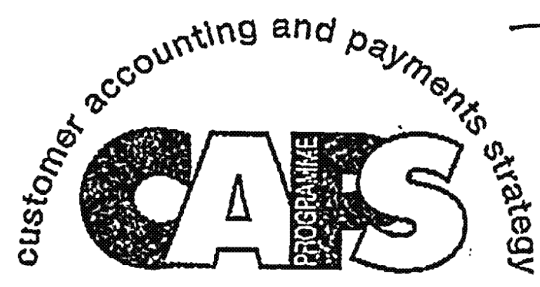


09 APR '99 15:45 CAPS & CA DIRECTOR

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*file*  
*Caps Concep*  
*Vince Carhart HQ.*



**FAX COVER SHEET  
CAPS PROGRAMME MANAGEMENT**

Date: 9 April 1999

To: Dave Miller

Tel:

Fax:

From: Margaret Dowse

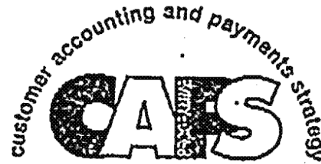
Tel:

Fax:

Number of pages (including this cover sheet): 3

Messages:-

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WITHOUT PREJUDICE AND SUBJECT TO CONTRACT**



**CAPS PROGRAMME MANAGEMENT**

**GRO**

Tel:  
Fax:

**GRO**

Dave Miller

**GRO**

Date: 9 April 1999

Dear Dave

**HORIZON TESTING AND ENTRY TO LIVE RUNNING**

Thank you for your letter of 8 April and I note your declared intention to proceed with the Migration phase this coming weekend. I also welcome your suggestion of working with us on resolving the overall way forward.

Like you, I have no wish to go over the recent ground again about our reasons for withholding approval at the Release Authorisation Board (RAB) to proceed to Live Trial. However the position we are now in is that neither POCL or BA have formally approved the New Release 2 (NR2) go-live and the BA have made our position quite clear that a further run of Model Office and end to end testing is needed to give us that assurance before agreeing to the Release and progress towards the Live Trial.

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If you proceed without our agreement, it will be contrary to the agreed Release Authorisation process, and therefore at POCL's and ICL Pathway's own risk in doing so. We must draw that to ICL's attention and we will need to discuss whether you or I write to ICL Pathway to that effect today. Clearly it would be better from a joint authorities perspective if you were to do so as Chairman of the Release Assurance Board, but if you felt unable to do so I would be prepared to write on behalf of the BA.

We remain firmly of the view that we should withhold approval to proceed to Live Trial. However, as Peter Mathison explained in his letter to Stuart Sweetman today, we do not believe that NR2 is any worse than the existing software in the existing 204 Pilot Post Offices. Thus, should POCL and ICL Pathway wish to proceed with the upgrade this weekend and your own risk, BA would not object. For the avoidance of doubt this concession is based on our assessment that NR2 is only adequate for Pilot operation in a strictly controlled and managed environment but not in a Live Trial.

This does give you and ICL a basis to continue should you choose to do so without disrupting your communications in connection with the upgrade or with sub contractors while concurrently running a further Model Office test that would give the BA the necessary level of assurance to enter Live Trial. Clearly we will need to hold urgent discussions to plan on this basis.

I hope that you share the same preference as I do to find sufficient agreement to present a united front in dealings with ICL and the above proposition is a way of trying to find a way to do so. I hope you agree.

Yours sincerely

**GRO**VINCE GASKELL  
PROJECT DIRECTOR