

Breakdown	Additional Cost to Hybrid Bill Scheme of Berkswell Tunnel Options (£million)					
	Option A1	Option A2	Option B	Option C	Option D1	Option D2
Land and Property <sup>1</sup>	-5	-6	-5	-7	-4	-4
Tunnel <sup>2</sup>	322	304	315	396	122	147
Civil Engineering <sup>3</sup>	-44	-40	-96	-93	-4	0
Railway Systems <sup>4</sup>	13	15	28	41	7	9
Indirect Cost <sup>5</sup>	44	42	37	52	19	23
ECP <sup>6</sup>	-32	-30	-27	-38	-14	-17
<b>Total</b>	<b>298</b>	<b>285</b>	<b>252</b>	<b>351</b>	<b>126</b>	<b>158</b>

<sup>1</sup> Land and property no longer required

<sup>2</sup> Infrastructure required for the tunnel, including (but not limited to) set up, tunnel, portals, cut and cover sections (if included in design), access tracks, pumping station etc

<sup>3</sup> Reduced civil engineering works, including cuttings and embankments, bridges, viaducts, retaining walls, roads and paving and other structures

<sup>4</sup> Systems required for the railway including tunnel and intervention shaft systems

<sup>5</sup> HS2's cost in delivering the Proposed Scheme

<sup>6</sup> Efficiency Challenge Programme – HS2 Ltd's expectation of savings to be achieved through effective and efficient procurement strategy