
From: Damian.Sharp@transportscotland.gsi.gov.uk
Sent: 29 January 2007 18:26
To: Matthew Crosse
Cc: Geoff Gilbert; Willie Gallagher; Bill.Reeve@transportscotland.gsi.gov.uk; Matthew.Spence@transportscotland.gsi.gov.uk; Lorna.Davis@transportscotland.gsi.gov.uk; John.Ramsay@transportscotland.gsi.gov.uk; Nadia.Savage@transportscotland.gsi.gov.uk
Subject: Infraco evaluation & revised cost estimate - Restricted - Commercial

Matthew

We spoke earlier this afternoon about some key topics for tomorrow and ways forward for the week ahead.

Firstly, we have an hour together tomorrow and in that time can clearly only identify key issues and the plan for ensuring that Transport Scotland understands the basis for tie's paper. We will clearly need to follow up with subsequent meetings on detail and we will need to find time in the calendar for those including some this week.

I gave you some areas where we are likely to want to understand your thinking and analysis:

1. A better understanding of the normalisation process that was undertaken / required
2. An understanding of the associated exclusions and assumptions as part of the normalisation process.
3. Confirmation of whether the 2% difference between bids is pre- or postnormalisation (or both)
4. How programme impacts on the cost estimates and what bidders have said about programme compliance
5. How novation impacts on the cost estimates what bidders have said about novation
6. What approach is being taken to realising the significant savings predicted
7. How indexation has been applied to costs and funding – the table at Appendix B shows inflation allowances for some headings but not all – are the total funds available and the estimated costs being calculated on a consistent basis?
8. Confirmation that the Infraco cost shown is that of the lower bidder's normalised cost
9. Further clarity about how risk has been allocated within the cost headings and how that maps against the total risk of the scheme – essentially is every risk counted but counted only once
10. Discussion on main areas of divergence; prelims (risk interpretation) & civil structures design (current design status/progress and impact on novation etc) between the bidders
11. Discussion around the interpretation and use of the 'traffic light' certainty table

I understand that you will want to do a short presentation that may cover some of these points leaving us to discuss the others and sort out arrangements to provide assurance to Transport Scotland on the level of confidence that can be attached to the estimates.

Damian

This e-mail (and any files or other attachments transmitted with it) is intended solely for the attention of the addressee(s). Unauthorised use, disclosure, storage, copying or distribution of any part of this e-mail is not permitted. If you are not the intended recipient please destroy the email, remove any copies from your system and inform the sender immediately by return.
Communications with the Scottish Executive may be monitored or recorded in order to secure the effective operation of the system and for other lawful purposes. The views or opinions contained within this e-mail may not necessarily reflect those of the Scottish Executive.

The original of this email was scanned for viruses by Government Secure Intranet (GSI) virus scanning

service supplied exclusively by Cable & Wireless in partnership with MessageLabs.

On leaving the GSI this email was certified virus free.

The MessageLabs Anti Virus Service is the first managed service to achieve the CSIA Claims Tested Mark (CCTM Certificate Number 2006/04/0007), the UK Government quality mark initiative for information security products and services. For more information about this please visit www.cctmark.gov.uk