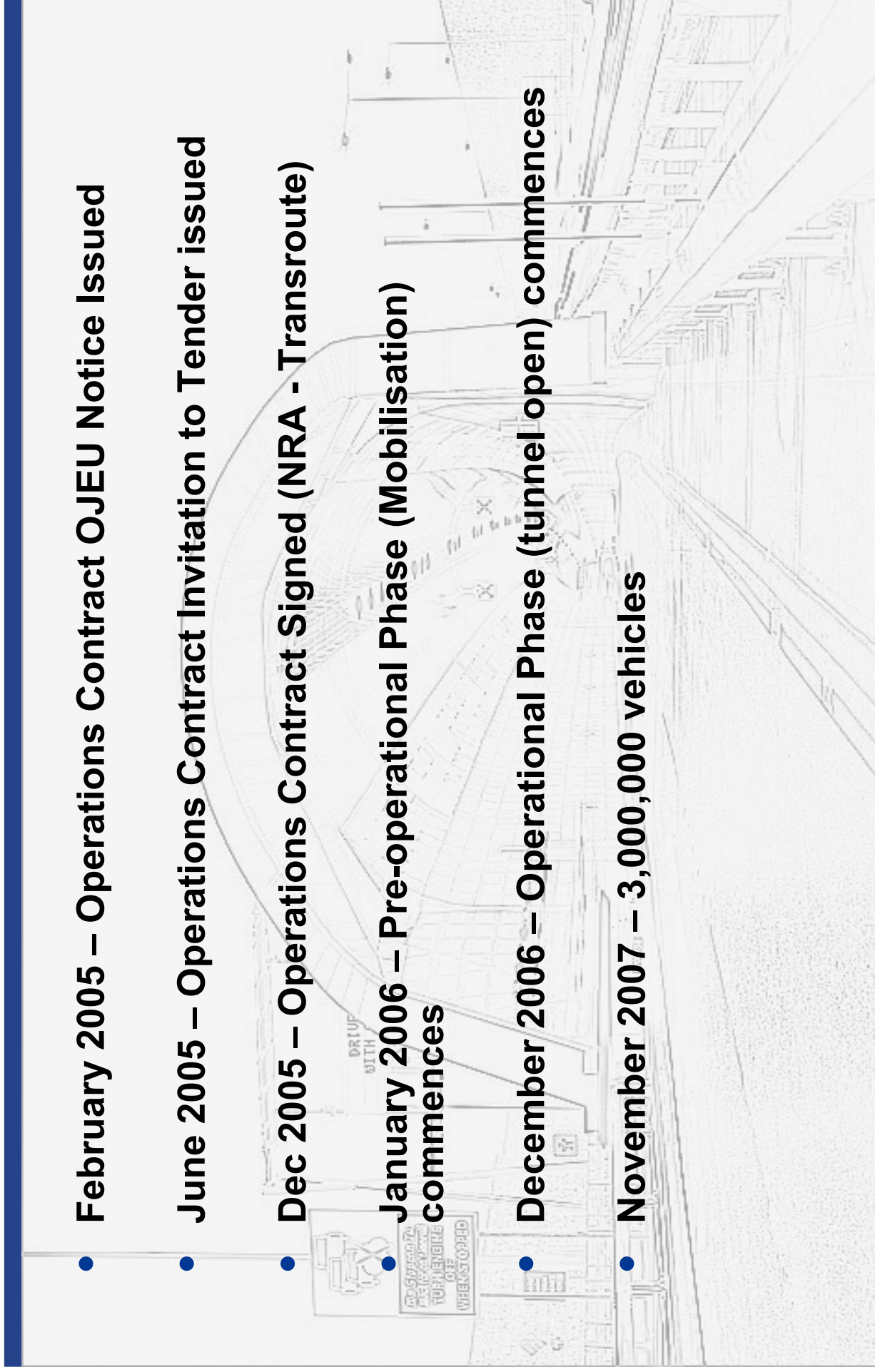


Summary of the History of Operations project

- **February 2005 – Operations Contract OJEU Notice Issued**
- **June 2005 – Operations Contract Invitation to Tender issued**
- **Dec 2005 – Operations Contract Signed (NRA - Transroute)**
- **January 2006 – Pre-operational Phase (Mobilisation) commences**
- **December 2006 – Operational Phase (tunnel open) commences**
- **November 2007 – 3,000,000 vehicles**



Operational Phase - summary of responsibilities

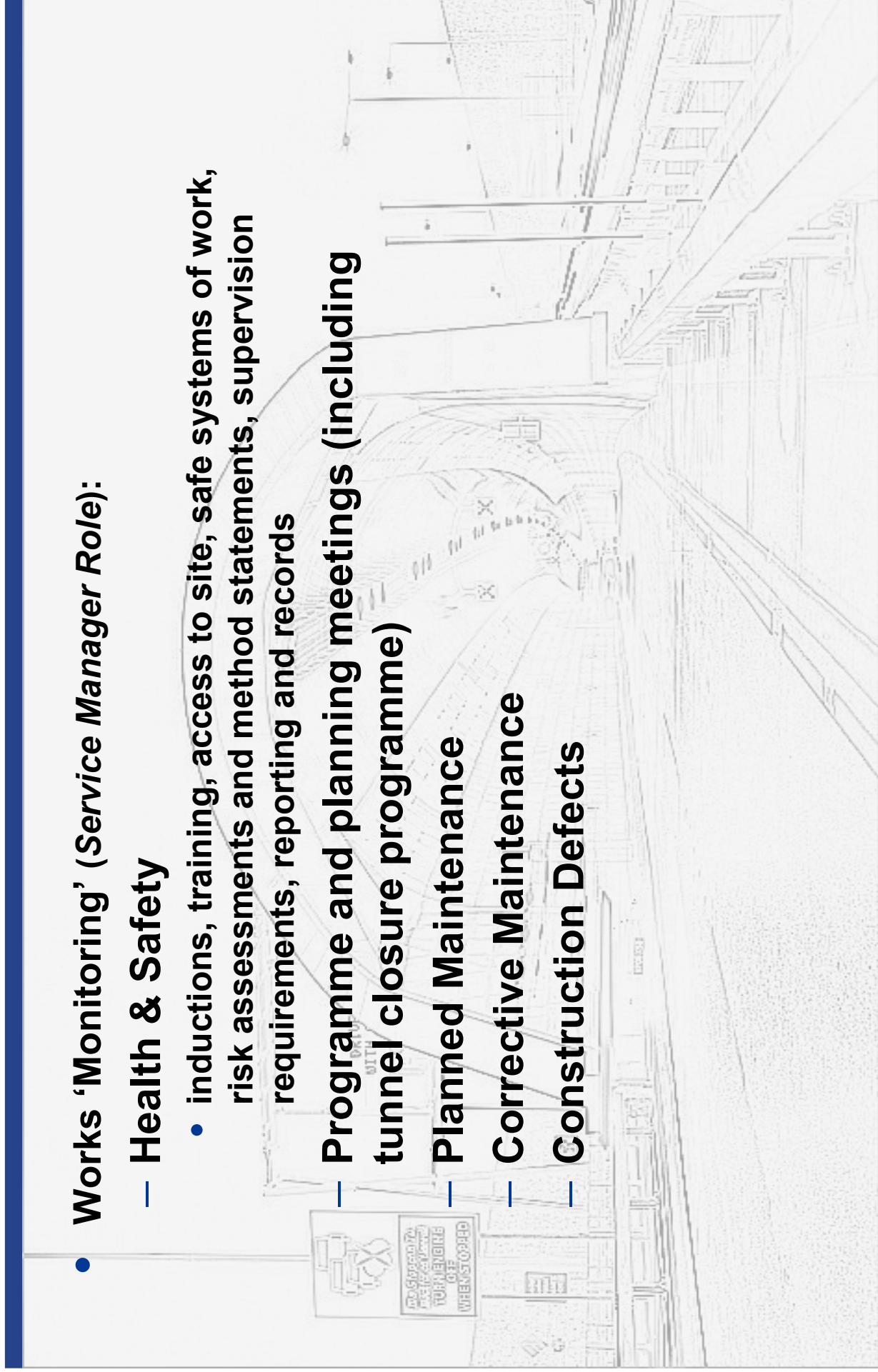
	Design & Construct Project	Operations & Maintenance Project
Client	Dublin City Council (DCC)	National Roads Authority (NRA)
Project Supervisor	Jacobs	Jacobs
Service / Contract Manager	Brown & Root (B&R)	Jacobs
Main Contractor	Nishimatsu, Mowlem & Irishenco (NMI)	Transroute Tunnel Operations (TTO)
Sub-contractors	Yes	Yes
Term	2+ Years Defects Liability Period End December 2008	5 + 2 years End 2011
Main Works	<ul style="list-style-type: none"> •Outstanding 'snagging' works; •Defects remediation. 	<ul style="list-style-type: none"> •Routine and corrective maintenance activities (inc. inspections); •Individual improvement projects.

Operational Period – main activities

- **Safety & Legislative Role – NRA are Administrative Authority:**
 - Safety Documentation (“Safety Case”)
 - Appoint Tunnel Safety Officer
 - Bye-Laws and regulations
- **Contract Administration (Service Manager Role):**
 - Invoicing
 - Notifications & Early Warnings,
 - Compensation Events Tasks Orders
 - Auditing of Services Provided
- **Regular Reporting:**
 - standard monthly reporting
 - toll reports
 - incident reporting

Operational Period – main tasks

- **Works ‘Monitoring’ (Service Manager Role):**
 - **Health & Safety**
 - inductions, training, access to site, safe systems of work, risk assessments and method statements, supervision requirements, reporting and records
 - **Programme and planning meetings (including tunnel closure programme)**
 - **Planned Maintenance**
 - **Corrective Maintenance**
 - **Construction Defects**



Operational Period – main tasks

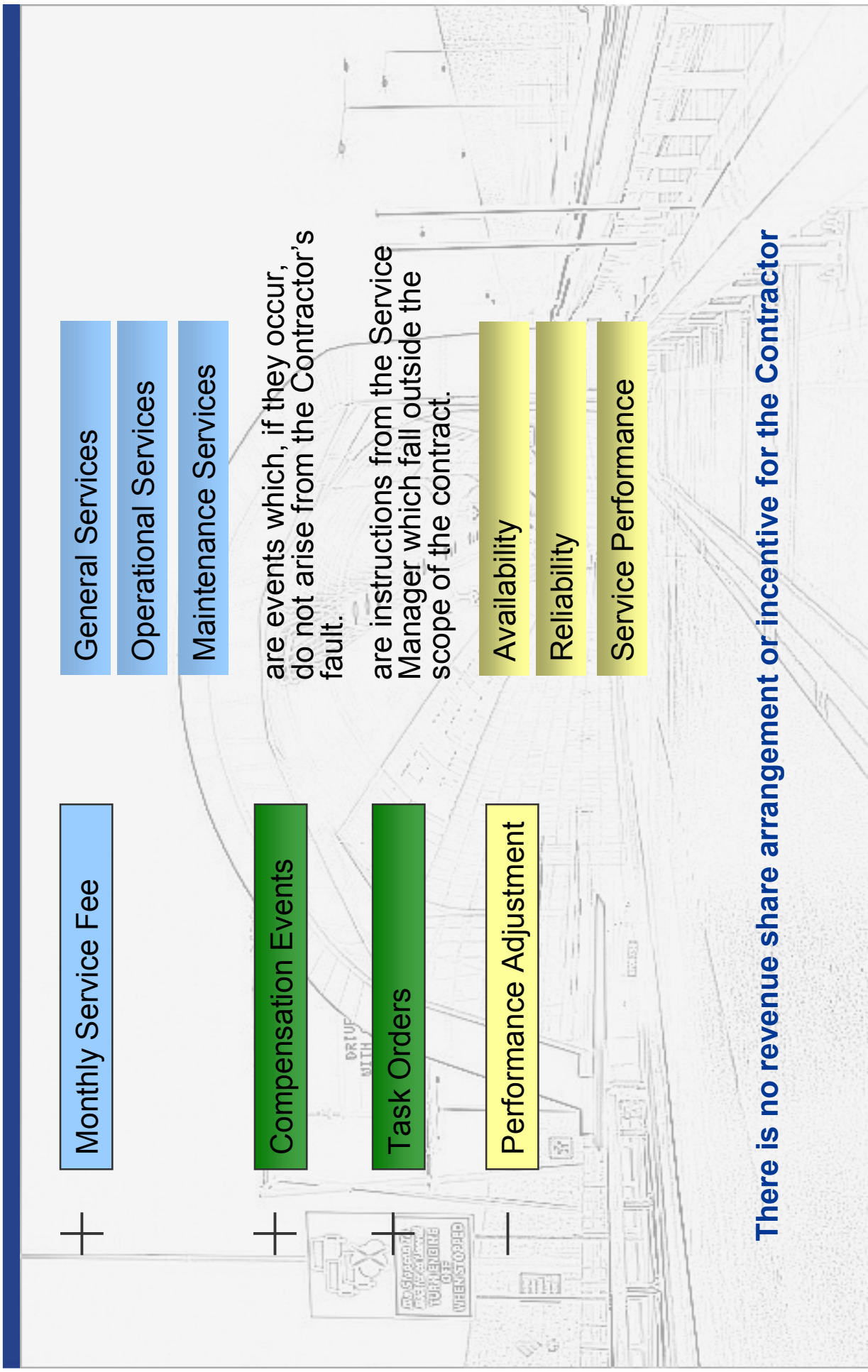
- **Improvement Works**
 - Feasibility studies
 - Task Orders
 - **Examples – Automatic Incident Detection Systems, ventilation upgrade, over height detection, CCTV and drainage improvements**
- **Other Issues**
 - **Asset Management – longer term planning required for an asset of this nature (costs v revenues)**
 - **Increased focus on the optimisation of the maintenance processes**
 - **Increased focus on the Energy Efficiency**

Why the NEC Term Service Contract?

- **NEC contract chosen because of some key benefits:**
 - designed for use in a wide variety of situations
 - designed for managing and providing a service
 - encourages open collaboration between the parties
 - efficient management of the delivery process
 - no surprises at the end, especially claims and counter-claims.
- **Disadvantages include:**
 - It is a performance specification which all contractors are not familiar with
 - paperwork “heavy” – significant administration
 - all parties must be prepared to work & operate the contract
 - must be understood by all parties

The first time this NEC Term Service contract has been used in Ireland

The Payment Mechanism is relatively straightforward



There is no revenue share arrangement or incentive for the Contractor

Longer term Resource Requirements

Predicted average budget – say 2009

- NRA administration (procurement, contract management, financial / tolling policy, legal, Safety Legislation) = €1m
- O&M contractor = €6-7m
- Service Manager = €1m
- Emergency Services = €2-3m
- Capital Works = €1-2m
- Forecast total = €10m-€13m per year
- Revenue currently predicted = €15m per year

