BILFINGER BERGER
Civil

# EDINBURGH TRAM NETWORK

**Monthly Project Report**

**March 2009**

BILFINGER BERGER Civil

# Monthly Report Major Projects

**Project:** **Edinburgh Tram Network**

**Reporting Period:** **March 2009**

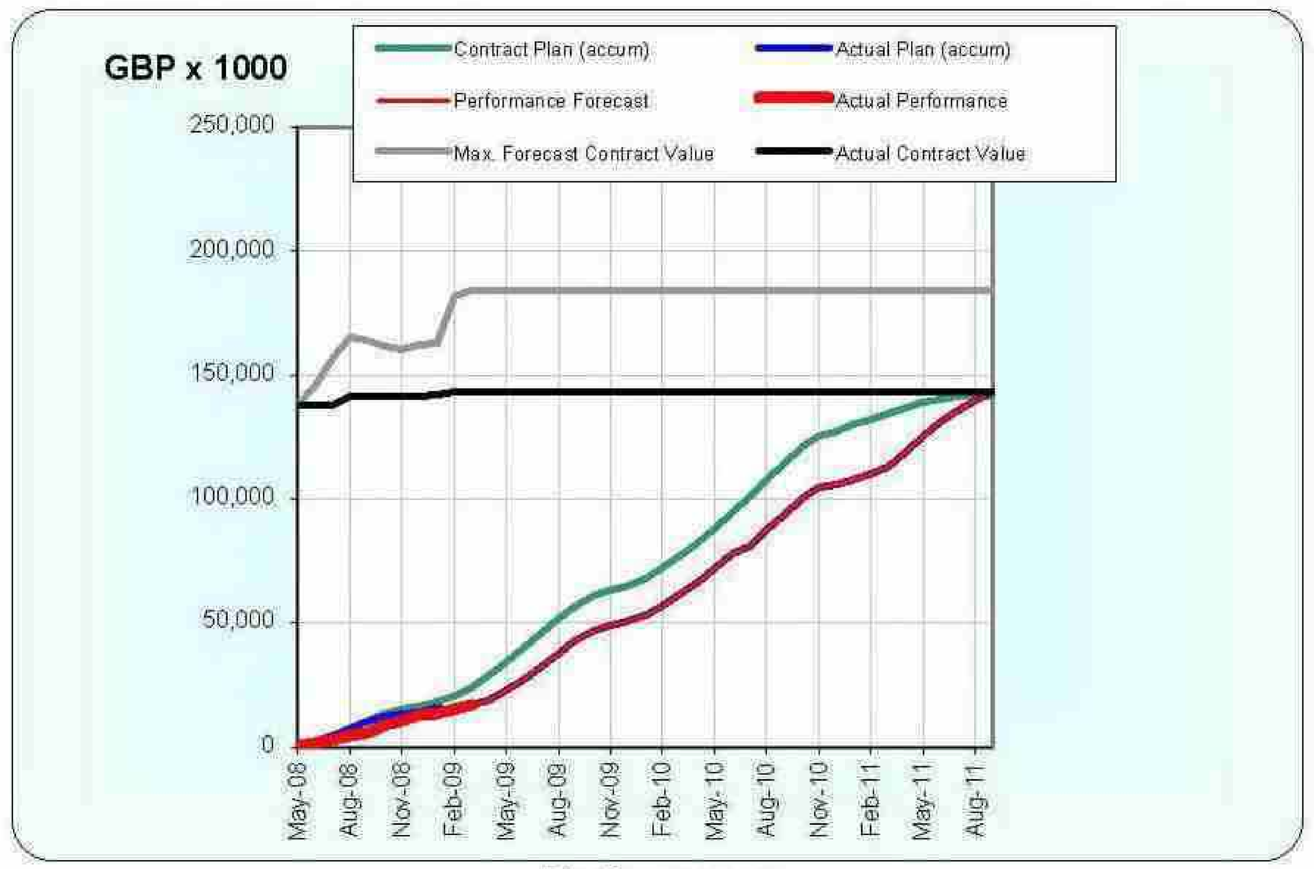
TABLE OF CONTENTS


| | | |
|---|---|---|
| **1.** | **Executive Summary** | |
| 1.01 | Project Overview Charts | |
| 1.02 | Short Note on Overview Charts | |
| 1.03 | General Information | |
| 1.04 | Performance Sheet | |
| 1.05 | Weighted Result with Chances and Risks | |
| | | VST, GF, BL, PM, CCS |
| | | BL, PM, CCS |
| **2.** | **Performance Report** | |
| 2.01 | Cost Reconciliation Sheet | |
| 2.02 | Construction Programme | |
| 2.03 | Comparison of Relevant Basic Data - Figures shown in Table | n/a |
| 2.04 | Comparison of Relevant Basic Data - Figures shown in Diagrams | n/a |
| 2.05 | Organisation Chart | |
| 2.06a | Staff List | |
| 2.06b | Staff Chart | |
| 2.07 | Plant & Equipment List | n/a |
| 2.08a | Approved Change Orders | |
| 2.08b | Unapproved Change Orders | |
| 2.09 | Payment Status | |
| 2.10 | Sub Contracts | n/a |
| 2.11 | Monthly Report on Quality Management | |
| 2.12 | Safety Information System - SIS | |
| 2.13 | Project Photographs | |
| | | TBA |
| **3.** | **Attachments** | |
| 3.01 | Consultants Analysis | |
| 3.02 | Overview Estimated Chances & Risks | |
| 3.03 | Design Package Tracker | |

| Project: | Edinburgh Tram Network |
|---|---|
| as per: | 31/03/2009 |

BILFINGER BERGER Civil

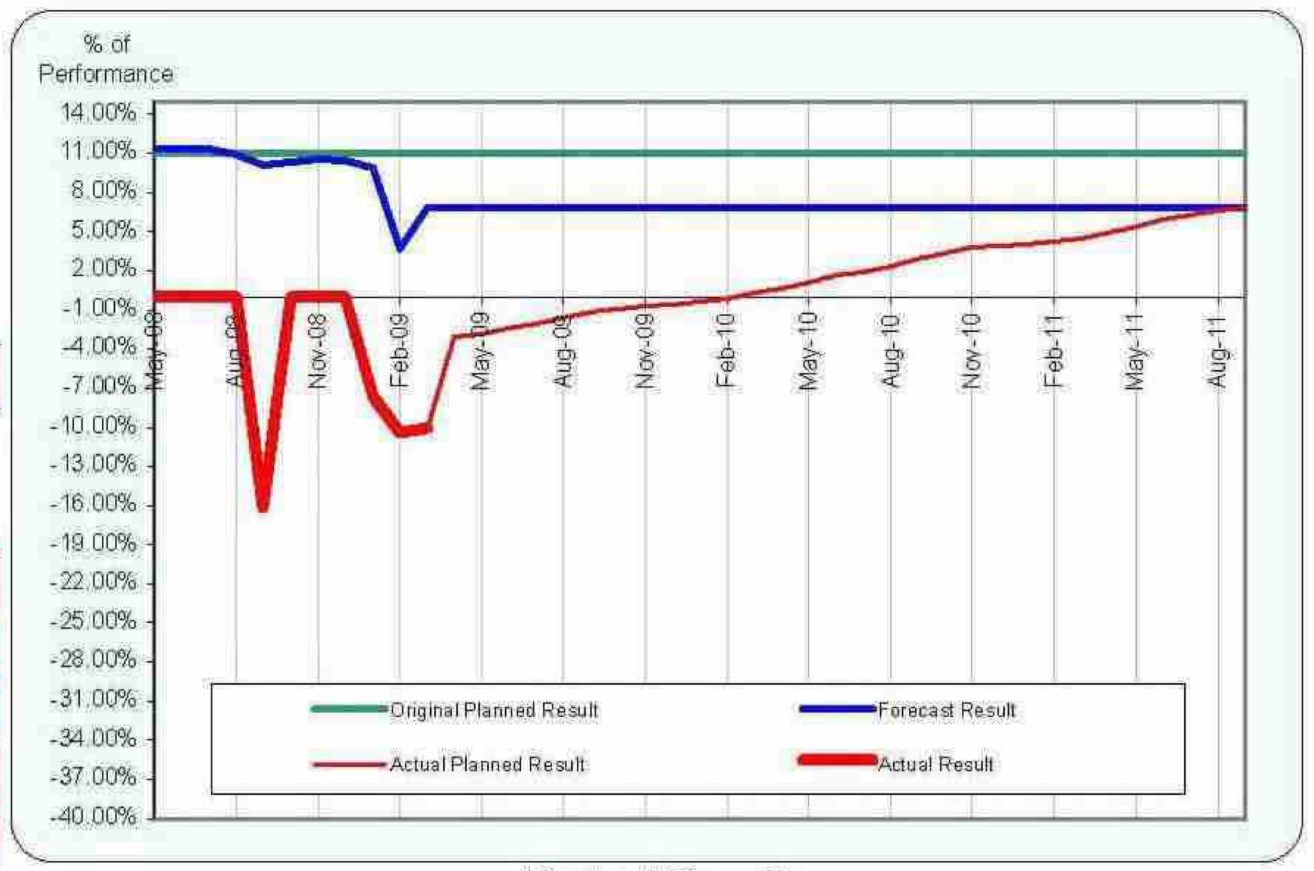
# 1.01 Project Overview Charts



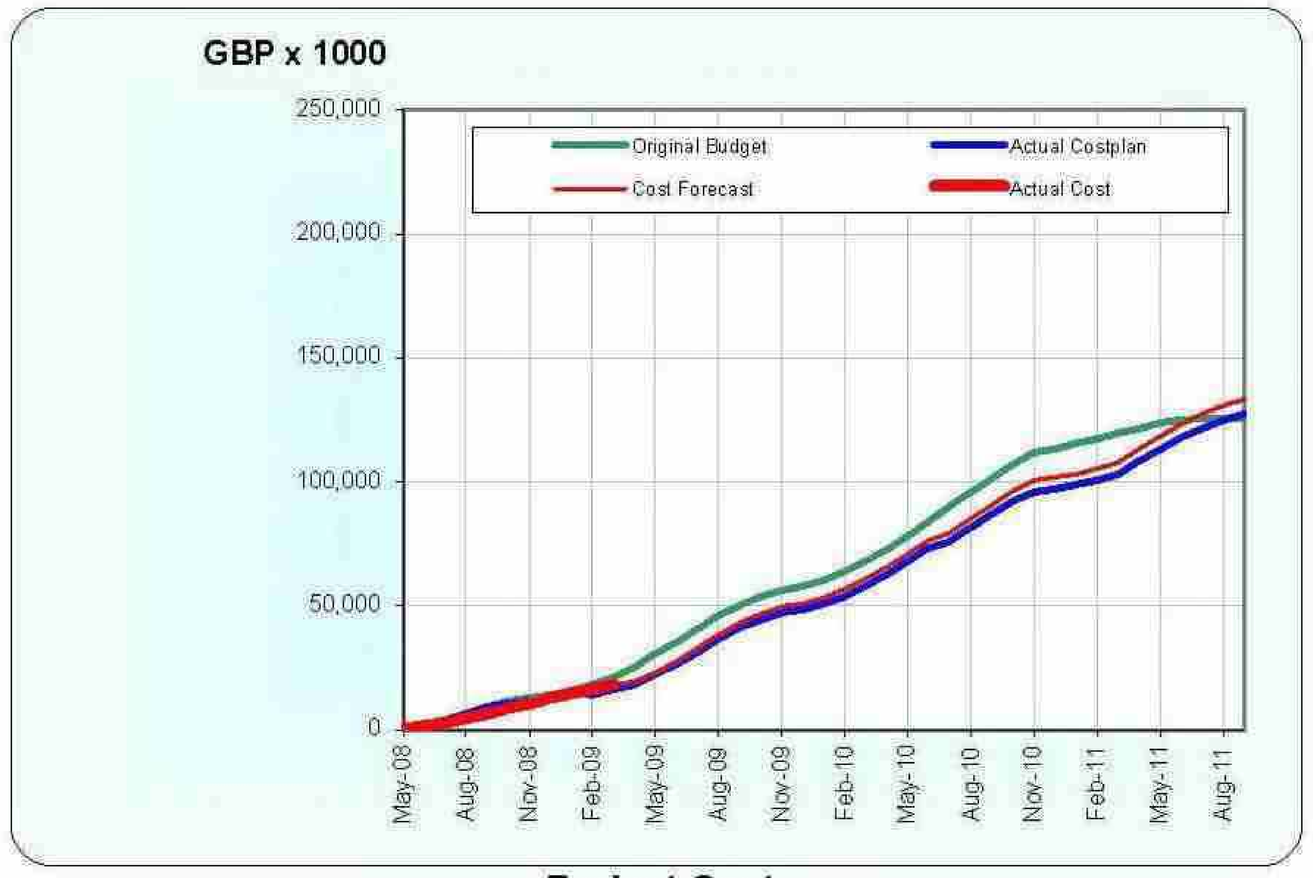

Performance

| | Contract Plan (Rev.1) | Revised Plan (actual) | Forecast (actual) | Actual | Status Figures | |
|---|---|---|---|---|---|---|
| Construction start date | 15-May-08 | | | 15-May-08 | | |
| Construction end date | 06-Sep-11 | 06-Sep-11 | 06-Sep-11 | | 0.0 month | green |
| Total contract value [GBPx1000] | 141,509 | | | 143,231 | | |
| Claims / Variations agreed | | | | 1,082 | | |
| Claims / Variations not agreed | | | | 40,707 | | |
| Performance | | 16,982 | | 16,842 | 99.2% | green |
| Project cost | | 16,761 | | 18,535 | 111.5% | red |
| Result | 11.07% | 11.07% | 6.86% | -10.05% | -4.21% | red |
| Payment Status | | 32,221 | | 33,913 | 105.3% | green |
| Av.Perf/mth: Rem. & act. 3mth | | | 4,128 | 1,301 | | green |

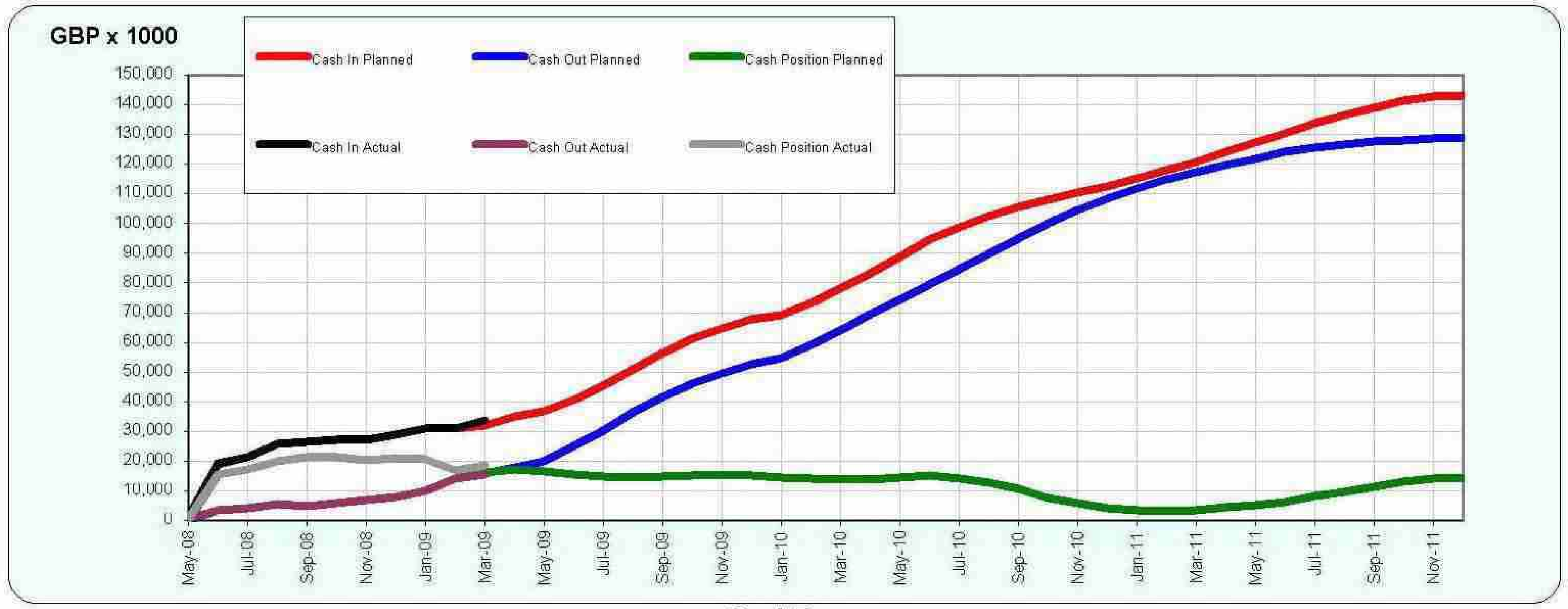
Project Key Figures



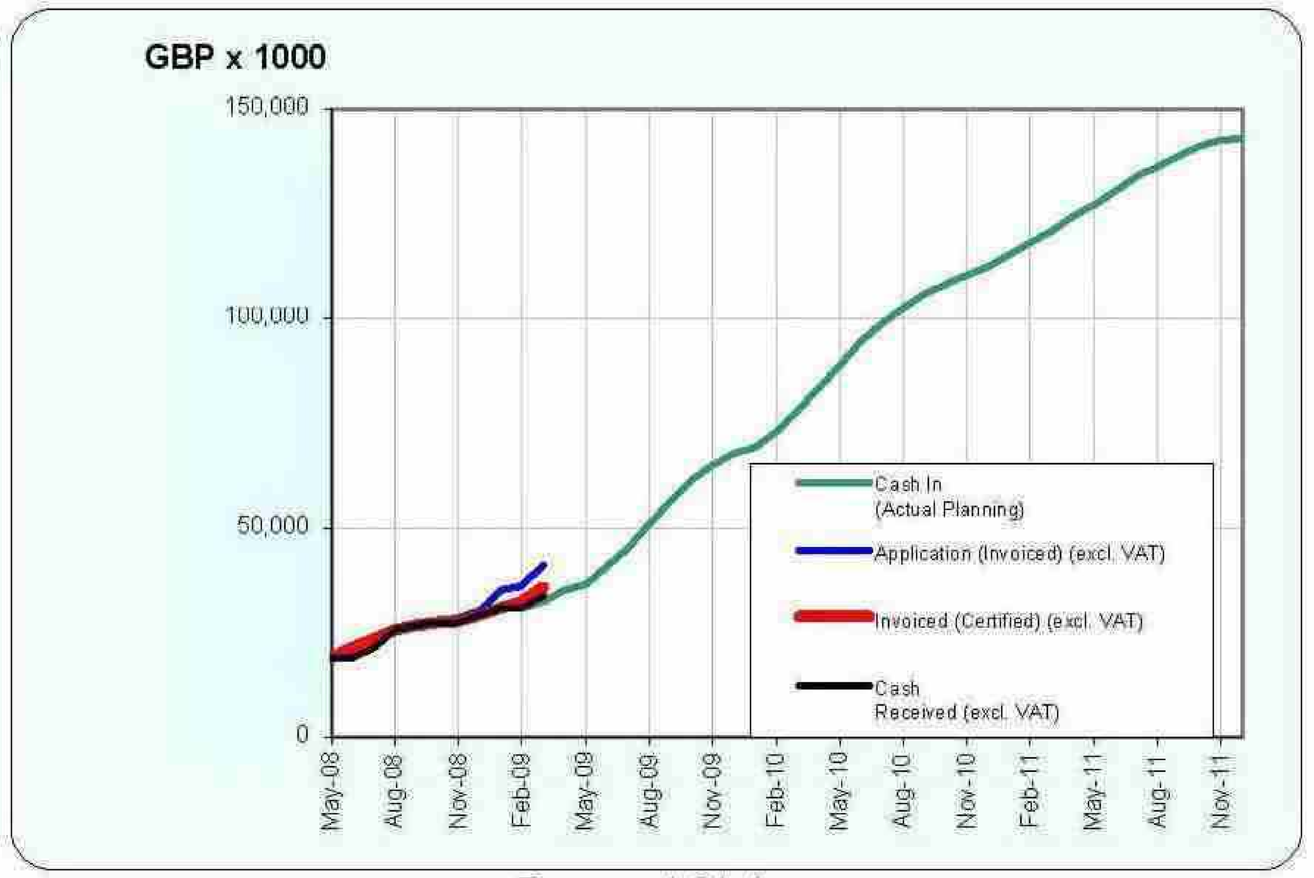

Project Result



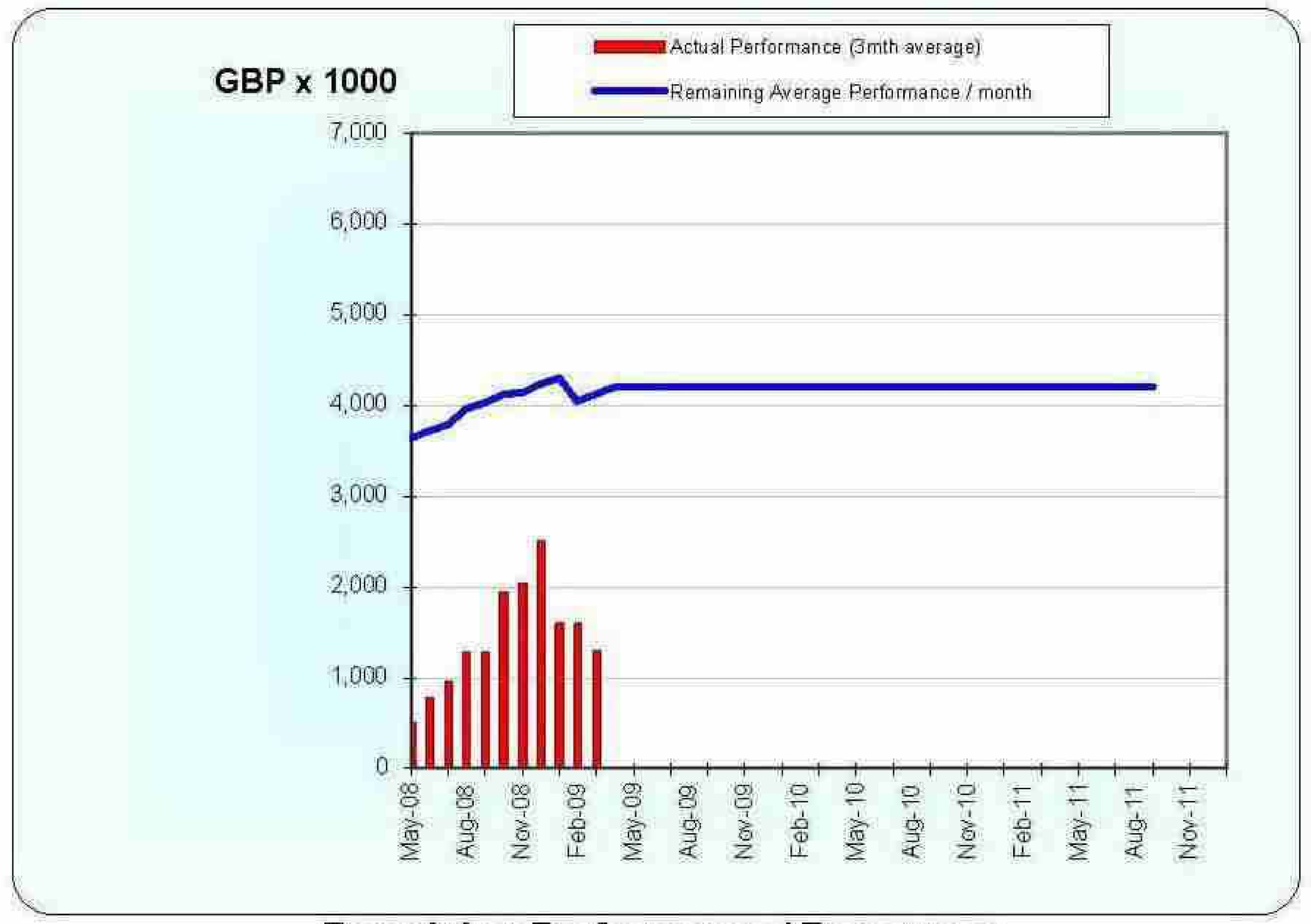

Project Cost



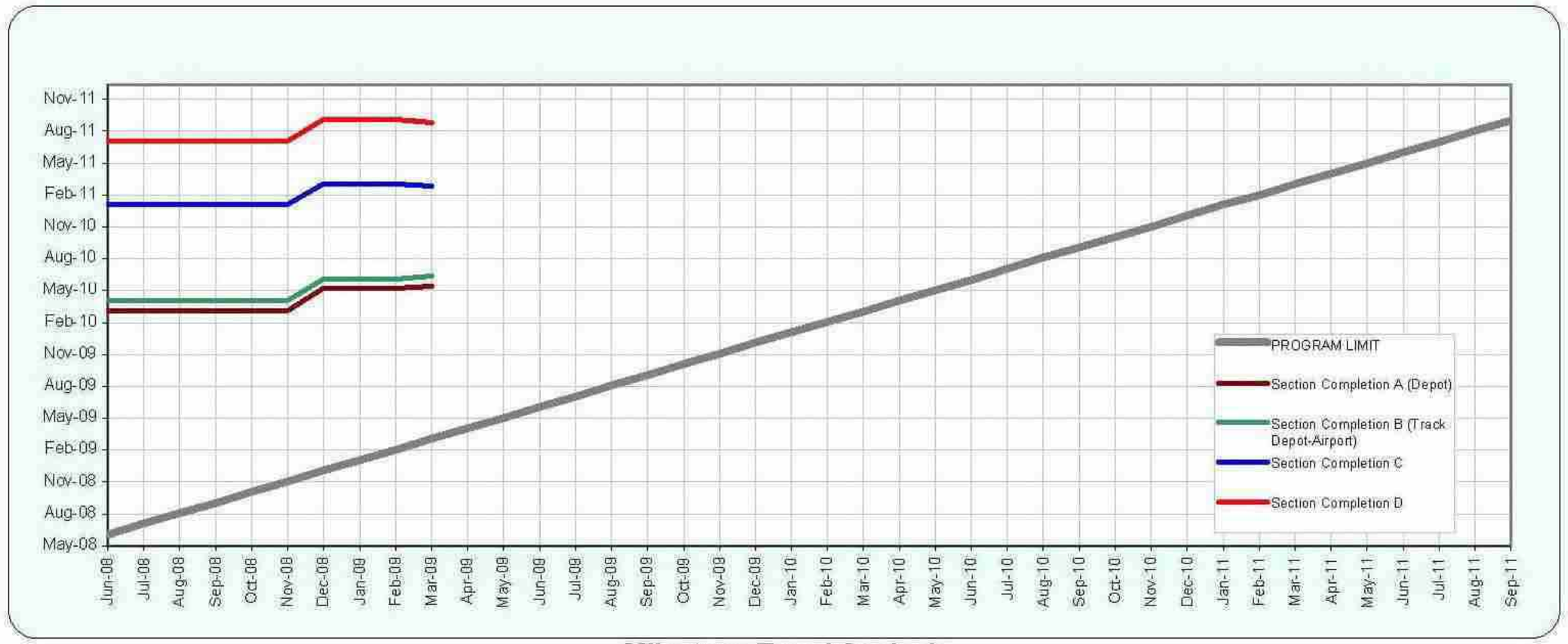

Cashflow



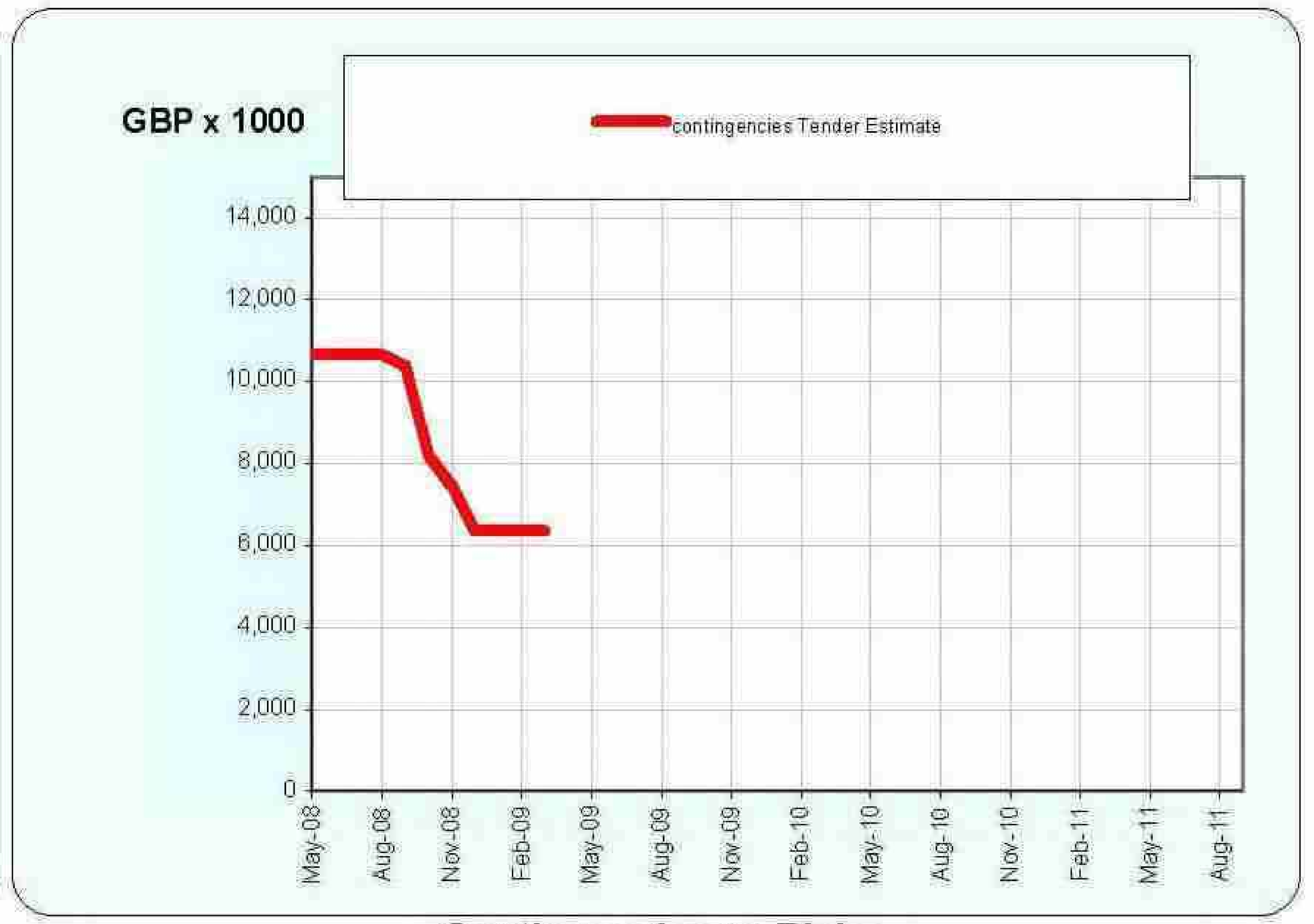

Payment Status




Remaining Performance / Resources




Milestone Trend Analysis




Contingencies vs Risks



BFB00112188_0003

# 1.02 Short note on Overview Charts

## 1.2.1 Performance

The current policy on site is to limit work to elements which are unaffected by change or which are the subject of acceptable instructions from the Client, such that in either case payment is secure. In practice the work available on this basis is very limited and the performance result in the month reflects this.

## 1.2.2 Project Cost

The main cost overrun is due to cost and resource increases mainly caused by tie changes like:
- staff (numbers and rates)
- site set up
- consultant support

## 1.2.3 Project Result (Forecast)

Due to to an extraordinary credit note (326,881.26GBP) booked to tender cost, the loss in February 2009 increased only by 111,968 GBP to a cumulative result of minus 1,693,052 GBP.

## 1.2.4 Payment Status

The payments from the client tie remain in time based on the agreed invoice application before the invoice submission.

| | |
|---|---|
| Certified net from the client: | £ 35,754,680 |
| Paid net from the client: | £ 33,912,994 |

## 1.2.5 Cashflow

The ETN Project Cashflow as per 31.03.09 remains cash positive. Furthermore the achievement of Milestones in timely manner (monthly cut off dates) needs to be clarified with the client to allow or enable an optimized cashflow forecast.
cash in net: 33,912,994 ./. Net cash out 15,434,984 GBP = Net Cash balance BCS 18,478,011

## 1.2.6 Contingencies

The today value for in the tender estimated contingencies is 6,350,480 GBP (see attachment 3.02).

## 1.2.7 Construction Programme

Reporting is now against the revised Contract Programme (Rev. 1) which shows the agreed 7 1/2 week extension of time. The actual current delay against this programme is of the order of 10 months and the potential delay to the end date, based on current forecast design and access delays, is 16 months. Preparation of a new programme, to achieve best possible end date, is in progress with a view to completion after Eastern, currently showing a delay of 12 month against Rev. 1 programme. This programme will be transformed to an entitlement programme which will form the basis of the EOT 2 submission and is scheduled to be completed by mid May. A presentation to the entitlement programme will be given in the next Consortium Board Meeting scheduled on 28.04.2009.

# 1.03 General Information

**1.3.1 Short note on progress, events this month**

Mobilisation : Mobilisation (erection of site offices only) now complete in Section 6 (Depot) .

Design : Design of civil works enhancements to suit Siemens proposals, notably for a ground improvement layer under the track, duct and OLE foundation designs which were delayed by Siemens late design finalisation are close to finalization. Additional resources are in place to address the significant design interface workload required.

Procurement : Where work is available, subcontractors are working under limited notices to proceed but all our contractors are very concerned about the impact on their works of unresolved change issues. McKenzie started work on Princes Street under the terms of the Supplementary Agreement. Negotiation with tie on the changes of the depot earthworks are ongoing with expectation of finalization in early April. Additionally negotiations with tie on changes at Russell Road Retaining Wall, Gogar Burn Bridge and Garrick Knowe Bridge are ongoing.

Construction : On-street works in Leith Walk were stopped and subcontractor has demobilized. Works on Princes Street commenced on 23rd March and are progressing as scheduled. Off-Street works have continued on site clearance, at Edinburgh Park Bridge, and at Gogarburn Bridge to the extent possible without taking any risk for unagreed changes.

**1.3.2 Significant extraordinary events**

| Date | Description | Remarks |
|---|---|---|
| | On 20th March Supplementary Agreement for Princes Street was signed with tie, allowing mobilization and start of works on the 23rd March.<br><br>Dispute Resolution Procedure in respect of works in Princes Street is still ongoing with the likelihood to proceed to the next stage of Mediation. | |

**1.3.3 Recent important agreements with the Employer or instructions having significant consequences**

| Date | Description | Remarks |
|---|---|---|
| | | |

**1.3.4 Status on Major Unapproved Claims / Variations / Changes**

349 Changes have been notified to date - 39 by tie and 310 by Infraco. 7 of the notifications are just concerning Siemens or CAF.
25 of the 342 remaining changes have been superseded by further changes or withdrawn.
57 of these Changes have a delay only impact and will not require an Estimate.
Therefore there are 260 Bilfinger-related changes requiring Estimates.
Of these, 20 have been approved or partly approved by a written tie Change Order (application of preliminary percentages remains in dispute with tie).
Of the 240 remaining notified Changes, 103 have been accepted in principle by tie.
Infraco has submitted a total of 83 (of the 240) Estimates for design only or design and construction.
There are a further 17 Estimates proceeding through the internal Consortium Approvals Process.

Project: **Edinburgh Tram Network**

as per: **31/03/2009**

BILFINGER BERGER Civil

# 1.04 Performance Sheet

| 1. General Information | | | | 2. Construction Period | Contract (Rev. 1) | Actual | Variance |
|---|---|---|---|---|---|---|---|
| Client: | tie LIMITED | | | Construction start date | 15-May-08 | 15-May-08 | 0 days |
| Leadership: | BILFINGER BERGER UK LIMITED | | Share: 75% | Construction end date | 06-Sep-11 | 06-Sep-11 | 0 days |
| | BILFINGER BERGER VWB GMBH | | Share: 25% | Total excl. Site Removal | 40 month | 40 month | 0 % |
| Currency: | GBP Rp. | (all amounts without V.A.T.) | | Expired construction time | 10.5 month | 10.5 month | 27 % |
| Rate of Exchange Top Sheet: | 1 GBP = 1.25 EUR | Actual: 1.08 EUR | | Performance to date | | 16,842,385 GBP | 12 % |

| 2. Total Contract Value | Date of Contract | | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|---|---|
| Contract Value with Client | 141,508,815 (incl. SDS NovaAgree) | 100.00% | 143,054,980 | 101.1% | 175,858 | 143,230,838 | 101.2% |
| Contract Value with 3rd Parties (without interest) | | | 0 | 0.0% | 0 | 0 | 0.0% |
| Total Contract Value | | | 143,054,980 | 101.1% | 175,858 | 143,230,838 | 101.2% |

| 3a. Provisional Sums | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|
| SDS Novation Agreement Provisional Sums | 470,000 | 0.3% | 170,000 | 640,000 | 0.5% |

| 3b. Claims and Variations | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|
| Claims and Variations approved | 1,076,165 | 0.8% | 5,858 | 1,082,023 | 0.8% |
| Claims and Variations submitted but not approved yet | 21,665,311 | 15.3% | 89,731 | 21,755,042 | 15.4% |
| Claims and Variations under preparation | 17,167,330 | 12.1% | 1,784,856 | 18,952,186 | 13.4% |

| 4a. Performance | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|
| Performance for Actual Contract Value with Client | 15,263,565 | 10.67% | 1,578,820 | 16,842,385 | 11.76% |
| Performance for 3rd Parties (without interest) | 0 | 0.00% | 0 | 0 | 0.00% |
| Total Performance to Date | 15,263,565 | 10.67% | 1,578,820 | 16,842,385 | 11.76% |
| Remaining Performance to Date | 127,791,415 | 89.33% | | 126,388,453 | 88.24% |
| Performance Last Month against Actual Planned Performance | 15,263,565 | 10.67% | 1,718,437 | 16,982,002 | 11.86% |
| Actual Planned Performance | 14,607,000 | 10.21% | 2,375,002 | 16,982,002 | 11.86% |

| 4b. Cost | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|
| Actual Cost at Reporting Date | 16,844,649 | 11.77% | 1,690,788 | 18,535,437 | 12.94% |

| 5. Result | Date of Contract | | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|---|---|
| Planned Result for Contract with Client | 15,670,750 | 11.07% | 15,708,447 | 10.98% | 499 | 15,708,946 | 10.97% |
| Actual Result at Reporting Date | | | -1,581,084 | -10.36% | -111,968 | -1,693,052 | -10.05% |
| Forecast Result at the End of Contract | | | 5,270,730 | 3.68% | 4,554,821 | 9,825,551 | 6.86% |
| Weighted Result at the End of Contract (Likely Case) | | | 16,272,594 | 9.89% | 39,919 | 16,312,512 | 9.89% |

| 6. Invoices, Payment and Bank account | | | | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|---|---|---|
| Application to the client - excl. VAT | incl. Ret. Money | 0 | 0.00% | 36,045,910 | 25.20% | 5,004,815 | 41,050,724 | 28.66% |
| Certified by the client (Invoice) - excl. VAT | incl. Ret. Money | 0 | 0.00% | 32,222,091 | 22.52% | 3,532,588 | 35,754,680 | 24.96% |
| Cash in from the client - excl. VAT | excl. Ret. Money | 0 | 0.00% | 30,933,127 | 21.62% | 2,979,868 | 33,912,994 | 23.68% |
| Cash in from 3rd Parties - excl. VAT | | | | 0 | 0.00% | 0 | 0 | 0.00% |
| Interest income | | | | 0 | 0.00% | 0 | 0 | 0.00% |
| Cash out (excl. VAT) | | | | 14,070,034 | 9.84% | 1,364,949 | 15,434,984 | 10.78% |
| Net Liquidity | creditline | 0 | 0% | 16,863,092 | 11.79% | 1,614,918 | 18,478,011 | 12.90% |

| 7. Subcontractor Work (incl. Design) | Date of Contract | | Total Previous Month | | March 2009 | Total Reporting Month | |
|---|---|---|---|---|---|---|---|
| Total Portion of Subcontractor Budget | 60,353,024 (incl. SDS) | 42.65% | 66,224,145 | 46.29% | 0 | 66,224,145 | 46.24% |
| Total Amount of signed Subcontracts incl. approved Variation Order | | | 0 | 0.00% | 0 | 0 | 0.00% |
| Total Subcontractor Result to date | | | 0 | 0.00% | 0 | 0 | 0.00% |
| Actual Subcontractor Costs to date (incl. Accruals) | | | 0 | 0.00% | 0 | 0 | 0.00% |
| Therefrom invoiced to date | | | 0 | 0.00% | 0 | 0 | 0.00% |

**8. Actual Forecast for Performance and Result** in **TSD GBP**

| Performance | Original planned | | | | Actual / Forecast | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2008 | 2009 | 2010 | 2011 | 2008 | 2009 | 2010 | 2011 | 2012 |
| Jan | | 1,706 | 2,786 | 2,346 | | 584 | 2,359 | 1,668 | |
| Feb | | 2,526 | 4,026 | 2,026 | | 1,739 | 3,618 | 2,492 | |
| Mrz | | 3,526 | 5,026 | 2,526 | | 1,579 | 4,636 | 3,020 | |
| Apr | | 4,526 | 5,276 | 2,526 | | 1,894 | 4,905 | 6,020 | |
| Mai | 855 | 5,776 | 6,026 | 2,526 | 500 | 3,893 | 5,670 | 6,020 | |
| Jun | 1,355 | 5,776 | 6,526 | 1,026 | 1,052 | 4,610 | 6,185 | 6,020 | |
| Jul | 2,375 | 5,776 | 6,526 | 1,026 | 1,331 | 5,183 | 3,200 | 4,469 | |
| Aug | 2,855 | 6,026 | 6,526 | | 1,465 | 5,553 | 6,213 | 4,247 | |
| Sep | 3,055 | 4,626 | 6,526 | | 1,047 | 4,827 | 6,226 | 3,246 | |
| Okt | 2,855 | 4,026 | 6,526 | | 3,340 | 3,504 | 6,245 | | |
| Nov | 1,535 | 2,526 | 5,026 | | 1,725 | 2,981 | 4,750 | | |
| Dez | 1,446 | 1,866 | 1,706 | | 2,481 | 1,303 | 1,435 | | |
| Total | 16,334 | 48,678 | 62,498 | 13,999 | 12,940 | 37,650 | 55,442 | 37,199 | 0 |

Linear Calculation

| Yearly Forecast | | |
|---|---|---|
| Performance and Result in 2008 | | |
| Performance | 12,940,002 | 9.0% |
| Result | 2 | 0.0% |
| Performance and Result in 2009 | | |
| Performance | 37,650,000 | 26.3% |
| Result | -283,862 | -0.8% |
| Performance and Result in 2010 | | |
| Performance | 55,442,000 | 38.7% |
| Result | 4,398,018 | 7.9% |
| Performance and Result in 2011 | | |
| Performance | 37,198,836 | 26.0% |
| Result | 5,711,393 | 15.4% |
| Performance and Result in | | |
| Performance | | |
| Result | | |
| Total Performance and Result | | |
| Performance | 143,230,838 | 100.0% |
| Result | 9,825,551 | 6.9% |

| | | | |
|---|---|---|---|
| Edinburgh, 17.04.2009 | | Edinburgh, 17.04.2009 | |
| Place and Date | M Foerder, Project Director | Place and Date | T Vogt, Commercial Manager |



BFB00112188_0006

| Project: | Edinburgh Tram Network |
|---|---|
| as per: | 31/03/2009 |

BILFINGER BERGER Civil

# 1.05 Weighted Result with Chances and Risks

| | Revenue | best case | likely case | worst case |
|---|---|---|---|---|
| | | ' GBP | ' GBP | ' GBP |
| 1 | Actual Contract Value according to Job Site Estimate w/o integrated CO | 143,231 | 143,231 | 143,231 |
| 2.1 | Unapproved, but in Job Site Estimate integrated Change Orders | 3,257 | 2,619 | 1,915 |
| 2.2 | Unapproved, but in Job Site Estimate not integrated Change Orders | 37,451 | 19,054 | 16,094 |
| 3 = 2.1+2.2 | Total unapproved Change Orders | 40,707 | 21,673 | 18,009 |
| 4.1 | Value Engineering | | | |
| 4.2 | | | | |
| 4.3 | | | | |
| 4.4 | | | | |
| 4.5 | | | | |
| 4.6 | | | | |
| 4.7 | | | | |
| 4.8 | | | | |
| 4.9 | | | | |
| 4.10 | | | | |
| 4.11 | | | | |
| 4.12 | | | | |
| 4.13 | | | | |
| 4.14 | | | | |
| 4.15 | | | | |
| 4.16 | | | | |
| 4.17 | | | | |
| 4.18 | | | | |
| 4.19 | | | | |
| 4.20 | | | | |
| Σ 4.1 : 4.20 | Risks not included in JSE | 0 | 0 | 0 |
| 5.1 | | | | |
| 5.2 | | | | |
| 5.3 | | | | |
| 5.4 | | | | |
| 5.5 | | | | |
| 5.6 | | | | |
| 5.7 | | | | |
| 5.8 | | | | |
| 5.9 | | | | |
| 5.10 | | | | |
| 5.11 | | | | |
| 5.12 | | | | |
| 5.13 | | | | |
| 5.14 | | | | |
| 5.15 | | | | |
| 5.16 | | | | |
| 5.17 | | | | |
| 5.18 | | | | |
| 5.19 | | | | |
| 5.20 | | | | |
| Σ 5.1 : 5.20 | Chances | 0 | 0 | 0 |
| 6 =1+3+4+5 | Forecast Final Revenue | 183,938 | 164,904 | 161,240 |

| | Cost | best case | likely case | worst case |
|---|---|---|---|---|
| | | ' GBP | ' GBP | ' GBP |
| 1 | Actual Cost Forecast according to Job Site Estimate incl. cost for integrated CO | -133,405 | -133,405 | -133,405 |
| 2.1 | Unapproved, but in Job Site Estimate integrated Change Orders | | | |
| 2.2 | Unapproved, but in Job Site Estimate not integrated Change Orders | -12,827 | -15,186 | -29,848 |
| 3 = 2.1+2.2 | Total unapproved Change Orders | -12,827 | -15,186 | -29,848 |
| 4.1 | Staff Forecast | | | |
| 4.2 | Employer's Requirement | | | |
| 4.3 | Temp. Works | | | |
| 4.4 | Design Costs | | | |
| 4.5 | Liquidated Damage | | | |
| 4.6 | Schedule of Rates | | | |
| 4.7 | Consortium Scope (Siemens) | | | |
| 4.8 | Subcontractors | | | |
| 4.9 | | | | |
| 4.10 | | | | |
| 4.11 | | | | |
| 4.12 | | | | |
| 4.13 | | | | |
| 4.14 | | | | |
| 4.15 | | | | |
| 4.16 | | | | |
| 4.17 | | | | |
| 4.18 | | | | |
| 4.19 | | | | |
| 4.20 | | | | |
| Σ 4.1 : 4.20 | Risks not included in JSE | 0 | 0 | 0 |
| 5.1 | Value Engineering | | | |
| 5.2 | | | | |
| 5.3 | | | | |
| 5.4 | | | | |
| 5.5 | | | | |
| 5.6 | | | | |
| 5.7 | | | | |
| 5.8 | | | | |
| 5.9 | | | | |
| 5.10 | | | | |
| 5.11 | | | | |
| 5.12 | | | | |
| 5.13 | | | | |
| 5.14 | | | | |
| 5.15 | | | | |
| 5.16 | | | | |
| 5.17 | | | | |
| 5.18 | | | | |
| 5.19 | | | | |
| 5.20 | | | | |
| Σ 5.1 : 5.20 | Chances | 0 | 0 | 0 |
| 6 =1+3+4+5 | Forecast Final Costs | -146,232 | -148,591 | -163,253 |

| | Costs | best case | likely case | worst case |
|---|---|---|---|---|
| Forecast Final Result (**best case**)<br>(Revenue Best Case + Forecast Cost all cases) | Revenue | 183,938 | 183,938 | 183,938 |
| | Costs | -146,232 | -148,591 | -163,253 |
| | **Result** | **37,706** | **35,347** | **20,685** |
| % Gross Margin based on Revenue Best Case | **Revenue: 183,938** | **20.50%** | **19.22%** | **11.25%** |
| Forecast Final Result (**most likely case**)<br>(Revenue most likely case + Forecast Costs all cases) | Revenue | 164,904 | 164,904 | 164,904 |
| | Costs | -146,232 | -148,591 | -163,253 |
| | **Result** | **18,672** | **16,313** | **1,650** |
| % Gross Margin based on Revenue Likely Case | **Revenue: 164,904** | **11.32%** | **9.89%** | **1.00%** |
| Forecast Final Result (**worst case**)<br>(Revenue worst case + Forecast Costs all cases) | Revenue | 161,240 | 161,240 | 161,240 |
| | Costs | -146,232 | -148,591 | -163,253 |
| | **Result** | **15,008** | **12,649** | **-2,014** |
| % Gross Margin based on Revenue Worst Case | **Revenue: 161,240** | **9.31%** | **7.84%** | **-1.25%** |
| Gross Margin previous month (**most likely case**) | | **10.83%** | **9.89%** | **3.23%** |



BFB00112188_0007

| | | |
|---|---|---|
| | Project: | **Edinburgh Tram Network** |
| | as per: | **31/03/2009** |

BILFINGER BERGER Civil

## 2.01 Cost Reconciliation Sheet

**see following pages**

**Bilfinger Berger**
**UK Limited**



Project: GB-2006-1001_AK8 Edinburgh Tram 2009_03

**COST RECONCILIATION & FORECAST (LUMP SUM CONTRACT)**

Currency: GBP

**Reporting Month: 9. R.-P. 02.2009**

| WORK / COST CODES | | TO DATE | | | | | | | | CURRENT MONTH | | | BUDGET CONTRACT AND EXECUTION | | | | | FORECAST FINAL | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Work- / Cost-Code 1 | Description 2 | Actual Cost 3 | Accruals Deferrals 4 | Actual Cost with Accruals 5=3+4 | Actual Allow-able incl. agreed VO's 6 | Allowable for unapproved VO's 7 | Variance to Date 8=(6+7)-5 | Revised DJC IQxDJC-Rate 9 | Variance to Date 10= 9-5 | Actual Cost with Accurals 11 | Actual Allowable 12 | Variance 13=12-11 | Budget Orig. Contr with WQty. 14 | Budget Orig. Contr. with AQty. 15 | Budget Agreed VO's AQty. 16 | Budget unappr. VO's AQty. 17 | Budget Total AQty. 18=15+16+17 | Revised DJCt AQty. 19 | % Complete 20=9/19 | Cost to Complete (AQ-IQ) 21=19-9 | Forecast Final Cost 22=5+21 | Forecast Final Variance 23=18-22 | Projected Variance (linear) 24=8/20 |
| **Evaluation with Activity Model** | **Activity Modell: Rev.2_20082107 (c) mrel** | | | | | | | | | | | | | | | | | | | | | | |
| 25.1.201.30 | Site Installation/Running Costs | 9,710 | 1,967 | 11,677 | 0 | 0 | -11,677 | 0 | -11,677 | 84 | 0 | -84 | 1,942,771 | 1,942,771 | 0 | 0 | 1,942,771 | 1,942,770 | 0.00 % | 1,942,770 | 1,954,447 | -11,676 | -11,677 |
| 25.1.201.31 | Track And Formation | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | -2,663 | 0 | 2,663 | 5,316,459 | 5,316,459 | 0 | 0 | 5,316,459 | 5,316,459 | 0.00 % | 5,316,459 | 5,316,459 | 0 | |
| 25.1.201.32 | Highway | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,286,240 | 1,286,240 | 0 | 0 | 1,286,240 | 1,286,240 | 0.00 % | 1,286,240 | 1,286,240 | 0 | |
| 25.1.201.33 | Structures/Substations | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,351,638 | 3,351,638 | 0 | 0 | 3,351,638 | 3,351,637 | 0.00 % | 3,351,637 | 3,351,637 | 1 | |
| 25.1.201.34 | VOs/claims | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,500 | 0 | 14,500 | 14,500 | 0.00 % | 14,500 | 14,500 | 0 | |
| **25.1.201.10** | **BB Sub-Section 1 A** | **9,710** | **1,967** | **11,677** | **0** | **0** | **-11,677** | **0** | **-11,677** | **-2,578** | **0** | **2,578** | **11,897,107** | **11,897,107** | **14,500** | **0** | **11,911,607** | **11,911,607** | **0.00 %** | **11,911,607** | **11,923,284** | **-11,677** | **-11,677** |
| 25.1.201.36 | Site Installation/Running Costs BB | 57,777 | 3,876 | 61,653 | 0 | 0 | -61,653 | 0 | -61,653 | 7,853 | 0 | -7,853 | 518,413 | 518,413 | 0 | 0 | 518,413 | 518,413 | 0.00 % | 518,413 | 580,066 | -61,653 | -61,653 |
| 25.1.201.37 | Track And Formation BB | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32,251 | 32,251 | 0 | 0 | 32,251 | 32,251 | 0.00 % | 32,251 | 32,251 | 0 | |
| 25.1.201.38 | Street Lighting | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,600 | 140,600 | 0 | 0 | 140,600 | 140,600 | 0.00 % | 140,600 | 140,600 | 0 | |
| 25.1.201.39 | Leith Walk Substation Modular Build.. | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90,000 | 90,000 | 0 | 0 | 90,000 | 90,000 | 0.00 % | 90,000 | 90,000 | 0 | |
| 25.1.201.41 | VOs/claims | 0 | 0 | | 0 | 2,044 | 2,044 | 2,044 | 2,044 | 0 | 2,044 | 2,044 | 0 | 0 | 0 | 2,044 | 2,044 | 2,044 | 100.00 % | 0 | 0 | 2,044 | 2,044 |
| **25.1.201.11** | **BB Sub-Section 1 B** | **57,777** | **3,876** | **61,653** | **0** | **2,044** | **-59,609** | **2,044** | **-59,609** | **7,853** | **2,044** | **-5,809** | **781,264** | **781,264** | **0** | **2,044** | **783,308** | **783,309** | **0.26 %** | **781,265** | **842,918** | **-59,610** | **-59,609** |
| 25.1.201.42 | Site Installation / Running Costs | 88,448 | 11,200 | 99,648 | 210,733 | 0 | 111,085 | 210,733 | 111,085 | 39,506 | 66,095 | 26,589 | 1,887,339 | 1,887,339 | 0 | 0 | 1,887,339 | 1,887,339 | 11.17 % | 1,676,606 | 1,776,254 | 111,085 | 994,494 |
| 25.1.201.43 | Track And Formation | 1,527 | 0 | 1,527 | 0 | 0 | -1,527 | 0 | -1,527 | 1,527 | 0 | -1,527 | 3,561,235 | 3,561,235 | 0 | 0 | 3,561,235 | 3,561,235 | 0.00 % | 3,561,235 | 3,562,762 | -1,527 | -1,527 |
| 25.1.201.44 | Highway | 0 | 0 | | 36,700 | 0 | 36,700 | 36,700 | 36,700 | 0 | 36,700 | 36,700 | 2,616,837 | 2,616,837 | 0 | 0 | 2,616,837 | 2,616,837 | 1.40 % | 2,580,137 | 2,580,137 | 36,700 | 36,700 |
| 25.1.201.45 | Structures/Substations | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111,498 | 111,498 | 0 | 0 | 111,498 | 111,499 | 0.00 % | 111,499 | 111,499 | -1 | |
| **25.1.201.12** | **BB Sub-Section 1C** | **89,976** | **11,200** | **101,176** | **247,433** | **0** | **146,257** | **247,433** | **146,257** | **41,033** | **102,795** | **61,762** | **8,176,909** | **8,176,909** | **0** | **0** | **8,176,909** | **8,176,910** | **3.03 %** | **7,929,477** | **8,030,653** | **146,256** | **1,029,667** |
| 25.1.201.48 | Site Installation/Running Costs | 35,838 | 311,643 | 347,481 | 1,205 | 0 | -346,276 | 1,205 | -346,276 | 39,746 | 0 | -39,746 | 442,640 | 442,640 | 0 | 0 | 442,640 | 442,640 | 0.27 % | 441,435 | 788,916 | -346,276 | -346,276 |
| 25.1.201.49 | Track And Formation | 491 | 0 | 491 | 0 | 0 | -491 | 0 | -491 | 491 | 0 | -491 | 153,554 | 153,554 | 0 | 0 | 153,554 | 153,554 | 0.00 % | 153,554 | 154,045 | -491 | -491 |
| 25.1.201.50 | Highway | 26 | 0 | 26 | 0 | 0 | -26 | 0 | -26 | 0 | 0 | 0 | 163,666 | 163,666 | 0 | 0 | 163,666 | 163,666 | 0.00 % | 163,666 | 163,692 | -26 | -26 |
| **25.1.201.13** | **BB Sub-Section 1D** | **36,354** | **311,643** | **347,997** | **1,205** | **0** | **-346,792** | **1,205** | **-346,792** | **40,237** | **0** | **-40,237** | **759,860** | **759,860** | **0** | **0** | **759,860** | **759,860** | **0.16 %** | **758,655** | **1,106,652** | **-346,792** | **-346,793** |
| 25.1.201.53 | Site Installation/Running Costs | 458,757 | 46,553 | 505,310 | 164,699 | 0 | -340,611 | 175,200 | -330,110 | 78,592 | 8,960 | -69,632 | 1,078,829 | 1,078,829 | 0 | 0 | 1,078,829 | 1,126,782 | 15.55 % | 951,582 | 1,456,892 | -378,063 | -2,190,424 |
| 25.1.201.54 | Track And Formation | 94,018 | 1,208 | 95,226 | 32,186 | 0 | -63,040 | 32,186 | -63,040 | 0 | 0 | 0 | 5,938,657 | 5,974,424 | 0 | 0 | 5,974,424 | 6,037,284 | 0.53 % | 6,005,098 | 6,100,324 | -125,900 | -63,040 |
| 25.1.201.55 | Highway | 14,409 | 0 | 14,409 | 0 | 0 | -14,409 | 0 | -14,409 | 0 | 0 | 0 | 2,837,139 | 2,837,139 | 0 | 0 | 2,837,139 | 2,837,139 | 0.00 % | 2,837,139 | 2,851,548 | -14,409 | -14,409 |
| 25.1.201.56 | S27 Edinburgh Park Station Bridge | 1,316,534 | 15,939 | 1,332,473 | 1,039,241 | 0 | -293,232 | 1,110,316 | -222,157 | 186,480 | 171,560 | -14,920 | 4,674,533 | 4,692,596 | 0 | 0 | 4,692,596 | 5,001,618 | 22.20 % | 3,891,302 | 5,223,775 | -531,179 | -1,320,865 |
| 25.1.201.57 | S28 A8 Underpass | 400,178 | 7,444 | 407,622 | 509,071 | 0 | 101,449 | 509,071 | 101,449 | 2,185 | 28,435 | 26,250 | 5,304,432 | 5,304,432 | 0 | 0 | 5,304,432 | 5,304,432 | 9.60 % | 4,795,361 | 5,202,983 | 101,449 | 101,449 |
| 25.1.201.58 | Remaining Structures/Substations | 494,908 | -268,649 | 226,259 | 8,000 | 0 | -218,259 | 8,000 | -218,259 | 8,220 | 0 | -8,220 | 4,796,357 | 4,796,357 | 0 | 0 | 4,796,357 | 4,796,357 | 0.17 % | 4,788,357 | 5,014,616 | -218,259 | -218,259 |
| 25.1.201.59 | VOs/claims | 0 | 0 | | 5,623 | 0 | 5,623 | 5,623 | 5,623 | 0 | 0 | 0 | 0 | 0 | 228,448 | 0 | 228,448 | 228,448 | 2.46 % | 222,825 | 222,825 | 5,623 | 5,623 |
| 25.1.201.60 | Accomodation Works | 170 | 0 | 170 | 0 | 0 | -170 | 0 | -170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | % | 0 | 170 | -170 | |
| **25.1.201.14** | **BB Sub-Section 5 A/B/C** | **2,778,974** | **-197,505** | **2,581,469** | **1,758,821** | **0** | **-822,648** | **1,840,397** | **-741,072** | **275,476** | **208,955** | **-66,521** | **24,629,947** | **24,683,777** | **228,448** | **0** | **24,912,225** | **25,332,061** | **7.27 %** | **23,491,664** | **26,073,133** | **-1,160,908** | **-3,699,925** |
| 25.1.201.40 | Crummock Section 1 B | 396,863 | 125,928 | 522,791 | 327,880 | 341 | -194,570 | 328,221 | -194,570 | 48,382 | 477 | -47,905 | 4,444,875 | 4,444,875 | 136 | 341 | 4,445,352 | 4,445,352 | 7.38 % | 4,117,131 | 4,639,922 | -194,570 | -194,570 |
| 25.1.201.52 | MacKenzie Sect 1D | 664,415 | -127,961 | 536,454 | 40,301 | 0 | -496,153 | 40,301 | -496,153 | 235,631 | 40,301 | -195,330 | 3,430,509 | 3,430,509 | 0 | 0 | 3,430,509 | 3,430,509 | 1.17 % | 3,390,208 | 3,926,662 | -496,153 | -496,153 |
| 25.1.201.61 | Grahams Section 2+5A | 526,569 | 67,082 | 593,651 | 507,621 | 0 | -86,030 | 507,621 | -86,030 | 4,983 | 0 | -4,983 | 20,046,581 | 20,046,581 | 33,547 | 0 | 20,080,128 | 20,080,128 | 2.53 % | 19,572,507 | 20,166,158 | -86,030 | -86,030 |
| 25.1.201.62 | Farrans Section 5C+7 | 621,404 | 545,698 | 1,167,102 | 994,218 | 0 | -172,884 | 987,458 | -179,644 | 244,960 | 274,728 | 29,768 | 5,746,842 | 5,746,842 | 0 | 0 | 5,746,842 | 5,686,396 | 17.37 % | 4,698,938 | 5,866,040 | -119,198 | -995,302 |
| 25.1.201.63 | Barr Section 6 | 205,787 | 126,242 | 332,029 | 91,128 | 0 | -240,901 | 91,128 | -240,901 | 59,414 | 0 | -59,414 | 13,932,200 | 13,932,200 | 0 | 0 | 13,932,200 | 13,932,200 | 0.65 % | 13,841,072 | 14,173,101 | -240,901 | -240,901 |
| **25.1.201.15** | **Package Subcontractor** | **2,415,038** | **736,989** | **3,152,027** | **1,961,149** | **341** | **-1,190,537** | **1,954,729** | **-1,197,298** | **593,368** | **315,506** | **-277,862** | **47,601,007** | **47,601,007** | **33,683** | **341** | **47,635,031** | **47,574,585** | **4.11 %** | **45,619,856** | **48,771,883** | **-1,136,852** | **-2,012,956** |
| 25.1.201.97 | VO/claims Sect. 1 - Several Sub-Sec.. | 0 | 0 | | 5,576 | 56,912 | 62,488 | 62,488 | 62,488 | 0 | 5,576 | 5,576 | 0 | 0 | 5,576 | 69,187 | 74,763 | 74,763 | 83.58 % | 12,275 | 12,275 | 62,488 | 74,764 |
| **25.1.201.01** | **Construction** | **5,387,829** | **868,169** | **6,255,998** | **3,974,185** | **59,297** | **-2,222,516** | **4,108,297** | **-2,147,701** | **955,389** | **634,877** | **-320,512** | **93,846,095** | **93,899,926** | **282,208** | **71,571** | **94,253,705** | **94,613,095** | **4.34 %** | **90,504,798** | **96,760,796** | **-2,507,091** | **-5,026,529** |
| 25.1.201.64 | Site Installation/Running Costs | 974,851 | 440,131 | 1,414,982 | 529,560 | 0 | -885,422 | 529,560 | -885,422 | 12,646 | 50,805 | 38,159 | 1,988,002 | 1,988,002 | 0 | 0 | 1,988,002 | 1,988,002 | 26.64 % | 1,458,442 | 2,873,424 | -885,422 | -3,323,656 |
| 25.1.201.65 | Staff | 4,506,345 | 289,239 | 4,795,584 | 2,836,065 | 0 | -1,959,519 | 2,836,065 | -1,959,519 | 584,699 | 325,350 | -259,349 | 13,131,334 | 13,131,334 | 0 | 0 | 13,131,334 | 13,131,334 | 21.60 % | 10,295,269 | 15,090,853 | -1,959,519 | -9,071,847 |
| 25.1.201.66 | Design And Engineering | 3,086,468 | 751,152 | 3,837,620 | 3,154,236 | 12,994 | -670,390 | 3,167,230 | -670,390 | 290,748 | 335,097 | 44,349 | 3,308,815 | 3,308,815 | 1,276,736 | 29,813 | 4,615,364 | 4,615,364 | 68.62 % | 1,448,134 | 5,285,754 | -670,390 | -976,960 |
| 25.1.201.67 | Insurances, Bonds, Interests | 377,678 | 42,793 | 420,471 | 291,417 | 0 | -129,054 | 291,417 | -129,054 | 30,719 | 13,876 | -16,843 | 2,552,277 | 2,552,277 | 0 | 0 | 2,552,277 | 2,552,277 | 11.42 % | 2,260,860 | 2,681,331 | -129,054 | -1,130,070 |
| 25.1.201.68 | Tender Costs | 593,870 | 0 | 593,870 | 543,775 | 0 | -50,095 | 543,775 | -50,095 | -326,881 | 0 | 326,881 | 543,775 | 543,775 | 0 | 0 | 543,775 | 543,775 | 100.00 % | 0 | 593,870 | -50,095 | -50,095 |
| 25.1.201.71 | Consultants | 748,024 | 468,887 | 1,216,911 | 138,485 | 0 | -1,078,426 | 445,370 | -771,541 | 143,469 | 73,766 | -69,703 | 589,297 | 589,297 | 0 | 0 | 589,297 | 1,895,190 | 23.50 % | 1,449,820 | 2,666,731 | -2,077,434 | -4,589,047 |
| 25.1.201.98 | VO Overhead | 0 | 0 | | 1,005 | 0 | 1,005 | 1,005 | 1,005 | 0 | 0 | 0 | 0 | 0 | 1,295 | 0 | 1,295 | 1,295 | 77.61 % | 290 | 290 | 1,005 | 1,295 |
| **25.1.201.02** | **Overhead** | **10,287,236** | **1,992,202** | **12,279,438** | **7,494,544** | **12,994** | **-4,771,900** | **7,814,423** | **-4,465,015** | **735,398** | **798,893** | **63,495** | **22,113,500** | **22,113,500** | **1,278,031** | **29,812** | **23,421,343** | **24,727,237** | **31.60 %** | **16,912,814** | **29,192,252** | **-5,770,909** | **-19,140,380** |
| 25.1.201.72 | Risks/Opportunities/Escalation | 0 | 0 | | 3,531,094 | 92,052 | 3,623,146 | 3,626,287 | 3,626,287 | 0 | 750 | 750 | 9,878,470 | 9,878,470 | 69,758 | 165,083 | 10,113,311 | 10,113,311 | 35.86 % | 6,487,024 | 6,487,024 | 3,626,287 | 10,103,586 |
| **25.1.201.03** | **Contingencies** | **0** | **0** | | **3,531,094** | **92,052** | **3,623,146** | **3,626,287** | **3,626,287** | **0** | **750** | **750** | **9,878,470** | **9,878,470** | **69,758** | **165,083** | **10,113,311** | **10,113,311** | **35.86 %** | **6,487,024** | **6,487,024** | **3,626,287** | **10,103,586** |
| 25.1.201.99 | VOs/claims overall | 0 | 0 | | 0 | 1,169,932 | 1,169,932 | 1,169,932 | 1,169,932 | 0 | 0 | 0 | 0 | 0 | 0 | 2,129,472 | 2,129,472 | 2,129,472 | 54.94 % | 959,540 | 959,540 | 1,169,932 | 2,129,472 |
| **TOTAL** | | **15,675,066** | **2,860,371** | **18,535,437** | **14,999,823** | **1,334,275** | **-2,201,339** | **16,718,939** | **-1,816,498** | **1,690,787** | **1,434,519** | **-256,268** | **125,838,065** | **125,891,895** | **1,629,996** | **2,395,940** | **129,917,831** | **131,583,115** | **12.71 %** | **114,864,176** | **133,399,613** | **-3,481,782** | **-11,933,851** |
| **without Allocation** | | **0** | **0** | **0** | **-4,822** | **-852** | **-5,674** | **-5,674** | **-5,674** | **0** | **1,580** | **1,580** | **0** | **0** | **0** | **0** | **0** | **0** | | | | | |

Project: GB-2006-1001_AK8 Edinburgh Tram 2009_03

**COST RECONCILIATION & FORECAST (LUMP SUM CONTRACT)**

Currency: GBP

**Reporting Month:** **9. R.-P. 02.2009**

| WORK / COST CODES | | TO DATE | | | | | | | | CURRENT MONTH | | | BUDGET CONTRACT AND EXECUTION | | | | | FORECAST FINAL | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Work- / Cost-Code 1 | Description 2 | Actual Cost 3 | Accruals Deferrals 4 | Actual Cost with Accruals 5=3+4 | Actual Allow-able incl. agreed VO's 6 | Allowable for unapproved VO's 7 | Variance to Date 8=(6+7)-5 | Revised DJC IQxDJC-Rate 9 | Variance to Date 10= 9-5 | Actual Cost with Accurals 11 | Actual Allowable 12 | Variance 13=12-11 | Budget Original WQty. 14 | Budget Original AQty. 15 | Budget Agreed Variation Orders AQty. 16 | Budget unappr. VO's AQty. 17 | Budget Total AQty. 18=15+16+17 | Revised DJCt AQty. 19 | % Complete 20=9/19 | Cost to Complete (AQ-IQ) 21=19-9 | Forecast Final Cost 22=5+21 | Forecast Final Variance 23=18-22 | Projected Variance (linear) 24=8/20 |
| **Total Cost incl. Prime Cost Sums** | | 15,675,066 | 2,860,371 | 18,535,437 | 14,995,001 | 1,333,423 | -2,207,013 | 16,713,265 | -1,822,172 | 1,690,787 | 1,436,099 | -254,688 | 125,838,065 | 125,891,896 | 1,629,996 | 2,395,940 | 129,917,832 | 131,583,115 | 12.7 % | 114,869,850 | 133,405,287 | -3,487,455 | -17,378,056 |
| **Prime Cost Sums 0 / 0** | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | |
| **Total Cost without Prime Cost Sums** | | 15,675,066 | 2,860,371 | 18,535,437 | 14,995,001 | 1,333,423 | -2,207,013 | 16,713,265 | -1,822,172 | | | | 125,838,065 | 125,891,896 | 1,629,996 | 2,395,940 | 129,917,832 | 131,583,115 | | 114,869,850 | 133,405,287 | | |

# LUMP SUM CONTRACT:

## Gross Margin original Contract and agreed VO's (PF = 1.0885, PFB = 1.1232)

| | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Cost without Prime Cost Sums** | | | | 18,535,437 | 14,995,001 | | | 16,713,265 | | | | | 125,838,065 | 125,891,896 | 1,629,996 | | 127,521,892 | 131,583,115 | | | 133,405,287 | | |
| Gross Margin | | | | | 1,847,384 | | | 1,479,124 | | | | | 15,670,750 | 15,616,919 | 92,027 | | 15,708,946 | 11,647,723 | | | 9,825,551 | | |
| Gross Margin in % of Performance | | | | | 10.97 % | | | 8.13 % | | | | | 11.07 % | 11.04 % | 5.34 % | | 10.97 % | 8.13 % | | | 6.86 % | | |
| **Performance without Prime Cost Sums** | | | | | 16,842,385 | | | 18,192,389 | | | | | 141,508,815 | 141,508,815 | 1,722,023 | | 143,230,838 | 143,230,838 | | | 143,230,838 | | |
| **Actual Cost to date** | | | | | 18,535,437 | | | 18,535,437 | | | | | | | | | | | | | | | |
| Gross Margin to date | | | | | -1,693,052 | | | -343,048 | | | | | | | | | | | | | | | |
| Gross Margin to date in % of Performance | | | | | -10.05 % | | | -1.89 % | | | | | | | | | | | | | | | |
| Performance Prime Cost Sums | | | | | 0 | | | 0 | | | | | 0 | 0 | 0 | | 0 | 0 | | | 0 | | |
| Total Performance | | | | | 16,842,385 | | | 18,192,389 | | | | | 141,508,815 | 141,508,815 | 1,722,023 | | 143,230,838 | 143,230,838 | | | 143,230,838 | | |
| Revenue according WBS | | | | | 16,842,385 | | | 16,842,385 | | | | | | | | | | | | | | | |

## Gross Margin (weighted) original Contract, agreed and valued VO's (PF = 1.1084, PFB = 1.1226)

| | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Cost without Prime Cost Sums** | | | | | 16,328,424 | | | 16,713,265 | | | | | 125,838,065 | 125,891,896 | 1,629,996 | 2,395,940 | 129,917,832 | 131,583,115 | | | 133,405,287 | | |
| Gross Margin | | | | | 2,001,865 | | | 1,811,718 | | | | | 15,670,750 | | | | 15,932,031 | 14,266,748 | | | 12,444,576 | | |
| Gross Margin in % of Performance | | | | | 10.92 % | | | 9.78 % | | | | | 11.07 % | | | | 10.92 % | 9.78 % | | | 8.53 % | | |
| **Valued Performance without Prime Cost Sums** | | | | | 18,330,289 | | | 18,524,983 | | | | | 141,508,815 | 141,508,815 | 1,722,023 | 2,619,025 | 145,849,863 | 145,849,863 | | | 145,849,863 | | |
| **Actual Cost to date** | | | | | 18,535,437 | | | 18,535,437 | | | | | | | | | | | | | | | |
| Gross Margin to date | | | | | -205,148 | | | -10,454 | | | | | | | | | | | | | | | |
| Gross Margin to date in % of Performance | | | | | -1.12 % | | | -0.06 % | | | | | | | | | | | | | | | |
| Performance Prime Cost Sums (incl. valued performance) | | | | | 0 | | | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Total Performance (incl. valued performance) | | | | | 18,330,289 | | | 18,524,983 | | | | | 141,508,815 | 141,508,815 | 1,722,023 | 2,619,025 | 145,849,863 | 145,849,863 | | | 145,849,863 | | |
| Revenue according WBS (VO's valued) | | | | | 18,362,637 | | | 18,362,637 | | | | | | | | | | | | | | | |
| Revenue according WBS (VO's valued by 100%) | | | | | 18,440,926 | | | 18,440,926 | | | | | | | | | | | | | | | |

| | | |
|---|---|---|
| | Project: | **Edinburgh Tram Network** |
| | as per: | **31/03/2009** |

BILFINGER BERGER Civil

## 2.02 Construction Programme

**see following pages**

**Contract Programme Rev.1**

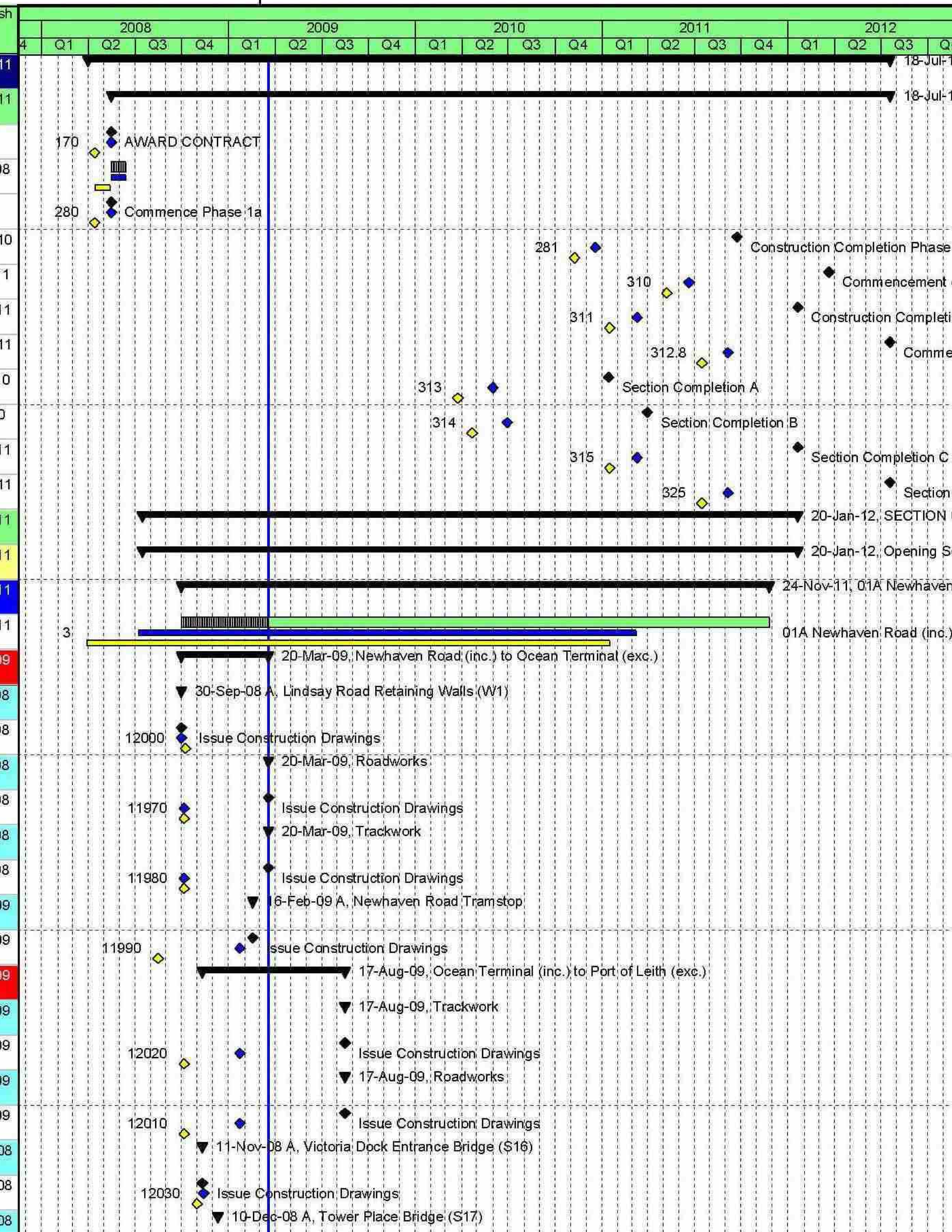
**Tracked for V42 of the SDS Design Programme and**

**Progress to 20 March 2009**

# EDINBURGH TRAM NETWORK

BILFINGER BERGER UK Limited SIEMENS CAF

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| **Edinburgh Tram Contract Programme V31 Progre...** | | 31-Mar-08 A | 1034 | 18-Jul-12 | | 23-Feb-08 | 16-Jul-11 | 25-Feb-08 | 06-Sep-11 |
| **Key Dates** | | 15-May-08 A | 1033 | 18-Jul-12 | | 14-Apr-08 | 16-Jul-11 | 15-May-08 | 06-Sep-11 |
| 170 | AWARD CONTRACT | 15-May-08 A | 0 | | 100% | 14-Apr-08 | | 15-May-08 | |
| 270 | Mobilisation | 15-May-08 A | 20 | 12-Jun-08 A | 100% | 14-Apr-08 | 12-May-08 | 15-May-08 | 12-Jun-08 |
| 280 | Commence Phase 1a | 15-May-08 A | 0 | | 100% | 14-Apr-08 | | 15-May-08 | |
| 281 | Construction Completion Phase 1a Edinburgh Airport to Haymarket | | 0 | 22-Sep-11 | 0% | | 09-Nov-10 | | 20-Dec-10 |
| 310 | Commencement of Revenue Service Phase 1a Edinburgh Airport to Haymarket | | 0 | 20-Mar-12 | 0% | | 09-May-11 | | 19-Jun-11 |
| 311 | Construction Completion Phase 1a Haymarket to Newhaven (excluding roadworks) | | 0 | 20-Jan-12 | 0% | | 17-Jan-11 | | 10-Mar-11 |
| 312.8 | Commencement of Revenue Service Phase 1a Haymarket to Newhaven | | 0 | 18-Jul-12 | 0% | | 16-Jul-11 | | 06-Sep-11 |
| 313 | Section Completion A | | 0 | 13-Jan-11 | 0% | | 25-Mar-10 | | 01-Jun-10 |
| 314 | Section Completion B | | 0 | 30-Mar-11 | 0% | | 23-Apr-10 | | 01-Jul-10 |
| 315 | Section Completion C | | 0 | 20-Jan-12 | 0% | | 17-Jan-11 | | 10-Mar-11 |
| 325 | Section Completion D | | 0 | 18-Jul-12 | 0% | | 16-Jul-11 | | 06-Sep-11 |
| **SECTION 01 NEWHAVEN ROAD TO HAYMARKET** | | 15-Jul-08 A | 874 | 20-Jan-12 | | 15-Mar-08 | 11-Mar-11 | 30-Jun-08 | 11-Mar-11 |
| **Opening Sequence B (Haymarket to Newhaven Road)** | | 15-Jul-08 A | 874 | 20-Jan-12 | | 15-Mar-08 | 11-Mar-11 | 30-Jun-08 | 11-Mar-11 |
| **01A Newhaven Road (inc.) to Foot of the Walk (exc.)** | | 30-Sep-08 A | 777 | 24-Nov-11 | | 29-Mar-08 | 17-Jan-11 | 08-Jul-08 | 07-Mar-11 |
| 3 | 01A Newhaven Road (inc.) to Foot of the Walk (exc.) | 30-Sep-08 A | 1149 | 24-Nov-11 | 14.8% | 29-Mar-08 | 17-Jan-11 | 08-Jul-08 | 07-Mar-11 |
| **Newhaven Road (inc.) to Ocean Terminal (exc.)** | | 30-Sep-08 A | 112 | 20-Mar-09 | | 15-Aug-08 | 08-Oct-08 | 01-Oct-08 | 22-Jan-09 |
| **Lindsay Road Retaining Walls (W1)** | | 30-Sep-08 A | 0 | 30-Sep-08 A | | 08-Oct-08 | 08-Oct-08 | 01-Oct-08 | 01-Oct-08 |
| 12000 | Issue Construction Drawings | | 0 | 30-Sep-08 A | 100% | | 08-Oct-08 | | 01-Oct-08 |
| **Roadworks** | | 20-Mar-09 | 0 | 20-Mar-09 | | 06-Oct-08 | 06-Oct-08 | 06-Oct-08 | 06-Oct-08 |
| 11970 | Issue Construction Drawings | | 0 | 20-Mar-09* | 0% | | 06-Oct-08 | | 06-Oct-08 |
| **Trackwork** | | 20-Mar-09 | 0 | 20-Mar-09 | | 06-Oct-08 | 06-Oct-08 | 06-Oct-08 | 06-Oct-08 |
| 11980 | Issue Construction Drawings | | 0 | 20-Mar-09* | 0% | | 06-Oct-08 | | 06-Oct-08 |
| **Newhaven Road Tramstop** | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 15-Aug-08 | 15-Aug-08 | 22-Jan-09 | 22-Jan-09 |
| 11990 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 15-Aug-08 | | 22-Jan-09 |
| **Ocean Terminal (inc.) to Port of Leith (exc.)** | | 11-Nov-08 A | 142 | 17-Aug-09 | | 15-May-08 | 04-Dec-08 | 13-Nov-08 | 22-Jan-09 |
| **Trackwork** | | 17-Aug-09 | 0 | 17-Aug-09 | | 06-Oct-08 | 06-Oct-08 | 22-Jan-09 | 22-Jan-09 |
| 12020 | Issue Construction Drawings | | 0 | 17-Aug-09* | 0% | | 06-Oct-08 | | 22-Jan-09 |
| **Roadworks** | | 17-Aug-09 | 0 | 17-Aug-09 | | 06-Oct-08 | 06-Oct-08 | 22-Jan-09 | 22-Jan-09 |
| 12010 | Issue Construction Drawings | | 0 | 17-Aug-09* | 0% | | 06-Oct-08 | | 22-Jan-09 |
| **Victoria Dock Entrance Bridge (S16)** | | 11-Nov-08 A | 0 | 11-Nov-08 A | | 30-Oct-08 | 30-Oct-08 | 13-Nov-08 | 13-Nov-08 |
| 12030 | Issue Construction Drawings | | 0 | 11-Nov-08 A | 100% | | 30-Oct-08 | | 13-Nov-08 |
| **Tower Place Bridge (S17)** | | 10-Dec-08 A | 0 | 10-Dec-08 A | | 04-Dec-08 | 04-Dec-08 | 10-Dec-08 | 10-Dec-08 |

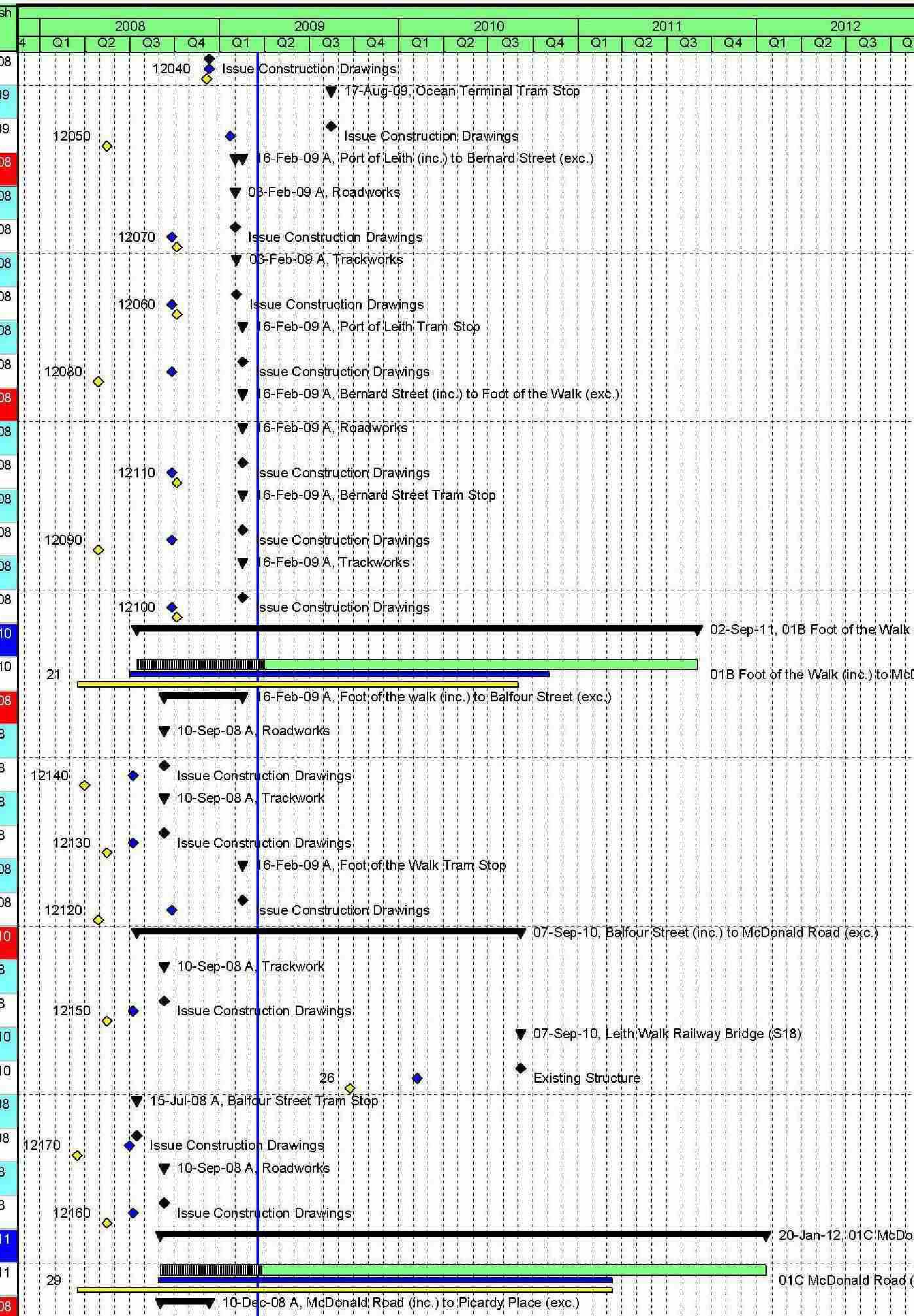



| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract — Sec Baseline Contract Rev.1 — Actual Work — Remaining Work — Critical Remaining Work — Pri Baseline V26 Contract Milestone — Sec Baseline Contract Rev.1 Milestone — Milestone

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| 12040 | Issue Construction Drawings | | 0 | 10-Dec-08 A | 100% | | 04-Dec-08 | | 10-Dec-08 |
| Ocean Terminal Tram Stop | | 17-Aug-09 | 0 | 17-Aug-09 | | 15-May-08 | 15-May-08 | 22-Jan-09 | 22-Jan-09 |
| 12050 | Issue Construction Drawings | | 0 | 17-Aug-09* | 0% | | 15-May-08 | | 22-Jan-09 |
| Port of Leith (inc.) to Bernard Street (exc.) | | 03-Feb-09 A | 12 | 16-Feb-09 A | | 28-Apr-08 | 06-Oct-08 | 26-Sep-08 | 26-Sep-08 |
| Roadworks | | 03-Feb-09 A | 0 | 03-Feb-09 A | | 06-Oct-08 | 06-Oct-08 | 26-Sep-08 | 26-Sep-08 |
| 12070 | Issue Construction Drawings | | 0 | 03-Feb-09 A | 100% | | 06-Oct-08 | | 26-Sep-08 |
| Trackworks | | 03-Feb-09 A | 0 | 03-Feb-09 A | | 06-Oct-08 | 06-Oct-08 | 26-Sep-08 | 26-Sep-08 |
| 12060 | Issue Construction Drawings | | 0 | 03-Feb-09 A | 100% | | 06-Oct-08 | | 26-Sep-08 |
| Port of Leith Tram Stop | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 28-Apr-08 | 28-Apr-08 | 26-Sep-08 | 26-Sep-08 |
| 12080 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 28-Apr-08 | | 26-Sep-08 |
| Bernard Street (inc.) to Foot of the Walk (exc.) | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 28-Apr-08 | 06-Oct-08 | 25-Sep-08 | 25-Sep-08 |
| Roadworks | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 06-Oct-08 | 06-Oct-08 | 25-Sep-08 | 25-Sep-08 |
| 12110 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 06-Oct-08 | | 25-Sep-08 |
| Bernard Street Tram Stop | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 28-Apr-08 | 28-Apr-08 | 25-Sep-08 | 25-Sep-08 |
| 12090 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 28-Apr-08 | | 25-Sep-08 |
| Trackworks | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 06-Oct-08 | 06-Oct-08 | 25-Sep-08 | 25-Sep-08 |
| 12100 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 06-Oct-08 | | 25-Sep-08 |
| 01B Foot of the Walk (inc.) to McDonald Road (exc.) | | 15-Jul-08 A | 784 | 02-Sep-11 | | 15-Mar-08 | 31-Aug-10 | 30-Jun-08 | 05-Nov-10 |
| 21 | 01B Foot of the Walk (inc.) to McDonald Road (exc.) | 15-Jul-08 A | 1159 | 02-Sep-11 | 22.69% | 15-Mar-08 | 31-Aug-10 | 30-Jun-08 | 05-Nov-10 |
| Foot of the walk (inc.) to Balfour Street (exc.) | | 10-Sep-08 A | 153 | 16-Feb-09 A | | 31-Mar-08 | 16-May-08 | 07-Jul-08 | 25-Sep-08 |
| Roadworks | | 10-Sep-08 A | 0 | 10-Sep-08 A | | 31-Mar-08 | 31-Mar-08 | 07-Jul-08 | 07-Jul-08 |
| 12140 | Issue Construction Drawings | | 0 | 10-Sep-08 A | 100% | | 31-Mar-08 | | 07-Jul-08 |
| Trackwork | | 10-Sep-08 A | 0 | 10-Sep-08 A | | 16-May-08 | 16-May-08 | 07-Jul-08 | 07-Jul-08 |
| 12130 | Issue Construction Drawings | | 0 | 10-Sep-08 A | 100% | | 16-May-08 | | 07-Jul-08 |
| Foot of the Walk Tram Stop | | 16-Feb-09 A | 0 | 16-Feb-09 A | | 28-Apr-08 | 28-Apr-08 | 25-Sep-08 | 25-Sep-08 |
| 12120 | Issue Construction Drawings | | 0 | 16-Feb-09 A | 100% | | 28-Apr-08 | | 25-Sep-08 |
| Balfour Street (inc.) to McDonald Road (exc.) | | 15-Jul-08 A | 541 | 07-Sep-10 | | 17-Mar-08 | 24-Sep-09 | 30-Jun-08 | 08-Feb-10 |
| Trackwork | | 10-Sep-08 A | 0 | 10-Sep-08 A | | 16-May-08 | 16-May-08 | 07-Jul-08 | 07-Jul-08 |
| 12150 | Issue Construction Drawings | | 0 | 10-Sep-08 A | 100% | | 16-May-08 | | 07-Jul-08 |
| Leith Walk Railway Bridge (S18) | | 07-Sep-10 | 0 | 07-Sep-10 | | 24-Sep-09 | 24-Sep-09 | 08-Feb-10 | 08-Feb-10 |
| 26 | Existing Structure | | 0 | 07-Sep-10 | 0% | | 24-Sep-09 | | 08-Feb-10 |
| Balfour Street Tram Stop | | 15-Jul-08 A | 0 | 15-Jul-08 A | | 17-Mar-08 | 17-Mar-08 | 30-Jun-08 | 30-Jun-08 |
| 12170 | Issue Construction Drawings | | 0 | 15-Jul-08 A | 100% | | 17-Mar-08 | | 30-Jun-08 |
| Roadworks | | 10-Sep-08 A | 0 | 10-Sep-08 A | | 16-May-08 | 16-May-08 | 07-Jul-08 | 07-Jul-08 |
| 12160 | Issue Construction Drawings | | 0 | 10-Sep-08 A | 100% | | 16-May-08 | | 07-Jul-08 |
| 01C McDonald Road (inc.) to Princess Street West (exc.) | | 01-Sep-08 A | 829 | 20-Jan-12 | | 15-Mar-08 | 11-Mar-11 | 27-Aug-08 | 11-Mar-11 |
| 29 | 01C McDonald Road (inc.) to Princess Street West (exc.) | 01-Sep-08 A | 1236 | 20-Jan-12 | 16.68% | 15-Mar-08 | 11-Mar-11 | 27-Aug-08 | 11-Mar-11 |
| McDonald Road (inc.) to Picardy Place (exc.) | | 01-Sep-08 A | 113 | 10-Dec-08 A | | 17-Mar-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |



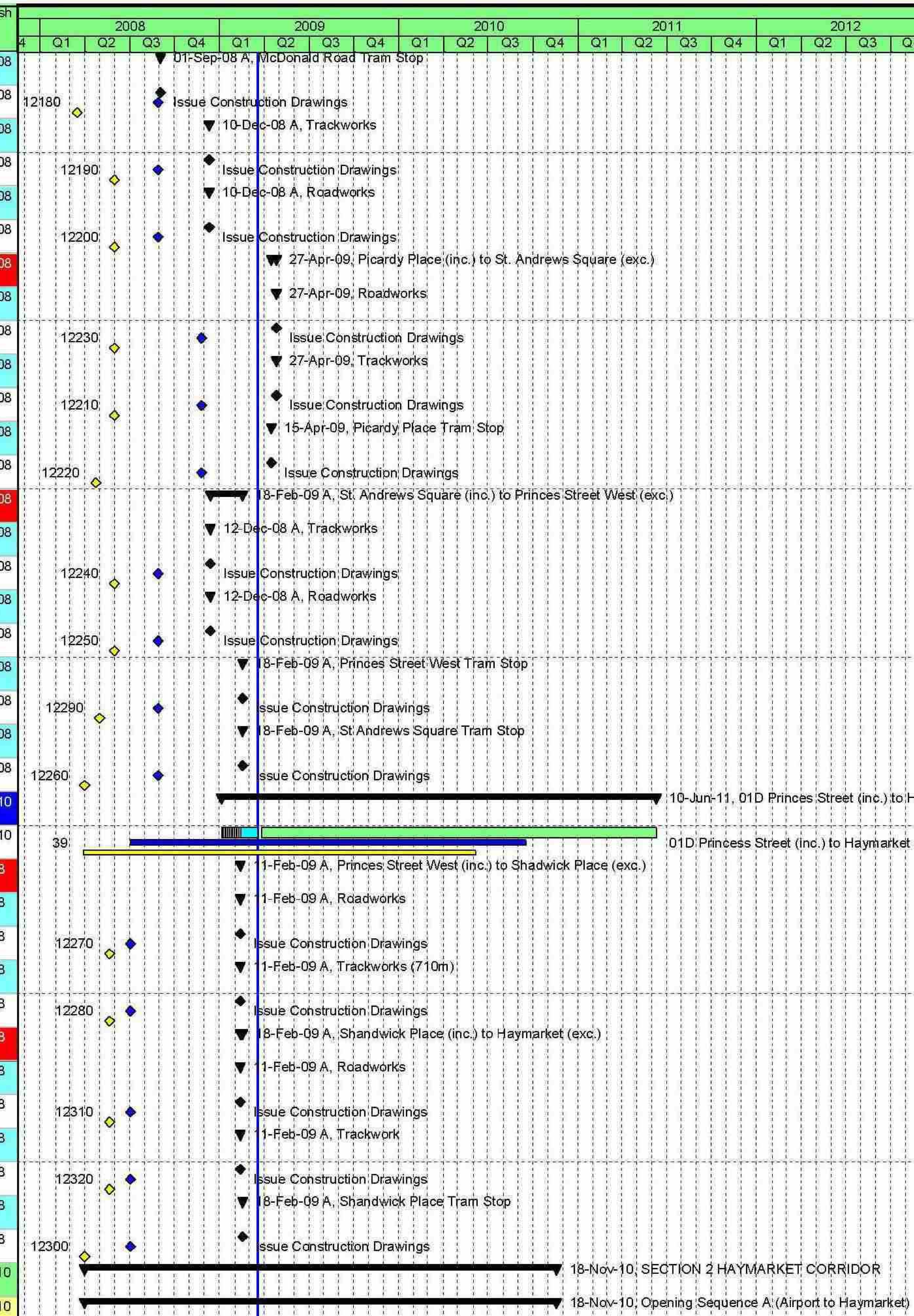

| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract
Sec Baseline Contract Rev.1
Actual Work
Remaining Work
Critical Remaining Work
Pri Baseline V26 Contract Milestone
Sec Baseline Contract Rev.1 Milestone
Milestone

BFB00112188_0013

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| **McDonald Road Tram Stop** | | 01-Sep-08 A | 0 | 01-Sep-08 A | | 17-Mar-08 | 17-Mar-08 | 27-Aug-08 | 27-Aug-08 |
| 12180 | Issue Construction Drawings | | 0 | 01-Sep-08 A | 100% | | 17-Mar-08 | | 27-Aug-08 |
| **Trackworks** | | 10-Dec-08 A | 0 | 10-Dec-08 A | | 30-May-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |
| 12190 | Issue Construction Drawings | | 0 | 10-Dec-08 A | 100% | | 30-May-08 | | 27-Aug-08 |
| **Roadworks** | | 10-Dec-08 A | 0 | 10-Dec-08 A | | 30-May-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |
| 12200 | Issue Construction Drawings | | 0 | 10-Dec-08 A | 100% | | 30-May-08 | | 27-Aug-08 |
| **Picardy Place (inc.) to St. Andrews Square (exc.)** | | 15-Apr-09 | 8 | 27-Apr-09 | | 24-Apr-08 | 30-May-08 | 25-Nov-08 | 25-Nov-08 |
| **Roadworks** | | 27-Apr-09 | 0 | 27-Apr-09 | | 30-May-08 | 30-May-08 | 25-Nov-08 | 25-Nov-08 |
| 12230 | Issue Construction Drawings | | 0 | 27-Apr-09* | 0% | | 30-May-08 | | 25-Nov-08 |
| **Trackworks** | | 27-Apr-09 | 0 | 27-Apr-09 | | 30-May-08 | 30-May-08 | 25-Nov-08 | 25-Nov-08 |
| 12210 | Issue Construction Drawings | | 0 | 27-Apr-09* | 0% | | 30-May-08 | | 25-Nov-08 |
| **Picardy Place Tram Stop** | | 15-Apr-09 | 0 | 15-Apr-09 | | 24-Apr-08 | 24-Apr-08 | 25-Nov-08 | 25-Nov-08 |
| 12220 | Issue Construction Drawings | | 0 | 15-Apr-09* | 0% | | 24-Apr-08 | | 25-Nov-08 |
| **St. Andrews Square (inc.) to Princes Street West (exc.)** | | 12-Dec-08 A | 0 | 18-Feb-09 A | | 31-Mar-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |
| **Trackworks** | | 12-Dec-08 A | 0 | 12-Dec-08 A | | 30-May-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |
| 12240 | Issue Construction Drawings | | 0 | 12-Dec-08 A | 100% | | 30-May-08 | | 27-Aug-08 |
| **Roadworks** | | 12-Dec-08 A | 0 | 12-Dec-08 A | | 30-May-08 | 30-May-08 | 27-Aug-08 | 27-Aug-08 |
| 12250 | Issue Construction Drawings | | 0 | 12-Dec-08 A | 100% | | 30-May-08 | | 27-Aug-08 |
| **Princes Street West Tram Stop** | | 18-Feb-09 A | 0 | 18-Feb-09 A | | 30-Apr-08 | 30-Apr-08 | 27-Aug-08 | 27-Aug-08 |
| 12290 | Issue Construction Drawings | | 0 | 18-Feb-09 A | 100% | | 30-Apr-08 | | 27-Aug-08 |
| **St Andrews Square Tram Stop** | | 18-Feb-09 A | 0 | 18-Feb-09 A | | 31-Mar-08 | 31-Mar-08 | 27-Aug-08 | 27-Aug-08 |
| 12260 | Issue Construction Drawings | | 0 | 18-Feb-09 A | 100% | | 31-Mar-08 | | 27-Aug-08 |
| **01D Princes Street (inc.) to Haymarket (exc.)** | | 05-Jan-09 A | 567 | 10-Jun-11 | | 29-Mar-08 | 07-Jun-10 | 04-Jul-08 | 17-Sep-10 |
| 39 | 01D Princess Street (inc.) to Haymarket (exc.) | 05-Jan-09 A | 840 | 10-Jun-11 | 4.17% | 29-Mar-08 | 07-Jun-10 | 04-Jul-08 | 17-Sep-10 |
| **Princes Street West (inc.) to Shadwick Place (exc.)** | | 11-Feb-09 A | 0 | 11-Feb-09 A | | 22-May-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| **Roadworks** | | 11-Feb-09 A | 0 | 11-Feb-09 A | | 22-May-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| 12270 | Issue Construction Drawings | | 0 | 11-Feb-09 A | 100% | | 22-May-08 | | 04-Jul-08 |
| **Trackworks (710m)** | | 11-Feb-09 A | 0 | 11-Feb-09 A | | 22-May-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| 12280 | Issue Construction Drawings | | 0 | 11-Feb-09 A | 100% | | 22-May-08 | | 04-Jul-08 |
| **Shandwick Place (inc.) to Haymarket (exc.)** | | 11-Feb-09 A | 0 | 18-Feb-09 A | | 31-Mar-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| **Roadworks** | | 11-Feb-09 A | 0 | 11-Feb-09 A | | 22-May-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| 12310 | Issue Construction Drawings | | 0 | 11-Feb-09 A | 100% | | 22-May-08 | | 04-Jul-08 |
| **Trackwork** | | 11-Feb-09 A | 0 | 11-Feb-09 A | | 22-May-08 | 22-May-08 | 04-Jul-08 | 04-Jul-08 |
| 12320 | Issue Construction Drawings | | 0 | 11-Feb-09 A | 100% | | 22-May-08 | | 04-Jul-08 |
| **Shandwick Place Tram Stop** | | 18-Feb-09 A | 0 | 18-Feb-09 A | | 31-Mar-08 | 31-Mar-08 | 04-Jul-08 | 04-Jul-08 |
| 12300 | Issue Construction Drawings | | 0 | 18-Feb-09 A | 100% | | 31-Mar-08 | | 04-Jul-08 |
| **SECTION 2 HAYMARKET CORRIDOR** | | 31-Mar-08 A | 590 | 18-Nov-10 | | 01-Apr-08 | 11-Jan-10 | 01-Apr-08 | 03-Mar-10 |
| **Opening Sequence A (Airport to Haymarket)** | | 31-Mar-08 A | 590 | 18-Nov-10 | | 01-Apr-08 | 11-Jan-10 | 01-Apr-08 | 03-Mar-10 |

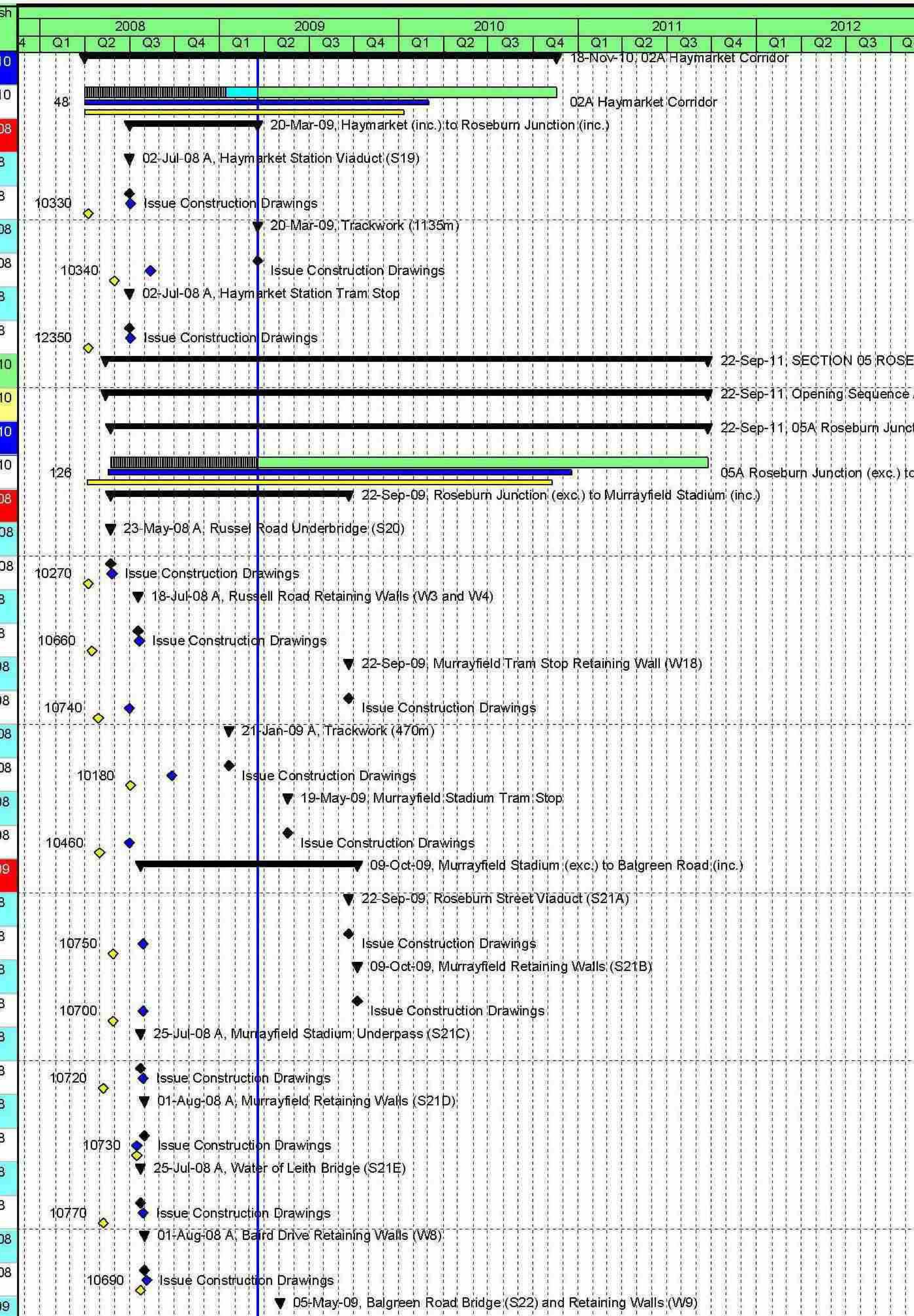



| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract
Sec Baseline Contract Rev.1
Actual Work
Remaining Work
Critical Remaining Work
Pri Baseline V26 Contract Milestone
Sec Baseline Contract Rev.1 Milestone
Milestone

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| **02A Haymarket Corridor** | | 31-Mar-08 A | 590 | 18-Nov-10 | | 01-Apr-08 | 11-Jan-10 | 01-Apr-08 | 03-Mar-10 |
| 48 | 02A Haymarket Corridor | 31-Mar-08 A | 868 | 18-Nov-10 | 29.95% | 01-Apr-08 | 11-Jan-10 | 01-Apr-08 | 03-Mar-10 |
| **Haymarket (inc.) to Roseburn Junction (inc.)** | | 02-Jul-08 A | 175 | 20-Mar-09 | | 09-Apr-08 | 30-May-08 | 03-Jul-08 | 12-Aug-08 |
| **Haymarket Station Viaduct (S19)** | | 02-Jul-08 A | 0 | 02-Jul-08 A | | 09-Apr-08 | 09-Apr-08 | 03-Jul-08 | 03-Jul-08 |
| 10330 | Issue Construction Drawings | | 0 | 02-Jul-08 A | 100% | | 09-Apr-08 | | 03-Jul-08 |
| **Trackwork (1135m)** | | 20-Mar-09 | 0 | 20-Mar-09 | | 30-May-08 | 30-May-08 | 12-Aug-08 | 12-Aug-08 |
| 10340 | Issue Construction Drawings | | 0 | 20-Mar-09* | 0% | | 30-May-08 | | 12-Aug-08 |
| **Haymarket Station Tram Stop** | | 02-Jul-08 A | 0 | 02-Jul-08 A | | 09-Apr-08 | 09-Apr-08 | 03-Jul-08 | 03-Jul-08 |
| 12350 | Issue Construction Drawings | | 0 | 02-Jul-08 A | 100% | | 09-Apr-08 | | 03-Jul-08 |
| **SECTION 05 ROSEBURN JUNCTION TO GOGAR** | | 13-May-08 A | 830 | 22-Sep-11 | | 27-Mar-08 | 09-Nov-10 | 14-May-08 | 20-Dec-10 |
| **Opening Sequence A (Airport to Haymarket)** | | 13-May-08 A | 830 | 22-Sep-11 | | 27-Mar-08 | 09-Nov-10 | 14-May-08 | 20-Dec-10 |
| **05A Roseburn Junction (exc.) to Balgreen Road (inc.)** | | 23-May-08 A | 822 | 22-Sep-11 | | 05-Apr-08 | 09-Nov-10 | 19-May-08 | 20-Dec-10 |
| 126 | 05A Roseburn Junction (exc.) to Balgreen Road (inc.) | 23-May-08 A | 1213 | 22-Sep-11 | 24.48% | 05-Apr-08 | 09-Nov-10 | 19-May-08 | 20-Dec-10 |
| **Roseburn Junction (exc.) to Murrayfield Stadium (inc.)** | | 23-May-08 A | 330 | 22-Sep-09 | | 09-Apr-08 | 04-Jul-08 | 27-May-08 | 24-Sep-08 |
| **Russel Road Underbridge (S20)** | | 23-May-08 A | 0 | 23-May-08 A | | 09-Apr-08 | 09-Apr-08 | 27-May-08 | 27-May-08 |
| 10270 | Issue Construction Drawings | | 0 | 23-May-08 A | 100% | | 09-Apr-08 | | 27-May-08 |
| **Russell Road Retaining Walls (W3 and W4)** | | 18-Jul-08 A | 0 | 18-Jul-08 A | | 16-Apr-08 | 16-Apr-08 | 21-Jul-08 | 21-Jul-08 |
| 10660 | Issue Construction Drawings | | 0 | 18-Jul-08 A | 100% | | 16-Apr-08 | | 21-Jul-08 |
| **Murrayfield Tram Stop Retaining Wall (W18)** | | 22-Sep-09 | 0 | 22-Sep-09 | | 29-Apr-08 | 29-Apr-08 | 30-Jun-08 | 30-Jun-08 |
| 10740 | Issue Construction Drawings | | 0 | 22-Sep-09* | 0% | | 29-Apr-08 | | 30-Jun-08 |
| **Trackwork (470m)** | | 21-Jan-09 A | 0 | 21-Jan-09 A | | 04-Jul-08 | 04-Jul-08 | 24-Sep-08 | 24-Sep-08 |
| 10180 | Issue Construction Drawings | | 0 | 21-Jan-09 A | 100% | | 04-Jul-08 | | 24-Sep-08 |
| **Murrayfield Stadium Tram Stop** | | 19-May-09 | 0 | 19-May-09 | | 01-May-08 | 01-May-08 | 30-Jun-08 | 30-Jun-08 |
| 10460 | Issue Construction Drawings | | 0 | 19-May-09* | 0% | | 01-May-08 | | 30-Jun-08 |
| **Murrayfield Stadium (exc.) to Balgreen Road (inc.)** | | 24-Jul-08 A | 306 | 09-Oct-09 | | 09-May-08 | 13-Oct-08 | 17-Jul-08 | 06-Jan-09 |
| **Roseburn Street Viaduct (S21A)** | | 22-Sep-09 | 0 | 22-Sep-09 | | 28-May-08 | 28-May-08 | 28-Jul-08 | 28-Jul-08 |
| 10750 | Issue Construction Drawings | | 0 | 22-Sep-09* | 0% | | 28-May-08 | | 28-Jul-08 |
| **Murrayfield Retaining Walls (S21B)** | | 09-Oct-09 | 0 | 09-Oct-09 | | 28-May-08 | 28-May-08 | 28-Jul-08 | 28-Jul-08 |
| 10700 | Issue Construction Drawings | | 0 | 09-Oct-09* | 0% | | 28-May-08 | | 28-Jul-08 |
| **Murrayfield Stadium Underpass (S21C)** | | 25-Jul-08 A | 0 | 25-Jul-08 A | | 09-May-08 | 09-May-08 | 28-Jul-08 | 28-Jul-08 |
| 10720 | Issue Construction Drawings | | 0 | 25-Jul-08 A | 100% | | 09-May-08 | | 28-Jul-08 |
| **Murrayfield Retaining Walls (S21D)** | | 01-Aug-08 A | 0 | 01-Aug-08 A | | 17-Jul-08 | 17-Jul-08 | 17-Jul-08 | 17-Jul-08 |
| 10730 | Issue Construction Drawings | | 0 | 01-Aug-08 A | 100% | | 17-Jul-08 | | 17-Jul-08 |
| **Water of Leith Bridge (S21E)** | | 25-Jul-08 A | 0 | 25-Jul-08 A | | 09-May-08 | 09-May-08 | 28-Jul-08 | 28-Jul-08 |
| 10770 | Issue Construction Drawings | | 0 | 25-Jul-08 A | 100% | | 09-May-08 | | 28-Jul-08 |
| **Baird Drive Retaining Walls (W8)** | | 01-Aug-08 A | 0 | 01-Aug-08 A | | 24-Jul-08 | 24-Jul-08 | 05-Aug-08 | 05-Aug-08 |
| 10690 | Issue Construction Drawings | | 0 | 01-Aug-08 A | 100% | | 24-Jul-08 | | 05-Aug-08 |
| **Balgreen Road Bridge (S22) and Retaining Walls (W9)** | | 05-May-09 | 0 | 05-May-09 | | 13-Oct-08 | 13-Oct-08 | 06-Jan-09 | 06-Jan-09 |




| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract — Sec Baseline Contract Rev.1 — Actual Work — Remaining Work — Critical Remaining Work — Pri Baseline V26 Contract Milestone — Sec Baseline Contract Rev.1 Milestone — Milestone

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| 10710 | Issue Construction Drawings | | 0 | 05-May-09* | 0% | | 13-Oct-08 | | 06-Jan-09 |
| Trackwork (1006m) | | 21-Jan-09 A | 0 | 21-Jan-09 A | | 04-Jul-08 | 04-Jul-08 | 25-Sep-08 | 25-Sep-08 |
| 10080 | Issue Construction Drawings | | 0 | 21-Jan-09 A | 100% | | 04-Jul-08 | | 25-Sep-08 |
| Balgreen Road Tram Stop | | 24-Jul-08 A | 0 | 24-Jul-08 A | | 27-Jun-08 | 27-Jun-08 | 25-Jul-08 | 25-Jul-08 |
| 10790 | Issue Construction Drawings | | 0 | 24-Jul-08 A | 100% | | 27-Jun-08 | | 25-Jul-08 |
| 05B Balgreen Road (exc.) to Edinburgh Park Central (inc.) | | 23-May-08 A | 202 | 20-Mar-09 | | 27-Mar-08 | 23-Jul-08 | 27-May-08 | 22-Jul-08 |
| Balgreen Road (exc.) to Saughton Road North (inc.) | | 13-Jun-08 A | 168 | 25-Nov-08 A | | 27-Mar-08 | 23-Jul-08 | 16-Jun-08 | 22-Jul-08 |
| Saughton Road North Tram Stop | | 13-Jun-08 A | 0 | 13-Jun-08 A | | 27-Mar-08 | 27-Mar-08 | 16-Jun-08 | 16-Jun-08 |
| 10840 | Issue Construction Drawings | | 0 | 13-Jun-08 A | 100% | | 27-Mar-08 | | 16-Jun-08 |
| Carricknowe Bridge (S23) | | 10-Jul-08 A | 0 | 10-Jul-08 A | | 23-Jul-08 | 23-Jul-08 | 14-Jul-08 | 14-Jul-08 |
| 10810 | Issue Construction Drawings | | 0 | 10-Jul-08 A | 100% | | 23-Jul-08 | | 14-Jul-08 |
| Trackwork (1690m) | | 25-Nov-08 A | 0 | 25-Nov-08 A | | 27-Jun-08 | 27-Jun-08 | 22-Jul-08 | 22-Jul-08 |
| 12830 | Issue Construction Drawings | | 0 | 25-Nov-08 A | 100% | | 27-Jun-08 | | 22-Jul-08 |
| Saughton Road North (exc.) to Bankhead (inc.) | | 11-Jul-08 A | 95 | 20-Mar-09 | | 13-May-08 | 27-Jun-08 | 27-May-08 | 22-Jul-08 |
| Bankhead Retaining Wall (W11) | | 20-Mar-09 | 0 | 20-Mar-09 | | 13-May-08 | 13-May-08 | 27-May-08 | 27-May-08 |
| 10860 | Issue Construction Drawings | | 0 | 20-Mar-09* | 0% | | 13-May-08 | | 27-May-08 |
| Bankhead Tram Stop | | 11-Jul-08 A | 0 | 11-Jul-08 A | | 27-Jun-08 | 27-Jun-08 | 14-Jul-08 | 14-Jul-08 |
| 12870 | Issue Construction Drawings | | 0 | 11-Jul-08 A | 100% | | 27-Jun-08 | | 14-Jul-08 |
| Trackwork (1260m) | | 25-Nov-08 A | 0 | 25-Nov-08 A | | 27-Jun-08 | 27-Jun-08 | 22-Jul-08 | 22-Jul-08 |
| 12890 | Issue Construction Drawings | | 0 | 25-Nov-08 A | 100% | | 27-Jun-08 | | 22-Jul-08 |
| South Gyle Access Bridge (S26) | | 20-Mar-09 | 0 | 20-Mar-09 | | 15-May-08 | 15-May-08 | 27-May-08 | 27-May-08 |
| 12880 | Issue Construction Drawings | | 0 | 20-Mar-09* | 0% | | 15-May-08 | | 27-May-08 |
| Bankhead (exc.) to Edinburgh Park Station (inc.) | | 11-Jul-08 A | 148 | 25-Nov-08 A | | 27-Jun-08 | 27-Jun-08 | 14-Jul-08 | 22-Jul-08 |
| Edinburgh Park Station Tram Stop | | 11-Jul-08 A | 0 | 11-Jul-08 A | | 27-Jun-08 | 27-Jun-08 | 14-Jul-08 | 14-Jul-08 |
| 12910 | Issue Construction Drawings | | 0 | 11-Jul-08 A | 100% | | 27-Jun-08 | | 14-Jul-08 |
| Trackwork (790m) | | 25-Nov-08 A | 0 | 25-Nov-08 A | | 27-Jun-08 | 27-Jun-08 | 22-Jul-08 | 22-Jul-08 |
| 12900 | Issue Construction Drawings | | 0 | 25-Nov-08 A | 100% | | 27-Jun-08 | | 22-Jul-08 |
| Edinburgh Park Station (exc.) to Edinburgh Park Central (inc.) | | 23-May-08 A | 182 | 25-Nov-08 A | | 27-Jun-08 | 08-Jul-08 | 27-May-08 | 22-Jul-08 |
| Trackwork (854m) | | 25-Nov-08 A | 0 | 25-Nov-08 A | | 27-Jun-08 | 27-Jun-08 | 22-Jul-08 | 22-Jul-08 |
| 12930 | Issue Construction Drawings | | 0 | 25-Nov-08 A | 100% | | 27-Jun-08 | | 22-Jul-08 |
| Edinburgh Park Station Bridge (S27) | | 23-May-08 A | 0 | 23-May-08 A | | 08-Jul-08 | 08-Jul-08 | 27-May-08 | 27-May-08 |
| 12940 | Issue Construction Drawings | | 0 | 23-May-08 A | 100% | | 08-Jul-08 | | 27-May-08 |
| Edinburgh Park Central Tram Stop | | 11-Jul-08 A | 0 | 11-Jul-08 A | | 27-Jun-08 | 27-Jun-08 | 14-Jul-08 | 14-Jul-08 |
| 12920 | Issue Construction Drawings | | 0 | 11-Jul-08 A | 100% | | 27-Jun-08 | | 14-Jul-08 |
| 05C Edinburgh Park Central (exc.) to Gogarburn (inc.) | | 13-May-08 A | 782 | 15-Jul-11 | | 29-Mar-08 | 09-Jul-10 | 14-May-08 | 20-Sep-10 |
| 137 | 05C Edinburgh Park (exc.) to Gogarburn (inc.) | 13-May-08 A | 1157 | 15-Jul-11 | 26.79% | 29-Mar-08 | 09-Jul-10 | 14-May-08 | 20-Sep-10 |
| Edinburgh Park (exc.) to Gyle Centre (inc.) | | 13-May-08 A | 190 | 14-Jan-09 A | | 24-Apr-08 | 10-Jun-08 | 14-May-08 | 12-Sep-08 |
| Gyle Centre Tram Stop Retaining Wall (W16) | | 13-May-08 A | 0 | 13-May-08 A | | 24-Apr-08 | 24-Apr-08 | 14-May-08 | 14-May-08 |

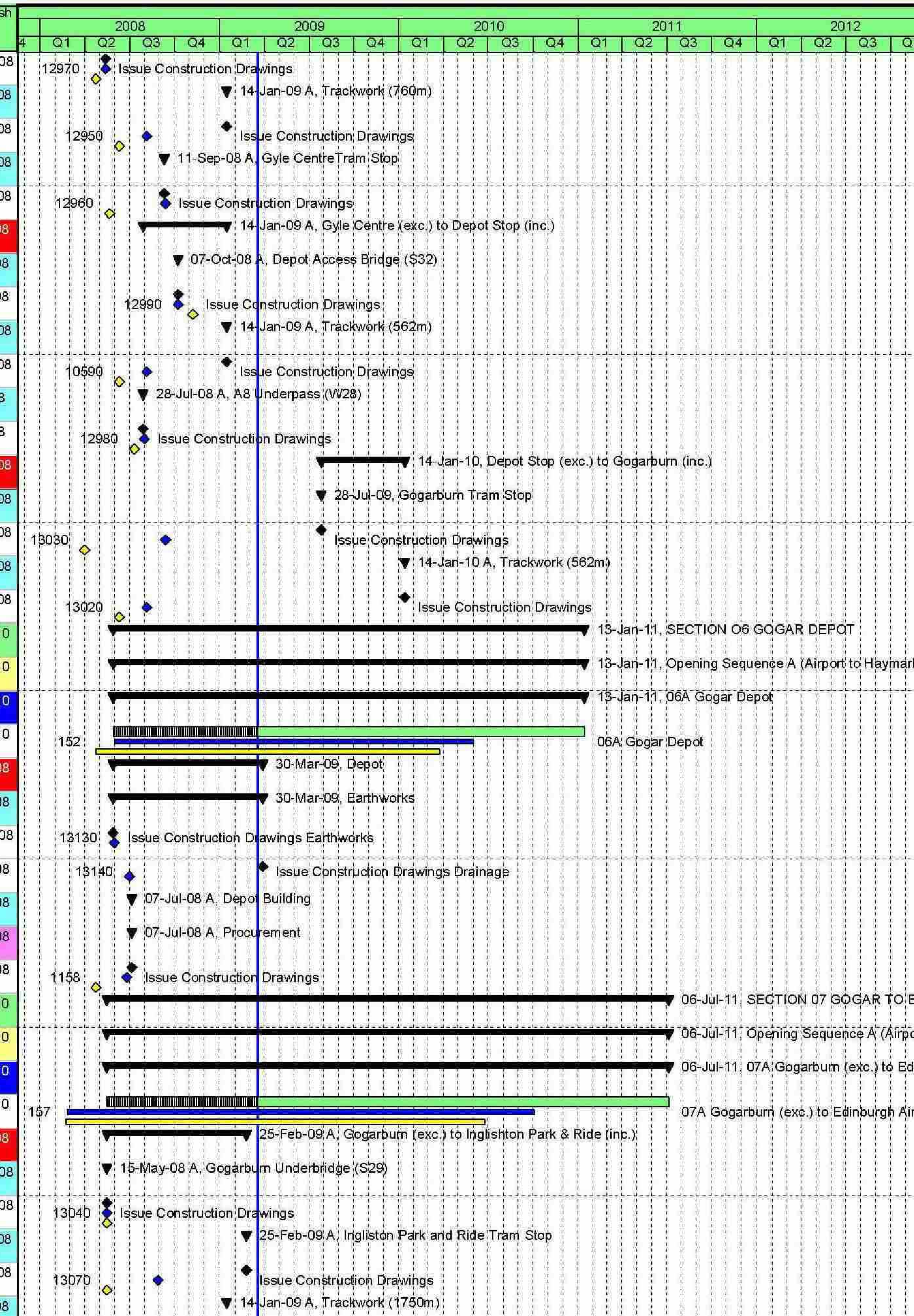

| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract — Sec Baseline Contract Rev.1 — Actual Work — Remaining Work — Critical Remaining Work — Pri Baseline V26 Contract Milestone — Sec Baseline Contract Rev.1 Milestone — Milestone

BFB00112188_0016

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| 12970 | Issue Construction Drawings | | 0 | 13-May-08 A | 100% | | 24-Apr-08 | | 14-May-08 |
| **Trackwork (760m)** | | 14-Jan-09 A | 0 | 14-Jan-09 A | | 10-Jun-08 | 10-Jun-08 | 05-Aug-08 | 05-Aug-08 |
| 12950 | Issue Construction Drawings | | 0 | 14-Jan-09 A | 100% | | 10-Jun-08 | | 05-Aug-08 |
| **Gyle CentreTram Stop** | | 11-Sep-08 A | 0 | 11-Sep-08 A | | 22-May-08 | 22-May-08 | 12-Sep-08 | 12-Sep-08 |
| 12960 | Issue Construction Drawings | | 0 | 11-Sep-08 A | 100% | | 22-May-08 | | 12-Sep-08 |
| **Gyle Centre (exc.) to Depot Stop (inc.)** | | 28-Jul-08 A | 136 | 14-Jan-09 A | | 10-Jun-08 | 07-Nov-08 | 30-Jul-08 | 08-Oct-08 |
| **Depot Access Bridge (S32)** | | 07-Oct-08 A | 0 | 07-Oct-08 A | | 07-Nov-08 | 07-Nov-08 | 08-Oct-08 | 08-Oct-08 |
| 12990 | Issue Construction Drawings | | 0 | 07-Oct-08 A | 100% | | 07-Nov-08 | | 08-Oct-08 |
| **Trackwork (562m)** | | 14-Jan-09 A | 0 | 14-Jan-09 A | | 10-Jun-08 | 10-Jun-08 | 05-Aug-08 | 05-Aug-08 |
| 10590 | Issue Construction Drawings | | 0 | 14-Jan-09 A | 100% | | 10-Jun-08 | | 05-Aug-08 |
| **A8 Underpass (W28)** | | 28-Jul-08 A | 0 | 28-Jul-08 A | | 10-Jul-08 | 10-Jul-08 | 30-Jul-08 | 30-Jul-08 |
| 12980 | Issue Construction Drawings | | 0 | 28-Jul-08 A | 100% | | 10-Jul-08 | | 30-Jul-08 |
| **Depot Stop (exc.) to Gogarburn (inc.)** | | 28-Jul-09 A | 35 | 14-Jan-10 | | 31-Mar-08 | 10-Jun-08 | 05-Aug-08 | 12-Sep-08 |
| **Gogarburn Tram Stop** | | 28-Jul-09 | 0 | 28-Jul-09 | | 31-Mar-08 | 31-Mar-08 | 12-Sep-08 | 12-Sep-08 |
| 13030 | Issue Construction Drawings | | 0 | 28-Jul-09* | 0% | | 31-Mar-08 | | 12-Sep-08 |
| **Trackwork (562m)** | | 14-Jan-10 A | 0 | 14-Jan-10 A | | 10-Jun-08 | 10-Jun-08 | 05-Aug-08 | 05-Aug-08 |
| 13020 | Issue Construction Drawings | | 0 | 14-Jan-10 A | 100% | | 10-Jun-08 | | 05-Aug-08 |
| **SECTION 06 GOGAR DEPOT** | | 29-May-08 A | 644 | 13-Jan-11 | | 22-Apr-08 | 25-Mar-10 | 30-May-08 | 01-Jun-10 |
| **Opening Sequence A (Airport to Haymarket)** | | 29-May-08 A | 644 | 13-Jan-11 | | 22-Apr-08 | 25-Mar-10 | 30-May-08 | 01-Jun-10 |
| **06A Gogar Depot** | | 29-May-08 A | 644 | 13-Jan-11 | | 22-Apr-08 | 25-Mar-10 | 30-May-08 | 01-Jun-10 |
| 152 | 06A Gogar Depot | 29-May-08 A | 959 | 13-Jan-11 | 30.66% | 22-Apr-08 | 25-Mar-10 | 30-May-08 | 01-Jun-10 |
| **Depot** | | 29-May-08 A | 205 | 30-Mar-09 | | 22-Apr-08 | 22-Apr-08 | 30-May-08 | 30-Jun-08 |
| **Earthworks** | | 29-May-08 A | 205 | 30-Mar-09 | | | | 30-May-08 | 30-Jun-08 |
| 13130 | Issue Construction Drawings Earthworks | | 0 | 29-May-08 A | 100% | | | | 30-May-08 |
| 13140 | Issue Construction Drawings Drainage | | 0 | 30-Mar-09* | 0% | | | | 30-Jun-08 |
| **Depot Building** | | 07-Jul-08 A | 0 | 07-Jul-08 A | | 22-Apr-08 | 22-Apr-08 | 25-Jun-08 | 25-Jun-08 |
| **Procurement** | | 07-Jul-08 A | 0 | 07-Jul-08 A | | 22-Apr-08 | 22-Apr-08 | 25-Jun-08 | 25-Jun-08 |
| 1158 | Issue Construction Drawings | | 0 | 07-Jul-08 A | 100% | | 22-Apr-08 | | 25-Jun-08 |
| **SECTION 07 GOGAR TO EDINBURGH AIRPORT** | | 15-May-08 A | 774 | 06-Jul-11 | | 23-Feb-08 | 25-Jun-10 | 25-Feb-08 | 05-Oct-10 |
| **Opening Sequence A (Airport to Haymarket)** | | 15-May-08 A | 774 | 06-Jul-11 | | 23-Feb-08 | 25-Jun-10 | 25-Feb-08 | 05-Oct-10 |
| **07A Gogarburn (exc.) to Edinburgh Airport (inc.)** | | 15-May-08 A | 774 | 06-Jul-11 | | 23-Feb-08 | 25-Jun-10 | 25-Feb-08 | 05-Oct-10 |
| 157 | 07A Gogarburn (exc.) to Edinburgh Airport (inc.) | 15-May-08 A | 1147 | 06-Jul-11 | 26.94% | 23-Feb-08 | 25-Jun-10 | 25-Feb-08 | 05-Oct-10 |
| **Gogarburn (exc.) to Inglishton Park & Ride (inc.)** | | 15-May-08 A | 189 | 25-Feb-09 A | | 15-May-08 | 08-Aug-08 | 15-May-08 | 02-Oct-08 |
| **Gogarburn Underbridge (S29)** | | 15-May-08 A | 0 | 15-May-08 A | | 15-May-08 | 15-May-08 | 15-May-08 | 15-May-08 |
| 13040 | Issue Construction Drawings | | 0 | 15-May-08 A | 100% | | 15-May-08 | | 15-May-08 |
| **Ingliston Park and Ride Tram Stop** | | 25-Feb-09 A | 0 | 25-Feb-09 A | | 15-May-08 | 15-May-08 | 27-Aug-08 | 27-Aug-08 |
| 13070 | Issue Construction Drawings | | 0 | 25-Feb-09 A | 100% | | 15-May-08 | | 27-Aug-08 |
| **Trackwork (1750m)** | | 14-Jan-09 A | 0 | 14-Jan-09 A | | 08-Aug-08 | 08-Aug-08 | 02-Oct-08 | 02-Oct-08 |

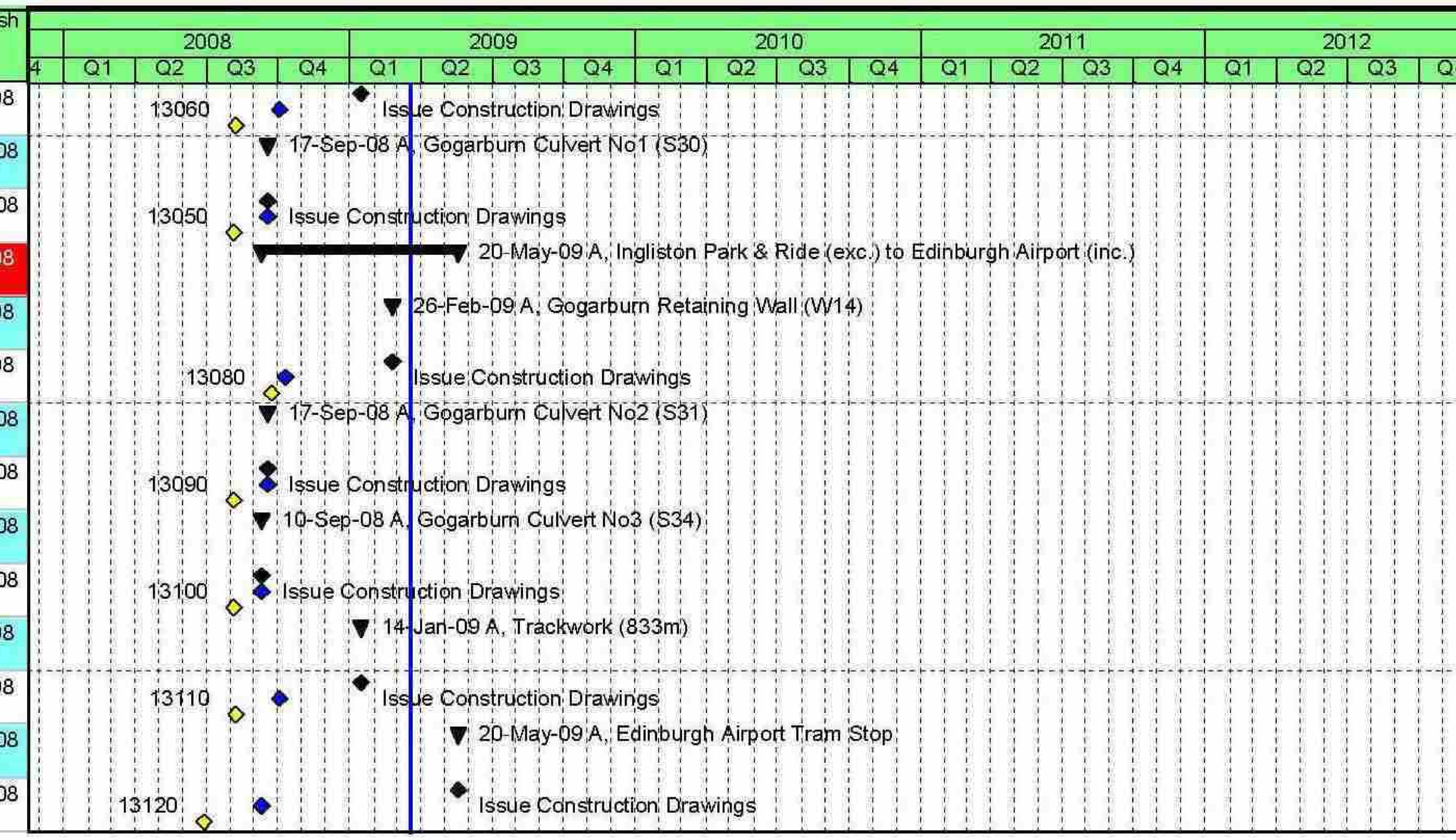



| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



Pri Baseline V26 Contract
Sec Baseline Contract Rev.1
Actual Work
Remaining Work
Critical Remaining Work
Pri Baseline V26 Contract Milestone
Sec Baseline Contract Rev.1 Milestone
Milestone

| Activity ID | Activity Name | Start | Original Duration | Finish | Activity % Complete | BL1 Start | BL1 Finish | BL2 Start | BL2 Finish |
|---|---|---|---|---|---|---|---|---|---|
| 13060 | Issue Construction Drawings | | 0 | 14-Jan-09 A | 100% | | 08-Aug-08 | | 02-Oct-08 |
| **Gogarburn Culvert No1 (S30)** | | 17-Sep-08 A | 0 | 17-Sep-08 A | | 05-Aug-08 | 05-Aug-08 | 18-Sep-08 | 18-Sep-08 |
| 13050 | Issue Construction Drawings | | 0 | 17-Sep-08 A | 100% | | 05-Aug-08 | | 18-Sep-08 |
| **Ingliston Park & Ride (exc.) to Edinburgh Airport (inc.)** | | 10-Sep-08 A | 143 | 20-May-09 A | | 27-Jun-08 | 22-Sep-08 | 10-Sep-08 | 09-Oct-08 |
| **Gogarburn Retaining Wall (W14)** | | 26-Feb-09 A | 0 | 26-Feb-09 A | | 22-Sep-08 | 22-Sep-08 | 09-Oct-08 | 09-Oct-08 |
| 13080 | Issue Construction Drawings | | 0 | 26-Feb-09 A | 100% | | 22-Sep-08 | | 09-Oct-08 |
| **Gogarburn Culvert No2 (S31)** | | 17-Sep-08 A | 0 | 17-Sep-08 A | | 05-Aug-08 | 05-Aug-08 | 18-Sep-08 | 18-Sep-08 |
| 13090 | Issue Construction Drawings | | 0 | 17-Sep-08 A | 100% | | 05-Aug-08 | | 18-Sep-08 |
| **Gogarburn Culvert No3 (S34)** | | 10-Sep-08 A | 0 | 10-Sep-08 A | | 05-Aug-08 | 05-Aug-08 | 11-Sep-08 | 11-Sep-08 |
| 13100 | Issue Construction Drawings | | 0 | 10-Sep-08 A | 100% | | 05-Aug-08 | | 11-Sep-08 |
| **Trackwork (833m)** | | 14-Jan-09 A | 0 | 14-Jan-09 A | | 08-Aug-08 | 08-Aug-08 | 02-Oct-08 | 02-Oct-08 |
| 13110 | Issue Construction Drawings | | 0 | 14-Jan-09 A | 100% | | 08-Aug-08 | | 02-Oct-08 |
| **Edinburgh Airport Tram Stop** | | 20-May-09 A | 0 | 20-May-09 A | | 27-Jun-08 | 27-Jun-08 | 10-Sep-08 | 10-Sep-08 |
| 13120 | Issue Construction Drawings | | 0 | 20-May-09 A | 100% | | 27-Jun-08 | | 10-Sep-08 |




| Date | Revision | Checked | Approved |
|---|---|---|---|
| 21-Nov-08 | | SCS | |
| 23-Mar-09 | Updated with SDS V42 + BL Contract V26 & Rev.1 | JAC | |



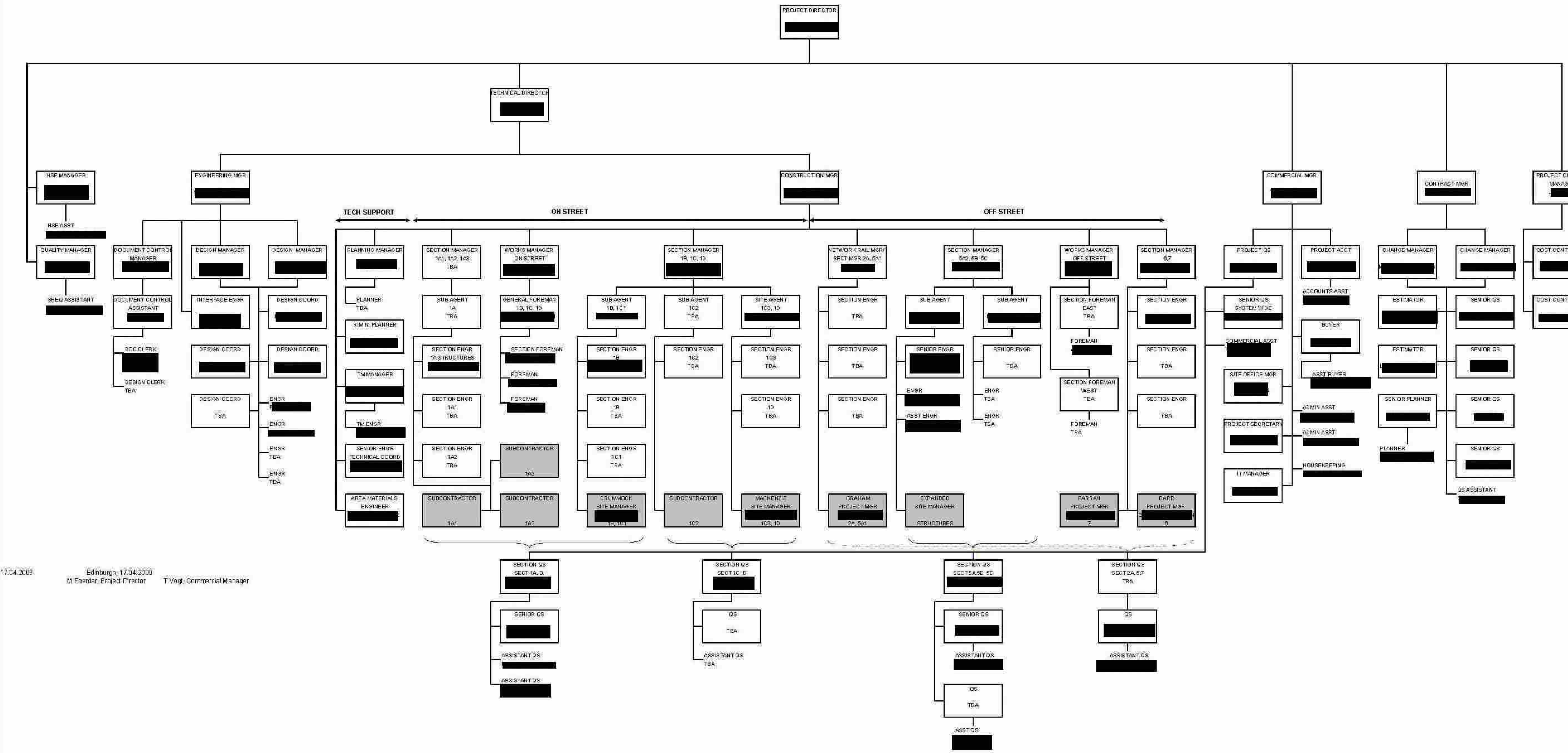
Pri Baseline V26 Contract
Sec Baseline Contract Rev.1
Actual Work
Remaining Work
Critical Remaining Work
Pri Baseline V26 Contract Milestone
Sec Baseline Contract Rev.1 Milestone
Milestone

BFB00112188_0018

Project: **Edinburgh Tram Network**
as per: **31/03/2009**

BILFINGER BERGER Civil

## 2.05 Organisation Chart




Edinburgh, 17.04.2009

Edinburgh, 17.04.2009
M Foerder, Project Director

T Vogt, Commercial Manager

**EDINBURGH TRAM NETWORK**

**CIVIL WORKS TEAM**

REV 15, 01/04/09

| | | |
|---|---|---|
| **Project:** | **Edinburgh Tram Network** | BILFINGER BERGER Civil |
| **as per:** | **31/03/2009** | |

## 2.06a Staff List

| employed as | Depart-ment | **ETN Staff MaMo March 09** | Names | planned start date | start date | planned release date | release date | estim. total mamo without tender portion | forec. total mamo without tender portion | actual total mamo without tender portion |
|---|---|---|---|---|---|---|---|---|---|---|
| cloc | DC | Document Control Manager | [redacted] | | 04/02/08 | 31/12/11 | | 38 | 43 | 10.0 |
| ~~cloc~~ | ~~PMC~~ | ~~Project Director~~ | [redacted] | | ~~01/01/08~~ | ~~15/09/08~~ | ~~15/09/08~~ | ~~0~~ | ~~3~~ | ~~3~~ |
| ~~cloc~~ | ~~PMC~~ | ~~Engineering Manager~~ | [redacted] | - | ~~15/01/08~~ | ~~15/09/08~~ | ~~15/09/08~~ | ~~0~~ | ~~2~~ | ~~1.75~~ |
| cloc | PMC | Personnel Assistant | [redacted] | | 01/04/08 | 31/12/11 | | 38 | 43 | 10 |
| ~~cloc~~ | ~~PMC~~ | ~~Project Director~~ | [redacted] | | ~~16/06/08~~ | ~~31/12/11~~ | | ~~9~~ | ~~10~~ | ~~8.5~~ |
| cexp | PMC | Project Director | [redacted] | | 01/03/09 | 31/12/11 | | 30 | 34 | 1 |
| cloc | PMC | Traffic Management Manager | [redacted] | | 23/06/08 | 31/12/10 | | 37 | 30 | 9.25 |
| ~~cloc~~ | ~~PMC~~ | ~~Quality Manager~~ | [redacted] | | ~~23/06/08~~ | ~~31/07/11~~ | ~~30/09/08~~ | ~~0~~ | ~~3~~ | ~~3.25~~ |
| cloc | PMC | Quality Manager | [redacted] | | 22/10/08 | 31/07/11 | | 38 | 33 | 5.3 |
| cloc | PMC | Health, Safety and Env. Manager | [redacted] | | 22/07/08 | 30/04/11 | | 35 | 33 | 8.25 |
| ~~cloc~~ | ~~PMC~~ | ~~Planning Manager (Programme Man.) freel.~~ | [redacted] | ~~28/07/08~~ | ~~01/01/08~~ | ~~30/09/08~~ | ~~30/09/08~~ | ~~31~~ | ~~3~~ | ~~2.5~~ |
| cloc | PMC | Project Accountant exp. | [redacted] | | 01/10/08 | 31/12/11 | | 38 | 39 | 6 |
| cloc | PMC | Engineering Manager exp. | [redacted] | | 01/07/08 | 30/04/11 | | 35 | 34 | 9 |
| cloc | PMC | Public Liaison Manager | [redacted] | | | | | 38 | 0 | 0 |
| ~~cloc~~ | ~~PMC~~ | ~~Receptionist~~ | [redacted] | | ~~09/06/08~~ | ~~31/12/11~~ | ~~28/02/09~~ | ~~9~~ | ~~9~~ | ~~8.75~~ |
| cloc | PMC | Receptionist | [redacted] | | 16/02/09 | 31/12/11 | | 29 | 34 | 1.25 |
| | | **Consortium staff** | [redacted] | | | | | **404** | **353** | **87.75** |
| | | **Consortium staff** | [redacted] | | | | | | | |
| ~~loc~~ | ~~ACC~~ | ~~Accountant~~ | [redacted] | ~~01/10/08~~ | ~~17/06/08~~ | ~~28/02/09~~ | ~~31/01/09~~ | ~~0~~ | ~~9~~ | ~~8.5~~ |
| loc | ACC | Account Assistant (Cost Clerk) | [redacted] | 24/11/08 | 24/11/08 | 31/07/11 | | 33 | 33 | 5 |
| loc | CM | QS Assistant | [redacted] | 01/09/08 | 01/09/08 | 31/12/11 | | 0 | 40 | 7 |
| loc | CM | Estimater Changes | [redacted] | | 01/01/09 | 30/06/09 | | 0 | 4 | 1.98 |
| loc | CO | Commercial Manager | [redacted] | 25/08/08 | 01/09/08 | 31/12/11 | | 7 | 7 | 7 |
| loc | CO | Commercial Assistant | [redacted] | 25.08.08 | 25/08/08 | 31/12/10 | | 0 | 28 | 7.25 |
| ~~loc~~ | ~~CO~~ | ~~Clerk 2~~ | [redacted] | | ~~18/09/08~~ | ~~31/05/10~~ | ~~24/10/08~~ | ~~2~~ | ~~9~~ | ~~1.5~~ |
| ~~loc~~ | ~~CO~~ | ~~Clerk 2~~ | [redacted] | | ~~27/10/08~~ | ~~31/05/10~~ | ~~12/12/08~~ | ~~2~~ | ~~2~~ | ~~1.5~~ |
| loc | CO | Clerk 2 | [redacted] | | 22/01/09 | 31/05/10 | | 17 | 8 | 0 |
| loc | CO | QS Assistant | [redacted] | | 02/09/08 | 31/03/11 | | 21 | 31 | 7 |
| loc | CPA | Office Manager/Buyer (Purchaser) | [redacted] | | 08/09/08 | 31/12/11 | | 0 | 40 | 6.75 |
| loc | CPA | Office Manager/Buyer (Purchaser) | [redacted] | | 16/06/08 | 31/03/11 | | 33 | 34 | 9.5 |
| loc | CPA | Buyer Assistant | [redacted] | | 15/09/08 | 30/06/10 | | 37 | 22 | 6.5 |
| loc | ENG | Design Manager | [redacted] | 01/10/08 | 01/11/08 | 31/12/09 | | 38 | 13 | 4 |
| loc | DC | Document Control Assistant | [redacted] | | 18/08/08 | 31/07/11 | | 38 | 36 | 7.5 |
| ~~loc~~ | ~~DC~~ | ~~Document Control Assistant~~ | [redacted] | | ~~06/10/08~~ | ~~31/12/09~~ | ~~30/11/08~~ | ~~0~~ | ~~3~~ | ~~2.75~~ |
| loc | DC | Document Control Assistant | [redacted] | | 05/01/09 | 31/12/09 | | 0 | 12 | 2.75 |
| loc | QM | Administration Assistant | [redacted] | 01/01/09 | 01/12/08 | 31/03/11 | | 37 | 28 | 4 |
| loc | SHE | Health, Safty, Environmental | [redacted] | 15/09/08 | 15/09/08 | 30/04/11 | | 37 | 32 | 6.5 |
| loc | SHE | Enviromental Engineer | [redacted] | 01/11/08 | 19/01/09 | 30/07/11 | | 35 | 31 | 2.5 |
| loc | IT | IT Manager | [redacted] | | 15/06/08 | 31/12/10 | | 0 | 16 | 5.25 |
| loc | IT | IT Asisstant | [redacted] | | 01/10/08 | 31/12/10 | | 0 | 14 | 3 |
| loc | PMC | Project Director | [redacted] | | 01/03/09 | 31/12/10 | | 0 | 22 | 1 |
| loc | PE | Planning Engineer 1 (Scheduler) | [redacted] | | 28/07/08 | 31/07/11 | | 29 | 36 | 8 |
| loc | SM | Construction Manager | [redacted] | | 14/07/08 | 31/03/11 | | 34 | 33 | 8.5 |
| loc | SM | Senior Engineer | [redacted] | | 18/02/08 | 31/12/10 | | 21 | 31 | 10 |
| loc | SALL | Works Manager, Off-Street | [redacted] | | 27/08/08 | 31/12/10 | | 21 | 29 | 8 |
| loc | SALL | Works Manager On-Street | [redacted] | 01/09/08 | 01/09/08 | 31/12/10 | | 24 | 28 | 7 |
| loc | SALL | General Foreman | [redacted] | | 18/08/08 | 31/12/10 | | 21 | 29 | 7.5 |
| loc | 1BCD | Section Manager 1B, C, D | [redacted] | 06/10/08 | 06/10/08 | 31/12/10 | | 26 | 27 | 5.75 |
| loc | 1BCD | Engineer 3 | [redacted] | | 23/09/08 | 31/12/10 | | 19,75 | 27 | 6.25 |
| ~~loc~~ | ~~1BCD~~ | ~~Engineer~~ | [redacted] | ~~01/10/08~~ | ~~01/10/08~~ | ~~31/12/10~~ | ~~14/10/08~~ | ~~1~~ | ~~1~~ | ~~0.5~~ |
| | 1BCD | Engineer | [redacted] | 14/10/08 | | 31/12/10 | | 32 | 25 | 0 |
| loc | 1ABCD | QS Section 1A,B,C,D | [redacted] | 01/07/08 | 01/07/08 | 31/03/11 | | 28 | 35 | 9 |
| loc | 1CD | QS Section Subcontract | [redacted] | 01/02/09 | 16/03/09 | 31/03/11 | | 22 | 28 | 0.5 |
| loc | 1BCD | QS Assistant | [redacted] | 29/09/08 | 01/10/08 | 31/03/11 | | 23 | 30 | 6 |
| loc | 1BCD | QS Assistant | [redacted] | 01/10/08 | 15/09/08 | 31/03/11 | | 23 | 31 | 6.5 |
| ~~loc~~ | ~~S1B~~ | ~~Assistant QS~~ | [redacted] | | ~~07/07/08~~ | ~~11/09/08~~ | ~~11/09/08~~ | ~~2~~ | ~~2~~ | ~~2.25~~ |
| ~~loc~~ | ~~S1CD~~ | ~~Clerk 2~~ | [redacted] | | ~~23/06/08~~ | ~~11/09/08~~ | ~~11/09/08~~ | ~~3~~ | ~~3~~ | ~~2.75~~ |
| loc | 2A,5A | Section Manager 2A,5A | [redacted] | | 01/01/08 | 31/12/10 | | 0 | 31 | 10 |
| loc | 5ABC | Site agent 1 / Sub Agent | [redacted] | | 10/09/08 | 31/12/10 | | 23 | 28 | 6.75 |
| loc | 5ABC | QS Section 5A, 5B, 5C | [redacted] | 25/08/08 | 25/08/08 | 31/03/11 | | 21 | 31 | 7.25 |
| loc | 5ABC | QS Assistant | [redacted] | 02/06/08 | 02/06/08 | 31/03/11 | | 21 | 34 | 10 |
| loc | 5ABC | QS Assistant | [redacted] | 07/09/08 | 07/09/08 | 30/03/11 | | 30 | 31 | 6.75 |
| loc | 567 | Section Manager 5C(W), 6, 7 | [redacted] | | 27/10/08 | 31/03/10 | | 23 | 17 | 5 |
| | | **Local staff** | [redacted] | | | | | **763** | **1034** | **242.98** |
| | | **Local staff** | [redacted] | | | | | | | |
| ~~freel~~ | ~~CM~~ | ~~Claims Manager only 0.25 from 01/09/08~~ | [redacted] | | ~~16/11/06~~ | ~~15/09/08~~ | ~~15/09/08~~ | ~~3~~ | ~~4~~ | ~~3.5~~ |
| freel | CM | Claims Manager replaced Tom | [redacted] | | 01/09/08 | 31/12/11 | | 31 | 40 | 7 |
| freel | CM | Senior QS 1 | [redacted] | | 26/05/08 | 31/12/11 | | 0 | 43 | 10 |
| freel | CM | Senior QS 2 | [redacted] | | 18/06/08 | 31/12/11 | | 0 | 43 | 9.5 |
| freel | CM | Senior QS 4 | [redacted] | | 23/06/08 | 31/12/11 | | 0 | 42 | 9.25 |
| freel | CM | Senior QS 3 | [redacted] | 01/08/08 | 04/08/08 | 31/12/11 | | 0 | 41 | 8 |
| freel | CO | QS Project | [redacted] | | 01/11/07 | 31/12/11 | | 25 | 43 | 10 |
| Edinburgh, 17.04.2009 | CO | QS Senior System Wide | [redacted] | | 01/01/08 | 31/12/10 | | 0 | rgh, 17.( | 5.68 |
| freel | CO | QS | [redacted] | | 16/06/08 | 31/03/11 | er, Project | 23 | 34 | 9.5 |
| ~~freel~~ | ~~CO~~ | ~~Administration Assistant for QS Causeway~~ | [redacted] | ~~01/01/09~~ | ~~28/01/09~~ | ~~31/03/11~~ | ~~13/02/09~~ | ~~1~~ | ~~1~~ | ~~0.5~~ |
| freel | PE | CRE Rimini Planner / (Trd parties interfaces too) | [redacted] | | 12/05/08 | 30/06/10 | | 25 | ~~25~~ | 10 |
| ~~freel~~ | ~~SM~~ | ~~Land Surveyor~~ | [redacted] | | ~~14/07/08~~ | ~~30/06/10~~ | ~~06/02/09~~ | ~~7~~ | ~~7~~ | ~~6.75~~ |
| | SM | Land Surveyor | [redacted] | | 07/02/08 | 30/06/10 | | 17 | 17 | 0 |
| freel | SM | Area Materials Manager | [redacted] | | 01/01/08 | 31/05/09 | | 0 | ~~8~~ | 7.25 |
| ~~freel~~ | ~~1A~~ | ~~Section Engineer~~ | [redacted] | ~~01/11/08~~ | ~~20/10/08~~ | ~~31/03/10~~ | ~~23/01/09~~ | ~~3~~ | ~~3~~ | ~~3.25~~ |
| freel | 1A | Section Engineer | [redacted] | | 01/02/09 | 31/03/10 | | 20 | 14 | 1.5 |
| freel | 1BCD | Site Agent | [redacted] | | 19/02/08 | 31/12/10 | | 22 | 31 | 10 |



BFB00112188_0020

| | Project: | Edinburgh Tram Network |
|---|---|---|
| | as per: | 31/03/2009 |

BILFINGER BERGER Civil

## 2.06a Staff List

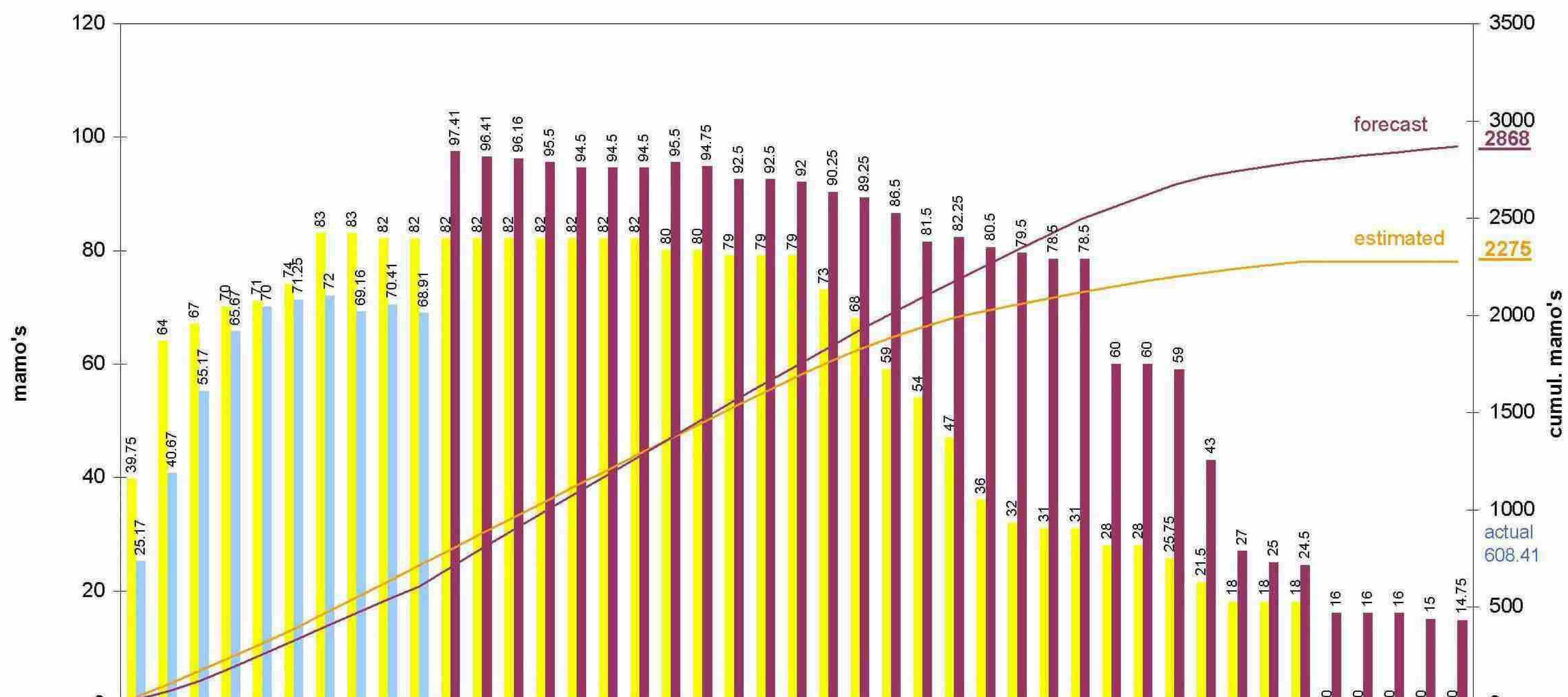
| employed as | Depart-ment | ETN Staff MaMo March 09 | Names | planned start date | start date | planned release date | release date | estim. total mamo without tender portion | forec. total mamo without tender portion | actual total mamo without tender portion |
|---|---|---|---|---|---|---|---|---|---|---|
| freel | 1BCD | Sub Agent West | [redacted] | | 17/03/08 | 31/12/10 | | 22 | 31 | 10 |
| ~~freel~~ | ~~1BCD~~ | ~~Engineer 3~~ | [redacted] | | ~~21/07/08~~ | ~~31/12/10~~ | ~~30/09/08~~ | ~~2~~ | ~~2~~ | ~~2.25~~ |
| ~~freel~~ | ~~1BCD~~ | ~~Engineer 4 for Sec. 2A~~ | [redacted] | | ~~13/07/08~~ | ~~30/06/10~~ | ~~30/09/08~~ | ~~6~~ | ~~6~~ | ~~5.5~~ |
| | 1BCD | Engineer 4 for Sec. 2A | [redacted] | | 01/02/09 | 31/07/10 | | 16 | 18 | 0 |
| freel | 1BCD | Engineer | [redacted] | 01/10/08 | 04/08/08 | 30/06/10 | | 21 | 23 | 8 |
| ~~freel~~ | ~~1BCD~~ | ~~Engineer~~ | [redacted] | ~~01/10/08~~ | ~~11/08/08~~ | ~~30/06/10~~ | ~~21/11/08~~ | ~~3~~ | ~~4~~ | ~~3.5~~ |
| freel | 1BCD | Engineer | [redacted] | 01/10/08 | 11/08/08 | 30/06/10 | | 24 | 19 | 0 |
| freel | 1BCD | QS Senior | [redacted] | | 04/08/08 | 31/03/11 | | 21 | 32 | 8 |
| ~~freel~~ | ~~2A/5A~~ | ~~Engineer~~ | [redacted] | ~~01/10/08~~ | ~~11/08/08~~ | ~~31/03/10~~ | ~~06/02/09~~ | ~~6~~ | ~~6~~ | ~~6~~ |
| freel | 2A/5A | Engineer | [redacted] | | 01/03/09 | | | 16 | 14 | 0 |
| freel | 5ABC | Senior Engineer 2 | [redacted] | | 18/03/08 | 31/12/10 | | 23 | 31 | 10 |
| freel | 5ABC | Engineer 2 | [redacted] | | 21/07/08 | 31/12/10 | | 21 | 29 | 8.25 |
| ~~freel~~ | ~~5ABC~~ | ~~QS Senior~~ | [redacted] | - | ~~09/06/08~~ | ~~31/03/11~~ | ~~26/09/08~~ | ~~4~~ | ~~4~~ | ~~3.75~~ |
| freel | 5ABC | QS Senior | [redacted] | | 30/09/08 | 31/03/11 | | 18 | 30 | 6 |
| ~~freel~~ | ~~567~~ | ~~Section Manager 5C(W), 6, 7~~ | [redacted] | | ~~18/02/08~~ | ~~31/03/10~~ | ~~30/09/08~~ | ~~0~~ | ~~4~~ | ~~4~~ |
| | | **Freelance staff** | [redacted] | | | | | **378** | **662** | **186.93** |
| | | **Freelance staff** | [redacted] | | | | | | | |
| exp | CO | Commercial Manager | [redacted] | 25/08/08 | 01/04/09 | 31/12/11 | | 31 | 31 | 0 |
| exp | ENG | Design Manager 1 | [redacted] | 11/08/08 | 18/08/08 | 30/06/10 | | 25 | 23 | 7.5 |
| exp | ENG | Design Co-ordinator | [redacted] | | 16/06/08 | 30/06/10 | | 25 | 25 | 9.5 |
| exp | ENG | Interface Engineer | [redacted] | | 01/07/08 | 31/12/10 | | 37 | 30 | 9 |
| ~~exp~~ | ~~ENG~~ | ~~Engineer 1~~ | [redacted] | | ~~01/07/08~~ | ~~27/02/09~~ | ~~31/12/08~~ | ~~4~~ | ~~6~~ | ~~6~~ |
| exp | CM | Engineer 1 | [redacted] | | 17/11/08 | 27/02/09 | | 19 | 0 | 0 |
| ~~exp~~ | ~~ENG~~ | ~~Engineer 2~~ | [redacted] | ~~04/08/08~~ | ~~04/08/08~~ | ~~27/02/09~~ | ~~31/10/08~~ | ~~3~~ | ~~3~~ | ~~3~~ |
| exp | ENG | Engineer 3 | [redacted] | 04/08/08 | 04/08/08 | 27/02/09 | | 21 | 7 | 7.0 |
| exp | PE | Planning Engineer | [redacted] | 01/02/09 | 01/04/09 | 31/12/10 | | 34 | 24 | 1.25 |
| ~~exp~~ | ~~PCO~~ | ~~Project Control Manager~~ | [redacted] | | ~~15/05/08~~ | ~~15/06/08~~ | ~~31/12/08~~ | ~~0~~ | ~~7~~ | ~~7~~ |
| exp | PCO | Project Control Manager | [redacted] | | 14/07/08 | 31/07/11 | | 0 | 37 | 8.5 |
| exp | PCO | Cost Controller | [redacted] | | 16/06/08 | 30/04/11 | | 34 | 35 | 9.5 |
| exp | PCO | Cost Controller | [redacted] | | 04/07/08 | 31/12/10 | | 0 | 30 | 9 |
| exp | ACC | Account Assistant | [redacted] | 01/03/09 | | | | 0 | 0 | 0 |
| exp | CM | Contract Strategy Manager | [redacted] | 01/02/09 | 01/02/09 | 31/12/11 | | 0 | 35 | 2 |
| exp | CM | Change Manager | [redacted] | | 01/10/08 | 31/12/11 | | 0 | 39 | 6 |
| exp | CM | Estimater Changes | [redacted] | | 01/02/09 | 31/04/09 | | 0 | 3 | 2 |
| ~~exp~~ | ~~1A~~ | ~~Section Manager~~ | [redacted] | ~~04/08/08~~ | ~~04/08/08~~ | ~~31/12/10~~ | ~~31/10/08~~ | ~~3~~ | ~~3~~ | ~~3~~ |
| | 1A | Section Manager | [redacted] | 01/11/08 | | | | 25 | 26 | 0 |
| ~~exp~~ | ~~SM~~ | ~~Package Manager, Barr and Farrans~~ | [redacted] | - | ~~14/07/08~~ | ~~31/07/08~~ | ~~31/08/08~~ | ~~1~~ | ~~1~~ | ~~0.5~~ |
| | | **Expatriate staff** | [redacted] | | | | | **262** | **363** | **90.75** |
| | | **Expatriate staff** | | | | | | | | |
| | TM | Traffic Management Engineer | | 01/04/09 | | 31/12/10 | | 30 | 25 | 0 |
| | ENG | Engineer 2 | | 01/04/09 | | 15/04/09 | | 14 | 4 | 0 |
| | ENG | Approval Engineer | | 01/04/09 | | 15/04/09 | | 38 | 12 | 0 |
| | 1BCD | Sub Agent East | | 01/04/09 | | 31/12/10 | | 19 | 25 | 0 |
| | 1BCD | Senior Engineer | | 01/04/09 | | 31/12/10 | | 24 | 25 | 0 |
| | 1BCD | Senior Engineer | | 01/04/09 | | 31/12/10 | | 21 | 25 | 0 |
| | 1BCD | Engineer | | 01/04/09 | | 31/12/10 | | 21 | 25 | 0 |
| | 2A5A | Section Manager 2A, 5A(E) | | 01/04/09 | | 31/12/10 | | 21 | 25 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 3 | 25 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 23 | 25 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 17 | 25 | 0 |
| | 5ABC | Senior Engineer | | 01/04/09 | | 31/12/10 | | 22 | 24 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 23 | 24 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 23 | 24 | 0 |
| | 5ABC | Engineer | | 01/04/09 | | 31/12/10 | | 19 | 24 | 0 |
| | 567 | Engineer | | 01/04/09 | | 31/03/10 | | 25 | 14 | 0 |
| | SALL | General Foreman, East | | 01/04/09 | | 31/12/10 | | 25 | 25 | 0 |
| | SALL | General Foreman, West | | 01/04/09 | | 31/12/10 | | 25 | 25 | 0 |
| | 5ABC | QS | | 01/04/09 | | 31/03/11 | | 38 | 28 | 0 |
| | CPA | Administration Assistant | | 01/04/09 | | 31/03/11 | | 38 | 28 | 0 |
| | ZZZ | Training | [redacted] | | 02/09/08) | | | 0 | 0 | 0 |
| | ZZZ | Recruitment | | | | | | 0 | 0 | 0 |
| | | **still to be start cumulated** | | | | | | **469** | **457** | **0** |
| | | **Total Project Staff cumulated** | | | | | | **2275** | **2868** | **608.41** |

| | |
|---|---|
| Project: | **Edinburgh Tram Network** |
| as per: | **31/03/2009** |

BILFINGER BERGER Civil

# 2.06b Staff Chart

## Staff MaMo Performance Edinburgh Tram




| | 1 J 2008 | 2 J | 3 A | 4 S | 5 O | 6 N | 7 D | 8 J 2009 | 9 F | 10 M | 11 A | 12 M | 13 J | 14 J | 15 A |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| estimate monthly | 39.75 | 64 | 67 | 70 | 71 | 74 | 83 | 83 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| actual monthly | 25.17 | 40.67 | 55.17 | 65.67 | 70 | 71.25 | 72 | 69.16 | 70.41 | 68.91 | 97.41 | 96.41 | 96.16 | 95.5 | 94.5 |
| estimate cumulated | 39.75 | 103.75 | 170.75 | 240.75 | 311.75 | 385.75 | 468.75 | 551.75 | 633.75 | 715.75 | 797.75 | 879.75 | 961.75 | 1043.8 | 1125.8 |
| actual cumulated | 25.17 | 65.84 | 121.01 | 186.68 | 256.68 | 327.93 | 399.93 | 469.09 | 539.5 | 608.41 | 705.82 | 802.23 | 898.39 | 993.89 | 1088.4 |

| | 16 S | 17 O | 18 N | 19 D | 20 J 2010 | 21 F | 22 M | 23 A | 24 M | 25 J | 26 J | 27 A | 28 S | 29 O | 30 N |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| estimate monthly | 82 | 82 | 80 | 80 | 79 | 79 | 79 | 73 | 68 | 59 | 54 | 47 | 36 | 32 | 31 |
| actual monthly | 94.5 | 94.5 | 95.5 | 94.75 | 92.5 | 92.5 | 92 | 90.25 | 89.25 | 86.5 | 81.5 | 82.25 | 80.5 | 79.5 | 78.5 |
| estimate cumulated | 1207.8 | 1289.8 | 1369.8 | 1449.8 | 1528.8 | 1607.8 | 1686.8 | 1759.8 | 1827.8 | 1886.8 | 1940.8 | 1987.8 | 2023.8 | 2055.8 | 2086.8 |
| actual cumulated | 1182.9 | 1277.4 | 1372.9 | 1467.6 | 1560.1 | 1652.6 | 1744.6 | 1834.9 | 1924.1 | 2010.6 | 2092.1 | 2174.4 | 2254.9 | 2334.4 | 2412.9 |

| | 31 D | 32 J 2011 | 33 F | 34 M | 35 A | 36 M | 37 J | 38 J | 39 A | 40 S | 41 O | 42 N | 43 D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| estimate monthly | 31 | 28 | 28 | 25.75 | 21.5 | 18 | 18 | 18 | 0 | 0 | 0 | 0 | 0 |
| actual monthly | 78.5 | 60 | 60 | 59 | 43 | 27 | 25 | 24.5 | 16 | 16 | 16 | 15 | 14.75 |
| estimate cumulated | 2117.8 | 2145.8 | 2173.8 | 2199.5 | 2221 | 2239 | 2257 | 2275 | 2275 | 2275 | 2275 | 2275 | 2275 |
| actual cumulated | 2491.4 | 2551.4 | 2611.4 | 2670.4 | 2713.4 | 2740.4 | 2765.4 | 2789.9 | 2805.9 | 2821.9 | 2837.9 | 2852.9 | 2867.6 |

month's



BFB00112188_0022

Project: **Edinburgh Tram Network**

as per: **31/03/2009**

BILFINGER BERGER Civil

# 2.08a Approved Change Orders

| INTC-Ref | TCO | Section | Description | Approval | | Working Estimate | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Date<br>1 | Amount<br>2 | Cost for performance, design & estimate<br>3 | Consortium Fee<br>4 | Total Cost<br>5=3+4 | OH & P<br>6 | Revenue<br>7=5+6 | HKD<br>8=6/7 | Stage of Completion acc. to Perf.Report<br>9 |
| | | | | | | | | | | | | |
| | | | SDS Novation Agreement Provisional Sums | 30/03/09 | 640,000.00 | 640,000.00 | | 640,000.00 | | 640,000.00 | 0.00% | 100.00% |
| 007 | 17 | BSC | Hard standing at Haymarket Yards. | 29/01/09 | 880.50 | 750.00 | 55.50 | 805.50 | 75.00 | 880.50 | 8.52% | 100.00% |
| 019 | 1 | Graham | Archaeological Survey to the Caley Ale House | 19/09/08 | 5,201.29 | 4,430.40 | 327.85 | 4,758.25 | 443.04 | 5,201.29 | 8.52% | 100.00% |
| 021 | 2 | Graham | Asbestos in the Caledonian Ale House | 19/09/08 | 5,268.33 | 4,487.50 | 332.08 | 4,819.58 | 448.75 | 5,268.33 | 8.52% | 100.00% |
| 023 | 12 | Graham | Demolition of Access Steps to Haymarket Station Carpark | 23/01/09 | 2,020.00 | 1,710.00 | 126.54 | 1,836.54 | 183.46 | 2,020.00 | 9.08% | |
| 048 | 15 | SDS | Additional TRO Drawings as SDS-Letter dated 4th July 2008 | 22/01/09 | 3,550.18 | 3,024.00 | 223.78 | 3,247.78 | 302.39 | 3,550.17 | 8.52% | |
| 051 | 6 | 5A | TNC002-Utilities diversions & associated works | 03/12/08 | 64,911.64 | 54,944.68 | 4,472.49 | 59,417.17 | 5,494.47 | 64,911.64 | 8.46% | |
| 052 | 7 | 5B | TNC003-Utilities diversions & associated works | 03/12/08 | 75,693.50 | 64,070.99 | 5,215.38 | 69,286.37 | 6,407.13 | 75,693.50 | 8.46% | |
| 053 | 3 | 5C | TNC004-Utilities diversions & associated works | 10/10/08 | 33,722.78 | 28,539.95 | 2,323.54 | 30,863.49 | 2,859.29 | 33,722.78 | 8.48% | |
| 059 | 5 | Graham | Notified Departure in acc. With Schedule 4 due to tie-Asbestos Survey | 30/10/08 | 26,048.00 | 22,200.00 | 1,642.80 | 23,842.80 | 2,205.20 | 26,048.00 | 8.47% | 90.60% |
| 084 | 18 | SDS/BSC | TNC005-Burnside road Diversion - Fees for design (INF_CORR.006) | 03/02/09 | 720.00 | 613.29 | 45.38 | 658.67 | 61.33 | 720.00 | 8.52% | |
| 087 | 4/13 | BSC | Duct Installation at Leith Walk | 22/01/09 | 299.37 | 255.00 | 18.87 | 273.87 | 25.50 | 299.37 | 8.52% | 100.00% |
| 166 | 8 | 1A | Demolition of existing garage and fuel tanks on Ocean Drive. | 03/12/08 | 17,023.00 | 14,500.00 | 1,073.00 | 15,573.00 | 1,450.00 | 17,023.00 | 8.52% | |
| 168 | 16 | 5A/B/C | Demolition of existing building at 33 Ocean Drive. | 02/03/09 | 5,857.70 | 4,989.52 | 369.22 | 5,358.74 | 498.95 | 5,857.70 | 8.52% | |
| 176 | 9 | 5C | Temporary Ramps (2 no.) at Gogar Church Road Construct Car Park | 18/12/08 | 6,642.70 | 5,622.74 | 457.69 | 6,080.43 | 562.27 | 6,642.70 | 8.46% | 100.00% |
| 192 | 14 | 1B | Discovery of Cable & Wireless ducts - Chainage 108 | 22/01/09 | 161.10 | 136.36 | 11.10 | 147.46 | 13.64 | 161.10 | 8.47% | 100.00% |
| 237 | 10 | Graham | Move site boundary fencing at Haymarket Car Park | 17/12/08 | 849.53 | 719.09 | 58.53 | 777.62 | 71.91 | 849.53 | 8.46% | |
| 269 | 20 | SDS | Instructions arising from Trackform Development Workshop | 13/02/09 | 371,057.96 | 316,063.00 | 23,388.66 | 339,451.66 | 31,606.30 | 371,057.96 | 8.52% | |
| 271 | 19 | SDS | Road Construction Details - Construction Methodology Statements for | 13/02/09 | 372,540.13 | 317,325.50 | 23,482.08 | 340,807.58 | 31,732.55 | 372,540.13 | 8.52% | |
| 272 | 11 | 5B | Starter Layer below Subsoil Level at Carrick Knowe | 17/12/08 | 83,028.79 | 70,280.00 | 5,720.79 | 76,000.79 | 7,028.00 | 83,028.79 | 8.46% | |
| 274 | 21 | 1C,1D | Princes Street Construction Works-closure to traffic during construction works. | 13/02/09 | 6,546.55 | 5,576.28 | 412.64 | 5,988.92 | 557.62 | 6,546.54 | 8.52% | 100.00% |
| | | | | | | | | | | | | |
| | | | **TOTALS:** | | **1,722,023.05** | **1,560,238.30** | **69,757.92** | **1,629,996.22** | **92,026.80** | **1,722,023.03** | **5.34%** | |

| | | | | Project: | Edinburgh Tram Network | | | | | | | | | | | | | BILFINGER BERGER Civil |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | as per: | 31/03/2009 | | | | | | | | | | | | | |

## 2.08b Unapproved Change Orders

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | | Working Estimate | | | | | | | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Maximum 1 | assessed 2 | Minimum 3 | Submitted 4 | to be submitted 5 | in principle agreed, but not approved 6 | not agreed 7 | Cost for performance, design & estimate 8 | Consortium Fee 7.4 % 9 | Total Cost 10=8+9 | OH & P 11 | Revenue 12=10+11 | HKD 13 = 11/12 | Stage of Completion acc. to Perf.Report 14 | |
| 1A-D | | ALL | IFC dates entered into the Schedule Part 15 (Sect 1A-1D) | 3,109,422.00 | 2,500,000.00 | 1,808,544.00 | 3,109,422.00 | | | 3,109,422.00 | 2,129,471.89 | 157,580.92 | 2,287,052.81 | 212,947.19 | 2,500,000.00 | 8.52% | 54.94% | |
| 002 | | Farrans | Instruction to proceed with Hilton Hotel Car Park | 90,067.82 | | | 90,067.82 | | | 90,067.82 | | | | | | | | |
| 003 | | 1C,1D | Instruction to proceed with road surveys. | 97,691.85 | 81,225.37 | 75,000.00 | 97,691.85 | | | 97,691.85 | 69,186.86 | 5,119.83 | 74,306.69 | 6,918.69 | 81,225.37 | 8.52% | 82.30% | |
| 004 | | Graham | Instruction to proceed with Russell Road Bridge | | | | | | | | | | | | | | | |
| 005 | | Graham | Instruction to proceed with Haymarket Viaduct | | | | | | | | | | | | | | | |
| 006 | | Farrans | Instruction to proceed with Gogaburn Bridge | | | | | | | | | | | | | | | |
| ~~008~~ | | x | ~~Various Drawing Revisions since Base Date Design Information~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 009 | | Farrans | Archaeological Dig currently ongoing in area Gogar Tramstop - Sect. 7 | | | | | | | | | | | | | | | |
| 010 | | Farrans | Archaeological Dig currently ongoing in area Gogar Tramstop - Sect. 5 C | | | | | | | | | | | | | | | |
| 011 | | Farrans | Archaeological Dig currently ongoing in area Gogar Tramstop - Sect. 5 C | | | | | | | | | | | | | | | |
| ~~012~~ | | x | ~~Archaeological Dig at Gogar Tramstop causes damage to Tram Corridor~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| ~~013~~ | | x | ~~Notified Departure due to CEC Planning consents delay communicated~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 014 | | Farrans | No completion of 800 mm dia Water Main Diversion in Depot Area | | | | | | | | | | | | | | | |
| 015 | | Depot | No completion of 250 mm dia Water Main Diversion in Depot Area | | | | | | | | | | | | | | | |
| 016 | | Depot | No completion of 1500 mm dia Sewer Diversion in Depot Area | | | | | | | | | | | | | | | |
| ~~017~~ | | x | ~~South Gyle Access Bridge west abutment piled foundations~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 17a | | SDS | South Gyle Access Bridge west abutment piled foundations | 286,599.43 | 275,000.00 | 260,000.00 | 286,599.43 | | | 286,599.43 | | | | | | | | |
| 018 | | Depot | No completion of various Utility Diversions in Depot area | 39,187.04 | 30,000.00 | 20,000.00 | 39,187.04 | | | 39,187.04 | | | | | | | | |
| ~~020~~ | | x | ~~Disconnect Utilities to Caley Ale House~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 022 | | Graham | Asbestos in th existing Steps to Haymarket Station Carpark | | | | | | | | | | | | | | | |
| 024 | | Graham | Instruction to proceed with Verity House Access Road pre IFC | | | | | | | | | | | | | | | |
| ~~025~~ | | x | ~~Instruction to proceed with demolition of Calez Ale House pre IFV~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 026 | | 1C | Delay to Issue of Picardy Place (Batch 1/13) to CEC for Prior Approval | | | | | | | | | | | | | | | |
| 027 | | 1D | Delay to IFC Submissions (Sect. 1 D) due to changed approval periods | | | | | | | | | | | | | | | |
| 028 | | 1B | Delay to IFC Submissions (Sect. 1 B) due to changed approval periods | | | | | | | | | | | | | | | |
| 029 | | Graham | Haymarket Station Carpark Access Road - additional and revisions | | | | | | | | | | | | | | | |
| 030 | | SDS | Instruction to SDS to accelerate Delivery of IFC to Meet BBS | 21,183.68 | | | 21,183.68 | | | 21,183.68 | | | | | | | | |
| ~~031~~ | | x | ~~Single handrail to Telford Road Bridge~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 032 | | | CEC failure to approve within agreed timescales | | | | | | | | | | | | | | | |
| 033 | | | Network Rail failure to approve within agreed timescales | | | | | | | | | | | | | | | |
| 034 | | | New Requirements by Public Realm Design Workbook (SDS Letter 646) | | | | | | | | | | | | | | | |
| ~~035~~ | | x | ~~New Requirements by Public Realm Design Workbook (SDS Letter 646)~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 036 | | | Delay and Disruption to Crew Road Gardens Bridge IFC | | | | | | | | | | | | | | | |
| 037 | | | Delay and Disruption Roseburn Terrace Bridge, Tramstop, Ret.Walls | | | | | | | | | | | | | | | |
| 038 | | ALL | Delay and Disruption to Roads detailed design as SDS Letter 01074 | | | | | | | | | | | | | | | |
| 039 | | | Delay and Disruption to Roads detailed design as SDS Letter 01074 | | | | | | | | | | | | | | | |
| 040 | | | Delay and Disruption to Ground Investigation | | | | | | | | | | | | | | | |
| 041 | | | Delay and Disruption to Ravelston Tramstop, Dykes Bridge | | | | | | | | | | | | | | | |
| 042 | | SDS | Delay and Disruption to Ravelston Tramstop Landscaping | 2,855.17 | 2,500.00 | 2,000.00 | 2,855.17 | | | 2,855.17 | | | | | | | | |
| 043 | | 1D | Amended design for Shandwick Place Lighting | 50,000.00 | | | | 50,000.00 | | | | | | | | | | |
| 044 | | 1A | Amendments to Ocean Terminal Layout | 125,931.66 | 75,000.00 | -25,000.00 | 125,931.66 | | -25,201.00 | 151,132.66 | | | | | | | | reduction of scope of work, therefore decrease of initially submitted amount |
| 045 | | 1B | Delay and Disruption due to amended design A25920 Balfour St Tram Stop | | | | | | | | | | | | | | | |
| 046 | | 1B | Delay and Disruption due to amended design SDS2500040 | | | | | | | | | | | | | | | |
| 047 | | 1A | Delay and Disruption due to amended design SDS24720 | | | | | | | | | | | | | | | |
| 048 | 15 | SDS | Additional TRO Drawings as SDS-Letter dated 4th July 2008 | 446.12 | | | 446.12 | | | 446.12 | | | | | | | | partly approved (see 2.08a); figures here concerning not approved portion |
| 049 | | 1A | TNC 6 Bernard Street Public Realm Works | 1,224,684.94 | | | 1,224,684.94 | | 720,356.00 | 504,328.94 | | | | | | | | |
| ~~050~~ | | x | ~~Various Traffic Signal requirements tie letter~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 053 | 3 | 5C | TNC004-Utilities diversions & associated works | 93,336.65 | 41,277.22 | | 93,336.65 | | | 93,336.65 | | | | | | | | partly approved (see 2.08a); figures here concerning not approved portion |
| 054 | | SDS/BSC/1C | TNC007-St Andrew Square Public Realm Works as CEC specification | 9,934,437.72 | | | 9,934,437.72 | | 4,170,130.13 | 5,764,307.59 | | | | | | | | |
| 055 | | | Delay & Disruption due to late approval CEC of SDS 27980 | | | | | | | | | | | | | | | |
| 056 | | 1A | Delay & Disruption by CEC due to late registering Section 1A Batch 1/08 | | | | | | | | | | | | | | | |
| 057 | | 1D | Delay & Disruption due to late approval CEC of Section 1 D | | | | | | | | | | | | | | | |
| 058 | | 1D | Notification from CEC with respect to road safety Auditors comments for Haymarket | | | | | | | | | | | | | | | |
| 060 | | SDS/Farrans | Diversion of Existing Sewer at Gogarburn Bridge - conflict with the 300 mm dia | 44,660.78 | 30,000.00 | 25,945.09 | 44,660.78 | | 25,945.09 | 18,715.69 | | | | | | | | |
| 061 | | SDS/Farrans | Infraco to investigate proposals for re-use of RBS Bunded Material | 109,274.31 | 60,000.00 | 30,000.00 | 109,274.31 | | | 109,274.31 | | | | | | | | |
| ~~062~~ | | x | ~~Draw drown from Defined ProvSum Item 2 - Power connections to Depot~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| ~~063~~ | | x | ~~Trolley Wire for Street Running Areas & Catenary - Haymarket to Airport~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 064 | | 1A | TNC009 - Ocean Terminal Revised Finishes | | | | | | | | | | | | | | | |
| 065 | | SDS | Murrayfield Retaining Walls - Introduce Visual Pattern to Murrayfield RTW | 3,348.15 | 2,750.00 | 2,500.00 | 3,348.15 | | | 3,348.15 | | | | | | | | |
| ~~066~~ | | x | ~~TNC 013- RBS Gogarburn Tramstop Feasibility cost~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 066a | | SDS/BSC/Farrans | Revised specification (RBS) Gogarburn Tramstop Version 2 | 2,049,589.17 | 1,750,000.00 | 1,590,000.00 | 2,049,589.17 | | | 2,049,589.17 | | | | | | | | |
| 067 | | SDS/BSC | Murrayfield Tramstop - Provision of Secondary Staircase | 38,638.86 | 25,000.00 | 15,000.00 | 38,638.86 | | | 38,638.86 | | | | | | | | |
| 068 | | 5B | Edinburgh Park - Earthworks and Drainage IFC Drawings | | | | | | | | | | | | | | | |
| 069 | | 5C | Gyle Stop Retaining Walls | | | | | | | | | | | | | | | |
| 070 | | 5B | Bankhead Retaining Walls | | | | | | | | | | | | | | | |
| 071 | | 1B | FoW to Balfour Street IFC Drawings (As 68) | | | | | | | | | | | | | | | |
| 072 | | Graham | Haymarket to Roseburn Junction - SW Consent Issue (As 68) | | | | | | | | | | | | | | | |
| 073 | | Graham | Russell Road Retaining Wall - Contamination Hogweed | 750.00 | | | | 750.00 | | | | | | | | | | |
| 074 | | BSC | Sewer Diversion, Gogar Landfill | 750.00 | 500.00 | 500.00 | | 750.00 | | | | | | | | | | superseded by INTC 74a, submit estimate for abortive cost |
| 074a | | Farrans | Sewer Diversion, Gogar Landfill | 25,000.00 | 20,000.00 | 15,000.00 | | 25,000.00 | | | | | | | | | | |
| 075 | | Depot | Temporary Access Ramp from Depot | 14,348.39 | 12,500.00 | 10,000.00 | 14,348.39 | | | 14,348.39 | | | | | | | | |
| 076 | | SDS/BSC/Depot | Gogar Depot Public Tramstop proposals GRIP options 4B & 4C2 | | | | | | | | | | | | | | | |
| 077 | | SDS/5C | DESIGN ONLY to Amend line of route design section 5#c (Batch 5/22) | 65,966.02 | 45,000.00 | 30,000.00 | 65,966.02 | | | 65,966.02 | | | | | | | | |
| 078 | | SDS | Design only for alterations to design of Edinburgh Airport | 50,193.77 | 45,000.00 | 40,000.00 | 50,193.77 | | | 50,193.77 | | | | | | | | |
| 079 | | SDS | Instruction from CEC to design an alternative layout for Haymarket Junction | 53,856.43 | | | 53,856.43 | | | 53,856.43 | | | | | | | | |



BFB00112188_0024

| Project: | Edinburgh Tram Network |
|---|---|
| as per: | 31/03/2009 |

BILFINGER BERGER Civil

## 2.08b Unapproved Change Orders

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | | Working Estimate | | | | | | | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Maximum 1 | assessed 2 | Minimum 3 | Submitted 4 | to be submitted 5 | in principle agreed, but not approved 6 | not agreed 7 | Cost for performance, design & estimate 8 | Consortium Fee 7.4 % 9 | Total Cost 10=8+9 | OH & P 11 | Revenue 12=10+11 | HKD 13 = 11/12 | Stage of Completion acc. to Perf.Report 14 | |
| Edinbur gh | | SDS | Gogarburn Retaining Wall-CEC requesting change to finish of the wall | 4,998.89 | 4,500.00 | 4,000.00 | 4,998.89 | | Edinburgh, 17.04.2009 | 4,998.89 | | | | | | | | |
| 081 | | SDS | Environmentally Friendly Lighting - CEC have requested using 42 pit lamp | 11,366.14 | | | M Foerder, Project Director | | | 11,366.14 | | | | | | | T Vogt, Commercial | |
| 082 | | Graham | Contamination - fly tipping | 4,000.00 | 2,500.00 | 1,500.00 | | 4,000.00 | | | | | | | | | | |
| 083 | | | Traffic Management - Temporary Traffic Signals | | | | | | | | | | | | | | | |
| 085 | | 1A | TNC008 - Lindsey Road Retaining Wall Cost Estimate | 1,228,722.83 | 850,000.00 | 750,000.00 | 1,228,722.83 | | | 1,228,722.83 | | | | | | | | |
| 086 | | | Request for Extended Period of Time - TNC010 | 1,700,000.00 | 1,250,000.00 | 1,000,000.00 | | 1,700,000.00 | | | | | | | | | | |
| ~~088~~ | | x | ~~Power Connections Phase 1a~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 089 | | 1B | Balfour Street Crossing | 9,242.00 | 9,000.00 | 8,000.00 | | 9,242.00 | | | | | | | | | | |
| ~~090~~ | | x | ~~Change order request: SDS Development Workshop Attendance~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 091 | | | Confirmation of Verbal Instrucion Reference ETN002 | 405,630.51 | 300,000.00 | 250,000.00 | 405,630.51 | | | 405,630.51 | | | | | | | | |
| ~~092~~ | | x | ~~Design the Russell Road retaining wall~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 093 | | SDS/BSC | Linsay Road,Ocean Drive,Ocean Terminal,Tower Place Planning Permission | 47,637.40 | | | 47,637.40 | | | 47,637.40 | | | | | | | | |
| 094 | | Farrans | Hilton Hotel Full Planning | | | | | | | | | | | | | | | |
| 095 | | Depot | Additional Depot Prior Approvals | | | | | | | | | | | | | | | |
| 096 | | SDS | Shandwick Place DED preferential Treatments | 58,742.00 | 52,500.00 | 50,000.00 | 58,742.00 | | | 58,742.00 | | | | | | | | |
| 097 | | SDS | Balgreen road Bridge Amending Technical Design | 2,987.58 | | | 2,987.58 | | | 2,987.58 | | | | | | | | |
| 098 | | ALL | Infraco Notifications due to issue of SDS programme V32, V33, V34 and V5. | | | | | | | | | | | | | | | |
| 099 | | ALL | Infraco Notifications due to issue of SDS programme V32, V33, V34 and V5. | | | | | | | | | | | | | | | |
| 100 | | ALL | Infraco Notifications due to issue of SDS programme V32, V33, V34 and V5. | | | | | | | | | | | | | | | |
| 101 | | ALL | Infraco Notifications due to issue of SDS programme V32, V33, V34 and V5. | | | | | | | | | | | | | | | |
| 102 | | | Section 5C - Gogar Church and Gogar Castle | | | | | | | | | | | | | | | |
| 103 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 104 | | 5A | IFC Drawing Change Baird Drive RTW | 1,126,176.28 | 800,000.00 | 700,000.00 | | 1,126,176.28 | | | | | | | | | | |
| 105 | | 5A | IFC Drawing Change Balgreen Road Retaining Wall | 741,008.81 | 500,000.00 | 450,000.00 | | 741,008.81 | | | | | | | | | | |
| 106 | | | IFC Drawing Change Murrayfield Stadium RTW | 1,400,000.00 | 1,100,000.00 | 1,000,000.00 | | 1,400,000.00 | | | | | | | | | | |
| 107 | | 5B | IFC Drawing Change Bankhead RTW | 604,805.28 | 400,000.00 | 350,000.00 | | 604,805.28 | | | | | | | | | | |
| 108 | | 5C | IFC Drawing Change Gyle Stop RTW | 106,000.00 | 75,000.00 | 60,000.00 | | 106,000.00 | | | | | | | | | | |
| 109 | | | IFC Drawing Change Murrayfield Underpass | 73,386.91 | 56,990.27 | 45,000.00 | | 73,386.91 | | | | | | | | | | |
| 110 | | 5C | IFC Drawing Change South Gyle Access Bridge | 730,000.00 | 500,000.00 | 400,000.00 | | 730,000.00 | | | | | | | | | | |
| 111 | | Farrans | IFC Drawing Change Gogarburn Bridge | 234,122.12 | 190,000.00 | 150,000.00 | | 234,122.12 | | | | | | | | | | |
| 112 | | Graham | IFC Drawing Change Haymarket Viaduct | 60,000.00 | 50,000.00 | 40,000.00 | | 60,000.00 | | | | | | | | | | |
| 113 | | Graham | IFC Drawing Change Russell Road Bridge | 60,000.00 | 50,000.00 | 40,000.00 | | 60,000.00 | | | | | | | | | | |
| 114 | | Graham | IFC Drawing Change Roseburn Viaduct | 125,000.00 | 100,000.00 | 75,000.00 | | 125,000.00 | | | | | | | | | | |
| 115 | | 5B | IFC Drawing Change Carrickknowe Bridge | 395,835.18 | 300,000.00 | 225,000.00 | | 395,835.18 | | | | | | | | | | |
| 116 | | 5A | IFC Drawings Water of Leith Bridge | 60,000.00 | 50,000.00 | 40,000.00 | | 60,000.00 | | | | | | | | | | |
| 117 | | Graham | Extra Demolition required at Russell Road Retaining wall | | | | | | | | | | | | | | | |
| 118 | | 1C | IFC Drawing Change Cathedral Lane Sub Station | | | | | | | | | | | | | | | |
| 119 | | 1B | IFC Drawing Change Leith Walk Sub Station | 12,500.00 | 10,000.00 | 7,500.00 | | 12,500.00 | | | | | | | | | | |
| 120 | | 1B | IFC Drawings Demolition& reinforcing existing building for Leith Walk Sub | | | | | | | | | | | | | | | |
| 121 | | ALL | Urban Traffic Controls (UTC) associated with delivery of the alignment | 1,750,000.00 | 1,500,000.00 | 1,350,000.00 | | 1,750,000.00 | | | | | | | | | | |
| 122 | | 1A | Delay in receipt of CEC prior approval Sections 1A1 & 1A2 | | | | | | | | | | | | | | | |
| 123 | | SDS | Forth Ports Agreement and Design Completion | 55,841.90 | 40,000.00 | 30,000.00 | 55,841.90 | | | 55,841.90 | | | | | | | | |
| 124 | | ALL | Requirement for Contractors License for Network Rail Related Works | 1,021,438.69 | | | 1,021,438.69 | | | 1,021,438.69 | | | | | | | | |
| 125 | | Graham | Unforseen Ground Conditions at Haymarket Viaduct | 15,000.00 | | | | 15,000.00 | | | | | | | | | | |
| 126 | | 1B | Revised design for OLE poles in Section 1B | 12,500.00 | 10,000.00 | 7,500.00 | | 12,500.00 | | | | | | | | | | |
| 127 | | SDS | Split Packages for Prior Approvals: Ocean Terminal to Port of Leith. | 5,733.82 | | | 5,733.82 | | | 5,733.82 | | | | | | | | |
| 128 | | 5B | CEC request for change to roads design at Edinburgh Park Station | 6,000.00 | 5,000.00 | 4,000.00 | | 6,000.00 | | | | | | | | | | |
| 129 | | | CEC's Request for Extension of Time for Prior Approvals 1/01a, 1/01b, 1/01c | | | | | | | | | | | | | | | |
| 130 | | Farrans | Delay to issue of IFC Drawings for Ingliston Park and Ride Tram Stop | | | | | | | | | | | | | | | |
| 131 | | 1B | Delay to Section 1B due to MUDFA not having completed its works. | | | | | | | | | | | | | | | |
| ~~132~~ | | x | ~~War Memorial Relocation (Perm)~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 133 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 134 | | 5C | Lighting Columns required to be relocated at A8 Underpass | | | | | | | | | | | | | | | |
| 135 | | 5A | Balgreen Road - Demolition of Railway Structure | | | | | | | | | | | | | | | |
| ~~136~~ | | x | ~~Picardy Place: add. design work & additional works to pavements Playhouse.~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 137 | | 1A | Sect. 1A1 and 1A2 - CEC's proposed amendments to tree build-outs | | | | | | | | | | | | | | | |
| 138 | | SDS | Design the piled foundations to the Water of Leith Bridge | 33,566.95 | 30,000.00 | 27,500.00 | 33,566.95 | | | 33,566.95 | | | | | | | | |
| 139 | | SDS | Revised location of OLE poles in Section 1A at the request of CEC. | 8,333.11 | | | 8,333.11 | | | 8,333.11 | | | | | | | | |
| 140 | | 1A | Delay to issue of IFC Drawings for | | | | | | | | | | | | | | | |
| 141 | | SDS | West End Tramstop - revised requirements from CEC/tie. | 17,082.29 | 15,000.00 | 12,500.00 | 17,082.29 | | | 17,082.29 | | | | | | | | |
| ~~142~~ | | x | ~~Christmas and Festival Suspensions - conflict of information.~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 143 | | 5C | CEC's intent to adopt private roads between Lochside Crescent and Avenue. | | | | | | | | | | | | | | | |
| ~~144~~ | | x | ~~Land drains encountered in pasture area - ch 710500-710600~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 145 | | SDS | Additional work arising from CEC's additional comments on Section 5C | 18,246.31 | 16,000.00 | 15,000.00 | 18,246.31 | | | 18,246.31 | | | | | | | | |
| 146 | | Graham | IFC Drawing Change Russell Road RTWs 1,2,3 &4 | 600,000.00 | 500,000.00 | 400,000.00 | | 600,000.00 | | | | | | | | | | |
| 147 | | 5A | IFC Drawings Change Murrayfield Training Pitches | 917,000.00 | 700,000.00 | 650,000.00 | | 917,000.00 | | | | | | | | | | |
| 148 | | 5A | IFC Drawing Change Balgreen Road Underbridge | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| ~~149~~ | | x | ~~Removal and deposition of material from previous works section 7~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| ~~150~~ | | x | ~~IFC Drawing Changes S21 Rosebank Viaduct~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 151 | | 1B | Excavate and replace existing BO material within existing utility trenches | 47,456.27 | 25,000.00 | 20,216.30 | 47,456.27 | | 20,216.30 | 27,239.97 | | | | | | | | |
| 152 | | | IFC Drawing changes Vertical & horizontal Alignment Section 5 Sheets 1-26 | 5,000.00 | 4,000.00 | 3,000.00 | | 5,000.00 | | | | | | | | | | |
| 153 | | | IFC Drawing changes Soft Landscaping Section 5 sheets 1 to 26 | 12,500.00 | 10,000.00 | 7,500.00 | | 12,500.00 | | | | | | | | | | |
| 154 | | | IFC Drawing changes OLE Section 5 sheets 1 to 13 | | | | | | | | | | | | | | | |
| 155 | | Farrans | IFC Drawing changes Gogarburn RTWs 15A,15C. 144D | 125,000.00 | 100,000.00 | 75,000.00 | | 125,000.00 | | | | | | | | | | |
| 156 | | | IFC Drawing changes Stops Edinburgh Park Saughton and South Gyle | | | | | | | | | | | | | | | |
| 157 | | Farrans | Survey of Existing Drainage (Gogar Landfill) | 4,333.74 | 3,500.00 | 3,000.00 | | 4,333.74 | | | | | | | | | | |



BFB00112188_0025

Project: **Edinburgh Tram Network**

as per: **31/03/2009**

BILFINGER BERGER Civil

## 2.08b Unapproved Change Orders

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | | Working Estimate | | | | | | | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Maximum 1 | assessed 2 | Minimum 3 | Submitted 4 | to be submitted 5 | in principle agreed, but not approved 6 | not agreed 7 | Cost for performance, design & estimate 8 | Consortium Fee 7.4 % 9 | Total Cost 10=8+9 | OH & P 11 | Revenue 12=10+11 | HKD 13 = 11/12 | Stage of Completion acc. to Perf.Report 14 | |
| 158 | | Graham | Provisional Sum - Provide Crew Relief Facilities at Haymarket Station Viaduct | 140,401.72 | 115,000.00 | 103,562.00 | 140,401.72 | | 103,562.00 | 36,839.72 | | | | | | | | |
| 159 | | 1A,B,C,D | Provisional Sum - Relocation of Ancient Monuments | -53,700.00 | -50,000.00 | -50,000.00 | 3,992.60 | -57,692.60 | | 3,992.60 | | | | | | | | |
| 160 | | 5B | IFC Drawing changes - Edinburgh Park Bridge | 350,000.00 | 250,000.00 | 200,000.00 | | 350,000.00 | | | | | | | | | | |
| ~~161~~ | | x | ~~Traffic Management - Temporary Traffic Signals~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| ~~162~~ | | x | ~~Bus Tracker, TPDS and Radio~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 163 | | SDS | Haymarket Taxi Stance | 27,524.52 | 25,000.00 | 22,500.00 | 27,524.52 | | | 27,524.52 | | | | | | | | |
| 164 | | | Delayed Listed Building Consent Applications | | | | | | | | | | | | | | | |
| 165 | | 1A | Delayed issued of IFCs for Section 1A4 | | | | | | | | | | | | | | | |
| 167 | | | Accommodation Works to Wanderers Clubhouse Building at Murrayfield | 100,000.00 | 75,000.00 | 60,000.00 | | 100,000.00 | | | | | | | | | | |
| 169 | | 1C | Demolition of Police Box Coffee Bar - Picardy Place | 22,495.02 | 19,000.00 | 17,500.00 | 22,495.02 | | | 22,495.02 | | | | | | | | |
| 170 | | 1A | Demolition and alteration of existing building at Cathedral Lane | | | | | | | | | | | | | | | |
| 171 | | Faber | Contract with Faber Maunsell for Transyt and Linsig Modelling Assessments. | 28,851.57 | 20,000.00 | 15,000.00 | 28,851.57 | | | 28,851.57 | 17,035.78 | 1,260.65 | 18,296.42 | 1,703.58 | 20,000.00 | 8.52% | 18.72% | |
| 172 | | SDS | Traffic Modelling - Pedestrian Crossing Timings Standard | 43,290.08 | | | 43,290.08 | | | 43,290.08 | | | | | | | | |
| 173 | | Graham | Discovery of underground petrol tank at National Car Rental Site. | 6,080.30 | | | 6,080.30 | | | 6,080.30 | | | | | | | | |
| 174 | | 1B | Discovery of new BT ducts under kerb line in Section 1B | 1,000.00 | 750.00 | 500.00 | | 1,000.00 | | | | | | | | | | |
| ~~175~~ | | x | ~~Extended Construction Support and Design Support Team~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| ~~177~~ | | x | ~~Harbour Trackwork Storage Area~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 178 | | ALL | Mandatory tie Change - No instruction issued by tie at trigger date | | | | | | | | | | | | | | | |
| 179 | | SDS | Gatehouse Works to Murrayfield Stadium | 108,663.68 | 100,000.00 | 95,000.00 | 108,663.68 | | | 108,663.68 | | | | | | | | |
| 180 | | | Reduced land available at Murrayfield as a result of Third Party Agreement | | | | | | | | | | | | | | | |
| 181 | | | CEC's requirement for a road closure at Roseburn Terrace | | | | | | | | | | | | | | | |
| 182 | | SDS | Edinburgh Airport Tramstop Kiosk | 14,061.62 | 12,000.00 | 11,000.00 | 14,061.62 | | | 14,061.62 | | | | | | | | |
| 183 | | 1B | Leith Walk - temporary white lining | | | | | | | | | | | | | | | |
| 184 | | 1B | Discovery of void around existing BT Duct - Chainage 360 RHS | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 185 | | 1B | Discovery of Thus Ducts and Gas Main - Chainage 374 RHS | | | | | | | | | | | | | | | |
| ~~186~~ | | x | ~~CEC's requirement - specification temporary bus shelters on George Street~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 187 | | Depot | Additional excavated material at Depot | 182,646.20 | 144,131.00 | 125,000.00 | 182,646.20 | | | 182,646.20 | | | | | | | | |
| ~~187.1~~ | | x | ~~Additional excavated material at Depot - Investigate options to reuse~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 188 | | 5B | Contaminated Material at Carricknowe | 20,000.00 | 15,000.00 | 12,500.00 | | 20,000.00 | | | | | | | | | | |
| 189 | | 1B | Discovery of Low Voltage Cable in Road Formation | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 190 | | 1B | Discovery of Gas Main - Chainage 353 RHS | 1,200.00 | 1,000.00 | 800.00 | | 1,200.00 | | | | | | | | | | |
| 191 | | 1B | Discovery of concrete encased lighting cable - Chainage 339 RHS | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 193 | | 1B | Discovery of Hydrant in kerb line - Chainage 333 RHS | 175.00 | 150.00 | 125.00 | | 175.00 | | | | | | | | | | |
| 194 | | 1B | Discovery of Duct Crossings - Chainage 268 RHS | 1,200.00 | 1,000.00 | 800.00 | | 1,200.00 | | | | | | | | | | |
| 195 | | 1B | Discovery of temporary pedestrian crossing lighting ducts | 1,041.08 | 650.00 | 600.00 | 1,041.08 | | | 1,041.08 | 553.66 | 40.97 | 594.63 | 55.37 | 650.00 | 8.52% | 100.00% | |
| 196 | | SDS | Little King Street works required by CEC outside the Limits of Deviation | 11,116.46 | 10,000.00 | 9,000.00 | 11,116.46 | | | 11,116.46 | | | | | | | | |
| 197 | | SDS | Cycle path near Gyle tramstop. | 12,539.35 | 10,000.00 | 9,000.00 | 12,539.35 | | | 12,539.35 | | | | | | | | |
| 198 | | SDS | Gogar Roundabout Lighting. | 5,146.76 | 4,500.00 | 4,000.00 | 5,146.76 | | | 5,146.76 | | | | | | | | |
| 199 | | 5A | IFC Drawing changes - Balgreen bridges 22 and 22a | | | | | | | | | | | | | | | |
| 200 | | 5B | IFC Drawing changes - Saughton Bridge | | | | | | | | | | | | | | | |
| 201 | | 5C | IFC Drawing changes - Depot Access Bridge | 250,000.00 | 200,000.00 | 150,000.00 | | 250,000.00 | | | | | | | | | | |
| 202 | | Farrans | IFC Drawing changes - Gogarburn Culverts 1 , 2 and 3 | 5,287.64 | 4,270.00 | 4,000.00 | | 5,287.64 | | | | | | | | | | |
| 203 | | Depot | IFC Drawing changes - Gogarburn Depot | 600,000.00 | 250,000.00 | 200,000.00 | | 600,000.00 | | | | | | | | | | |
| 204 | | 5B | IFC Drawing changes - Roads , Streetlightning , Drainage Section 5B | 750,000.00 | 600,000.00 | 500,000.00 | | 750,000.00 | | | | | | | | | | |
| 205 | | | IFC Drawing changes - Roads , Streetlightning , Drainage Section 5C | 485,732.49 | 373,000.00 | 325,000.00 | | 485,732.49 | | | | | | | | | | |
| 206 | | 5B | IFC Drawing changes - Bankhead Tramstop | 2,000.00 | 1,500.00 | 1,000.00 | | 2,000.00 | | | | | | | | | | |
| 207 | | Farrans | Scottish Gas Networks - Trial Investigations to protect gas main at Culvert 2 | 1,083.45 | 900.00 | 845.28 | 1,083.45 | | 845.28 | 238.17 | | | | | | | | |
| 208 | | 1B | Leith Walk Christmas Embargo | 175,000.00 | 150,000.00 | 125,000.00 | | 175,000.00 | | | | | | | | | | |
| 209 | | 1B | IFC Drawing changes - McDonald Road and Balfour Street Tram Stops | 2,000.00 | 1,500.00 | 1,000.00 | | 2,000.00 | | | | | | | | | | |
| 210 | | 1B | IFC Drawing changes - Road, Lighting,Landscaping and Drainage Sect. 1B | | | | | | | | | | | | | | | |
| 211 | | Graham | IFC Drawing changes - Haymarket Tram Stop | 2,000.00 | 1,500.00 | 1,000.00 | | 2,000.00 | | | | | | | | | | |
| 212 | | Graham | IFC Drawing changes - Roads, Street Lighting,Landscaping and Drainage | | | | | | | | | | | | | | | |
| 213 | | Graham | IFC Drawing changes - Haymarket Station Substation | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| ~~214~~ | | x | ~~Allow bus traffic to continue to run westbound along Princes Street~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 215 | | 1B | Demolition and alteration of existing Bus Depot at Leith Walk | 350,000.00 | 300,000.00 | 250,000.00 | | 350,000.00 | | | | | | | | | | |
| 216 | | 1B | Discovery of alkathene water pipe above formation level - Chainage 265 RHS | 175.00 | 150.00 | 125.00 | | 175.00 | | | | | | | | | | |
| 217 | | 1B | Discovery of Thus ducts above formation level and fouling kerb line - 250 RHS | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 218 | | 1B | Discovery of 2 No. LV and 1 No. LV cables above formation level. - 182 RHS | 425.24 | 270.00 | 250.00 | 425.24 | | | 425.24 | | | | | | | | |
| 219 | | 1B | Discovery of Hydrant above formation level - Chainage 177 RHS | 300.00 | 250.00 | 200.00 | | 300.00 | | | | | | | | | | |
| 220 | | 1B | Discovery of Water connection pipework above formation level - 161 RHS | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 221 | | 1B | Mudfa excavations containing water main and connections - 125 RHS | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| 222 | | 1B | Discovery of valves and a hydrant fouling the new kerb line - 120 RHS | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 223 | | 1B | Discovery of stone culvert - Chainage 100 RHS | 1,770.37 | 1,100.00 | 1,000.00 | 1,770.37 | | | 1,770.37 | | | | | | | | |
| ~~224~~ | | x | ~~Discovery of Scottish Power cables - Chainage 90 RHS~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 225 | | 1B | Repairs required to footpath to allow pedestrian access - Chainage 170 RHS | 474.13 | 400.00 | 350.00 | 474.13 | | | 474.13 | 340.72 | 25.21 | 365.93 | 34.07 | 400.00 | 8.52% | 100.00% | |
| 226 | | Depot | Operational Design Review of Depot - changes arising | | | | | | | | | | | | | | | |
| 227 | | Graham | Operational Design Review of Haymarket - changes arising | | | | | | | | | | | | | | | |
| 228 | | 1C | Relocation of bus stop outwith LOD at Princes Mall | 1,250.00 | 1,000.00 | 750.00 | | 1,250.00 | | | | | | | | | | |
| 229 | | 1C | Picardy Place design changes | | | | | | | | | | | | | | | |
| 230 | | 1A | IFC Drawing Changes - Tower Bridge Structure | 60,000.00 | 50,000.00 | 40,000.00 | | 60,000.00 | | | | | | | | | | |
| 231 | | 1C | IFC Drawing Changes - Section 1C drainage | -30,000.00 | -25,000.00 | -20,000.00 | | -30,000.00 | | | | | | | | | | |
| 232 | | 1C | IFC Drawing Changes - Section 1C road design | | | | | | | | | | | | | | | |
| 233 | | 1C | IFC Drawing Changes - Section 1C lighting layout | | | | | | | | | | | | | | | |
| 234 | | 1B | Leith Walk (Section 1B) Groundworks - Move THUS ducts - Ch 345 - 365 | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 235 | | 1B | Leith Walk (Section 1B) Groundworks - Move BT ducts Ch 345 - 365 | 600.00 | 500.00 | 400.00 | | 600.00 | | | | | | | | | | |
| 236 | | Farrans | Options for drainage outfall consent at the Airport | 3,000.00 | 2,500.00 | 2,000.00 | | 3,000.00 | | | | | | | | | | |

| | | | | | | | Project: | Edinburgh Tram Network | | | | | | | | | | BILFINGER BERGER Civil |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | as per: | 31/03/2009 | | | | | | | | | | |

## 2.08b Unapproved Change Orders

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | | Working Estimate | | | | | | | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Maximum | assessed | Minimum | Submitted | to be submitted | in principle agreed, but not approved | not agreed | Cost for performance, design & estimate | Consortium Fee 7.4 % | Total Cost | OH & P | Revenue | HKD | Stage of Completion acc. to Perf.Report | |
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10=8+9 | 11 | 12=10+11 | 13 = 11/12 | 14 | |
| 238 | | 1B | Temporary Traffic Lights opposite Manderson Street required | 6,000.00 | 5,000.00 | 4,000.00 | | 6,000.00 | | | | | | | | | | |
| 239 | | 1B | Additional Trial Holes at CH145 - CH160 (Section 1B) | 835.80 | 500.00 | 500.00 | 835.80 | | | 835.80 | 425.89 | 31.52 | 457.41 | 42.59 | 500.00 | 8.52% | 100.00% | |
| 240 | | 1B | Removal and Reinstatement of BT Phone Box | 11,405.32 | 7,200.00 | 6,000.00 | | 11,405.32 | | | | | | | | | | |
| 241 | | 5B | MUDFA has commenced works on Bankhead Dr preventing Infraco progress | | | | | | | | | | | | | | | |
| 242 | | ALL | TRO Presentations by SDS to the public during September 2008 | 75,000.00 | 70,000.00 | 55,000.00 | | 75,000.00 | | | | | | | | | | |
| 243 | | SDS | Forth Ports Substation - lack of as-built information | 8,537.93 | 7,500.00 | 6,500.00 | 8,537.93 | | | 8,537.93 | | | | | | | | |
| 244 | | SDS | Building Fixing Owner Agreements - Info required due to Court Proceedings | 17,749.74 | 17,193.00 | 15,000.00 | 17,749.74 | | | 17,749.74 | | | | | | | | |
| 245 | | | Accommodation Works SRU Murrayfield - Major Event Notification | | | | | | | | | | | | | | | |
| 246 | | ALL | Notified Departure due to the issue of SDS Design programme V36. | | | | | | | | | | | | | | | |
| 247 | | ALL | Notified Departure due to the issue of SDS Design programme V37. | | | | | | | | | | | | | | | |
| 248 | | ALL | Notified Departure due to the issue of SDS Design programme V38. | | | | | | | | | | | | | | | |
| 249 | | ALL | Notified Departure due to the issue of SDS Design programme V39. | | | | | | | | | | | | | | | |
| 250 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 251 | | 1C | IFC Drawing Changes - Section 1C OLE Layout | | | | | | | | | | | | | | | |
| 252 | | 1C | IFC Drawing Changes - Section 1C Track Horizontal Alignment | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| 253 | | 1C | IFC Drawing Changes - Section 1C Track Vertical Alignment | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| 254 | | 1C | IFC Drawing Changes - Section 1C Traffic Management | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| 255 | | 1C,1D | Removal by others of materials from central reserve on Princes Street | | | | | | | | | | | | | | | |
| ~~256~~ | | x | ~~Additional Trial Holes at Leith Walk - Chainages 145 to 160~~ | | | | | | | | | | | | | | | no further action under this INTC-Ref. |
| 257 | | SDS | Feasibility Study (Design Only) Forth Ports access to ADM Milling | 11,581.87 | 11,000.00 | 10,000.00 | 11,581.87 | | | 11,581.87 | | | | | | | | |
| 258 | | SDS | Future Proofing on behalf of New Ingliston Ltd and Highland Properties Ltd | 1,256,330.00 | 1,010,000.00 | 900,000.00 | 39,259.15 | 1,217,070.85 | | 39,259.15 | | | | | | | | |
| 259 | | 5B | Cycleway at Edinburgh Park Station repositioned outwith the LOD | 55,000.00 | 40,000.00 | 35,000.00 | | 55,000.00 | | | | | | | | | | |
| 260 | | 1B | Relocate existing Control Box - Section 1B | 2,061.90 | 1,250.00 | 1,200.00 | 2,061.90 | | | 2,061.90 | 1,064.74 | 78.79 | 1,143.53 | 106.47 | 1,250.00 | 8.52% | 100.00% | |
| 261 | | 1B | IFC Drawing Changes - Section 1B - Balfour Street Tram Stop | 2,500.00 | 2,000.00 | 1,500.00 | | 2,500.00 | | | | | | | | | | |
| 262 | | 5B | IFC Drawing Changes - Section 5B - Track Drainage | 1,244,000.00 | 1,100,000.00 | 1,000,000.00 | | 1,244,000.00 | | | | | | | | | | |
| 263 | | 1A | IFC Drawing Changes - Section 1A - Victoria Dock Bridge | 5,000.00 | 4,000.00 | 2,500.00 | | 5,000.00 | | | | | | | | | | |
| 264 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 265 | | Graham | Accommodation Works Section 2A Access Retaining Wall | 91,680.34 | | | 91,680.34 | | | 91,680.34 | | | | | | | | |
| 266 | | Depot | Monthly Track Monitoring Network Rail East Coast North Line / Gogar Depot | 5,771.38 | 5,000.00 | 1,840.25 | 5,771.38 | | 1,840.25 | 3,931.13 | | | | | | | | |
| 267 | | 5C | Carry out Scottish Water Diversion at Gogar Roundabout | 100,000.00 | 75,000.00 | 60,000.00 | | 100,000.00 | | | | | | | | | | |
| 268 | | 5C | Carry out Scottish Power Diversion at Gogar Roundabout | 14,617.20 | 11,222.00 | 10,000.00 | 14,617.20 | | | 14,617.20 | | | | | | | | |
| 269 | 20 | SDS | Instructions arising from Trackform Development Workshop | 12,010.40 | | | 12,010.40 | | | 12,010.40 | | | | | | | | partly approved (see 2.08a); figures here concerning not approved portion |
| 270 | | Farrans | RBS Tramstop - Estimate diversion LV Power and Water crossing tram track | 6,164.54 | 5,000.00 | 4,000.00 | 6,164.54 | | | 6,164.54 | | | | | | | | |
| 271 | 19 | SDS | Road Construction Details - Construction Methodology Statements for | 12,058.38 | | | 12,058.38 | | | 12,058.38 | | | | | | | | partly approved (see 2.08a); figures here concerning not approved portion |
| 273 | | Farrans | Gogarburn Retaining Wall W14 - Re-design Water Mains and Gas Main | 31,410.00 | 30,000.00 | 25,000.00 | | 31,410.00 | | | | | | | | | | |
| 274 | 21 | 1C,1D | Princes Street Construction Works-closure to traffic during construction works. | 1,455.40 | | | 1,455.40 | | | 1,455.40 | | | | | | | | partly approved (see 2.08a); figures here concerning not approved portion |
| 275 | | Farrans | EAL Tramstop - BAA Interface | 7,500.00 | 6,000.00 | 5,000.00 | | 7,500.00 | | | | | | | | | | |
| 276 | | 1,2 | OLE Design changes in the area between Haymarket and Newhaven | 64,500.00 | | | | 64,500.00 | | | | | | | | | | |
| 277 | | Farrans | Airport Tramstop Canopy tie in options. | 42,500.00 | 42,500.00 | 35,000.00 | | 42,500.00 | | | | | | | | | | |
| 278 | | ALL | Wider Area Modelling Proposals | | | | | | | | | | | | | | | |
| 279 | | | West Pilton Tram stop | | | | | | | | | | | | | | | |
| 280 | | SDS | Change to demarcation requirements | 26,881.08 | | | 26,881.08 | | | 26,881.08 | | | | | | | | |
| 281 | | 1C | Revised proposals for Cathedral Lane Sub-station | | | | | | | | | | | | | | | |
| 282 | | Graham | Request for instruction to deal with Japanese Knotweed - Retaining Wall W4 | | | | | | | | | | | | | | | |
| 283 | | 5B | Edinburgh Park Bridge (S27) - Pier 3 Base Formation | 10,806.80 | 8,000.00 | 7,500.00 | 10,806.80 | | | 10,806.80 | | | | | | | | |
| 284 | | Graham | Russel Road Retaining Wall 4 - Options Report | | | | | | | | | | | | | | | |
| 285 | | ALL | Notified Departure due to the issue of SDS Design programme V40. | | | | | | | | | | | | | | | |
| 286 | | 1C,1D | Princes Street - Change to specification - full depth reconstruction | | | | | | | | | | | | | | | |
| 287 | | SDS | Forth Ports Traffic Signal - Section 1A4 - Widened Crossing required | 9,577.49 | | | 9,577.49 | | | 9,577.49 | | | | | | | | |
| 288 | | ALL | Deviation Road Rail vehicle payload | | | | | | | | | | | | | | | |
| 289 | | 1A | Cycleway change at Hawthornevale – Section 1A4 | | | | | | | | | | | | | | | |
| ~~290~~ | | x | ~~CAF - Air Supply~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| ~~291~~ | | x | ~~CAF - Lifting System~~ | | | | | | | | | | | | | | | not concerning BB UK/SDS |
| 292 | | 1A | Additional Ramp / Steps at Lindsay Road Retaining Wall - Section 1A4 | | | | | | | | | | | | | | | |
| 293 | | Farrans | Gogar Castle Road tree felling | 1,453.32 | 1,050.00 | 1,050.00 | 1,453.32 | | | 1,453.32 | | | | | | | | |
| 294 | | SDS | Reinstate access ramp at Gogar Depot | 10,972.19 | 8,860.00 | 8,000.00 | 10,972.19 | | | 10,972.19 | | | | | | | | |
| 295 | | Farrans | Carry out works to protect existing SGN gas main at Culvert 2 | 16,350.75 | 13,306.86 | 12,000.00 | 16,350.75 | | | 16,350.75 | | | | | | | | |
| 296 | | Farrans | Formation Level of Gogarburn Bridge West Abutment | 18,742.78 | 15,135.00 | 14,000.00 | 18,742.78 | | | 18,742.78 | | | | | | | | |
| 297 | | Farrans | Formation Level of Gogarburn Bridge East Abutment | 10,993.96 | 8,878.00 | 8,000.00 | 10,993.96 | | | 10,993.96 | | | | | | | | |
| 298 | | Farrans | Revised access arrangements to Depot | | | | | | | | | | | | | | | |
| 299 | | 5B | IFC Drawing changes - Edinburgh Park Bridge (Piers, bearings) | | | | | | | | | | | | | | | |
| 300 | | ALL | Network Rail's requirement for CAT 3 checking | | | | | | | | | | | | | | | |
| 301 | | Faber | Develop diversionary route from Princes Street to George Street/Queen Street | 16,193.89 | 15,000.00 | 14,000.00 | 16,193.89 | | | 16,193.89 | 12,776.83 | 945.49 | 13,722.32 | 1,277.68 | 15,000.00 | 8.52% | 100.00% | |
| 302 | | Graham | Protection of live utilities at Russell Road Bridge during construction | | | | | | | | | | | | | | | |
| 303 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 304 | | Graham | Provisional Sum for Extra Over for Shell Grip at Junctions | | | | | | | | | | | | | | | |
| 305 | | 1C | Crawley Tunnel - insufficient ground cover | | | | | | | | | | | | | | | |
| 306 | | 1C | Underground structure Leith WalkC rawley Tunnel - insufficient ground cover | | | | | | | | | | | | | | | |
| 307 | | Graham | Contaminated Soil assessment at Haymarket Depot | | | | | | | | | | | | | | | |
| 308 | | 5B | Additional excavation at Carrick Knowe South Abutment | | | | | | | | | | | | | | | |
| 309 | | 5B | Edinburgh Park Bridge (S27) - South Abutment Base Formation | 53,126.71 | 41,000.00 | 3,015.27 | 53,126.71 | | 3,015.27 | 50,111.44 | | | | | | | | |
| 310 | | Farrans | Gogar Landfill Scottish Water Utility Diversion | 15,000.00 | 12,500.00 | 10,000.00 | | 15,000.00 | | | | | | | | | | |
| 311 | | 1A | IFC Drawing Changes - Section 1A - Drainage | | | | | | | | | | | | | | | |
| 312 | | 1B | IFC Drawing Changes - Leith Walk | | | | | | | | | | | | | | | |
| 313 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 314 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |



BFB00112188_0027

Project: **Edinburgh Tram Network**

as per: **31/03/2009**

BILFINGER BERGER Civil

# 2.08b Unapproved Change Orders

| INTC-Ref | TCO | Section | Description | Assessment: Maximum 1 | Assessment: assessed 2 | Assessment: Minimum 3 | Status: Submitted 4 | Status: to be submitted 5 | Status: in principle agreed, but not approved 6 | Status: not agreed 7 | Working Estimate: Cost for performance, design & estimate 8 | Working Estimate: Consortium Fee 7.4 % 9 | Working Estimate: Total Cost 10=8+9 | Working Estimate: OH & P 11 | Working Estimate: Revenue 12=10+11 | Working Estimate: HKD 13=11/12 | Working Estimate: Stage of Completion acc. to Perf.Report 14 | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 315 | | Farrans | IFC Drawing Changes - Drainage - Gogarburn to Airport | | | | | | | | | | | | | | | |
| 316 | | 1D | Princes Street IFC Drawing Changes | | | | | | | | | | | | | | | |
| 317 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 318 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 319 | | SDS | Shandwick Place TRO Signage | 8,385.88 | 8,000.00 | 7,500.00 | 8,385.88 | | | 8,385.88 | | | | | | | | |
| 320 | | ALL | Proposed CEC changes to demarcation requirements | | | | | | | | | | | | | | | |
| 321 | | 1C | Revised alignment to Picardy Place, York Place and London Road Junctions | | | | | | | | | | | | | | | |
| 322 | | 5B | Carrick Knowe Underbridge Obstructions | | | | | | | | | | | | | | | |
| 323 | | 5C | A8 Underpass Phase 1 Pile Toe Levels | 38,331.10 | 29,500.00 | 20,000.00 | 38,331.10 | | | 38,331.10 | | | | | | | | |
| 324 | | 5C | A8 Underpass Phase 1 Piling Obstructions | | | | | | | | | | | | | | | |
| 325 | | SDS | Advertisement Consents | 268,778.50 | 250,000.00 | 240,000.00 | 268,778.50 | | | 268,778.50 | | | | | | | | |
| 326 | | 1B | Expose existing gully connections at Chainage 272-328 RHS | | | | | | | | | | | | | | | |
| 327 | | 1B | Dye test and camera survey at Chainage 170 RHS | 1,015.02 | 640.00 | 600.00 | 1,015.02 | | | 1,015.02 | | | | | | | | |
| 328 | | 1B | Reinstate slabbed footway following MUDFA works | 2,045.02 | 1,300.00 | 1,200.00 | 2,045.02 | | | 2,045.02 | | | | | | | | |
| 329 | | 1B | Break out foamed concrete backfill | | | | | | | | | | | | | | | |
| 330 | | 1B | Install additional gully Chainage 250 RHS | | | | | | | | | | | | | | | |
| 331 | | Depot | Partial Handover Of Depot Site | | | | | | | | | | | | | | | |
| 332 | | x | TBA | | | | | | | | | | | | | | | not used (yet) |
| 333 | | Depot | Investigate stability of and reinstate existing batters north of Gogar Depot | | | | | | | | | | | | | | | |
| 334 | | Farrans | Access at New Ingliston | | | | | | | | | | | | | | | |
| 335 | | | IFC Drawing Changes - Track Drainage Section 5C | 141,727.00 | 108,000.00 | 100,000.00 | | 141,727.00 | | | | | | | | | | |
| 336 | | Farrans | IFC Drawing Changes - Track Drainage Section 7A | 275,235.00 | 222,000.00 | 200,000.00 | | 275,235.00 | | | | | | | | | | |
| 337 | | 1B | Testing to carriageway at Leith Walk | | | | | | | | | | | | | | | |
| 338 | | 1B | Remove ornamental iron balls from Groathill Depot | | | | | | | | | | | | | | | |
| 339 | | 1B | Remove spoil from Groathill Depot | | | | | | | | | | | | | | | |
| 340 | | 5B | Edinburgh Park Bridge South Abutment Base - Existing service (cable) | | | | | | | | | | | | | | | |
| 341 | | 1C | Princes Street - Reinforced Concrete slab above Track Box | | | | | | | | | | | | | | | |
| 342 | | 5A,5B | Transfer of private utility diversions from MUDFA at Edinburgh Park | | | | | | | | | | | | | | | |
| 343 | | SDS | Street Lighting - Height of poles | 2,494.75 | 2,100.00 | 1,800.00 | 2,494.75 | | | 2,494.75 | | | | | | | | |
| 344 | | Depot | Disposal of surplus excavated material at Depot | 1,600,000.00 | 1,200,000.00 | 800,000.00 | | 1,600,000.00 | | | | | | | | | | |
| 345 | | | MUDFA use of Hippo Wheel Wash | | | | | | | | | | | | | | | |
| 346 | | 5B | Edinburgh Park Bridge Structural Fill | | | | | | | | | | | | | | | |
| 347 | | 1D | Traffic Flow and re-modelling at Lothian Road Junction | | | | | | | | | | | | | | | |
| 348 | | 1D | Additional Signs on Queen Street | | | | | | | | | | | | | | | |
| 349 | | 1C,1D | Traffic Management contingency for Emergency Utility Works | | | | | | | | | | | | | | | |
| 350 | | Farrans | Protected Species mitigation measures | | | | | | | | | | | | | | | |
| 351 | | 1C,1D | Reversal of One Way System on Rose Street | | | | | | | | | | | | | | | |
| 352 | | 1C,1D | Off-peak Taxi Rank at George Street | | | | | | | | | | | | | | | |
| 353 | | 1C,1D | Additional Measures at George Street | | | | | | | | | | | | | | | |
| 354 | | 1C,1D | Provide Corex signs and double yellow lines on George Street | | | | | | | | | | | | | | | |
| 355 | | 1C,1D | Additional Signage at George Street/St Andrews Square | | | | | | | | | | | | | | | |
| 356 | | 1C,1D | Replace MASS barriers at George Street, Hanover Street and Frederick Street | | | | | | | | | | | | | | | |
| 357 | | 1C,1D | Trial Holes in Princes Street | | | | | | | | | | | | | | | |
| 358 | | 1C | Incomplete MUDFA Works at the Princes Street/Mound Junction | | | | | | | | | | | | | | | |
| 359 | | 1D | Haymarket Junction- Underground Chamber at Clifton Terrace | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | TOTALS: | 40,707,228 | 21,672,899 | 18,009,018 | 21,743,676 | 18,952,186 | 5,020,709 | 16,734,333 | 2,230,856.37 | 165,083.37 | 2,395,939.74 | 223,085.64 | 2,619,025.37 | 8.52% | x | |

| Sum for Performance Sheet "Claims & Variations under preparation" | 21,755,042<br>Sum for Performance Sheet "Claims & Variations submitted & not approved" |
|---|---|
| maximum potential of CO: 40,707,228 | |



BFB00112188_0028

|  |  | Project: | Edinburgh Tram Network |  |
|---|---|---|---|---|
|  |  | as per: | 31/03/2009 | BILFINGER BERGER Civil |

# 2.09 Payment Status

| PROGRESS | | | INVOICE | | | | | | | | | PAYMENT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PERIOD | | PROGRESS | No. | Application | Invoiced (Accepted) | DISPUTED | ADVANCE PAYMENT % | RETENTION MONEY % | OTHERS (%) | TOTAL | DUE DATE | RECEIVED ON | excluding VAT | REMARKS |
| Actual Performance | | | | | | | | | | 0 | | | | |
| | | 0 | 1 | 2 | 3 | 4=3-2 | 5 | 6 | 7 | 8=3-5-6-7 | 9 | 10 | 11 | 12 |
| 1 | MONTH | 500,000 | | 19,100,000 | 19,100,000 | 0 | 0 | 0 | 0 | 19,100,000 | 30/06/2008 | 04/06/2008 | 19,100,000 | |
| May-08 | ACCUM. | 500,000 | | 19,100,000 | 19,100,000 | 0 | | | | 19,100,000 | | | 19,100,000 | |
| 2 | MONTH | 1,052,000 | | 2,289,899 | 2,289,899 | 0 | 0 | 0 | 0 | 2,289,899 | 15/07/2008 | 04/07/2008 | 0 | |
| Jun-08 | ACCUM. | 1,552,000 | | 21,389,899 | 21,389,899 | 0 | | | | 21,389,899 | | | 19,100,000 | |
| 3 | MONTH | 1,330,784 | | 2,414,100 | 2,295,133 | -118,967 | 0 | 0 | 0 | 2,295,133 | 11/08/2008 | 01/08/2008 | 2,290,000 | |
| Jul-08 | ACCUM. | 2,882,784 | | 23,803,998 | 23,685,031 | -118,967 | | | | 23,685,031 | | | 21,390,000 | |
| 4 | MONTH | 1,465,472 | | 2,048,076 | 2,099,228 | 51,151 | 0 | 0 | 0 | 2,099,228 | 11/09/2008 | 29/08/2008 | 4,394,259 | |
| Aug-08 | ACCUM. | 4,348,256 | | 25,852,074 | 25,784,259 | -67,815 | | | | 25,784,259 | | | 25,784,259 | |
| 5 | MONTH | 1,046,633 | | 868,647 | 739,994 | -128,654 | 0 | 0 | 0 | 739,994 | 08/10/2008 | 29/09/2008 | 739,994 | |
| Sep-08 | ACCUM. | 5,394,889 | | 26,720,722 | 26,524,252 | -196,469 | | | | 26,524,252 | | | 26,524,252 | |
| 6 | MONTH | 3,339,638 | | 971,518 | 809,079 | -162,440 | 0 | 0 | 0 | 809,079 | 14/11/2008 | 31/10/2008 | 809,079 | |
| Oct-08 | ACCUM. | 8,734,527 | | 27,692,240 | 27,333,331 | -358,909 | | | | 27,333,331 | | | 27,333,331 | |
| 7 | MONTH | 1,724,602 | | 705,826 | 625,106 | -80,720 | 0 | 0 | 0 | 625,106 | 22/12/2008 | | -331 | |
| Nov-08 | ACCUM. | 10,459,129 | | 28,398,066 | 27,958,437 | -439,629 | | | | 27,958,437 | | | 27,333,000 | |
| 8 | MONTH | 2,480,873 | | 1,584,058 | 1,116,659 | -467,400 | 0 | 0 | 0 | 1,116,659 | 22/01/2009 | 23/12/2008 | 1,742,000 | |
| Dec-08 | ACCUM. | 12,940,002 | | 29,982,124 | 29,075,095 | -907,029 | | | | 29,075,095 | | | 29,075,000 | |
| 9 | MONTH | 584,252 | | 5,108,480 | 1,858,032 | -3,250,448 | 0 | 0 | 0 | 1,858,032 | 02/03/2009 | 30/01/2009 | 1,858,127 | |
| Jan-09 | ACCUM. | 13,524,254 | | 35,090,604 | 30,933,127 | -4,157,477 | | | | 30,933,127 | | | 30,933,127 | |
| 10 | MONTH | 1,739,311 | | 955,306 | 1,288,964 | 333,659 | 0 | 0 | 0 | 1,288,964 | 04/03/2009 | | 0 | |
| Feb-09 | ACCUM. | 15,263,565 | | 36,045,910 | 32,222,091 | -3,823,818 | | | | 32,222,091 | | | 30,933,127 | |
| 11 | MONTH | 1,578,820 | | 5,004,815 | 3,532,588 | -1,472,226 | 0 | 0 | 0 | 3,532,588 | 07/04/2009 | 17/03/2009 | 2,979,868 | |
| Mar-09 | ACCUM. | 16,842,385 | | 41,050,724 | 35,754,680 | -5,296,045 | | | | 35,754,680 | | | 33,912,994 | |
| 12 | MONTH | -16,842,385 | | -41,050,724 | -35,754,680 | 5,296,045 | 0 | 0 | 0 | -35,754,680 | | | -33,912,994 | |
| Apr-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 13 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| May-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 14 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Jun-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 15 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Jul-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 16 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Aug-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 17 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Sep-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 18 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Oct-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 19 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Nov-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 20 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Dec-09 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 21 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Jan-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 22 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Feb-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 23 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Mar-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 24 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Apr-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 25 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| May-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 26 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Jun-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| 27 | MONTH | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Jul-10 | ACCUM. | 0 | | 0 | 0 | 0 | | | | 0 | | | 0 | |
| TOTALS | | 0 | | 0<br>(w/o Advance Payment) | 0 | 0 | 0 | 0 | 0 | 0<br>(w/o Advance Payment)<br>0<br>(with Advance Payment) | | | 33,912,994<br>(w/o Advance Payment)<br>33,912,994<br>(with Advance Payment) | |



BFB00112188_0029

| | Project: | Edinburgh Tram Network | BILFINGER BERGER Civil |
|---|---|---|---|
| | as per: | 31/03/2009 | |

# 2.11 Monthly Report on Quality Management

## 1. Audits

### 1.1 Internal Audits

| Audit-No. and date | Number of Non-Conformance-Report or number of audit minutes | Non-Conformances | Non-Conformance cleared (date) | Corrective action |
|---|---|---|---|---|
| Procurement, Change, Project Controls, Commercial Audit | 25.1.201/AS2009/03 | 3 NCRs | 0 | 3 |
| Assessment visit - Banagher in Ireland - pre-cast concrete beam manufacture | 25.1.201 / 7 | 0 | 0 | 0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

### 1.2 External Audits (e.g. by Client)

| Audit-No. and date | Number of Non-Conformance-Report or number of audit minutes | Non-Conformances | Non-Conformance cleared (date) | Corrective action |
|---|---|---|---|---|
| None | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

## 2. Inspection and Testing

| Type of Work | Frequency acc. to stipulations laid down in Project Quality Plan/ | No. of lots inspected/tested | | No. of lots with Non-Conformances detected | | | | |
|---|---|---|---|---|---|---|---|---|
| | lot/size | total | this month | total | this month | cleared total | cleared this month | clearing cost this month (EUR) |
| N/A | N/A | N/A | N/A | 14 | 11 | 11 | 0 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

## 3. Further quality-related events during this month

(please describe shortly)

BAM have still not produced an ITP for Track Installation. This is causing concern as we may well be expected to begin track laying very soon, but don't have the necessary documentation in-place. DR pushing Siemens to push BAM. NCRs raised during this period regarding ETN BB staff not working to IMS procedures, IMS procedures not adequate, and SDS document control processes being very poor. Mrs Sheena Smith is the new Quality and Environmental Advisor for the Client and DR is now working closely with her.

# 2.12 Safety Information System - SIS

## OH&S Reporting System

## Monthly Report Construction Site

F313-4 revB

Please return the completed report to the responsible person until the 15th working day following the end of the month.

**Month:** Mar-09

**Construction site:** Edinburgh Tram Network

**Org. Unit:** Bilfinger Berger Civil **Date:** 2nd April 2009

**Prepared by:** [redacted] **Phone:** [redacted]

| | Complete the following columns: | In case of an internal JV, the following columns have to be completed: |
|---|---|---|
| ☐ BB Civil site | A, B. C | by internal JV leader: A, B, C (for own org.unit only)<br>by internal JV partner: A, B, C (for own org.unit only) |
| ☑ External JV<br>BB is technical leader | A, B, C, D, E (whole JV) | by internal JV leader: A, B, C, D, E (but without A+B+C of the internal JV partners)<br>by internal JV partner: A, B, C (for own org.unit only) |
| ☐ External JV<br>BB is NOT technical leader | A, B, C (only BB subcontractors) | by internal JV leader: A, B, C (for own org.unit only)<br>by internal JV partner: A, B, C (for own org.unit only) |

| | BB Employees (A) | BB Workers, supervisors (B) | Sub-contractor staff (C) | JV Partner staff (D) | Staff hired by JV (E) | Sum (F) |
|---|---|---|---|---|---|---|
| 1 Average number of site staff | 77 | 0 | 93 | 51 | 48 | 269 |
| 2 Man-hours worked by site staff | 15,169 | 0 | 18,361 | 10,019 | 9,504 | 53,053 |
| 3 Incidents causing injury with 1 - 3 days lost | | | | | | 0 |
| 4 Incidents causing injury with more than 3 days lost | | | | | | 0 |
| 5 Incidents causing fatality | | | | | | 0 |
| 6 Days lost due to incidents causing injury (1 - 3 days lost) | | | | | | 0 |
| 7 Days lost due to incidents causing injury (more than 3 days lost) | | | | | | 0 |
| 8 First Aid cases | | | | | | |

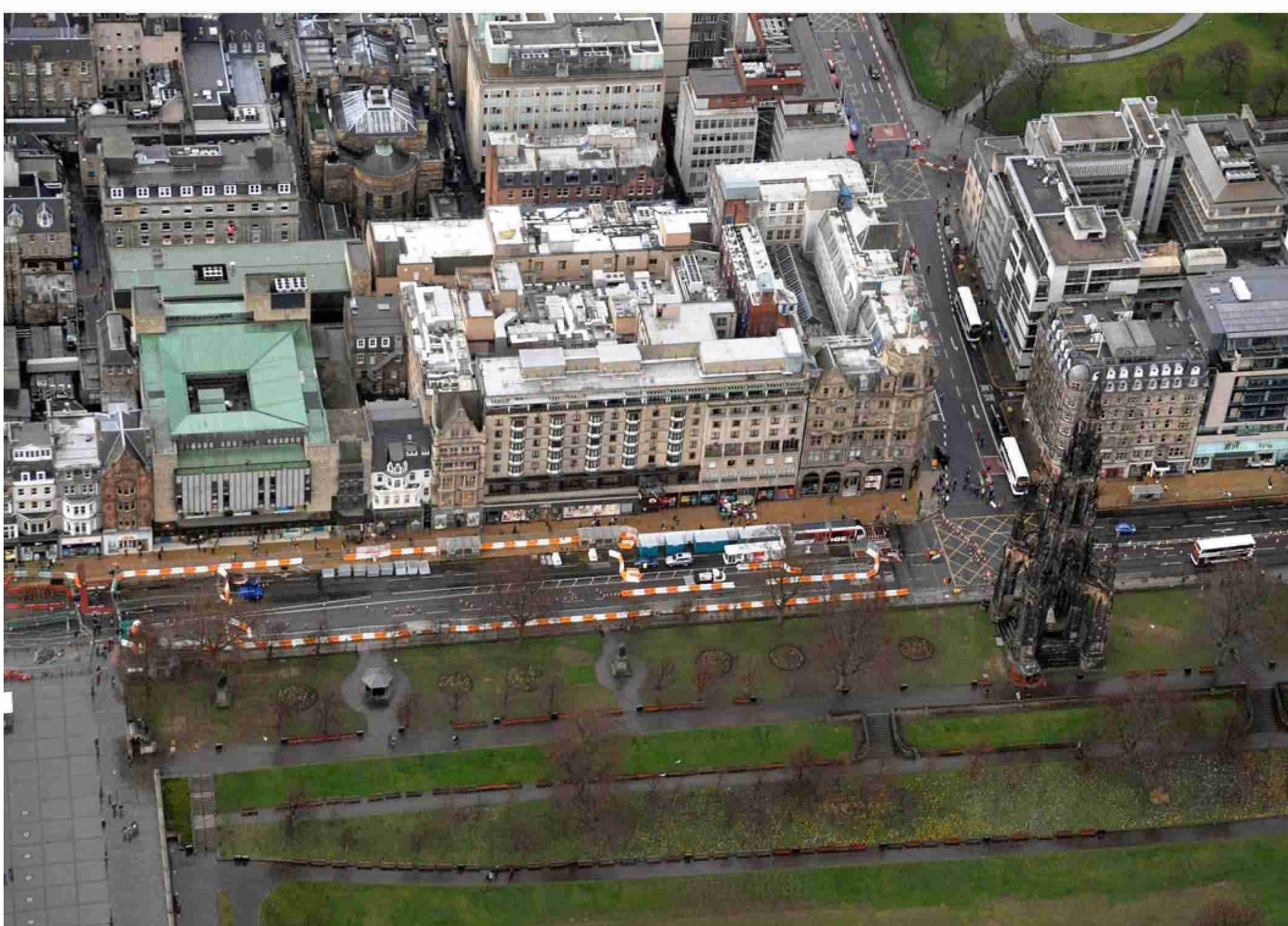
The figures refer to the current month only!

BILFINGER BERGER Civil

## 2.13 Project Photographs

see following pages

| | | |
|---|---|---|
| **Picture 01** | **Section 7** | **Gogarburn Bridge** |
| **Picture 02** | **Section 7** | **Tram Corridor & Depot** |
| **Picture 03** | **Section 5** | **Piers Edinburgh Park Bridge** |
| **Picture 04** | **Section 5** | **Balgreen Carrick Knowe Tram Corridor** |
| **Picture 05** | **Section 2A** | **Roseburn Corridor to Haymarket** |
| **Picture 06** | **Section 1D** | **Closed Princes Street North** |



Project: Edinburgh Tram Network

as per: 31/03/2009

BILFINGER BERGER Civil

# 3.01 Consultants Analysis (Third Parties Costs)

| Act-Code | Acc-Code | Jan's list | Company | S-No. | Works's Description | Budget | Forecast | Allowance to date | Cost to date | | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Performance | | | 23.5% | | | |
| 71 | 61870080 | Becker Geomatics Ltd | Becker Geomatics Ltd | 1 | Survey | | 750.00 | | 2,424.00 | | |
| 71 | 61870080 | Grontmij | Grontmij | 8 | Design | | 4,307.00 | | 4,307.00 | | |
| 71 | 61870080 | Mouchel | Mouchel | 9 | Pavement analysies Princess Street | | 80,000.00 | | 62,512.00 | | |
| 71 | 61870080 | Lumberjax | Lumberjax | 10 | Environmental | | 4,000.00 | | 3,780.00 | | |
| 71 | 61870080 | Tony Gee | Tony Gee | 17 | Works preparation | | 175,000.00 | | 141,708.00 | | |
| 71 | 61840140 | White House Studios | White House Studios | 24 | Site pictures monthly | | 21,168.00 | | 3,846.00 | | Employers requirement |
| 71 | 61870080 | Nestrack (Martin Burke is staff) | Nestrack | 37 | Safety track line | | 40,000.00 | | 28,700.00 | | without Martin Burke (is in staff) |
| 71 | 61870080 | L&M Surveys | L&M Surveys | 39 | Survey | 33,047.00 | 33,047.00 | 20,000.00 | 20,315.00 | | Allowance equal performance |
| 71 | 61852070 | Pinsent Mason | Pinsent Mason | 52 | Legal | 100,000.00 | 500,000.00 | 32,105.00 | 336,627.00 | | Accounts Code 61852070 (Act.39 and 48) |
| 71 | 61870080 | RMP Noice/Vibration | RMP Noice/Vibration | 53 | Ecology | | 15,000.00 | | 12,250.00 | | |
| 71 | 61870080 | John Derbyshire | JDC Ecology Ltd | 58 | Environment | | 15,000.00 | | 6,903.00 | | |
| 71 | 61870080 | Glasgow University | Glasgow University | 61 | Archaeology | | 25,000.00 | | 16,893.00 | | |
| 71 | 61870080 | Corderoy | Corderoy | 64 | Design changes | | 100,000.00 | | 66,002.00 | claimed | Part is Phase 1B (Section3) |
| 71 | 61853020 | Steve Osbalderston | BCS Ltd (Siemens) | 65 | Safety | | 284,720.00 | | 218,672.00 | claimed | Safty lisence network rail of Siemens used by BBUK |
| 71 | 61627010 | Dr Security | SD Security | 71 | Main Office Security | 345,000.00 | 160,000.00 | 68,363.00 | 68,363.00 | | |
| 71 | 61870080 | Steve Sharp | Construction Programming Solutions | 75 | Scheduling | | 100,000.00 | | 91,923.00 | | |
| 71 | 61870080 | Faber Manusell | Faber Manusell | 85 | Modelling TM | | 250,000.00 | | 159,526.00 | claimed | |
| 71 | | Gratons | | | | | | | | | May replaced Toni Gee |
| 71 | 61870080 | BB Ger + BBUK | (Mueller, G. Budge) | | Support, Design | 106,236.00 | 100,000.00 | 15,032.04 | 15,032.04 | | Updated Budget in ARRIBA, QM Support |
| 71 | 61841050 | BB Germany | BEBIT | | BCS | 5,000.00 | 5,000.00 | 3,000.00 | 2,974.00 | | |
| 71 | 61870080 | Quaec | | | Claims support | | | | | | |
| 71 | 61870080 | Chris Powell | Chris Powell Consultancy | | Quality Management | Manchester | 7,498.00 | | 7,498.00 | | All other cost on BBUK account (Manchester) |
| 71 | 61410020 | McMI System | McMI System | | Work Package Plan Sec. 2A-5 | | 4,700.00 | | 4,684.00 | | on off |
| 71 | 61852070 | Acumen / Ireland | Acumen | | Tax Advisor | Manchester | ??? | | | | Cost of Acumen on BBUK account (Manchester) |
| 71 | 61870080 | | Parsons Brinkerhoff | | Design support (3person) | | | | 65,330.00 | | |
| 71 | | | Hill International | | Claims expert | | | | | | |
| | | **Total Consultant Third Parties** | | | | **589,283.00** | **1,925,190.00** | **138,500.04** | **1,340,269.04** | | |
| | | | | | | | | | | | |
| 64 | 61332000 | Harper Generator Service | Harper Generator Service | 72 | | | 100,000.00 | | 66,878.00 | | Site installation |
| 64 | 61840030 | Initial | Initial Cleaning | | Office Cleaning | | 80,000.00 | | 15,506.00 | | Site installation |
| 53 / 61 | 61652210 | Stanger | Stanger | | Material testing | 400,000.00 | 20,000.00 | 15,000.00 | 6,992.00 | | Supplier |
| | | **Sums** | | | | **400,000.00** | **200,000.00** | **15,000.00** | **89,376.00** | | |



BFB00112188_0036

Project: **Edinburgh Tram Network**

as per: **31/03/2009**

BILFINGER BERGER Civil

# 3.02 Overview Estimated Chances & Risks

| | Estimated Risks from Top Sheet (Unqualified Risk Register) | estimated | dissoluted | remaining |
|---|---|---|---|---|
| | | GBP | GBP | GBP |
| 01. | Add. Insurances acc. CL. 76.17 | 10,000 | 0 | 10,000 |
| 02. | Liquidated Damages | 464,000 | 0 | 464,000 |
| 03. | Interface with Railway Authorities | 25,000 | 0 | 25,000 |
| 04. | Uninsured Ecoconmic Losses | 132,500 | 0 | 132,500 |
| 05. | Delayed Start Of Construction Works | 360,000 | 0 | 360,000 |
| 06. | Firm items In Value Engineering | 279,500 | 0 | 279,500 |
| 07. | Quantity Risk | 1,000,000 | 292,824 | 707,176 |
| 08. | Corderoy's Quantities For Pavements in Sect. 5 | 389,000 | 0 | 389,000 |
| 09. | CEC Planning | 25,000 | 0 | 25,000 |
| 10. | Road Safety Audit | 250,000 | 0 | 250,000 |
| 11. | Network Rail | 75,000 | 0 | 75,000 |
| 12. | Edinburgh Park | 37,500 | 0 | 37,500 |
| 13. | Forth Ports | 5,000 | 0 | 5,000 |
| 14. | HMRI | 25,000 | 0 | 25,000 |
| 15. | Rails Drainage, Connections to existing drainage | 70,000 | 0 | 70,000 |
| 16. | Tramstop | 71,500 | 0 | 71,500 |
| 17. | Bonding and Earthing Not Priced | 14,500 | 0 | 14,500 |
| 18. | Obstructions / Boulders (Piling And Achoring) | 30,000 | 0 | 30,000 |
| 19. | Settlement / Consolidation | 20,000 | 0 | 20,000 |
| 20. | Soil Stabilization For Traffic on Embankments | 100,000 | 0 | 100,000 |
| 21. | Reconstruction In Full Depth Of Pavement 1B | 197,500 | 0 | 197,500 |
| 22. | Labour | 40,000 | 0 | 40,000 |
| 23. | Staff | 40,000 | 0 | 40,000 |
| 24. | Performance Of Utility Companies | 5,000 | 0 | 5,000 |
| 25. | Ecology | 1,000 | 0 | 1,000 |
| 26. | Pollution | 2,000 | 0 | 2,000 |
| 27. | Changes In Law | 30,000 | 0 | 30,000 |
| 28. | Legal Support | 100,000 | 0 | 100,000 |
| 29. | Value Engineering | 200,000 | 0 | 200,000 |
| 30. | Interpretation Of Code Of Constuction Practice | 100,000 | 0 | 100,000 |
| 31. | Siemens/BB Scope Split | 500,000 | 0 | 500,000 |
| | **total Estimated Risks from Top Sheet (Unqualified Risk Register)** | **4,599,000** | **292,824** | **4,306,176** |
| | | | | |
| | **Estimated Opportunities from Top Sheet (Unqualified Risk Register)** | | | |
| 32. | Changes in Employers Requirements | -100,000 | | -100,000 |
| 33. | Package Contractors Interface | -10,000 | | -10,000 |
| | **total Estimated Opportunities from Top Sheet (Unqualified Risk Register)** | **-110,000** | **0** | **-110,000** |
| | | | | |
| | **Additional Estimated Risks** | | | |
| 34. | Interface Systems & Civils | 1,000,000 | 0 | 1,000,000 |
| | **total Additional Estimated Risks** | **1,000,000** | **0** | **1,000,000** |
| | | | | |
| | **Estimated Escalations** | | | |
| 35. | **Escalation - Farrans** | **483,046** | **483,046** | **0** |
| | | | | 0 |
| 36.1 | used as allowance for performance to compensate result loss as per 31.12.2008 | | 3,531,094.00 | |
| | equalised by allowance for performance on approved VO | | | |
| 36.2 | in 01/2009 | | -2,178.00 | |
| 36.3 | in 02/2009 | | 0.00 | |
| 36.4 | in 03/2009 | | -926.11 | |
| 36.5 | in 04/2009 | | | |
| 36.6 | in 05/2009 | | | |
| 36.7 | in 06/2009 | | | |
| 36. | **Escalation total** | **4,388,294** | **3,527,989.89** | **860,304** |
| | | | | |
| 37. | **Enhanced Labour Rate** | **294,000** | **0** | **294,000** |
| | | | | |
| | | | | |
| | | | | |
| | total | **10,654,340** | **4,303,860** | **6,350,480** |



BFB00112188_0037

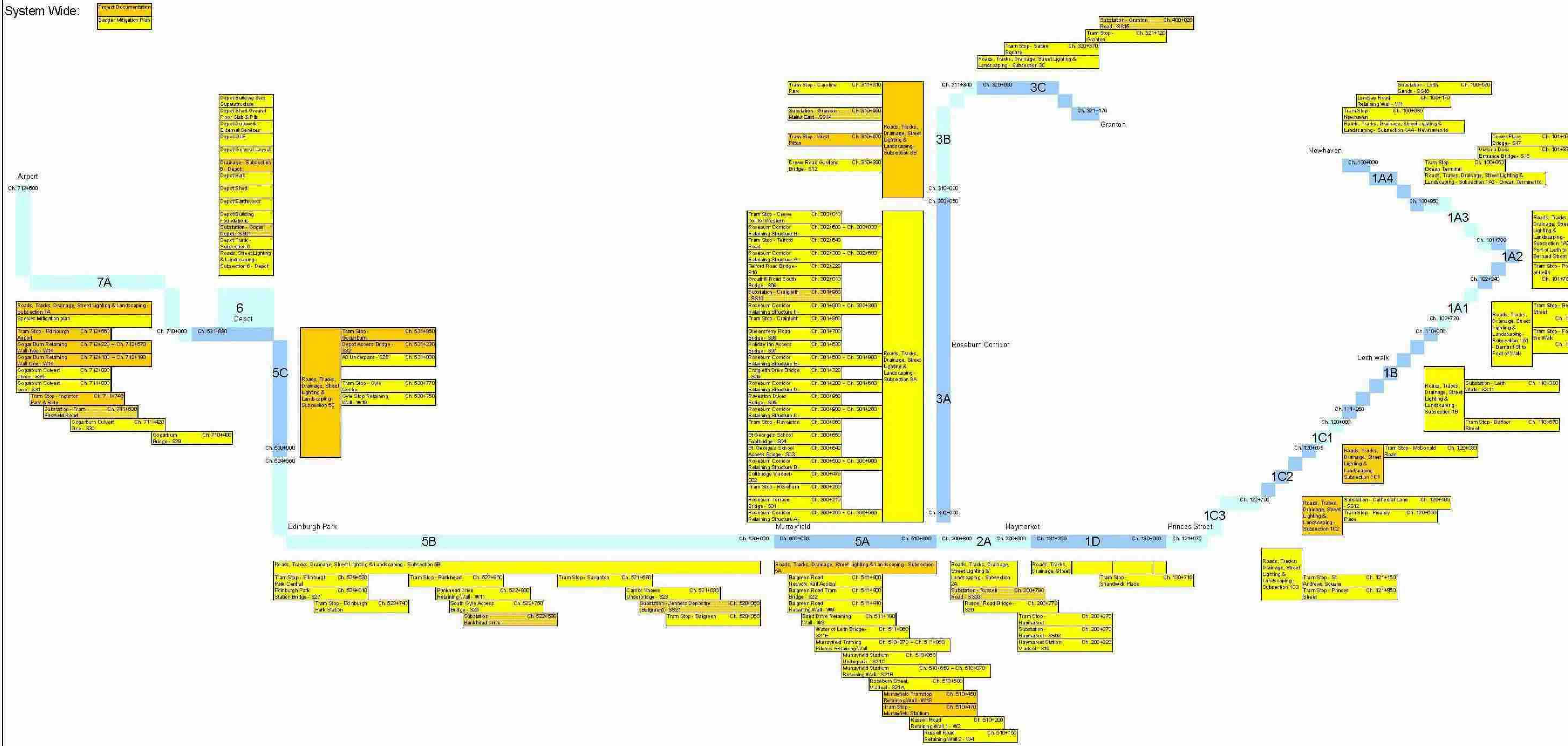
Project Edinburgh Tram Network
as per: 31/03/2009

BILFINGER BERGER
Civil

**3.03 Design Package Tracker Visualisation**

16/03/2009

System Wide: Project Documentation
Badger Mitigation Plan




| | |
|---|---|
| 0 | |
| 9 | Prior Approval Granted |
| 1 | Issued for External Approval |
| 3 | Issued for Construction |
| 5 | Partially Agreed for Construction |
| 6 | Fully Agreed for Construction |
| 7 | As-Built Info Issued to SDS |
| 8 | As-Built Design completed |

BFB00112188_0038