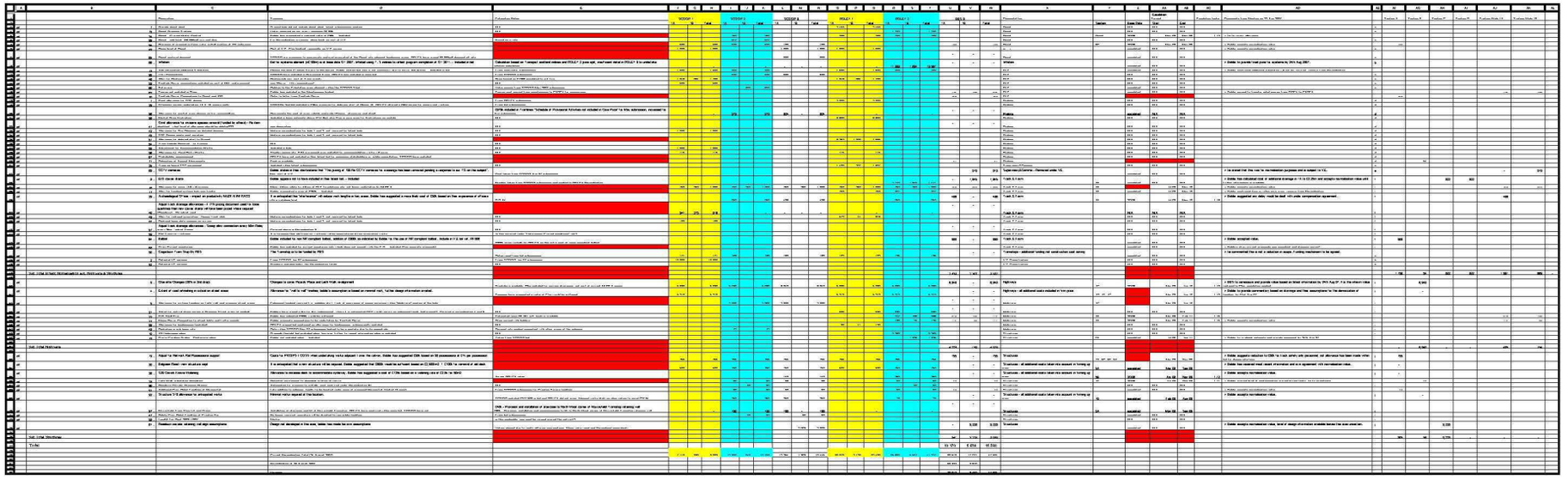
	A	B	C	D	E	F	G	H
1								
2		**INFRACO NEGOTIATION SUMMARY POSITION**						
3		**Date:- 14/12/07**						
4			**Baseline**		**Current**		**Difference**	**Comments**
5			**£m**		**£m**		**£m**	
6		**Fixed Elements**						
7								
8		Core contract sum - firm price	212.91		212.91			
9								
10		Provisional elements taken into firm	0		0.00			All provisional taken to firm
11								
12		VE taken into firm price	0		-0.08			
13								
14		VE taken into firm price - but conditional			-10.86			
15								
16		Premium for current provisional items			8.00			Negotiated sum for firming up all elements
17								
18		Total firm price	212.91		209.97	**95%**	-2.94	
19								
20		**Provisional elements**						
21								
22		Remaining provisional elements	49.58		0.00		-49.58	
23								
24		Remaining normalisations still provisional	17.80		10.17		-7.63	
25								
26		Total Provisional	67.38		10.17		-57.21	
27								
28		**Anticipated Infraco contract sum (Final Deal)**	**280.29**		**220.14**		-60.15	
29								
30		Remaining Identified VE	-13.535032		-2.88		10.66	
31								
32		Changes as current cost report	2.40		2.40			
33								

	A	B	C	D	E	F	G	H
34		**Current Estimated cost**	269.16		219.66		-49.50	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1																			
2	**Item**	**Prelims**	**Trackform - System**	**Depot**	**Structures - Superstructure**	**Highways**	**Tramstops**	**Buildings**	**Supervisory & Comms**	**OLE**	**Tramstop Equipment**	**Trams**	**Reduction as BBS letter 11/10/07**	**Reduction for taking CAF into BBS Consortia**	**Traction Power**	**Power for commissioning**	**System Wide**	**Network Rail**	**Total**
3																			
4	**Base**																		
5	Firm	75,437,757	43,918,161	18,686,351	31,415,121	11,893,955	3,270,376	3,275,180	5,296,482	14,974,462	1,513,587	1,018,910	-1,000,000	-1,000,000		1,330,000	-120,000	3,000,000	**212,910,342**
6	Provisional																		**0**
7																			
8	**Sub-total Base**	**75,437,757**	**43,918,161**	**18,686,351**	**31,415,121**	**11,893,955**	**3,270,376**	**3,275,180**	**5,296,482**	**14,974,462**	**1,513,587**	**1,018,910**	**-1,000,000**	**-1,000,000**	**0**	**1,330,000**	**-120,000**	**3,000,000**	212,910,342
9																			
10																			
11	**Normalisation**																		
12																			
13																			
14	**Provisional (Previously included in Infraco Normalisations)**																		
15	Provision of pumped surface water outfall system at A8 underpass			100,000															**100,000**
16	Spares not included in Price									174,762									**174,762**
17	Scottish Power Connections to Depot and IPR									750,000									**750,000**
18	Relocation of Ancient Monuments	53,700																	**53,700**
19	Allowance for minor utility diversions		750,000																**750,000**
20	Archaeological Officer - impact on productivity MUDFA/INFRACO		405,755																**405,755**
21	Ballast		300,000																**300,000**
22	Picardy Place/York Place					6,340,324													**6,340,324**
23	E/O Shell Grip					319,343													**319,343**
24	Mains Power Connection to street lights and traffic signals					115,287													**115,287**
25	Adjust for Network Rail Possessions support				755,307														**755,307**
26	Leith Walk substation demolition				55,662														**55,662**
27	Additional Crew Relief Facilities at Haymarket				49,950														**49,950**
28	**Sub-total - Provisional Normalisation**	**53,700**	**1,455,755**	**100,000**	**860,919**	**6,774,955**	**0**	**0**	**0**	**924,762**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10,170,090
29																			
30																			
31	**Value Engineering**																		
32																			
33	**Firm**																		
34	NR Immunisation - ensure design of immunisation is based on minimum safe propagation distance (e.g. <100m). Project budget previously very conservative. NOW IN FIRM PRICE - SEE ABOVE																		**0**
35	Provision of combined incoming and return cabinet.									0									**0**
36	Signalling & Comms - fewer CCTV cameras : Reduced to 55Nr...(Tramstops 45Nr, Depot 10Nr)								-33,000										**-33,000**
37	UPS - reduce capacity from 4hrs to 3hrs								-50,000										**-50,000**
38	Move item from Provisional below.																		**0**
39	**Sub-total - Firm Value Engineering**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-83,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	-83,000
40																			
41																			
42	**Firm with conditions**																		
43	Delete depot pumping station/storm tanks by utilising existing gravity system.			-193,526															**-193,526**
44	Depot - Build part now with provision to expand in the future/reduce size of car park facilities.			-230,000															**-230,000**
45	Delete under floor lift plant and utilise mobile jacks. Incl mobile future proofing.			-250,000															**-250,000**
46	Depot - delet split vehicle accommodation system - requirement dependant on tram vehicle selection			-27,500															**-27,500**
47	Depot - Track Maintenance Equipment - rationalise scope requirement and consider renting.			-27,500															**-27,500**
48	Depot - deletion of one pavement (inner)			-36,000															**-36,000**
49	Depot - delete requirement for concrete apron to security fence			-6,080															**-6,080**
50	Depot - delete compressed air system, utilise 1 or 2 local /mobile compressors			-54,400															**-54,400**
51	Consolidated VE items 7, 10, 11, 19 which results from changes to initial Depot design driven by proximity to BAA runway and EARL decision.			-2,000,000															**-2,000,000**
52	Delete standby generator and substitute with hardstanding and power connection for portable generator.			-150,000															**-150,000**
53	Material recovery and reprocessing (Infraco); 2 options - reconstituted planings & Type 1R					-500,000													**-500,000**
54	Reduce Kerb and associated re-instatement of pavement					-100,000													**-100,000**
55	Reduce drainage run from guideway					-100,000													**-100,000**
56	Overhead Contact system - Switchgear - rationalise specification - considered "quite onerous"									-150,000									**-150,000**
57	OLE - Catenary opportunity in Sections 5 to 7 - replace trolley wire with catenary on segregated sections.									0									**0**
58	Value Engineering/ de-risked pricing approach developed for the final designs for all structures, particularly substructures and foundations (where not covered below)				0														**0**
59	Edinburgh Park Bridge - 7 span to 2 , utilise steel beams in lieu of concrete Edinburgh Park Viaduct				-1,470,000														**-1,470,000**
60	Carricknowe Bridge Parapet - down grade from P6 / P5 to N2 (reduced cost of parapet plus knock on effect on deck design/cost)				-85,000														**-85,000**
61	A8 Underpass various initiatives				-850,000														**-850,000**
62	Roseburn Street viaduct various initiatives				-1,375,000														**-1,375,000**
63	Water of Leith various intiatives				-150,000														**-150,000**
64	Eight maintenance walkway structures - delete or reduce				-250,000														**-250,000**
65	Russel rd Bridge piling changes				0														**0**
66	Class 7 material conversion -				-300,000														**-300,000**
67	Optimise the work site lengths wherever practical to ensure efficient construction outputs																-300,000		**-300,000**
68	Accept more disruption over shorter period to maximise efficiency of construction operations -																-100,000		**-100,000**
69	Remove spare capacity from OTN (linked to item 69)																0		**0**
70	Option to lease UPS provision from Supplier rather than purchase																-300,000		**-300,000**
71	Rationalising spares supplied with the Infraco bid																-300,000		**-300,000**
72	PM Integration including shared resources and co-location.																-1,000,000		**-1,000,000**
73	Noise attenuation (outside of Roseburn Corridor) 3,650m of fencing		-50,000																**-50,000**
74	Trackform - changing embedded to ballast rail. Ballasted track adjacent to NwkRail		0																**0**
75	Track installation install in strips.		0																**0**
76	Reduce ballasted track thickness from 300 to 200mm		-200,000																**-200,000**
77	11Kv Traction Power feeds to sub stations including any network reinforcement required (separate VE 104).														0				**0**
78	Power supply - Russell Rd TPH - equipment for future upgrade to substation to be supplied when needed i.e. don't supply transformer rectifier now.														0				**0**
79	Power Supply (up to passenger operation) - possible over allowance in DFBC														-300,000				**-300,000**
80																			
81	**Sub-total - Provisional Value Engineering**	**0**	**-250,000**	**-2,975,006**	**-4,480,000**	**-700,000**	**0**	**0**	**0**	**-150,000**	**0**	**0**	**0**	**0**	**-300,000**	**0**	**-2,000,000**	**0**	-10,855,006
82																			
83	Further project management integraton over 3 years																-500,000		**-500,000**
84	SDS design scope economy, variation and reduction																-500,000		**-500,000**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1																			
2	**Item**	**Prelims**	**Trackform - System**	**Depot**	**Structures - Superstructure**	**Highways**	**Tramstops**	**Buildings**	**Supervisory & Comms**	**OLE**	**Tramstop Equipment**	**Trams**	**Reduction as BBS letter 11/10/07**	**Reduction for taking CAF into BBS Consortia**	**Traction Power**	**Power for commissioning**	**System Wide**	**Network Rail**	**Total**
3																			
85	Tramstops, standard finishes to circa 20-30% of stops										-500,000								**-500,000**
86	Picardy place level flexing - MUDFA savings					-500,000													**-500,000**
87	Picardy place level flexing - construction savings					-500,000													**-500,000**
88	Siemens agreement to reduce fixed price on item 49 above by £10,000									-10,000									**-10,000**
89	Siemens agreement to reduce fixed price on item 145 above by £200,000			-200,000															**-200,000**
90	Value engineer finishes on EPV and other structures				-170,000														**-170,000**
91	Other unidentified VE items																0		**0**
92	**Sub-total - Provisional Value Engineering**	**0**	**0**	**-200,000**	**-170,000**	**-1,000,000**	**0**	**0**	**0**	**-10,000**	**-500,000**	**0**	**0**	**0**	**0**	**0**	**-1,000,000**	**0**	**-2,880,000**
93																			
94																			
95																			
96	**Total Anticipated Value**	**75,491,457**	**45,373,916**	**18,586,351**	**32,106,040**	**17,668,910**	**3,270,376**	**3,275,180**	**5,213,482**	**15,889,224**	**1,013,587**	**1,018,910**	**-1,000,000**	**-1,000,000**	**0**	**1,330,000**	**-1,120,000**	**3,000,000**	**220,117,432**

Cell: Q5
Comment: Geoff Gilbert:
BBS reduction on firm price oferred 13/12/07



Call AI
Comment Issues.
Filters through to main summary sheets

Call AC1
Comment Issues.
Using Average multiples across duration

Call AD5
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Groundwater control.
o AMIS to control water until Infraco takes over.
o BBS to take temp pumping into their bid.
o Normalisation to be removed

Call AD7
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed.

Call AD8
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed – Allowance common to both bidders.

Call AD10
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Inflation for systems. BBS to reconsider. Tie are willing to consider arrangements for pre purchase/commitment to price volatile metals or indexation arrangements for such materials. Tie are not willing for the systems price generally to be fluctuating price.

Call AD11
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

BBS view is that the additional sub-station is not required and that system will comply with Employer's Requirements with 1x operating on a standalone basis. Agreed to remove.

Call AD18
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Spares. Agreed.

Call AD32
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed.

Call AD33
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Cable Drains.
o BBS's view is that the allowance for Phase 1a should be 2.25m.
o Leave 1b as is for the moment.

Call AD34
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Minor Utility Diversion – Common allowance for both bidders

Call AD35
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Allowance for refinishing roads between tracks. BBS confirmed that they have allowed for surface finishes between the tracks within their bids. Normalisation to be removed.

Call AD38
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Archaeological Officer – Allowance agreed

Call AD42
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Ballast. Allowance agreed.

Call AD43
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Stray current monitoring – BBS to consider taking this risk into their bid. BBS to review allowances for trackform drainage within their bid following the Trackform review meeting with tie.

Call AD44
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed – Funding adjustment common to both bidders.

Call AD50
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007
BBS to review Picardy Place allowance and advise their view on 24/08/07.

Call AD51
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007
BBS have based their pricing on the indicative roads and pavings drawings and have allowed for the finishes indicated on the basis of like for like reinstatement. However, full paving reinstatements are only included where this is shown on the drawings. Unless otherwise shown on the drawings issued BBS have included for reinstatement to match existing e.g. York stone finishes are not allowed in Princes St except where existing finishes are York stone. For the whole of the on street alignment BBS have allowed for resurfacing the roads with a new surface coat, but have not allowed for extensive full reinstatement of roads and sub base.
Need to have a clear definition of requirement.
For clarity BBS will provide details of the scope of work that they have allowed for each section of the alignment. This will be provided for 24/08/07

Call AD54
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

E/O shell grip. Allowance agreed

Call AD55
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed.

Call AD59
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Dave Gardens Bridge – BBS to consider appropriate allowance

Call AD63
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Additional Network Rail Possession Support.
o Costs for possessions included in bid.
o BBS assume SDS will gain NWR approval of design including getting Form C approval.
o tie to review and remove normalisation.

Call AD64
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Balgreen Road. New Structure – Allowance of £750k agreed

Call AD65
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Call AD68
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Leith Walk Substation – Allowance agreed.

Call AD69
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed – BBS to check not duplicated

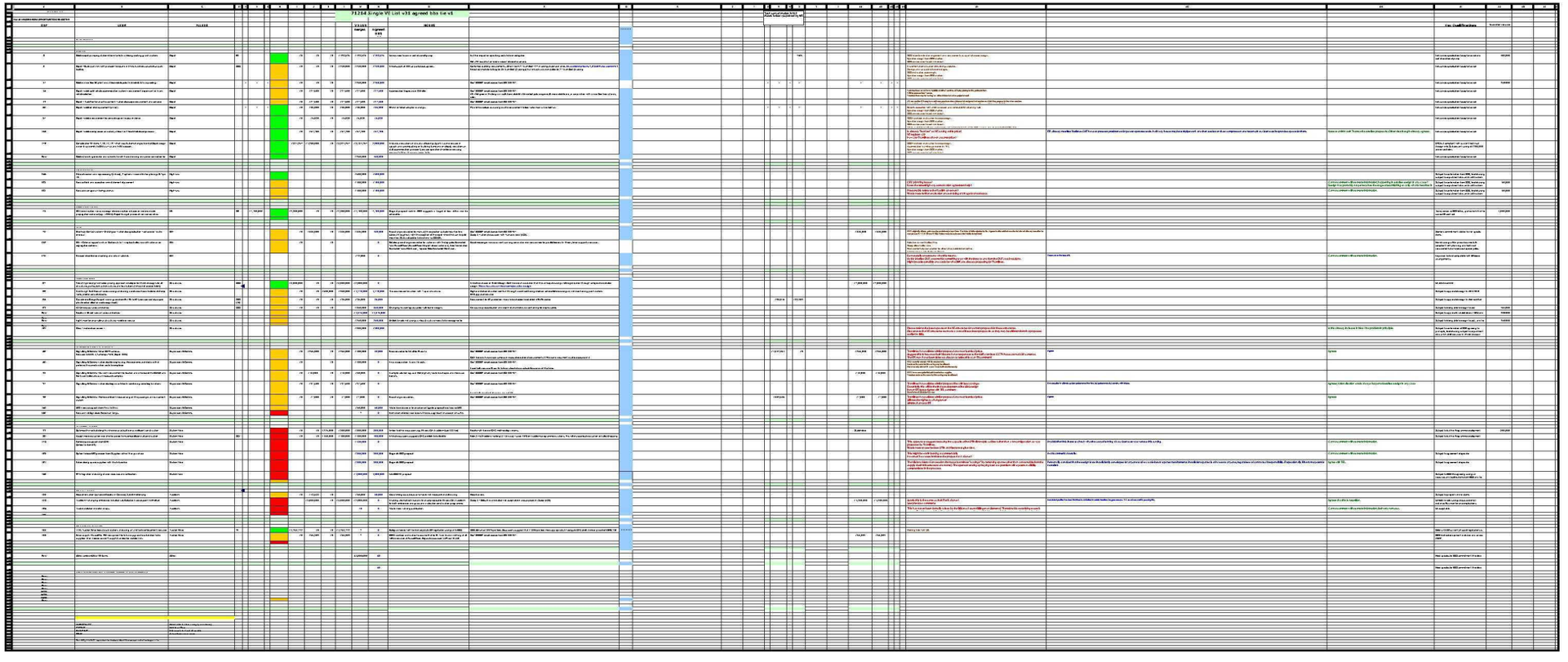
Call AD69
Comment Issues. From CC minutes of meeting with BBS on 23 Aug 2007

Agreed.

Cert. ADFS

Comment: received. I sent VCC minutes at meeting with EdCL on 29 Aug 2007

Freedom Counter showing calls. Agreed.



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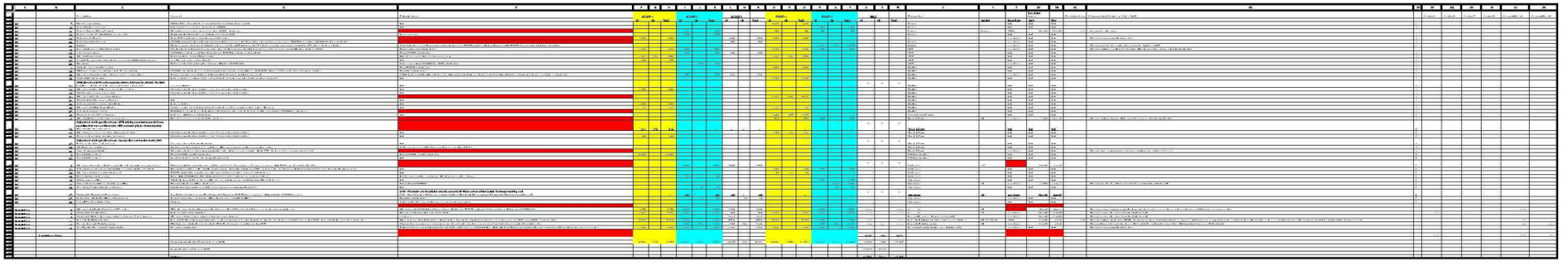
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1							**BBS INFRACO CONTRACT COST REPORT**												
2	**DATE:- 14/12/07**																		
3																			
4						**At Preferred Bidder**			**Current Position**			**Variance**		**As Wiesbaden Deal 13/12/07**				**Comment**	
5																			
6	**INFRACO**										%					%			
7			Firm Elements of bid			159,120,890		70.25%	#REF!		#REF!	#REF!		212,910,342		95.67%		Current position is that 94% of the price is firm	
8			Provisional			49,579,452		21.89%	#REF!		#REF!	#REF!		0		0.00%		All provisional taken to firm	
9			VE taken into firm price											(83,000)		-0.04%			
10			VE taken into firm price- with conditions											(10,855,006)		-4.88%			
11			Premium for firm price for previously provisional items											8,000,000		3.59%		Negotiated sum for firming up all elements	
12			Confirmed normalisations			0		0.00%			#REF!	0				0.00%			
13							**208,700,000**			**#REF!**		#REF!			**209,972,336**	**95.59%**			
14																			
15			Infraco Normalisation			17,803,222		7.86%	#REF!		#REF!	#REF!		10,170,090		4.57%			
16																			
17			Other Changes (See appended Sheet)						2,397,089		#REF!	2,397,089		2,397,089		1.08%			
18																			
19			Deal premium						0					0					
20																			
21	**Infraco Bids normalised**						**226,503,564**	100.00%		**#REF!**	#REF!	#REF!			**222,539,515**	195.59%			
22																			
23																			
24	**Value Engineering**																		
25		**Infraco items - Identified**																	
26			Banked (category 2)			(3,077,480)			(2,906,995)			170,485		(2,880,000)				Further VE identified at deal meeting	
27			To go (category 3 & 4)			(16,588,567)			(10,628,037)			5,960,530							
28						(19,666,047)			(13,535,032)			6,131,015		(2,880,000)					
29		**Infraco items - To Find**				0			**(8,631,015)**			(8,631,015)							
30																			
31	**Anticipated Infraco contract sum (Final Deal)**						**206,837,517**			**#REF!**					**219,659,515**				
32																			
33																			
34		**Non-Infraco items - Identified**																	
35			Banked (category 5)			(2,755,600)			(3,278,600)			(523,000)		(1,363,000)				Now excludes realised VE savings	
36			To go (category 6)			(7,530,500)			(4,428,250)			3,102,250		(3,197,000)				Now excludes realised VE savings	
37						(10,286,100)			(7,706,850)			2,579,250		(4,560,000)					
38		**Non-Infraco items - To find**				0			**(79,250)**			(79,250)							
39							196,551,417			#REF!					215,099,515				
40																			
41	**VE included in Project Estimate**					**(29,952,147)**													
42																			
43	**Non-Infraco items**																		
44			Non-Infrastructure works			16,502,332			16,502,332			0		6,019,684				Adjusted non Infraco Normalisations	
45			Advance works by others									0							
46				Depot excavation		4,754,041			4,754,041			0		4,754,041					
47				Minor contracts		332,000			332,000			0		332,000					
48						21,588,373			21,588,373					11,105,725					
49																			
50			Non Infraco Changes																
51																			
52	Contingency					4,442,000			2,044,911			(2,397,089)		3,000,000				Contingency against conditions on firm price VE not being realised	
53																			
54																			
55	**Total £ included in Infraco Budget Line**						**222,581,790**			**#REF!**		#REF!			**229,205,240**		6,623,450		
56																			
57	**Risk Allowance for Procurement Phase**						**14,470,390**			**14,470,390**		0			**7,846,940**				
58																			
59	**Total**						**237,052,180**			**#REF!**		#REF!			**237,052,180**				
60																			



Cell: X1

Comment: [illegible]:

Filters through to main summary sheet

Cell: 6C1

Comment: [illegible]:

Using Average multiplier across duration

Cell: 6D5

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Ground water control:

o [illegible] to control water until [illegible] takes over.

o [illegible] to take sump pumping into their bid.

o Normalisation to be removed

Cell: 6D7

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Agreed – allowance common to both bidders.

Cell: 6D9

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Inflation for systems. [illegible] to reconsider. They are willing to consider arrangements for pre-purchase commitments to price volatile metals or insulation arrangements for such materials. They are not willing for the systems price generally to be fluctuating price.

Cell: 6D16

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

[illegible] view is that the addition of sub-station is not required and that system will comply with Employer's Requirements with 13 operating on a stand alone basis. Agreed to remove.

Cell: 6D28

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Allowance for relinking roads between tracks. [illegible] confirmed that they have allowed for [illegible] between the tracks within their bid. Normalisation to be removed.

Cell: 6D34

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Stray current monitoring – [illegible] to consider taking this risk into their bid. [illegible] to review allowances for track [illegible] within their bid following the Track [illegible] review meeting with [illegible].

Cell: 6D42

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Crewe [illegible] Bridge – [illegible] to consider appropriate allowance

Cell: 6D46

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

UTC: We have reduced normalisation based on [illegible] advice. [illegible] agreed. This allowance represents [illegible]'s estimate of the requirements for work to traffic signals beyond the track alignment LOD.

Notes:

o [illegible] have included a provisional sum for all traffic signal works required along the alignment.

o This allowance in [illegible] bid includes re-sequencing and re-configuring traffic signals along the alignment.

Cell: 6D49

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Agreed. [illegible] advises that this adjustment is common to both bidders.

Cell: 6D50

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Cell: 6D51

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

NWR [illegible]. Agreed. Notes:

o Siemens offered to assist in making the technical arguments to NWR that [illegible] is not required.

o [illegible] advises that the allowance is common to both bidders.

o tie to provide results of discussion to date with NWR.

Cell: 6D52

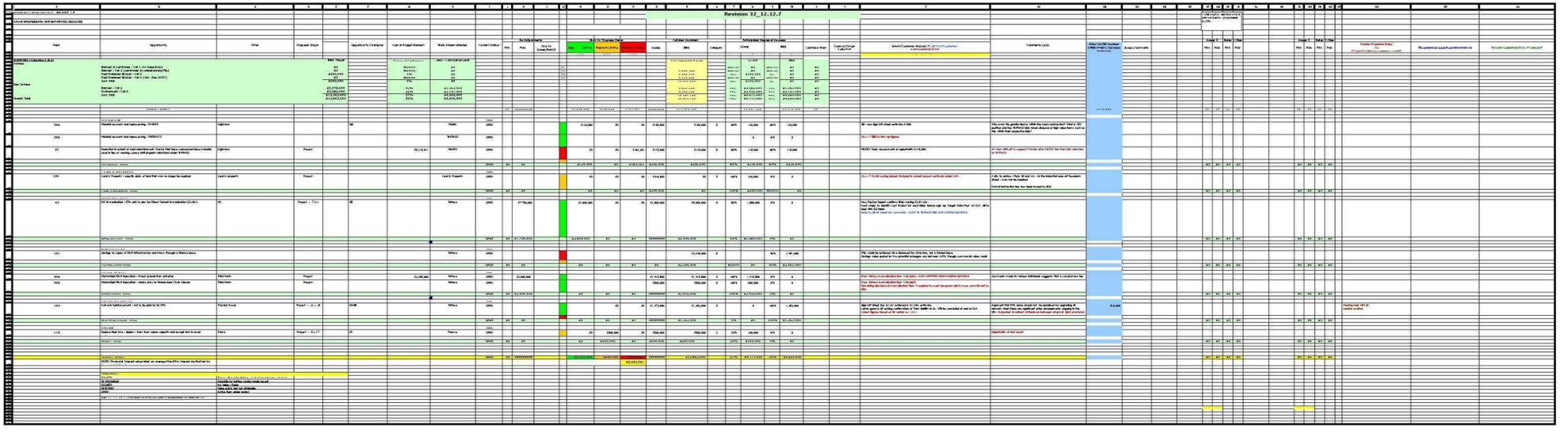
Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Network reinforcement – Change allowance common to both bidders.

Cell: 6D53

Comment: [illegible]: From [illegible] minutes of meeting with [illegible] on 23 Aug 2007

Electrical Power for commissioning – Common allowance for both bidders.



Revision 32_12.12.7

CEC00547760_0014

	A	B	C	D	E	F	G	H	I	J
1										
2		**EDINBURGH TRAM NETWORK**								
3		**PROVISIONAL ELEMENTS BASELINE**								
4										
5		**PHASE 1A**		**BBS**						
6					**PROVISIONAL**					
7			**NOTES**	**BASE**	**NORM**	**PROV SUMS/QIAUNTS**	**TOTAL PROV**	**TOTAL**	**Provisional - of Total**	**Comment**
8		PRELIMS		72,437,757	53,700	3,000,000	3,053,700	75,491,457	1.35%	
9		TRACK FORM - System		43,918,161	1,455,755	0	1,455,755	45,373,916	0.64%	
10		TRACK FORM - Earthworks	3.				0	0	0.00%	
11		DEPOT		18,686,351	100,000	0	100,000	18,786,351	0.04%	
12		STRUCTURES - Superstructure	1.		1,778,375	31,415,121	33,193,496	33,193,496	14.65%	Maximum - figures to be firmed up within this amount
13		STRUCTURES - Substructure	3.						0.00%	
14		HIGHWAYS		0	12,675,531	11,893,955	24,569,486	24,569,486	10.85%	
15		TRAMSTOPS	2.		-184,900	3,270,376	3,085,476	3,085,476	1.36%	
16		BUILDINGS		3,275,180	0	0	0	3,275,180	0.00%	
17		SUPERVISORY & COMMS		5,296,482	1,000,000	0	1,000,000	6,296,482	0.44%	
18		OLE		14,974,462	924,762	0	924,762	15,899,224	0.41%	
19		TRAMSTOP EQUIPMENT		1,513,587	0	0	0	1,513,587	0.00%	
20		TRAMS		1,018,910	0	0	0	1,018,910	0.00%	
21				0	0	0	0	0	0.00%	
22		ADJUSTMENTS						0	0.00%	
23		Reduction as BBS letter 11/10/07		-1,000,000				-1,000,000	0.00%	
24		Reduction for taking CAF into BBS Consortia	4.	-1,000,000				-1,000,000	0.00%	
25							0	0	0.00%	
26				159,120,890	17,803,222	49,579,452	67,382,674	226,503,564	29.75%	
27										
28								208,700,342		
29										
30		**NOTES**								
31		1. Structures allowance considered a reliable maximum figure								
32		2. Tramstops allowance considered a reliable maximum figure although final designs not yet provided								
33		3. Earthworks dependent on ground investigation works or confirmation of sections								
34		4. Unconditional as advised by BBS								

	A	B	C	D	E
1		**BBS INFRACO CONTRACT COST REPORT**			
2					
3		**DATE:- 14/12/07**			
4					
5		**Description**	**Add**	**Omit**	**Implemented**
6			**£**	**£**	**Anticipated**
7					
8	1	Inclusion of Maintenance Mobilisation	1,397,089		A
9	2	Revised work at EAL	1,000,000		A
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29		**Total**	2,397,089	0	
30					
31		**Net Change**	2,397,089		

	A	B	C	D	E
1		**BBS INFRACO CONTRACT COST REPORT**			
2					
3		**DATE:- 14/12/07**			
4					
5		**Description**	**Add**	**Omit**	**Implemented**
6			**£**	**£**	**Anticipated**
7					
8	1				
9	2				
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29		**Total**	**0**	**0**	
30					
31		**Net Change**	**0**		

	A	B	C	D	E
1		**NFRACO RISK ALLOWANCE STATUS REPORT**			
2					
3		**DATE:- 14/12/07**			
4					
5	**ID**	**Risk Description**	**Baseline**	**Current**	
6			**£**	**£**	
7					
8	48	Two stage tender pricing does not achieve price certainty for works at first stage.	5,344,000	5,344,000	
9	870	SDS Designs are late and do not provide detail Infraco requires	3,790,890	3,790,890	
10	952	Scope of works relating to Wide Area Modelling (WAM) have not been agreed with SDS because they consider this to be out with the scope of their contract.	1,906,540	1,906,540	
11	47	Poor design and review processes; cumbersome approvals process; reiterative design/approvals process.	1,356,510	1,356,510	
12	70	SDS does not provide its defined deliverables (technical specs) in accordance with the SDS contract. Infraco Proposals not fully considered.	1,203,690	1,203,690	
13	178	Procurement Strategy novates SDS to InfraCo after Detailed Design; Limited input on buidability from Infraco.	401,050	401,050	
14	132	Realignment of existing road geometry required	213,710	213,710	
15	172	Area of possible contamination and unstable ground (unlicensed tip) has been highlighted during desk study immediately to east of Gogar Burn - investigation for CERT project indicates that this consists of building rubble and domestic waste.	254,000	254,000	
16				0	
17				0	
18				0	
19				0	
20				0	
21				0	
22				0	
23				0	
24				0	
25				0	
26				0	
27				0	
28					
29		**Total**	14,470,390	14,470,390	