact, then we can discuss and move it forward.

Thanks

Kind regards

Matthew

Matthew Crosse

Project Director - Tram

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From: Graeme Barclay
Sent: 17 May 2007 13:08
To: Susan Clark
Cc: John Casserly
Subject: Suspension of RATS 1A/1 - 4 week period

Susan, breakdown of the anticipated costs for the suspension of the works referred to above due to the sensitive political environment present. The sum noted is based on various assumptions taken in light of information not readily available, but is recognised as 'norms' within the industry.

AMIS Overhead/Prelims allowance as intimated from previous AMIS submissions £47.5k per Week (9.5k per day) Total 4 weeks @ £47.5 £190k

- AMIS resource allowance for squad onsite to secure lab allow 2 No Weeks @ £5k £ 10k

- tie Site Costs based upon assessed average all in cost (excluding any allowance for bonus) of £1.5k per person per week for 21No people. Total 4 Wks @ £31.5k £126k

Sub Total £326k

- tie Corporate Overhead inc insurance based upon industry average for business'/projects of an equivalent size/nature/turnover etc 12% of £326k £ 39k

Total Indicative Delay Costs For 4No Weeks £365k

Note :

1. The above is based upon the AMIS intimated actual weekly cost incurred. AMIS have not substantiated or provided details for these costs and we have not interrogated their figures to date.
2. There is an allowance for an AMIS squad standing for 2 weeks on the basis that we may not want to secure the previously allocated resources for the actual commencement of construction.
3. tie site costs are based on an average rate of £1500 per person per week we do not have access to actual salary costs etc. We have however carried out an assessment based upon our interpretation of industry standard rates for the tie employee's and allowed charge out rates for any others tie resources such as TSS employees and self employed which equates to circa £1500 per week per person excluding any allowances/liabilities for any bonus payments or expenses which maybe payable to tie employees/resources.
4. In light of the unavailability of tie corporate overhead costs to the MUDFA project team we have assessed a tie corporate overhead on the basis of 12% which is a reasonable industry average for business'/projects of an equivalent size/nature/structure/turnover etc but we currently have no means of demonstrating or benchmarking this allowance against the actual levy/costs incurred.
5. We have assumed for the basis of this exercise that only tie resources based in the MUDFA project office are a site based cost and any other costs/resources/support functions

etc are included in the tie corporate overhead allowance irrespective of their role within the project or the time actually spent on the MUDFA works.

We can discuss this further on Monday when we next meet.

Graeme

Graeme Barclay
Construction Director (MUDFA)

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From: Matthew Crosse
Sent: 15 May 2007 12:52
To: Damian.Sharp@transportscotland.gsi.gov.uk
Cc: 'Bill Reeve'; 'John.Ramsay@transportscotland.gsi.gov.uk'; Susan Clark; Willie Gallagher
Subject: Delays to programmed works

Damian

We must be clear between ourselves that the decision taken to delay the commencement of works at the DPD has a serious knock on effect on budget and potentially programme schedule.

The impact of standing down the MUDFA team for the start of current 'off-line' and low profile RATs works is in the region of £300,000 (these are sunk costs). This team are not materially doing anything else and may as well be doing this work now. It is noted that we haven't stopped other ongoing AMIS works e.g. at Gogar. Also a delay in commencement of the invasive species contract in June will mean missing the season for the works with a potential hit to programme, budget and other practical matters.

Because the team are unlikely to be able to contain these impacts we will need to consider how to recover our programme position through appropriate change order requests to the next TPB.

Kind regards

Matthew Crosse

Project Director - Tram

tie limited

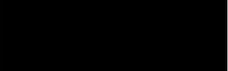
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