

EDINBURGH TRAM NETWORK

Monthly Project Report June 2011



Monthly Report Major Projects

Project: Edinburgh Tram Network

Reporting Period: June 2011

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

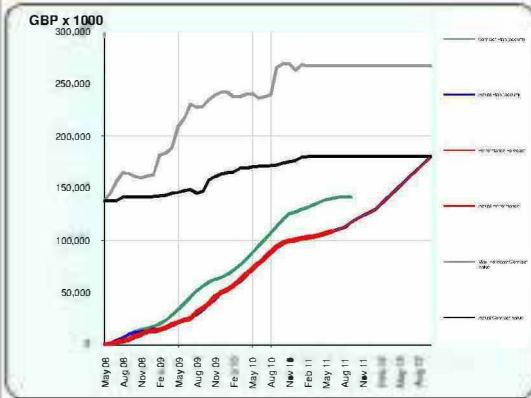
2. Performance Report

- 2.01 Cost Reconciliation Sheet
- 2.02 Construction Programme n/a
- 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
- 2.06 Staff Chart
- 2.07 Plant & Equipment List n/a
- 2.08a Approved Change Orders
- 2.08b Unapproved Changes
- 2.09 Payment Status
- 2.10 Subcontracts n/a
- 2.11 Monthly Report on Quality Management
- 2.12 Safety Information System - SIS
- 2.13 Project Photographs

3. Attachments

- 3.01 Overview Movements of Contingencies
- 3.02 Design - Drawing Status

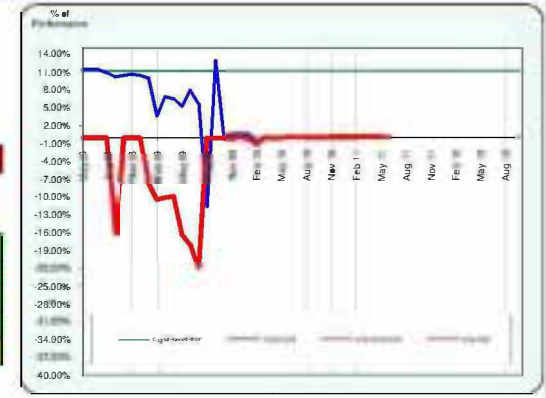
1.01 Project Overview Charts



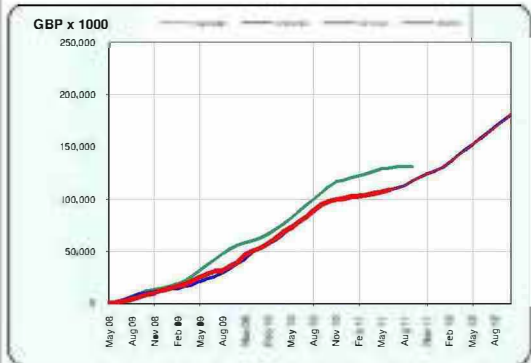
Performance

| | Contract Plan (Rev.1) | Revised Plan (actual) | Forecast (Rev 3A) | Actual | Status Figures |
|----------------------------------|-----------------------|-----------------------|-------------------|-----------|----------------|
| Construction start date | 15-May-08 | | | 15-May-08 | |
| Construction end date | 16-Jul-11 | 05-Jun-12 | 20-Nov-13 | | 17.5 month |
| Total contract value [GBPx1000] | 141,509 | | | 180,368 | |
| Claims / Variations approved | | | | 46,086 | |
| Claims / Variations not approved | | | | 86,764 | |
| Performance | | 109,009 | | 109,098 | 100.1% |
| Actual Cost to Date | | | | 109,122 | 100.0% |
| Result | 11.07% | -0.15% | -0.15% | -0.02% | 0.00% |
| Payment Status | | 108,938 | | 114,531 | 105.1% |
| Av.Perf/mth: Rem. & act. 3mth | | | 5,482 | 1,685 | |

Project Key Figures



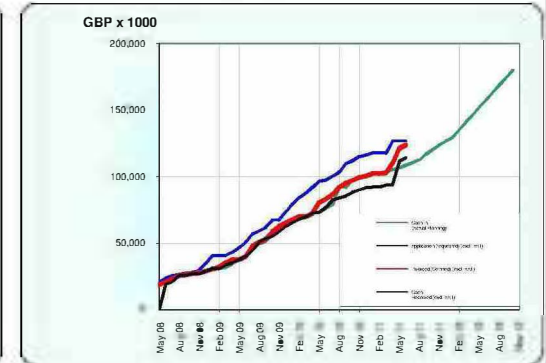
Project Result



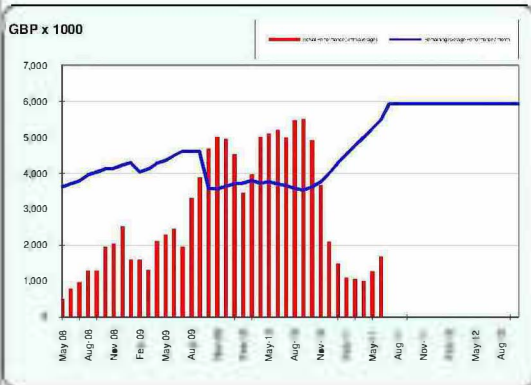
Project Cost



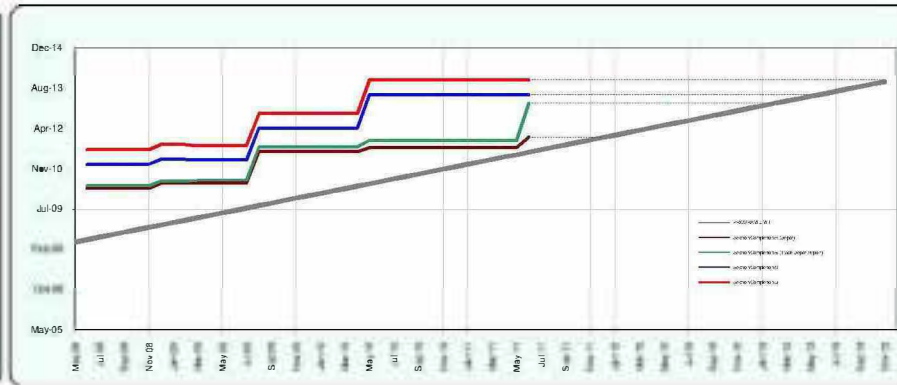
Cashflow



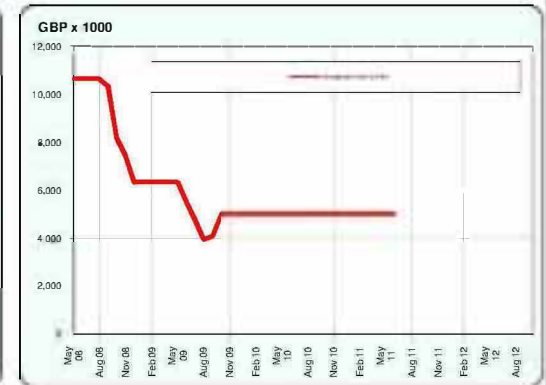
Payment Status



Remaining Performance / Resources



Milestone Trend Analysis (Forecast Rev 3A)



Contingencies vs Risks

1.02 Short note on Overview Charts

| | | | | | | | | | | |
|---|--|---|-----------------|-------------------------|---------------------------|-----------------------------------|-----------|-------------------|-------------------------------|--|
| 1.2.1 | Performance | | | | | | | | | |
| | <p>Due to the contractual stand off situation with tie, cessation of all unapproved works was established early October 2010 and was effecting works on approved changes. Progress of works was limited to execution of approved changes or Original Contract Works. Works at Depot Access Bridge, Depot Building and some external works at the Depot Area were performed on this basis only. After mediation a defined schedule for a limited work scope was agreed (Prioritised Works) and those works are currently under execution.</p> | | | | | | | | | |
| 1.2.2 | Project Cost | | | | | | | | | |
| | <p>The main cost overrun is still due to cost and resource increases mainly caused by:</p> <ul style="list-style-type: none"> - subcontracts (standby claims, additional works) - extension of time (staff, financial, running site) - consultants and design works - insurances and bonds - cost for legal fees <p>Strict control measures on expenditures, employment etc. have been established as well as monthly cost control meetings with the relevant site management to increase awareness and effectiveness of cost control.</p> | | | | | | | | | |
| 1.2.3 | Project Result | | | | | | | | | |
| | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">The monthly cumulative results adds up to</td> <td style="width: 15%; text-align: right;">-£23,395</td> <td style="width: 10%; text-align: center;">or</td> <td style="width: 25%; text-align: right;">-0.02%</td> </tr> <tr> <td>The forecast/planned result shows</td> <td style="text-align: right;">-£265,189</td> <td style="text-align: center;">or</td> <td style="text-align: right;">-0.15%</td> </tr> </table> <p>caused by the fluent situation of the project, i.e. no agreement on more than 200 changes, time extension and fundamental contractual disagreements, i.e. Value Engineering, Provisional Sums. Under the current circumstances and expecting additional revenue as shown in the R&O Sheet the project will result in a weighted margin of £14,813 or 7.07%</p> <p>To secure a low risk profile the contractual team has been strengthened to facilitate a positive outcome on the legal disputes.</p> | The monthly cumulative results adds up to | -£23,395 | or | -0.02% | The forecast/planned result shows | -£265,189 | or | -0.15% | |
| The monthly cumulative results adds up to | -£23,395 | or | -0.02% | | | | | | | |
| The forecast/planned result shows | -£265,189 | or | -0.15% | | | | | | | |
| 1.2.4 | Payment Status | | | | | | | | | |
| | <p>The payments from the client CEC remain in the timeschedule as agreed after Mediation.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Invoiced net to the client:</td> <td style="width: 15%; text-align: right;">£124,007,430.00</td> <td style="width: 35%;"></td> </tr> <tr> <td>Paid net from the client:</td> <td style="text-align: right;"><u>£114,531,176.00</u></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><i>Variance</i> £9,476,254.00</td> <td></td> </tr> </table> <p>The variance above incl. an amount of £9,476,254.00 for not certified but invoiced prelims and an amount of £0.00 on certified construction works to be paid next month.</p> | Invoiced net to the client: | £124,007,430.00 | | Paid net from the client: | <u>£114,531,176.00</u> | | | <i>Variance</i> £9,476,254.00 | |
| Invoiced net to the client: | £124,007,430.00 | | | | | | | | | |
| Paid net from the client: | <u>£114,531,176.00</u> | | | | | | | | | |
| | <i>Variance</i> £9,476,254.00 | | | | | | | | | |
| 1.2.5 | Cashflow | | | | | | | | | |
| | <p>The ETN project cash flow increased further positive. For the above mentioned limited scope a milestone schedule for payments could be agreed in timely manner securing a positive cash forecast.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Cash in net:</td> <td style="width: 30%; text-align: right;">£115,239,066.00</td> <td style="width: 40%; text-align: right;">(incl. interest income)</td> </tr> <tr> <td>Cash out net:</td> <td style="text-align: right;">£103,156,935.00</td> <td></td> </tr> <tr> <td>Cash balance net:</td> <td style="text-align: right;">£12,082,131.00</td> <td></td> </tr> </table> | Cash in net: | £115,239,066.00 | (incl. interest income) | Cash out net: | £103,156,935.00 | | Cash balance net: | £12,082,131.00 | |
| Cash in net: | £115,239,066.00 | (incl. interest income) | | | | | | | | |
| Cash out net: | £103,156,935.00 | | | | | | | | | |
| Cash balance net: | £12,082,131.00 | | | | | | | | | |
| 1.2.6 | Contingencies | | | | | | | | | |
| | <p>The value for the remaining in the tender estimated contingencies is stable about:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 25%; text-align: right;">£5,019,788.00</td> <td style="width: 25%; text-align: right;">(see attachment 3.01)</td> </tr> </table> | | £5,019,788.00 | (see attachment 3.01) | | | | | | |
| | £5,019,788.00 | (see attachment 3.01) | | | | | | | | |
| 1.2.7 | Construction Programme | | | | | | | | | |
| | <p>The revised Contract Programme shows the agreed 7 1/2 weeks extension of time for EOT1 (up to 06 September 2011) plus the in November 2009 by tie confirmed initial entitlement of 9 months relief on LD's for EOT2A (up to 05 June 2012), in total 11 months.</p> <p>Rev 3A programme was submitted to tie indicating an entitlement for prolongation up to 20 November 2013 (in total 28 months). This programme was rejected by tie.</p> <p>MUDFA 2 programme was submitted to tie indicating an entitlement for prolongation on the MUDFA element only, with a base data date of 31 July 2010, up to 10 December 2012 (in total 15 months).</p> <p>A new programme based on the outcome of the mediation is currently under preparation. Under MoV4 signed in June the new Sectional A date was agreed (16/12/2011). Following the Sectional B date was extended to the 07/02/2013.</p> | | | | | | | | | |

1.03 General Information

| | | | |
|-------|--|--|---------|
| 1.3.1 | Short note on progress, events this month | | |
| | <p><u>Mobilisation</u> : Preparation for restart of all construction works from 02/09/2011 ongoing.</p> <p><u>Design</u>: Production of civil and building drawings in accordance with the original design is 98.2% complete. In general earthworks, roads, track, structures and depot drawings are available. Drawings for substations and tramstops are completed. Civil drawings, revised to incorporate Siemens design (trackform including vibration isolation, OLE foundations, substations) are largely complete. Drawings are being prioritised to support construction. Resolution of technical interfaces and production of an integrated design, together with necessary system assurance and production of the case for safety, are ongoing within the design management team. SDS is progressing the remaining to achieve an completion of the core design by August 2011. Further instructions to perform additional conceptual design options were received and will be completed towards the end of the year.</p> <p><u>Procurement</u> : Agreed Prioritised Works were under execution during June.</p> <p><u>Construction</u> : Off-Street works have continued at Depot Access Bridge, Depot Building, external Depot works, Haymarket Yards, A8 Underpass and on a Mini Test Track in front of the Depot. Remobilisation for restart of works on Princes Street in September startet.</p> <p><u>Contract</u> : Negotiations on Minute of Variation for a new work scope (MoV5) are ongoing. As a first step Minute of Variation for Prioritised Works starting 03 May 2011 has been be agreed on the 15 April 2011.</p> | | |
| 1.3.2 | Significant extraordinary events | | |
| | Date | Description | Remarks |
| | 30/06/2011 | Edinburgh Council voted in favour of a tram line from the Airport to St. Andrews Square. | |
| 1.3.3 | Recent important agreements with the Employer or instructions having significant consequences | | |
| | Date | Description | Remarks |
| | 10/06/2011 | Minute of Variation 4 (MoV4) signed | |
| 1.3.4 | Status on Major Unapproved Claims / Variations / Changes | | |
| | <p>797 change items notified to date 106 by tie and 691 by Infracore). 136 of these have been superseded by further changes or withdrawn. 75 of the remaining changes have a delay only impact and are covered through the MUDFA/EOT-Claims, whereof 4 are submitted to date and 1 change were received. Therefore there are 586 changes requiring design and construction estimates. 490 changes are submitted. Of this 205 changes were confirmed by tie. Further 5 small works changes were received. 285 submitted changes are under review in tie. 96 estimates are to be submitted whereof: - 31 are design only - 16 are awaiting design information</p> | | |

1.04 Performance Sheet

| | | | | | | |
|--|------------------|-------------------------------|-----------------|-------------------|------------------|----------|
| 1. General Information | | 2. Construction Period | | Original Contract | Revised Contract | Variance |
| Client: te LIMITED | | Construction start date | 15-May-08 | 15-May08 | 0 days | |
| Leadership: BILFINGER BERGER UK LIMITED | Share: 100% | Construction end date | 16-Jul-11 | 05-Jun-12 | 325 days | |
| 0 | Share: 0% | Total excl. Site Removal | 38 month | 49 month | 128 % | |
| Currency: GBP Rp. (all amounts without V.A.T.) | | Expired construction time | 37.5 month | 37.5 month | 77 % | |
| Rate of Exchange Top Sheet: 1 GBP= 1.25 EUR | Actual: 1.11 EUR | Performance to date | 109,098,415 GBP | | 60 % | |

| | | | | | |
|--|-----------------------------------|------------------|----------------------|-----------|-----------------------|
| 2. Total Contract Value | | Date of Contract | Total Previous Month | June 2011 | Total Reporting Month |
| Contract Value with Client (first evaluation) | 141,508,815 (incl. SDS NovaAgree) | | | | |
| Contract Value with Client (revised evaluation) | 134,281,209 (incl. SDS NovaAgree) | 100.00% | 180,367,654 | 134.3% | 180,367,654 134.3% |
| Contract Value with 3rd Parties (without interest) | | | 0 | 0.0% | 0 0.0% |
| | | | 180,367,654 | 134.3% | 180,367,654 134.3% |

| | | | | | |
|---------------------------------|------------|-------|---|------------|-------|
| 3 Approved Changes total | 46,086,445 | 34.3% | 0 | 46,086,445 | 34.3% |
|---------------------------------|------------|-------|---|------------|-------|

| | | | | |
|---|--|----------------------|-----------|-----------------------|
| 3a. Provisional Sums | | Total Previous Month | June 2011 | Total Reporting Month |
| SDS Novation Agreement Provisional Sums | | 3,079,331 2.3% | 0 | 3,079,331 2.3% |
| Defined Provisional Sums | | 181,489 0.1% | 0 | 181,489 0.1% |
| Undefined Provisional Sums | | 789,819 0.6% | 0 | 789,819 0.6% |

| | | | | |
|---|--|----------------------|-----------|-----------------------|
| 3b. Claims and Variations | | Total Previous Month | June 2011 | Total Reporting Month |
| Claims and Variations approved (= Total VOs Approved - 3a Provisional Sums) | | 42,035,806 31.3% | 0 | 42,035,806 31.3% |
| Claims and Variations submitted but not approved yet | | 76,055,821 56.6% | 0 | 76,055,821 56.6% |
| Claims and Variations under preparation | | 10,708,277 8.0% | 0 | 10,708,277 8.0% |

| | | | | |
|---|--|----------------------|-----------|-----------------------|
| 4a. Performance | | Total Previous Month | June 2011 | Total Reporting Month |
| Performance for Actual Contract Value with Client | | 107,042,420 59.35% | 2,055,995 | 109,098,415 60.49% |
| Performance for 3rd Parties (without interest) | | 0 0.00% | 0 | 0 0.00% |
| Total Performance to Date | | 107,042,420 59.35% | 2,055,995 | 109,098,415 60.49% |
| Remaining Performance to Date | | 73,325,234 40.65% | | 71,269,239 39.51% |
| Actual Planned Performance (Planned Performance per report date - Performance Last Month) | | 107,042,420 59.35% | 1,967,000 | 109,009,420 60.44% |

| | | | | |
|-------------------------------|--|----------------------|-----------|-----------------------|
| 4b. Cost | | Total Previous Month | June 2011 | Total Reporting Month |
| Actual Cost at Reporting Date | | 106,982,089 59.31% | 2,139,721 | 109,121,810 60.50% |

| | | | | | |
|--|-------------------|------------------|----------------------|------------------|-----------------------|
| 5. Result | | Date of Contract | Total Previous Month | June 2011 | Total Reporting Month |
| Planned Result for Contract with Client (first evaluation) | 15,670,750 11.07% | | | | |
| Planned Result for Contract with Client (revised evaluation) | 8,443,144 6.29% | | 11,741,934 6.51% | 11,741,934 6.51% | |
| Actual Result at Reporting Date | | | 60,331 0.06% | -83,726 -0.02% | |
| Forecast Result at the End of Contract | | | -265,189 -0.15% | -265,189 -0.15% | |
| Weighted Result at the End of Contract (Likely Case) | | | 14,814,716 7.07% | -1,391 0.00% | |

| | | | | |
|---|--------------------------|----------------------|-----------|-----------------------|
| 6. Invoices, Payment and Bank account | | Total Previous Month | June 2011 | Total Reporting Month |
| Application to the client - excl. VAT | incl. Ret. Money 0 0.00% | 126,901,837 70.36% | 0 | 126,901,837 70.36% |
| Certified by the client (Invoice) - excl. VAT | incl. Ret. Money 0 0.00% | 121,307,430 67.26% | 2,700,000 | 124,007,430 68.75% |
| Cash in from the client - excl. VAT | excl. Ret. Money 0 0.00% | 111,831,176 62.00% | 2,700,000 | 114,531,176 63.50% |
| Cash in from 3rd Parties - excl. VAT | | | 0 | 0 0.00% |
| Interest income | | 703,333 0.66% | 4,557 | 707,890 0.65% |
| Cash out (excl. VAT) | | 102,592,711 56.88% | 564,224 | 103,156,935 57.19% |
| Net Liquidity | credittine 0 0% | 9,941,798 5.51% | 2,140,333 | 12,082,131 6.70% |

| | | | | |
|--|-------------------------------|----------------------|-----------|-----------------------|
| 7. Subcontractor Work (incl. Design) | | Total Previous Month | June 2011 | Total Reporting Month |
| Total Portion of Subcontractor Budget | 60,353,024 (incl. SDS) 44.95% | 120,302,871 66.70% | 0 | 120,302,871 66.70% |
| 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 | | | |
|-------------|------------------|--------|--------|--------|
| | 2008 | 2009 | 2010 | 2011 |
| Jan | 1,706 | 2,788 | 2,348 | |
| Feb | 2,526 | 4,026 | 2,026 | |
| Mrz | 3,526 | 5,026 | 2,526 | |
| Apr | 4,526 | 5,276 | 2,526 | |
| Mai | 855 | 5,776 | 6,026 | 2,526 |
| Jun | 1,355 | 5,776 | 6,526 | 1,026 |
| Jul | 2,375 | 5,776 | 6,526 | 1,026 |
| Aug | 2,855 | 6,026 | 6,526 | |
| Sep | 3,055 | 4,626 | 6,526 | |
| Okt | 2,855 | 4,026 | 6,526 | |
| Nov | 1,535 | 2,526 | 5,026 | |
| Dez | 1,446 | 1,866 | 1,706 | |
| Total | 16,334 | 48,678 | 62,498 | 13,999 |

Linear Calculation

| Actual / Forecast | | | | | |
|-------------------|--------|--------|--------|--------|--------|
| 2008 | 2009 | 2010 | 2011 | 2012 | |
| | 584 | 2,632 | 1,573 | 3,140 | |
| | 1,739 | 4,077 | 815 | 5,583 | |
| | 1,679 | 5,170 | 788 | 5,583 | |
| | 3,035 | 5,755 | 1,424 | 5,583 | |
| 500 | 2,268 | 4,337 | 1,574 | 5,583 | |
| 1,052 | 2,049 | 5,492 | 2,056 | 5,583 | |
| 1,331 | 1,531 | 5,112 | 1,878 | 5,583 | |
| 1,465 | 6,312 | 5,779 | 1,967 | 5,583 | |
| 1,047 | 3,783 | 5,590 | 4,308 | 5,583 | |
| 3,340 | 3,931 | 3,375 | 3,558 | 5,583 | |
| 1,725 | 7,288 | 2,022 | 3,558 | | |
| 2,481 | 3,635 | 852 | 2,615 | | |
| Total | 12,940 | 37,734 | 50,195 | 26,114 | 53,386 |

total: 180,368

| Yearly Forecast | | |
|--------------------------------|-------------|--------|
| Performance and Result in 2008 | | |
| Performance | 12,940,002 | 7.2% |
| Result | 2 | 0.00% |
| Performance and Result in 2009 | | |
| Performance | 37,733,662 | 20.9% |
| Result | -2 | 0.00% |
| Performance and Result in 2010 | | |
| Performance | 50,194,652 | 27.8% |
| Result | 0 | 0.00% |
| Performance and Result in 2011 | | |
| Performance | 26,113,684 | 14.5% |
| Result | 0 | 0.00% |
| Performance and Result in 2012 | | |
| Performance | 53,386,296 | 29.6% |
| Result | -265,190 | -0.50% |
| Total Performance and Result | | |
| Performance | 180,368,296 | 100.0% |
| Result | -265,190 | -0.15% |

Edinburgh, 13/07/2011

Edinburgh, 13/07/2011

Place and Date  Managing Director BBUK

Place and Date  Project Control Manager


Project: **Edinburgh Tram Network**
as per: **30/06/2011**



1.05 Weighted Result with Chances and Risks

| Revenue | | best case | likely case | worst case | Cost | | best case | likely case | worst case |
|--------------|--|-----------|-------------|------------|--------------|---|-----------|-------------|------------|
| | | ' GBP | ' GBP | ' GBP | | | ' GBP | ' GBP | ' GBP |
| 1 | Actual Contract Value according to Job Site Estimate incl. Approved Integrated Changes | 180,368 | 180,368 | 180,368 | 1 | Actual Cost Forecast according to Job Site Estimate incl. cost for integrated Changes | -180,632 | -180,632 | -180,632 |
| 2 | Unapproved, but in Job Site Estimate Integrated Changes | 8,114 | 4,377 | 2,242 | 2 | Unapproved, but in Job Site Estimate Integrated Changes | | | |
| 3 | Total unapproved Changes | 8,114 | 4,377 | 2,242 | 3 | Total unapproved Changes | 0 | 0 | 0 |
| 4.2 | | | | | 4.2 | EOT3A - Cost | -13,225 | -14,225 | -16,225 |
| 4.3 | | | | | 4.3 | | | | |
| 4.4 | | | | | 4.4 | | | | |
| 4.5 | | | | | 4.5 | | | | |
| 4.6 | | | | | 4.6 | | | | |
| 4.7 | | | | | 4.7 | | | | |
| 4.8 | | | | | 4.8 | | | | |
| 4.9 | | | | | 4.9 | | | | |
| 4.10 | | | | | 4.10 | | | | |
| 4.11 | | | | | 4.11 | | | | |
| 4.12 | | | | | 4.12 | | | | |
| 4.13 | | | | | 4.13 | | | | |
| 4.14 | | | | | 4.14 | | | | |
| 4.15 | | | | | 4.15 | | | | |
| Σ 4.1 : 4.20 | Risks not included in JSE | 0 | 0 | 0 | Σ 4.1 : 4.20 | Risks not included in JSE | -13,225 | -14,225 | -16,225 |
| 5.1 | Back Flow of Value Engineering | 3,425 | 2,925 | 0 | 5.1 | | | | |
| 5.2 | Change Order EOT2b | 7,553 | 6,600 | 3,300 | 5.2 | | | | |
| 5.3 | Change Order EOT3A | 17,624 | 15,400 | 7,700 | 5.3 | | | | |
| 5.4 | | | | | 5.4 | | | | |
| 5.5 | | | | | 5.5 | | | | |
| 5.6 | | | | | 5.6 | | | | |
| 5.7 | | | | | 5.7 | | | | |
| 5.8 | | | | | 5.8 | | | | |
| 5.9 | | | | | 5.9 | | | | |
| 5.10 | | | | | 5.10 | | | | |
| 5.11 | | | | | 5.11 | | | | |
| 5.12 | | | | | 5.12 | | | | |
| 5.13 | | | | | 5.13 | | | | |
| 5.14 | | | | | 5.14 | | | | |
| 5.15 | | | | | 5.15 | | | | |
| Σ 5.1 : 5.20 | Chances | 28,602 | 24,925 | 11,000 | Σ 5.1 : 5.20 | Chances | 0 | 0 | 0 |
| 6 =1+3+4+5 | Forecast Final Revenue | 217,084 | 209,670 | 193,610 | 6 =1+3+4+5 | Forecast Final Costs | -193,857 | -194,857 | -196,857 |

| | Costs | best case | likely case | worst case |
|--|----------------------------|-------------------------------|-------------------------------|-------------------------------|
| Forecast Final Result (best case) (Revenue Best Case + Forecast Cost all cases) | Revenue Costs Result | 217,084 -193,857 23,227 | | |
| % Gross Margin based on Revenue Best Case | Revenue: 217,084 | 10.70% | | |
| Forecast Final Result (most likely case) (Revenue most likely case + Forecast Costs all cases) | Revenue Costs Result | | 209,670 -194,857 14,813 | |
| % Gross Margin based on Revenue Likely Case | Revenue: 209,670 | | 7.07% | |
| Forecast Final Result (worst case) (Revenue worst case + Forecast Costs all cases) | Revenue Costs Result | | | 193,610 -196,857 -3,247 |
| % Gross Margin based on Revenue Worst Case | Revenue: 193,610 | | | -1.68% |
| Gross Margin previous month (most likely case) | | 10.70% | 7.07% | -1.68% |

| | | |
|---------------------------------------|---|---|
| | Project: Edinburgh Tram Network as per: 30/06/2011 |  |
| 2.01 Cost Reconciliation Sheet | | |
| see following pages | | |

COST RECONCILIATION & FORECAST FINAL (REMEASURED CONTRACT)

Table with columns: WORK / COST CODES, TO DATE, CURRENT MONTH, BUDGET CONTRACT AND EXECUTION, FORECAST FINAL. Rows include activity models, sections, and various cost codes.

without Allocation ... 2,821 ... -90 ... -90 ... -515 ... -515

Project: GB-2006-1001AK36 Edinburgh Tram 2011_06
Reporting Month: 3B. RP 06.2011, 30/06/2011

COST RECONCILIATION & FORECAST FINAL (REMEASURED CONTRACT)

Currency: GBP

| WORK / COST CODES | | TO DATE | | | | | | | | CURRENT MONTH | | | BUDGET CONTRACT AND EXECUTION | | | | | FORECAST FINAL | | | | | |
|---|-------------|-------------|--------------------|---------------------------|------------------------------------|-------------------------------|------------------|--------------------------|------------------|---------------------------|------------------|----------|-------------------------------|--------------------------------|--------------------------|---------------------------|--------------------|--------------------|------------|------------------------|---------------------|-------------------------|-----------------------------|
| Work / Cost Code | Description | Actual Cost | Accruals Deferrals | Actual Cost with Accruals | Actual Allowable incl. agreed VO's | Allowable for unapproved VO's | Variance to Date | Revised DJC (QxDJ)C-Rate | Variance to Date | Actual Cost with Accruals | Actual Allowable | Variance | Budget Original WQty. | Budget Orig. Contr. with AQty. | Budget Agreed VO's AQty. | Budget unappr. VO's AQty. | Budget Total AQty. | Revised DJCt AQty. | % Complete | Cost to Complete (A-Q) | Forecast Final Cost | Forecast Final Variance | Projected Variance (linear) |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Total Cost incl. Prime Cost Sums | | 103,773,671 | 5,348,139 | 109,121,810 | 84,964,810 | 4,086,500 | -20,070,494 | 109,262,308 | 140,490 | 2,139,721 | 1,215,970 | -922,749 | 125,838,065 | 125,838,065 | 42,795,414 | 4,052,734 | 172,686,213 | 180,632,843 | 60.5 % | 71,370,535 | 180,492,345 | -7,806,130 | -33,174,370 |
| Prime Cost Sums 0 / 0 | | | | | | | | | | | | | | | | | | | | | | | |
| Total Cost without Prime Cost Sums | | 103,773,671 | 5,348,139 | 109,121,810 | 84,964,810 | 4,086,500 | -20,070,494 | 109,262,308 | 140,490 | | | | 125,838,065 | 125,838,065 | 42,795,414 | 4,052,734 | 172,686,213 | 180,632,843 | | 71,370,535 | 180,492,345 | | |

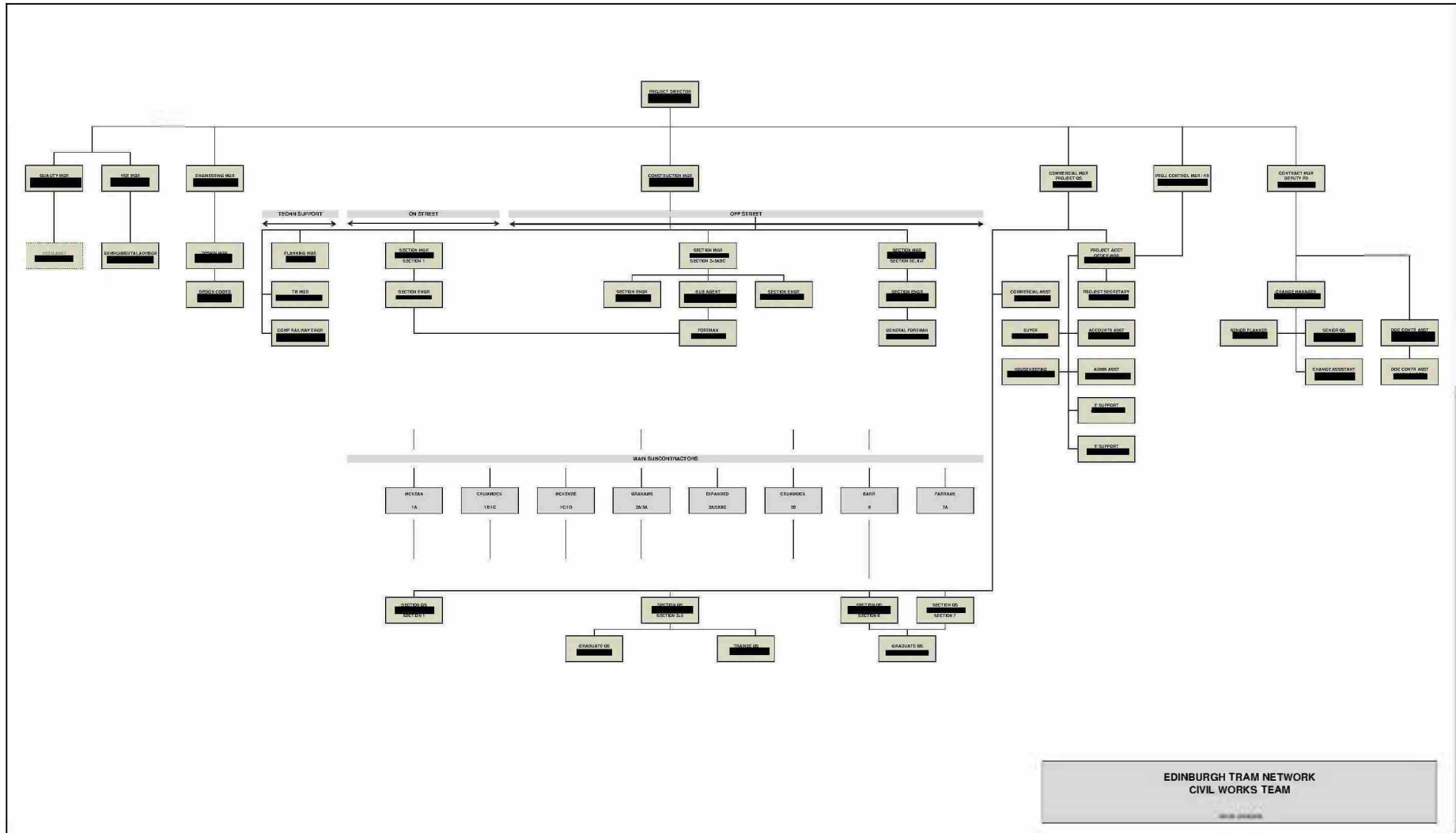
REMEASURED CONTRACT:

Gross Margin original Contract and agreed VO's (PF = 0.9985, PFB = 1.0696)

| | | | | | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|--------------|-----------|-------------|-------------|-------------|
| Total Cost without Prime Cost Sums | 109,121,810 | 84,964,810 | 109,262,308 | 125,838,065 | 125,838,065 | 42,795,414 | 4,052,734 | 168,633,479 | 180,632,843 | 180,492,345 |
| Gross Margin | | 5,913,551 | -163,893 | 15,670,750 | 8,443,144 | 3,291,031.00 | | 11,734,175 | -365,189 | -124,601 |
| Gross Margin in % of Performance | | 6.51 % | -0.15 % | 11.07 % | 6.29 % | 7.14 % | | 6.51 % | -0.15 % | -0.07 % |
| Performance without Prime Cost Sums | | 90,878,361 | 109,098,415 | 141,508,815 | 134,281,209 | 46,086,445 | 4,372,210 | 184,739,867 | 184,739,867 | 184,739,867 |
| Actual Cost to date | 109,121,810 | 109,121,810 | 109,121,810 | | | | | | | |
| Gross Margin to date | | -18,243,449 | -23,395 | | | | | | | |
| Gross Margin to date in % of Performance | | -20.07 % | -0.02 % | | | | | | | |
| Performance Prime Cost Sums | | | | | | | | | | |
| Total Performance | | 90,878,361 | 109,098,415 | 141,508,815 | 134,281,209 | 46,086,445 | 4,372,210 | 184,739,867 | 184,739,867 | 184,739,867 |
| Revenue according WBS | | | | | | | | | | |

Gross Margin (weighted) original Contract, agreed and valued VO's (PF = 1.0227, PFB = 1.0698)

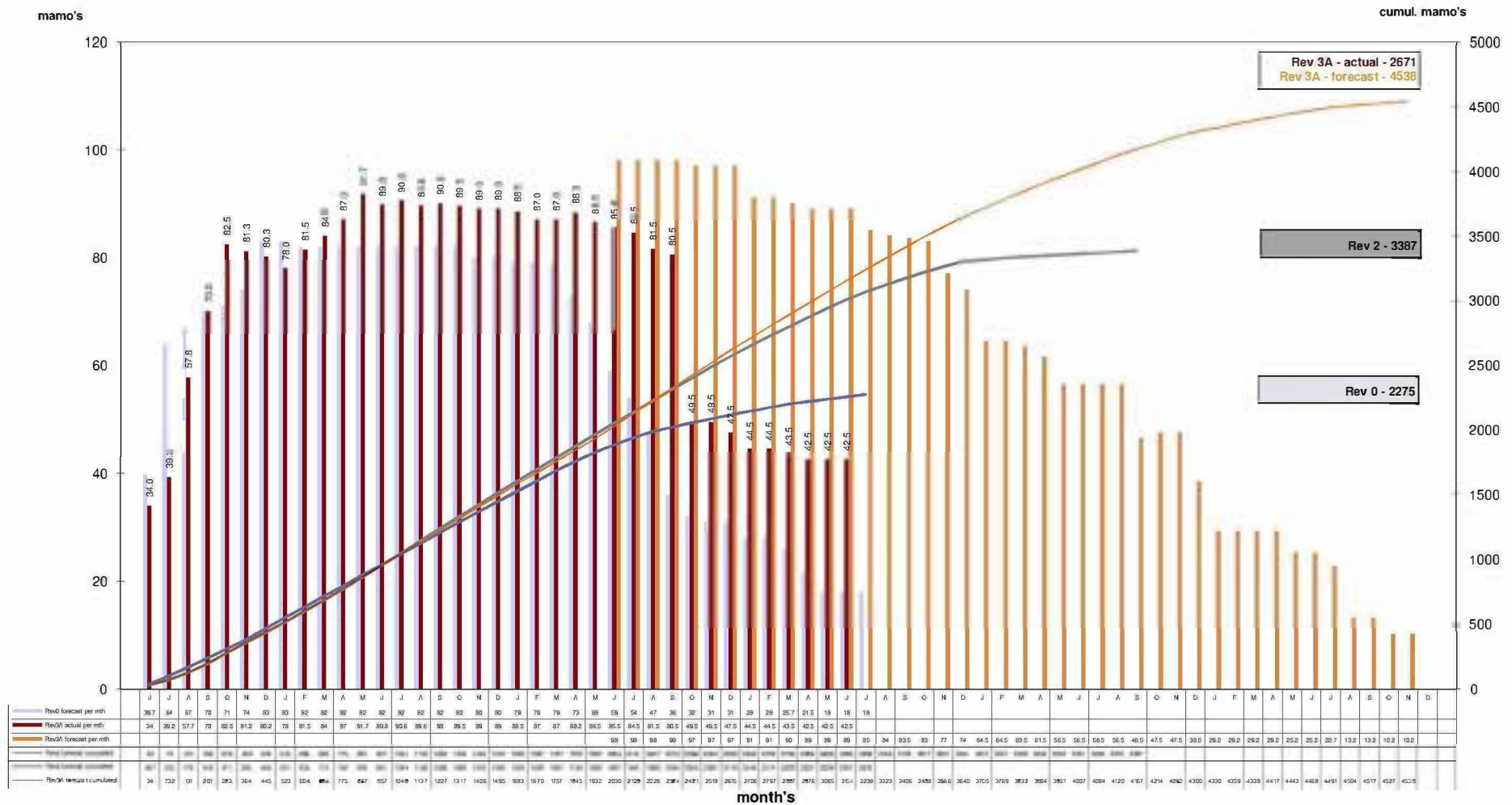
| | | | | | | | | | |
|---|-------------|----------------|-------------|-------------|-------------|------------|-------------|-------------|-------------|
| Total Cost without Prime Cost Sums | 89,051,316 | 109,262,308 | 125,838,065 | 125,838,065 | 42,795,414 | 4,052,734 | 172,686,213 | 180,632,843 | 180,492,345 |
| Gross Margin | 6,315,782 | 2,480,254 | 15,670,750 | 12,053,654 | 4,107,034 | 4,347,522 | | | |
| Gross Margin in % of Performance | 6.52 % | 2.22 % | 11.07 % | 6.52 % | 2.22 % | 2.30 % | | | |
| Valued Performance without Prime Cost Sums | 95,267,098 | 111,742,562 | 141,508,815 | 134,281,209 | 46,086,445 | 4,372,210 | 184,739,867 | 184,739,867 | 184,739,867 |
| Actual Cost to date | 109,121,810 | 109,121,810 | | | | | | | |
| Gross Margin to date | | -13,854,712.00 | 2,620,752 | | | | | | |
| Gross Margin to date in % of Performance | | -14.54 % | 2.35 % | | | | | | |
| Performance Prime Cost Sums (incl. valued performance) | | | | | | | | | |
| Total Performance (incl. valued performance) | | 95,267,098 | 111,742,562 | 141,508,815 | 134,281,209 | 46,086,445 | 4,372,210 | 184,739,867 | 184,739,867 |
| Revenue according WBS (VO's valued) | | | | | | | | | |
| Revenue according WBS (VO's valued by 100%) | | | | | | | | | |



EDINBURGH TRAM NETWORK
CIVIL WORKS TEAM

2.06 Staff Chart

Staff mammo performance Edinburgh Tram



Project: **Edinburgh Tram Network**
 as per: **30/06/2011**



2.08a Approved Change Orders

| | | | | | | | | | | | Job Estimate Budgets | | | | |
|-------|-----|--------|-----|----------|----------|----|------------------|---------|--|---|----------------------|-----------------------|--------------|---------|-------------------|
| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | QS | Description | Date of Approval | Revenue | Design & Construction | Margin in % | Remarks | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | | |
| SDSNA | | SDS NA | | | | | SDS | 66 | SDS Novation Agreement Provisional Sums | 30/06/11 | 3,079,331.00 | 3,079,331.00 | | | |
| PSSA | | PSSA | | | | | 1C/D | 96 | SSm Works carried out under Supplemental Agreement concerning Princes Street | 20/03/09 | 12,780,161.05 | 10,465,330.13 | 7.21% | | |
| 19 | | | | | | | Graham | 61 | GAn Archaeological Survey to the Caley Ale House | 19/09/08 | 5,976.61 | 4,430.40 | 7.41% | | |
| 21 | | | | | | | Graham | 61 | GAn Asbestos in the Caledonian Ale House | 19/09/08 | 6,053.64 | 4,487.50 | 7.41% | | |
| 53 | | | | | | | 5C | 54/57 | GAn TNC004 Utilities diversions & associated works | 10/10/08 | 39,217.65 | 28,539.95 | 7.29% | | |
| 87 | | | | | | | BSC | 64/65 | Duct Installation at Leith Walk | 22/01/09 | 344.00 | 255.00 | 7.41% | | |
| 59 | | | | | | | Graham | 61 | GAn Notified Departure in acc. With Schedule 4 due to tie-Asbestos Survey | 30/10/08 | 29,947.80 | 22,200.00 | 7.41% | | |
| 51 | | | | | | | 5A | 61 | GAn TNC002 Utilities diversions & associated works | 03/12/08 | 75,488.50 | 54,944.68 | 7.28% | | |
| 52 | | | | | | | 5B | 54 | GAn TNC003 Utilities diversions & associated works | 03/12/08 | 88,027.17 | 64,070.99 | 7.28% | | |
| 166 | | | | | | | 1A | 31 | SKy Demolition of existing garage and fuel tanks on Ocean Drive. | 03/12/08 | 19,560.50 | 14,500.00 | 7.41% | | |
| 176 | | | | | | | Farrans | 62 | OHu Temporary Ramps (2 no.) at Gogar Church Road Construct Car Park | 18/12/08 | 7,725.08 | 5,622.74 | 7.28% | | |
| 237 | | 10 | | | | | UPS | Graham | 61 | GAn Move site boundary fencing at Haymarket Car Park | 17/12/08 | 987.96 | 719.09 | 7.28% | |
| 272 | | 11 | | | | | | 5B | 54 | GAn Starter Layer below Subsoil Level at Carrick Knowe | 17/12/08 | 96,557.69 | 70,280.00 | 7.28% | |
| 23 | | 12 | | | | | | Graham | 61 | GAn Demolition of Access Steps to Haymarket Station Carpark | 23/01/09 | 2,360.75 | 1,710.00 | 9.23% | |
| 192 | | 14 | | | | | UPS | 1B | 40 | SKy Discovery of Cable & Wireless ducts - Chainage 108 | 22/01/09 | 187.35 | 136.36 | 7.28% | |
| 48 | | 15 | | | | | | SDS | 66 | Additional TRO Drawings as SDS-Letter dated 4th July 2008 | 22/01/09 | 3,550.18 | 3,024.00 | 8.52% | |
| 168 | | 16 | | | | | | 1A | 31 | SKy Demolition of existing building at 33 Ocean Drive. | 02/03/09 | 6,745.00 | 4,989.52 | 7.58% | |
| 7 | | 17 | | | | | | BSC | 65 | Hard standing at Haymarket Yards. | 29/01/09 | 1,011.75 | 750.00 | 7.41% | |
| 84 | | 18 | | | | | | SDS- | 65/66 | TNC005 Burnside road Diversion - Fees for design (INF_CORR006) | 03/02/09 | 720.00 | 613.29 | 8.52% | |
| 271 | | 19 | | | | | | SDS | 66 | Road Construction Details - Construction Methodology Statements for | 13/02/09 | 372,540.13 | 317,325.50 | 8.52% | |
| 269 | | 20 | | | | | | SDS | 66 | Instructions arising from Trackform Development Workshop | 13/02/09 | 371,057.96 | 316,063.00 | 8.52% | |
| 274 | | 21 | | | | | | TM | 21 | SKy Princes Street Construction Works-closure to traffic during construction | 13/02/09 | 7,522.40 | 5,576.28 | 7.41% | Cost part of PSSA |
| 159 | | 23 | | | | | DPS | | | Removal of Provisional Sum Main Contract - Relocation Ancient Monuments | 12/03/09 | | | | |
| 141 | | 24 | | | | | | SDS | 66 | West End Tramstop - revised requirements from CEC/lie. | 09/04/09 | 16,636.17 | 14,170.50 | 8.52% | |
| 266 | | 25 | | | | | | Depot | 63 | OHu Monthly Track Monitoring Network Rail East Coast North Line / Gogar Depot | 27/03/09 | 5,369.02 | 3,980.00 | 7.41% | |
| 173 | | 26 | | | | | | Graham | 61 | GAn Discovery of underground petrol tank at National Car Rental Site. | 07/04/09 | 5,530.90 | 4,100.00 | 7.41% | |
| 75 | | 27 | | | | | | Farrans | 62 | OHu Temporary Access Ramp from Depot | 27/03/09 | 16,303.74 | 12,221.80 | 6.58% | |
| 187 | | 28 | | | | | | Depot | 63 | OHu Additional excavated material at Depot | 02/04/09 | 1,660,654.40 | 1,223,272.73 | 6.16% | |
| 295 | | 30.1 | | | | | UPS | Farrans | 62 | OHu Scottish Gas Networks - Trial Investigations to protect gas main at Culvert 2 | 29/04/09 | 16,430.30 | 11,983.64 | 7.29% | |
| 364 | | 30.2 | | | | | | BSC | 64/65 | New Manhole (MH1) at Balbirnie Place | 12/02/10 | 1,498.23 | 1,268.19 | 8.46% | |
| 216 | | 31 | | | | | UPS | 1B | 40 | SKy Discovery of alkathene water pipe above formation level - Chainage 265 RHS | 29/04/09 | 618.86 | 458.75 | 7.41% | |
| 218 | | 32 | | | | | UPS | 1B | 40 | SKy Discovery of 2 No. LV and 1 No. LV cables above formation level. - 182 RHS. | 29/04/09 | 295.47 | 218.36 | 7.70% | |
| 220 | | 33 | | | | | UPS | 1B | 40 | SKy Discovery of Water connection pipework above formation level - 161 RHS | 29/04/09 | 91.87 | 68.10 | 7.41% | |
| 223 | | 34 | | | | | UPS | 1B | 40 | SKy Discovery of stone culvert - Chainage 100 RHS | 29/04/09 | 1,169.22 | 866.79 | 7.41% | |
| 225 | | 35 | | | | | | 1B | 48 | SKy Repairs required to footpath to allow pedestrian access - Chainage 170 RHS | 29/04/09 | 329.17 | 239.59 | 7.28% | |
| 260 | | 36 | | | | | | 1B | 40 | SKy Relocate existing Control Box - Section 1B | 29/04/09 | 1,274.98 | 945.13 | 7.41% | |
| 293 | | 37 | | | | | | Farrans | 62 | OHu Gogar Castle Road tree felling | 29/04/09 | 1,335.51 | 990.00 | 7.41% | |
| 294 | | 38 | | | | | | Farrans | 62 | OHu Reinstate access ramp at Gogar Depot | 29/04/09 | 9,798.94 | 7,132.21 | 7.28% | |

Project: **Edinburgh Tram Network**
 as per: **30/06/2011**



2.08a Approved Change Orders

| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | QS | Description | Date of Approval | Job Estimate Budgets | | | Remarks |
|------|-----|-----|-----|----------|----------|-----|------------------|-----|--|------------------|----------------------|-----------------------|-------------|---------|
| | | | | | | | | | | | Revenue | Design & Construction | Margin in % | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | |
| 296 | | 39 | | | | | Farrans 62 | OHu | Formation Level of Gogarburn Bridge West Abutment | 29/04/09 | 13,439.93 | 9,782.32 | 7.28% | |
| 297 | | 40 | | | | | Farrans 62 | OHu | Formation Level of Gogarburn Bridge East Abutment | 29/04/09 | 8,466.27 | 6,162.01 | 7.28% | |
| 327 | | 41 | | | | UPS | 1B 40 | SKy | Dye test and camera survey at Chainage 170 RHS | 29/04/09 | 711.82 | 527.66 | 7.41% | |
| 328 | | 42 | | | | UPS | 1B 40 | SKy | Rehstate slabbed footway following MUDFA works | 29/04/09 | 1,386.54 | 1,027.83 | 7.41% | |
| | | 43 | | | | UPS | Consulta 71 | | Instruction to proceed with road surveys. | 02/06/2009 | 89,050.01 | 66,011.86 | 7.41% | |
| 257 | | 44 | | | | | SDS 66 | | Feasibility Study (Design Only) Forth Ports access to ADM Milling | 29/04/09 | 1,624.82 | 1,384.00 | 8.52% | |
| 195 | | 45 | | | | UPS | 1B 40 | SKy | Discovery of temporary pedestrian crossing lighting ducts | 29/04/09 | 910.16 | 675.00 | 7.37% | |
| 193 | | 46 | | | | UPS | 1B 40 | SKy | Discovery of Hydrant in kerb line - Chainage 333 RHS | 29/04/09 | 449.22 | 333.00 | 7.41% | |
| 184 | | 47 | | | | UPS | 1B 40 | SKy | Discovery of void around existing BT Duct - Chainage 360 RHS | 29/04/09 | 192.37 | 142.60 | 7.41% | |
| 169 | | 48 | | | | | 1C 44 | SSm | Demolition of Police Box Coffee Bar - Picardy Place | 29/04/09 | 10,615.92 | 7,869.47 | 7.41% | |
| 330 | | 49 | | | | UPS | 1B 40 | SKy | Install additional gully Chainage 250 RHS | 08/05/09 | 2,170.14 | 1,579.55 | 7.28% | |
| 157 | | 50 | | | | | Farrans 62 | OHu | Survey of Existing Drainage (Gogar Landfill) | 01/05/09 | 4,027.46 | 2,931.41 | 7.28% | |
| 324 | | 51 | | | | UPS | 5C 57 | GAn | A8 Underpass Phase 1 Piling Obstructions | 01/05/09 | 4,613.58 | 3,420.00 | 7.41% | |
| 340 | | 52 | | | | | 5C 56 | GAn | Edinburgh Park Bridge South Abutment Base - Existing service (cable) | 01/05/09 | 609.69 | 451.95 | 7.42% | |
| 390 | | 53 | | | | | 5B 54 | GAn | Carrick Knowe chainage 520200 to 520240 - sub-grade improvement | 15/05/09 | 98,501.39 | 71,694.79 | 7.28% | |
| 360 | | 54 | | | | DPS | SDS 66 | | Alteration of Design at Forth Ports Road 8 | 15/05/09 | 11,932.54 | 10,164.00 | 8.52% | |
| 361 | | 55 | | | | UPS | 5A 61 | GAn | Scottish Power Utility Diversion near Murrayfield Station | 05/06/09 | 8,689.80 | 6,188.55 | 8.85% | |
| 167 | | 56 | | | | UPS | 5A 61 | GAn | Accommodation Works to Wanderers Clubhouse Building at Murrayfield | 26/05/09 | 191,060.84 | 141,631.46 | 7.41% | |
| 338 | | 57 | | | | | 1B 40 | SKy | Remove ornamental iron balls from Groathill Depot | 03/06/09 | 406.26 | 301.15 | 7.42% | |
| 42 | | 58 | | | | | SDS 66 | | Delay and Disruption to Ravelston Trams top Landscaping | 01/06/09 | 2,409.05 | 2,052.00 | 8.52% | |
| 392 | | 59 | | | | | 5B 56 | GAn | Pier 1 Base Formation - Section 5B | 03/06/09 | 561.45 | 408.65 | 7.28% | |
| 336 | | 60 | | | | | BSC 64 | | Extension to Site Office for tie/SDS personnel | 02/06/09 | 150,000.00 | 120,096.08 | 0.00% | |
| 349 | | 61 | | | | | TM 21 | SKy | Traffic Management contingency for Emergency Utility Works | 02/06/09 | 404.70 | 300.00 | 7.41% | |
| 385 | | 62 | | | | | 1C/D 21 | SKy | Section 1C/1D - Additional MASS barriers on Great Stuart Street | 02/06/09 | 915.27 | 678.48 | 7.41% | |
| 74 | | 63 | | | | | BSC 64/65 | | Sewer Diversion, Gogar Landfill | 08/06/09 | 1,433.79 | 1,213.64 | 8.46% | |
| 350 | | 64 | | | | | 7A 62 | OHu | Protected Species mitigation measures | 05/06/09 | 9,262.22 | 6,862.20 | 7.41% | |
| 273 | | 65 | | | | | SDS- 64/65/66 | | Gogarburn Retaining Wall W14 - Re-design Water Mains and Gas Main | 07/07/09 | 1,156.57 | 981.36 | 8.49% | |
| 222 | | 66 | | | | UPS | 1B 40 | SKy | Discovery of valves and a hydrant fouling the new kerb line - 120 RHS | 10/06/09 | 617.61 | 457.83 | 7.41% | |
| 238 | | 67 | | | | | TM 21 | SKy | Temporary Traffic Lights opposite Manderson Street required | 04/09/09 | 15,084.79 | 11,182.21 | 7.41% | |
| 243 | | 68 | | | | | SDS 66 | | Forth Ports Substation - lack of as-built information | 10/06/09 | 7,824.12 | 6,664.50 | 8.52% | |
| 352 | | 69 | | | | | 1C/D 21 | SKy | Off-peak Taxi Rank at George Street | 10/06/09 | 2,213.71 | 1,641.00 | 7.41% | |
| 409 | | 70 | | | | | SDS 66 | | Forth Ports - New construction at Ocean Drive | 10/06/09 | 2,817.60 | 2,400.00 | 8.52% | |
| 259 | | 72 | | | | | SDS-5B 54/66 | GAn | Cycleway at Edinburgh Park Station repositioned outwith the LOD | 15/06/09 | 52,094.65 | 39,609.70 | 7.53% | |
| 171 | | 73 | | | | | Consulta 71 | SKy | Contract with Faber Maunsell for Transyt and Linsig Modelling Assessments. | 16/06/09 | 64,809.00 | 48,043.00 | 7.41% | |
| 373 | | 74 | | | | UPS | 7A 62 | OHu | Transfer MUDFA Utility Diversion Sect. 5C-Conflict Schedule 5C/TE/D/05 | 17/06/09 | 3,269.16 | 2,379.47 | 7.28% | |
| 371 | | 75 | | | | UPS | 7A 62 | OHu | Transfer MUDFA Utility Diversion Sect. 5C-Conflict Schedule 5C/BT/D/05 | 17/06/09 | 855.81 | 622.91 | 7.28% | |
| 307 | | 76 | | | | | Graham 61 | GAn | Contaminated Soil assessment at Haymarket Depot | 11/06&20/09/09 | 54,996.59 | 40,761.00 | 7.41% | |
| 439 | | 77 | | | | | SDS 66 | | SDS' proposed office move to Edinburgh Park - IT costs | 07/07/09 | 28,000.00 | 20,756.12 | 7.41% | |
| 202b | | 78 | | | | | Depot 63 | OHu | Structural Steelwork | 15/07/09 | 270,372.87 | 196,792.25 | 7.28% | |

Project: **Edinburgh Tram Network**
 as per: **30/06/2011**



2.08a Approved Change Orders

| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | | QS | Description | Date of Approval | Job Estimate Budgets | | | Remarks |
|--------|-----|-------|-----|----------|----------|--------|------------------|----------|-----|---|------------------|----------------------|-----------------------|-------------|---|
| | | | | | | | | | | | | Revenue | Design & Construction | Margin in % | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | | |
| 203a | | 79 | | | | | Depot | 63 | OHu | Foundations | 15/07/09 | 47,782.16 | 34,778.48 | 7.28% | |
| 449 | | 80 | | | | | 5B | 21 | SK | Reinstatement of Bus Link - Traffic Management | 23/07/09 | | | | CO Value not issued - to be paid on Demonstrable Cost Basis |
| 419 | | 82 | | | | | TM-1C | 21/43 | SKy | Replace MASS barriers at St Andrews Square | 14/08/09 | 22,896.58 | 16,973.00 | 7.41% | |
| 279 | | 84.1 | | | | | SDS | 66 | | West Pilton Tram stop | 29/07/09 | 859.37 | 732.00 | 8.52% | |
| 413 | | 84.2 | | | | UPS | 7A | 62 | OHu | Provide local protection of sewer at Chainage 711990 | 31/07/09 | 2,696.95 | 1,999.22 | 7.41% | |
| 179 | | 85 | | | | UPS | SDS | 66 | | Gatehouse Works to Murrayfield Stadium Part 1 | 05/08/09 | 108,664.00 | 92,558.70 | 8.52% | |
| 179 | | 86 | | | | UPS | SDS | 66 | | Gatehouse Works to Murrayfield Stadium Part 2 | 10/08/09 | 34,830.00 | 29,667.80 | 8.52% | |
| 159a | | 87 | | | | | BSC | 64/65 | | Provisional Sum Main Contract - Relocation Ancient Monuments Abortive Costs | 25/01/10 | 3,992.60 | 3,379.55 | 8.46% | |
| 234 | | 89 | | | | UPS | 1B | 40 | SKy | Leith Walk (Section 1B) Groundworks - Move THUS ducts - Ch 345 - 365 | 11/09/09 | 6,562.03 | 4,864.37 | 7.41% | |
| 202 | | 90 | | | | | Farrans | 62 | OHu | IFC Drawing changes - Gogarburn Culverts 1, 2 and 3 | 12/08/09 | 13,368.47 | 9,730.32 | 7.28% | |
| 472 | | 91 | | | | | SDS | 66 | | Developed kinematic envelope (DKE) check | 08/02/10 | 15,118.77 | 12,878.00 | 8.52% | |
| 401 | | 92 | | | | | 7A | 62 | OHu | Additional earthworks to western approach embankment at Gogarburn Bridge | 13/08/09 | 36,616.19 | 26,651.28 | 7.28% | |
| 203g | | 93 | | | | | Depot | 63 | OHu | Secondary Steelwork | 17/08/09 | 2,355.95 | 1,714.79 | 7.28% | |
| 334 | | 94 | | | | | 7A | 62 | OHu | Access at New Ingliston | 20/08/09 | 5,827.59 | 4,282.94 | 7.35% | |
| 118 | | 96 | | | | | BSC | 64/65 | | IFC Drawing Change Cathedral Lane Sub Station | 31/08/09 | 1,229.78 | 1,040.91 | 8.46% | |
| 407 | | 97 | | | | | Depot | 63 | OHu | Hard material within Gogar excavation | 02/09/09 | 35,806.89 | 26,062.23 | 7.28% | |
| 91 | | 98 | | | | | 5B | 56 | GAn | Reference ETN002 Edinburgh Park Structure (S27) Earthworks/Foundations. | 04/09/09 | 52,388.71 | 37,750.68 | 7.21% | |
| 337 | | 99 | | | | | TM-1B | 21/40/71 | SKy | Testing to carriageway at Leith Walk | 04/09/09 | 15,452.46 | 11,454.75 | 7.41% | |
| 437 | | 102 | | | | | 5B | 58 | GAn | Carrick Knowe works outwith the LOD | 23/11/09 | 4,323.55 | 3,205.00 | 7.41% | |
| 304 | | 104 | | | | DPS | 1C/D | 96 | SSm | Provisional Sum for Extra Over for Shell Grip at Junctions | 12/10/09 | 156,259.21 | 113,728.94 | 7.28% | Instruction of ProvSum - Current Value just partially |
| 475 | | 105.1 | | | | UPS | 5B | 57 | GAn | A8 Underpass - BT works - Slew 2'way and 4 way ducts | 09/10/09 | 94,954.28 | 70,144.03 | 7.73% | |
| 486 | | 105.2 | | | | | SDS | 66 | | TRO Changes September 2009 | | 3,430.43 | 2,922.00 | 8.52% | |
| 362 | | 106 | | | | | 5B | 56 | GAn | Edinburgh Park Bridge - Approach Ramps additional earthworks | 09/10/09 | 185,000.00 | 134,653.18 | 7.28% | |
| 414 | | 107 | | | | Graham | 21/61 | SKy/GAn | | Sample soil nailing to embankments between Russell Road & Water of Leith | 09/10/09 | 44,718.35 | 33,149.26 | 7.41% | |
| 431 | | 108 | | | | | 5B | 57 | GAn | Slew existing BT duct at A8 underpass | 13/10/09 | 22,846.79 | 16,934.93 | 7.41% | |
| 125 | | 109 | | | | | SDS- | 61/66/71 | GAn | Unforseen Ground Conditions at Haymarket Viaduct | 22/10/09 | 94,317.38 | 68,649.54 | 7.28% | |
| 191 | | 110 | | | | UPS | 1B | 48 | SKy | Discovery of concrete encased lighting cable - Chainage 339 RHS | 28/10/09 | 179.57 | 133.51 | 7.19% | |
| 242 | | 111 | | | | | SDS | 66 | | TRO Presentations by SDS to the public during September 2008 | 04/11/09 | 23,480.00 | 20,000.00 | 8.52% | |
| 77 | | 112 | | | | | SDS- | 66 | OHu | DESIGN ONLY to Amend line of route design section 5#c (Batch 5/22) | 13/11/09 | 5,368.54 | 4,251.90 | 7.92% | |
| 370 | | 113 | | | | | 5B | 56 | GAn | Existing Ground levels at Edinburgh Park Bridge | 23/11/09 | 61,851.30 | 47,265.35 | 7.63% | |
| 203j | | 114 | | | | | Depot | 63 | OHu | BDDI to IFC changes to depot access road | 13/11/09 | 78,674.86 | 57,263.89 | 7.28% | |
| 112 | | 112 | 115 | | | | Graham | 61 | GAn | IFC Drawing Change Haymarket Viaduct | 04/11/09 | 96,173.00 | 70,000.00 | 7.28% | Settlement reached during Internal DRP |
| 001A-D | | 116 | | | | | EOT1 | 64/65/67 | | IFC dates entered into the Schedule Part 15 (Sect 1A-1D) | 04/11/09 | 2,225,000.00 | 2,022,727.27 | 9.03% | Settlement reached in Mediation |
| 428 | | 121 | | | | | BSC | 64/65 | | Alteration of Drainage at Eastfield Avenue to avoid a clash with Utilities | 13/11/09 | 1,064.74 | 903.64 | 9.49% | |
| 309 | | 123 | | | | | 5B | 56 | GAn | Edinburgh Park Bridge (S27) - South Abutment Base Formation | 25/11/09 | 9,494.75 | 7,202.65 | 7.56% | |
| 85 | | 125 | | | | | 1A-1 | 31 | SKy | TNC008 - Lindsay Road Retaining Wall Cost Estimate | 15/01/10 | 484,065.00 | 352,329.09 | 7.28% | |
| 369 | | 126 | | | | | 5C | 57/71 | GAn | Maintain Thus and C & W services and dismantle water main at A8 Underpass | 17/12/09 | 20,324.64 | 14,793.87 | 7.28% | |
| 155a | | 127 | | | | | 7A | 62 | OHu | IFC Drawing changes Gogarburn RTWs 14A, 15A, 15B, 15C | 22/12/09 | 141,188.67 | 102,765.01 | 7.28% | |
| 282 | | 128 | | | | | Graham | 61 | GAn | Request for instruction to deal with Japanese Knotweed - Retaining Wall W4 | 22/01/10 | 24,282.78 | 18,000.58 | 7.41% | |

2.08a Approved Change Orders

| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | | QS | Description | Date of Approval | Job Estimate Budgets | | | Remarks |
|------|-----|-------|-----|----------|----------|-----|------------------|----------|-----|--|------------------|----------------------|-----------------------|-------------|--|
| | | | | | | | | | | | | Revenue | Design & Construction | Margin in % | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | | |
| 436 | | 129 | | | | | TM | 21 | Sky | Lothian Road pedestrian disruption | 25/01/10 | 8,640.25 | 6,404.93 | 7.41% | |
| 434 | | 130 | | | | | TM | 21 | Sky | George Street Emergency road closure | 25/01/10 | 1,516.30 | 1,124.02 | 7.41% | |
| 76 | | 131 | | | | | BSC | 65 | | Gogar Depot Public Tramstop proposals GRIP options 4B & 4C2 | 13/01/10 | 50,000.00 | 42,589.44 | 8.52% | |
| 146a | | 132 | 101 | | | | Graham | 61 | GAn | IFC Drawing Change Russell Road RTWs Wall 4 | 18/02/10 | 1,461,857.21 | 1,083,659.90 | 7.41% | Settlement reached after DRP |
| 151 | | 133.1 | | | | | BSC | 64/65 | | Excavate and replace existing BO material within existing utility trenches. | 22/01/10 | 1,065.68 | 902.05 | 8.46% | |
| 268 | | 133.2 | | | | | 5C | 57 | GAn | Carry out Scottish Power Diversion at Gogar Roundabout | 01/02/10 | 70,163.35 | 51,857.54 | 7.39% | |
| 367 | | 134 | | | | | Graham | 61 | GAn | Haymarket Station - Network Rail Access Doorway | 08/02/10 | 2,814.69 | 2,086.50 | 7.41% | |
| 474 | | 135 | | | | | 5B | 54 | GAn | Additional manhole requirement - Section 5B | 08/02/10 | 7,085.74 | 5,157.39 | 7.28% | |
| 502 | | 136 | | | | | 5B | 58 | GAn | Additional excavation at Carrick Knowe North Abutment | 08/02/10 | 390.94 | 284.55 | 7.28% | |
| 088a | | 137 | | | | DPS | Depot | 63 | OHu | Power Supply Ducts Section 6 | 15/02/10 | 13,297.28 | 9,678.49 | 7.28% | |
| 105 | | 138 | 120 | | | | 5B | 58 | GAn | IFC Drawing Change Balgreen Road Retaining Wall | 15/02/10 | 298,574.22 | 217,317.92 | 7.28% | Settlement reached during internal DRP |
| 517 | | 139 | | | | | Graham | 61 | GAn | Scottish Power Utility Diversion 5A/SP/D/05 at Russell Road Retaining Wall | 22/02/10 | 20,005.56 | 14,829.92 | 7.41% | |
| 203p | | 140 | | | | | Depot | 63 | OHu | IFC issue drawings for alteration to Scottish Water valves - MUDFA works | 31/03/10 | 5,365.65 | 3,977.50 | 7.41% | |
| 399 | | 141 | | | | | 7A | 62 | OHu | Addition of starter and capping layers in Section 7A | 04/03/10 | 1,139,305.68 | 829,249.35 | 7.28% | Estimate provisional |
| 402 | | 142 | | | | | 5B | 54 | GAn | Addition of starter and capping layers in Section 5B | 03/03/2010 | 1,361,877.19 | 1,009,545.73 | 7.41% | Provisional Change Order |
| 403 | | 143 | | | | | 5C | 54 | GAn | Addition of starter and capping layers in Section 5C | 03/03/10 | 930,159.34 | 677,020.05 | 7.28% | |
| 139 | | 144 | | | | | SDS | 66 | | Revised location of OLE poles in Section 1A at the request of CEC. | 04/06/10 | 4,575.42 | 3,897.30 | 8.52% | |
| 322 | | 145 | | | | | 5B | 58 | GAn | Carrick Knowe Underbridge Piling Obstructions | 13/04/11 | 2,744.74 | 2,034.65 | 7.41% | |
| 60 | | 146 | | | | | SDS- | 62/66 | OHu | Diversion of Existing Sewer at Gogarburn Bridge - conflict with the 300 mm dia | 07/07/10 | 36,292.29 | 26,778.73 | 7.38% | |
| 473 | | 147 | | | | | 1A | 31 | Sky | Construction of 3 no. sewer protection slabs and new chamber at Lindsay Road | 02/04/10 | 31,635.17 | 23,025.68 | 7.28% | |
| 473 | | 147A | | | | | 1A | 31 | Sky | Construction of 3 no. sewer protection slabs and new chamber at Lindsay Road | 01/09/10 | 31,635.17 | 23,025.68 | -7.28% | |
| 267a | | 149 | | | | | 5C | 57 | GAn | Carry out Scottish Water Diversion at Gogar Roundabout | 07/05/10 | 83,295.35 | 61,746.00 | 7.41% | |
| 053a | | 150 | | | | | 5C | 54 | GAn | TNC004 - Utilities diversions & associated works - Water main diversion only | 31/03/10 | 112,879.89 | 83,676.72 | 7.41% | |
| 479 | | 153 | | | | | 5A | 58 | GAn | Proposed sewer lining at Water of Leith Bridge | 04/06/10 | 59,708.68 | 44,261.44 | | |
| 448 | | 155 | | | | | SDS- | 64/65/66 | | Change to street lighting at Haymarket Terrace | 07/05/10 | 1,154.69 | 979.77 | 8.49% | |
| 196 | | 157 | | | | | SDS- | 64/65/66 | | Little King Street works required by CEC outside the Limits of Deviation | 18/05/10 | 2,487.75 | 2,111.27 | 8.49% | |
| 052a | | 158 | | | | | 5B | 54 | GAn | TNC003-Utilities diversions & associated works | 30/07/10 | 55,923.74 | 40,749.82 | 7.20% | |
| 430 | | 159 | | | | | Graham | 61 | GAn | Additional white lining at Haymarket Station Car Park | 26/05/10 | 3,930.65 | 2,913.76 | 7.41% | |
| 088b | | 160 | | | | | 7A | 62 | OHu | Power Supply Ducts - Ingliston Park Andriest Tram Stop | 26/05/10 | 2,809.60 | 1,681.20 | 7.28% | |
| 104 | | 161.1 | 119 | | | | 5A | 58 | GAn | IFC Drawing Change Baird Drive RTW | 26/05/10 | 915,462.16 | 666,323.72 | 7.28% | Settlement reached after DRP |
| 146b | | 161.2 | | | | | Graham | 61 | GAn | IFC Drawing Change Russell Road RTWs Wall 3 | 26/05/10 | 370,000.00 | 269,306.35 | 7.28% | |
| 115 | | 162 | 95 | | | | 5B | 58 | GAn | IFC Drawing Change Carrickknowe Bridge | 26/05/10 | 138,265.23 | 100,637.05 | 7.28% | Settlement reached after DRP |
| 543 | | 164 | | | | | TM | 21 | | Transyl and Linsig modelling - Aecom | 20/08/10 | 60,382.00 | 44,760.56 | 7.41% | |
| 230 | | 165 | 119 | | | | 1A | 31 | SKY | IFC Drawing Changes - Tower Bridge Structure | 19/06/10 | 260,973.48 | 189,950.85 | | Settlement reached after DRP |
| 155b | | 166 | | | | | 7A | 62 | OHu | IFC Drawing changes Gogarburn RTWs 14B & 15D | 18/06/10 | 12,464.28 | 9,072.19 | | |
| 111 | | 167 | | | | | Farrans | 62 | OHu | IFC Drawing Change Gogarburn Bridge | 21/06/10 | 176,195.40 | 129,486.13 | | Settlement reached after DRP |
| 113 | | 168 | | | | | Graham | 61 | GAn | IFC Drawing Change Russell Road Bridge | 16/06/10 | 60,174.06 | 43,797.99 | | |
| 551a | | 169 | | | | | Graham | 61 | GAn | Removal and disposal of contaminated soil at Russell Road Retaining Wall | 29/07/10 | 397,000.00 | 294,292.07 | 7.41% | |
| 492 | | 170 | | | | | Graham | | GAn | IFC drawing changes - Haymarket Car Park | 18/08/10 | 40,000.00 | 29,651.59 | 7.41% | |

2.08a Approved Change Orders

| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | QS | Description | Date of Approval | Job Estimate Budgets | | | Remarks | |
|------|-----|-------|-----|----------|----------|----|------------------|--------|-------------|------------------|----------------------|-----------------------|-------------|--------------------------|--|
| | | | | | | | | | | | Revenue | Design & Construction | Margin in % | | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | | |
| 281 | | 172 | | | | | 1C | 66 | Sky | 13/10/10 | 2,063.97 | 1,758.07 | 8.52% | | |
| 517a | | 173 | | | | | Graham | 61 | GAn | 2/7/08/10 | 16,738.62 | 12,408.17 | 7.41% | | |
| 289 | | 174 | | | | | 1A | 66 | | 08/10/10 | 6,199.68 | 5,280.82 | 8.52% | | |
| 292 | | 175 | | | | | 1A | 31/66 | Sky | 08/10/10 | 2,168.28 | 1,656.62 | 7.64% | | |
| 499 | | 179 | | | | | SDS | 66 | | 30/09/10 | 17,638.18 | 15,024.00 | 8.52% | | |
| 116 | | 180.1 | | | | | 5A | 58 | GAn | 03/09/10 | 20,000.00 | 14,825.80 | 7.41% | | |
| 97 | | 180.2 | | | | | 5A | 66 | | 04/02/11 | 2,448.00 | 2,085.18 | 8.52% | | |
| 258a | | 182 | | | | | SDS | 66 | | 10/09/10 | 5,140.00 | 4,378.19 | 8.52% | | |
| 441a | | 183 | | | | | 2A,5ABC | 54 | GAn | 22/09/10 | 50,000.00 | 37,064.49 | 7.41% | Provisional Change Order | |
| 76 | | 184 | | | | | SDS | 66 | | 22/09/10 | 519,439.06 | 442,452.35 | 8.52% | BB portion only | |
| 158 | | 186 | | | | | UPS | Graham | 61 | GAn | 22/09/10 | 148,002.24 | 109,712.56 | 7.41% | |
| 433 | | 187 | | | | | Graham | 21 | GAn | 11/10/10 | 10,841.52 | 8,037.00 | 7.41% | | |
| 167c | | 188 | | | | | 5A | 61 | GAn | 06/10/10 | 2,063.97 | 1,530.00 | 7.41% | | |
| 074a | | 189 | | | | | 7A | 62 | OHu | 08/10/10 | 2,894.39 | 2,145.58 | 7.41% | | |
| 653 | | 191 | | | | | 7A | 62 | OHu | 08/10/10 | 1,839.51 | 1,363.61 | 7.41% | | |
| 201 | | 192 | 118 | | | | 5C | 58 | GAn | 15/02/2010 | 1,230,624.88 | 912,249.73 | 7.41% | | |
| 108 | | 193 | | | | | 5C | 54 | GAn | 11/10/10 | 26,424.41 | 19,393.58 | 6.67% | | |
| 404 | | 194 | | | | | 5B | 54 | GAn | 13/04/11 | 5,573.66 | 4,131.70 | 7.41% | | |
| 655 | | 195 | | | | | 7A | 66 | OHu | 13/10/10 | 26,820.62 | 22,845.50 | 8.52% | | |
| 420 | | 196 | | | | | 1B | 21 | SKy | 08/10/10 | 5,036.91 | 3,733.81 | 7.41% | | |
| 660 | | 197 | | | | | 7A | 66 | OHu | 15/10/10 | 2,879.82 | 2,453.00 | 8.52% | | |
| 321 | | 198 | | | | | 1C | 66 | Sky | 20/10/10 | 50,000.00 | 42,589.44 | 8.52% | | |
| 500 | | 198 | | | | | 1C | 66 | | 20/10/10 | 50,000.00 | 42,589.44 | 8.52% | | |
| 602 | | 199 | | | | | 5B | 54 | GAn | 20/10/10 | 3,846.37 | 2,851.28 | 7.41% | | |
| 583 | | 200 | | | | | 1C/D | 21 | Sky | 29/10/10 | 21,946.88 | 16,269.00 | 7.41% | | |
| 315 | | 201 | 117 | | | | 7A | 62 | OH | 10/02/2010 | 997,068.00 | 789,116.38 | 7.41% | | |
| 359 | | 202 | | | | | 1D | 52 | Sky | 29/10/10 | 92,836.17 | 68,818.51 | 7.41% | | |
| 559 | | 203 | | | | | 5C | 57 | GA | 09/11/10 | 2,263.62 | 1,678.00 | 7.41% | | |
| 578 | | 204 | | | | | 5C | 57 | GA | 11/11/10 | 9,480.91 | 7,028.10 | 7.41% | | |
| 595 | | 205 | | | | | 2A | 61 | GA | 19/11/10 | 1,821.15 | 1,350.00 | 7.41% | | |
| 558 | | 206 | | | | | 5C | 21 | SK | 24/11/10 | 24,530.65 | 18,184.32 | 7.41% | | |
| 148 | | 208 | | | | | 5A | 58 | GA | 07/12/10 | | | | | |
| 199 | | 208 | | | | | 5A | 58 | GA | 07/12/10 | 84,000.00 | 62,268.35 | 7.41% | | |
| 283 | | 209 | | | | | 5B | 56 | GA | 11/11/10 | 8,810.74 | 6,531.31 | 7.41% | | |
| 654 | 109 | 210 | | | | | 5C | 66 | OH | 11/11/10 | 2,207.12 | 1,880.00 | 8.52% | | |
| 679 | 113 | 211 | | | | | 1A | 31 | SK | 11/11/10 | 10,779.53 | 7,990.76 | 7.41% | | |
| 568 | | 222 | | | | | 2A | 66 | GA | 22/12/10 | 1,810.90 | 1,542.50 | 8.52% | | |
| 706 | | 212 | | | | | 1A | 21/31 | SK | 18/11/10 | 65,572.74 | 48,608.41 | 7.41% | | |
| 722 | | 213 | | | | | 5A | 66 | GA | 22/12/10 | 5,858.26 | 4,990.00 | 8.52% | | |

Project: **Edinburgh Tram Network**
 as per: **30/06/2011**



2.08a Approved Change Orders

| INTC | TNC | TCO | DRP | EOT only | SDS only | PS | Section Activity | QS | Description | Date of Approval | Job Estimate Budgets | | | Remarks |
|---------------|-----|------------|-----|----------|----------|-----|------------------|-----|---|------------------|----------------------|-----------------------|--------------|---------------------|
| | | | | | | | | | | | Revenue | Design & Construction | Margin in % | |
| | | | | | | | | | | | | 2.00 | 6-5/1 | |
| 342 | 040 | 216 | | | | | 5B 54 | GA | Transfer of private utility diversions from MUDFA at Edinburgh Park | 19/11/10 | 1,535.82 | 1,138.49 | 7.41% | |
| 690 | | 217 | | | | | 1A 31/66 | SK | TPB - East Approach Embankment Archaeological Discovery - Less scope/Design | 25/02/11 | 11,374.93 | 8,432.12 | 7.41% | |
| 262ab | | 220 | 214 | | | | 5B 54 | GA | BDDI to IFC Drawing Changes - Section 5B - Track Drainage | 17/11/2010 | 1,755,603.80 | 1,301,411.27 | 7.41% | |
| 335 | | 221 | 215 | | | | 5C 54 | GA | IFC to IFC Drawing Changes - Section 5C - Track Drainage | 17/11/2010 | 162,835.60 | 120,708.38 | 7.41% | |
| 693 | | 223 | | | | | 5C 54 | GA | Discovery of underground petrol tank at National Car Rental Site. | 28/01/10 | 2,429.77 | 1,801.16 | 7.41% | |
| 671 | | 224 | | | | | 5C 57 | GAn | A8 Underpass Phase 4 - Ducts on south side | 01/04/11 | 7,934.58 | 5,881.82 | 7.41% | |
| 669 | | 225 | | | | | 5B 54 | GA | Busgate Drainage - Ground Conditions | 07/03/11 | 4,275.00 | 3,169.01 | 7.41% | |
| 562 | | 227 | | | | | 5C 22/66 | SK | Gogar Roundabout - Lighting Scheme | 25/02/11 | 14,781.31 | 10,957.23 | 11.99% | |
| 640 | | 228 | | | | UPS | 2+5 71/65 | GA | Undefined Provisional Sum - Possession Protection Staff | 25/02/11 | 65,624.85 | 48,647.03 | 7.41% | |
| 640b | | 228 | | | | UPS | 2+5 71/65 | GA | Undefined Provisional Sum - Possession Protection Staff | 25/02/11 | 4,547.48 | 3,371.00 | 7.41% | |
| 708 | | 233 | | | | | 2A 61 | GA | Diversion of LV Services in Footpath Haymarket Terrace | 11/03/11 | 7,949.45 | 5,892.85 | 7.41% | |
| 606 | | 234 | | | | | 1A 31 | SK | TPB - East Approach Embankment Archaeological Discovery - Stillstand | 25/02/11 | 229.69 | 170.27 | 7.41% | |
| 107 | | 235 | 118 | | | | 5B 58 | GA | IFC Drawing Change Bankhead RTW | 09/12/10 | 65,906.00 | 48,855.45 | 7.41% | |
| 110 | | 236 | 218 | | | | 5B 58 | GA | IFC Drawing Change South Cyle Access Bridge | 07/12/10 | 153,122.00 | 113,507.78 | 7.41% | |
| 646 | | 238 | | | | | 5C 57 | GAn | A8 Underpass Phase 4 - Piling Obstructions | 18/04/11 | 26,976.63 | 19,997.50 | 7.41% | |
| 302A | | 239 | | | | | 2A 21/61/71 | GA | Russell Road Bridge - Protection of Gas Mains - Investigation only | 02/03/11 | 28,985.32 | 21,486.52 | 7.41% | |
| SWC1 | | SWC1 | | | | | 2A 61 | | Haymarket Viaduct removal of Scottish Power cable and containment | 04/05/10 | 2,885.62 | 2,139.08 | 7.41% | |
| 601 | | SWC2 | | | | | 5B 54 | GAn | Bus Gate - Unforeseen ground conditions - existing Scottish Power LV cable | 20/10/10 | 2,459.28 | 1,823.04 | 7.41% | |
| SWN1 | | SWN/EG/001 | | | | | 5C 54 | | Edinburgh Gateway - Enabling works cable diversion | 02/11/10 | 3,777.20 | 2,800.00 | 7.41% | |
| SWN7 | | SWN007 | | | | | 2A 61 | GA | Haymarket Yards Verity House Hard Standing | 11/11/10 | | | | |
| 668 | | SWN008 | | | | | 5B 54 | GA | Busgate: Scottish Power HV Cable Clash with Drainage | 11/11/10 | | | | |
| 429 | | | | | | | EOT2a 64/65/67 | | Issue of MUDFA Programme Revision 8 | 13/11/09 | 6,600,000.00 | 6,000,000.00 | 9.09% | Referred to dispute |
| N/A | | | | | | | 72 | | Further accepted values on unapproved changes by tie/client | 31/03/11 | 2,562,009.00 | 1,899,191.25 | 7.41% | |
| TOTALS | | | | | | | | | | | 46,086,444.59 | 37,548,911.87 | 7.14% | |

budget approved char.
-42,795,414.14

2.08b Unapproved Changes

| | | | | | | | | | | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | | | |
|------|-----|-----|-----|----------|----------|---------|----------|----|--|------------|-----------|-----------|------------------------------|-----------------|--------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|
| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin In % | Stage of Completion | Remarks | |
| | | | | | | 7A | | | Instruction to proceed with The Hilton Hotel Car Park (Letter PRO Infraco 2110 dated 09/05/08) is work in respect of Unfretted Provisional Sum Item 1 Accommodation Works, Received letter PRO Infraco 2107 dated 9 May 2008 instructing us to proceed with Russell Road Bridge in advance of receiving IFC drawings which is a notified departure | 102,845 | 66,849 | 46,280 | 102,845 | | | | | 49,555 | 7.41% | 100% | | |
| | | | | | | 2A | | | Received letter PRO Infraco 2108 dated 9 May 2008 instructing us to proceed with Haymarket Walk in advance of receiving IFC drawings which is a notified departure and Received letter PRO Infraco 2109 dated 9 May 2008 instructing us to proceed with Gogarburn Bridge in advance of receiving IFC drawings (read as Surchard subject to the | | | | | | | | | | | | | |
| | | | | | | 7A | | | The GUARD archeological dig currently ongoing in the area of Gogar Tramstop is delaying and disrupting the Infraco in accessing Gogar Landfill and establishment of the | | | | | | | | | | | | | |
| 10 | | | | | | 7A | | | The GUARD archeological dig currently ongoing in the area of Gogar Tramstop is delaying and disrupting the Infraco in accessing and establishment of the site for the | | | | | | | | | | | | | |
| | | | | | | 5B | | | The GUARD archeological dig currently ongoing in the area of Gogar Tramstop is causing damage to the tram corridor between Ch 710000 - 710300. This area will need to be made | 72,504 | 47,192 | 32,672 | 72,504 | | | | 72,150 | 47,192 | 34,963 | 7.41% | 100% | |
| | | | | | | 5B | | | Notified Departure in accordance with paragraph 3.4.5.1 and 3.5 Schedule Part 4 due to conflict with the 150mm dia. Deep sewer under the MUDFA Contract with the South Gyle | | | | | | | | | | | | | |
| | | | | | | 5B | | | Notified Departure in accordance with paragraph 3.4.5.1 and 3.5 Schedule Part 4 due to the MUDFA Contractor not having completed the various Utility Diversions in the Depot | 44,746 | 29,065 | 20,136 | 44,746 | | | | 44,746 | | | | | |
| | | | | | | 2A | | | Notified Departure in accordance with paragraph 3.4.37 and 3.5 Schedule Part 4 due to the Asbestos Survey to be carried out by the presence of Asbestos in the existing | | | | | | | | | | | | | |
| | | | | | | 2A | | | Instruction to proceed with Verily House Access Road pre IFC | | | | | | | | | | | | | |
| 25 | | | | | | 2A | | | Instruction to proceed with the demolition of Caley Aile House per IFC | | | | | | | | | | | | | |
| | | | | | | 1C | | SK | Delay to issue of Peardy Place (Watch 1/3) to CEC for Prior Approval notified by SDS in attached letter ULE90130-01-LET-00672 dated 4 June 2008 in accordance with Schedule | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | Delay to issue For Construction (FC) Submissions - Section 1D due to changed approval periods notified by SDS in attached letter ULE90130-01-LET-00671 dated 4 June 2008 in | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | Delay to issue For Construction (FC) Submissions - Section 1D due to changed approval periods notified by SDS in attached letter ULE90130-01-LET-00670 dated 4 June 2008 in | | | | | | | | | | | | | |
| 32 | | | | | | 1D | | DG | CEC failure to approve within agreed timescales as SDS Letter 00257 in accordance with Schedule Part 4 paragraph 3.4.5.1 | | | | | | | | | | | | | |
| | | | | | | 5A | | | Network Rail failure to approve within agreed timescales as SDS Letter 00266 in accordance with Schedule Part 4 paragraph 3.4.27 | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | New Requirements Introduced by Public Realm Design Workbook as SDS Letter 00648 in accordance with Schedule Part 4 paragraph 3.4.43 | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | Delay and Disruption to Crew Road Gardens Bridge IFC as SDS Letter 00239 in accordance with Schedule Part 4 paragraph 3.4.5.1 | | | | | | | | | | | | | |
| 37 | | | | | | 1D | | SK | Delay and Disruption to Roseburn Terrace Bridge, Roseburn Tramstop, Roseburn Retaining Walls IFC as SDS Letter 00238 in accordance with Schedule Part 4 paragraph | | | | | | | | | | | | | |
| | | | | | | SW | | | Delay and Disruption to Roads detailed design as SDS Letter 01074 in accordance with Schedule Part 4 paragraph 3.4.5.1 | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | Delay to Shandwick Place Tram Stop Watch (1/3) Validation as SDS Letter 00646 in accordance with Schedule Part 4 paragraph 3.4.5.1 | | | | | | | | | | | | | |
| | | | | | | 1D | | SK | Delay and Disruption to Ground Investigation as SDS Letter 00647 in accordance with Clause 1 and Clause 55 | | | | | | | | | | | | | |
| 41 | | | | | | 1D | | SK | Delay and Disruption to Ravelston Tramstop, Ravelston Dykes Bridge, Roseburn Retaining Walls as SDS Letter 00241 in accordance with Schedule Part 4 paragraph | | | | | | | | | | | | | |
| 44 | | | | | | 1A | | SK | TNC001 : Amendments to Ocean Terminal Layout | 146,451 | 95,193 | 65,903 | 146,451 | | | | | | | | | |
| 45 | | | | | | 1A | | SK | Delay and Disruption due to amended design for A25920 - Halfour Street Tram Stop as SDS Letter 00701 in accordance with Schedule Part 4 paragraph 3.4.1.3 | | | | | | | | | | | | | |
| 46 | | | | | | 1A | | SK | Delay and Disruption due to amended design for SDS250040 - 1A Roads, Street Lighting, Landscaping and Drainage as SDS Letter 00701 in accordance with Schedule | | | | | | | | | | | | | |
| 47 | | | | | | 1A | | SK | Delay and Disruption due to amended design for SDS24720 - Issue Roads Design to Roads Authority for Approval Section 1A1, SDS87870 - Issue Roads Design to Roads | | | | | | | | | | | | | |
| 48 | | | | | | 1A | | SK | TNC 5 : Bernard Street Public Realm Works | 1,306,728 | 849,373 | 588,028 | 1,306,728 | | | 720,357 | 720,357 | | | | | |
| 49 | | | | | | 1A | | SK | TNC007 : St Andrew Square Public Realm Works as CEC specification (Draft) Site forming extended area over Infraco contract, issued with drawings & Specification Volume | 11,407,670 | 7,414,965 | 5,133,451 | 11,407,670 | | | 4,170,130 | 4,170,130 | | | | | |
| 55 | | | | | | 1A | | SK | Delay and Disruption due to late approval by CEC of SDS27980 - 3C Roads, Street Lighting, Landscaping and Drainage as SDS Letter 00256 dated 8th July 2008 and in accordance with | | | | | | | | | | | | | |
| 56 | | | | | | 1A | | SK | Delay and Disruption by CEC due to late registering Section 1A Watch 1/06 (Foot of the walk tramstop and associated line of route) as SDS Letter 00721 dated 11th July 2008 | | | | | | | | | | | | | |
| 57 | | | | | | 1D | | SK | Delay and Disruption due to late approval by CEC of Section 1D as SDS Letter 00722 dated 7th July 2008 and in accordance with Schedule Part 4 paragraph 3.4.1.3 | | | | | | | | | | | | | |
| 58 | | | | | | 1D | | SK | Delay and Disruption due to notification from CEC with respect to road safety Audits comments for Haymarket Area of Section 1D as SDS Letter 00733 dated 11th July 2008 | | | | | | | | | | | | | |
| 61 | | | | | | 7A | | SK | Infraco to investigate proposals for the reuse of the FIBS Bundled Material within the final design | 99,679 | 54,791 | 44,855 | 99,679 | | | 55,961 | 102,020 | 64,791 | 48,029 | 7.41% | 100% | |
| 62 | | | | | | 1A | | SK | Tensioning of Overhead Contact System: tensioning method, comprising an Auto Tensioned Trolley Wire for the street running | | | | | | | | | | | | | |
| 63 | | | | | | 1A | | SK | TNC009 : Ocean Terminal Revised Finishes | 4,166 | 2,708 | 1,875 | 4,166 | | | | | | | | | |
| 65 | | | | | | 5A | | GA | Murrayfield Stadium Retaining Walls introduce visual pattern to Murrayfield RW | 2,797 | 1,818 | 1,259 | 2,797 | | | 2,797 | 2,797 | 1,818 | 1,349 | 7.41% | 100% | |
| 66a | | | | | | 5C | | OH | Revised Specification (RIS) Gogarburn Tramstop version 2 | 8,231 | 5,350 | 3,704 | 8,231 | | | | | | | | | |
| 66b | | | | | | 5C | | OH | Revised Specification (RIS) Gogarburn Tramstop version 2 | | | | | | | | | | | | | |
| 67 | | | | | | 5A | | OH | Murrayfield Tramstop Provision of secondary staircase | 32,202 | 20,931 | 14,491 | 32,202 | | | 32,202 | 20,931 | 15,516 | 7.41% | 99% | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|-----|-----|-----|----------|----------|---------|----------|----|---|------------|-----------|-----------|------------------------------|-----------------|-----------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|----------------------|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| | | | | | | SW OFF | | | Delay to issue of Edinburgh Park - Earthworks and Drainage FC Drawings as a result of delayed drainage consents. | | | | | | | | | | | | | | |
| | | | | | | | | | Gyle Stop retaining Walls | | | | | | | | | | | | | | |
| | | | | | | 1B | | | FoW to Balfour Street IFC Drawings (As 68) | | | | | | | | | | | | | | |
| | | | | | | 2A | | | Haymarket to Roseburn Junction - SW Consent issue (as 68) | | | | | | | | | | | | | | |
| | | | | | | 5C | | GA | Clarify additional tram stop revised scope | 119,178 | 77,465 | 53,630 | 119,178 | | | | | | | | | | |
| | 15A | | | | | 5C | | GA | Edinburgh Gateway Project | | | | | | | | | | | | | | construction part of |
| | | | | | | 7A | | CH | Design Only for Alterations to design of Edinburgh Airport Tramstop and retaining wall design at Jubilee Road as per letter INF_GDRR_072 dated 5th August 2008 | 48,174 | 31,313 | 21,678 | 48,174 | | | 48,174 | 31,313 | 23,212 | 7.41% | 99% | | | |
| | | | | | | 1D | | | Instruction from CEC to design an alternative layout for Haymarket Junction | 51,722 | 33,619 | 23,275 | 51,722 | | | 51,722 | 33,619 | 24,302 | 7.41% | 100% | | | |
| | | | | | | 7A | | 0 | Gogarburn Retaining Wall - CEC requesting change to the finish of the wall as per PB letter ULE901330-07-LET-00389 dated 3 September. | 4,553 | 2,959 | 2,049 | 4,553 | | | 4,553 | 2,959 | 2,119 | 7.41% | 91% | | | |
| | | | | | | SW | | SK | Environmentally Friendly Lighting - CEC have requested using 42 watt pit lamp rather than the 70 watt CDO (white light) as per PB letter ULE901330-SW-LET-01184 dated 3 | 10,564 | 6,866 | 4,754 | 10,564 | | | 10,564 | 6,866 | 5,099 | 7.41% | 100% | | | |
| | | | | | | SW OFF | | SK | MUD: A TO INFRACO transfer of Utilities Diversion Section 1A, 1B, 1C and 1D | 2,500,000 | 1,625,000 | 1,125,000 | | | 2,500,000 | | | | | | | | |
| | | | | | | | | | Balfour Street Crossing | 6,796 | 5,717 | 3,958 | 6,796 | | | 6,796 | 5,717 | 4,238 | 7.41% | 100% | | | |
| | | | | | | 1A | | | Uindsay Road, Ocean Drive, Ocean Terminal & Tower Place Planning Permission | 47,631 | 30,964 | 21,437 | 47,631 | | | 46,677 | | | | | | | |
| | | | | | | 7A | | QH | Hilton Hotel Full Planning | 10,976 | 7,134 | 4,939 | 10,976 | | | 10,533 | | | | | | | |
| | | | | | | 1D | | SK | Shandwick Place DED preferential Treatments | 321,676 | 209,069 | 144,754 | 321,676 | | | 71,451 | 209,069 | 154,996 | 7.41% | 100% | | | |
| | | | | | | | | | Notified Departure due to the issue of SDS Design programme V32. | | | | | | | | | | | | | | |
| | | | | | | | | | Notified Departure due to the issue of SDS Design programme V33. | | | | | | | | | | | | | | |
| | | | | | | SW | | DG | Notified Departure due to the issue of SDS Design programme V34. | | | | | | | | | | | | | | |
| | | | | | | | | | Notified Departure due to the issue of SDS Design programme V35. | | | | | | | | | | | | | | |
| | | | | | | | | | FC Drawing Changes - A8 Underpass | 661,128 | 559,733 | 387,508 | 661,128 | | | 51,071 | 559,733 | 414,921 | 7.41% | 85% | | | |
| | | | | | | | | GA | FC Drawing Change Murrayfield Stadium RTW | 545,492 | 355,220 | 245,921 | 545,492 | | | | | | | | | | |
| | | | | | | | | GA | FC Drawing Change Murrayfield Underpass | 134,299 | 67,294 | 60,434 | 134,299 | | | 25,930 | 67,294 | 25,930 | | | | | |
| | | | | | | 2A | | | Russell Road Bridge Temporary Works - Soil Nailing | 151,162 | 104,755 | 72,523 | 151,162 | | | | | | | | | | |
| | | | | | | 5A | | GA | FC Drawing Change Roseburn Viaduct | 200,000 | 130,000 | 90,000 | | | 200,000 | | | | | | | | |
| | | | | | | | | | Extra Demolition required at Russell Road Retaining wall to Roseburn Street Units & Roseburn Garage. | | | | | | | | | | | | | | |
| | | | | | | 1B | | | FC Drawings Demolition and reinforcing of existing building for Leith Walk Sub Station (sub station now positioned in area of building to be demolished) | | | | | | | | | | | | | | |
| | | | | | | 1A | | SK | Delay in receipt of CEC prior approval Sections 1A1 & 1A2 | | | | | | | | | | | | | | |
| | | | | | | 1A | | SK | Forth Parts Agreement and Design Completion | 55,395 | 36,007 | 24,928 | 55,395 | | | 55,395 | 36,007 | 26,692 | 7.41% | 99% | | | |
| | | | | | | SW OFF | | DG | Requirement for Principal Contractors License for Network Rail Related Works | 1,136,898 | 738,984 | 511,604 | 1,136,898 | | | 1,088,888 | | | | | | | |
| | | | | | | 1A | | | CEC's Request for Extension of Time for Prior Approvals 1/01a, 1/01b and 1/01c | | | | | | | | | | | | | | |
| | | | | | | 7A | | CH | Delay to issue of IFC Drawings for Ingliston Park and Ride Tram Stop | | | | | | | | | | | | | | |
| | | | | | | | | GA | Design the piled foundations to the Water of Leith Bridge to avoid the existing 950 x 1200mm egg shaped combined sewer | 32,068 | 20,844 | 14,431 | 32,068 | | | 32,068 | 20,844 | 15,452 | 7.41% | 100% | | | |
| | | | | | | | | SK | Delay to issue of IFC Drawings for Portal Leith Tram Stop | | | | | | | | | | | | | | |
| | | | | | | | | | CEC's intention to adopt private roads between Lochside Crescent and Lochside Avenue. | 46,032 | 29,921 | 20,714 | 46,032 | | | 40,071 | 29,921 | 22,180 | 7.41% | 88% | | | |
| | | | | | | | | | Works to Junction 204 to facilitate adoption by CEC | 106,367 | 69,138 | 47,865 | 106,367 | | | 57,800 | 69,138 | 57,800 | | | | | |
| | | | | | | | | GA | FC Drawings Change Murrayfield Training Pitches Retaining Wall | 454,039 | 295,125 | 204,318 | 454,039 | | | 70,846 | | | | | | | |
| | | | | | | 7A | | | Removal and deposition of material from previous work section 7 as per sketch | 99,482 | 64,663 | 44,767 | 99,482 | | | 99,482 | 64,663 | 47,933 | 7.41% | 100% | | | |
| | | | | | | | | | FC Drawing changes Vertical and horizontal Alignment Section 5 Sheets 1 to 26 | 39,645 | 25,899 | 17,930 | 39,645 | | | | | | | | | | |
| | | | | | | | | GA | FC Drawing changes Soft Landscaping Section 5 sheets 1 to 26 | 326,102 | 211,666 | 146,746 | 326,102 | | | | | | | | | | |
| | | | | | | SW OFF | | GA | FC Drawing changes OLE Section 5 sheets 1 to 13 | 170,079 | 110,551 | 76,535 | 170,079 | | | 30,711 | 110,551 | 81,950 | 7.41% | 9% | | | |
| | | | | | | | | GA | FC Drawing changes Tramstops Balgreen Edinburgh Park Saughton and South Gyle | 48,095 | 31,262 | 21,543 | 48,095 | | | | | | | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | |
|----------|-----|-----|-----|----------|----------|---------|----------|----|---|------------|----------|---------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------|-----|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | |
| 160 | | | | | | | | GA | FC Drawing changes - Edinburgh Park Bridge | 282,668 | 183,734 | 127,200 | 282,668 | | | 240,58 | 183,734 | 136,20 | 7.41% | | | |
| 162 | | | | | | | | SK | Bus Tracker, TPDS and Radio | | | | | | | | | | | | | |
| 166 | 25 | | | | | 2A | | GA | Haymarket Taxi Stand | 26,215 | 17,040 | 11,797 | 26,215 | | | 26,21 | 17,040 | 12,532 | 7.41% | 100% | | |
| 164 | | | | | | | | | Delayed Listed Building Consent Applications | | | | | | | | | | | | | |
| 165 | | | | | | | | SK | Delayed issued of FCs for Section 1A4 | | | | | | | | | | | | | |
| 175 | | | | | | 5A | | GA | Further changes to Wanderers Clubhouse Building at Murrayfield | 25,597 | 16,638 | 11,519 | 25,597 | | | 26,40 | 16,638 | 12,33 | 7.41% | 100% | | |
| 157b | | | | | | 3A | | GA | Further changes to Wanderers Clubhouse Building at Murrayfield - additional radiators | 12,775 | 8,304 | 5,749 | 12,775 | | | 12,77 | 8,304 | 6,166 | 7.41% | 100% | | |
| 172 | | | | | | | | SK | Traffic Modelling - Pedestrian Crossing Timings Standard | 42,844 | 27,849 | 19,280 | 42,844 | | | 42,844 | 27,849 | 20,644 | 7.41% | 100% | | |
| 174 | | | | | | | | SK | Discovery of new BT ducts under kerb line in Section 1 | | | | | | | | | | | | | |
| 176 | | | | | | SW | | SK | Provisional Sums: Mandatory tie Change Defined nos 12 & 13 | | | | | | | | | | | | | |
| 182 | | | | | | 7A | | CH | Edinburgh Airport Tramstop Kiosk | 13,175 | 8,564 | 5,929 | 13,175 | | | 13,17 | 8,564 | 6,348 | 7.41% | 100% | | |
| 185 | | | | | | | | SK | Discovery of Thru Ducts and Gas Main - Charnage 374 RHS | | | | 0 | | | | | | | | | |
| 188 | | | | | | | | GA | Contaminated Material at Camlocknowe | 14,488 | 9,417 | 5,520 | 14,488 | | | 14,48 | 9,417 | 6,361 | 7.41% | 100% | | |
| 189 | | | | | | | | SK | Discovery of Low Voltage Cable in Road Formation | 1,000 | | 450 | | | 1,000 | | | | | | | |
| 190 | | | | | | | | SK | Discovery of Gas Main - Charnage 853 RHS | | | | 0 | | | | | | | | | |
| 186 | | | | | | 1 | | SK | Discovery of Duct Crossings - Charnage 268 RHS | | | | | | | | | | | | | |
| 187 | | | | | | | | GA | Cycle path near Gyle tramstop. Widening of shared cycleway/footway required by CEC outside the Limits of Deviation. | 11,700 | 7,605 | 5,265 | 11,700 | | | 11,70 | 7,605 | 5,638 | 7.41% | 100% | | |
| 183 | | | | | | | | CH | FC Drawing changes - Gogarburn Depot | | | | | | | | | | | | | |
| 203AA | | | | | | | | CH | BDDI to IFC Tram Wash Pit Change | 5,935 | 4,698 | 3,121 | 5,935 | | | 5,93 | 4,508 | 3,342 | 7.41% | 100% | | |
| 203AB 16 | | | | | | | | CH | BDDI to IFC Introduction of Air Conditioning to Meeting and Training Rooms | | | | | | | | | | | | | |
| 203AC | | | | | | | | CH | BDDI to IFC Suspended Ceiling to Battery Room Change | 1,631 | 1,050 | 794 | 1,631 | | | 1,631 | 1,050 | 786 | 7.41% | 100% | | |
| 203AD 28 | | | | | | | | CH | BDDI to IFC External Lighting Hinge Column Change | 47,187 | 30,672 | 21,234 | 47,18 | | | | | | | | | |
| 203AD 25 | | | | | | | | CH | BDDI to IFC Additional Disabled Toilet Alarm GF Room 25 Change | 275 | 179 | 124 | | | | 179 | 132 | | 7.41% | 100% | | |
| 203AD30 | | | | | | | | CH | BDDI to IFC Additional roller Shutter Door Supplies and Fire Alarm Interfaces Change | 4,933 | 3,206 | 2,220 | 4,933 | | | | 3,206 | 2,37 | 7.41% | 100% | | |
| 203AF | | | | | | | | CH | Maintenance Pits Steel Plinths | 69,569 | 45,233 | 31,315 | 69,569 | | | 69,56 | 45,233 | 33,530 | 7.41% | 100% | | |
| 203AE | | | | | | | | CH | IFC Issue of Drawings for Internal Staircase Change | 5,000 | 3,250 | 2,250 | | 5,000 | | | 3,250 | 2,405 | 7.41% | 100% | | |
| 203AG | | | | | | | | CH | Change to Depot Service Yard | 132,305 | 85,998 | 59,537 | 132,305 | | | 132,30 | 85,998 | 63,750 | 7.41% | 100% | | |
| 203AH | | | | | | | | CH | Acid Drainage Channels to Hard Standing | 133,280 | 66,632 | 59,976 | 133,280 | | | 133,28 | 66,63 | 59,976 | 7.41% | 100% | | |
| 203AK | | | | | | | | CH | BDDI to IFC External Traction, Power and Communications Ducting Change | 50,000 | 32,500 | 22,500 | | 50,000 | | | | | | | | |
| 203AJ | | | | | | | | CH | BDDI to IFC Changes to the Road-Rail Crossing | 2,571 | 1,671 | 1,157 | 2,571 | | | 2,571 | | | | | | |
| 203AN | | | | | | | | CH | IFC Rev 7 to IFC Rev 11 Drainage Changes | 122,715 | 79,765 | 55,222 | 122,715 | | | | | | | | | |
| 203AS | | | | | | | | CH | BDDI to IFC Depot Building Rheda City C Trackform Change | 62,244 | 40,458 | 28,010 | 62,244 | | | | | 44,73 | | | | |
| 203c | | | | | | | | CH | Hardfacing | 196,717 | 127,856 | 88,523 | 196,71 | | | | | | | | | |
| 203b | | | | | | | | CH | Soil Nailing and Soil Reinforcement Works | 458,788 | 298,213 | 206,455 | 458,788 | | | | | | | | | |
| 203i | | | | | | | | CH | Drainage - BDDI to IFC Change | | | | 12,376 | | 12,376 | 115,848 | 12,37 | | | | | 90% |
| 203h2 | | | | | | | | CH | Drainage - BDDI to IFC Change | 144,506 | 93,929 | 65,028 | 144,506 | | 195,356 | 195,35 | 93,929 | 69,628 | 7.41% | 100% | | |
| 203k1 | | | | | | | | CH | Piling to OLE poles - IFC Drawings | 390,629 | 253,909 | 175,783 | 390,629 | | | 285,52 | 253,909 | 188,220 | 7.41% | 100% | | |
| 203k2 | | | | | | | | CH | Increase in number of OLE bases - BDDI to IFC | 69,245 | 45,009 | 31,160 | 69,245 | | | 48,47 | 45,009 | 33,365 | 7.41% | 100% | | |
| 203i | | | | | | | | CH | IFC Issue drawings for reinforcement to pit walls | 57,059 | 37,069 | 25,677 | 57,059 | | | 57,05 | 37,069 | 27,493 | 7.41% | 100% | | |
| 203j3 | | | | | | | | CH | IFC Issue drawings for introduction of waterproof concrete | 76,076 | 49,450 | 34,234 | 76,076 | | | 76,07 | 49,450 | 36,656 | 7.41% | 100% | | |
| 203i4 | | | | | | | | CH | IFC Issue drawings for installation of incoming gas main | 97,473 | 63,368 | 43,863 | 97,473 | | | 97,47 | 63,368 | 46,966 | 7.41% | 100% | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | |
|-------|-----|-----|-----|----------|----------|---------|----------|----|--|------------|-----------|---------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------------|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin In % | | | |
| 203n | | | | | | | | CH | IFC to IFC drainage changes - attenuation tank | 86,118 | 55,977 | 38,753 | 86,118 | | | 86,111 | 55,977 | 41,495 | 7.41% | 100% | Incl in 203n2 | |
| 203q | | | | | | | | CH | IFC Issue drawings for earthing and bonding | 78,859 | 51,258 | 35,486 | 78,859 | | | 78,85 | 51,258 | 37,997 | 7.41% | 100% | | |
| 203q2 | | | | | | | | CH | Supply and installation of lightning protection to roof all as per attached CVI | 65,077 | 42,300 | 29,265 | 65,077 | | | | | | | | | |
| 203q3 | | | | | | | | CH | Lightning protection system and Earthing & Bonding | 17,994 | 11,696 | 8,097 | 17,994 | | | | | | | | | |
| 203s | | | | | | | | CH | IFC drawing Change - revised specification for Kaba Doors | 152,505 | 99,128 | 66,627 | 152,505 | | | 152,50 | 99,128 | 73,483 | 7.41% | 85% | | |
| 203t | | | | | | | | CH | IFC drawing Change to the sub-station slab | 18,356 | 10,632 | 7,360 | 16,356 | | | 27,97 | 10,632 | 7,881 | 7.41% | 100% | | |
| 203u | | | | | | | | CH | IFC Issue drawings for Smoke Vents | 19,025 | 12,366 | 8,561 | 19,025 | | | | | | | | | |
| 203u2 | | | | | | | | CH | BDDI to IFC Changes to Fire Rating Timber Doors | 28,177 | 18,315 | 12,680 | 28,17 | | | 24,26 | 18,315 | 13,577 | 7.41% | 100% | | |
| 203v | | | | | | | | CH | IFC drawing Change to Drainage revision 6- IFC to IFC | 153,955 | 100,071 | 69,280 | 153,955 | | 25,022 | 153,95 | 100,071 | 74,192 | 7.41% | 75% | | |
| 203w | | | | | | | | CH | IFC drawing Change to blockwork reinforcement | 135,992 | 88,395 | 61,196 | 135,992 | | | 135,99 | 86,395 | 65,526 | 7.41% | 100% | | |
| 203x | | | | | | | | CH | Wind post changes - BDDI to IFC | 23,430 | 15,229 | 10,543 | 23,430 | | | 23,43 | 15,229 | 11,289 | 7.41% | 100% | | |
| 203y | | | | | | | | CH | Change to structural steel support to sliding screens in offices | 6,950 | 4,517 | 3,127 | 6,950 | | | 6,95 | 4,517 | 3,349 | 7.41% | 100% | | |
| 204 | | | | | | | | GA | IFC Drawing changes - Roads, Street Lighting, Drainage Section 5 | 383,256 | 249,117 | 172,465 | 383,256 | | 172,398 | 179,04 | 248,117 | 184,666 | 7.41% | 85% | | |
| 205 | | | | | | | | GA | IFC Drawing changes - Roads, Street Lighting, Drainage Section 5C | 545,986 | 354,891 | 245,694 | 545,986 | | 43,566 | 43,56 | | | | | | |
| 206 | | | | | | | | SK | Leith Walk Christmas Enclosure | 250,038 | 162,524 | 112,517 | 250,038 | | 180,708 | 250,03 | 162,524 | 120,476 | 7.41% | 100% | | |
| 207 | | | | | | | | SK | IFC Drawing changes - McDonald Road and Balfour Street Tram Stops | 12,697 | 8,253 | 5,713 | 12,697 | | | | | | | | | |
| 210a | | | | | | | | SK | IFC Drawing changes - Road, Street Lighting, Landscaping and Drainage Section 1 | 1,622,402 | 1,054,561 | 730,081 | 1,622,402 | | | | | | | | | |
| 210b | | | | | | | | SK | IFC drawing changes - Drainage | 103,381 | 57,198 | 46,521 | 103,381 | | | | | | | | | |
| 210d | | | | | | | | SK | Section 1B IFC drawing changes - Street Lighting Ducting | 36,706 | 23,859 | 16,518 | 36,706 | | | | | | | | | |
| 210h | | | | | | | | SK | Section 1B IFC drawing changes - Road Restraint Systems | 469 | 311 | 211 | 469 | | | | | | | | | |
| 211 | | | | | | | | GA | IFC Drawing changes - Haymarket Tram Stop | 65,467 | 42,554 | 29,460 | 65,467 | | | | | | | | | |
| 212 | | | | | | | | GA | IFC Drawing changes - Roads and Street Lighting, Landscaping and Drainage Section 2A | 269,338 | 175,070 | 121,202 | 269,338 | | 49,615 | 99,78 | | | | | | |
| 213 | | | | | | | | GA | IFC Drawing changes - Haymarket Station Substation | 15,646 | 10,300 | 7,131 | 15,646 | | | 12,249 | | | | | | |
| 214 | | | | | | | | SK | Demolition and alteration of existing Bus Depot at Leith Walk | 251,679 | 163,591 | 113,256 | 251,679 | | | | | | | | | |
| 217 | | | | | | | | SK | Discovery of Thrus ducts above formation level and fouling kerb line - Chainage 250 RHS. | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | |
| 219 | 82 | | | | | | | SK | Discovery of Hydrant above formation level - Chainage 177 RHS | | | | | | | | | | | | | |
| 227 | | | | | | | | GA | Operational Design Review of Haymarket - changes arising | | | | | | | | | | | | | |
| 228 | | | | | | | | SK | Relocation of bus stop outwith LOD at Princes Mail | 1,929 | 1,254 | 868 | 1,929 | | | 1,161 | 1,161 | | | | | |
| 229 | | | | | | | | SK | IFC Drawing Changes - Section 1C drainage | 10,000 | 6,500 | 4,500 | | 10,000 | | | | | | | | |
| 232a | | | | | | | | SK | Changes to Roads Design Section 1C (exc Picardy & York Pl & Princes Street) | 1,696,703 | 1,232,857 | 853,515 | 1,696,703 | | | | | | | | | |
| 232b | | | | | | | | SK | Changes Kerbs & footways design Section 1C (exc Picardy & York Pl & Princes Street) | 1,404,713 | 913,064 | 632,121 | 1,404,713 | | | | | | | | | |
| 232c | | | | | | | | SK | Section 1C (Princes St) Highway surfacing as executed during PSSA works | 815,198 | 529,679 | 366,839 | 815,198 | | | | | | | | | |
| 233 | | | | | | | | SK | IFC Drawing Changes - Section 1C Lighting layout | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | |
| 235 | | | | | | | | SK | Leith Walk (Section 1B) Groundworks - Move BT ducts fouling kerbline to new loading bay Ch 345-365 | | | | | | | | | | | | | |
| 236 | | | | | | | | SK | Options for drainage outfall consent at the Airport | | | | | | | | | | | | | |
| 240 | | | | | | | | SK | Removal and Reinstatement of Phone Box | 8,267 | 5,374 | 3,720 | 8,267 | | | | | | | | | |
| 244 | | | | | | | | SK | Building Fixing Owner Agreements - Information required to support Court Proceedings (Clause 20.8 of Infrac Contract). | 16,747 | 10,886 | 7,536 | 16,747 | | | 13,39 | 10,886 | 8,069 | 7.41% | 21% | | |
| 245 | | | | | | | | DG | Notified Departure due to the issue of SDS Design programme V36. | | | | | | | | | | | | | |
| 247 | | | | | | | | DG | Notified Departure due to the issue of SDS Design programme V37. | | | | | | | | | | | | | |
| 248 | | | | | | | | DG | Notified Departure due to the issue of SDS Design programme V38. | | | | | | | | | | | | | |
| 249 | | | | | | | | DG | Notified Departure due to the issue of SDS Design programme V39. | | | | | | | | | | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | |
|---------------|-----|-----|-----|----------|----------|---------|----------|----|---|------------|-----------|---------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | |
| | | | | | | 1B | | SK | Leith Walk - Chainages 100-350- additional work carried out during "embargo" period | 62,441 | 40,587 | 28,098 | 62,441 | | 21,855 | 56,03 | 40,587 | 30,08 | 7.41% | 100% | | |
| 251 | | | | | | 1C | | SK | FC Drawing Changes - Section 1C CLE Layout | | | | | | | | | | | | | |
| 252 | | | | | | 1C | | SK | FC Drawing Changes - Section 1C Track Horizontal Alignment | | | | | | | | | | | | | |
| 253 | | | | | | 1C | | SK | FC Drawing Changes - Section 1C Track Vertical Alignment | | | | | | | | | | | | | |
| 255 | | | | | | 1C | | SK | Removal by others of materials from central reserve on Princes Street | | | | | | | | | | | | | |
| 261 | | | | | | 1B | | SK | FC Drawing Changes - Section 1B Bailfour Street Tram Stop | | | | 513 | | 513 | | | | | | | |
| 263 | | | | | | 1A | | SK | FC Drawing Changes - Section 1A- Victoria Dock Bridge | | | | 51,737 | | 51,737 | 293,449 | | | | | | |
| 264 | | | | | | 1A | | SK | FC Drawing Changes - Earthworks General Arrangement | | | | | | | | | | | | | |
| 265 | | | | | | 1A | | SK | FC drawings and specifications lowering Lindsay Road | 1,972,142 | 1,281,892 | 887,464 | 1,972,142 | | 718,600 | 718,600 | | | | | | |
| 266 | | | | 219 | | 1A | | SK | FC drawings and specification for work in Chainages 100000 to 100600 - Section 1A4 | 1,573,154 | 1,022,550 | 707,919 | 1,573,154 | | | | 1,022,550 | 758,00 | 7.41% | 0.4% | | |
| 267 | | | | | | 1A | | SK | Lindsay Road Lowering - Utilities | 14,381 | 9,347 | 6,471 | 14,381 | | | | | | | | | |
| 265 | | | | | | 2A | | SK | Accommodation Works Section 2A Access Retaining Wall - Verity House | 72,462 | 47,100 | 32,608 | 72,462 | | 22,717 | 62,79 | 47,100 | 34,915 | 7.41% | 100% | | |
| 267b | | | | | | GA | | GA | Revisions to Scottish Water Diversion SC SW/D/O/A | 50,000 | 32,500 | 22,500 | | | 50,000 | | | | | | | |
| 268 | | | | | | OH | | OH | RHS Trampop - Provide an Estimate for diversion of LV Power and Water supplies crossing the tram track | 17,353 | 11,280 | 7,809 | 17,353 | | 1,955 | 1,95 | 11,280 | 8,362 | 7.41% | 20% | | |
| 269 | | | | | | 7A | | OH | EAL Trampop - IAA Interface | 5,377 | 4,145 | 2,870 | 5,377 | | | | 4,145 | 3,073 | 7.41% | 100% | | |
| 270 | | | | | | 7A | | OH | Alport Trampop Canopy tie in options. | 49,982 | 32,488 | 22,492 | 49,982 | | | | 56,53 | 32,488 | 24,083 | 7.41% | 88% | |
| 271 | | | | | | SW | | SK | Wider Area Modelling Proposals | 4,109 | 2,671 | 1,849 | 4,109 | | | | 4,10 | | | | | |
| 285 | | | | | | SW | | DG | Notified Departure due to the issue of SDS Design programme W40. | | | | | | | | | | | | | |
| 290 | | | | | | 1A | | SK | Forth Pools Traffic Signal - Section 1A4 - Widened Crossing required | 9,131 | 5,935 | 4,109 | 9,131 | | | | 9,131 | 5,935 | 4,40 | 7.41% | 100% | |
| 301 | | | | | | 1D | | SK | Develop and seek approval for enabling works for diversionary route from Princes Street to George Street/Queen Street | 147,908 | 96,140 | 66,558 | 147,908 | | 120,257 | 147,90 | 96,140 | 71,268 | 7.41% | 100% | | |
| 302 | | | | | | 2A | | GA | Protection of live GAS utility during construction | 200,000 | 130,000 | 90,000 | | | 200,000 | | | | | | | |
| 305 | | | | | | 1B | | SK | Crawley Tunnel - Insufficient ground cover | 23,673 | 15,387 | 10,653 | 23,673 | | | | 23,67 | 15,387 | 11,406 | 7.41% | 100% | |
| 306 | | | | | | 1B | | SK | Discovery of underground structure on Leith Walk | 5,091 | 3,309 | 2,291 | 5,091 | | | | 8,80 | | | | | |
| 310 | | | | | | 7A | | OH | Garra Landfill Scottish Water Utility Diversion | 23,195 | 15,077 | 10,438 | 23,195 | | 16,946 | 19,11 | 15,077 | 11,17 | 7.41% | 95% | | |
| 311 | | | | | | 1A | | SK | FC Drawing Changes - Section 1A - Drainage | 20,000 | 13,000 | 9,000 | | | 20,000 | | | | | | | |
| 312 | | | | | | 1B | | SK | FC Drawing Changes - Leith Walk | | | | | | | | | | | | | |
| 313 | | | | | | 7A | | OH | FC Drawing Changes - Section 7S of Landscaping | 544,661 | 354,029 | 245,097 | 544,661 | | | | | | | | | |
| 314 | | | | | | 7A | | OH | FC Drawing Changes - Section 7 Track Vertical and Horizontal Alignment Drawings | 345,593 | 224,836 | 165,517 | 345,593 | | | | 38,10 | 224,836 | 166,520 | 7.41% | 80% | |
| 315 | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Roads/ Site Clearance - limited work area | 1,466,303 | 953,097 | 659,836 | 1,466,303 | | | | | | | | | |
| 316.1 (316a) | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Roads - Excluding Princes Street Works | 1,466,303 | 953,097 | 659,836 | 1,466,303 | | | | | | | | | |
| 316.2 | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Kerbs, Footways and Paved Areas - Excluding Princes Street | 735,204 | 477,882 | 330,842 | 735,204 | | | | | | | | | |
| 316.3 | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Site Clearance - Excluding Princes Street | 23,406 | 15,214 | 10,533 | 23,406 | | | | | | | | | |
| 316.4 (316.4) | | | | | | 1D | | SK | Section 1D - FC drawing changes - drainage - plate 24 only | 20,753 | 13,490 | 9,339 | 20,753 | | | | | | | | | |
| 316.5 | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Traffic Signs & Road Markings | 177,177 | 115,165 | 79,730 | 177,177 | | | | | | | | | |
| 316.6 | | | | | | 1D | | SK | Section 1D FC Drawing Changes - Road Restraint | 34,697 | 22,508 | 15,562 | 34,697 | | | | | | | | | |
| 316.7 | | | | | | 1D | | SK | Section 1D Change to Street Lighting Ducts | 24,206 | 15,734 | 10,893 | 24,206 | | | | | | | | | |
| 316.8 | | | | | | 1D | | SK | Princes St - Road Construction | 514,872 | 334,667 | 231,692 | 514,872 | | | | | | | | | |
| 319 | | | | | | 1D | | SK | Shandwick Place TRO Signage | 7,940 | 5,161 | 3,573 | 7,940 | | | 7,94 | 5,161 | 3,626 | 7.41% | 100% | | |
| 320 | | | | | | 1D | | OH | Introduction of mass concrete foundations at Depot - Post FC Change | 30,815 | 20,030 | 13,667 | 30,815 | | | 30,81 | 20,030 | 14,848 | 7.41% | 100% | | |
| 321 | | | | | | GA | | GA | A8 Underpass Phase 1 Pile Toe Levels | 34,319 | 22,308 | 15,444 | 34,319 | | | 34,31 | 22,308 | 16,536 | 7.41% | 100% | | |
| 326 | | | | | | 1B | | SK | Expose existing gully connections at Chainage 272-328 RHS | 3,705 | 2,408 | 1,667 | 3,705 | | | 3,70 | 2,408 | 1,785 | 7.41% | 100% | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | |
|------|-------|-----|-----|----------|----------|---------|----------|----|--|------------|-----------|-----------|------------------------------|-----------------|--------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | |
| | | | | | | 1A | | SK | Breakout foamed concrete bedfill | 7,326 | 4,762 | 3,297 | 7,326 | | | | 4,762 | 3,530 | 7.41% | 100% | | |
| 341 | | | | | | 1C | | SK | Princes Street - Reinforced Concrete slab above Track Box | | | | | | | | | | | | 100% | |
| 341 | | | | | | 8 | | SK | Street Lighting - Height of poles | 2,049 | 1,332 | 922 | 2,049 | | | 2,049 | 1,332 | | 7.41% | 100% | | |
| 346 | | | | | | 9B | | SK | Edinburgh Park Bridge Structural Fill | 106,547 | 69,242 | 47,937 | 106,547 | | | 106,547 | 69,242 | 51,329 | 7.41% | 100% | | |
| 348 | | | | | | 1D | | SK | Additional Signs on Queen Street | 266 | 171 | 120 | 266 | | | | 173 | 128 | 7.41% | 100% | | |
| 355 | | | | | | 9B/12B | | SK | Additional Measures at George Street | 4,816 | 3,130 | 2,167 | 4,816 | | | | | | | 7.41% | 100% | |
| 354 | | | | | | 9B/12B | | SK | Provide Core signs and double yellow lines on George Street | 3,062 | 1,990 | 1,378 | 3,062 | | | | | | | | | |
| 355 | | | | | | 9B/12B | | SK | Additional Signage at George Street/ St Andrews Square | 2,954 | 1,920 | 1,329 | 2,954 | | | | | | | | | |
| 356 | | | | | | SWON | | SK | Replace MASS barriers at George Street, Hanover Street and Frederick Street | 2,331 | 1,515 | 1,049 | 2,331 | | | | 1,515 | 1,123 | 7.41% | 100% | | |
| 357 | | | | | | 9B/12B | | SK | Trial Holes in Princes Street | 235,090 | 152,809 | 105,791 | 235,090 | | | 235,090 | 152,809 | 113,275 | 7.41% | 100% | | |
| 360 | | | | | | 9B/12B | | SK | Traffic Management - Provide Wider Area Signage to Princes Street | 11,899 | 7,734 | 5,364 | 11,899 | | | | | | | | | |
| 360 | | | | | | 7A | | OH | Gogarburn Bridge East Abutment - excess groundwater | 3,864 | 2,511 | 1,739 | 3,864 | | | 4,099 | 2,511 | 1,862 | 7.41% | 100% | | |
| 369a | | | | | | 5A | | GA | Demolish all Structures on Plots nos 97 and 102 near Roseburn Street | 8,637 | 5,549 | 3,842 | 8,637 | | | 8,637 | | | | | | |
| 369b | | | | | | 5A | | GA | Partial Demolition of Plot 97 | 67,218 | 43,691 | 30,248 | 67,218 | | | | | | | | | |
| 370 | | | | | | 7A | | OH | Gogarburn Area - Surcharging and monitoring of surcharge | 458,002 | 297,702 | 206,101 | 458,002 | | 97,711 | 458,002 | 297,702 | 220,683 | 7.41% | 100% | | |
| 371a | | | | | | 7A | | OH | Gogarburn Area - Soil Nailing and Reinforced Earth | 524,034 | 340,622 | 235,816 | 524,034 | | | | | | | | | |
| 371d | | | | | | 7A | | OH | Gogarburn Area - Trackform Change | | | | | | 65,867 | | | | | | | |
| 375 | | | | | | SWON | | SK | Revised OLE foundation and layout Section 1 | 73,526 | 47,792 | 33,087 | 73,526 | | | 73,526 | 47,792 | 35,428 | 7.41% | 95% | | |
| 375 | | | | | | 9B/12B | | SK | Changes to OLE bases Section A1, B, C & D | 606,980 | 394,637 | 273,141 | 606,980 | | | | | | | | | |
| 376 | | | | | | 5A | | SK | Redesign of OLE poles/foundations due to increased loadings - Line 2 | 135,627 | 88,168 | 61,032 | 135,627 | | | 369,73 | 88,158 | 65,350 | 7.41% | 100% | | |
| 377 | | | | | | 9B/12B | | SK | Amend OLE system design documents | 7,644 | 4,969 | 3,440 | 7,644 | | | 6,88 | 4,969 | 3,583 | 7.41% | 90% | | |
| 378 | | | | | | 9B/12B | | SK | Amend site wide OLE Building fixing loads and layout drawings | 6,903 | 4,467 | 3,106 | 6,903 | | | 1,83 | 4,467 | 3,326 | 7.41% | 25% | | |
| 379 | | | | | | SW | | SK | Combined OLE/Pole Lighting poles | 55,039 | 35,776 | 24,768 | 55,039 | | | 55,48 | 35,776 | 25,520 | 7.41% | 95% | | |
| 380 | | | | | | 5C | | GA | Amend CHLE fixings at Depot Access Bridge | 23,513 | 15,283 | 10,581 | 23,513 | | | 23,51 | 15,283 | 11,329 | 7.41% | 100% | | |
| 381 | | | | | | 9B/12B | | SK | Section 1C/D - Charlotte Square West End-On Parking | 2,954 | 1,920 | 1,329 | 2,954 | | | | 1,920 | 1,424 | 7.41% | 100% | | |
| 382 | | | | | | 1D | | SK | Section 1D - Bus Gate at Shandwick Place | 3,398 | 2,209 | 1,529 | 3,398 | | | | | | | | | |
| 384 | | | | | | SWON | | SK | Section 1C/D - Saturn Sluds at George Street and Frederick Street | | | | | | | | 39 | 29 | 7.41% | 100% | | |
| 386 | | | | | | 1C | | SK | Section 1C/D - Additional Traffic Management at Princes Street | 500 | 325 | 225 | | | 500 | | | | | | | |
| 389 | | | | | | 1C | | SK | Section 1C/D - Production of As-Built Drawing for Princes Street Diversion | 3,659 | 2,378 | 1,647 | 3,659 | | | | 2,378 | 1,763 | 7.41% | 100% | | |
| 391 | | | | | | 9B/12B | | SK | Access to Leith Walk from 1903/09 | | | | | | | | | | | | | |
| 394 | | | | | | SW | | DG | Notified Departure due to the issue of SDS Design programme V41 | | | | | | | | | | | | | |
| 395 | | | | | | 9B/12B | | SK | Notified Departure due to the issue of SDS Design programme V42 | | | | | | | | | | | | | |
| 396 | | | | | | SW | | SK | Notified Departure due to the issue of SDS Design programme V43 | | | | | | | | | | | | | |
| 405 | | | | | | 7A | | SK | Additional Retaining Wall at Tower Bridge Pumping Station | 6,757 | 4,392 | 3,040 | 6,757 | | | | | | | | | |
| 406 | | | | | | 9B/12B | | SK | Gogarburn Depot Earthworks - Northern Boundary Drainage Design | 20,000 | 13,000 | 9,000 | 7,40 | | 12,597 | 7,40 | 13,000 | 9,63 | 7.41% | 100% | | |
| 411 | | | | | | SW/DF | | GA | FC Drawing Changes | 2,404,419 | 1,562,872 | 1,081,988 | 2,404,419 | | | 18,441 | 18,441 | | | | | |
| 412 | 48,96 | | | | | 9B/12B | | SK | Depot Floor - Pit for a manual bogie turntable | 26,273 | 17,077 | 11,823 | 26,273 | | | 14,408 | 14,40 | 17,077 | 12,659 | 7.41% | 100% | |
| 415 | 52 | | | | | 9B/12B | | SK | Provisional Sum Depot Pumping Station, manhole and rising main | 65,024 | 42,265 | 29,261 | 65,024 | | | | | | | | | |
| 417 | 53 | | | | | 7A | | OH | BAA Ducting Future Proofing (Eastfield Avenue) | 3,377 | 2,195 | 1,520 | 3,377 | | | 1,30 | 2,195 | 1,62 | 7.41% | 100% | | |
| 423 | | | | | | 9B/12B | | SK | Remove Soil Material from Sub Grade of Depot Access Road as per CVI/BARR06/007 | 36,804 | 23,923 | 16,552 | 36,804 | | | | | | | | | |
| 424 | | | | | | 7A | | OH | Revised FC HRL Drawings Section 7 - Road Scheme Layout | 54,682 | 35,543 | 24,607 | 54,682 | | | | | | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|-----|-----|-----|----------|----------|---------|----------|----|---|------------|-----------|-----------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|------|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| 424b | | | | | | 7A | | CH | Revised IFC HRL Drawings Section 7 - Gogar Farm Road Layout | 3,836 | 2,493 | 1,726 | 3,836 | | | | | | | | | | |
| 424c | | | | | | 7A | | CH | Revised IFC HRL Drawings Section 7 - Inglis Park and Ride Tram Stop access and car park | 266,368 | 173,139 | 119,665 | 266,368 | | 250,661 | 250,661 | | | | | | | |
| 424d | | | | | | 7A | | CH | Revised IFC HRL Drawings Section 7 - Junction 210 traffic signals (additional civil works) | 12,013 | 7,808 | 5,406 | 12,013 | | | | | | | | | | |
| 424e | | | | | | 7A | | CH | Revised IFC HRL Drawings Section 7 - Glasgow Road footway realignment | 36,068 | 23,444 | 16,231 | 36,068 | | | | | | | | | | |
| 430 | | | | | | SW | | SK | Issue of MUDFA Programme Revision 8 | 565,455 | 357,545 | 254,455 | 565,455 | | | | | | | | | | |
| 433 | | | | | | 2A | | SK | Traffic Management for Verity House Access Road | 8,126 | 5,282 | 3,657 | 8,126 | | | | 5,282 | 3,316 | 7.41% | 100% | | | |
| 435 | | | | | | 1C | | SK | Traffic Management for MUDFA Works | 6,684 | 4,345 | 3,006 | 6,684 | | | 50,35 | 4,345 | 3,321 | 7.41% | 100% | | | |
| 440 | | | | | | | | SK | Utilities conflicts within 1.2 metre clearance zone | | | | | | | | | | | | | | |
| 440b | | | | | | | | SK | Carrick Knowe/Wankhead Drive Corridor Contamination | 1,140,671 | 741,438 | 513,302 | | 1,140,671 | | | | | | | | | |
| 441c | | | | | | 5B | | SK | Busgate Contamination | 275,616 | 179,150 | 124,027 | 0 | 275,616 | | | | | | | | | |
| 441f | | | | | | 5A | | SK | Scotrail Replacement Carpark - Contamination of Excavated Material | 2,308,740 | 1,500,881 | 1,038,933 | | 2,308,740 | | | | | | | | | |
| 442 | | | | | | 5A | | SK | Track Drainage | | | | 0 | | | | | | | | | | |
| 443 | | | | | | | | SK | Notified Departure due to the issue of SDS Design programme V44 | | | | | | | | | | | | | | |
| 444 | | | | | | | | SK | Notified Departure due to the issue of SDS Design programme V45 | | | | | | | | | | | | | | |
| 446 | | | | | | SW | | SK | Notified Departure due to the issue of SDS Design programme V46 | | | | | | | | | | | | | | |
| 447 | | | | | | 1C | | SK | Revised OLE location due to Scottish Power installation - Princes Street at chainage 121395 | | | | | | | | | | | | | | |
| 450 | | | | | | 7A | | SK | BAA New Burnside Road Alignment | 5,950 | 3,868 | 2,678 | 5,950 | | | 3,868 | 2,66 | 7.41% | 70% | | | | |
| 451 | | | | | | SW | | SK | Stage D drawings for tram stops | 55,722 | 36,219 | 25,075 | 55,722 | | | | | | | | | | |
| 452 | | | | | | | | SK | West Depot Entry/Exit Turnout | | | | | | | | | | | | | | 100% |
| 453 | | | | | | | | SK | SK Drainage to Guided Busway | | | | | | | | | | | | | | |
| 454 | 56 | | | | | ID | | SK | Alteration of traffic management at Lothian Road junction to accommodate MUDFA and Gasworks | 1,742 | 1,133 | | 1,742 | | | 1,133 | 840 | 7.41% | 100% | | | | |
| 456 | | | | | | 1A | | SK | Revised Junction Layouts - Section 1A | | 325 | 225 | | | | | | | | | | | |
| 458 | | | | | | SW | | SK | TRO changes - Informal consultation | | | | | | | 91,50 | | | | | | | |
| 461 | | | | | | 1A | | SK | Forth Ports Substation - redesign | 13,794 | 8,966 | 6,207 | 13,794 | | 13,794 | 13,794 | 8,966 | 6,846 | 7.41% | 90% | | | |
| 463 | | | | | | 1A | | SK | Forth Ports drainage approval | 13,819 | 8,892 | 6,218 | 13,819 | | | 13,81 | | | | | | | |
| 465 | | | | | | | | SK | Redesign of Drainage at BAA/CCRC Interface | 3,779 | 2,456 | 1,701 | 3,779 | | | 3,82 | 2,456 | 1,621 | 7.41% | 100% | | | |
| 467 | | | | | | | | SK | BAA Drainage at Depot | 50,000 | 32,500 | 22,500 | | 50,000 | | 4,40 | | | | | | | |
| 468 | 59 | | | | | 1A | | SK | Utility Diversions associated with Lindsay Road | 3,134 | 2,037 | 1,410 | 3,134 | | | 435 | 43 | | | | | | |
| 471 | | | | | | | | SK | IFC drawing changes - Section 5B - Ducting and Cable Routes | 224,261 | 145,763 | 100,926 | 224,261 | | | 22,97 | 145,763 | 106,06 | 7.41% | 95% | | | |
| 473 | | | | | | SW | | SK | Tram Stops Development Workshop - changes arising | 157,134 | 102,137 | 70,710 | 157,134 | | | 136,74 | | | | | | | |
| 477 | | | | | | SW | | SK | Sub Station Development Workshop - change arising | 120,483 | 78,314 | 54,217 | 120,483 | | | 127,00 | 76,314 | 58,053 | 7.41% | 100% | | | |
| 478 | | | | | | SWON | | SK | Issued to Closeout CEC Roads TAA Sign Off | | | | | | | | | | | | | | |
| 479b | | | | | | 6A | | SK | Sewer Lining works at Water of Leith Bridge: Additional Manhole | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | | |
| 479c | | | | | | 5A | | SK | Sewer Lining works at Water of Leith Bridge: Intrusions | 3,049 | 1,962 | 1,372 | 3,049 | | | | | | | | | | |
| 480 | | | | | | | | SK | Changes to sub-stations arising from development workshops | | | | | | | | | | | | | | |
| 481 | 72 | | | | | 7A | | CH | Culvert 1 - Excavation below formation level | 29,327 | 19,062 | 13,197 | 29,327 | | 17,262 | 36,50 | 19,062 | 14,131 | 7.41% | 100% | | | |
| 485 | | | | | | 1B | | SK | Manderston Street operational track cross over | | | | | | | | | | | | | | |
| 487 | | | | | | | | SK | Gogar Depot South embankment reinstatement and water supplies | 10,000 | 6,500 | 4,500 | | | 10,000 | | | | | | | | |
| 488 | | | | | | | | SK | Development workshop for drainage - changes arising | 49,506 | 32,180 | 22,279 | 49,506 | | | 43,066 | 43,06 | 38,160 | 23,855 | 7.41% | 95% | | |
| 489 | | | | | | | | GA | Piling obstructions encountered at guided busway | 16,188 | 10,522 | 7,285 | 16,188 | | | 8,268 | 16,18 | 10,522 | 7,800 | 7.41% | 100% | | |
| 490 | | | | | | 1B | | SK | Testing to carriage way at Leith Walk | 54,196 | 35,229 | 24,389 | 54,196 | | | 30,670 | 40,47 | 35,229 | 26,115 | 7.41% | 100% | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|--------|-----|-----|----------|----------|---------|----------|----|--|------------|------------|-----------|------------------------------|-----------------|--------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| 493 | | | | | | 5A | | GA | Base Date Design to issued for Construction Drawings - Murrayfield Stadium Tram Stop | 130,611 | 84,697 | 56,775 | 130,611 | | 3,625 | 3,625 | | | | | | | |
| 494 | | | | | | 5A | | GA | FC drawing changes - Ducting and Cable Routes | 67,233 | 56,702 | 39,255 | 67,233 | | | | | | | | | | |
| 494a | | | | | | 5A | | GA | FC drawing changes - Ducting and Cable Routes | 20,000 | 13,000 | 9,000 | | 20,000 | | | | | | | | | |
| 495 | | | | | | 5C | | GA | IEC drawing changes - Section 5C - Ducting and Cable Routes | 316,493 | 207,021 | 143,022 | 316,493 | | | | | | | | | | |
| 496 | | | | | | 7A | | SK | FC drawing changes - Ducting and Cable Routes | 1,109,335 | 721,066 | 499,201 | 1,109,336 | | | | | | | | | | |
| 496a | | | | | | 1B | | SK | FC drawing changes - Ducting and Cable Routes | 305,672 | 199,337 | 138,002 | 305,672 | | | | | | | | | | |
| 496b | | | | | | 1C | | SK | FC drawing changes - Ducting and Cable Routes | 754,397 | 490,358 | 339,479 | 754,397 | | | | | | | | | | |
| 496c | | | | | | 1D | | SK | FC drawing changes - Ducting and Cable Routes | 424,292 | 275,751 | 190,904 | 424,292 | | | | | | | | | | |
| 497 | | | | | | | | SK | Princes Street arches | | | | | | | | | | | | | | |
| 496 | | | | | | SW | | SK | FC Issue drawings for Bus Lane and Tram only zones - Systemwide | 732,253 | 475,964 | 329,514 | 732,253 | | | 9,95 | | | | | | | |
| 500 | 74,74a | | | | | 5C | | OH | RBS Trams stop - Provide Future Proofing | 8,409 | 5,466 | 3,784 | 8,409 | | | 8,50 | 5,466 | 4,052 | 7.41% | 100% | | | |
| 500 | | | | | | 5B | | OH | Track side signage | | | | | | | | | | | | | | |
| 506 | | | | | | 5A | | GA | Removal of obstructions at Russell Road Retaining Wall | 62,901 | 40,855 | 28,305 | 62,901 | | | 62,94 | 40,855 | 30,308 | 7.41% | 100% | | | |
| 506 | | | | | | 5C | | OH | Additional footway across Depot Access Bridge | 25,000 | 16,250 | 11,250 | | 25,000 | | | | | | | | | |
| 510 | | | | | | 7A | | OH | FC drawing changes - Section 7A - Ducting and Cable Routes | 140,600 | 91,390 | 63,270 | 140,600 | | | 159,00 | 91,390 | 67,747 | 7.41% | 37% | | | |
| 511 | | | | | | 5A | | GA | Plant obstructions - alternative design required. | 216,679 | 140,971 | 97,596 | 216,679 | | | 401,10 | 140,971 | 104,501 | 3.33% | 100% | | | |
| 511 | | | | | | 5B | | GA | FC changes to Kerbs, Footways, Cycleways, Lays, Buses and Paved Areas Specification | | | | | | | | | | | | | | |
| 515 | | | | | | SWON | | SK | Floating Stabin City Centre | | | | | | | | | | | | | | |
| 515 | | | | | | 1C | | SK | Revised scope E1 Andrew Square | | | | | | | | | | | | | | |
| 515 | | | | | | 1C | | SK | Traffic Management to accommodate re-introduction of buses on Princes Street | 114,311 | 74,302 | 51,440 | 114,311 | | | | | | | | | | |
| 523 | | | | | | 5C | | GA | A8 Underpass - support and protect IT equipment | 80,348 | 52,226 | 36,157 | 80,348 | | | 80,34 | 52,226 | 38,715 | 7.41% | 100% | | | |
| 525 | 79 | | | | | 5B | | OH | Development workshop for earthing and bonding - changes arising | 54,703 | 35,557 | 24,616 | 54,703 | | 10,275 | 62,61 | | | | | | | |
| 526 | | | | | | 1D | | SK | Changes to Traffic Regulation Orders at Grosvenor Street | 58,677 | 38,140 | 26,404 | 58,677 | | | | | | | | | | |
| 527 | | | | | | 5C | | GA | Network Rail Access Road | 157,654 | 102,475 | 70,944 | 157,654 | | | | | | | | | | |
| 526 | | | | | | 5A | | GA | FC Drawing changes - Roads, Streetlighting, Drainage | 123,227 | 80,098 | 55,452 | 123,227 | | 73,375 | 73,37 | | | | | | | |
| 529 | | | | | | 7A | | OH | Geograndfill profile redesign | 50,000 | 32,500 | 22,500 | 50,000 | | 27,211 | 22,769 | 23,09 | 32,500 | 24,092 | 7.41% | 100% | | |
| 530 | | | | | | 5B | | OH | Notified Departure due to the issue of SDS Design programme V47 | | | | | | | | | | | | | | |
| 531 | | | | | | SW | | OH | Notified Departure due to the issue of SDS Design programme V48 | | | | | | | | | | | | | | |
| 532 | | | | | | 5B | | DG | Notified Departure due to the issue of SDS Design programme V49 | | | | | | | | | | | | | | |
| 533 | | | | | | 5B | | OH | Notified Departure due to the issue of SDS Design programme V50 | | | | | | | | | | | | | | |
| 534 | | | | | | SW | | DG | Notified Departure due to the issue of SDS Design programme V51 | | | | | | | | | | | | | | |
| 535 | | | | | | 7A | | SK | Amendments to Tower Place bridge | | | | | | | | | | | | | | |
| 536 | | | | | | SW | | OH | Incomplete Utility works | 17,324,225 | 11,260,746 | 7,795,901 | 17,324,225 | | | | | | | | | | |
| 537 | 75 | | | | | 5B | | OH | Noise and vibration works arising from the study carried out under INTC 438 | 80,431 | 52,280 | 36,194 | 80,431 | | | | | | | | | | |
| 540 | | | | | | 7A | | OH | Edinburgh Airport Platform changes | | | | | | | | | | | | | | |
| 541 | | | | | | 7A | | OH | Edinburgh Airport - CEC changes | 19,938 | 12,960 | 8,972 | 19,938 | | 19,934 | 20,17 | 12,960 | 9,607 | 3.87% | 100% | | | |
| 542 | | | | | | 1B | | SK | Cundry Works - chainage 85-100 | 1,903 | 1,297 | 856 | 1,903 | | 641 | 1,90 | 1,237 | 856 | 7.41% | 100% | | | |
| 543 | | | | | | 5C | | GA | Additional parapet upstand on deck of Carrick Knowe bridge | 13,131 | 6,535 | 5,909 | 13,131 | | | | 8,535 | 6,32 | 7.41% | 100% | | | |
| 545 | | | | | | 1D | | SK | Remove Bus Shelters in George Street | 70,300 | 45,695 | 31,635 | 70,300 | | | | | | | | | | |
| 546 | | | | | | 7A | | OH | Airport Phase A works delay due to drainage setting out conflict | | | | | | | | | | | | | | |
| 548 | | | | | | SW OFF | | GA | Accommodation Works - Section 5 | | | | 0 | | | | | | | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|-----|-----|-----|----------|----------|---------|----------|----|--|------------|-----------|---------|------------------------------|-----------------|--------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| 549 | 112 | | | | | 1D | | SK | CEC's amendments to street lighting | 2,225 | 1,446 | 1,001 | 2,225 | | | 2,225 | | | | | | | |
| 550 | 84 | | | | | SW OFF | | GA | Amend Trackform at stated locations | | | | | | | | | | | | | | |
| 553 | | | | | | 9A | | GA | Below Ground Obstructions - Piling to Russel Road Retaining Wall W4 | 66,009 | 42,906 | 29,704 | 66,009 | | 16,871 | 60,95 | 42,906 | 31,806 | 7.41% | 100% | | | |
| 554 | | | | | | 7A | | GA | Edinburgh Airport CCRG Walkway Earthing and Bonding | 6,208 | 4,035 | 2,793 | 6,208 | | | | | | | | | | |
| 555 | | | | | | 9B | | GA | Bus Gate protection or diversion of existing services | 43,856 | 28,513 | 19,740 | 43,856 | | | 51,08 | 28,513 | 21,136 | 7.41% | 100% | | | |
| 556 | | | | | | 5C | | GA | A8 Underpass grouting of existing sewer | 85,041 | 55,277 | 38,269 | 85,041 | | | 85,041 | 55,277 | 40,97 | 7.41% | 100% | | | |
| 566 | | | | | | 1D | | SK | Reinstat traffic Island on Princes Street - Chainage 130+260 | 1,338 | 870 | 602 | 1,338 | | 1,338 | 1,33 | | | | | | | |
| 567 | | | | | | 7A | | GA | Accommodation Works - Section 7 | | | | 0 | | | | | | | | | | |
| 568 | | | | | | SW OFF | | GA | Paint Machine Position (SV/0116) | | | | | | | | | | | | | | |
| 572 | | | | | | 1D | | SK | Out of sequence working at Haymarket Lothian Road Junction due to MUDFA delayed completion | | | | | | | | | | | | | | |
| 573 | | | | | | 1A | | SK | Fairh Ports Area - fence alterations | | | | | | | | | | | | | | |
| 574 | | | | | | 7A | | GA | Remove surplus material from Plot 304 | 289,756 | 188,341 | 130,390 | 289,756 | | | 289,75 | 188,341 | 139,816 | 7.41% | 100% | | | |
| 575 | | | | | | 9B | | GA | Developed kinematic envelope (DKE) - Site Wide | | | | | | | | | | | | | | |
| 576 | | | | | | 9B | | GA | Busgate, Contamination | 10,000 | 6,500 | 4,500 | | 10,000 | | | | | | | | | |
| 577 | | | | | | 5C | | GA | W19 - Gyle Stop retaining wall - protection of existing services | 81,843 | 53,198 | 35,830 | 81,843 | | | | | | | | | | |
| 578 | | | | | | 5C | | GA | A8 Underpass - Phase 2 - Change top level levels | 40,248 | 26,161 | 18,111 | 40,248 | | | 40,24 | 26,151 | 19,393 | 7.41% | 100% | | | |
| 580 | | | | | | 9B | | GA | Informative approvals process changes by CEC | | | | | | | | | | | | | | |
| 581 | | | | | | SW | | DG | Revisions to TRG public exhibition document - additional tie comments | | | | | | | | | | | | | | |
| 582 | | | | | | 1A | | SK | Lindsay Road retaining wall 1C - Unforeseen ground conditions - Archaeological Findings | 6,931 | 4,808 | 3,121 | 6,935 | | | 6,93 | 4,508 | 3,341 | 7.41% | 100% | | | |
| 584 | | | | | | 1A | | SK | Invasive Species - Gogar/Landfill Area - Giant Hogweed | 77,389 | 50,303 | 34,825 | 77,389 | | | 132,33 | 50,303 | 37,289 | 7.41% | 100% | | | |
| 586 | | | | | | 1C | | SK | Revised traffic management at Junction of the Mound, Princes Street and Hanover Street | 7,520 | 4,888 | 3,384 | 7,520 | | 1,418 | 1,41 | | | | | | | |
| 588 | | | | | | SW ON | | SK | Special trackform construction at shallow depth obstructions | 120,959 | 78,624 | 54,432 | 120,959 | | | | | | | | | | |
| 590 | | | | | | 2A | | GA | CBR Verification Results - TD 1518 | 34,386 | 22,351 | 15,474 | 34,386 | | | | | | | | | | |
| 591 | | | | | | 9B | | GA | Revisions to TRG general overview document - additional tie comments | | | | | | | | | | | | | | |
| 592 | | | | | | 9A | | GA | Contaminated material at Murrayfield Tramstop W18 retaining wall | 1,587,350 | 1,031,778 | 714,388 | 0 | 1,587,350 | | | | | | | | | |
| 593 | | | | | | 2A | | GA | Revisions to OLE bases - Section 2A | 408,641 | 265,617 | 183,889 | 408,641 | | | 171,47 | | | | | | | |
| 594 | | | | | | 2A | | GA | FC drawing changes - Section 2A - Ducting and Cable Routes | 256,573 | 166,773 | 115,468 | 256,573 | | | | | | | | | | |
| 594 | | | | | | 9A | | GA | FC drawing changes - Section 2A - Ducting and Cable Routes | 15,000 | 9,750 | 5,750 | | 15,000 | | | | | | | | | |
| 595 | | | | | | 9A | | GA | Possession of carpark at Haymarket - unrestricted access | | | | | | | | | | | | | | |
| 597 | | | | | | 2A | | GA | Remediation of soft ground - Technical Query no. 1550 | 74 | 48 | 33 | 74 | | | 6,24 | | | 7.41% | 100% | | | |
| 598 | | | | | | 1A | | SK | Victoria Dock Entrance Bridge - roadsafety audit on existing parapets | | | | | | | 17,99 | | | | | | | |
| 599 | | | | | | 1A | | SK | Wall 1C - Unforeseen ground conditions - 500mm dia. Concrete pipe | 1,333 | 888 | 600 | 1,333 | | | 88 | 64 | | 7.41% | 100% | | | |
| 600 | | | | | | 1A | | SK | Lindsay Road retaining wall 1A - Unforeseen ground conditions - sand layer | 71,707 | 46,610 | 32,258 | 71,707 | | | 41,88 | 46,510 | 34,551 | 7.41% | 71% | | | |
| 601 | | | | | | 1A | | SK | Lindsay Road radio mast - to be relocated | | | | | | | | | | | | | | |
| 604 | | | | | | 9B | | GA | Bus Gate - discovery of existing utilities - Street lighting, power supply and ducting | 2,511 | 1,636 | 1,132 | 2,511 | | | 2,51 | 1,636 | 1,211 | 7.41% | 100% | | | |
| 605 | 97 | | | | | 1A | | SK | Archaeological Findings West Abutment | 315 | 218 | 148 | 315 | | | 233 | | | 7.41% | 100% | | | |
| 607 | | | | | | 9B | | GA | Tram stops - CEC and tie comments not in accordance with Schedule Part 14 | | | | | | | | | | | | | | |
| 608 | 88 | | | | | 1A | | SK | Accommodation Works - at plots S1 and S2 at Fairh Ports | 35,080 | 22,802 | 15,786 | 35,080 | | 5,458 | 5,46 | | | | | | | |
| 610 | | | | | | 1A | | SK | Adoption lines in the Fairh Ports area | | | | | | | | | | | | | | |
| 611 | | | | | | 9B | | GA | Bus Gate existing drainage | 3,823 | 2,485 | 1,720 | 3,823 | | | 3,82 | 2,485 | 1,842 | 7.41% | 100% | | | |
| 613 | | | | | | 5A | | GA | W8 Baird Drive RTW - contaminated material | 1,204,952 | 783,219 | 542,228 | 0 | 1,204,952 | | | | | | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|-----|-----|-----|----------|----------|---------|----------|----|--|------------|-----------|-----------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| | | | | | | | | SK | WDDI to IFC Drawing Changes | 4,970,323 | 3,230,710 | 2,235,645 | 4,970,323 | | | | | | | | | | |
| 616 | | | | | | | | SA | A8 Utility Works - Slew and protect H way Geomduct bank | 5,019 | 3,913 | 2,709 | 5,019 | | 5,019 | | 3,913 | 2,900 | 7.41% | 100% | | | |
| 617 | | | | | | | | SA | Turning head at depot access road | | | | | | | | | | | | | | |
| 618 | | | | | | | | SA | Depot Access Bridge- piling obstructions | 9,481 | 6,153 | 4,256 | 9,481 | | 6,031 | 9,481 | 6,153 | 4,568 | 7.41% | 100% | | | |
| 518 | | | | | | 5C | | | Depot Access Bridge- piling obstructions | 29,564 | 19,281 | 13,349 | 29,564 | | 9,463 | 29,555 | 19,281 | 14,293 | 7.41% | 100% | | | |
| 619 | | | | | | 1A | | SK | Tower Place Bridge East Abutment - discovery of HV cable | 57,076 | 37,101 | 25,565 | 57,076 | | | 55,534 | 37,101 | 27,502 | 7.41% | 100% | | | |
| 621 | | | | | | 1A | | SK | Tower Place Bridge - Unforeseen ground conditions - Ch 1500 - existing concrete | 1,500 | 975 | 675 | | | 1,500 | | 975 | 723 | 7.41% | 100% | | | |
| 622 | | | | | | 1A | | SA | Tower Place Bridge - Unforeseen ground conditions - Ch 1500 - existing bonded rubble breakwater | 60,335 | 52,218 | 36,151 | 60,335 | | 60,335 | 52,218 | 38,709 | 7.41% | 100% | | | | |
| 623 | | | | | | 1A | | SK | Work to sewers retaining Wall 1A - Lindsay Road | 20,000 | 13,000 | 9,000 | | | 20,000 | | | | | | | | |
| 624 | | | | | | SA | | GA | Unforeseen Ground Conditions - change to piling methodology | 50,000 | 32,500 | 22,500 | | | 40,683 | | | | | | | | |
| 624 | | | | | | SA | | | Change in Piling Methodology | 58,632 | 38,241 | 26,474 | 58,632 | | | | | | | | | | |
| 625 | | | | | | SA | | SA | Murrayfield Corridor Retaining Walls Ground Improvement | 611,127 | 397,932 | 275,007 | 611,127 | | | 19,539 | 19,539 | | | | | | |
| 626 | | | | | | SA | | SA | Protected Species mitigation measures - Badger tunnels, fences and feeding stations | | | | | | 0 | | | | | | | | |
| 628 | | | | | | 1A | | SK | Removal of materials from Port of Leith Housing Association lands at the Casino | 1,144 | 944 | 516 | 1,144 | | 1,144 | 745 | 553 | 7.41% | 100% | | | | |
| 629 | | | | | | SA | | GA | IFC Drawing changes for Section 2 Track Drainage | | | | 8,097 | | 8,097 | 25,120 | | | | | | | |
| 630 | | | | | | SA | | SA | Haymarket Viaduct - Retaining Wall W21 - Temporary works changes due to projecting footing | 5,000 | 3,250 | 2,250 | 4,233 | | 4,233 | 3,250 | 2,409 | 3.33% | 100% | | | | |
| 631 | | | | | | 7A | | SA | CLE pile foundations - WDDI - IFC - Section 7 | 94,127 | 61,182 | 42,357 | 94,127 | | | 61,182 | 45,354 | 7.41% | 100% | | | | |
| 633 | | | | | | 1A | | SK | Tower Place Bridge - Unforeseen ground conditions - Ch 10425 - existing tie rods | 1,500 | 975 | 675 | | | 1,500 | 2,000 | 975 | 7.41% | 100% | | | | |
| 634 | | | | | | SA | | GA | Invasive Species - Giant Hogweed | 10,000 | 6,500 | 4,500 | | | 10,000 | | | | | | | | |
| 635 | | | | | | SA | | | Haymarket Viaduct - Existing HT Cable and Drainage Pipe | | | | | | | | | | | | | | |
| 636 | | | | | | SA | | | Notified Departure due to the issue of SDS Design programme V55 | | | | | | | | | | | | | | |
| 637 | | | | | | SA | | | Notified Departure due to the issue of SDS Design programme V56 | | | | | | | | | | | | | | |
| 638 | | | | | | SA | | | Section 3 Drainage (Scottish Water) Approvals closeout | | | | | | | | | | | | | | |
| 639 | | | | | | 5A | | GA | Murrayfield tramstop revised layout | | | | | | | | | | | | | | |
| 642 | 106 | | | | | IC | | SK | Elder Street junction redesign | 85,124 | 55,961 | 36,756 | 85,124 | | | | | | | | | | |
| 647 | | | | | | SA | | SA | Transfer of Principal Contractor CDM responsibility for removal of existing Traffic Management Installations at West End Junction, St Andrew Square and Leith Walk | 138,012 | 69,708 | 62,105 | 138,012 | | | 136,011 | | | | | | | |
| 648 | | | | | | SA | | | Promotion of Traffic Regulation Orders (TROs) by CEC | | | | | | | | | | | | | | |
| 649 | 105 | | | | | SW | | SK | Tramstops - Changing Brand Guide Lines, TVM and Validators | 63,593 | 41,335 | 28,617 | 63,593 | | | | | | | | | | |
| 650 | | | | | | SA | | DG | Listed Building Consents - Dublin Street | | | | | | | | | | | | | | |
| 651 | 103 | | | | | 7A | | SA | Removal of Giant Hogweed in Plot 304 | 19,356 | 12,588 | 8,715 | 19,356 | | 6,560 | 6,560 | 12,588 | 9,331 | 7.41% | 100% | | | |
| 655 | 102 | | | | | 1A | | GA | Remove existing sewer in Section 1A | 8,000 | 11,700 | 8,100 | | | 18,000 | | | | | | | | |
| 657 | | | | | | 1A | | SK | Jane Street Radio Mast - Feasibility Study and Site Share Application | 3,045 | 1,979 | 1,370 | 3,045 | | | | | | | | | | |
| 658 | | | | | | SA | | GA | Section 2A - Phase 1 A1 Interface design | | | | | | | | | | | | | | |
| 659 | | | | | | SA | | SA | Roseburn Viaduct Structures - Additional requirements to value engineer design | 500,000 | 325,000 | 225,000 | | | 500,000 | | | | | | | | |
| 660 | | | | | | SA | | | Utilities requirements from CEC | | | | | | | | | | | | | | |
| 663 | | | | | | SA | | GA | CLE Foundation 200x249 at Haymarket Yards | | | | | | | | | | | | | | |
| 664 | | | | | | 1A | | SK | Live HV cable discovered at Structure W1 - Lindsay Road Retaining Wall 1D | 4,000 | 2,800 | 1,800 | | | 4,000 | 2,500 | 1,921 | 7.41% | 100% | | | | |
| 665 | | | | | | 1A | | SK | Lindsay Road retaining wall finish | 1,500 | 975 | 675 | | | 1,500 | | | | | | | | |
| 667 | | | | | | SA | | GA | Test Soil Nailing | 42,693 | 27,880 | 19,302 | 42,693 | | | 42,693 | | | | | | | |
| 668 | | | | | | SA | | GA | Buggate - Scottish Power HV Cable Clash with Drainage | 14,602 | 9,492 | 6,571 | 14,602 | | 4,139 | 4,139 | | | | | | | |
| 670 | | | | | | SA | | GA | Excavation through rock within drainage run | 50,000 | 32,500 | 22,500 | | | 50,000 | 13,931 | 32,500 | 24,692 | 7.41% | 100% | | | |

Project: **Edinburgh Tram Network**
 as per: **30/06/2011**

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks | | |
|------|--------|------|-----|----------|----------|---------|----------|----|---|------------|----------|---------|------------------------------|-----------------|---------|-----------------------|----------------------|-------------|-------------|---------------------|---------|--|--|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | | | |
| | | | | | | 3A | | | Balgreen to Carrick Knowe - Ground Conditions - Rock | 8,619 | 5,602 | 3,878 | 8,619 | | | | | | | | | | |
| | | | | | | 3A | | | Utilities within infra Works TO 2075: 125mm water main at Ch 200+109 | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | | |
| | | | | | | 2A | | GA | Ch 200+109 Haymarket Yards - Unforeseen Ground Conditions | 11,755 | 7,641 | 5,290 | 11,755 | | 11,755 | | | | | | | | |
| | | | | | | 3A | | | Edinburgh Park Station Trampol BDDI to IFC | 29,590 | 19,234 | 13,316 | 29,590 | | | | | | | | | | |
| | | | | | | 5C | | GA | The Gyle Centre | 51,524 | 33,555 | 23,231 | 51,524 | | | | | | | | | | |
| | | | | | | 7A | | | TAA for Nil Crossing 1 & 2 | 3,757 | 2,442 | 1,691 | 3,757 | | 2,500 | | | | | | | | |
| | | | | | | 7A | | | Extension of the Maccaferri 'RENCO' mattresses under Gogar Burn Bridge | 22,021 | 14,314 | 9,909 | 22,021 | | 22,021 | 14,314 | 10,610 | 7.41% | 100% | | | | |
| | | | | | | 7A | | | Installation of Gabion Wall at Ch 711975 - 711995 | 28,085 | 18,255 | 12,638 | 28,085 | | 28,085 | 18,255 | 13,533 | 7.41% | 100% | | | | |
| | | | | | | 2A | | GA | Tracklab and OLE base Existing Gas Main Clash Ch 200+120 | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | | |
| | | | | | | 7A | | | Impact of Tram Infrastructure on flood risk in the Gogar Burn | | | | | | | | | | | | | | |
| | | | | | | 1A | | SK | Lindsay Road Retaining Wall 1A - Ground Conditions | 2,500 | 1,625 | 1,125 | | 2,500 | | 1,625 | 1,205 | 7.41% | 100% | | | | |
| | | | | | | 3A | | | Gogar Castle Access - Junction 206 | | | | | | | | | | | | | | |
| | | | | | | 1A | | | Lighting Change for combines OLE lighting on Ocean Drive | | | | | | | | | | | | | | |
| | | | | | | SW OFF | | GA | Electrification of Airdrie to Bathgate Rail Link Project | | | | | | | | | | | | | | |
| | | | | | | 1A | | | Unable to commence fill operations | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | | |
| | | | | | | 3A | | | Utilities Protection Measures (Gas Main) | 27,180 | 17,667 | 12,231 | 27,180 | | 27,180 | 17,667 | 13,096 | 7.41% | 100% | | | | |
| | | | | | | 3A | | | Scotrail Car Park Barrier and Security | 10,000 | 6,500 | 4,500 | | 10,000 | | | | | | | | | |
| | | | | | | 2A | | GA | Ch 200+127, Utilities Clash | 5,000 | 3,250 | 2,250 | | 5,000 | | | | | | | | | |
| | | | | | | 2A | | | Ch 200+215 Unforeseen Ground Conditions / Below Ground Obstructions | 1,022 | 664 | 466 | 1,022 | | 1,022 | | | | | | | | |
| | | | | | | 2A | | | FC Drawing Changes - Soft Landscaping | 88,807 | 57,725 | 39,963 | 88,807 | | | | | | | | | | |
| | | | | | | 2A | | | FC Drawing Changes - Soft Landscaping | 5,177 | 3,355 | 2,330 | 5,177 | | | | | | | | | | |
| | | | | | | | | | FC Drawing Changes - Soft Landscaping | 55,399 | 35,964 | 24,898 | 55,399 | | | | | | | | | | |
| | 116 | | | | | SW | | | Pedestrian Guardrail - change in CECS specification | 2,471 | 1,606 | 1,112 | 2,471 | | | | | | | | | | |
| | | | | | | 1A | | SK | Planning Permission Access to cruise liner area | | | | | | | | | | | | | | |
| | | | | | | 3A | | | Excavation of rock in sections 2A and 5A | | 48 | | | | | | | | | | | | |
| | 706p12 | | | | | 1A | | | Tower Place Bridge Suspension of Works 19/11/10 to 10/01/11 | 76,452 | 49,694 | 34,403 | 76,452 | | 130,791 | | | | | | | | |
| | 706p13 | 119C | | | | 1A | | | Tower Place Bridge Diversion TNC 119C | 12,193 | 7,926 | 5,467 | 12,193 | | | | | | | | | | |
| | 709 | | | | | 1A | | | Cycle path to be incorporated as per the design ref INF CORR 5752/MBU | | | | | | | | | | | | | | |
| | | | | | | 1A | | | Amendment to South Cope Duct Bank | 2,947 | 1,915 | 1,326 | 2,947 | | | | | | | | | | |
| | | | | | | 1C | | | Site Clearance BDDI - IFC | 324,869 | 211,165 | 146,191 | 324,869 | | | | | | | | | | |
| | | | | | | 3A | | GA | Section 5 of Stenhouse Drive Retaining Wall and associated Utilities Works | 150,000 | 97,500 | 67,500 | | 150,000 | | | | | | | | | |
| | 124 | | | | | 3A | | | Incorporate Murrayfield Accommodation Works in to "As-Built" documents | | | | | | | | | | | | | | |
| | 122 | | | | | 3A | | | RWIA Footpath at the of wall ADM to Ocean Drive Link Road | | | | | | | | | | | | | | |
| | | | | | | | | SK | HGV Turning constitution Street Laurie Street | | | | | | | | | | | | | | |
| | 118 | | | | | | | | Wash Plant throughput/ tram end Wash (Hand Wands) | | | | | | | | | | | | | | |
| | 126 | | | | | 2A | | SK | We have requested BSC to amend existing TM arrangement at the junction between Roseburn St and the Wester Approach Rd (Ref INF CIR 7166/IC) | 3,905 | 2,538 | 1,757 | 3,905 | | | | | | | | | | |
| | | | | | | 5A | | GA | OLE Special Foundation Murrayfield Tramstop Retaining Wall | | | | | | | | | | | | | | |
| | | | | | | | | | Change Trackform from current design back to BDDI | | | | | | | | | | | | | | |
| | 130 | | | | | | | | Depot Access Road, Hammer Head | | | | | | | | | | | | | | |
| | | | | | | 2A | | | Network Rail development of Haymarket Station | | | | | | | | | | | | | | |
| | 132 | | | | | 3A | | SK | Provide a access for Utilities at Tower Place and Tower Place Bridge | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | Project: Edinburgh Tram Network | | | | |
| | | | | | | | | | | | as per: 30/06/2011 | | | | |

2.08b Unapproved Changes

| INTC | TNC | TCO | DRP | EOT only | SDS only | Section | Activity | QS | Description | Assessment | | | Status on unapproved changes | | | | Job Estimate Budgets | | | Stage of Completion | Remarks |
|------|-----|-----|-----|----------|----------|---------|----------|----|---------------|------------|------------|------------|------------------------------|-----------------|-----------|-----------------------|----------------------|-------------|-------------|---------------------|---------|
| | | | | | | | | | | Maximum | assessed | Minimum | Submitted | to be submitted | agreed | best case agreed/paid | Revenue | Direct Cost | Margin in % | | |
| | | | | | | | | | TOTALS | 86,764,098 | 56,396,664 | 39,043,844 | 76,055,821 | 10,708,277 | 6,741,335 | 15,524,126 | 6,939,223 | 5,143,975 | 7.36% | 93% | |

| | | | | |
|---------------------------|-------------------|------------------------------------|-----------------|-----------------------|
| as limited | under preparation | not confirmed on submitted changes | related revenue | budgets on unapproved |
| maximum potential changes | | 76,055,821 | 6,424,825 | |
| 86,764,097.82 | | | | |

| | | | |
|---|------------|-----------|-----------|
| Values on performed changes | 10,675,727 | 6,939,223 | 4,804,077 |
| As confirmed considered within Approved Changes | | | 2,562,009 |
| Considered within Risk & Opportunity Analysis | 8,113,718 | 4,377,214 | 2,242,068 |
| Considered within Unapproved Changes | | | |

| | |
|-----------|-------------|
| 6,939,223 | 6,424,825 |
| 2,562,009 | - 2,372,090 |
| 4,377,214 | 4,052,734 |

Project: **Edinburgh Tram Network**as per: **30/06/2011**

2.11 Monthly Report on Quality Management

1. Audits

1.1 Internal Audits

| Audit-No | Date | NCRs raised | NCRs Closed-Out | % Closed | Corrective Actions |
|---------------|------------|-------------|-----------------|----------|--|
| BBUKETN001/10 | 28/06/2010 | 3 | 2 | 67% | 7 no. observations for improvement also raised |
| | | | | - | |
| | | | | - | |

1.2 External Audits (e.g. by Client / BSI)

| Audit-No | Date | NCRs raised | NCRs Closed-Out | % Closed | Corrective Actions |
|--------------------------------------|------------|-------------|-----------------|----------|---|
| TSA-09-01 (System Eng / Integration) | 28/08/2009 | 4 | 3 | 75% | |
| TQA-CEC-BSC-01-2010 | 26/09/2010 | 13 | 0 | 0% | All 13 NCR's responded 30/05/2011, tie response |
| TQA-BSC-08-2010 | 07/12/2010 | 11 | 10 | 91% | |
| TSA-10-03-BSC Design Assurance | 29/03/2011 | 0 | 0 | 0% | 2 no requests for information |

2. Inspection and Testing

| Section | ITPs | | | | Non-Audit NCRs | | | | |
|--------------------------------|---------|---------------|-----------|----------|----------------|-------|------------|-------|------|
| | Planned | In-Production | Completed | % Comp'd | Raised | | Closed out | | |
| | | | | | Total | Month | Total | Month | % |
| 1A | 66 | 10 | 2 | 3% | 11 | - | 4 | - | 36% |
| 1B | - | - | - | - | 0 | - | 0 | - | 0% |
| 1C | 13 | 12 | 12 | 92% | 17 | - | 9 | - | 53% |
| 1D | 31 | 31 | 29 | 94% | 4 | - | 3 | - | 75% |
| 2 | 37 | 24 | 21 | 57% | 14 | 6 | 10 | 1 | 71% |
| 5A | 12 | 0 | 0 | 0% | 2 | - | 2 | - | 100% |
| 5B | 59 | 34 | 1 | 2% | 21 | 1 | 14 | - | 67% |
| 5C | 27 | 6 | 0 | 0% | 13 | 4 | 6 | - | 46% |
| 6 | 35 | 27 | 8 | 23% | 69 | 10 | 52 | 14 | 75% |
| 7 | 73 | 45 | 39 | 53% | 11 | - | 9 | - | 82% |
| System NCRs (non-audit) | | | | | 162 | 21 | 109 | 15 | 67% |
| Cancelled | | | | | 10 | - | 10 | - | 100% |

3. Further quality-related events during this month

(please describe shortly)

ITP document reviews are ongoing, they are being updated as required and resubmitted to tie for approval. Continuing site visits to Barr (Depot building and Tram yards), Grahams (Verity House Access Rd) and Expanded (Depot Access Bridge and A8 Underpass) were undertaken in order to carry out surveillance checks and mentor site staff. Quite a few Barr construction NCR's in section 6 (the Depot) were discussed and advice was given to help with closure of the NCR's as per table above, 5C NCR's also discussed and Barr working towards resolution. Ongoing Depot Building ITP's were submitted to BB by Barr during June and reviewed and responded to by the Quality Manager and Site Agent. A review of ITP and ITR revisions on BIW and IMS was carried out during the month, relevant documentation to be updated and distributed by mid July. The Quality and Technical/Design dept have begun the process of reviewing and compiling As-built records in conjunction with the subcontractors. No internal audits in June however the schedule has been amended and audits will recommence in July.

Project: **Edinburgh Tram Network**

as per: **30/06/2011**



2.12 Safety Information System - SIS

Bilfinger Berger Civil⁵ - Monthly Safety Report

Month: June 2011 Prepared by: [redacted] Contact phone or e-mail: [redacted] @civil.bilfinger.co.uk

| Site or office and Unit ⁵ Edinburgh Tram Project | BB ¹ Managers and Supervisors | BB ¹ workers | JV people | Sub-contractors ³ | Agency / hired people under BB control | Total | Others, e.g. public |
|--|--|-------------------------|-----------|------------------------------|--|--------------|---------------------|
| Number | 41 | 0 | 54 | 186 | | 281 | |
| Hours ² | 6576 | 0 | 7976 | 27224 | | 41776 | |

Accidents in this month (If no accidents but a previous accident person is still away from work, write in days lost but leave accident space clear)

| | | | | | | | |
|---|--|--|--|--|--|----------|--|
| Fatal | | | | | | 0 | |
| Serious: over 3 days off work | | | | | | 0 | |
| Travelling / commuting 3D+ | | | | | | 0 | |
| LTI: 1 -3 days off work | | | | | | 0 | |
| 1st Aid only | | | | | | 0 | |
| Days lost ⁶ for this month's accidents and any from previous accidents | | | | | | 0 | |

Incidents

| | | | | | | | |
|---|--|--|--|---|--|----------|--------------------|
| Causing damage | | | | 1 | | 1 | 11kva cable strike |
| Environment Ecology / Pollution | | | | | | 0 | |
| Not work-related e.g. flood, bomb scare | | | | | | 0 | |
| Near misses, hazards reported | | | | 4 | | 4 | |

Details of this month's Fatal, Serious Accidents (3d+) or Serious Incidents and any previous Non-RTW Accidents

| IP Name or incident location/Ref. | Employer | Injury / Incident | Date of Acc / Inc | RTW date ⁴ | W/kg days lost this month/ RTW |
|-----------------------------------|----------|-------------------|-------------------|-----------------------|--------------------------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Return to OHS-Wi by **8th** of following month

OHS-Wi e-mail: QM@civil.bilfinger.com

OHS-Wi fax 00 49 (0)611 708 236

1. Average number of BB staff or site workers during the month.
 2. Hours should be included if known. Do not leave boxes blank, e.g. make an estimate or multiply number of staff by monthly hours worked, e.g. x 200.
 3. Subcontractor numbers should be estimated if no exact figure known. Average part-time workers over month, e.g. 10 workers for half a month = 5.
 4. If Return To Work (RTW) date has not yet occurred, keep name in box until RTW date known.
 5. These are summary BBIB Group figures including all R&T's on site. For separate Regions or Technology Reports, please send a R&T specific report to the R&T.
 6. Days lost are working days. You may have days lost to report from an old accident but no accident this month.
- *Definition for a 3D+ accident includes weekends but not day of accident. You should check if man is available or fit for work during a weekend; then it may not be a 3Day+.

2.13 Project Photographs

Picture 01

Section 5C-7 A8 Underpass, Depot, Mini-Test-Track



Picture 02

Section 7 Mini-Test-Track



2.13 Project Photographs

Picture 03

Section 5C

A8 Underpass



Picture 04

Section 5C

A8 Underpass

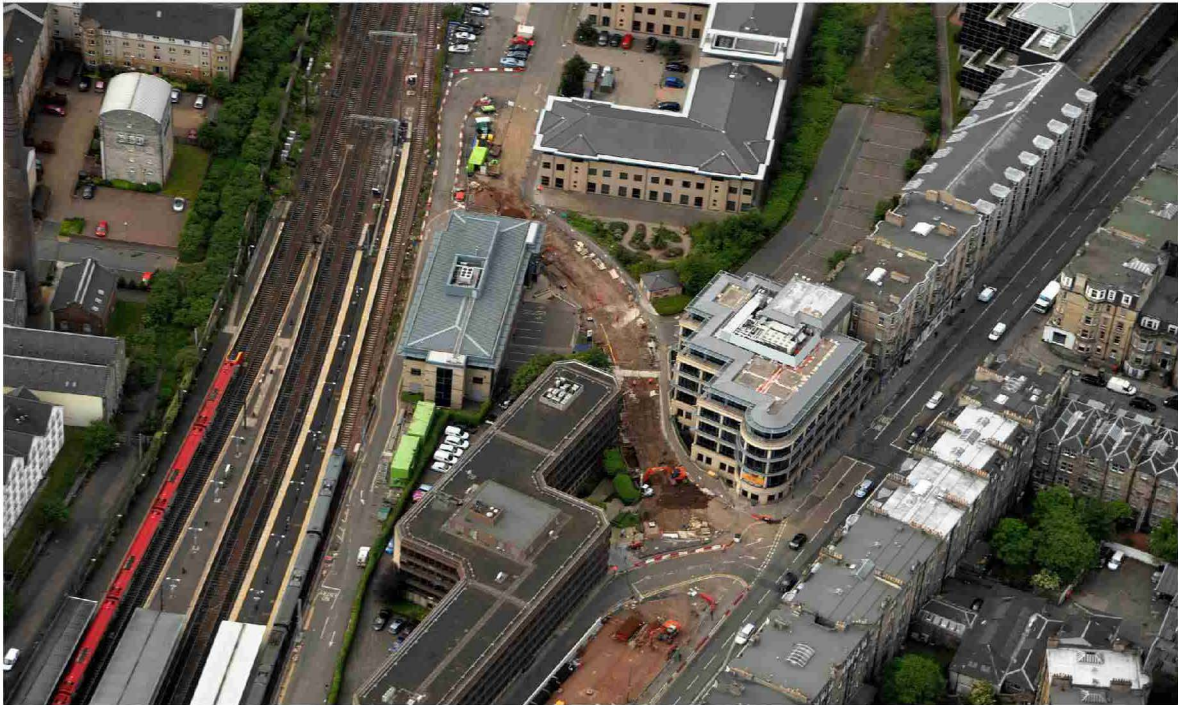


2.13 Project Photographs

Picture 05

Section 2

Haymarket Corridor



Picture 06

Section 2

Haymarket Corridor



3.01 Overview Movements of Contingencies

| Estimated Risks from Top Sheet (Unqualified Risk Register) | | estimated | dissoluted | remaining |
|---|--|-------------------|-------------------|-------------------|
| | | GBP | GBP | GBP |
| 01. | Add. Insurances acc. CL. 76.17 | 10,000 | | 10,000 |
| 02. | Liquidated Damages | 464,000 | | 464,000 |
| 03. | Interface with Railway Authorities | 25,000 | | 25,000 |
| 04. | Uninsured Economic Losses | 132,500 | | 132,500 |
| 05. | Delayed Start Of Construction Works | 360,000 | | 360,000 |
| 06. | Firm items In Value Engineering | 279,500 | | 279,500 |
| 07. | Quantity Risk Adjusted in Job Estimate 09/2008 | 1,000,000 | 292,824 | 707,176 |
| 08. | Corderoy's Quantities For Pavements in Sect. 5 | 389,000 | | 389,000 |
| 09. | CEC Planning | 25,000 | | 25,000 |
| 10. | Road Safety Audit | 250,000 | | 250,000 |
| 11. | Network Rail | 75,000 | | 75,000 |
| 12. | Edinburgh Park | 37,500 | | 37,500 |
| 13. | Forth Ports | 5,000 | | 5,000 |
| 14. | HMRI | 25,000 | | 25,000 |
| 15. | Rails Drainage, Connections to existing drainage | 70,000 | | 70,000 |
| 16. | Tramstop | 71,500 | | 71,500 |
| 17. | Bonding and Earthing Not Priced | 14,500 | | 14,500 |
| 18. | Obstructions / Boulders (Piling And Anchoring) | 30,000 | | 30,000 |
| 19. | Settlement / Consolidation | 20,000 | | 20,000 |
| 20. | Soil Stabilization For Traffic on Embankments | 100,000 | | 100,000 |
| 21. | Reconstruction In Full Depth Of Pavement 1B | 197,500 | | 197,500 |
| 22. | Labour | 40,000 | | 40,000 |
| 23. | Staff | 40,000 | | 40,000 |
| 24. | Performance Of Utility Companies | 5,000 | | 5,000 |
| 25. | Ecology | 1,000 | | 1,000 |
| 26. | Pollution | 2,000 | | 2,000 |
| 27. | Changes In Law | 30,000 | | 30,000 |
| 28. | Legal Support | 100,000 | | 100,000 |
| 29. | Value Engineering | 200,000 | | 200,000 |
| 30. | Interpretation Of Code Of Constuction Practice | 100,000 | | 100,000 |
| 31. | Siemens/BB Scope Split | 500,000 | | 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 Adjusted in Job Estimate 11/2008 | 483,046 | 483,046 | 0 |
| 36. | Escalation total Adjusted in Job Estimate 08/2009 | 4,388,294 | 942,000 | 3,446,294 |
| 37. | Enhanced Labour Rate | 294,000 | | 294,000 |
| total Additional Estimated Escalations | | 5,165,340 | 1,425,046 | 3,740,294 |
| Contingencies released | | | | |
| 38. | Overall Adjusted in Job Estimate 10/2009 | 0 | 3,916,682 | -3,916,682 |
| total Additional Estimated Escalations | | 0 | 3,916,682 | -3,916,682 |
| total | | 10,654,340 | 5,634,552 | 5,019,788 |

3.02 Design - Drawing Status

| No. | Description Status acc. Sections | Sections | | | | | | | Phase | | Total |
|--|--|--------------|--------------|--------------|--------------|--------------|---------------|--------------|----------------|----------------|--------------|
| | | SW | 1 | 2 | 3 | 5 | 6 | 7 | 1a incl. SW | 1b excl. SW | |
| Original SDS Design: | | | | | | | | | | | |
| 1 | Draft, to be issued for construction | | | | | | | | | | |
| 2 | Issued for External Approval (IFEA), to be IFC | | | | 129 | | | | | | 129 |
| 3 | Issued for Construction (IFC) | | | | 261 | | | | | | 261 |
| 4 | Partially agreed for Construction (PAFC) | | | | | | | | | | |
| 5 | Agreed for Construction (AFC) | | | | | | | | | | |
| 6 | For As-Built Info Incorporation | | | | | | | | | | |
| 7 | As Built | | | | | | | | | | |
| 8 | Hand over | | | | | | | | | | |
| 9 | Withdrawn | | | | | | | | | | |
| 10 | Not to be IFC | | | | 155 | | | | | | 155 |
| 11 | IFEA, but not to be IFC | | | | 41 | | | | | | 41 |
| New Design for Change Order: | | | | | | | | | | | |
| 21 | Draft, to be issued for construction | 5 | 3 | 2 | | 1 | | 10 | 21 | | 21 |
| 22 | Issued for External Approval (IFEA), to be IFC | 23 | 101 | 5 | | 135 | 1 | 18 | 283 | | 283 |
| 23 | Issued for Construction (IFC) | 113 | 636 | 141 | | 809 | 298 | 204 | 2,201 | | 2,201 |
| 25 | Agreed for Construction (AFC) | | | | | | | | | | |
| 26 | For As-Built Info Incorporation | | | | | | | | | | |
| 27 | As-Built | | | | | | | | | | |
| 28 | Hand over | | | | | | | | | | |
| 30 | Not to be IFC | | | | | | | | | | |
| 31 | IFEA, but not to be IFC | | | | | | | | | | |
| Total (1~3+5-52) | | 141 | 740 | 148 | 586 | 945 | 299 | 232 | 3,091 | 586 | 3,677 |
| Original SDS Design: | | | | | | | | | | | |
| Issued for Construction (3+5~8+43+46) | | | | | 261 | | | | 261 | 261 | 261 |
| Total Issue for Construction (1~3+5~8+41~46) | | | | | 390 | | | | 390 | 390 | 390 |
| Percentage of Completion IFC | | | | | 66.92% | | | | 66.92% | 66.92% | 66.92% |
| SDS Design incl. Change Orders: | | | | | | | | | | | |
| IFC incl. new Issues for CO (3+5~8+23~28+43+46) | | 113 | 636 | 141 | 261 | 809 | 298 | 204 | 2,201 | 261 | 2,462 |
| Total IFC incl. new Issues for CO (1~3+5~8+21~28+41~46) | | 141 | 740 | 148 | 390 | 945 | 299 | 232 | 2,505 | 390 | 2,895 |
| Percentage of Completion IFC | | 80.1% | 85.9% | 95.3% | 66.9% | 85.6% | 99.7% | 87.9% | 87.9% | 66.9% | 85.0% |
| Percentage of Completion under consideration of IDR | | 94.8% | 98.4% | 98.3% | 96.7% | 98.6% | 100.0% | 94.8% | 98.2% | 96.7% | 98.0% |