



4 Week Period Reporting Pack 10/11

Project Title:
Edinburgh Tram Project

Reporting Period:
Period 07 – 2010/11

Transport Scotland Project Manager:
John Ramsay

Progress Meeting Date: 20 October 2010

Report authorised by: **Steven Bell**
Director

Signature: [Redacted]

Date: 15/10/10

For and on behalf of **tie Limited**

Report approved by: **PP Dave Anderson**
Director of City Development

Signature: [Redacted]

Date: 21/10/10

For and on behalf of the **City of Edinburgh Council**

I can confirm that the Council has expenditure controls in place and that all resources are used economically, effectively and efficiently within the eligible capital costs of the grant agreement.

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Contents	Page
1 Executive Summary.....	3
2 Progress	8
3 Edinburgh Gateway.....	20
4 Headline Cost report.....	25
5 Time Schedule Report	27

Appendix 'A' Detailed cost report

1 Executive Summary

On Friday 1st October 2010, BSC began to demobilise and cease works on certain sites across the route (Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor and is undertaking detailed site monitoring on both active and inactive sites.

Progress

As indicated above, BSC began steps at the end of Period 7 to cease works on several sites across Sections 2A, 5A, 5B and 5C, this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor and is undertaking detailed site monitoring on both active and inactive sites for evidence gathering purposes.

Given that the above action took place at the end of Period 7, the progress achieved in the Period for INFRACO works was 1.3% against a plan of 1.2%. This rate of progress, when compared to the expended site man-hours would appear to mark a reduction in productivity as similar progress has been achieved in previous periods. BSC are undertaking very limited on-street works in the Leith Docks area at present.

The total cumulative physical completion for Infraco Works is 25.7% at end of Period 7. The total Project completion as a financial metric estimated at circa 70%.

Progress Comparison with Period 6 – Infraco

Period	Cumulative Progress (Actual)	Rev 1 Target
2010/11 Period 6	24.3%	96.0%
2010/11 Period 7	25.7%	97.2%

This shows for progress up to and including 1st October 2010 an OFRS date of 28 August 2013 against the contractual Rev.1 programme date of 06 Sep 11 and reports a 28 day slippage in the 28 day period.

tie continues to monitor progress against their "live" programme which is based on the contractual Rev.1 Programme logic, although progress recorded against this programme considers the currently known work-scopes. This indicates a Sectional D completion of 21-April-13, which is a 29 calendar day slippage from Period 6.

Dispute Resolution

In recent weeks, tie has adopted a strategy of not launching further DRPs but has instead focussed on the assertive management of the Infraco Contract. However, since August, BSC have increased the intensity of referral to DRP with 1 new DRP launched in the period.

In total, 20 items have now been referred to the formal dispute resolution agreement process – 11 by tie and 9 by Infraco. 1 was referred by BSC in Period 7 and relates to Princes Street payments. In total three have been resolved through negotiation, three through external mediation and ten were decided through adjudication. It is important to note that overall, the application of DRP to disputed matters has reduced BSC's claims for additional payment from £20.7m to £8.8m in relation to those DRPs which have actually reached a financial settlement.

The Depot Access Bridge DRP decision was received during period 7. The Adjudicator decided on a narrower scope than suggested by tie. However, the financial award made was some £1.25m lower

than what was claimed by BSC. **tie** can also pursue a reduction for the change in scope which the Adjudicator did not consider.

tie has continued with the contractually assertive approach to management of the contract. From Period 7 this has taken the cumulative issue of Contract Notices to : 10 Remedial Termination Notices (RTN's) and 2 Underperformance Warning Notices (UWN's) - a 3rd UWN was issued in early Period 8. Rectification plans have been received for 3 RTN's due from 5. All 3 have been rejected by **tie** as they do not address the defaults identified with satisfactory proposals.

Design

Design approvals status in Period 07 is summarised below:

phase 1a only	Numbers Required							Number
	V26	V31	V58	V59	V60	V61	V62	Granted
Prior Approvals	44	49	56	56	56	56	60*	54
Technical Approvals	53	71	92	92	92	92	63*	55
IFC	71	81	233	230	227	230	230	183

* increase/reduction in TAA/PAA approval numbers due to revision / amalgamation of approvals following discussions with BSC ie where Roads, Track and Drainage were previously counted as 3 individual packages by tie this has now been agreed as constituting 1 package

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect. However, **tie** is testing through audit the management of SDS by BSC.

Design performance by Infraco and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

Utility & Cabling Works

Utility work has commenced on the 12-way at Elder St (due to complete in Period 8), in St Andrew Square and on Leith Walk with the final Bus Tracker to complete in Period 8.

The remaining on-street Utility, remedial & snagging works and are under programme development by **tie**, and BT cabling works are in progress on Leith Walk and St Andrew Square, commencing in York Place during Period 8 .

The tender process for Utility work at Baltic street remains on hold until **tie** receive the required IFC drawings from SDS - which remain outstanding with no confirmed delivery schedule in place from SDS.

Tramworks (INFRACO)

INFRACO progress is primarily focussed on the off-street section between Haymarket and the Airport. Progress in Period 7 is summarised as follows:

Period 07 2010-11	Period		Delta	Cumulative		Delta	Project
INFRACO PERIOD 07 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual		Wtg
Section 1a Newhaven to Foot of the Walk	1.8%	0.7%	-1.1%	93.2%	5.4%	-87.8%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	4.9%	0.0%	-4.9%	88.0%	0.0%	-88.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.9%	0.3%	-1.7%	94.3%	10.0%	-84.3%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.8%	0.8%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	2.9%	0.8%	-2.1%	96.9%	9.9%	-87.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.2%	0.2%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.8%	2.8%	100.0%	21.9%	-78.1%	7.2%
Section 6 Gogar Depot	0.0%	5.8%	5.8%	100.0%	65.3%	-34.7%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	1.9%	1.9%	100.0%	46.8%	-53.2%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.7%	2.1%	1.4%	99.3%	37.0%	-62.3%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	1.2%	1.3%	0.1%	97.2%	25.7%	-71.5%	100.0%

Issues in the Period

- BSC advised **tie** in the period that they intended to ramp down construction works at various locations. This was followed by news in the media that the consortium had commenced laying off staff and sub-contractors.
- Flood Report issues at Edinburgh Airport still to be resolved. Meeting was held on 16th Sept with all parties to discuss possible solution, which could also help with final design to main retaining walls in this area.
- Track laying at depot going very slowly. Several issues have been highlighted that could result in rework being required.
- Issue surrounding contaminated material throughout site needs to be addressed. At present, due to liability, **tie** are trying to pursue permission to use this material in additional landscape areas. Quantity could be in excess of 20000 cubic metres.
- Progress in the Haymarket Yards area has been slow due to issues surrounding accommodation works and OHL bases clashing with Gas Main. SGN employed to divert the gas main, although this works has been postponed following BSC ceasing works on this site.

TRAMCO

CAF is progressing well to deliver trams to Edinburgh according with its contractual programme but there is currently no access available to the depot to receive the trams. CEC have now taken title to the first tram (252).

At the end of period 07 Trams 01 and 3-16 inclusive are now complete and ready for delivery. The remaining 11 are at varying stages of assembly along the production line from painting to final assembly and testing.

Preparing for Operations

TEL have been planning in detail the first three stages of preparation for the Testing & Commissioning. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme. Good progress is being made in all activities except those that are dependent upon progress with the infrastructure works.

Lloyds Register Rail have been appointed to provide a review of the plans and procedures for managing the safety of the tram system and provide audit report at the key stages of the testing and commissioning process. The quarterly meeting with the ORR (HMRI) went very well with a visit to the depot and presentation of the operational preparations.

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where we have shortlisted to two suppliers who will be invited to submit formal tenders at the end of October. We expect to select a preferred bidder by November.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives.

Edinburgh Gateway

Progress on the Edinburgh Gateway Project in Period 7 2010/11 is summarised as follows:

- Prior Approval for Edinburgh Gateway was granted on 28th July 2010. Work on the detailed design to achieve Technical Approval has continued, however the anchoring of the main retaining wall and extent of wall required to retain the NR landscape proposals will require alteration to the wall alignment and length. This may require an amendment to the Prior Approval. **tie** are reviewing this situation with BSC to mitigate the extent of delay to achieving IFC.
- **tie** have requested an Estimate from BSC for Edinburgh Gateway construction works as a Change under the Infraco Contract. The request for the Estimate contains a number of programme matters that **tie** have indicated that Infraco should assume when completing their Estimate. These programme points are in line with key milestone dates currently under discussion between **tie** and Transport Scotland. Receipt of a final estimate will require the design to have achieved IFC and completion of the Design Assurance process. **tie** Change Order 184 was issued this period, the value was £828k and it covers both SDS and Siemens.
- Following an initial discussion with Transport Scotland, **tie** held a Construction Staging meeting with TS, Network Rail and BSC. The primary aim of the Construction Staging meeting was to identify the actions required by all parties to allow BSC to meet high level milestones. The meeting focussed particularly on BSC scope. Within these meetings, **tie** put forward a proposal which will offer Network Rail an opportunity to significantly reduce their programme. This will involve additional cost to the tram scope, however the overall benefit to Transport Scotland should be significant.
- **tie** have agreed to take responsibility for a revised road drainage design at the A8 which has arisen from Network Rail's sewer design. This is due to the optimum solution being likely to overlap with BSC construction activity. The initial Estimate received from BSC was based on the Network Rail preliminary design proposal, however **tie** have identified a potential solution which would be more cost and programme effective and have received an amended Estimate of £27k for this scope. The Estimate is currently being evaluated, but is within the anticipated range. To assist in maintaining the design programme, **tie** has instructed BSC to progress this design.
- **tie** supported CEC with respect to the legal agreements at the meeting on 30th August 2010. **tie** remain concerned that the target completion of October 2010 for legal agreements will not be achieved. **tie** will not accept responsibility for any delay associated with legal agreements not being reached in line with the needs of the construction programme. The land transfer from CEC to Network Rail cannot proceed ahead of other agreements being substantially complete because the land transfer needs to include servitudes in favour of **tie**/TEL to allow access to and through this land for the operation and maintenance of the ETN.

- **tie** presented the revised Estimate and arranged a follow up meeting to allow other Transport Scotland staff the opportunity to review the Estimate. A draft risk register was presented at this follow up meeting. A QCRA meeting is planned to be carried out by 22nd October to review the risk register.

Cost

The 'AFC' (£545m) in this report does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects the best view of the spend profile of the funding currently available for the delivery of phase 1a. Given the commercial uncertainties with Infraco and continuing delays to the project it is now considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m.

Until the key issues are resolved through the contractual and legal process, it will not be possible to accurately forecast a revised budget outturn.

Key cost related items to note in Period 7 are:

- COWD to date is £387.2m, with funding to date split to TS (£355.2m) and CEC (£32.0m).
- The budget for ETP in 2010/11, established in April 2010 is £142.2m (£153.3m 09/10). Transport Scotland funding for 2010/11 is £130.5m for ETP, with £11.7m funding available from CEC. See detailed cost report (section 3.1) for an explanation of budget and reforecast differences.
- Full year forecast for 2010/11 has been reduced from £120.3m (Q1) to £86.7m. According to the latest forecast the TS share of funding has reduced (-£20.2m) from £110.3m (Q1 reforecast) to £79.5m (Q2 reforecast).
- Key sensitivities to the reforecast are identified in the main report.
- **tie presented an updated forecast for 2010/11 and 2011/12 project spend to TS and CEC on 8th July. A further update meeting between tie/ CEC & TS is due to take place on Tuesday 19th October with Sharon Fairweather & Jerry Morrissey attending on behalf of TS.**

Actual YTD P7 & forecast P8-P13 FY10/11

£m	YTD P7	Forecast P8-P13,10/11	Forecast FY10/11
Infrastructure and vehicles	30.9	39.3	70.2
Utilities diversions	-0.3	0.0	-0.3
Design	1.0	0.9	2.0
Land and compensation	0.3	0.1	0.3
Resources and insurance	7.5	7.0	14.5
Base costs	39.4	47.3	86.7
Risk allowance	0.0	0.0	0.0
Total Phase 1a	39.4	47.3	86.7

- ETP COWD in FY10/11 to Period 7 is £39.4m (P6 - £33.6m)

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

Edinburgh Airport. Some typical elements of sections provide a more granular view. As has been reported, the on street work is subject to significant dispute and this is excluded in the summary table. Current % complete for the on street Infrastructure construction works is ~9%.

Depot A

- Occupation commences in November 2010 ~65% complete
- Stabling area Phase 1 & 2 under construction, completion November 2010

Structures

- Bridges 8 out of 16 under construction ~44% complete
- Culverts 3 out of 3 completed 100% complete
- Retaining Walls 6 out of 17 under construction ~ 24% complete

Systems

- Track 1400m installed and now starting in depot ~12% complete
- Substations 2 out of 4 under construction ~15% complete
- Overhead Line Work commences in Autumn 2010

The cost, programme and risk information in this Period 07 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme.

BSC continue to report progress against the agreed Rev.1 contractual programme, although for information only they also include an update against the "*Updated Programme – previously known as Rev 3A*".

This shows for progress up to and including 1st October 2010 an OFRS date of 28 August 2013 against the contractual Rev.1 programme date of 06 Sep 11 and reports a 28 day slippage in the 28 day period.

tie continue to monitor progress against their "*live*" programme which is based on the contractual Rev.1 Programme logic, although progress recorded against this programme considers the currently known work-scopes including some changes. This indicates a Sectional D completion of 21-April-13, which is a 29 calendar day slippage from Period 6. Note that the *live* programme does not make any assumptions regarding BSC restarting on site.

Overall the relationship with BSC is suffering in the following key areas:

- Refusal by BSC to progress works under **tie** instruction in relation to Clauses 80/34/22/65
- BSC de-mobilising various worksites where an INTC estimate remains to be agreed.
- Work unable to start on-street where sites are available and accessible as BSC's contractual obligations are not satisfied;
- Resolution of the contractual interpretation on BDDI-IFC (pricing assumption 1, development and completion of design), and

Linked to all of the above is the provision of a programme to completion capable of acceptance.

Progress remains behind the master programme, primarily due to:

- Contractual obligations not met to allow works to commence on street;
- Design slippage since novation of design to INFRACO (now recorded in v62 of the design programme);
- Consortium integrated design programme, assured and validation;
- Finalisation of the agreement of change delaying the commencement of work even though instructed to progress by **tie**;
- Remaining small pockets of incomplete utility diversions in the On-Street sections;

- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;

Section	Description	Contract Programme Rev.01	BSC Forecast (P06) Rev.01	BSC Forecast (P07) Rev.01	BSC Movement in Period Cal Days (c) – (b)	tie Live Forecast (P06) Rev.01**	tie Live Forecast (P07) Rev.01**	tie Movement in Period Cal Days (f) – (e)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
Section A	Depot completion	01-Jun-10	29-Jul-11	21-Jul-11	8	26-Jul-11	24-Jun-11	32
Section B*	Test Track Available	01-Jul-10	12-Jul-12	09-Aug-12	28	15-Feb-12	14-Mar-12	27
Section C	All Phase 1a Construction complete	10-Mar-11	01-Feb-13	01-Mar-13	28	24-Sep-12	23-Oct-12	29
Section D	Open for Revenue Service	06-Sep-11	31-Jul-13	28-Aug-13	28	23-Mar-13	21-Apr-13	29

*The interpretation is that Sectional Completion "B" means that Test Track is available for Tram movements.

Contractual Strategy & Dispute Resolution

Dispute Resolution (Infraco)

In recent weeks, **tie** has adopted a strategy of not launching further DRP's but has instead focussed on the assertive management of the Infraco Contract. However, since August, BSC have increased the intensity of referral to DRP with 1 new DRP launched in the period.

In total, 20 items have now been referred to the formal dispute resolution agreement process – 11 by **tie** and 9 by Infraco. 1 was referred by BSC in Period 7 and relates to Princes Street payments. In total three have been resolved through negotiation, three through external mediation and ten were decided through adjudication. It is important to note that overall, the application of DRP to disputed matters has reduced BSC's claims for additional payment from £20.7m to £8.8m in relation to those DRPs which have actually reached a financial settlement.

The Depot Access Bridge DRP decision was received during period 7. The Adjudicator decided on a narrower scope than suggested by **tie**. However, the financial award made was some £1.25m lower than what was claimed by BSC. This figure is included in the £8.8m quoted above. **tie** can also pursue a reduction for the change in scope which the Adjudicator did not consider, and intends to pursue this matter.

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
50	Depot Access Bridge	BDDI to IFC	√	√	√	√	√	Referred to financial panel by BSC. Decision due by 20/09
	Landfill tax	Liability for paying landfill tax	√	√	√	√	√	Mediation held 4 th October – no agreement and now referred to adjudication
	Sub-contracts	Approval of BSC sub-contractors	√	√	√	√	√	Referred to mediation
	Preliminary payments	Method for applying for preliminary payments	√	√	√	√	√	Referred to mediation
	Section 7 drainage	BDDI - IFC	√	√	√	√	x	Agreement reached without resorting to adjudication
	Princes St	Payment	√	√	√	√		To be decided
Launched by tie								
Launched by BSC								

Contractual Strategy

A strategic review of commercial and contractual options is underway and is reported to the Tram Project Board and Transport Scotland each period.

tie has continued with the contractually assertive approach to management of the contract. From Period 7 this has taken the cumulative issue of Contract Notices to : 10 Remedial Termination Notices (RTN's) and 2 Underperformance Warning Notices (UWN's) - a 3rd UWN was issued in early Period 8. Rectification plans have been received for 3 RTN's due from 5. All 3 have been rejected by **tie** as they do not address the defaults identified with satisfactory proposals.

Commercial Update (MUDFA)

As previously advised Carillion have challenged the values certified by **tie** and initiated the Dispute Resolution Process. No further Application for payment has been received by Carillion.

The Chief Executives meeting has taken place and the parties have agreed to continue the process into mediation. It is anticipated that a mediator will be appointed over the next few days and a timetable from exchange of papers and meeting agreed.

The dispute covers five areas, these are:

Changes - Iain Allan Associates have examined **tie** assessment of the value of Changes and found that **tie** have a robust case for the position that they have taken

tie deductions. – Allan Associates have also examined **tie** assessment of the value of **tie** deductions and are currently pulling together backup information and drafting positing papers – it is expected that the initial part of this will be concluded within the next week this position will be acceptable for mediation. If however, the dispute continues to Adjudication a further review of back up information will be required to allow **tie** to finalise its case.

Re-measurement of Works – Within the period Carillion have forwarded documents which purports to be all back-up documentation for work carried out. **tie** has carried out a review of this data and found that significant information is outstanding or erroneous. Deductions from the agreed value of remeasured works are appropriate where information is still outstanding. The value of this deduction varies depending upon the information received from Carillion.

Enabling Works – **tie** have responded to Carillion with their review of the information provided and indicated that **tie** are still off the opinion that Carillion have not adequately supported their application. Further that **tie**'s assessment of the value of the work is less than currently certified.

Disruption Claim – A number of meetings with Carillion have taken place to examine the information behind their Disruption claim. These have highlighted discrepancies between the value Carillion have claimed and the value that they are able to support by vouchering. This discrepancy in backup information significantly reduces the value of the claim currently submitted. Notwithstanding the previous comment Carillion have still not made available all information requested.

Acutus are currently preparing an Expert Report of their findings which will be used by **tie** in the DRP.

Design

IFC Design

v62 was submitted to **tie** on 14 September 10 with a progress date of 30 August 10. Note that this is 32 calendar days earlier than the reported construction progress to 1st October.

There are 27 IFC's with a slippage of 28 days or more in the period

The final scheduled IFC remains as "Connection to Path/Ramp & Ocean Drive" and is now forecast for delivery 20 January 2011.

Design approvals status in Period 07 is summarised below:

phase 1a only	Numbers Required							Number
	V26	V31	V58	V59	V60	V61	V62	Granted
Prior Approvals	44	49	56	56	56	56	60*	54
Technical Approvals	53	71	92	92	92	92	63*	55
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* increase/reduction in TAA/PAA approval numbers due to revision / amalgamation of approvals following discussions with BSC ie where Roads, Track and Drainage were previously counted as 3 individual packages by tie this has now been agreed as constituting 1 package

V62 data has been used to inform the programme updates. **tie** have included these into the live programme.

- IFCs – Phase 1a: 183 issued out of 230 (80%)
- 60* Prior Approvals are included in V62 – 54 of which have been granted – those remaining include the Edinburgh Gateway & Canopy & Boundary Treatment at Airport Kiosk (90%)
- 55* Technical Approvals out of 63 have been granted in V62 (93%)
- Roads approvals - One area remains outstanding from the V31 Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);
- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square) & 1C1 (McDonald Rd to Picardy Place).

- Sections 1A1, 1A2, 1A4, 1B, 1D, 5A, 5B, 5C & 6 close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect. **tie** supported BSC in the period to ensure that all parties are capturing the same information in the reporting of the SDS programme. As an ongoing exercise, **tie** is testing, through audit, the management of SDS by BSC.

tie has implemented an extensive programme of site based monitoring to validate & verify the installation of works in line with an integrated design assured construction.

tie undertook an audit on management of design by BSC/SDS during periods 3-4. This has been hampered for a number of weeks now with resistance encountered and contractual correspondence is in place in respect of this matter to try and re-start the audit process. A response is awaited from BSC.

Design performance by Infraco and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

Utility & Cabling Works

Utility work has commenced on the 12-way at Elder St (due to complete in Period 8), in St Andrew Square and on Leith Walk with the final Bus Tracker to complete in Period 8.

The remaining on-street Utility, remedial & snagging works are under programme development by **tie**. The tender process for Utility work at Baltic street remains on hold until **tie** receive the required IFC drawings from SDS - which remain outstanding with no delivery schedule in place from SDS.

BT continue to progress their telecom re-cabling activities on-street, with cabling works in St Andrews Square, Torphichen St ongoing and cabling work at York Place commence in Period 8.

The completion of BT Cabling on the northbound carriageway between MacDonald Rd – Jane St is compounded by delays to the duct work at York Place; however the Southbound carriageway is available to BSC.

Tramworks (INFRACO)

The progress achieved in the Period for INFRACO works was 1.3% against a plan of 1.2%. This rate of progress, when compared to the expended site man-hours would appear to mark a reduction in productivity as similar progress has been achieved in previous periods. BSC are undertaking very limited on-street works in the Leith Docks area at present. The total cumulative completion is 25.7% at end of Period 7.

Progress continues to be monitored against the Revision 1 programme. The summary milestones against the agreed INFRACO contract and the short term Rev 1 programme milestones are shown in the table below.

Milestone	Period 07		Cumulative (Achieved to date)	Contract
	Planned	Actual	Actual	Planned to P07
Prelims	0	0	69	77
Construction	18	16	169	1127

Contract Milestones

Works are currently not being carried out in line with the original Contract Programme and subsequently cannot be achieved as originally forecast.

Prelim Milestones

Prelim Milestones are no longer being forecast as BSC are not applying for these milestones in accordance with the Infraco Contract. It is also the case that a number of BSC's key subcontractors have not commenced in certain areas of the site therefore the milestones are not being achieved in full at this stage.

(%) Infraco Construction Progress Period 7

Period 07 2010-11	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 07 PROGRESS (Contract Rev.01 Programme)							
Section 1a Newhaven to Foot of the Walk	1.8%	0.7%	-1.1%	93.2%	5.4%	-87.8%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	4.9%	0.0%	-4.9%	88.0%	0.0%	-88.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.9%	0.3%	-1.7%	94.3%	10.0%	-84.3%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.8%	0.8%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	2.9%	0.8%	-2.1%	96.9%	9.9%	-87.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.2%	0.2%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.8%	2.8%	100.0%	21.9%	-78.1%	7.2%
Section 6 Gogar Depot	0.0%	5.8%	5.8%	100.0%	65.3%	-34.7%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	1.9%	1.9%	100.0%	46.8%	-53.2%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.7%	2.1%	1.4%	99.3%	37.0%	-62.3%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	1.2%	1.3%	0.1%	97.2%	25.7%	-71.5%	100.0%

ON-STREET

Item	Period05 % Comp	Period06 % Comp	Period07 % Comp
Section 1 Newhaven Road to Haymarket			
Lindsay Rd RW's	28.6%	40.0%	53.3%
S17 Tower Place bridge	32.2%	34.2%	56.0%
1B Leith Walk (Foot of the Walk – McDonald Rd)	1.3%	1.3%	1.3%
1D Princes Street to Haymarket	42.1%	42.1%	42.1%

OFF-STREET

Progress Off-street has continued or commenced at the following locations: Note that the (%) completion estimates relate to the full structure.

Item	Period05 % Comp	Period06 % Comp	Period07 % Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	73.4%	78.6%	79.7%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	2.4%	6.2%	14.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	0.0%
Haymarket Station TS	1.8%	1.8%	1.8%
Section 05A Roseburn Junction to Balgreen Road			
Network Rail Haymarket Sprinter Depot Carpark	0.0%	76.0%	100.0%
Russell Road Retaining Walls	22.4%	22.7%	22.7%
Murrayfield Wanderers Clubhouse Demolition	100.0%	100.0%	100.0%
Murrayfield SRU Accomodation Mods	30.0%	75.0%	95.0%
Section 05B Balgreen Road to Edinburgh Park Central			
S23 Carricknowe bridge	72.7%	75.3%	78.5%
Trackwork Civils and Earthworks Balgreen to Saughton	42.7%	42.7%	42.7%
Trackwork Track Laying Balgreen to Saughton	11.3%	11.3%	11.3%
Trackwork Civils and Earthworks Saughton to Bankhead (includes Guided Busway)	100.0%	100.0%	100.0%
Trackwork Track Laying Saughton to Bankhead (includes Guided Busway)	63.7%	63.7%	63.7%
Trackwork Civils and Earthworks Bankhead to Edinburgh Park	0.0%	0.0%	31.0%
Trackwork Track Laying Bankhead to Edinburgh Park	0.0%	0.0%	0.0%
Edinburgh Park Station TS	0.0%	4.1%	6.4%
Trackwork Civils and Earthworks Edinburgh Park Station to Edinburgh Park Central	9.5%	43.4%	43.4%
Trackwork Track Laying Edinburgh Park Station to Edinburgh Park Central	0.0%	0.0%	0.0%
S27 Edinburgh Park viaduct	93.5%	94.1%	94.2%
Section 05C Edinburgh Park Central to Gogarburn			
Trackwork Civils and Earthworks Edinburgh Park Central to Gyle Centre	10.2%	10.2%	19.8%
Trackwork Track Laying Edinburgh Park Central to Gyle Centre	0.0%	0.0%	0.0%
A8 underpass (Excluding utilities works)	31.0%	39.6%	45.4%
S32 Depot Access bridge	34.8%	39.1%	45.2%
Trackwork Civils and Earthworks Gyle to Depot Stop	4.2%	4.2%	4.2%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	27.9%	61.9%	61.9%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	0.0%

Section 06 Gogar Depot			
Depot Earthworks & drainage	97.1%	97.1%	98.0%
Depot Trackworks Civils	65.0%	70.0%	72.7%
Depot Trackworks - Track Laying	5.0%	9.0%	12.0%
Depot building	57.3%	64.3%	68.8%
Depot Sub-station	32.9%	44.8%	50.4%
Depot Access Roads	46.3%	48.1%	65.1%
Depot in totality	55.0%	59.4%	65.3%
Section 07 Gogarburn to Edinburgh Airport			
Gogarburn Landfill	14.6%	90.0%	91.5%
Gogarburn Bridge	98.5%	98.5%	98.5%
S30 Gogar Culvert No.1	100.0%	100.0%	100.0%
Trackwork Civils and Earthworks Gogarburn to Ingliston P&R	22.8%	24.6%	69.0%
Trackwork Track Laying Gogarburn to Ingliston P&R	0.0%	0.0%	0.0%
Hilton Hotel Carpark Phase 1	100.0%	100.0%	100.0%
Ingliston Park and Ride Sub-station	0.0%	0.0%	1.4%
W14A&B / W15C&D Gogarburn RW's	26.0%	50.0%	57.5%
S31 Gogar Culvert No.2	100.0%	100.0%	100.0%
S34 Gogar Culvert No.3 (Remedial works to be done)	97.2%	97.2%	97.2%
Trackwork Civils and Earthworks Ingliston Park & Ride to Edinburgh Airport	42.1%	42.1%	82.8%
Trackwork Track Laying Ingliston Park & Ride to Edinburgh Airport	0.0%	0.0%	0.0%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing main works in this section Works are progressing slowly on Lindsay Road RWs (1A, 1C & 1D). Tower Bridge - All cope falsework is installed with the first pour targeted for early Period 8 and work to the East & West approaches have commenced.
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	<u>Haymarket Viaduct</u> Run-on track slabs at the east abutment completed during the period. West abutment run-on slabs commenced during the period. No work carried out on the tram stop during the period – Grahams awaiting tram stop service ductwork details from BSC. BSC are not progressing works and no productive works were carried out since 01 st October 2010. <u>Haymarket Yards</u> Road closure implemented on 13/09/10. Construction of OLE bases and installation of service ductwork commenced during the period. Further areas of vegetation and underground obstructions also removed in this area during the period. Service ductwork and OLE base construction continued during the period from ICAS towards Russell Road. BSC are not progressing works and no productive works were carried out since 01 st October 2010.

Section	Commentary
<p>Section 5a Roseburn Junction to Balgreen Road</p>	<p>Temporary & permanent works re-design along with commercial resolution is delaying various structures. All required consents in place for track installation.</p> <p><u>Russell Road Bridge</u></p> <p>No works carried out during the period. Temporary works design for the soil nails now due signed off by Network Rail this period. Scheme for protection of the 24" gas main during the soil nail works submitted to SGN by BSC during the period. Details of protection to the gas mains during the piling works awaited from BSC. Road /Footpath/Cycleway closure was planned for 04/10/10, however now on hold.</p> <p><u>Russell Road Retaining Wall W4</u></p> <p>No piling work carried out during the period. No work carried out by Expanded during the period. Crummock completed the new Scotrail car park during the period. Additional barrier security to be provided to ensure Scotrail move into the new car park. Pile caps for units 1-9 300mm out with the LOD – BSC/SDS to resolve.</p> <p><u>W18 – Murrayfield Tram Stop RW</u></p> <p>BSC claim Plot 101 is within the LOD and clashes with the foundations of W18 RW – tie to investigate.</p> <p><u>W8 – Baird Drive RW</u></p> <p>Expanded recommenced site clearance during the period. Form C for works to be signed off by Network Rail. Track monitoring arrangements remain to be agreed with NR.</p>
<p>Section 5b Balgreen Road to Edinburgh Park Central</p>	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p><u>Balgreen Road to Carrick Knowe Bridge</u></p> <p>Track drainage continued during the period. BSC are not progressing works and no productive works were carried out since 01st October 2010.</p> <p><u>Carrick Knowe Bridge</u></p> <p>Construction of the inspection galleries continued during the period.</p> <p>Construction of the south approach ramp continued during the period.</p> <p><u>Edinburgh Park Bridge North Ramp to Edinburgh Park Central</u></p> <p>No work has been carried out in this section during this period. The OLE bases were planned to commence 13th September 10 however BSC reported that the coarse material (6C) used for replacing the organic material will cause a problem for the piling. At the weekly meeting on 27/09/10 BSC confirmed that the piling will not commence until the earthworks through 5C are completed since this area will be used as the haul road.</p> <p><u>Bankhead Drive</u></p> <p>No works by BSC during the period [apart from the Busgate]. This area is being used to store excavated material from across sections 5A and 5B, including the material BSC report as being contaminated. BSC has now installed heras fencing around the rubble (concrete/blacktop/etc) stockpiles within the chestnut fencing and repaired the damaged chestnut fencing.</p> <p><u>Edinburgh Park Bridge</u></p>

Section	Commentary
	<p>No works carried out during the period.</p> <p>Issues with the DKE/OLE plinths/Robust kerbs still not resolved by BSC.</p> <p>Colour of cladding at the north approach ramp also not resolved by BSC.</p> <p><u>Busgate</u></p> <p>95% of the deep drainage between manholes 5B/N07/08-09 has now been completed. The section to the east of the HV cables up to the position of manhole 5B/N07/09 (approximately 10m) was installed leaving only the section below the HV cables still to be resolved. This short section required an additional 500mm dig out and replace due to the ground water which may be a problem for the drainage along the length of Bankhead Drive towards South Gyle Access.</p> <p>On 01/10/10 BSC instructed the sub-contractor to stop all work, make the site safe and to vacate the site by 08/10/10. tie has raised concerns regarding safety and site maintenance without the sub-contractor being in attendance particularly given the extent of footpaths with a temporary surface.</p>
Section 5c Edinburgh Park Central to Gogarburn	<p><u>A8 Underpass</u></p> <p>Phase 1/2: Prep and pour of central north abutment.</p> <p>Phase 4: Break out of concrete at pile heads, excavation around piles and prep of formation for blinding works. BSC are not progressing works and no productive works were carried out since 01st October 2010.</p> <p><u>Depot Access Bridge</u></p> <p>North Abutment: No Works during period.</p> <p>Central Pier: Concrete, formwork and steel works to central column sections – works 90% completed</p> <p>South Abutment: Concrete pours continuing to south east, central and south west bases and wingwalls. Break out of concrete at pile heads also carried out.</p> <p><u>Edinburgh Park Central to Gyle Tram Stop</u></p> <p>The earthworks between Lochside Avenue and South Gyle Broadway re-commenced on 22/09/10. The soft material was removed to 1130mm below top of sub-base and replaced with 600mm 6C followed by a 270mm blaes capping layer. Work was completed by 27/09/10 and the site cleared.</p>
Section 6 Gogar Depot	<p>Depot Building works: Accommodation area: Building fit out currently 85% completed. Building envelope completed with door installation completed in period. Internal brickworks completed and painted. M&E works and Power Energy Building and Sub-station fit-out progressing.</p> <p>External works: Drainage works 95% complete. Ductwork installation commenced and 70% complete by period end. Footpath works commenced</p> <p>Track Laying: Track, cross-overs and road crossing now 70% completed. Concrete to walkways in Area 2B continuing – 90% completed – concrete to walkways in Area 2C commenced. Ballast to Area 4 70% completed. Works to hardstand areas progressing particularly east where drainage and hardstands are 40% completed.</p> <p>BSC are not progressing all external works (any INTC related works) at depot site and no productive works were carried out since 01st October 2010.</p>

Section	Commentary
Section 7a Gogarburn to Edinburgh Airport	<p>Gogarburn Bridge: Area available for Siemens track laying. No works in period.</p> <p>IPR to EAL: Drainage and ductwork 80% completed. OLE foundations 95% complete. Sub base installation 50% complete. Track slab steel and concrete works commenced close to IPR. BAA phase B north of Eastfield Avenue drainage works 100% complete.</p> <p>Gogarburn to IPR: Drainage and Ductwork 75% completed. OLE Foundations 95% completed. Gogar Landfill: Surcharge removal agreed for 50% of area but only 10% of material actually removed remaining areas continue to be monitored.</p> <p>No works to NIL crossings in period.</p> <p><u>General</u> Works were suspended from 01/10/10 on all non drainage related works in Section 7 due to decision to stop any INTC related works that have not been fully agreed with tie.</p> <p><u>Stakeholder Management – Section 6 & 7</u></p> <p>BSC seeking amended BAA approval to extend Phase A to East field Avenue. Ongoing BSC / BAA / tie consultation about Eastfield Avenue crossing / closure. Works cannot commence to Construction Phase C until BSC have obtained CEC/BAA approvals for the revised retaining wall design (W14C and D) – SDS currently amending design.</p>

Other Progress Points to note in Period 7:

- The Network Rail Haymarket Sprinter Depot car park was completed in the period.
- Accommodation Works at SRU substantially completed on the 1st October 2010, revised contract end date of 15th October 2010 agreed with no EOT on Contractor's prelims.
- Tunnel works to South Gyle Bridge sewer diversion progressed ahead of programme, at time of writing 10 days ahead, however a new design issue could cause delay to the completion.

Issues in the Period

- BSC advised **tie** in the period that they intended to ramp down construction works at various locations, this was due to alleged non payment of items relating to changes. BSC has formally advised **tie** of 99no. individual Infracore Notice of **tie** Change (INTC) items and the validity and content of these are under review. **tie** will respond to each item under the existing contractual mechanisms available. This was followed by news in the media that the consortium had commenced laying off staff and sub-contractors.
- Flood Report issues at Airport still to be resolved. Meeting set up for 16th Sept with all parties to discuss possible solution, which could also help with final design to main retaining walls in this area.
- Track laying at depot going very slowly. Several issues have been highlighted that could result in rework being required.
- Issue surrounding contaminated material throughout site needs to be addressed. At present, due to liability, **tie** are trying to pursue permission to use this material in additional landscape areas. Quantity could be in excess of 20000 cubic metres.
- Progress in the Haymarket Yards area has been slow due to issues surrounding accommodation works and OHL bases clashing with Gas Main. SGN employed to divert the gas main, although this works has been postponed following BSC ceasing works on this site.
- Likely delay will occur on Technical Approval for Edinburgh Gateway due to 2 no. design issues with retaining wall anchors and sewer diversion for Scottish water.

Tram Construction (Tramco)

The CAF contract programme is incorporated in the Master Tram project Programme. **tie** are now receiving an electronic submission of the CAF programme to allow analysis of the programme.

CAF is progressing well to deliver trams to Edinburgh according with its contractual programme but there is currently no access available to the depot to receive the trams.

At the end of period 07 Trams 01 and 3-16 inclusive are now complete and ready for delivery.

The remaining 11 are at varying stages of assembly along the production line from painting to final assembly and testing.

Preparing for Operations

The Operational Readiness detailed programme information is included in the Master Tram Project Programme and reviewed and updated each period with progress.

Regular Operational Readiness Workshops are held including representatives from each member of the BSC consortium and the Edinburgh Trams team to review and coordinate commissioning and testing preparation based on the current **tie** live programme. The focus continues to be progress at the Depot in order to allow tram deliveries and the start of tram testing on site with a 'mini' test track adjacent to the depot as early as possible in the first quarter in 2011. Work has also started on mapping out how this testing will extend to the Airport when infrastructure progress allows.

We have been planning in detail the first three stages of preparation for the Testing & Commissioning. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme. Good progress is being made in all activities except those that are dependent upon progress with the infrastructure works.

Lloyds Register Rail have been appointed to provide a review of the plans and procedures for managing the safety of the tram system and provide audit report at the key stages of the testing and commissioning process. The quarterly meeting with the ORR (HMRI) went very well with a visit to the depot and presentation of the operational preparations.

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where we have shortlisted to two suppliers who will be invited to submit formal tenders at the end of October. We expect to select a preferred bidder by November.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives.

3 Edinburgh Gateway

Key Issues to note in Period 7

Progress on the Edinburgh Gateway Project in Period 7 2010/11 is summarised as follows:

- Prior Approval for Edinburgh Gateway was granted on 28th July 2010. Work on the detailed design to achieve Technical Approval has continued, however the anchoring of the main retaining wall and extent of wall required to retain the NR landscape proposals will require alteration to the wall alignment and length. This may require an amendment to the Prior Approval. **tie** are reviewing this situation with BSC to mitigate the extent of delay to achieving IFC.
- **tie** have requested an Estimate from BSC for Edinburgh Gateway construction works as a Change under the Infraco Contract. The request for the Estimate contains a number of programme matters that **tie** have indicated that Infraco should assume when completing their Estimate. These programme points are in line with key milestone dates currently under discussion between **tie** and Transport Scotland. Receipt of a final estimate will require the design to have achieved IFC and completion of the Design Assurance process. **tie** Change Order 184 was issued this period, the value was £828k and it covers both SDS and Siemens.
- Following an initial discussion with Transport Scotland, **tie** held a Construction Staging meeting with TS, Network Rail and BSC. The primary aim of the Construction Staging meeting was to identify the actions required by all parties to allow BSC to meet high level milestones. The meeting focussed particularly on BSC scope. Within these meetings, **tie** put forward a proposal which will offer Network Rail an opportunity to significantly reduce their programme. This will involve additional cost to the tram scope, however the overall benefit to Transport Scotland should be significant. **tie** attended a Construction Staging meeting with Transport Scotland and Network Rail on 13th August 2010 to support the development of a **tie** proposal, which will minimise NWR's programme. The indications are that **tie**'s proposal will be taken up by Transport Scotland and Network Rail.
- **tie** have agreed to take responsibility for a revised road drainage design at the A8 which has arisen from Network Rail's sewer design. This is due to the optimum solution being likely to overlap with BSC construction activity. The initial Estimate received from BSC was based on the Network Rail preliminary design proposal, however **tie** have identified a potential solution which would be more cost and programme effective and have received an amended Estimate of £27k for this scope. The Estimate is currently being evaluated, but is within the anticipated range. To assist in maintaining the design programme, **tie** has instructed BSC to progress this design.
- **tie** supported CEC with respect to the legal agreements at the meeting on 30th August 2010. **tie** remain concerned that the target completion of October 2010 for legal agreements will not be achieved. **tie** will not accept responsibility for any delay associated with legal agreements not being reached in line with the needs of the construction programme. The land transfer from CEC to Network Rail cannot proceed ahead of other agreements being substantially complete because the land transfer needs to include servitudes in favour of **tie**/TEL to allow access to and through this land for the operation and maintenance of the ETN.
- **tie** met with Transport Scotland on 13th August 2010 to review a revised **tie** Estimate for the Edinburgh Gateway project based on the approved Prior Approval drawings and anticipated technical solutions. **tie** presented the revised Estimate and arranged a follow up meeting to allow other Transport Scotland staff the opportunity to review the Estimate. A draft risk register was presented at this follow up meeting. A QCRA meeting is planned to be carried out by 22nd October to review the risk register.

Forecast Cost to Complete Design

Forecast outturn is now at £1,162k (revised in period) against an original £880k:

£880k Breakdown

SDS	£400k
JRC	£ 30k
tie	£100k
Siemens	£350k

£1,162k Breakdown

SDS	£540k
JRC	£ 45k
tie	£120k
Siemens	£327k
Const. Staging	£ 30k
ICP	£ 20k
Name Change	£ 3k
A8 Drainage	£ 27k
Legal Costs	£ 50k

Transport Scotland has agreed the required additional Grant funding.

tie have discussed outstanding milestone applications with BSC in an effort to ensure cash flow is consistent with progress.

Period 7 Design Progress

At the end of Period 7 **tie** assessed the design phase as 87% complete for the increased scope. Due to lack of information from BSC this has not been revised for the period.

Cost of work done to date is £1,000k versus the £880k originally forecast and the £1162k revised AFC.

The Prior Approval application for Edinburgh Gateway was approved on 28th July 2010. BSC have progressed detailed design of the high and low level retaining walls in the period and a meeting was held with NR and TS on 22nd September 2010 to review the latest details. The BSC low level retaining wall design results in a realignment being required to the SW sewer. This has been proposed to NR and **tie** awaits a response. The high level wall requires to be realigned to ensure the anchors avoid the existing SW sewer with the wall increased in length to accommodate the height of the landscape swirl. BSC have prepared an option to reduce the length of the wall in conjunction with a tightening of the landscape swirl. A further review meeting is scheduled for 8th October 2010 with TS and NR to agree further promotion of this option with CEC planning. **tie** and NR consider the revised design to be a non material variation to the Prior Approval and NR Planning Application however this will need to be confirmed with CEC planning following the meeting on 8th October 2010.

Design Management meetings have continued between **tie**, TS and NR and fortnightly conference calls have taken place between **tie**, NR and the respective designers.

tie continue to have concerns as to Network Rail accepting their responsibility for leading the design co-ordination between both designs. Responsibility in this respect was agreed between TS, NR and **tie** at the outset of the design. **tie** understands Transport Scotland and Network rail discussed this matter however **tie** was not been formally advised of the detail of these discussions. The lack of any

formal agreement on this responsibility gives **tie** concern as to the quality of design at any areas of interface.

Tram Design Issues

BSC previously identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person (ICP). The **tie** engineering team have discussed this further with BSC and have received confirmation that this is still an issue. BSC will supply the justification for the **tie**/ICP to review.

A meeting was held on 2nd September 2010 between **tie**, TS and NR with ETN ICP John Dolan. The meeting discussed the design interface issues that require to be addressed to satisfy ETN ICP John Dolan. These will be addressed through detailed design and final confirmation sought during the Design Review carried out in accordance with the Infracore Contract. Further discussions will be required with NR to close out the specific interface issues. These will be addressed through the regular Design Managements meetings between **tie**, TS and NR and the fortnightly conference calls.

Tram Patronage Modelling & Business Case

tie and the JRC transportation modelling consultants (Colin Buchanan & Partners / Steer Davies Gleave) met with representatives of Transport Scotland on 23 September 2010 to present the findings outlined in the draft patronage forecasting report.

At this meeting it was agreed that the Transport Scotland modelling team would require some time to consider the implications of this work at the detail level. Following this internal review, Transport Scotland to arrange a meeting with **tie** and their advisors to further understand the modelling methodology and assumptions adopted in the study work. It is anticipated that this review will take place during Period 8.

Programme Milestones

Discussions are continuing between **tie** and Transport Scotland to agree Key Milestones. Transport Scotland has sought to agree these milestones with **tie** in the period. **tie** consider it to be inappropriate to agree all of these milestones at the moment due to the lack of agreement with BSC and the number of outstanding issues with Transport Scotland/Network Rail. **tie** will however review these milestones to determine which, if any, of the individual milestones can be agreed prior to a full agreement.

design for the Edinburgh Gateway has been designed and approved. TS are aware of the limited scope of works being progressed and the BSC design is being progressed to maximise reuse of the existing IFC drainage systems.

Construction Staging

tie met with Transport Scotland and BSC on to review the requirements for commissioning of the tram system test track and the impact of Edinburgh Gateway project on 1st September 2010. Edinburgh Gateway does not appear to have a significant impact in this respect, however a number of minor issues were identified as requiring consideration. **tie** issued TNC letter to BSC on 10th September 2010 to cover this scope of works.

tie have advised Transport Scotland of areas of work which would require to be implemented immediately to minimise/mitigate delay to the Gogar Interchange works and the impact on ETN. This is very minor work, however Transport Scotland have requested further detail on costs associated with this work. **tie** will provide this, however this will delay commencement of these works. **tie** would suggest contingency funding should be agreed between **tie** and Transport Scotland that will allow similar issues to be actioned immediately by **tie** in future. This matter was again discussed in a meeting between **tie** and Transport Scotland on 1st September 2010. No contingency funding has yet been agreed.

Network Rail has identified a start date of 2nd November 2010 for diversion the Scottish Power 33Kv cable diversion. They have indicated the works will take 5 weeks to complete. Formal notification has been requested from Network Rail for the works programme together with confirmation that NR can work to the phasing identified to BSC in the small works change issued on 22nd September 2010. **tie** are considering the implications of this with respect to the construction programme for both ETN and Edinburgh Gateway with a view to mitigating the effects of this delay where reasonable to do so.

4 Headline cost report

4.1 Current Financial Year

	FY 10/11 COWD Period			FY 10/11 COWD Year To Date			FY 10/11 COWD Full Year Forecast			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	5.730	12.106	-6.377	39.359	71.865	-32.507	86.674	142.245	-55.571	387.201	157.799	545.000
Other Funding	0.473	1.000	-0.527	3.250	5.934	-2.684	7.157	11.745	-4.588	31.971	13.029	45.000
Demand on TS	5.257	11.107	-5.850	36.109	65.931	-29.823	79.518	130.500	-50.983	355.230	144.770	500.000

The 'AFC' figure of £545m (table above) does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects our best view of the spend profile of the funding currently available for the delivery of the entirety of phase 1a.

Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process

tie presented an updated forecast for 2010/11 and 2011/12 project spend to TS and CEC on 8th July. A further update meeting is due to take place on Tuesday 19th October.

The review of spend for 2010/11 has resulted in a tuning down of forecast from £142.3m (budget) and a Q1 forecast of £120.2m to our latest forecast of £86.7m. Sensitivities to the £86.7m are highlighted below. tie are committed to keeping TS and CEC updated as to the progress of our commercial engagement and any material impacts on the Projects spend profile.

COWD to date is £387.2m, with funding to date split to TS (£355.2m) and CEC (£32.0m).

Actual YTD P7 & forecast P8-P13 FY10/11

£m	2010/11 to P7	Forecast P8-P13,10/11	Forecast FY10/11
Infrastructure and vehicles	30.9	39.3	70.2
Utilities diversions	-0.3	0.0	-0.3
Design	1.0	0.9	2.0
Land and compensation	0.3	0.1	0.3
Resources and insurance	7.5	7.0	14.5
Base costs	39.4	47.3	86.7
Risk allowance	0.0	0.0	0.0
Total Phase 1a	39.4	47.3	86.7

YTD 2010/11 COWD is £39.4m in period 7, -£0.2m behind the P6 forecast for P7.

The Full year forecast for 2010/11 is £86.7m (£120.3m Q1).

Key Risks and sensitivities to the £86.7m forecast for are:

- Tramco – Non Tram vehicle related costs forecast (-£5.1m)
- Infraco related prelims – currently under DRP (+£8.6m)
- Infraco Main works progress up to -£24.9m (covering P10-P13). OR slippage sensitivity of £6.2m per period
- Commercial engagement – structure of outcome will influence spend profile

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

Current Financial Year Profile

Profile for FY10/11

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY10/11
Infrastructure and vehicles	16.7	9.6	15.4	28.5	70.2
Utilities diversions	-0.4	0.1	0.0	0.0	-0.3
Design	0.5	0.4	0.7	0.4	2.0
Land and compensation	0.2	0.1	0.0	0.0	0.3
Resources and insurance	3.2	3.3	4.1	3.9	14.5
Base costs	20.1	13.5	20.2	32.8	86.7
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	20.1	13.5	20.2	32.8	86.7

- Costs for 2010/11 are forecast at £86.7m (£120.2m Q1). *Note: This forecast is sensitive to the key risks as identified above.*
- The latest forecast is based upon **tie** Project Managers view as at the end of period 7, updated and amended in-line with the assumptions due to be presented to TS on 19th October.
- The original TS share of the budget (£130.5m) has been reduced to a forecast of £79.5m (£110.3m Q1).**

Project Cashflow Forecast

Re-baselined Phase 1a Cash Profiling

£m	Cum FY07/08	Actual 08/09	Actual 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.5	70.2	104.5	334.0
Utilities diversions	18.4	33.4	10.6	-0.3	-3.9	58.2
Design	24.4	4.7	2.1	2.0	1.0	34.2
Land and compensation	16.8	1.7	1.6	0.3	0.0	20.5
Resources and insurance	42.9	16.0	15.9	14.5	8.9	98.2
Base costs (inc 1b)	133.1	101.0	113.8	86.7	110.5	545.0
Risk Allowance	0.0	0.0	0.0	0.0	0.0	0.0
Total	133.1	101.0	113.8	86.7	110.5	545.0

Note: Base costs include £6.2m for ph 1b.

Per the note in 3.1 the 'AFC' figures of £545m does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project, but point to 'our best view' of the spend profile of the funding currently made available for the delivery of the entirety of phase 1a.

The TEL board have approved a risk allowance within the current funding arrangements of up to £53.2m, which takes the current agreed budget up to £535.0m.

5 Time schedule report

5.1 Report against key milestones

The table below reflects the milestones set out against the Rev1 programme.

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Approval of DFBC by CEC	21 Dec 06A	21 Dec 06A
MUDFA – commencement of utility diversions	02 Apr 07A	02 Apr 07A
TRO process commences	14Dec07A	10-Dec-07A
Approval of FBC by TS – approval and funding for INFRACO / Tramco	09 Jan 08	Dec 07A
Princes Street closed	03-Feb-09	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A
Construction commences	14-Apr-08	14-May-08A
First track installation commences – on street	03-Nov-08	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	19-Aug-08A
A8 underpass commences	08-Aug-08	28-Aug-08A
Haymarket viaduct commences	08-May-08	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	01-Sep-08A
Tram mock-up delivered	Oct 2008	Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	Nov-10
Princes Street re-opened	01-Aug-09	29-Nov-09A
NR immunisation complete	Nov 2009	Sep-10A
Utilities works complete (including telecoms)	Nov 2008	Dec-10
All demolition work complete (S21C)	22-Aug-08	Mar-11
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Oct-10
Haymarket viaduct complete	08-Dec-08	Mar-11
All consents and approvals granted	18-May-09	Dec-10
Design assurance complete	20-Jan-09	Dec-10
1 st Tram delivered	09-Apr-10	25-Apr-10A
Carrick Knowe bridge complete	11-May-09	Apr-11
A8 underpass complete	14-Jul-09	Jun-11
Roseburn viaduct commences	20-Jan-09	Feb-11
TRO1 process complete	01-Dec-09	Nov-10
Recruitment commences for Operations	July 2010	Jan-11
1 st OHL installed (Section 6 Depot)	11-Dec-09	May-11
1 st section (other than depot) complete ready for energisation (Section 2)	25-June-10	Jul-11
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Sep-11
Final tram delivered	17-Jan-11	Jan-11
Commission Section 6 (depot)	25-Mar-10	Oct-11
Roseburn viaduct complete	20-Apr-10	Jan-12
Test track complete (Ready for tram testing)	23-Apr-10	Feb-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Oct-11 to Mar-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	Mar-12 to Oct-12
Commission Section 5 (Roseburn junction to	09-Nov-10	Aug-11 to Jun-12

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Gogar)		
Driver training commences (excludes depot)	Nov 2010	Jun-12
System testing complete off street	09-Dec-10	Jul-12
Construction Line 1a complete	17-Jan-11	Oct-12
System testing complete on street	16-Feb-11	Nov-12
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	Nov-12
Shadow running starts	18-Apr-11	Jan-13
Shadow running complete	July 2011	Apr-13
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Apr-13
Open for revenue service	July 2011	Apr-13

Guidance for Completion:

Legend for colouring of Actual / forecast date text

Green:	Actual / forecast date is ahead or in line with baseline
Yellow:	Slight slippage – readily recoverable with action.
Pink:	Significant slippage but expect recovery can be achieved
Red:	Notable / significant slippage – difficult to recover, even with action.

Key Issues Affecting Schedule

- BSC advised **tie** in the period that they intended to ramp down construction works at various locations. This was followed by news in the media that the consortium had commenced laying off staff and sub-contractors.
- Lack of agreement with BSC regarding on-street construction programme;
- Completion of redesign of the permanent works to allow commencement of the construction of structures from Baird Drive through to Balgreen Road.(this section is affected by the cessation of BSC works at present).

12-Week Look-Ahead

Until the revised programme is in place the forecast for the next 12 weeks continues to be generated from the **tie** Live programme including latest updated information from both BSC and **tie** Project Managers.

Note that due to the uncertainty surrounding the On-street section of the Infraco works, that these works have been removed from the 12 week forecast other than for areas that are currently underway.

Similarly, as BSC have now advised that they are demobilising worksite where there is an outstanding disagreement regarding an estimate, these works have also been removed from the table.

Milestones	Actual / current forecast date
5A – Complete Construction of New Scotrail Carpark	27-Sep-10A
1A3 – S17 Construction Works Tower Place bridge	11-Oct-10C
1A4 - Lindsay Rd Retaining Wall A+C	11-Oct-10C
1B – Telecoms Works Jane Street to McDonald road	11-Oct-10C
1C2 - Telecoms Works Picardy Place to St Andrew Square	11-Oct-10C

Milestones	Actual / current forecast date
1D – Telecoms cabling Haymarket to Crescents	25-Oct-10F
5B – S23 Carricknowe bridge	11-Oct-10C
5C – Trackworks Edinburgh Park to Gyle	11-Oct-10C
5C - S32 Depot Access bridge	11-Oct-10C
6 - Depot Building (Siemens Internals Only)	11-Oct-10C
7 – Trackworks Gogarburn to Ingliston Park and Ride	11-Oct-10C
7 - W14A-B-C-D/W15A-B-C Gogarburn RWs	11-Oct-10C
7 – Trackworks Ingliston Park and Ride to Edinburgh Airport	11-Oct-10C
5A - Murrayfield Stadium SRU Accommodation Works (excludes clubhouse)	15-Oct-10F
7 – Gogar Landfill (settlement period)	27-Oct-10F
5B – S26 South Gyle Access bridge Sewer Diversion	05-Nov-10F
1C3 – Telecoms Works St Andrew Square to Princes Street West	15-Nov-10F

Key: A=Actual; C=Continues in period; S=Start; F=Finish,

Appendix 'A' Detailed cost report

Headline Financial Information **Edinburgh Trams** FY 10/11 Period Nr: **7** £m

FY 10/11: Demand on TS 79.518

1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD):
Period is for Phase 1a, which now includes £6.2m of lost economies of scale opportunities following the cancellation of 1b. See Section 3 of the TS report for further commentary.

YEAR TO DATE (YTD):
See Section 3 of the TS report for further commentary.

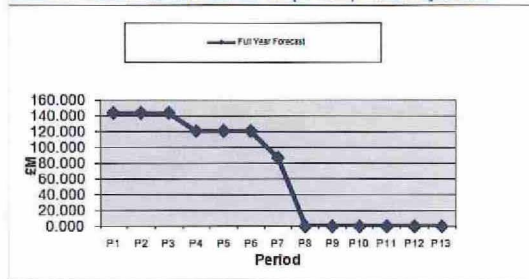
FULL YEAR FORECAST (FYF):
See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST (AFC):
See Section 3 of the TS report for further commentary.

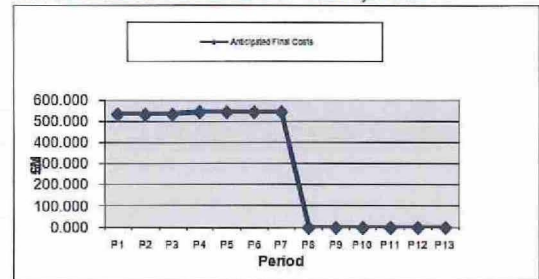
2: SUMMARY

	FY 10/11 COWD Period			FY 10/11 COWD Year To Date			FY 10/11 COWD Full Year Forecast			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	5.730	12.106	-6.377	39.359	71.065	-32.507	86.674	142.245	-55.571	387.201	157.799	545.000
Other Funding	0.473	1.000	-0.527	3.250	5.934	-2.684	7.157	11.745	-4.588	31.971	13.029	45.000
Demand on TS	5.257	11.107	-5.850	36.109	65.931	-29.823	79.518	130.500	-50.983	355.230	144.770	500.000

GRAPH 1 - Period Trend of Promoter FYF (FY 10/11) - Total Project Costs



GRAPH 2 - Period Trend of Promoter AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

FULL YEAR FORECAST:
See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST:
See Section 3 of the TS report for further commentary.

4: ACCRUALS COMMENTARY

5: TOTAL PROJECT ELEMENT SPEND BREAKDOWN (Total Project Costs)

PLANNED/EMERGING/FORECAST

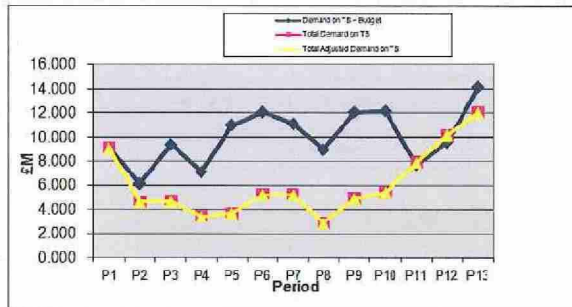
Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline data to be known as original estimate.

Relevant Baseline date : **FBC 20/12/2007**

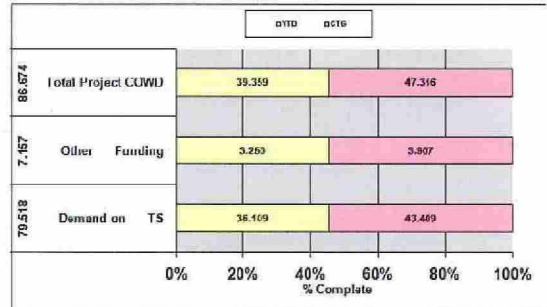
	Estimated Cost Total Project Costs			Actual Cost/Forecast Total Project Costs			Variance AFC v ELE
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
General Overall	28.233	28.233	30.004	28.328	1.675	30.004	0.000
Procurement Consultant	68.173	68.173	85.636	71.365	14.272	85.636	0.000
Design	26.646	26.646	34.219	32.290	1.929	34.219	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.665	2.610	0.055	2.665	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	333.665	205.874	127.791	333.665	0.000
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	58.493	46.416	12.077	58.493	0.000
Risk	48.974	48.974	0.000	0.000	0.000	0.000	0.000
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	545.000	387.201	157.799	545.000	0.000

Detailed Financial Information		Edinburgh Trams										FY 10/11			Period Nr:			7	
												£m							
6: Current Year 10/11 - Baseline Budget		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total				
1	Total Project COWD - Budget	9.320	6.744	10.220	7.767	11.984	13.153	7.106	9.767	13.148	13.246	8.382	10.459	16.378	142.245				
2	Other Funding - Budget	0.319	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.592	0.864	1.270	11.745				
3	Demand on TS - Budget	9.101	6.160	9.376	7.126	10.995	12.067	11.107	8.961	12.063	12.152	7.590	9.595	14.108	130.500				
7: Current Year 10/11 - Actuals (Updated 4 weekly)																			
4	Total Project COWD + Revised Forecast	9.320	5.055	5.122	3.751	4.048	5.732	5.730	3.178	5.372	5.944	8.519	11.084	13.118	86.674				
7	Other Funding + Revised Forecast	0.319	0.477	0.423	0.310	0.334	0.473	0.473	0.262	0.444	0.491	0.712	0.975	1.083	7.157				
10	Total Demand on TS	9.101	4.638	4.699	3.441	3.714	5.259	5.257	2.915	4.928	5.453	7.907	10.169	12.035	79.518				
8: Variance tracker																			
12	Variance Line 1 to Line 4 - Project Actual vs Budget	0.300	-1.659	-5.038	-4.016	-7.937	-7.420	-6.377	-6.589	-7.776	-7.301	0.237	0.625	-2.259	-55.971				
13	Variance Line 7 to Line 7 - Other Funding Actual vs Budget	0.000	0.137	-0.421	-0.332	-0.655	-0.513	-0.527	-0.544	-0.642	-0.603	0.320	0.052	-0.187	-4.588				
14	Variance Line 3 to Line 10 - Demand on TS vs Budget	0.300	-1.522	-4.677	-3.684	-7.281	-6.308	-5.950	-6.045	-7.134	-6.699	0.217	0.573	-2.073	-50.983				
9: Next Year 11/12 - Forecast (Updated 4 weekly)		Q1	Q2	Q3	Q4	Total	Financial Commentary FY 11/12 Onwards												
18	Total Project COWD	53.380	46.055	12.900	-2.152	110.484													
21	Other Funding	4.432	3.603	1.065	-0.178	9.122													
24	Total Demand on TS	49.248	42.253	11.835	-1.975	101.361													
10: All Years (Escalated) (Updated 4 weekly)		PRIOR	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FUTURE	TOTAL				
26	Total Project COWD	133.351	160.979	113.013	06.074	110.404	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	545.000				
29	Other Funding	10.386	8.338	9.397	7.457	9.122	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	45.000				
32	Total Demand on TS	122.965	92.641	104.415	79.318	101.361	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	500.000				

GRAPH 3 - Demand on TS: Actual/Budget Run Rate - Current Year FY 10/11



GRAPH 4 - Year To Date/ Costs To Go - % Complete - Current Year FY 10/11



11: Other Funding		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
Budget (Current Year 10/11)		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
RAS Funding (if Applicable)		0.319	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.592	0.864	1.270	11.745
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Total Budget Other Funding		0.319	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.592	0.864	1.270	11.745
Actual (Current Year 10/11)		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
RAS Funding (if Applicable)		0.319	0.477	0.423	0.310	0.334	0.473	0.473	0.262	0.444	0.491	0.712	0.975	1.083	7.157
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Other Funding Stream		0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000
Total Actual Other Funding		0.319	0.417	0.423	0.310	0.334	0.473	0.473	0.262	0.444	0.491	0.712	0.915	1.083	7.157

12: Promoter Full Year Forecast Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of Full Year Forecast (Current Year 10/11)		143.311	143.071	143.011	120.236	120.236	120.236	86.674	0.000	0.000	0.000	0.300	0.000	0.000
Full Year Forecast														

13: Promoter AFC Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of AFC		533.309	533.309	533.309	545.000	545.000	545.300	545.000	0.000	0.000	0.000	0.300	0.000	0.000
Anticipated Final Cost														