	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1																			
2																			
3	Costs to Go	231.75		2011/12				2012/13				2013/14					2014/15		
4				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
5	Infraco*	184.19				54.23177604	33.76322431	23.43415022	17.33955852	17.20582298	14.7937701	8.292118759	5.550486679	4.412007438	3.837370347	1.329714603			
6	Utilities	2.912					2.912												
7	CAF	14.4					14.4												
8	PM and Other**	30.25				8.906624817	5.545021638	3.848651089	2.847720535	2.825756801	2.429619119	1.361836106	0.91157078	0.724595391	0.630221255	0.218382468			
9		**231.752**					119.7586468				84.72504937				25.72020676				1.54809707
10																			
11																			
12	*On and Off Street to go apportioned as a percentage of quantifed off street milestones																		
13	** Assumes PM matches construction phasing																		

	A	B
1	**Edinburgh Tram Budget**	
2	**Post Settlement Agreement Budget**	
3		
4		**Budget Development - August 2011**
5		**£m**
6	Off-Street Lump Sum Price	360,060,000
7		
8	**Airport to Haymarket (Infraco) (A)**	**360,060,000**
9		
10	**On Street Budget;**	
11	On-street contract price - Bilfinger Berger	27,818,000
12	On-street contract price - Siemens	11,000,000
13		
14	**Haymarket to York Place (B)**	**38,818,000**
15		
16	**Infrastructure (A+B)**	**398,878,000**
17		
18	Utilities (C)	1,812,000
19	Leith Walk Utilities	1,100,000
20		
21	CAF (D)	62,400,000
22		
23	**Total - Infrastructure/Utilities/CAF (A+B+C+D)**	**464,190,000**
24		
25	Non BSC Costs to date (E)	**248,500,000**
26		
27	Non BSC Costs to go;	
28	Project Management	24,200,000
29	Third Party Related Items	5,300,000
30	Public Art Reinstatement	300,000
31		

	A	B
32	**Total Non BSC Costs to go (F)**	**29,800,000**
33		
34	**Contingency & Specified Risk (G)**	**34,507,000**
35		
36	**Total Budget**	**776,997,000**
37		
38		
39		
40		
41		

7	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8				£	£	£		Probability	[illegible]	[illegible]	[illegible]	
9								%	[illegible]			[illegible]
10	**Airport to Haymarket**											
11	[illegible]	[illegible]		[illegible]				[illegible]	£ [illegible]	£ [illegible]	£	174,930,000.00
12		[illegible]		[illegible]				[illegible]	£ [illegible]	£ [illegible]	£	16,049,000.00
13		[illegible]		[illegible]				[illegible]	£ 19,680,000.00	£ 19,680,000.00	£	19,680000.00
31		[illegible] s to go to BBS			£ 147,93			[illegible]	£ [illegible]	£ 147,930,000.00	£	[illegible]
32		[illegible] uction for Forth Ports			£ 2.44		Colin Smith	[illegible]	£ 4,080,000.00	£ 2,440000.00	£	[illegible]
33												
34			[illegible]	[illegible]	[illegible]	[illegible]						
35												
36		[illegible]										
37		[illegible]	[illegible]									
38		[illegible]	Retaining wall (treatment of unstable wall or special construction measures)				[illegible]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
39		FG Risk 36	Edinburgh Gateway - Power Cable				[illegible]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
40		FG Risk 47	Scottish Rugby Union see easement costs.				[illegible]					
41		[illegible]	[illegible]				[illegible]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
42												
43			[illegible]	£ [illegible]	£ [illegible]	£ [illegible]						
44												
45			[illegible]	£ [illegible]	£ [illegible]	£ [illegible]						
46												
47	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Probability	Optimistic Cost	Most Likely	[illegible]	
48				£	£	£						
49	[illegible]											
50	**Haymarket to York Place (Infraco)**											
51		[illegible]	[illegible]		£ [illegible]		[illegible]	[illegible]	£ 28,000,000.00	£ 31,900,000.00	£	[illegible]
52		[illegible]	[illegible]		£ [illegible]		[illegible]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
53		[illegible]	[illegible]		£ [illegible]		[redacted]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
54												
55			[illegible]	£ [illegible]	£ [illegible]	£ [illegible]						
56												
57		[illegible]										
58		Pricing Assumptions										
59			6.4.2.1 Floating Track Slab				[illegible]	[illegible]	£ 477,600.00	£ 597,000.00	£	716,400.00
60			6.4.2.3 York Place Terminal Point					[illegible]	£ 600,000.00	£ 1,000,000.00	£	1,200,000.00
61			[illegible]				[illegible]	[illegible]	£ [illegible]	£ 1,000,000.00	£	[illegible]
62			[illegible]				[illegible]	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
63			6.4.2.6 Dublin Street				[illegible]	[illegible]	£ 60,000.00	£ 75,000.00	£	90,000.00
64			6.4.2.7 Cycleway at Mound				Revised Number from Steven Bell	[illegible]	£ 80,000.00	£ 100,000.00	£	120,000.00
65			[illegible]		[illegible]		[illegible]					
66												
67	[illegible]	[illegible]	Additional landreul redtoallow construction				Tourestuallied by Third party manager	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
68	[illegible]		Unknown or abandoned chambers, cellars, voids etc.				NO To Risk					
69	[illegible]		Sub-suppliers warranties expire during the maintenance period and Siemens may have legitimate claim due to delays				[redacted]	[illegible]	£ -	£ -	£	-
70	[illegible]		Multiple road closures proposed / agreed may not work with traffic despite being acceptable in principle (via the model results)				Shouldn't be our issue	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
71	[illegible]		OLE may not work - design costs to determine a solution and the consequential costs (Design, Construction, Quant's and delay)				discussion with CS	[illegible]	£ [illegible]	£ [illegible]	£	[illegible]
72	FG Risk 23		Demolition of building could impact on Infraco		[illegible]		This will not happen					
73												
74												
75			[illegible]	[illegible]	[illegible]	[illegible]						
76												
77			[illegible]	[illegible]	[illegible]	[illegible]						

Row	Level 1	Level 2		Cost			Notes	Probability	Optimistic Cost	Most Likely	Pessimistic
	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Probability	Optimistic Cost	Most Likely	[illegible]
	[illegible]	[illegible]									
		Identifiable items on Register			[illegible]		Master schedule showing £1.253M, See Contingency and Specified risks: Steven Bell to confirm; 700nr now the figure of conflicts £1.25M was on 550nr; say ave. cost of £20k ea x 200nr problems	[illegible]	[illegible]	[illegible]	[illegible]
		Trial Holes (140nr x £3k)			[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]			[illegible]			[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	[illegible]	[illegible]					
		[illegible]									
		[illegible]	[illegible]		[illegible]						
72		[illegible]	[illegible]		[illegible]						
		[illegible]	[illegible]		[illegible]						
		[illegible]	Utilities Risk - Utility diversions, clashes, design solutions, delay, construction				Discussion with CS; designer cost £5k; delay 1 on programme £5 days £10/ecall in £110k/ea x 200nr	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]	Mitigation costs to avoid known and onerous utility clashes in the track formation - derogation for track formation levels to avoid utilities		[illegible]		Opex cost for council				
		FG Risk 29	Drainage connections (20% of above FG Risk 28)				Allowance OK	[illegible]	100,000.00	200,000.00	£ 300,000.00
		FG Risk 31	Road level lowering and utility issues as a result				Relates to South St Andews Sq; York Place; Shandwick Place; Michael Blake - CS ours ue this	[illegible]	2,000,000.00	3,000,000.00	£ 5,000,000.00
		[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
79		[illegible]	Loss and Expense Claims as a result of any delay		[illegible]		Included in £300k/week	[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	[illegible]	[illegible]					
			[illegible]	[illegible]	[illegible]	[illegible]					
	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	Probability	Optimistic Cost	Most Likely	[illegible]
	[illegible]	[illegible]									
				[illegible]				[illegible]	[illegible]	[illegible]	[illegible]
					[illegible]			[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	[illegible]	[illegible]					
		[illegible]									
		[illegible]	Power not available to re-commission first tram		[illegible]						
		[illegible]	Test track - single or 2 lines?		[illegible]		[illegible]				
		[illegible]	£62.4m is upto Sept 2013 - £170k per month. Delay to Jan14 anticipated - Risk that it could be beyond Jan14				From Sept 2013 9months	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]	Breaking the CAF away from consortium could give unexpected results £250k		[illegible]		Allowance only £1000/per tram SHOW stopper can not be quantified; it is a contractual issue				
			[illegible]	[illegible]	[illegible]	[illegible]					
			[illegible]	[illegible]	[illegible]	[illegible]					

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									Probability	Optimistic Cost	Most Likely		
	Project Management												
		Base Cost											
		To Date											
		Project Management Costs											244,500,000.00
		Third Party											22,558,000.00
			Network Rail - Bridge & Operating Agreements										
								Reinstatement view					
								Covered by PM Costs Line					
		Preparing for Operations											
120		Insurance & Extensions											
		Warranty Extensions						Included In Risk 8					
123		Legal						Provided by					
123								Included In Risk R049					
124								Provided by AC					105,000.00
													1,155,000.00
								Covered by ER					
		Reinstatement of Public Act								295,000.00			
		Materials Storage Cost											
		Design Completion											
		Event Delay Risk								1,000,000.00	£ 1,600,000.00	£	2,800,000.00
		FGI Risk 11	Compensation budget - Extension to programme may incur additional compensation					Figure derived from 'Open for Business' yearly cost of £210k/yr		85,000.00	160,000.00		210,000.00

142													
143									Probability	OptimisticCost	Most Likely		
144													
145													
146													
147													
148													
149		**Settlement Agreement**											
151		Collin Smiths Key areas											
								All these are to do with legal's and are musts; if wrong these are black flags					
			Impact on Interface Agreement										
			Impact on maintenance Agreement										
										£		£	
										£		£	
			Traffic Modelling					Out in PM above		£		£	
			milestone payments					OUT		£		£	
										£		£	
			Delayto Off Street Works caused by On Street Works delay							£		£	
			Running Off Street Work sonly. maintenance liabilities					This is no what an option		£		£	
			21 day notification- Major Risk - contract moveto cost reimbursable					only effects Civils; Rates are to be; probability is 30% of the £30M worst case		£		£	
		Pricing Assumptions											
		FG Risk 40a	6.4.1 - Approval body										
		FG Risk 40b	6.4.2 - Design Approvals for							£		£	
										£		£	
16										£		£	
			Temporary works by t e							£		£	
			6.4.5 - Utility free construction							£		£	
		FG Risk 40g								£		£	
										£		£	
		FG Risk 40j	6.4.7 - Routine maintenance							£	100,000.00	£ 500,000.00	£ 600,000.00
		FG Risk 40k	6.4.8 - Relaxation of time constraints							£	100,000.00	£ 200,000.00	£ 400,000.00
										£		£	
										£		£	
17			6.4.11 - Programme Narrative							£		£	
17			6.4.12 - 28 Non controversial Issues no risk					No Value		£		£	
174			6.4.21 - Vandalism							£		£	
										£		£	
										£		£	
183		**Other Risks**											
184								Covered by Insurance Costs / Contractors insurance					
185			Failure of Contractors / Sub-Contractors to self-certify completion, closeout of NCRs and deliver construction										
										£		£	
										£		£	
			Exceptional adverse weather							£		£	
			Road Maintenance adoption costs lauden on project due to on-going works and delay of hand-back							£		£	
189								Delay considered to be £30K/week		£	7,000,000.00	£ 11,610,000.00	£
190													
		General Design Risk						This will be the balance figure of £10M on design items above		£		£	
199													
199													
200													

7													
8								Probability					
9								%					
10	**Airport to Haymarket**												
11													176,930000.00
12													16,040000.00
13									£ 19,680,000.00		£ 19,680,000.00		19,680,000.00
14					147,93				£ 147,930,000.00		£ 147,930,000.00		147,930,000.00
15					2.00		Colin Smith		£ 2,000,000.00		£ 2,000,000.00		1,000,000.00
16													
17													
18													
19													
20													
21								Probability	Optimistic Cost		Most Likely		
22													
23	**Haymarket to YorkPlace**												
24							Discussion on Pricing : OS to go back to Contractor; view to be taken on holding contingency	100%	£ 28,000,000.00		£ 31,300,000.00		£ 33,300,000.00
25								100%	£ 11,875,000.00		£ 12,500,000.00		£ 12,500,000.00
26													
27													
28													

20													
21	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Probability	Optimistic Cost	Most Likely	[illegible]
22				£	£	£						
23	[illegible]											
24		Risks Cost										
25		Identifiable items on Register					Master schedule showing £1.253M; See Contingency and Specified risks. Steven Bell to confirm; 780nr now the figure of contingency £1.25M was on 550nr; say ave. Cost of £10k ea x 200nr problems	[illegible]	£ [illegible]	£ [illegible]	£ [illegible]
26		Trial Holes(140nr x £3K)			£	1.10			[illegible]	£ [illegible]	£ [illegible]	£ 384,000.00
27		[illegible]			£	1.17			[illegible]	£ [illegible]	£ [illegible]	£ [illegible]
28												
29			Base Cost Total	£	£	2.27	£	2.27				
30												
31												
32			Risk Total	£	£	2.27	£	2.27				
33												
34	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]			Probability	Optimistic Cost	Most Likely	[illegible]
35				£	£	£						
36	[illegible]											
37		Risks Cost										
38				£ [illegible]					[illegible]	£ 48,000,000.00	£ 48,000,000.00	£ 48,000,000.00
39					£	14.40			[illegible]	£ 14,400,000.00	£ 14,400,000.00	£ 14,400,000.00
40												
41			Base Cost Total	£ [illegible]	£ [illegible]	£ [illegible]	£ [illegible]					
42												
43												
44			Risk Total	£ [illegible]	£ [illegible]	£ [illegible]	£ [illegible]					

60													
61													
62									Probability	Optimistic Cost	Most Likely		
63	**Project Management**												
64													
65										£ 248,500,000.00	£ 248,500,000.00	£ 248,500,000.00	
66		Project Management Costs								£ 18,450,000.00	£ 20,500,000.00	£ 22,550,000.00	
67		ThirdParty								£ 1,395,000.00	£ 1,550,000.00	£ [illegible]	
68										[illegible]	£ [illegible]	£ [illegible]	
69										£ [illegible]	£ 1,250,000.00	£ 1,700,000.00	
70			Network Rail - Bridge & Operating Agreements								£ 100,000.00	£ 105,000.00	
66										[illegible]	£ [illegible]	£ [illegible]	
67										[illegible]	£ [illegible]	£ [illegible]	
68								Reinstatement view		[illegible]	£ [illegible]	£ [illegible]	
69								Covered by PM Costs Line					
70		Preparing for Operations											
71		Insurance & Extensions											
72		Warranty Extensions						Included in Risk 8					
73		Legal						Provided by [illegible]		[illegible]	£ [illegible]	£ [illegible]	
74								Included in Risk R049					
75								Provided by AC		[illegible]	£ [illegible]	£ 105,000.00	
76										[illegible]	£ [illegible]	£ 1,155,000.00	
77								Covered by ER					
78										285,000.00	£ [illegible]	£ [illegible]	
79		Materials Storage Cost								[illegible]	£ [illegible]	£ [illegible]	
80		Design Completion											
81													
82													
83													
84													
85													

		Total Base Budget									
								Probability	Optimistic Cost	Most Likely	
	Settlement Agreement										
	Colin Smiths Key areas										
		Impact on tram Supply Agreement				All these are to do with legal's and date musts; if writing these are black flags					
		Impact on Interface Agreement									
59											
		tram Inspection Agreement				tied into Interface items					
		TrafficModelling				OUT in PM above					
		Delay to Off Street Works caused by On Street Worksdelay				In FG Risk 12					
		Running Off Street Works only; maintenance liabilities				This is now not an option					
	Pricing Assumptions										
	FG Risk 40a										
111											
		6.4.4 - Excavation limits				Contractors Risk					
		Temporary works by tie				Contractors Risk					
	FG Risk 40g										
	FG Risk 40h	Contaminated material				Covered by utility items					
	FG Risk 40j	6.4.7 - Routine maintenance									
							50%				
120											
		6.4.10 - Archaeological finds									
122		6.4.11 - Programme Narrative				Covered by other risks					
123		6.4.12 - 20 Non controversial issues no risk									
	FG Risk 4qr					Contractors Risk					
	FG Risk 40s	6.2.22 - Material Freed Issue				Ticket machines - AC to confirm item					
		6.4.24 - Clause to be broad									
126	**Other Risks**										
	R8u2					Covered by Insurance Costs / Contractors Insurance					
		deliver construction									
		Archaeological or Human Remains									
		Exceptional adverse weather									
		OVERALL time delay impact (assessment of cumulative effect of identified risks on this register)				Delay considered to be £300k/week					
	General Design Risk					This will be the balance fixure of £10M on design items above					
		Approval of plans for Gogar Interchange									
		Retaining wall (treatment of unstable wall or special construction measures)				Price of venat Workshoo		50,000.00	100,000.00	£ 200,000.00	
		Edinburgh Gateway - Power Cable				AC confirmed estimate from previous meeting		350,000.00	£ 400,000.00	£ 400,000.00	
	Risks										
	R004										
	FG Risk1	Utilities Risk - Utility diversions, clashes: design solutions, delay, construction				Discussion with CS: designer cost £5k: delay 1 on programme £5 days £10/pcall In £110k/ea x 200nr					
	FG Risk5	Mitigation works to avoid known and onerous utility clashes in the track formation - derogation for track				Capex cost for council					
						Allowance OK		100,000.00	200,000.00	£ 300,000.00	
	FG Risk 31	Road level lowering and utility issues as a result				Relates to South St Andews Sq, York Place, Shandwick Place, Michael Blake - CS pursue this		2,000,000.00	3,000,000.00	£ 5,000,000.00	
	FG Risk 59	Delay to delivery of items on the identified Utilities Register				Delay included in overall delay costs				£	
	Pricing Assumptions										
		6.4.2.1 Floating Track Slab				Colin Smith		800,000.00	£ 1,000,000.00		1,100,000.00
								800,000.00	£ 1,000,000.00		1,200,000.00
						Colin Smith		800,000.00	1,000,000.00	£	1,200,000.00
		6.4.2.5 Elder Street				Advised at Zero Cost Andy Conway 09-08-11					
		6.4.2.6 Dublin Street									
165		6.4.2.7 Cycleway at Mound							1,000,000.00	£	
16		6.4.2.8 St Andrews Square				base costs in budget - street scape and lift separate budget - therefore risk allowance zero					
		Additional land required to allow construction				figure supplied by Third party manager					
172											
	FG Risk 9	Sub-suppliers warranties expire during the maintenance period and Siemens may have legitimate claim due to delays									
		Multiple road closures proposed / agreed may not work with traffic despite being acceptable in principle (via the model results)									
		OLE may not work - design costs to determine a solution and the consequential costs (Design, Construction, Quantities and delay)									
		Demolition of buildings could impact on Infraco				This will not happen					
		Power not available to re-commission first tram									
		Tram hugs - in/out of lines?									

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			£2/4m is up to Sept 2013 - £178k per month. Delay to Jan 14 anticipated - Risk that it could be beyond Jan 14						95%				
			Breaking the CAF away from consortium could give unexpected results £250k				Allowance only £1000/per tram SHOW stopper can not be quantified; It is a contractual issue						
154							Moved from Base to Risk			1,000,000.00	£		2,000,000.00
155							Figure derived from 'Open for Business' yearly cost of £210k/yr						

Pitchfork 2 - Project Costs

PM Costs cashflow

		C ABP4-11/12	Latest Period	Cum COWD P4 - 11/12		Cum COWD P4 - 11/12	P5 & P6 - 2011/12	P7 to P13 - 2011/12	P1-P6 2012/13	P7-P13 2012/13	P1-P6 2013/14	P7-P13 2013/14	P1-P6 2014/15	P7-P13 2014/15	Forecast	Notes
								30.10	10.34	12.06	10.34	12.06		4.61		
										Forecast					10,142,000.00	
T01.01	Project management Staff Costs	31,104	380	32,334		[illegible]	[illegible]	[illegible]	1,048	1,223	1,048	1,223	864	468	42,475	(1)
T01.02	Recruitment Fees	466	(3)	467		467	[illegible]	[illegible]	0	0	0	0	0	0	472	(2)
T01.03	Travel & Subsistence/Conference	358	2	360		360	[illegible]	[illegible]	0	0	0	0	0	0	410	(3)
T01.04	Central Overheads	5,591	23	5,212		5,212	[illegible]	[illegible]	113	113	119	119	125	125	6,171	(4)
T01.05	IT & Software Costs/ fitout	3,109	25	3,410		3,410	[illegible]	[illegible]	120	140	126	147	132	154	4,430	(5)
T01.06	Citypoint - rentrates s/c	3,060	32	2,996		2,996	[illegible]	[illegible]	0	6	0	0	0	0	3,465	(6)
T01.08	Short Term Contractors	197	0	197		197	[illegible]	[illegible]	0	0	0	0	0	0	197	n/a
T01.09	City Point Overheads	25	[illegible]	25		25	0	0	0	0	0	0	0	0	25	n/a
T01.10	ActiveRisk Manager	84	[illegible]	84		84	0	0	0	0	0	0	0	0	84	n/a
T01.11	Archaeological supervisor - Geoarworks	185	22	174		174	0	53	0	0	0	0	0	0	227	(7)
T01.13	Archaeology - Non Gogar	643	[illegible]	374		374	0	228	0	0	0	0	0	0	601	(7)
T01.14	DRP Costs	6,151	10	6,153		6,153	200	0	0	0	0	0	0	0	6,353	(8)
T01.15	Tax Planning / Governance Costs (Non DLA)	[illegible]	[illegible]	22		22	0	0	0	0	0	0	0	0	22	(9)
T01	**Total tie PM costs**	**51,363**	**490**	**51,806**	**57,419**	**51,806**	**1,526**	**4,191**	**1,281**	**1,476**	**1,293**	**1,489**	**1,121**	**747**	**64,931**	
T02	**Total DPOF**	2,778	34	2,835		2,835	54	333	635	3,774	0	0	0	0	7,631	(10)
T03.01-19	**DLA**	3,255	[illegible]	3,501		3,501	0	89	0	0	0	0	0	0	3,591	(11)
T03.20-35	**Subtotal D&W**	[illegible]	[illegible]	2,865		2,865	0	46	0	0	0	0	0	0	2,912	(11)
T03	**Total LEGALS**	6,106	2	6,367	6,602	6,367	0	136	0	0	0	0	0	0	6,502	
T06.01-03	**Subtotal TSS**	10,736	11	10,878		10,878	20	70	63	74	66	77	69	81	11,398	(12)
T06.03a	**Subtotal CEC**	[illegible]	39	2,467		2,467	70	210	210	245	210	245	210	245	4,112	(13)
T06	**Total TSS and CEC**	13,025	49	13,345	13,867	13,345	90	280	273	319	276	322	279	326	15,511	
T12.01-12.23-40	**Subtotal Communications**	2,220	32	2,200		2,200	20	80					200		2,500	(14)
T12.13-22	**Subtotal Stakeholder**	[illegible]	0	756		756									756	(15)
T12	**Total COMMS / MARKETING**	2,952	32	2,956	3,434	2,956	20	80	[illegible]	0	[illegible]	0	200	0	3,256	
T13	**Total TEL**	[illegible]	12	2,582		2,582	[illegible]	[illegible]							2,812	(16)
Total	**Total**	[illegible]	620	79,891	91,935	79,891	1,720	5,019	2,190	5,569	1,569	[illegible]	1,601	1,073	100,843	
		79,024	620	79,891												
															102,443	+£2m contingency

Forecast Assumptions:

1) Staff PM forecast assumptions based upon Phased Employee forecast: includes VR redundancy in 2011/12
2) No recruitment fees forecast - anticipated that recruitment will be dealt with by CEC HR at no incremental cost to CEC group companies
3) Travel & Subsistence - costs to reduce following completion of CAF delivery. Additional £50k allowed for CAF travel & DPOF staff
4) Overheads reduction due to move from Citypoint. Assumed £50k recharge for CEC internal audit function. See Oheads sheet
5) IT software costs prudent view of £20k per period from P8 2011/12 going forwards. Opportunity to reduce if upgrades minimised (SH to verify)
6) No more CP rent and rates although charge forecast until March 2012, this includes £36k dilapidations costs
7) Archaeological all forecast in 2011/12 for completion although this is likely to be slipped dependent upon timeline (Chris Bartytek - leaves 26/08)
8) DRP budget will not be required. Forecast cost for legal drafting/tie handover included in P5/6 for £200k
9) This is an operational, not CAPEX cost of the build/budget
10) DPOF forecast provided per period 4 PD review report. Original budget based upon full Phase 1a. Significant opportunity (AR to justify fcst)
11) Legals forecast in-line with AFC reported Period 4 - assumed to be completed by the end of the year. CEC legal to cover turnkey legal costs
12) TSS support costs at £10k per period +5% uplift per annum
13) CEC assumed recharge of £35k pcm - flat rate for project. A Coyle to confirm figures
14) Comms budget to be covered by CEC. Opening costs covered by operating co. £100k costs to end 2011/12 + £200k safety campaign opening
15) Stakeholder management cost in-line with forecast P4 2011/12
16) No further TEL requirements expected to be accepted