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**From:** Stewart McGarrity  
**Sent:** 28 June 2010 17:10  
**To:** Bill Mowatt (william.mowatt1@[REDACTED]); Dennis Murray;  
jim.molyneux@gordonharris.co.uk  
**Subject:** RE: Cost Analysis  
**Attachments:** Incremental Delivery Financials 160610.xls

If you look at the first 3 tabs on this spreadsheet I've tried to build on the outputs from Dennis's GMP workbook to the core analysis of costs to complete assuming the GMP happens. All figures still to be filled in.

Maybe we can chat tomorrow about whether this all fits together or I'm barking up the wrong tree

S

**Stewart McGarrity**  
*Finance Director*  
**Edinburgh Trams**  
**Mobile:** [REDACTED]

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**From:** Anthony Rush [mailto:rush\_aj@[REDACTED]]  
**Sent:** 22 June 2010 20:35  
**To:** Dennis Murray; Jim Molyneux; Stewart McGarrity; William Mowatt  
**Cc:** Richard Jeffrey; Steven Bell; J Blair Anderson  
**Subject:** Cost Analysis

As agreed today we will prepare a cost analysis for both completing the whole of the Infraco Works.

#### **Base Cost**

For off-street works (Airport – Haymarket) the civil engineering works should be based on bulk quantities.

The Depot will be based on Bar's sub-contract price.

E&M works will be based on the price make-up already in our possession and David Crawley should be asked to verify it.

For on-street works the costs for civil engineering works will be based on the quantity take-off from drawings. The track work will assume capping and sub-base to depths determined by reference to DMRB (no other ground improvement measures).

The track will be Rheda City with textured concrete infill.

E&M works will be based on the price make-up already in our possession and David Crawley should be asked to verify it.

#### **Site-overheads**

Will be analysed as non-recurring and recurring

#### **Head-office overheads and profit**

Will be charged at 5% on Base cost plus site overheads.

## **Adjustments**

Itemised Elements for adjustment will be detailed and costed.

Potential risk adjustments will be itemised and costed.

## **Presentation**

Stewart McGarrity and Bill Mowatt will devise the pro-forma report which will include the above plus comment on lost value engineering opportunities and costs recoverable from BSC.

Payment to date and due to be certified will be itemised

## **Termination recovery**

Potential recovery under clause 90 will be assessed

The above will ignore any feedback we may get from Project Carlisle – the intention being that it will form a comparison with any GMP or in the absence of a GMP form the base to inform on cost to complete. The on-street analysis will be used alongside the GMP.

The exercise should take 4 weeks, but next Tuesday we will meet at 11 am to review progress and a pro-forma prepared by Stewart and Bill.

Tony

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