

EDINBURGH TRAM NETWORK

Monthly Project Report August 2009



Monthly Report Major Projects

Project: Edinburgh Tram Network

Reporting Period: August 2009

TABLE OF CONTENTS

1. Executive Summary

- 1.01 Project Overview Charts
- 1.02 Short Note on Overview Charts
- 1.03 General Information
- 1.04 Performance Sheet
- 1.05 Weighted Result with Chances and Risks

VST, GF, BL, PM, CCS
BL, PM, CCS

2. Performance Report

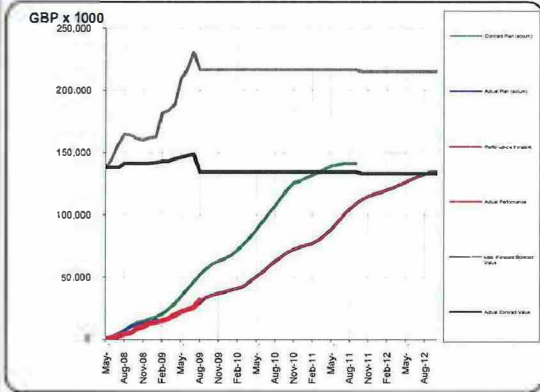
- 2.01 Cost Reconciliation Sheet
- 2.02 Construction Programme n/a
- 2.03 Comparison of Relevant Basic Data - Figures shown in Table n/a
- 2.04 Comparison of Relevant Basic Data - Figures shown in Diagrams n/a
- 2.05 Organisation Chart
- 2.06 Staff Chart
- 2.07 Plant & Equipment List n/a
- 2.08a Approved Change Orders
- 2.08b Unapproved Changes
- 2.09 Payment Status
- 2.10 Sub Contracts n/a
- 2.11 Monthly Report on Quality Management
- 2.12 Safety Information System - SIS
- 2.13 Project Photographs

TBA

3. Attachments

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

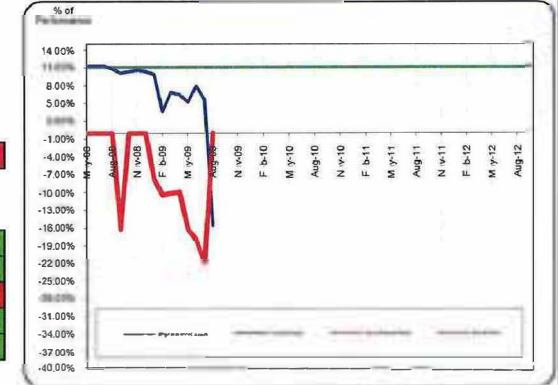
1.01 Project Overview Charts



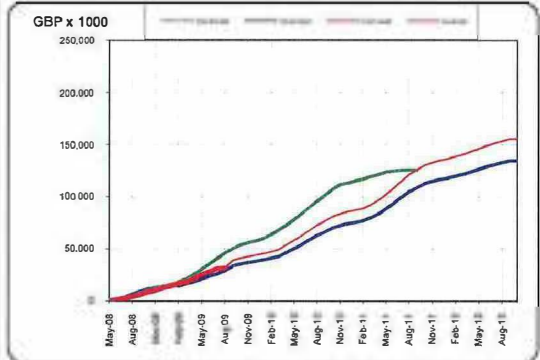
Performance

| | Contract Plan Rev.1 | Revised Plan actual | Forecast actual | Actual | Status Figures | |
|-----------------------------------|---------------------|---------------------|-----------------|-----------|----------------|-------|
| Construction start date | 15-May-08 | | | 15-May-08 | 12.9 month | red |
| Construction end date | 06-Sep-11 | 06-Sep-11 | 02-Oct-12 | | | |
| Total contract value [GBP x 1000] | 141,509 | | | 134,659 | | |
| Claims / Variations approved | | | | 9,752 | | |
| Claims / Variations not approved | | | | 82,021 | | |
| Performance | | 29,217 | | 32,038 | 109.7% | green |
| Project cost | | 29,217 | | 32,020 | 99.9% | green |
| Result | 11.07% | 0.00% | -15.59% | 0.05% | -15.59% | red |
| Payment Status | | 50,007 | | 51,028 | 102.0% | green |
| Av.Perf/mth: Rem. & act. 3mth | | | 4,190 | 3,297 | | green |

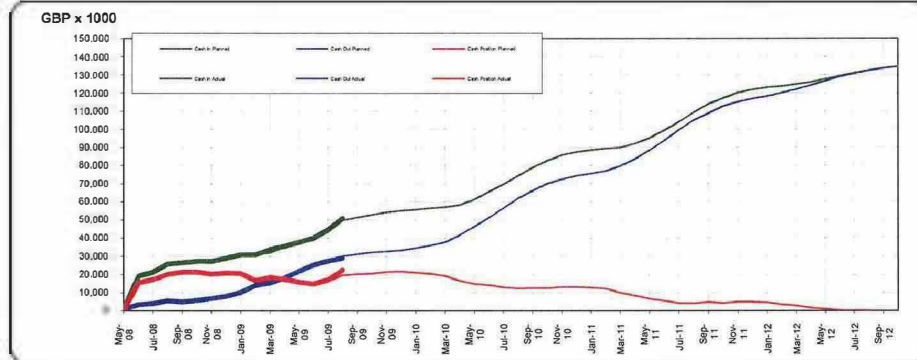
Project Key Figures



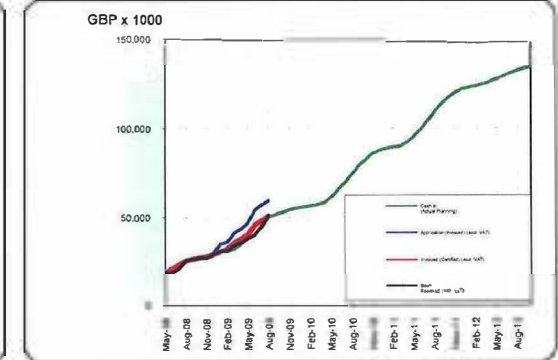
Project Result



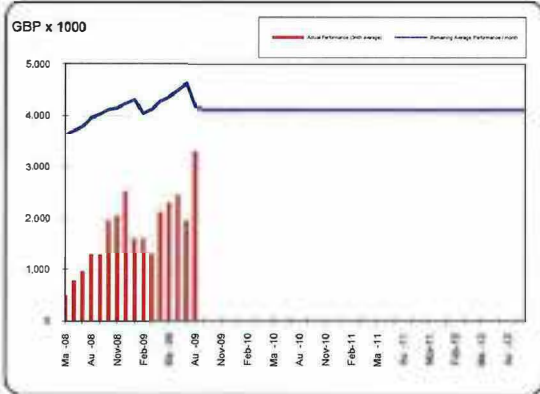
Project Cost



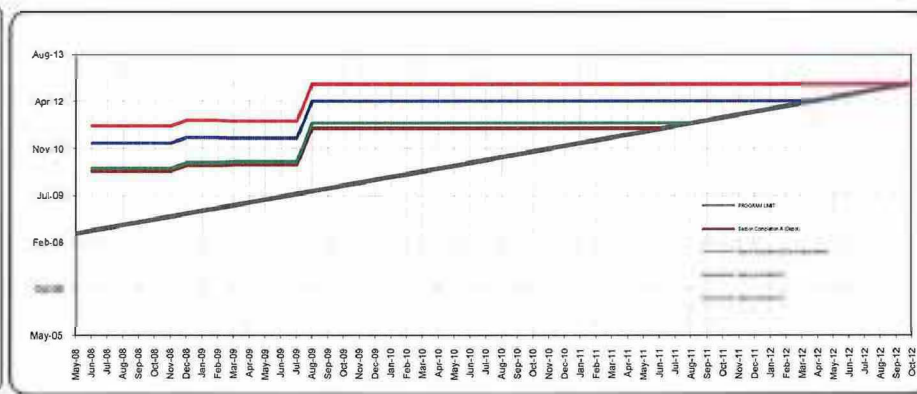
Cashflow



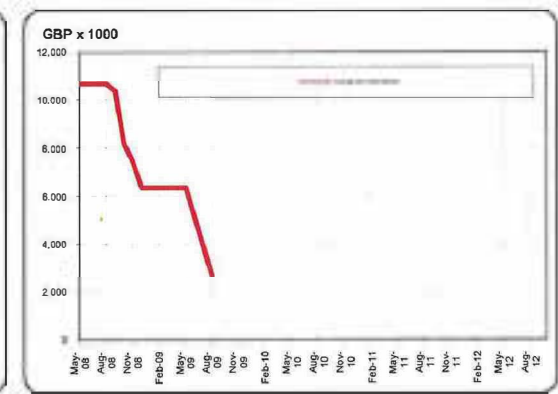
Payment Status



Remaining Performance / Resources



Milestone Trend Analysis



Contingencies vs Risks

Project: **Edinburgh Tram Network**

as per: **31/08/2009**



1.02 Short note on Overview Charts

1.2.1 Performance

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

==> Please note: Reporting of performance changed as per August to basis of direct job cost instead of budget.

1.2.2 Project Cost

The main cost overrun is due to cost and resource increases mainly caused by:

- subcontracts (standby claims, additional works)
- extension of time (staff, financial, running site)
- consultants and design works
- insurances and bonds

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.

1.2.3 Project Result (Forecast)

The margin per August adds up to a cumulative result of 17.480 GBP (0.05%).

The forecast shows a result of - 15.59% caused by the fluent situation of the project i.e. no agreement on over 400 changes, time extension and fundamental contractual disagreements i.e. Value Engineering, Provisional Sums. Under the current circumstances we do not recognize that the Project will result in a large margin, which is reflected in the weighted result of 1.11%.

To secure a low risk profile the contractual team has been strengthened to facilitate a positive outcome on the legal disputes. In parallel we are negotiating with tie on a possible Supplemental Agreement on demonstrable costs for the On Street works.

1.2.4 Payment Status

The payments from the client tie remain in time based on the agreed invoice application before the invoice submission.
Certified net from the client: £ 51,027,866

1.2.5 Cashflow

The ETN Project Cashflow as per 31.08.09 remains cash positive. Furthermore the achievement of Milestones in timely manner (monthly cut off dates) needs to be clarified with the client to allow or enable an optimized cashflow forecast.

cash in net: 51,652,414 (incl. interest income) /. Net cash out 29,055,693 GBP = 22,596,722 Net Cash balance

1.2.6 Contingencies

The value for in the tender estimated contingencies was decreased to 2,686,470 GBP (see attachment 3.01).

1.2.7 Construction Programme

Reporting is against the revised Contract Programme (Rev. 1) which shows the agreed 7 1/2 week extension of time. The actual current delay against this programme is of the order of 12 months. New programme (Rev. 2), to achieve best possible end date, was submitted to tie in May, currently showing a delay of 13 months against Rev. 1 programme. In addition an entitlement programme which will form the basis of the EOT 2 submission was submitted to tie by mid of May. The entitlement programme shows a delay of 16 months against Rev. 1 programme. Since the negotiations on extension of time with tie did not result in an acknowledgement of the entitlement, a third programme identifying the delay arising from the MUDFA Rev. 8 Programme (isolated) of 9 months have been submitted to tie.

1.03 General Information

| | | | |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 1.3.1 | Short note on progress, events this month | | |
| | <p>Mobilisation : Mobilisation (erection of site offices only) now complete. Office extension for accomodation of SDS in Edinburgh Park now completed. SDS will move in by end of September.</p> <p>Design: Production of civil and building drawings in accordance with the original design is 86% complete. In general earthwork, road, track and structure drawings are available and drawings for the depot, substation and tramstops are incomplete. The designer is disputing the obligation to complete depot drawings so interim instructions to proceed are being completed to support construction. Civil drawings, revised to incorporate Siemens' design (trackform including vibration isolation, OLE foundations, substations) are largely complete. Drawings are being prioritised to support construction. Production of detail drawings for structures and other areas affected by Client changes is held up, pending resolution of Change evaluation with the Client and issue of instructions to the designer. Resolution of change evaluation is the subject of intensive effort by BB. 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.</p> <p>Procurement : Where work is available, subcontractors are working under limited notices to proceed but all our contractors are very concerned about the impact on their works of unresolved change issues. McKenzie and Crummock are working on Princes Street under the terms of the Supplementary Agreement. Negotiation with tie on the changes of the depot were finalized in July and works for the depot building started in August. Additionally negotiations with tie on changes at Russell Road Retaining Wall, Gogar Burn Bridge, Carrick Knowe Bridge, Baird Drive, Depot and Drainage/Replacement of soft soil in section 5 & 7 still are ongoing. Procurement of subcontracts for section 1A1, 1A2 and structures at section 5 are finalized and Letter of Intend was issued.</p> <p>Construction : Works on Princes Street are progressing as scheduled. Off-Street works have continued at Edinburgh Park Bridge, Depot building and at Gogarburn Bridge to the extent possible without taking any risk for unagreed changes.</p> | | |
| 1.3.2 | Significant extraordinary events | | |
| | Date | Description | Remarks |
| | 11/08/2009 | <u>Notice of Dispute raised by tie for Valuation of EOT 1 & Accomodation Works Hilton Car Park:</u> Dispute Resolution Procedure ongoing. | |
| | 24/08/2009 | <u>Notice of Dispute raised by tie for Gogarburn Bridge & Carrick Knowe Bridge:</u> Dispute Resolution Procedure ongoing. | |
| 1.3.3 | Recent important agreements with the Employer or instructions having significant consequences | | |
| | Date | Description | Remarks |
| | 27/08/2009 | Instruction by tie in accordance with Clause 80.15 of the Contract for Carrick Knowe Bridge to execute the works on demonstrable costs until the valuation of works is agreed. | |
| 1.3.4 | Status on Major Unapproved Claims / Variations / Changes | | |
| | <p>464 changes have been notified to date - 56 by tie and 408 by Infraco. 45 of these have been superseded by further changes or withdrawn. 65 of these have a delay only impact and will not require an estimate. Therefore there are 354 changes requiring estimates. Infraco has submitted 229 changes for design only or for design and construction works. 9 of these are not Bilfinger-related and are just concerning Siemens or CAF. 86 of the remaining 220 changes have been approved or partly approved by a written tie Change order. 125 estimates are still required. Of these outstanding 125 estimates, 32 have been accepted in principle by tie, 15 have been rejected and the remainder have neither been accepted nor rejected. There are 15 estimates proceeding through the internal Consortium Approvals Process.</p> | | |

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 |
| † | Actual Contract Value according to Job Site Estimate incl. Approved integrated Changes | 134,659 | 134,659 | 134,659 | ‡ | Actual Cost Forecast according to Job Site Estimate incl. cost for integrated Changes | -155,650 | -155,650 | -155,650 |
| 2.1 | Unapproved, but in Job Site Estimate integrated Changes | 2,693 | 2,345 | 2,068 | 2.1 | Unapproved, but in Job Site Estimate integrated Changes | | | |
| 2.2 | Unapproved, but in Job Site Estimate not integrated Changes | 77,016 | 38,544 | 28,844 | 2.2 | Unapproved, but in Job Site Estimate not integrated Changes | -70,015 | -35,040 | -26,222 |
| 3 = 2.1+2.2 | Total unapproved Changes | 79,709 | 40,888 | 30,912 | 3 = 2.1+2.2 | Total unapproved Changes | -70,015 | -35,040 | -26,222 |
| 4.1 | | | | | 4.1 | Cost Risk within Approved Changes | | -385 | -770 |
| 4.2 | | | | | 4.2 | Cost Risk within Unapproved Changes | | -3,985 | -7,971 |
| 4.3 | | | | | 4.3 | Outstanding Subcontractor Awards | | -3,174 | -4,761 |
| 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 | | | | |
| 4.16 | | | | | 4.16 | | | | |
| 4.17 | | | | | 4.17 | | | | |
| 4.18 | | | | | 4.18 | | | | |
| 4.19 | | | | | 4.19 | | | | |
| 4.20 | | | | | 4.20 | | | | |
| Σ 4.1 : 4.20 | Risks not included in JSE | 0 | 0 | 0 | Σ 4.1 : 4.20 | Risks not included in JSE | 0 | -7,544 | -13,502 |
| 5.1 | Back Flow of Value Engineering | 7,000 | 6,000 | 3,000 | 5.1 | Uninsured Economic Losses | 2,200 | 1,000 | 0 |
| 5.2 | Change Order EOT1 | 2,500 | 2,200 | 1,850 | 5.2 | Interest Income | 1,100 | 1,000 | 900 |
| 5.3 | Change Order EOT2 | 13,200 | 9,900 | 6,600 | 5.3 | | | | |
| 5.4 | Bonus Payment Milestone Section A | 1,200 | 1,200 | 0 | 5.4 | | | | |
| 5.5 | Bonus Payment Milestone Section B | 1,200 | 1,200 | 0 | 5.5 | | | | |
| 5.6 | Bonus Payment Milestone Section C | 1,200 | 1,200 | 0 | 5.6 | | | | |
| 5.7 | Bonus Payment Milestone Section D | 1,200 | 1,200 | 0 | 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 | | | | |
| 5.16 | | | | | 5.16 | | | | |
| 5.17 | | | | | 5.17 | | | | |
| 5.18 | | | | | 5.18 | | | | |
| 5.19 | | | | | 5.19 | | | | |
| 5.20 | | | | | 5.20 | | | | |
| Σ 5.1 : 5.20 | Chances | 27,500 | 22,900 | 11,450 | Σ 5.1 : 5.20 | Chances | 3,300 | 2,000 | 900 |
| 6 =1+3+4+5 | Forecast Final Revenue | 241,868 | 198,447 | 177,020 | 6 =1+3+4+5 | Forecast Final Costs | -222,365 | -196,234 | -194,474 |

| | Costs | best case | likely case | worst case |
|---------------------------------------------------------------------------------------------------|----------------------------|-------------------------------|------------------------------|--------------------------------|
| Forecast Final Result (best case) (Revenue Best Case + Forecast Cost all cases) | Revenue Costs Result | 241,868 -222,365 19,503 | | |
| % Gross Margin based on Revenue Best Case | Revenue: 241,868 | 8.06% | | |
| Forecast Final Result (most likely case) (Revenue most likely case + Forecast Costs all cases) | Revenue Costs Result | | 198,447 -186,234 2,213 | |
| % Gross Margin based on Revenue Likely Case | Revenue: 198,447 | | 1.11% | |
| Forecast Final Result (worst case) (Revenue worst case + Forecast Costs all cases) | Revenue Costs Result | | | 177,020 -194,474 -17,453 |
| % Gross Margin based on Revenue Worst Case | Revenue: 177,020 | | | -9.86% |
| Gross Margin previous month (most likely case) | | n/a | n/a | n/a |

Project: **Edinburgh Tram Network**
as per: **31/08/2009**



2.01 Cost Reconciliation Sheet

see following pages

Project: GB-2006-1001AK13 Edinburgh Tram 2009_08
Reporting Month: 14. R.-P. 08.2009, 31/08/2009

COST RECONCILIATION & FORECAST (LUMP SUM CONTRACT)

Currency: GBP

| WORK / COST CODES | | TO DATE | | | | | | | | | BUDGET CONTRACT AND EXECUTION | | | | | FORECAST FINAL | | | | |
|-------------------------------------------|-------------|-------------|--------------------|---------------------------|-------------------------------------|-------------------------------|------------------|-------------------------|------------------|-----------------------|-------------------------------|--------------------------------------|---------------------------|--------------------|--------------------|----------------|--------------------------|---------------------|-------------------------|-----------------------------|
| Work- / Cost- Code | Description | Actual Cost | Accruals Deferrals | Actual Cost with Accruals | Actual Allow-able incl. agreed VO's | Allowable for unapproved VO's | Variance to Date | Revised DJC IQxDJC-Rate | Variance to Date | Budget Original WQty. | Budget Original AQty. | Budget Agreed Variation Orders AQty. | Budget unappr. VO's AQty. | Budget Total AQty. | Revised DJCT AQty. | % Complete | Cost to Complete (AQ-IQ) | Forecast Final Cost | Forecast Final Variance | Projected Variance (linear) |
| 1 | | | | 5=3+4 | 6 | 7 | 8=(6+7)>5 | 9 | 10= 9-5 | 14 | 15 | 16 | 17 | 18=15+16+17 | 19 | 20=9/19 | 21=19-9 | 22=5+21 | 23=18-22 | 24=8/20 |
| Total Cost incl. Prime Cost Sums | | 29,721,375 | 2,298,770 | 32,020,145 | 22,848,299 | 1,000,894 | -8,170,952 | 37,033,412 | 5,013,26 | 125,838,070 | 125,838,070 | 8,822,12 | 2,219,89 | 136,880,091 | 155,650,034 | 23.8 % | 118,616,62 | 150,636,76 | -13,756,676 | -34,331,731 |
| Prime Cost Sums 0 / 0 | | | | | | 0 | | | | | | | 0 | | | | 0 | 0 | | |
| Total Cost without Prime Cost Sums | | 29,721,37 | 2,298,770 | 32,020,14 | 22,848,299 | 1,000,894 | -8,170,952 | 37,033,412 | 5,013,26 | 125,838,070 | 125,838,070 | 8,822,12 | 2,219,89 | 136,880,091 | 155,650,03 | | 118,616,62 | 150,636,76 | | |

LUMP SUM CONTRACT:

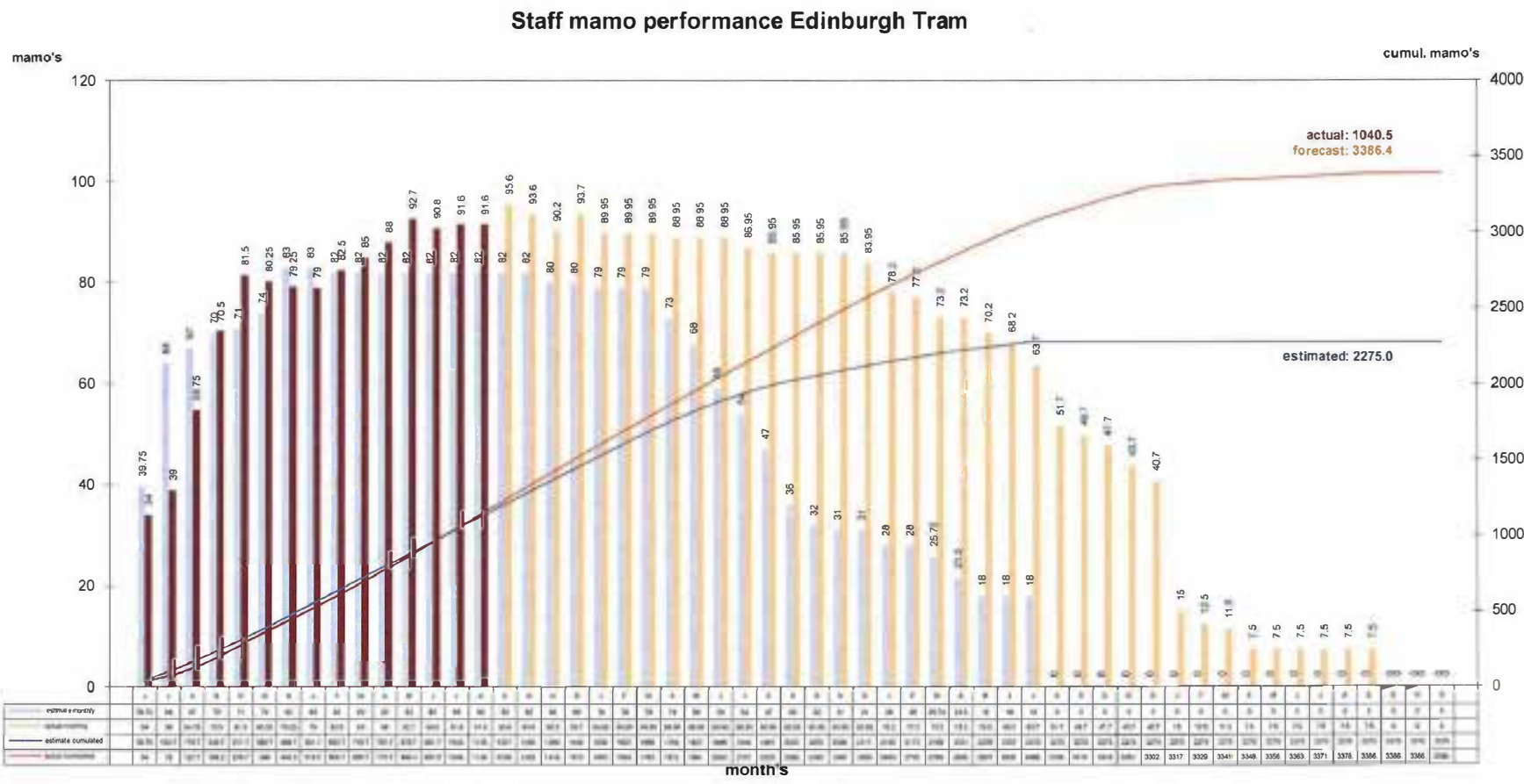
Gross Margin original Contract and agreed VO's (PF = 0.8651, PFB = 1.0000)

| | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------|--|------------|------------|--|------------|--|-------------|-------------|-----------|--|-------------|-------------|--|-------------|--|--|--|--|--|
| Total Cost without Prime Cost Sums | | 32,020,145 | 22,848,299 | | 37,033,412 | | 125,838,070 | 125,838,070 | 8,822,127 | | 134,660,197 | 155,650,034 | | 150,636,767 | | | | | |
| Gross Margin | | | | | -4,995,807 | | 15,670,750 | -931,861 | 930,233 | | -1,628 | -20,991,465 | | -15,978,198 | | | | | |
| Gross Margin in % of Performance | | | 0.00 % | | -15.59 % | | 11.07 % | -0.75 % | 9.54 % | | 0.00 % | -15.59 % | | -11.87 % | | | | | |
| Performance without Prime Cost Sums | | | 22,848,299 | | 32,037,605 | | 141,508,815 | 124,906,209 | 9,752,360 | | 134,658,569 | 134,658,569 | | 134,658,569 | | | | | |
| Actual Cost to date | | 32,020,14 | | | 32,020,145 | | | | | | | | | | | | | | |
| Gross Margin to date | | | | | -9,171,846 | | | | 17,460 | | | | | | | | | | |
| Gross Margin to date in % of Performance | | | | | -40.14 % | | | | 0.05 % | | | | | | | | | | |
| Performance Prime Cost Sums | | | | | | | | | | | | | | | | | | | |
| Total Performance | | | 22,848,299 | | 32,037,605 | | 141,508,815 | 124,906,209 | 9,752,360 | | 134,658,569 | 134,658,569 | | 134,658,569 | | | | | |
| Revenue according WBS | | | | | | | | | | | | | | | | | | | |

Gross Margin (weighted) original Contract, agreed and valued VO's (PF = 0.8802, PFB = 1.0009)

| | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------------------|--|--|------------|--|------------|--|-------------|-------------|-----------|-----------|-------------|-------------|-------------|-------------|------------|--|--|--|--|
| Total Cost without Prime Cost Sums | | | 23,849,193 | | 37,033,412 | | 125,838,070 | 125,838,070 | 8,822,127 | | 2,219,894 | 136,880,091 | 155,650,03 | | 150,636,76 | | | | |
| Gross Margin | | | 21,464 | | -4,436,603 | | 15,670,750 | | 122,986 | | -18,646,957 | | -13,633,690 | | | | | | |
| Gross Margin in % of Performance | | | 0.09 % | | -13.61 % | | 11.07 % | | 0.09 % | | -13.61 % | | -9.95 % | | | | | | |
| Valued Performance without Prime Cost Sums | | | 23,870,657 | | 32,596,809 | | 141,508,815 | 124,906,209 | 9,752,360 | 2,344,508 | 137,003,077 | 137,003,077 | | 137,003,077 | | | | | |
| Actual Cost to date | | | 32,020,14 | | 32,020,145 | | | | | | | | | | | | | | |
| Gross Margin to date | | | -8,149,488 | | 576,664 | | | | | | | | | | | | | | |
| Gross Margin to date in % of Performance | | | -34.14 % | | 1.77 % | | | | | | | | | | | | | | |
| Performance Prime Cost Sums (incl. valued performance) | | | | | | | | | | | | | | | | | | | |
| Total Performance (incl. valued performance) | | | 23,870,657 | | 32,596,809 | | 141,508,815 | 124,906,209 | 9,752,360 | 2,344,508 | 137,003,077 | 137,003,077 | | 137,003,077 | | | | | |
| Revenue according WBS (VO's valued) | | | | | | | | | | | | | | | | | | | |
| Revenue according WBS (VO's valued by 100%) | | | | | | | | | | | | | | | | | | | |

2.06 Staff Chart



2.08a Approved Change Orders

| INTC-Ref | TCO | Section | Description | Approval | | Estimate | | | | | | | Remarks | | |
|----------|--------|---------|------------------------------------------------------------------------------|----------|----------|------------------------------------------|---------------|----------------|--------------|--------------|------------|--------------|---------|--------------|---------|
| | | | | Date | Amount | Budget for performance design & estimate | Preliminaries | Consortium Fee | Total Budget | OH & P | Revenue | H&D | | Completion % | |
| | | | Novo Agree | | 31/07/09 | 1,401,754.00 | 1,401,754.00 | | | 1,401,754.00 | | 1,401,754.00 | | | 100.00% |
| | | | Suppl Agree | | 20/03/09 | 4,501,360.93 | 3,480,400.14 | 329,175.63 | | 3,809,575.77 | 691,785.16 | 4,501,360.93 | 15.37% | | 100.00% |
| 019 | | Graham | Archaeological Survey to the Calvey Ale House | | 19/09/08 | 5,201.29 | 4,430.40 | 327.85 | | 4,758.25 | 443.04 | 5,201.29 | 8.52% | | 100.00% |
| 021 | | Graham | Asbestos in the Calvey Ale House | | 19/09/08 | 5,268.33 | 4,497.50 | 332.08 | | 4,819.58 | 448.75 | 5,268.33 | 8.52% | | 100.00% |
| 053 | | 5C | TNC004-Utilities diversions & associated works | | 10/10/08 | 33,722.78 | 28,539.95 | 2,323.54 | | 30,863.49 | 2,859.29 | 33,722.78 | 8.46% | | 55.60% |
| 087 | 4/13 | BSC | Duct Installation at Leith Walk | | 22/01/09 | 299.37 | 255.00 | 18.87 | | 279.87 | 255.00 | 299.37 | 8.52% | | 100.00% |
| 056 | | Graham | Notice of Departure in acc. With Schedule 4 due to tie-Asbestos Survey | | 30/10/08 | 26,048.00 | 22,200.00 | 1,642.80 | | 23,842.80 | 2,205.20 | 26,048.00 | 8.47% | | 90.60% |
| 051 | | 5A | TNC002-Utilities diversions & associated works | | 03/12/08 | 64,911.64 | 54,944.88 | 4,472.49 | | 59,417.37 | 5,494.47 | 64,911.64 | 8.46% | | |
| 052 | | 5B | TNC003-Utilities diversions & associated works | | 03/12/08 | 75,893.50 | 64,070.99 | 5,215.38 | | 69,286.37 | 6,407.13 | 75,693.50 | 8.46% | | |
| 166 | | 1A | Demolition of existing garage and fuel tank on Ocean Drive | | 03/12/08 | 17,023.00 | 14,500.00 | 1,073.00 | | 15,573.00 | 1,450.00 | 17,023.00 | 8.52% | | |
| 119 | | 5C | Temporary Reroute (2 no.) at Gogar Church Road Construct Car Park | | 16/12/08 | 6,642.70 | 5,622.74 | 457.89 | | 6,080.43 | 562.27 | 6,642.70 | 8.46% | | 100.00% |
| 117 | 10 | Graham | Move site boundary fencing at Haymarket Car Park | | 17/12/08 | 849.53 | 713.09 | 58.63 | | 777.62 | 71.91 | 849.53 | 8.46% | | |
| 111 | 11 | 5B | Starter layer below Subsoil Level at Carnick Knowe | | 17/12/08 | 83,028.79 | 70,280.00 | 5,720.79 | | 76,000.79 | 7,028.00 | 83,028.79 | 8.46% | | 100.00% |
| 023 | 12 | Graham | Demolition of Access Stairs to Haymarket Station Carpark | | 23/01/09 | 2,020.00 | 1,710.00 | 126.54 | | 1,836.64 | 183.46 | 2,020.00 | 9.05% | | |
| 13 | | | see TCO4 | | | | | | | | | | | | |
| 192 | 14 | 1E | Discovery of Cable & Wireless Cuts - Chalmers 10E | | 22/01/09 | 161.10 | 136.36 | 11.10 | | 147.46 | 13.64 | 161.10 | 8.47% | | 100.00% |
| 115 | 15 | SDS | Additional TRO Drawings as SDS Letter dated 4th July 2008 | | 22/01/09 | 3,550.19 | 3,024.00 | 223.78 | | 3,247.78 | 302.39 | 3,550.19 | 8.52% | | 100.00% |
| 168 | 16 | 5A/B/C | Demolition of existing building at 33 Ocean Drive | | 02/03/09 | 5,857.70 | 4,989.52 | 369.22 | | 5,358.74 | 498.95 | 5,857.70 | 8.52% | | |
| 007 | 17 | B5C | Hand standing at Haymarket Yards | | 26/01/09 | 880.50 | 750.00 | 55.50 | | 805.50 | 75.00 | 880.50 | 8.52% | | 100.00% |
| 084 | 18 | SDS/BSC | TNC005-Burnside Road Diversion - Fees for design & INF. COOR. 006 | | 03/02/09 | 720.00 | 613.29 | 45.38 | | 668.67 | 61.33 | 720.00 | 8.52% | | 47.22% |
| 271 | 18 | SDS | Revised Construction Details - Construction Methodology Statements for | | 13/02/09 | 372,540.13 | 317,325.50 | 23,482.08 | | 340,807.58 | 31,732.55 | 372,540.13 | 8.52% | | 17.86% |
| 269 | 20 | SDS | Instructions arising from Trackform Development Workshop | | 13/02/09 | 371,057.96 | 316,063.00 | 23,398.66 | | 339,451.66 | 31,606.30 | 371,057.96 | 8.52% | | 48.00% |
| 274 | 21 | 1C, 1D | Princes Street Construction Works-closure to traffic during construction | | 13/02/09 | 6,546.55 | 5,576.28 | 412.64 | | 5,988.92 | 557.62 | 6,546.55 | 8.52% | | 100.00% |
| 22 | | | not concerning BB | | | | | | | | | | | | |
| 159 | 23 | | Removal of Provisional Sum Main Contract - Relocation Ancient Monuments | | 12/03/09 | -53,700.00 | | | | | | -53,700.00 | | | 100.00% |
| 141 | 24 | SDS | West End Tramstop - revised requirements from CEC/1a | | 09/04/09 | 16,836.17 | 14,170.00 | 1,048.52 | | 15,219.12 | 1,417.05 | 16,836.17 | 8.52% | | 100.00% |
| 266 | 25 | Depot | Monthly Track Monitoring Network Rail East Coast North Line / Gogar Depot | | 27/03/09 | 4,672.52 | 3,980.00 | 294.52 | | 4,274.52 | 398.00 | 4,672.52 | 8.52% | | |
| 173 | 26 | Graham | Discovery of underground petrol tank at National Car Rental Site | | 07/04/09 | 4,813.40 | 4,100.00 | 303.40 | | 4,403.40 | 4,100.00 | 4,813.40 | 8.52% | | |
| 075 | 27 | Ferries | Temporary Access Ramp from Depot | | 27/03/09 | 14,188.73 | 12,221.80 | 894.33 | | 13,116.13 | 1,072.60 | 14,188.73 | 7.55% | | 100.00% |
| 187 | 28 | Depot | Additional excavator material at Depot | | 07/04/09 | 1,425,174.40 | 1,223,272.73 | 99,574.40 | | 1,322,847.13 | 102,327.27 | 1,425,174.40 | 7.18% | | 83.80% |
| 29 | | | not concerning BB | | | | | | | | | | | | |
| 295 | | Ferries | Scottish Gas Networks - Trial Investigations to protect gas main at Culvar 2 | | 29/04/09 | 14,123.44 | 11,983.64 | 641.45 | | 12,925.09 | 1,198.36 | 14,123.44 | 8.48% | | 100.00% |
| 216 | 31 | 1B | Discovery of alkathene water pipe above formation level - Chalmers 265 RHS | | 29/04/09 | 538.57 | 458.75 | 33.95 | | 492.70 | 45.86 | 538.57 | 8.52% | | 100.00% |
| 218 | | 1B | Discovery of 2 No. LV and 1 No. LV cables above formation level - 182 RHS | | 29/04/09 | 266.36 | 218.36 | 16.16 | | 236.36 | 218.36 | 266.36 | 8.52% | | 100.00% |
| 220 | | 1B | Discovery of Water connection pipework above formation level - 161 RHS | | 29/04/09 | 78.95 | 68.40 | 5.04 | | 73.14 | 68.40 | 78.95 | 8.52% | | 100.00% |
| 223 | | 1B | Discovery of stone culvert - Chalmers 100 RHS | | 29/04/09 | 1,017.53 | 866.79 | 84.14 | | 930.93 | 866.00 | 1,017.53 | 8.51% | | 100.00% |
| 225 | 35 | 1B | Repairs required to footpath to allow pedestrian access - Chalmers 170 RHS | | 29/04/09 | 2,305.00 | 2,359.69 | 18.50 | | 2,560.69 | 283.05 | 2,305.00 | 8.48% | | 100.00% |
| 260 | 36 | 1B | Relocate existing Control Box - Section 1B | | 29/04/09 | 1,109.56 | 645.13 | 6.94 | | 1,015.07 | 94.51 | 1,109.56 | 8.52% | | 100.00% |
| 293 | | Ferries | Gogar Castle Road tree felling | | 29/04/09 | 1,162.26 | 990.00 | 73.26 | | 1,063.26 | 99.00 | 1,162.26 | 8.52% | | 100.00% |
| 294 | 36 | Ferries | Relocate access ramp at Gogar Depot | | 29/04/09 | 8,507.39 | 7,132.21 | 580.56 | | 7,712.77 | 794.62 | 8,507.39 | 9.34% | | 100.00% |
| 296 | | Ferries | Formation Level of Gogarburn Bridge West Abutment | | 29/04/09 | 11,556.93 | 9,762.52 | 796.28 | | 10,578.80 | 978.23 | 11,556.93 | 8.46% | | 100.00% |
| 267 | 40 | Ferries | Formation Level of Gogarburn Bridge East Abutment | | 29/04/09 | 7,280.04 | 6,162.22 | 501.60 | | 6,663.82 | 616.22 | 7,280.04 | 8.46% | | 100.00% |
| 327 | 41 | 1B | Drain test and camera survey at Chalmers 170 RHS | | 29/04/09 | 619.48 | 527.66 | 39.05 | | 566.71 | 52.77 | 619.48 | 8.52% | | 100.00% |
| 328 | 42 | 1B | Reinstall slabs on footway following MUDFA works | | 29/04/09 | 1,206.87 | 1,027.83 | 89.00 | | 1,103.83 | 109.78 | 1,206.87 | 8.52% | | 100.00% |
| 003 | 43 | 1C, 1D | Instruction to proceed with road surveys | | 02/05/09 | 89,050.01 | 66,011.86 | 11,552.08 | 4,884.88 | 82,448.82 | 6,501.19 | 89,050.01 | 7.41% | | 100.00% |
| 257 | 44 | SDS | Feasibility Study (Design Only) Forth Ports access to ADM Milling | | 29/04/09 | 1,624.82 | 1,384.00 | 102.42 | | 1,486.42 | 1,384.00 | 1,624.82 | 8.52% | | 100.00% |
| 165 | 45 | 1B | Discovery of temporary pedestrian crossing lighting ducts | | 29/04/09 | 656.76 | 559.42 | 41.40 | | 600.82 | 55.94 | 656.76 | 8.52% | | 100.00% |
| 193 | 46 | 1B | Discovery of Hydrant in kerb line - Chalmers 333 RHS | | 29/04/09 | 390.94 | 333.00 | 24.64 | | 357.64 | 33.30 | 390.94 | 8.52% | | 100.00% |
| 164 | 47 | 1B | Discovery of void along existing BT Duct - Chalmers 360 RHS | | 29/04/09 | 167.41 | 142.60 | 10.55 | | 153.15 | 14.26 | 167.41 | 8.52% | | 100.00% |
| 169 | 48 | 1C | Demolition of Police Box Cuffie Bar - Rear of Place | | 29/04/09 | 9,236.76 | 7,889.47 | 582.34 | | 8,451.81 | 786.95 | 9,236.76 | 8.52% | | |
| 330 | 49 | 1B | Install access ramp to gully Chalmers 250 RHS | | 08/05/09 | 1,866.08 | 1,579.55 | 128.58 | | 1,708.13 | 157.95 | 1,866.08 | 8.46% | | 100.00% |
| 110 | 50 | Ferries | Survey of Existing Drainage (Gogar Burn Mill) | | 01/05/09 | 3,463.17 | 2,931.41 | 238.82 | | 3,170.03 | 293.14 | 3,463.17 | 8.46% | | 100.00% |
| 324 | 51 | 5C | At Underpass Phase 1 Piling Obstructions | | 01/05/09 | 4,015.08 | 3,420.00 | 253.08 | | 3,673.08 | 342.00 | 4,015.08 | 8.52% | | 100.00% |
| 340 | 52 | 5C | Edinburgh Park Bridge South Abutment Base - Existing service (cable) | | 01/05/09 | 530.59 | 451.95 | 33.44 | | 495.39 | 452.00 | 530.59 | 8.52% | | 100.00% |
| 390 | 53 | 5B | Carnick Knowe drainage S20200 to S20240 - sub-area improvement | | 15/05/09 | 84,700.15 | 71,694.73 | 5,835.95 | | 77,530.68 | 7,169.47 | 84,700.15 | 8.46% | | 100.00% |
| 360 | 54/54a | SDS | Alteration of Design at Forth Ports Road S | | 15/05/09 | 10,164.00 | 10,164.00 | 753.14 | | 10,616.14 | 1,016.40 | 11,932.54 | 8.52% | | 100.00% |
| 361 | 55 | 5A | Scottish Power Utility Diversion near Murrayfield Station | | 05/06/09 | 8,689.80 | 6,188.55 | 1,217.55 | 5,148.65 | 7,920.95 | 768.95 | 8,689.80 | 8.85% | | |

Project: **Edinburgh Tram Network**
 as per: **31/08/2009**



2.08a Approved Change Orders

| INTC-Ref | TCO | Section | Description | Approval | | Estimate | | | | | | | Remarks | | | |
|----------------|-----|----------|--------------------------------------------------------------------------|----------|---------------------|-------------------------------------------|-------------------|-------------------|--------------|---------------------|-------------------|---------------------|--------------|------------------------------------|-----------------------------------------------------------------------------|---------|
| | | | | Date | Amount | Budget for performance, design & estimate | Preliminaries | Consortium Fee | Total Budget | OH & P | Revenue | HKD | | Stage of Completion as at 31/08/09 | | |
| 167 | 56 | 5A | Accommodation Works to Wanderers Clubhouse Building at Murrayfield | 26/05/09 | 166,275.33 | 141,631.46 | | 10,480.73 | | 152,112.19 | 14,163.15 | 166,275.33 | 8.52% | | | |
| 338 | 57 | 1B | Remove ornamental iron balls from Groat Hill Depot | 03/06/09 | 406.26 | 301.15 | 52.70 | | | 376.34 | 30.12 | 406.25 | 7.41% | 100.00% | | |
| 042 | 58 | SDS | Delay and Disruption to Ravelston Tramstop Landscaping | 01/06/09 | 2,409.05 | 2,052.00 | | | | 2,203.85 | 205.20 | 2,409.05 | 8.52% | 100.00% | | |
| 392 | 59 | 5B | Pier 1 Base Formation - Section 5B | 03/06/09 | 561.45 | 4,086.5 | 78.87 | | | 33.26 | | 561.45 | 7.28% | 100.00% | | |
| 336 | 60 | BSC | Extension to Site Office for Iq/SDS personnel | 02/09/09 | 150,000.00 | 120,096.08 | 21,016.81 | 8,887.11 | | 150,000.00 | 0.00 | 150,000.00 | 0.00% | 200.00% | | |
| 349 | 61 | TM 1C,1D | Traffic Management contingency for Emergency Utility Works | 02/06/09 | 404.70 | 300.00 | 52.50 | | | 22.20 | | 374.70 | 30.00 | 404.70 | 7.41% | 100.00% |
| 345 | 62 | 1C, 1D | Section 1C/1D - Additional MASS barriers on Great Stuart Street | 02/06/09 | 915.27 | 678.48 | 118.73 | | | 50.21 | | 847.42 | 67.85 | 915.27 | 7.41% | 35.79% |
| 074 | 63 | BSC | Sewer Diversion Gogar Landfill | 08/06/09 | 1,433.79 | 1,213.64 | | | | 98.79 | | 1,312.43 | 121.36 | 1,433.79 | 8.46% | 100.00% |
| 350 | 64 | Farrans | Protected Species mitigation measures | 05/06/09 | 9,262.22 | 6,862.20 | 120,448 | | | 509.32 | | 8,576.00 | 686.22 | 9,262.22 | 7.41% | 100.00% |
| 273 | 65 | SDS/BSC | Gogarburn Retaining Wall W14 - Re-design Water Mains and Gas Main | 07/07/09 | 1,156.57 | 991.36 | | | | 77.07 | | 1,058.43 | 98.14 | 1,156.57 | 8.49% | 100.00% |
| 222 | 66 | 1B | Discovery of valves and a hydrant fouling the new kerb line - 120RHS | 10/06/09 | 617.61 | 457.83 | 80.12 | | | 33.88 | | 571.83 | 45.78 | 617.61 | 7.41% | 100.00% |
| | 67 | | not issued yet | | | | | | | | | | | | | |
| 243 | 68 | SDS | Forth Ports Substation - lack of as-built information | 10/06/09 | 7,824.12 | 6,664.50 | | | | 493.17 | | 7,157.67 | 666.45 | 7,824.12 | 8.52% | 50.00% |
| 352 | 69 | TM 1C,1D | Off-peak Taxi Rank at George Street | 10/06/09 | 2,213.71 | 1,641.00 | 287.18 | | | 121.43 | | 2,049.61 | 164.10 | 2,213.71 | 7.41% | 100.00% |
| 409 | 70 | SDS | Forth Ports - New construction at Ocean Drive | 10/06/09 | 2,817.60 | 2,400.00 | | | | 177.60 | | 2,577.60 | 240.00 | 2,817.60 | 8.52% | 100.00% |
| | 71 | | not concerning BB | | | | | | | | | | | | | |
| 259 | 72 | SDS/SB | Cycleway at Edinburgh Park Station repositioned outwith the LOD | 15/06/09 | 52,094.65 | 39,609.70 | 5,840.57 | | | 3,221.42 | | 48,171.69 | 3,922.96 | 52,094.65 | 7.53% | 100.00% |
| 171 | 73 | TM | Contract with Faber Maunsel for Transit and Linsig Modelling Assessments | 16/06/09 | 64,809.00 | 48,043.00 | 8,407.53 | | | 3,555.18 | | 60,005.71 | 4,803.29 | 64,809.00 | 7.41% | 100.00% |
| 373 | 74 | Farrans | Transfer MUDF A Utility Diversion Sect. 5C Conflict Schedule 5C/TE/D/05 | 17/06/09 | 3,269.11 | 2,379.47 | 458.05 | | | 493.64 | | 3,031.16 | 237.95 | 3,269.11 | 7.28% | |
| 371 | 75 | Farrans | Transfer MUDF A Utility Diversion Sect. 5C Conflict Schedule 5C/TE/D/05 | 17/06/09 | 855.81 | 622.91 | 119.91 | | | 50.70 | | 793.52 | 61.29 | 855.81 | 7.28% | |
| 307 | 76 | Graham | Contaminated Soil assessment at Haymarket Depot | 11/06/09 | 48,543.77 | 35,985.00 | 6,297.38 | | | 2,662.89 | | 44,945.27 | 3,598.50 | 48,543.77 | 7.41% | |
| 439 | 77 | ALL | SDS proposed office move to Edinburgh Park - IT costs | 07/07/09 | 28,000.00 | 20,756.12 | 3,632.32 | | | 1,535.95 | | 25,924.39 | 2,075.61 | 28,000.00 | 7.41% | |
| 203b | 78 | Depot | Structural Steelwork | 15/07/09 | 270,372.87 | 196,792.25 | 37,882.51 | | | 16,018.89 | | 250,693.65 | 19,679.22 | 270,372.87 | 7.28% | |
| 203a | 79 | Depot | Foundations | 15/07/09 | 47,782.16 | 34,778.48 | 6,694.66 | | | 2,830.97 | | 44,304.31 | 3,477.85 | 47,782.16 | 7.28% | |
| 449 | 80 | 5B | Reinstatement of Bus Link | 23/07/09 | TBA | | | | | | | | | | CO Value not issued - to be paid on Demonstrable Cost Basis | |
| | 81 | | not concerning BB | | | | | | | | | | | | | |
| 419 | 82 | 1C | Replace MASS barriers at St Andrews Square | 14/09/09 | 22,896.58 | 16,973.00 | 2,970.28 | | | 1,258.00 | | 21,199.28 | 1,697.30 | 22,896.58 | 7.41% | |
| | 83 | | not concerning BB | | | | | | | | | | | | | |
| 279 | 84 | SDS | West Hillon Tramstop | 29/07/09 | 859.37 | 732.00 | | | | 54.17 | | 786.17 | 73.20 | 859.37 | 8.52% | 100.00% |
| 413 | 84 | Farrans | Provide local protection of sewer at Chancery 711990 | 31/07/09 | 2,696.95 | 1,999.22 | 349.86 | | | 147.94 | | 2,497.02 | 199.93 | 2,696.95 | 7.41% | 100.00% |
| 179 | 85 | SDS | Gatehouse Works to Murrayfield Stadium Part 1 | 05/08/09 | 108,663.68 | 92,558.50 | | | | 6,849.33 | | 99,407.83 | 9,255.85 | 108,663.68 | 8.52% | 30.00% |
| 176 | 86 | SMS | Gatehouse Works to Murrayfield Stadium Part 2 | 05/08/09 | 34,830.23 | 29,668.00 | | | | 2,195.43 | | 31,863.43 | 2,966.80 | 34,830.23 | 8.52% | |
| | 87 | | not issued yet | | | | | | | | | | | | | |
| | 88 | | not issued yet | | | | | | | | | | | | | |
| | 89 | | not issued yet | | | | | | | | | | | | | |
| 202 | 90 | Farrans | IFC Drawing changes - Gogarburn Culverts 1, 2 and 3 | 13/08/09 | 13,368.47 | 9,730.32 | 1,873.08 | | | 792.05 | | 12,395.45 | 973.02 | 13,368.47 | 7.28% | -4300% |
| | 91 | | not issued yet | | | | | | | | | | | | | |
| 401 | 92 | Farrans | Additional earthworks to western approach embankment at Gogarburn Bridge | 13/08/09 | 36,616.19 | 26,651.28 | 5,130.37 | | | 2,169.41 | | 33,951.06 | 2,665.13 | 36,616.19 | 7.28% | 100.00% |
| 203g | 93 | Depot | Secondary Steelwork | 17/08/09 | 2,355.95 | 1,714.79 | 330.10 | | | 139.58 | | 2,164.47 | 171.48 | 2,355.95 | 7.28% | |
| 334 | 94 | Farrans | Access at New Hill Station | 20/08/09 | 5,827.59 | 4,282.94 | 784.59 | | | 331.77 | | 5,399.20 | 428.29 | 5,827.59 | 7.35% | 100.00% |
| 115 | 95 | 5B | IFC Drawing Change Cathedral Lane Sub-Station | 27/08/09 | TBA | | | | | | | | | | CO Value not issued - estimate was referred to Dispute Resolution Procedure | |
| 116 | 96 | BSC | IFC Drawing Change Cathedral Lane Sub-Station | 31/08/09 | 1,229.73 | 1,040.91 | | | | 44.73 | | 1,125.64 | 104.09 | 1,229.73 | 8.46% | 100.00% |
| TOTALS: | | | | | 9,752,360.24 | 8,123,276.84 | 115,932.23 | 582,917.64 | | 8,822,126.70 | 930,233.50 | 9,752,360.24 | 9.54% | | | |

2.08b Unapproved Changes

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | Working Estimate | | | | | | | Remarks | | | |
|----------|-----|------------|---------------------------------------------------------------------------|------------|------------|------------|------------|---------------------|------------|-------------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------|-------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|
| | | | | Minimum | Maximum | Maximum | Minimum | in principle agreed | not agreed | budget for performance design | Other Prelims 17.5% | Cont'lum Fee 7.4% | Cont'lum Fee 7.4% | Cont'lum Fee 7.4% | Cont'lum Fee 7.4% | Cont'lum Fee 7.4% | | Cont'lum Fee 7.4% | | |
| | | Depot | Signalling and Sign Reinforcement Works | 458,788.50 | 400,000.00 | 250,000.00 | 458,788.50 | | | 458,788.50 | | | | | | | | | no further action under this INTC-Ref | |
| 203g | | Depot | Secondary Streetwork | 70,580.48 | | | 70,580.48 | | | 70,580.48 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 209 | | Depot | Work to include Leith Pumping Station, maintenance and signposting | 261,268.81 | 750,000.00 | 300,000.00 | 261,268.81 | | | 261,268.81 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 214 | | Depot | Cast in situ floor slab on EDD | 200,000.00 | | | 200,000.00 | | | 200,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 214 | | IC | IC Drawing changes - Roads - Streetlights - Draxane Section 5B | 786,198.71 | 5,957.00 | 5,957.00 | 786,198.71 | | | 5,957.00 | 780,241.71 | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 216 | | IC | IC Drawing changes - Roads - Streetlights - Draxane Section 5C | 579,109.06 | 114,252.00 | 114,252.00 | 579,109.06 | | | 114,252.00 | 464,857.06 | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 216 | | IC | IC Drawing changes - Bank Road Tunnel | 2,000.00 | | | 2,000.00 | | | 2,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | 1B/TM | Leith Walk Christmas Embankment | 250,037.50 | 217,601.00 | 125,000.00 | 250,037.50 | | | 250,037.50 | | 185,950.40 | | 137,159.93 | 119,955.54 | 18,595.04 | 217,601.00 | | no further action under this INTC-Ref | |
| 219 | | IC | IC Drawing changes - McDonald Road and Balout Street Tram Stops | 2,000.00 | 1,500.00 | 1,000.00 | 2,000.00 | | | 1,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing changes - Road - Leith - Landscaping and Drainage Sect. 1a | 250,000.00 | | | 250,000.00 | | | 250,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | Graham | IC Drawing changes - Haymarket Tram Stop | 2,000.00 | 1,500.00 | 1,000.00 | 2,000.00 | | | 1,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing changes - Bank Street and Leith Landscaping and Drainage | 453,029.96 | 250,000.00 | 250,000.00 | 453,029.96 | | | 250,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | Graham | IC Drawing changes - Haymarket Station | 5,000.00 | 4,000.00 | 2,500.00 | 5,000.00 | | | 2,500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | Demolition and alteration of existing bus shelter at Leith Walk | 251,164.92 | 200,000.00 | 175,000.00 | 251,164.92 | | | 175,000.00 | | | | | | | | | no further action under this INTC-Ref | |
| 217 | | IC | Discovery of the site of the former Edinburgh Public Works Dept. 192 RHS | 500.00 | | | 500.00 | | | 500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 218 | | IC | Discovery of No. 14 and No. 15 cables and former level - 192 RHS | 13.60 | 13.60 | | 13.60 | | | 13.60 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 218 | | IC | Discovery of Hydrant above former level - Change 17/ RHS | | | | | | | | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 218 | | IC | Discovery of valves and a hydrant in the new kerb line - 120 RHS | 227.65 | | | 227.65 | | | 227.65 | | | | | | | | | no further action under this INTC-Ref | |
| 34 | | IC | Discovery of stone culvert - Change 100 RHS | 2,348.71 | 1,848.31 | 1,348.31 | 2,348.71 | | | 1,348.31 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | Depot | Operational Design Review - Depot - chamber and in | 500,000.00 | 25,000.00 | 20,000.00 | 500,000.00 | | | 20,000.00 | | | | | | | | | no further action under this INTC-Ref | |
| 219 | | IC | Operational Design Review - Haymarket - chamber and in | 31,010.51 | 25,000.00 | 22,500.00 | 31,010.51 | | | 22,500.00 | | | | | | | | | no further action under this INTC-Ref | |
| 219 | | IC | Relocation of bus stop - call of LDD at Prince's Mall | 5,840.00 | | | 5,840.00 | | | 5,840.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | Asphalt base design changes | | | | | | | | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing Changes - Tunnel Structure | 595,358.22 | 250,000.00 | 100,000.00 | 595,358.22 | | | 100,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing Changes - Section 1C drainage | 939,652.43 | 750,000.00 | 600,000.00 | 939,652.43 | | | 600,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing Changes - Section 1C road design | 20,000.00 | 15,000.00 | 10,000.00 | 20,000.00 | | | 10,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | IC Drawing Changes - Section 1C lighting layout | 25,000.00 | 20,000.00 | 10,000.00 | 25,000.00 | | | 10,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | Leith Walk (Section 1B) Groundworks - Move THUS ducts - Ch 245 - 246 | 6,592.04 | 5,710.77 | 5,000.00 | 6,592.04 | | | 5,000.00 | | 6,592.04 | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion |
| 219 | | IC | Leith Walk (Section 1B) Groundworks - Move BT ducts Ch 245 - 246 | | | | | | | | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 219 | | IC | Urban storm drainage outlet consent at the Airport | 3,000.00 | 2,500.00 | 2,000.00 | 3,000.00 | | | 2,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 228 | | IC | Temporary Traffic Lights opposite Manderston Street relief rd | 15,854.80 | 13,127.50 | 12,500.00 | 15,854.80 | | | 12,500.00 | | 11,892.31 | | 827.26 | 12,000.00 | 1,116.2 | 13,127.50 | | 100.00 100.00 | |
| 235 | | IC | Asphalt Traffic Lights at CH15 - Ch 140 (Section 1B) | | 400.00 | 350.00 | | | | 350.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 235 | | IC | Removal and reinstatement of 41 tram stop | | | | | | | | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 242 | | Delay Only | M/DEA has commenced work on Bankhead Drilling Infra project | | | | | | | | | | | | | | | | no further action under this INTC-Ref | |
| 242 | | IC | TRO Presentations to SDS to the public at Leith Walk | 75,000.00 | | | 75,000.00 | | | 75,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 243 | | SDS | Footpaths Sub-station - lack of as-built information | 446.12 | | 246.1 | 446.12 | | | 246.1 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 243 | | IC | Building Path Over Agreements - Information due to Court Proceedings | 17,193.23 | 17,193.00 | 15,000.00 | 17,193.23 | | | 15,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 243 | | Delay Only | Notified Design due to the issue of SDS Design programme V2 | | | | | | | | | | | | | | | | no further action under this INTC-Ref | |
| 243 | | Delay Only | Notified Design due to the issue of SDS Design programme V2 | | | | | | | | | | | | | | | | no further action under this INTC-Ref | |
| 243 | | Delay Only | Notified Design due to the issue of SDS Design programme V2 | | | | | | | | | | | | | | | | no further action under this INTC-Ref | |
| 243 | | Delay Only | Notified Design due to the issue of SDS Design programme V2 | | | | | | | | | | | | | | | | no further action under this INTC-Ref | |
| 251 | | 1B - TL | Leith Walk Change 118 - 119 - 120 work carried out during 'orange' period | 66,022.40 | 55,000.00 | 30,000.00 | 66,022.40 | | | 30,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 251 | | IC | IC Drawing Changes - Section 1C GLE 15 use | 5,000.00 | 4,000.00 | 3,500.00 | 5,000.00 | | | 3,500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 252 | | IC | IC Drawing Changes - Section 1C Traffic Horizontal Alignment | 2,500.00 | 2,000.00 | 1,500.00 | 2,500.00 | | | 1,500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 252 | | IC | IC Drawing Changes - Section 1C Traffic Vertical Alignment | 2,500.00 | 2,000.00 | 1,500.00 | 2,500.00 | | | 1,500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC | IC Drawing Changes - Section 1C Traffic Management | 2,500.00 | 2,000.00 | 1,500.00 | 2,500.00 | | | 1,500.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| 254 | | IC - TL | Removal of materials from Central Avenue on Prince's Street | | 3,000.00 | 3,000.00 | | | | 3,000.00 | | | | | | | | | partial approval (see 2.08a) figures have concerning not approved portion | |
| | | | | | | | | | | | | | | | | | | | | |

2.08b Unapproved Changes

| INTC-Ref | TCO | Section | Description | Assessment | | | Status | | | Working Estimate | | | | | | | Remarks | | | | |
|----------|-----|---------|--------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------------------|--------------|------------------|----------------------|----------|----------|----------|------------|----------|---------|----------------------------------------|-------------------------------------|--------------------------------------------------------------------------|----------------------------------------|
| | | | | Approved | Disapproved | Not Assessed | Submitted | In scope agreed, but not | Not agreed | Other Pre-17.5 % | Consolidum Fee 7.4 % | 1 Oct 09 | 1 Oct 09 | 1 Oct 09 | 1 Oct 09 | 1 Oct 09 | | | | | |
| 277 | | | RBS Tramstop - External diversion, VP access to Water cop main tram track | 5,629.94 | 5,000.00 | 4,000.00 | 5,629.94 | | 5,629.94 | | | | | | | | | | | | |
| 278 | | | RH Tramstop - Aerial Fac | 6,023.29 | 6,000.00 | 6,000.00 | 6,023.29 | | 6,023.29 | 5,110.73 | | | | | | | | | | | |
| 279 | | | Airport Tramstop - Change in conditions | 50,426.00 | 49,992.00 | 49,992.00 | 50,426.00 | | 50,426.00 | 42,974.00 | | | | | | | | no further action under this INTC-Ref. | | | |
| 280 | | | Wear Area Modelling Proposals | 26,821.00 | | | 26,821.00 | | 26,821.00 | | | | | | | | | | | | |
| 281 | | | Change to demarcation requirements | 290,000.00 | | | 290,000.00 | | 290,000.00 | | | | | | | | | | | | |
| 282 | | | Review of proposals for the Edinburgh Station | 24,262.70 | 20,000.00 | 19,000.00 | 24,262.70 | | 24,262.70 | | | | | | | | | | | | |
| 283 | | | Edinburgh Park Bridge (S27) - Track Bed Formation | | | | | | | | | | | | | | | | | | |
| 284 | | | Russell Road (A10) - W. side - Options Report | | | | | | | | | | | | | | | | | | |
| 285 | | | North Edinburgh - Study for a new bus stop | | | | | | | | | | | | | | | | | | |
| 286 | | | Princes Street - Change to construction - full depth reconstruction | 9,577.49 | 8,500.00 | 7,500.00 | 9,577.49 | | 9,577.49 | | | | | | | | | 10.00 | | | |
| 287 | | | Footpath Traffic Signal - Section 1A4 - Widened Crossings required | 5,000.00 | 4,000.00 | 2,500.00 | 5,000.00 | | 5,000.00 | | | | | | | | | | CO issued without financial effect. | | |
| 288 | | | Overhead crane at Hawthornvale - Section 1A4 | | | | | | | | | | | | | | | | not concerning BB U/S SDS | | |
| 289 | | | Edinburgh Park Bridge (S27) - Track Bed Formation | 1,000.00 | 750.00 | | 1,000.00 | | 1,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 290 | | | Edinburgh Park Bridge (S27) - Track Bed Formation | 423.62 | | 70.7 | 423.62 | | 423.62 | | | | | | | | | | | not concerning BB U/S SDS | |
| 291 | | | Scottish Gas Networks - Initial Investigation to protect the main gas pipeline | 955.1 | 955.16 | 855.1 | 955.1 | | 955.1 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 292 | | | Formation level of Colburn Bridge at W. side | 4,161.38 | 4,161.38 | 4,161.38 | 4,161.38 | | 4,161.38 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 293 | | | Formation level of Colburn Bridge at E. side | 1,664.14 | | 1,664.14 | 1,664.14 | | 1,664.14 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 294 | | | IF Drawing Changes - Edinburgh Park Bridge (B) - Bearings | 122.56 | | | 122.56 | | 122.56 | | | | | | | | | | | no further action under this INTC-Ref. | |
| 295 | | | Naburkiers re-arrangement for (A) - 3 chackon | 290,000.00 | | | 290,000.00 | | 290,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 296 | | | Revised arrangement for Princes Street to George Street Queen Street | 147,907.57 | 120,256.84 | 102,256.84 | 147,907.57 | | 147,907.57 | 120,256.84 | 115,242.24 | 15,604.4 | 6,706.75 | 9,914.5 | 120,256.84 | | | | | not concerning BB U/S SDS | |
| 297 | | | Protection of the water at Russell Road Bridge during construction | | | | | | | | | | | | | | | | | not concerning BB U/S SDS | |
| 298 | | | Provisional Summer Works - Work for Street Light at Junction | 1,043,500.04 | 950,000.00 | 950,000.00 | 1,043,500.04 | | 1,043,500.04 | | | | | | | | | | | not concerning BB U/S SDS | |
| 299 | | | Crawley Tunnel - Reinforcement ground cover | 3,000.00 | 3,000.00 | 2,500.00 | 3,000.00 | | 3,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 300 | | | Underground structure East Wark rail tunnel - insufficient ground cover | 10,000.00 | 7,500.00 | 5,000.00 | 10,000.00 | | 10,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 301 | | | Additional excavation at Carpark Kilmorie - South Auldham | | | | | | | | | | | | | | | | | not concerning BB U/S SDS | |
| 302 | | | Edinburgh Park Bridge (S27) - South Auldham Base Formation | 18,054.97 | 15,000.00 | 3,015.27 | 18,054.97 | | 18,054.97 | 7,535.82 | 10,527.15 | | | | | | | | | not concerning BB U/S SDS | |
| 303 | | | Goan Lane (A10) Scottish Water (H) - Division | 23,194.85 | 20,000.00 | 15,000.00 | 23,194.85 | | 23,194.85 | | | | | | | | | | | not concerning BB U/S SDS | |
| 304 | | | IF Drawing Changes - Section 1A - Urania | 10,000.00 | | | 10,000.00 | | 10,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 305 | | | IF Drawing Changes - Leith Walk | 5,000.00 | 4,000.00 | 2,500.00 | 5,000.00 | | 5,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 306 | | | IF Drawing Changes - Section 1A - Leith Walk | 5,000.00 | 4,000.00 | 2,500.00 | 5,000.00 | | 5,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 307 | | | IF Drawing Changes - Section 1A - Leith Walk | 46,295.50 | | | 46,295.50 | | 46,295.50 | | | | | | | | | | | not concerning BB U/S SDS | |
| 308 | | | IF Drawing Changes - Drake - Colburn Bridge | 1,950,077.74 | 1,000,000.00 | 750,000.00 | 1,950,077.74 | | 1,950,077.74 | | | | | | | | | | | not concerning BB U/S SDS | |
| 309 | | | Princes Street (S) Drawing - Change | 20,000.00 | 15,000.00 | 10,000.00 | 20,000.00 | | 20,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 310 | | | Earthworks Quantities - variances between IFC Trackwork Reviews and MX Data | 10,000.00 | 7,500.00 | 6,000.00 | 10,000.00 | | 10,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 311 | | | Shaneworth Place - INDSignage | 9,000.00 | 8,000.00 | 7,000.00 | 9,000.00 | | 9,000.00 | | | | | | | | | | | not concerning BB U/S SDS | |
| 312 | | | Proposed CEC change - to demarcation requirements | | | | | | | | | | | | | | | | | not concerning BB U/S SDS | |
| 313 | | | Revised alignment at Piccadilly Place, York Place and London Road Junctions | 289,291.09 | 250,000.00 | 200,000.00 | 289,291.09 | | 289,291.09 | | | | | | | | | | | not concerning BB U/S SDS | |
| 314 | | | Carpark Kilmorie Underbridge Obstructions | 2,744.74 | | | 2,744.74 | | 2,744.74 | | | | | | | | | | | not concerning BB U/S SDS | |
| 315 | | | AS Underpass Drain 1 - 10m - Track Levels | 34,319.99 | | | 34,319.99 | | 34,319.99 | | | | | | | | | | | not concerning BB U/S SDS | |
| 316 | | | Development Constraints | 3,704.66 | | | 3,704.66 | | 3,704.66 | | | | | | | | | | | not concerning BB U/S SDS | |
| 317 | | | Excavate existing utility connections at Change 272/32 R/S | 3,704.66 | | | 3,704.66 | | 3,704.66 | | | | | | | | | | | not concerning BB U/S SDS | |
| 318 | | | Dye test and camera survey at Change 170 R/S | 23.85 | | | 23.85 | | 23.85 | | | | | | | | | | | not concerning BB U/S SDS | |
| 319 | | | Reinstatement of footway following MUGFA works | | | | | | | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 320 | | | Break out framed concrete backfill | 7,325.78 | | | 7,325.78 | | 7,325.78 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 321 | | | Partial Handover - Debris Site | 25,000.00 | 20,000.00 | 15,000.00 | 25,000.00 | | 25,000.00 | | | | | | | | | | | no further action under this INTC-Ref. | |
| 322 | | | Access at New Junction | 2,258.50 | | | 2,258.50 | | 2,258.50 | | | | | | | | | | | no further action under this INTC-Ref. | |
| 323 | | | IF Drawing Changes - Track Drainage Section 5C | 1,169,259.27 | 1,000,000.00 | 750,000.00 | 1,169,259.27 | | 1,169,259.27 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 324 | | | Testing of concrete at Leith Walk | 10,462.44 | | | 10,462.44 | | 10,462.44 | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 325 | | | Remove ornamental iron balls from Growth Depot | | | | | | | | | | | | | | | | | partly approved (see 2.08a) figures here concerning not approved portion | |
| 326 | | | Princes Street - Reinforced Concrete slab above Track box | | | | | | | | | | | | | | | | | no further action under this INTC-Ref. | |
| 327 | | | Transfer of Invertebrate diversity from MUGFA at Edinburgh Park | 247,263.24 | 200,000.00 | 175,000.00 | 247,263.24 | | 247,263.24 | | | | | | | | | | | no further action under this INTC-Ref. | |
| 328 | | | Street Lighting - Height of poles | 2,494.75 | 2,100.00 | 1,800.00 | 2,494.75 | | 2,494.75 | | | | | | | | | | | | no further action under this INTC-Ref. |
| 329 | | | MUGFA use of Hand Wheel Wash | 1,800.00 | | | 1,800.00 | | 1,800.00 | | | | | | | | | | | no further action under this INTC-Ref. | |

2.08b Unapproved Changes

| INTC Ref | TCO | Section | Description | Assessment | | | Status | | | | Working Estimate | | | | | Remarks | | |
|----------|-----|------------|--------------------------------------------------------------------------|--------------|--------------|--------------|------------|-----------------|--------------------------------------|------------|----------------------------------------|----------------------|-----------------------|--------------|------------|-----------|-----------|-------------------------------------------------------------------------|
| | | | | Value | Cost | Benefit | Submitted | to be submitted | in principle agreed but not approved | not agreed | Budget for performance design estimate | Other Prelims 19.5 % | Contingency Fee 7.4 % | Total Budget | H.A.P. | | HKD | Stage of Completion acc to Perf Report |
| | | | Edinburgh Park Bridge Structural Fix | 182,420.00 | | | 182,420.00 | | | 182,420.00 | | | | | | | | |
| | | | Trench box and reinstatement at other road junction | 433,000.00 | | | | | | | | | | | | | | |
| 348 | | | Section 10 - Additional Nuisance Queen Street | 265.55 | | | | | | 265.55 | | | | | | | | 100.00% |
| | | 10,1D | Utility work at George Street | | | | | | | | | | | | | | | no further action under the INTC Ref. |
| | | 10,1D | Additional Measurement George Street | 4,815.93 | 4,200.00 | 350,000.00 | 4,815.93 | | | 4,815.93 | | | | | | | | partly approved (see 2.08b) issues here concerning not approved portion |
| | | 10,1D | Replace poles, signs and lighting fixtures on George Street | | | | | | | | | | | | | | | |
| | | 10,1D | Additional Signage at George Street/Andrew Square | 2,954.31 | | | 2,954.31 | | | 2,954.31 | | | | | | | | |
| 358 | | 10,1D | Replace MASS poles at George Street, Hanover Street and Frederick Street | 2,536.38 | | | 2,536.38 | | | 2,536.38 | | | | | | | | |
| 357 | | 10,1D | Final Holes in Princes Street - Sign Installation | 75,000.00 | 75,000.00 | 75,000.00 | | | 75,000.00 | | | 75,000.00 | | | 75,000.00 | | | |
| | | 10,1D | Final Holes in Princes Street - Conclude Estimate | 258,108.00 | 178,000.00 | 125,000.00 | | | 258,108.00 | | | | | | | | | |
| 359 | | Delay Only | Incomplete MUDRA Work at the Princes Street/Mound Junction | | | | | | | | | | | | | | | |
| 360 | | | Haymarket Junction - Underground Chamber at Clifton Terrace | 15,000.00 | 12,500.00 | 10,000.00 | | | 15,000.00 | | | | | | | | | |
| | | | Installation of Design at Faith Deuts Road | | | | | | | | | | | | | | | |
| 363 | | 10,1D | Edinburgh Park Bridge - Approach Kamias a delivery earthworks | 226,114.24 | 141,261.81 | 141,261.81 | 226,114.24 | | 141,261.81 | 141,261.81 | | 141,261.81 | | | 141,261.81 | | | not approved (see 2.08b) issues here concerning not approved portion |
| 364 | | 10,1D | Traffic Management - Purple Wider Area Stamp at Princes Street | 11,876.57 | | | 11,876.57 | | | 11,876.57 | | | | | | | | |
| 365 | | | New Manhole (M1) at Broomfield Place | 1,598.23 | | | 1,598.23 | | 695.00 | 695.00 | | 507.77 | | 42.01 | | 68.11 | | 100.00% |
| 366 | | | Installation of Manhole at Broomfield Place | | | | | | | | | | | | | | | no further action under the INTC Ref. |
| 369 | | | Installation of Manhole at Broomfield Place | 3,883.54 | 3,300.00 | 3,000.00 | 3,883.54 | | | 3,883.54 | | | | | | | | |
| 368 | | | Installation of Manhole at Broomfield Place | 2,400.00 | 2,000.00 | 1,500.00 | | | 2,400.00 | | | | | | | | | |
| 368 | | | Demolish all Structures on Platform 197 and 198 near Roseburn Station | 26,000.00 | 20,000.00 | 15,000.00 | | | 26,000.00 | | | | | | | | | |
| 370 | | SC | Maintain Trench and C&W services and dismantle water main at Underpass | 10,000.00 | 7,500.00 | 5,000.00 | | | 10,000.00 | | | | | | | | | |
| | | | Transfer MUDRA Work at Edinburgh Park Bridge | 18,250.76 | | | 18,250.76 | | | 18,250.76 | | | | | | | | |
| | | | Transfer MUDRA Work at Edinburgh Park Bridge | | | | | | | | | | | | | | | |
| 373 | | | Transfer MUDRA Work at Edinburgh Park Bridge | 1,678.71 | 980.00 | 730.00 | 1,678.71 | | | 1,678.71 | | | | | | | | |
| 374 | | | FC Drawings Changes - Scotland and Bath Treatment Plant Landfill area | 601,543.90 | 500,000.00 | 400,000.00 | | | 601,543.90 | | | | | | | | | |
| | | | Final monitoring and testing to landfill area | 71,024.90 | 60,000.00 | 50,000.00 | | | 71,024.90 | | | | | | | | | |
| | | IA,B,C,D | Revised SDC foundation to be put to Section | 73,526.45 | 65,000.00 | 60,000.00 | 73,526.45 | | 73,526.45 | 73,526.45 | | 55,368.37 | | 1,157.10 | 59,453.97 | 5,506.63 | 66,000.00 | 65% |
| 376 | | SDS | Redesign of GLE bus foundations due to increased loading - Line 2 | 65,723.13 | 75,000.00 | 65,000.00 | 65,723.13 | | 65,723.13 | 65,723.13 | | 4,227.43 | | 6,611.53 | 6,611.53 | 7,510.00 | | |
| 377 | | SDS | Final OLE system design documents | 7,643.91 | 7,500.00 | 7,000.00 | 7,643.91 | | 7,643.91 | 7,643.91 | | | | | | | | |
| 378 | | | Final OLE system design documents | 7,349.24 | 7,250.00 | 7,000.00 | 7,349.24 | | 7,349.24 | 7,349.24 | | | | | | | | |
| | | | Final OLE system design documents | 35,485.69 | 62,000.00 | 50,000.00 | | | 35,485.69 | | | | | | | | | |
| | | | Amend GLE signs at Dalry Access Bridge | | | | | | | | | | | | | | | |
| | | 10,1D | Section 10 - Bus Stop at Dalry Access Bridge | 2,254.31 | | | 2,254.31 | | | 2,254.31 | | | | | | | | |
| 362 | | | Section 10 - Bus Stop at Dalry Access Bridge | 2,254.31 | | | 2,254.31 | | | 2,254.31 | | | | | | | | |
| 363 | | 10,1D | Section 10 - Princes Street Bridge | 1,000.00 | | | 1,000.00 | | | 1,000.00 | | | | | | | | |
| | | 10,1D | Section 10 - Signage at Dalry Access Bridge | | | | | | | | | | | | | | | |
| | | 10,1D | Section 10 - Signage at Dalry Access Bridge | 1,000.00 | | | 1,000.00 | | | 1,000.00 | | | | | | | | no further action under the INTC Ref. |
| 391 | | 10,1D | Section 10 - Signage at Dalry Access Bridge | 1,000.00 | | | 1,000.00 | | | 1,000.00 | | | | | | | | |
| 392 | | 10,1D | Section 10 - Signage at Dalry Access Bridge | 1,000.00 | | | 1,000.00 | | | 1,000.00 | | | | | | | | |
| 394 | | Delay Only | Notified Design for the bus stop at Dalry Access Bridge | | | | | | | | | | | | | | | no further action under the INTC Ref. |
| 395 | | Delay Only | Notified Design for the bus stop at Dalry Access Bridge | | | | | | | | | | | | | | | |
| 396 | | Delay Only | Notified Design for the bus stop at Dalry Access Bridge | | | | | | | | | | | | | | | |
| 397 | | | FC Changes - Series 800 Earthworks Specification | 100,000.00 | 75,000.00 | 50,000.00 | | | 100,000.00 | | | | | | | | | |
| | | SC | Appendix 102 - Instrumentation and monitoring - Isolator Landfill | | | | | | | | | | | | | | | |
| | | SC | Appendix 103 - Ground improvement - Guller Landfill | | | | | | | | | | | | | | | |
| | | | FC Changes - Series 700 Structural Concrete Specification | 100,000.00 | 75,000.00 | 50,000.00 | | | 100,000.00 | | | | | | | | | |
| 398 | | | Additional starter and capping in Section 7A | 1,000,000.00 | 750,000.00 | 600,000.00 | | | 1,000,000.00 | | | | | | | | | |
| | | | Additional starter and capping in Section 7B | 5,000.00 | 4,000.00 | 3,000.00 | | | 5,000.00 | | | | | | | | | not used (10) |
| | | | Cable tray installation at Haymarket Station | 6,437.02 | | | 6,437.02 | | | 6,437.02 | | | | | | | | |
| 400 | | | Additional starter and capping in Section 5B | 2,745,742.46 | 2,150,000.00 | 1,600,000.00 | | | 2,745,742.46 | | | | | | | | | |
| | | | Additional starter and capping in Section 5C | 6,717,161.10 | 5,000,000.00 | 4,000,000.00 | | | 6,717,161.10 | | | | | | | | | |
| | | | Section 5B - Drainage Ditch | 5,573.66 | | | 5,573.66 | | | 5,573.66 | | | | | | | | |
| | | | Additional Reinforcement at Tower Bridge Pumping Station | 6,756.54 | 5,000.00 | 4,000.00 | | | 6,756.54 | | | | | | | | | |
| | | Work | Geogrid bed earthworks - Northern boundary drainage design | | | | | | | | | | | | | | | |
| | | Work | Hard material with Geogrid excavation | 40,669.82 | 30,000.00 | 20,000.00 | | | 40,669.82 | | | 22,239.67 | | 3,191.77 | 1,945.66 | 27,771.11 | 2,221.80 | 30,000.00 |
| | | | FC Changes - Ductwork Specification | 250,000.00 | 225,000.00 | 200,000.00 | | | 250,000.00 | | | | | | | | | |

Project: **Edinburgh Tram Network**
 as per: **31/08/2009**



2.09 Payment Status

| PROGRESS | | No | Application | Invoiced (Accrual) | Not Certified Yet | INVOICE | | | TOTAL | DUE DATE | RECEIVED | PAYMENT | | |
|--------------------|----------|-------------|-----------------------------------|--------------------|-------------------|-------------------|-------------------|----------|------------------------------------|-----------------|--------------------|---------------------------------------------|---------|--|
| PERIOD | PROGRESS | | | | | ADVANCE PAYMENT % | RETENTION MONEY % | OTHERS % | | | | excluding VAT | REMARKS | |
| Actual Performance | | | | | | | | | | | | 0 | | |
| 1 | MONTH | 500,000 | 19,100,000 | 19,100,000 | 0 | 0 | 0 | 0 | 19,100,000 | 30/06/2008 | 04/06/2008 | 19,100,000 | | |
| May-08 | ACCUM | 500,000 | 19,100,000 | 19,100,000 | 0 | 0 | 0 | 0 | 19,100,000 | | | 19,100,000 | | |
| 2 | MONTH | 1,052,000 | 2,289,899 | 2,289,899 | 0 | 0 | 0 | 0 | 2,289,899 | 15/07/2008 | 04/07/2008 | 0 | | |
| Jun-08 | ACCUM | 1,552,000 | 21,389,899 | 21,389,899 | 0 | 0 | 0 | 0 | 2,289,899 | | | 19,100,000 | | |
| 3 | MONTH | 1,330,784 | 2,414,100 | 2,295,133 | -118,967 | 0 | 0 | 0 | 2,295,133 | 11/08/2008 | 01/08/2008 | 2,290,000 | | |
| Jul-08 | ACCUM | 2,882,784 | 23,803,998 | 23,685,031 | -118,967 | 0 | 0 | 0 | 23,685,031 | | | 21,390,000 | | |
| 4 | MONTH | 1,485,472 | 2,048,078 | 2,099,228 | 51,151 | 0 | 0 | 0 | 2,099,228 | 11/09/2008 | 29/08/2008 | 4,394,259 | | |
| Aug-08 | ACCUM | 4,348,256 | 25,852,074 | 25,784,259 | -67,815 | 0 | 0 | 0 | 25,784,259 | | | 25,784,259 | | |
| 5 | MONTH | 1,046,633 | 668,647 | 739,994 | -128,654 | 0 | 0 | 0 | 739,994 | 08/10/2008 | 29/09/2008 | 739,994 | | |
| Sep-08 | ACCUM | 5,394,889 | 26,720,722 | 26,524,252 | -196,469 | 0 | 0 | 0 | 26,524,252 | | | 26,524,252 | | |
| 6 | MONTH | 3,339,638 | 971,518 | 809,079 | -162,440 | 0 | 0 | 0 | 809,079 | 14/11/2008 | 31/10/2008 | 809,079 | | |
| Oct-08 | ACCUM | 8,734,527 | 27,692,240 | 27,333,331 | -358,909 | 0 | 0 | 0 | 27,333,331 | | | 27,333,331 | | |
| 7 | MONTH | 1,724,602 | 705,826 | 625,106 | -80,720 | 0 | 0 | 0 | 625,106 | 22/12/2008 | | -331 | | |
| Nov-08 | ACCUM | 10,459,129 | 28,398,066 | 27,958,437 | -439,629 | 0 | 0 | 0 | 27,958,437 | | | 27,333,000 | | |
| 8 | MONTH | 2,480,873 | 1,584,058 | 1,116,659 | -467,400 | 0 | 0 | 0 | 1,116,659 | 22/01/2009 | 23/12/2008 | 1,742,000 | | |
| Dec-08 | ACCUM | 12,940,002 | 29,982,124 | 29,075,095 | -907,029 | 0 | 0 | 0 | 29,075,095 | | | 29,075,000 | | |
| 9 | MONTH | 584,252 | 5,108,480 | 1,858,032 | -3,250,448 | 0 | 0 | 0 | 1,858,032 | 02/03/2009 | 30/01/2009 | 1,858,127 | | |
| Jan-09 | ACCUM | 13,524,254 | 35,090,604 | 30,933,127 | -4,157,477 | 0 | 0 | 0 | 30,933,127 | | | 30,933,127 | | |
| 10 | MONTH | 1,739,311 | 955,308 | 333,659 | -1,288,964 | 0 | 0 | 0 | 1,288,964 | 19/03/2009 | | 0 | | |
| Feb-09 | ACCUM | 15,263,565 | 36,045,910 | 32,222,091 | -3,823,818 | 0 | 0 | 0 | 32,222,091 | | | 30,933,127 | | |
| 11 | MONTH | 1,578,820 | 5,004,815 | 3,532,588 | -1,472,226 | 0 | 0 | 0 | 3,532,588 | 03/04 & 04/03 & | 04/03 & 17/04/2009 | 2,979,888 | | |
| Mar-09 | ACCUM | 16,842,385 | 41,050,724 | 35,754,880 | -5,296,045 | 0 | 0 | 0 | 35,754,880 | 17/04/2009 | 17/03/2009 | 33,912,994 | | |
| 12 | MONTH | 3,034,909 | 2,429,613 | 2,227,854 | -201,759 | 0 | 0 | 0 | 2,227,854 | 14/05/2009 | 14/04/2009 | 1,841,885 | | |
| Apr-09 | ACCUM | 19,877,294 | 43,480,338 | 37,982,534 | -5,497,804 | 0 | 0 | 0 | 37,982,534 | | | 35,754,680 | | |
| 13 | MONTH | 2,268,403 | 3,383,746 | 2,264,088 | -1,119,657 | 0 | 0 | 0 | 2,264,088 | | | 2,227,854 | | |
| May-09 | ACCUM | 22,145,697 | 46,864,083 | 40,246,623 | -6,617,461 | 0 | 0 | 0 | 40,246,623 | | | 37,982,534 | | |
| 14 | MONTH | 2,048,589 | 7,250,740 | 5,681,460 | -1,569,280 | 0 | 0 | 0 | 5,681,460 | | | 2,264,088 | | |
| Jun-09 | ACCUM | 24,194,286 | 54,114,824 | 45,928,082 | -8,186,741 | 0 | 0 | 0 | 45,928,082 | | | 40,246,623 | | |
| 15 | MONTH | 1,531,274 | 3,103,137 | 2,078,878 | -1,024,260 | 0 | 0 | 0 | 2,078,878 | | | 4,560,338 | | |
| Jul-09 | ACCUM | 25,725,560 | 57,217,961 | 48,006,960 | -9,211,001 | 0 | 0 | 0 | 48,006,960 | | | 44,806,960 | | |
| 16 | MONTH | 6,312,045 | 2,177,338 | 3,020,906 | 843,567 | 0 | 0 | 0 | 3,020,906 | | | 6,220,906 | | |
| Aug-09 | ACCUM | 32,037,605 | 59,395,299 | 51,027,866 | -8,367,434 | 0 | 0 | 0 | 51,027,866 | | | 51,027,866 | | |
| 17 | MONTH | -32,037,605 | -59,395,299 | -51,027,866 | 8,367,434 | 0 | 0 | 0 | -51,027,866 | | | -51,027,866 | | |
| Sep-09 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 18 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Oct-09 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 19 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Nov-09 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 20 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Dec-09 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 21 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Jan-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 22 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Feb-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 23 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Mar-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 24 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Apr-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 25 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| May-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 26 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Jun-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| 27 | MONTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Jul-10 | ACCUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| TOTALS | 0 | | 0 [w/o Advance Payment] | 0 | 0 | 0 | 0 | 0 | 0 [w/o Advance Payment] | | | 51,027,866 [w/o Advance Payment] | | |
| | | | | | | | | | 0 [with Advance Payment] | | | 51,027,866 [with Advance Payment] | | |

Project: **Edinburgh Tram Network**
 as per: **31/08/2009**



2.11 Monthly Report on Quality Management

1. Audits

1.1 Internal Audits

| Audit-No | Date | NCRs raised | NCRs Closed-Out | % | Corrective Actions |
|-------------------------|------------|-------------|-----------------|------|--------------------|
| 25.1.201/AS2009/01 | 29/01/2009 | 0 | 0 | 0% | None Outstanding |
| 25.1.201/AS2009/02 | 02/03/2009 | 4 | 2 | 50% | 2 outstanding |
| 25.1.201/AS2009/03 | 17/03/2009 | 3 | 1 | 33% | 1 outstanding |
| 25.1.201/AS2009/04 (Doc | 29/04/2009 | 0 | 0 | 100% | |

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

| Audit-No | Date | NCRs raised | NCRs Closed-Out | % | Corrective Actions |
|------------------------------|------------|-------------|-----------------|-----|--------------------|
| TQA-08-17 (Design Safety As | 15/01/2009 | 4 | 3 | 75% | 1 outstanding |
| TSA-09-01 (System Eng / Inte | 28/08/2009 | 4 | 0 | 0% | 4 outstanding |

2. Inspection and Testing

| Section | ITPs | | | | Non-Audit NCRs | | | | |
|--------------------------------|---------|---------------|-----------|----------|----------------|-------|------------|-------|------|
| | Planned | In-Production | Completed | % Comp'd | Raised | | Closed out | | |
| | | | | | Total | Month | Total | Month | % |
| IA | 122 | 0 | 0 | 0% | 1 | 0 | 0 | 0 | 0% |
| 1B | | | | | 0 | 0 | 0 | 0 | 0% |
| 1C | 14 | 13 | 0 | 0% | 3 | 3 | 1 | 1 | 33% |
| 1D | 30 | 19 | 0 | 0% | 1 | 1 | 0 | 0 | 0% |
| 2 | | | | | 4 | 0 | 3 | 0 | 75% |
| 5A | | | | | 0 | 0 | 0 | 0 | 0% |
| 5B | 4 | 2 | 0 | 0% | 5 | 0 | 3 | 0 | 60% |
| 5C | 6 | 0 | 0 | 0% | 1 | 0 | 1 | 0 | 100% |
| 6 | 27 | 3 | 0 | 0% | 1 | 1 | 0 | 0 | 0% |
| 7 | 68 | 7 | 9 | 13% | 2 | 0 | 2 | 1 | 100% |
| System NCRs (non-audit) | | | | | 14 | 1 | 7 | 1 | 50% |
| Cancelled | | | | | 3 | 0 | 3 | 0 | 100% |

3. Further quality-related events during this month

(please describe shortly)

BSC has now an 'Interface Management Plan' in plan, which has been issued to tie for acceptance. The following Inspection & Test Plans have been submitted to tie for acceptance over the last period: 2nd Issue - BSC Inspection & Test Plan No. 19 - Bridge Bearings Installation; 1st Issue - BSC Inspection & Test Plan No. 015-1 - Tram Depot Concretes; 4th Issue - BSC Inspection & Test Plan No. 37 - Road Pavements.

Audits: tie carried out a 'Notice of Change 1 - Clause 104' Audit on BSC on the 19th August 2009, from which the closing meeting has still to be arranged. tie carried out a 'Gogarburn Bridge - ETN Clause 104' Audit on BSC on the 20th August 2009, from which the closing meeting has still to be arranged. tie carried out a 'Carrick Knowe Bridge - ETN Clause 104' Audit on BSC on the 21st August 2009, from which the closing meeting has still to be arranged. tie have scheduled a 'Earthworks Section 5C and Section 7 - ETN Clause 104' Audit on BSC for the 31st August. tie have scheduled a 'Russell Road Retaining Wall 4 - ETN Clause 104' Audit on BSC for the 1st September. tie carried out a Systems Integration Audit on BSC on the 28th August 2009, from which 7 findings were recorded; 1 major, 3 minor and 3 observations. Sheena Smith of tie acted as Lead Auditor.

Project: **Edinburgh Tram Network**



as per: **31/08/2009**

2.12 Safety Information System - SIS

| | | | | | | |
|---------------------------------------------|---------------------------------------------------------------|----------------------------------------------------------|---------------------------------|----------------------------------------------|--------|---------------------------------------|
| Month August 2009 | Prep by [Redacted] | | | | Jim | Contact phone or email. [Redacted] |
| Site or office and Unit ⁵ ETN | BB Site, Office ¹ and managers, (incl R&T's) | BB Supervisors ¹ & workers (incl R&T's) | JV people & S/C ³ | Agency / hired people under BB control | Total | Others, eg public |
| Number | 68 | 0 | 262 | 25 | 355 | |
| Hours ² | 13,593 | 0 | 49,215 | 4,925 | 67,733 | |

| Accidents | | | | | | |
|-------------------------------|---|---|---|---|---|---|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious: over 3 days off work | 0 | 0 | 0 | 0 | 0 | 0 |
| Travelling / commuting 3D+ | 0 | 0 | 0 | 0 | 0 | 0 |
| LTI: 1 -3 days off work | 0 | 0 | 0 | 0 | 0 | 0 |
| 1st Aid only | 0 | 0 | 0 | 0 | 0 | 0 |
| Total days lost | 0 | 0 | 0 | 0 | 0 | 0 |

| Incidents | | | | | | |
|----------------------------------|---|---|---|---|---|---|
| Causing damage | 0 | 0 | 2 | 0 | 0 | 0 |
| Ecology / Pollution | 0 | 0 | 0 | 0 | 0 | 0 |
| Not work related eg flood, | 1 | 0 | 0 | 0 | 0 | 0 |
| Not causing damage eg bomb scare | 1 | 0 | 0 | 0 | 0 | 0 |

| Details of Fatal, Serious accidents (3d+) or incidents | | | | | | |
|--------------------------------------------------------|-------------|--------|----------|-----------------|-------------------------|--|
| IP Name or incident location | Nationality | Injury | Employer | date of acc/inc | RTW date ^{4,6} | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Return to OHS by 10th of following month OHS email: [Redacted]@civil.Bilfinger.com OHS fax 0049 (0)611 708 236

1. Include average number of BB staff, site workers during the month.
 2. Hours should be included if known or multiply number of staff by monthly hours worked eg x 200
 3. Subcontractor numbers should be estimated if no exact figure known. Average part time workers over month eg 10 workers for half a month = 5.
 4. Do not leave boxes blank, make an estimate. If Return To Work (RTW) date has not yet occurred, keep name in box until RTW date known
 5. These figures are for BBIB Group use, separate returns should be made to Regions or Technical depts for their statistics & close out, so duplication does not occur. See example in manual
 6. All lost time or subsequent developments refer back to the month when the injury occurred
 7. Counting for 3D+ accidents include weekends but days lost only count working/earning days

2.13 Project Photographs

see following pages

| | | |
|-------------------|------------------|-----------------------------------------------|
| Picture 01 | Section 7 | Gogarburn Bridge |
| Picture 02 | Section 7 | Gogarburn Bridge |
| Picture 03 | Section 5 | Edinburgh Park Station Bridge |
| Picture 04 | Section 5 | Guided Busway |
| Picture 05 | Section 1 | Princes Street - National Gallery |
| Picture 06 | Section 1 | Princes Street |
| Picture 07 | Section 1 | Princes Street |
| Picture 08 | Section 1 | Leith Walk - Still Ongoing MUDFA Works |



Picture 1
Section 7
Gogarburn Bridge



Picture 2
Section 7
Gogarburn Bridge



Picture 3
Section 5 - Edinburgh Park
Station Bridge



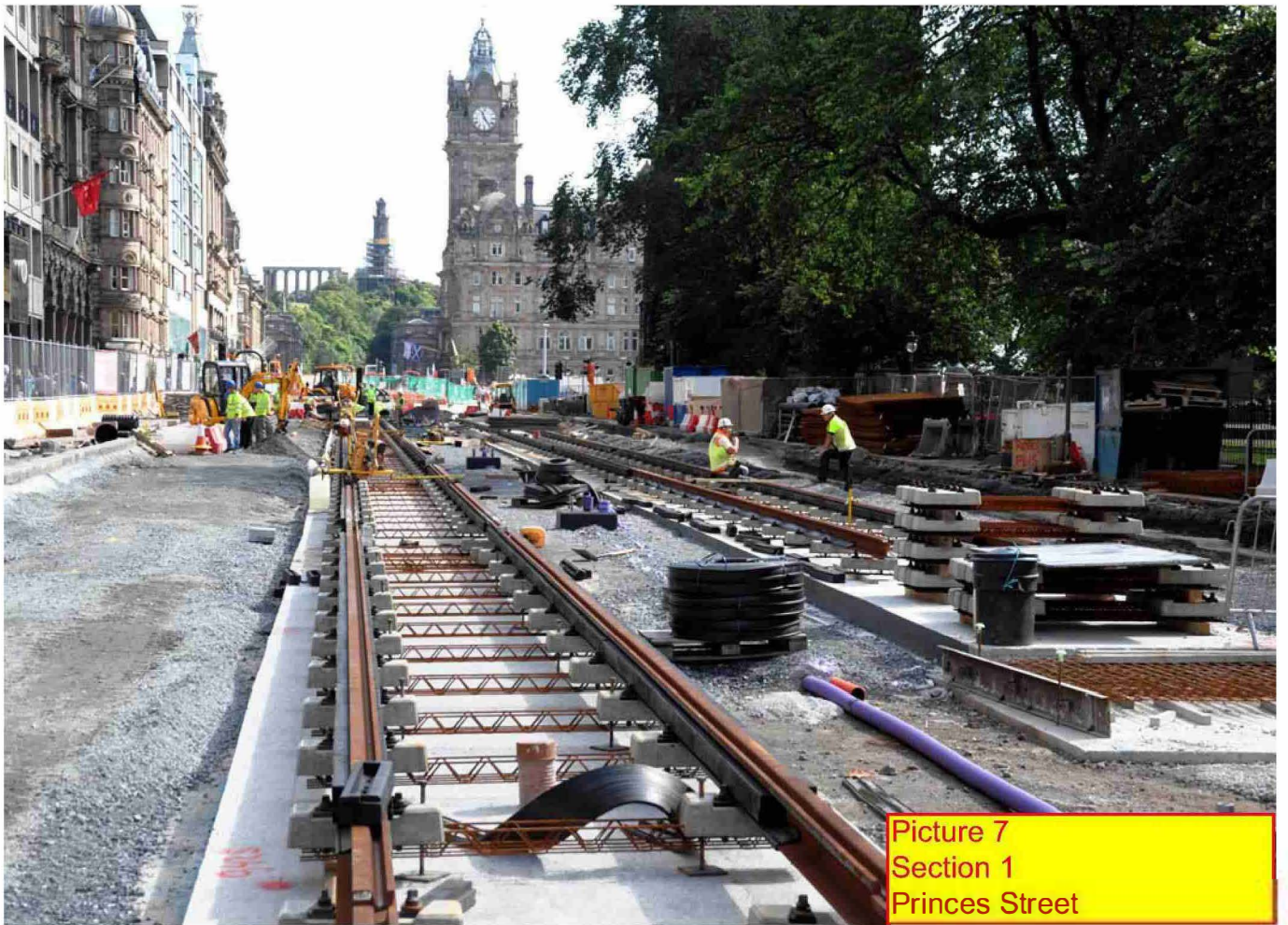
Picture 4
Section 5
Guided Busway



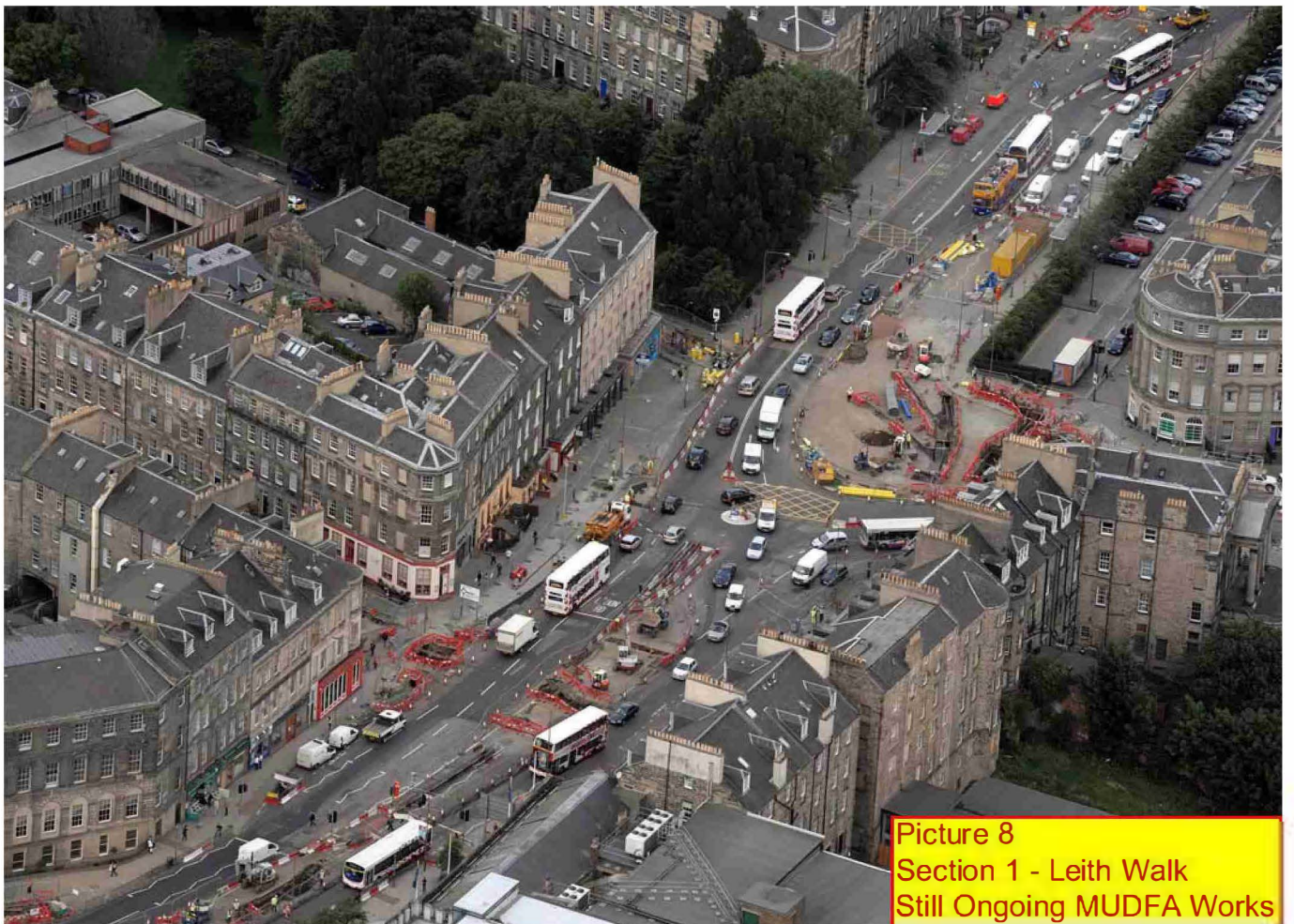
Picture 5
Section 1
Princes St - National Gallery



Picture 6
Section 1
Princes Street



Picture 7
Section 1
Princes Street



Picture 8
Section 1 - Leith Walk
Still Ongoing MUDFA Works

3.01 Overview Movements of Contingencies

| Estimated Risks from Top Sheet (Unqualified Risk Register) | | | estimated | dissolved | remaining |
|---------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------------------|-------------------|------------------|------------------|
| | | | GBP | GBP | GBP |
| 01. | Add. Insurances acc. CL. 76.17 | Adjusted in Job Estimate 08/2009 | 10,000 | 10,000 | 0 |
| 02. | Liquidated Damages | | 464,000 | | 464,000 |
| 03. | Interface with Railway Authorities | | 25,000 | | 25,000 |
| 04. | Uninsured Economic Losses | Adjusted in Job Estimate 08/2009 | 132,500 | 132,500 | 0 |
| 05. | Delayed Start Of Construction Works | Adjusted in Job Estimate 08/2009 | 360,000 | 360,000 | 0 |
| 06. | Firm items In Value Engineering | Adjusted in Contract Value 08/2009 | 279,500 | 279,500 | 0 |
| 07. | Quantity Risk | Adjusted in Job Estimate 09/2008 + 08/2009 | 1,000,000 | 1,000,000 | 0 |
| 08. | Corderoy's Quantities For Pavements in Sect. 5 | Adjusted in Job Estimate 08/2009 | 389,000 | 389,000 | 0 |
| 09. | CEC Planning | Adjusted in Job Estimate 08/2009 | 25,000 | 25,000 | 0 |
| 10. | Road Safety Audit | | 250,000 | | 250,000 |
| 11. | Network Rail | | 75,000 | | 75,000 |
| 12. | Edinburgh Park | Adjusted in Job Estimate 08/2009 | 37,500 | 37,500 | 0 |
| 13. | Forth Ports | Adjusted in Job Estimate 08/2009 | 5,000 | 5,000 | 0 |
| 14. | HMRI | Adjusted in Job Estimate 08/2009 | 25,000 | 25,000 | 0 |
| 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 | Adjusted in Job Estimate 08/2009 | 197,500 | 197,500 | 0 |
| 22. | Labour | Adjusted in Job Estimate 08/2009 | 40,000 | 40,000 | 0 |
| 23. | Staff | Adjusted in Job Estimate 08/2009 | 40,000 | 40,000 | 0 |
| 24. | Performance Of Utility Companies | Adjusted in Job Estimate 08/2009 | 5,000 | 5,000 | 0 |
| 25. | Ecology | Adjusted in Job Estimate 08/2009 | 1,000 | 1,000 | 0 |
| 26. | Pollution | Adjusted in Job Estimate 08/2009 | 2,000 | 2,000 | 0 |
| 27. | Changes In Law | Adjusted in Job Estimate 08/2009 | 30,000 | 30,000 | 0 |
| 28. | Legal Support | Adjusted in Job Estimate 08/2009 | 100,000 | 33,530 | 66,470 |
| 29. | Value Engineering | Adjusted in Contract Value 08/2009 | 200,000 | 200,000 | 0 |
| 30. | Interpretation Of Code Of Construction Practice | Adjusted in Job Estimate 08/2009 | 100,000 | 100,000 | 0 |
| 31. | Siemens/BB Scope Split | | 500,000 | | 500,000 |
| total Estimated Risks from Top Sheet (Unqualified Risk Register) | | | 4,599,000 | 2,912,530 | 1,686,470 |
| Estimated Opportunities from Top Sheet (Unqualified Risk Register) | | | | | |
| 32. | Changes in Employers Requirements | Adjusted in Job Estimate 08/2009 | -100,000 | -100,000 | 0 |
| 33. | Package Contractors Interface | Adjusted in Job Estimate 08/2009 | -10,000 | -10,000 | 0 |
| total Estimated Opportunities from Top Sheet (Unqualified Risk Register) | | | -110,000 | -110,000 | 0 |
| 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 | 4,388,294 | 0 |
| 37. | Enhanced Labour Rate | Adjusted in Job Estimate 08/2009 | 294,000 | 294,000 | 0 |
| | | | | | 0 |
| | | | | | 0 |
| total | | | 10,654,340 | 7,967,870 | 2,686,470 |

Project: **Edinburgh Tram Network**as per: **31/08/2009**

3.02 Design - Drawing Status

| No. | Status acc. Sections Description | Sections | | | | | | | Phase | | Total |
|------------------------------------------------------------------|---------------------------------------------------|--------------|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | SW | 1 | 2 | 3 | 5 | 6 | 7 | 1a | 1b | |
| | | 1 | To be issued for construction | 12 | 29 | 7 | 49 | 24 | 5 | 5 | |
| 2 | Issued for External Approval (IFEA) | 40 | 77 | 1 | 126 | 63 | 4 | 16 | 201 | 126 | 327 |
| 3 | Issued for Construction (IFC) | 32 | 538 | 77 | 255 | 691 | 187 | 151 | 1676 | 255 | 1931 |
| 4 | Partially agreed for Construction (PAFC) | 49 | 250 | 36 | 103 | 104 | 8 | 20 | 467 | 103 | 570 |
| 5 | Agreed for Construction (AFC) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | For As-Built Info Incorporation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | As-Built | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Hand over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Withdrawn | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| 10 | To be IFEA, but no IFC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | IFEA, but no IFC | 225 | 79 | 17 | 44 | 46 | 30 | 33 | 430 | 44 | 474 |
| 12 | Not to be IFEA or IFC | 288 | 153 | 21 | 106 | 156 | 19 | 70 | 707 | 106 | 813 |
| 13 | To be newly issued for Change Order (CO) | 126 | 94 | 1 | 0 | 102 | 54 | 27 | 404 | 0 | 404 |
| 14 | To be newly IFEA for CO, but no IFC | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 |
| 15 | IFC, but to be revised for CO (not concluded yet) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | To be withdrawn for C O (not concluded yet) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total (1~3 plus 5~15) | | 729 | 970 | 124 | 580 | 1087 | 299 | 302 | 3511 | 580 | 4091 |
| Issued for Construction (3 plus 5~8 plus 15) | | 32 | 538 | 77 | 255 | 691 | 187 | 151 | 1676 | 255 | 1931 |
| Total Issue for Construction (1~3 plus 5~8 plus 15) | | 84 | 644 | 85 | 430 | 778 | 196 | 172 | 1959 | 430 | 2389 |
| Percentage of completion IFC | | 38.1% | 83.5% | 90.6% | 59.3% | 88.8% | 95.4% | 87.8% | 85.6% | 59.3% | 80.8% |
| IFC incl. new Issues for CO (3 plus 5~8) | | 32 | 538 | 77 | 255 | 691 | 187 | 151 | 1676 | 255 | 1931 |
| Total IFC incl. new Issues for CO (1~3 plus 5~8 plus 13 plus 15) | | 210 | 738 | 86 | 430 | 880 | 250 | 199 | 2363 | 430 | 2793 |
| Percentage of completion IFC | | 15.2% | 72.9% | 89.5% | 59.3% | 78.5% | 74.8% | 75.9% | 70.9% | 59.3% | 69.1% |