



Transport Edinburgh

Edinburgh Trams

Lothian Buses

Tram Project Board Report on Period 13 Papers for meeting 14th April 2010

09:30am – 12:00pm

Distribution:

Members and attendees

David Mackay (Chair)
Marshall Poulton
Bill Campbell
Steven Bell
Kenneth Hogg
Cllr Ian Perry
Ian Craig

Cllr Phil Wheeler
Stewart McGarrity
Cllr Allan Jackson
Cllr Gordon Mackenzie
Brian Cox
Peter Strachan
Mandy Haeburn-Little

Donald McGougan
Richard Jeffrey
Dave Anderson
Graeme Bissett
Alastair Richards
Neil Scales
Alasdair Sim (Secretary)

In addition – for information only

Cllr Maggie Chapman
Andy Conway
Norman Strachan
Iain Coupar

Cllr Tom Buchanan
Frank McFadden
Alan Coyle
Gregor Roberts

Dennis Murray
Ailie Wilson
Susan Clark
Gill Lindsay

TRAM PROJECT BOARD

Transport Edinburgh

Edinburgh Trams

Lothian Buses

FOISA exempt
 Yes
 No

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Agenda Tram Project Board

Brunel Suite – Citypoint, 2nd Floor

14th April 2010 – 09.30am to 12.00pm

Attendees:

David Mackay (Chair)

Bill Campbell

Steven Bell

Kenneth Hogg

Cllr Ian Perry

Marshall Poulton

Cllr Phil Wheeler

Richard Jeffrey

Stewart McGarrity

Cllr Allan Jackson

Cllr Gordon Mackenzie

Brian Cox

Donald McGougan

Ian Craig

Graeme Bissett

Alastair Richards

Neil Scales

Mandy Haeburn-Little

Susan Clark

Alasdair Sim (Minutes)

Apologies: Dave Anderson

- 1 Review of Previous Minutes and Matters Arising
- 2 5 Key Business Priorities (Richard Jeffrey)
 - 2.1 Building the Tram (Steven Bell)
 - Project Director Progress Report Period 13
 - Change Requests & Risk Drawdown
 - 2.2 Preparing for Operations (Alastair Richards)
 - 2.3 Building the Brand (Mandy Haeburn-Little)
 - 2.4 Building the Team (Richard Jeffrey)
 - 2.5 Preparing for the Future (Richard Jeffrey)
- 3 Governance (Graeme Bissett)
- 4 Date of next meeting – 5 May 2010
- 5 AOB

Edinburgh Tram Network Minutes

STRICTLY PRIVATE AND CONFIDENTIAL

Tram Project Board

10th March 2010 (09:30 to 12:45)

tie offices – Citypoint II, Brunel Suite

Members in Attendance:			
David Mackay	DJM	Bill Campbell	WWC
Richard Jeffrey	RJ	Donald McGougan	DMcG
Cllr Gordon McKenzie	GMcK		
In Attendance:			
Brian Cox	BC	Andy Conway	AC
Neil Scales	NS	Kenneth Hogg	KH
Steven Bell	SB	Cllr Phil Wheeler	PW
Stewart McGarrity	SMcG	Cllr Ian Perry	IP
Graeme Bissett	GB	Cllr Allan Jackson	AJ
Alastair Richards	AR	Ian Craig	IC
Peter Strachan	DA	Mandy Haeburn-Little	MHL
Marshall Poulton	MP	Susan Clark	SC
		Alasdair Sim (minutes)	AS

Apologies:

Dave Anderson

1.0	Introduction, Review of Previous Minutes and Matters Arising	
1.1	DJM welcomed the participants to the meeting and introduced the TPB to Ian Craig (Managing Director of Lothian Buses), who joined the meeting in his capacity as a TEL Board Member.	
1.2	DJM asked the TPB to declare and confirm any conflicts of interest; there being none, he went on to emphasise the absolute requirement for strict adherence to commercial confidentiality, both in regard to the specific matters discussed and to papers referred to in the meeting. He went on to express his appreciation for the efforts made by the whole team involved in the preparation of materials to be discussed at this TPB.	
1.3	The minute of the TPB from 10 February 2010 were not discussed, and for the purposes of this minute, are taken as read and accepted as a true record.	
2.0	Chief Executive's Update	
2.1	In line with the Tram Project Board instruction arising from the 13 th January 2010 TPB, RJ noted that the primary focus of this meeting was to report on the detailed work that has been underway over the past two months in regard the ongoing issues currently facing the project. He went on to note that he and DJM had provided a detailed briefing to John Swinney MSP, the Cabinet Secretary for Finance and Sustainable Growth, Stewart Stevenson MSP, Minister for Transport, Infrastructure and Climate Change and also to senior	

representatives of Transport Scotland.
The context of the introduction was framed around the following areas:

- The current situation with no agreed programme and lack of meaningful progress is unsustainable and unsatisfactory for all;
- The relationship with and behaviours of BSC;
- Matters need to be brought to a head, and the options available to achieve this.

RJ went on to confirm to the Board that targeted work has been undertaken on a number of areas:

Performance Audits

tie is entitled under the Contract to audit BB's performance in key areas. Audits were conducted on design management, programme management and sub-contractor arrangements. SB reported on these findings.

Design

The design process has been problematic throughout the project and completion of the work is significantly behind the programme established in the Infraco contract. Whilst **tie** Changes have driven some of this delay, for example in areas such as Gogar Interchange and Picardy Place, there has been no clear justification from BSC as to the reasons for overall delay or any evidence of design management and mitigation of delay. There are also indications that the scope of what SDS has been asked to deliver compared to the base scope has increased substantially, though the reasons have not been communicated to **tie** by BSC.

Programme

The original construction programme submitted at Contract Close (May 2008) had a 38 month construction period, and the latest BSC submission allows for a 68 month construction phase which **tie** believes is unacceptable and unrealistic. Amongst a number of documented failings, BSC have not demonstrated that they have effectively sought to mitigate delay.

RJ reported that independent analysis of the programme has been undertaken, supporting **tie**'s position on the matter, and noted that in real terms approximately 4.5km of the 18.5km Phase 1a route are affected by ongoing utilities works.

tie has no dispute that utility diversion delays, which are to **tie**'s account, have caused substantial delay to the construction programme. This was acknowledged in an offer from **tie** in late 2009 of Extension of Time and costs covering 6 months. It appears this offer has not been accepted by BSC. The MUDFA Rev 8 matter which was put on hold at the time this offer was made to BSC, is now back in the DRP process at the instigation of BSC, with mediation being held on 16/17 March 2010.

On Street Works

The precipitate action taken by BSC in early February 2009 when work was halted on Princes St was resolved by agreeing an adaptation of the Infraco Contract in the form of the Princes Street Supplemental Agreement (PSSA).

BSC are seeking to impose a new set of terms governing all on-street works which are unacceptable to **tie**, not least because, if accepted, **tie** would potentially be exposed to sanction for breach of procurement regulations and do not offer best value. However, a detailed counter-proposal has been prepared by **tie** and will be a key feature of the search for resolution.

Contractual Mechanisms

Since the New Year **tie** has worked more assertively within the framework set by the Infraco Contract to resolve the issues around contractor performance and progress. The messages being relayed in this correspondence to BSC have been indicative of **tie**'s desire to robustly operate the existing contract mechanisms, and have expressed concerns about BSC's approach to fulfilling certain obligations and interpretation of particular clauses in the contract.

RJ confirmed that independent legal and Counsels' advice has been analysed and this has affirmed **tie**'s approach to these matters.

Relationships & Behaviours

Following a detailed and participative discussion on the behaviours exhibited by BSC, and the various avenues and options that have been explored over the past two years, RJ reported that a series of Senior level meetings with the Consortium took place in the week beginning 1st March, this culminating in a meeting which DJM attended at the request of Bilfinger Berger AG Executive Board Director, Kenneth Reid (responsible for BB's global civils business). Mr Reid indicated that BB were willing to look at any option and suggested putting the "6 key issues" to an independent expert for determination (on a without prejudice basis). DJM suggested that if the process is not binding on the parties, then it was unlikely to be an acceptable way forward.

The Board concurred with this view.

Financial Context

RJ confirmed that **tie** had attended a series of detailed reviews of the current financial position with CEC and Transport Scotland. SMG reported that a detailed financial analysis has been undertaken over a range of possible outcomes and presented the results of this analysis to the Board.

The Board recognised and acknowledged its limit and delegated authority in regard to the £545m of available funding and an Operational Service Date of October 2012.

The Way Forward

RJ presented a number of strategic options to the Board, and a detailed discussion was undertaken, with broad participation from the TPB. The default position of no material change to the present scenario is unattractive, as it offers no certainty on price or programme. A continuation of the current lack of progress will also probably cause public and political support to evaporate.

The work performed in early 2010 constituted a detailed examination of the matters in dispute and the means to resolve them; and determined application of **tie**'s rights under the contract.

	<p>The approach adopted appears to have had a significant impact on BSC and the basis on which tie can seek to achieve an acceptable legal and commercial outcome is now considerably clearer. Accordingly, the TPB approved the following strategy:</p> <ul style="list-style-type: none"> ▪ Continue to pursue tie's rights under the existing contract with vigour and seek acceptable resolution of the main disputes in accordance with the agreed action plan; ▪ The options and opportunities discussed in detail with the TPB to be pursued in accordance with the agreed action plan; ▪ Actively address affordability and incremental options, including operational and financial viability; ▪ Reach a resolution of the key matters with BSC; ▪ Confirm a new way of working with BSC which mitigates against further dispute risk ; ▪ Report progress regularly to the TPB, especially in relation to cost estimates, programme forecasts and potential scope changes in the context of funding availability and the structure of delegated authority which will govern any material changes ; and ▪ Report to the next TPB on progress and advise the Board on the emerging timetable to resolution. ▪ Continue to update Transport Scotland and CEC and the Non Executive Directors on developments on regular and detailed basis. DMcG suggested that the FCL Sub-Committee could be an appropriate means of achieving this. <p><i>Communications & Confidentiality</i> MHL noted that recent media attention has heightened, much of due to speculative opinion pieces, and in particular on the purported purpose of this TPB meeting. It was agreed that a statement should be issued in the afternoon of 10 March 2010.</p>	MHL
<p>3.0</p>	<p>Building the Tram</p>	
<p>3.1</p>	<p>RJ referred the Board to the TBP papers for the progress updates for Period 12 covering the following areas:</p> <ul style="list-style-type: none"> ▪ HSQE ▪ Code of Construction Practice ▪ Utilities ▪ Infraco (Overall progress 14.2%; 0.5% in P12 vs 4.4% planned) ▪ Tramco (Progressing as programmed) <p>MHL presented a video to the TPB for the installation of the deck beams at Carricknowe Bridge, which involved an overnight operation under full railway possession conditions.</p>	

3.2	<u>Change Requests and Risk Drawdown</u> The Board noted the Period 12 Change Request and Risk Drawdown of £68K, relating to Balgreen Road Retaining Wall.	
3.3	<u>Tram Traffic Regulation Order</u> AS noted that the Public Deposit for TRO1 commenced on 22 February 2010, and a staffed exhibition is operating at City Chambers (Monday to Saturday) until the end of the period available for objections (21 March 2010). Over the past three weeks a steady number of visitors have been attended to and so far 56 objection letters have been received. A report to Council is targeted for July 2010, and if the Members approve the recommendations, the TRO can be made in October 2010, and this will set the conditions to allow trams to operate in Edinburgh.	
4.0	Preparing for Operations	
4.1	DJM referred the Board to the TPB papers.	
5.0	Building the Brand	
5.1	No updates were reported to the Board.	
6.0	Building The Team	
6.1	No updates were reported to the Board.	
7.0	Preparing for the Future	
7.1	No updates were reported to the Board.	
8.0	Governance	
8.1	No updates were reported to the Board.	
9.0	AOB	
9.1	No items were raised.	
10.0	Date of Next Meeting	
10.1	DJM thanked the Board for their participation and confirmed that the date of the next meeting will be Wednesday 7th April 2010 commencing at 09:30hrs .	
10.2	The meeting closed at 12:45.	

Prepared by Alasdair Sim on 15th March 2010

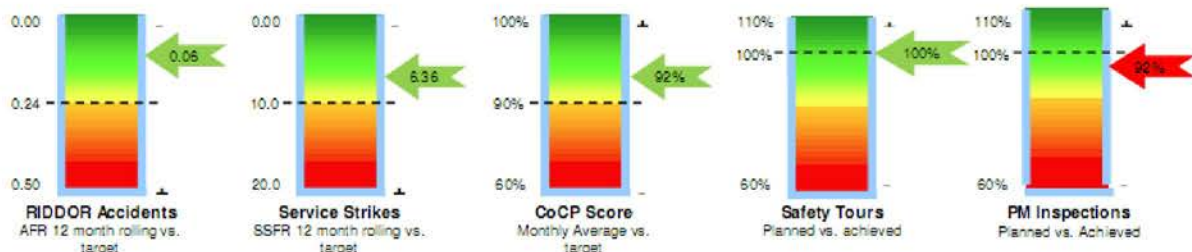
Building The Tram Project Director Report

Period 13 09/10

HSQE – Period 13

Deliver a Tram Safety

HS&E ACCIDENTS and INCIDENTS SUMMARY											
Total	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	136,588	0	0	1	20	1	2	0	1	0.00	0.73
13 period rolling	1,681,451	1	0	27	222	107	18	7	51	0.06	6.36



There have been no reportable accidents during Period 13. The rolling 13 period AFR is 0.06 well below the target of 0.24 for the project. BSC are reporting Zero AFR, as are Clancy and Farrans. The frequency for Service Strikes has decreased for the Period and for the 13 period rolling. It stands at 6.36 against a target of 10 strikes per 10,000hrs worked.

Joint inspections have been slow to progress this period; to help improve the planning of inspections the PM's have been asked to specify which week the joint inspection will be carried out. A schedule of proposed joint Senior Management safety tours has been sent to BSC requesting BSC senior management to carry out joint tours with **tie**.

Further to the Period 11 incidents regarding the use of lifting equipment adjacent to the Network Rail corridor, **tie** have informed BSC that an audit of BSC Rail Interface systems will be carried out on 30.03.10. Network Rail have been invited to accompany **tie** on these audits.

tie have led the discussion to ensure that all pedestrian crossings comply with the necessary standards required to meet the needs of the visually impaired. Guidance has been sent to all relevant parties. Following the installation of temporary traffic lights on York Place where the power supply cables were not installed to the correct standard for surface mounted cable, i.e. cables to be ducted and coils of cables to be housed in wooden boxes, **tie** have produced and issued guidance to all contractors on acceptable methods of installation.

Deliver a Safe Tram (Quality)

Section	Activity	Data Checked					
		IDC	Hazards	ITP's	Design Variation / Change	As Built	Asset Register
Gogarburn Bridge	Structures East Abutment	0.5	On Hold	1	1	1	N/A
Depot	Roof & Wall Cladding	0.5	On Hold	1	1	0.5	N/A
Haymarket Viaduct	Earthing & Bonding	0.5	On Hold	1	0.5	0.5	N/A
Carrick Knowe	Earthing & Bonding	0.5	On Hold	1	1	0.5	N/A
PD	Total (y)	2	0	4	3.5	2.5	0
	Max Possible Total (y)	4	0	4	4	4	0
Total	Percentage P12	32%	69%	93%	72%	73%	50%
	Percentage P13	34%	89%	94%	74%	71%	50%

Key - Y = Evidence exists (1) N = No evidence exists (0) NA = Not applicable (-) P = Part evidence in place (0.5)

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Four metrics inspections were carried out during Period 13 – Gogarburn Bridge, Depot, Haymarket Viaduct Carrick Knowe. Inspection at Haymarket Viaduct site follow up to inspection QM026. It is noted that all areas inspected received 100% for the Inspection and Test Plan System bringing the overall period average up to 94%. Again an increase is noted in the percentage from 72% to 74% for Design Variation/Change which is likely to be as a result of changes to the weekly check sheet, thus more meaningful information is being recorded.

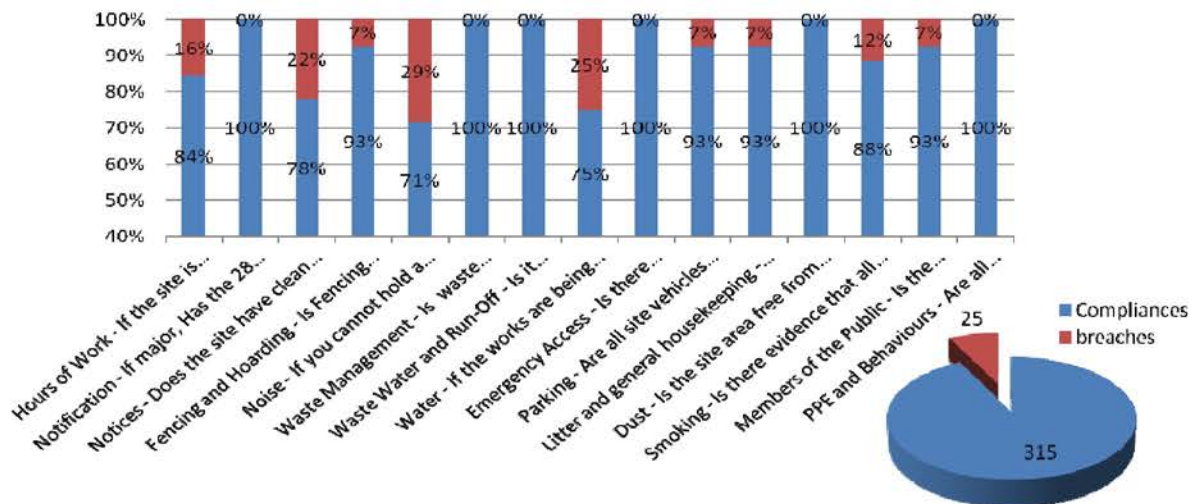
IDR/IDC action tracker issued by BSC, no formal dates for closure of actions detailed, however all actions will be closed upon completion of IDR's (End May 2010). AFC drawings should follow on from the completion of the IDR/IDC process.

Inspection and Test Plan for Building Fixings formally requested from BSC, works currently taking place with no formal Inspection and Test Plan issued to tie. Siemens have advised that the ITP is in place and will be issued in due course.

BSC have advised Princes Street documentation including interim 'as built's will be ready for review end March. Informal audit arranged for 7th April 2010.

Code of Construction Practice Period 13

Period 12 Review:



Movement in Period

Compliance recorded at 92% for Period 13

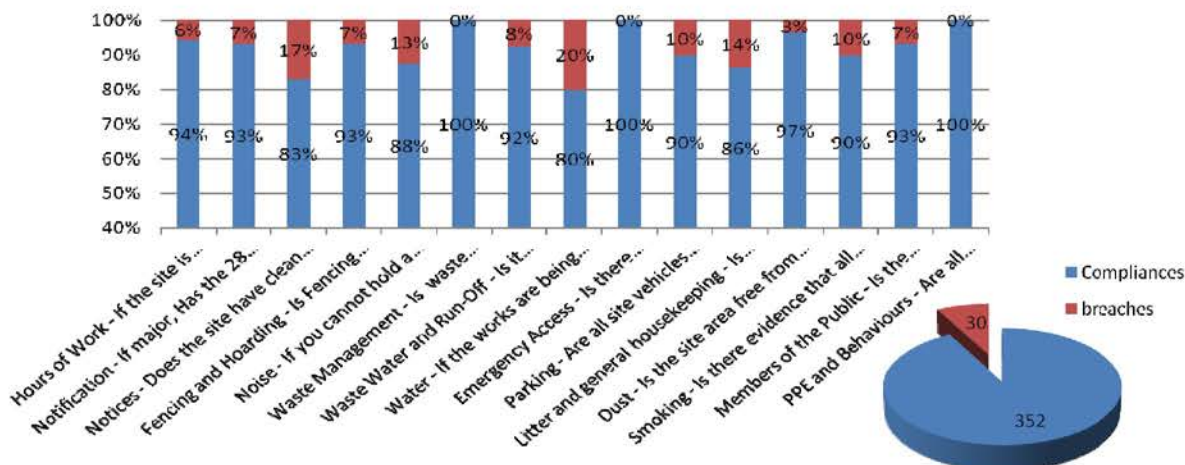
There has been an improvement in compliance with the following areas –

- Sites working out with CoCP hours
- Tram 0800/ timescale notices
- Noise control on site
- Control of works near water

There has been minimal decrease in compliance in the following areas –

- Notification of works
- Waste Water run off
- Parking out with the site
- Litter and general housekeeping

Period 13



Actions

Paul Colquhoun and Colin Neil will speak to all **tie** Supervisors specifically about notification, waste water runoff, parking and litter on site and ask them to speak to their sites. Information will be passed to BSC, Clancy and Farrans.

Progress

The cost, programme and risk information in this Period 13 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. Work is ongoing to this end, and the first outputs from this were issued during Period 12. **tie** have reviewed these submissions during period 13 supported by independent reviews and formally rejected the submissions during period 13.

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

- The refusal to progress works while Clause 80 Changes are being agreed;
- Work unable to start on-street where sites are available as contractual obligations are not satisfied;
- Resolution of the contractual interpretation on BDDI-IFC (pricing assumption 1).

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:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- No agreement in place for On-street works;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Failure of INFRACO to submit preparatory paperwork in a timely manner and of a suitable content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v55 of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

The **tie** live programme currently predicts an Open for Revenue Service date in early February 2013. This has slipped 28 calendar days since the last period, driven by the above issues.

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 No

Progress continues at Haymarket viaduct although following site clearance activities during Period 10 between Haymarket & Roseburn further works for trackform has stalled awaiting BSC results of ground testing. The majority of the remaining worksites are all off-street with works continuing at Russell Road RW's, Carricknowe Bridge, The Guided Busway sections, Edinburgh Park bridge, A8 Underpass, The Depot, Gogarburn bridge and Edinburgh Airport, although some structures works have commenced on-street during period 13 at Lindsay Road RW and Tower Place bridge.

The most significant event during period 13 was the installation of the bridge beams for Carricknowe Bridge.

There has been no further Infraco works on-street other than those structures at Lindsay Road and Tower Place bridge due to a lack of agreement on programme going forward, suitable sub contractor arrangements implements and completion of final design assurance checks by BSC. Utility Diversions continue at Haymarket, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Dispute Resolution (Infraco)

No new DRP matters were launched in the Period, but Section 7 drainage and Tower Place Bridge have been referred to adjudication by **tie**. A mediation process was completed on MUDFA Rev 8 during the period without resolution, and this item may now head into adjudication. Agreement on an acceptable On Street Supplemental Agreement with BSC has not been reached.

Commercial Update (MUDFA)

A meeting with the CUS Managing Director was held in the Period with the aim of progressing matters to a conclusion. An agreed action plan is being undertaken and a full report will be presented in P1. It is still anticipated that elements of the final account will go to dispute resolution. A summary of the items being address is provided below.

Changes - CUS have still to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. Discussions on these items are still ongoing with CUS. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a small proportion of that claimed by Carillion.

Design

V55 was submitted to **tie** on 01Mar10 with a progress date of 15Feb10. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design. The last issue of IFC now been altered in V55 from OLE poles in Section 7 to the Murrayfield Stadium RW, which is due for issue on 29Jul10, which is an improvement on the previous design programme which reported the last issue of IFC in August 2010.

Design Audits have been completed in the Period, looking at Infraco management of the design, the outcome of this being that there is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme strengthens the evidence of poor design performance. The approvals task force has been supplemented by a Design Progress and Design Issues meeting to provide additional management focus on design resolution.

Utility works

Progress on utilities works in the period is summarised as follows:

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- Clancy Docwra are scheduled to complete the utilities diversions in the Haymarket area during Period 1, and are on course to complete the diversions in the Yark Place to Annandale Street sections early in Period 2.
- Scottish Water are still to approve the protection proposals including the adoption of the sewer design at Ocean Drive.
- The way-leaves through ADM Milling were finalised in Period 13.
- Clancy Docwra are progressing with the relocation of utilities out of Lindsay road and are due to complete in Period 1. GEO cable diversion works has been completed in Period 13 and BT works are ongoing with an expected completion in Q1
- Broughton St opened fully to traffic on 1st April 2010.
- Clancy Dowry continue to progress well on the private utility diversion works in Edinburgh Park area.
- Farrans utilities diversions in Section 1A continue to programme, with completion anticipated in Period 2.

Tram works (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 16.1%, an increase of 1.8% against a plan of 4.4%, reflecting the lack of progress against plan from BSC for both on-street and off-street works, although there is an increase in the rate of progress for off-street works.

The on-street works in progress are related to snagging items along Princes Street, works at Lindsay Rd RWs and commencement of Tower Place bridge in Section 1A & Building Fixings on Constitution St, St Andrew Square & Shandwick place. There has been no further Infraco works on-street due to a lack of agreement on programme going forward.

Period 13 2009-10	Period		Delta	Cumulative		Delta
	Plan	Actual		Plan	Actual	
INFRACO PERIOD 13 PROGRESS (Contract Rev.01 Programme)						
Section 1a Newhaven to Foot of the Walk	7.7%	0.1%	-7.6%	60.0%	0.1%	-59.9%
Section 1b Foot of the Walk to McDonald Road	6.7%	0.0%	-6.7%	58.9%	1.3%	-57.6%
Section 1c McDonald Road to Princes Street West	4.4%	0.0%	-4.4%	53.7%	0.0%	-53.7%
Section 1d Princes Street West to Haymarket	3.3%	0.0%	-3.3%	94.5%	42.1%	-52.4%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	5.9%	0.0%	-5.9%	64.5%	7.9%	-56.5%
Section 2 Haymarket to Roseburn Junction	0.0%	5.4%	5.4%	100.0%	21.5%	-78.5%
Section 5a Roseburn Junction to Balgreen Road	2.4%	0.3%	-2.1%	76.9%	5.9%	-71.0%
Section 5b Balgreen Road to Edinburgh Park Central	4.1%	3.4%	-0.7%	94.9%	39.5%	-55.4%
Section 5c Edinburgh Park Central to Gogarburn	2.9%	4.9%	2.0%	87.2%	9.4%	-77.7%
Section 6 Gogar Depot	1.5%	6.2%	4.7%	100.0%	22.5%	-77.5%
Section 7a Gogarburn to Edinburgh Airport	8.2%	0.1%	-8.1%	88.3%	32.9%	-55.3%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	3.3%	3.1%	-0.2%	90.2%	22.0%	-68.1%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	4.4%	1.8%	-2.5%	79.4%	16.1%	-63.3%

Success in the Period/Progress in Period 13

- Building Fixings to the majority of identified buildings on Constitution St, St Andrews Square & Shandwick Place were completed (30/39);
- In 1A, the Old Britannia building was demolished and a BSC site established in its place;
- Works on Tower place bridge and Lindsay Road RW 1A & 1C commenced;
- Haymarket Viaduct works on going with first deck pour due week 1 of period 01;
- Completion of CBR testing in Haymarket corridor towards Russell Road, but results are awaited;
- Russell Road bridge preparatory works for trial soil nails;
- Wanderers Club house works on going;

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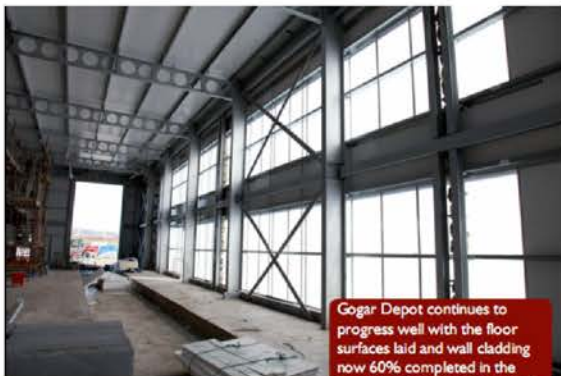
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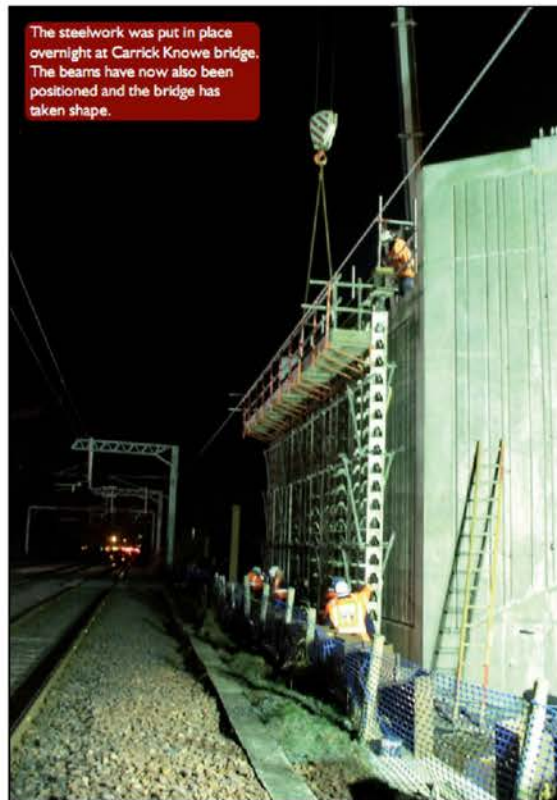
Yes

No

- Carricknowe Bridge progressing to programme with span beams installed over week-end 6th/7th March;
- Guided Busway works progressing well with outline completed with 85% concreted (total length 1360m). Works commenced on inline sleepers and rails with completion anticipated before Easter for this section;
- A8 Piling works to Phase 2 completed 10th March. Phase 4 underway prior to Phase 3;
- Piling platform set-up for Depot Access bridge;
- Depot accommodation area base slab completed 11th March;
- Earthworks for trackwork section from culvert 3 to Eastfield Ave at Hilton car park progressing well. Works to retaining walls W14/W15 also commenced;
- Burnside Road works complete and additional traffic lights installed and commissioned, but some operational issues are in the process of being worked through with BAA; and
- Works continued on the bus gate works at Edinburgh Park with Crummocks undertaking this section on behalf of BSC.



Gogar Depot continues to progress well with the floor surfaces laid and wall cladding now 60% completed in the accommodation area. Partitions and mechanical and electrical building services are now being constructed.



The steelwork was put in place overnight at Carrick Knowe bridge. The beams have now also been positioned and the bridge has taken shape.

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Issues in the Period:

- Slow progress being made on Edinburgh Park bridge with north abutment reinforced earth walls and raised kerb on bridge deck works on going;
- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by **tie** to construct as per IFC in Section 2A and to provide further detail on remaining sections;
- A number of audits have been completed under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement;
- BSC have failed to commence with On Street works;
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports; and
- Some operational problems have emerged with BAA on the Burnside Road Barrier System, and these are being worked through with BAA, **tie** and the system designer.

Tram works (TRAMCO)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule. The first two trams are at the Siemens test track at Wildenrath in Germany undergoing dynamic testing, the third and fourth trams are in the factory undergoing factory acceptance testing and work is progressing at various stages on the production line on 21 trams. The first tram will be delivered to Edinburgh in Period 1.

Draft Operations and Maintenance manuals have been received and are being reviewed.



Preparing for operations

The BROR committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is being raised as an area that requires some focus for improvement.

Temporary traffic regulation orders (TTROs)

A review of traffic management arrangements across the City Centre is underway with a view to removing non-essential elements (should the on-street Infracore Works not proceed in the next few weeks). This will be fully reported on in Period 1.

Traffic regulation orders (TROs)

TRO1 was put to Public Deposit on 22 February 2010 and the 28 day public consultation completed on 22 March 2010. There has been 426 objections received, these are currently being considered and a detailed report will be prepared for submission to the Council for consideration in September 2010, with a view to making TRO1.

Cost

We continue to reflect an outturn estimate of £533.3m, including £6.2m for the cancellation of Phase 1b. However, 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.

A detailed costs and forecast briefing was presented to Transport Scotland on 18/01/10, and a further quarterly update took place on 18/03/10.

Key cost related items to note in Period 13 are:

- The budget for ETP in 2009/10 established in April 2009 is £150.1m (£153.3m inc. 1b), which was produced linking the **tie** re-baselined programme to Infraco construction milestones. **tie** are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- The P13 outturn figure for 2009/10 was £113.8m against a forecast of £114.5m.
- Actual costs in 2009/10 (£113.8m) include costs of £3.2m which relate to the demobilisation of the Phase 1b Infraco construction contract. A payment of £3.2m was made to the Infraco Contractor in August.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£113.8m) is £104.4m, giving available headroom of £44.6m.

Actual YTD P13 & forecast P13 FY10/11

£m	YTD P13	Forecast FY10/11
Infrastructure and vehicles	83.5	122.3
Utilities diversions	10.6	-4.7
Design	2.1	2.2
Land and compensation	1.6	0.0
Resources and insurance	15.9	14.2
Base costs	113.8	134.0
Risk allowance	0.0	9.0
Total Phase 1a	113.8	143.0

Note: Base costs include £3.2m for ph1b in 2009/10.

- ETP COWD in FY09/10 to Period 13 is £113.8m (Period 12 - £104.0m) against budget £150.1m (excl 1b). The key drivers for the -£36.3m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.
- As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, 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 2009/10 and future years.

Risk & Opportunity

There were seven risk reviews held in the period. Two items were closed on the Infraco concerns register. There were fifteen drawdowns on the risk allowance approved in the period totaling £7,167,077. These are detailed later in the report. A separate Change Paper has been prepared for the Board to request an increase to the £512m budget while remaining within the £545m funding envelope. This increased funding will be added to the Project Risk Allowance.

Stakeholder & Communications

The month started on a very positive note with a media trip to Wildenrath in Germany to visit the Siemens test track where the first of Edinburgh's Trams were put through their paces. Accompanying the City of Edinburgh Council's Head of Transport, Marshall Poulton, on the trip were journalists from the BBC, New Civil Engineer, Tram TV and the Edinburgh Evening News. Coverage of the tram testing was very positive however a couple of other stories came out of the trip which included the possibility of a future tram line to east Edinburgh and that householders along the route living in properties where tram fixings are attached to the building may have to seek permission to have their windows washed.

The most media interest this period was around the Tram Project Board meeting where the Chief Executive presented a range of option relating to the dispute. The outcome of this was the decision to rigorously enforce the terms of the contract to hold the contractor to account. Coverage resulted in The Scotsman, the Herald, the Times, Evening News, Daily Mail, Business 7, Metro, and most other major daily newspapers plus Scotland Today, Reporting Scotland, BBC Scotland Drivetime, Real Radio, GMTV and Newsnight. Coverage continued into the weekend.

Work updates have been issued for the Manor Place closure, utility works at Atholl Crescent Lane Broughton Street and Lindsay Road, track preparations from Haymarket Yards to Balbirnie Street, Carrick Knowe bridge works and footpath re-routing at Roseburn Corridor.

The second Photo Update has been produced giving a visual account of the works progress during the start of 2010. Pictures which feature in the update include the tram testing in Germany, the mock-up at Edinburgh Airport and works progress at Gogar Depot, Carrick Knowe Bridge, Lindsay Road and Haymarket. The update will continue to be produced bi-monthly in order to track the progress of different sections of the route.

Improved engagement through social media channels and an increase in the production of web-friendly communications materials, (especially photo content and podcasts) have substantially increased our social media activity and helped to drive a record number of users to our main website as a result. Visits to www.edinburghtrams.com this period rose to 20150, our highest ever number.

Currently there are 6 FOI requests in the process of being compiled, while there is 1 FOI requests under review or with the Information Commissioner. 8 requests have been completed over the last four week period.

The incoming correspondence for Period 13 has increased since Period 12. 426 contacts have been logged in Period 13, while in Period 12 contacts were lower at 386.

Period 13 2009/10 – Papers for Consideration

Paper to: TPB**Meeting date: 14th April 2010****Subject: Project Change Control Update – Period 13, 2010/11****Preparer: Mark Hamill****Summary**

This paper is to update the Tram Project Board with the current status regarding approved project change orders and their implications on the overall Tram Project Budget. To the end of Period 12, £29.2m had been drawn down from the original risk allowance of £30.3 at Financial Close. In Period 13, an additional £7,167,077 has been drawn down.

Following the delegated authority from TEL to the TPB authorising the use of the £545m funding envelope, **tie** is seeking approval to increase the budget to £530m. This additional funding of £17,982,993 would be added to the Project Risk Allowance.

tie will continue to report on, and ensure that the Board have clear visibility of, all changes which have been authorised and recommended and to seek Board approval for all changes greater than £1m, in line with the Delegated Authority Rules.

The table below summarises the approved changes that have impacted the Project Risk Allowance since Financial Close in May 2008 plus the effect the additional funding would have on the risk allowance*.

Description	Base cost	Risk	Total
Position at Financial Close (PCB)	481,680,811	30,336,196	512,017,007
Changes to end Period 12	29,255,195	-29,255,195	
Position at end Period 12	510,936,006	1,081,001	512,017,007
Period 13 Changes	7,167,077	-7,167,077	
Increase in budget*		17,982,993	530,000,000
Position at end Period 13 (CAB)	518,103,082	11,896,918	530,000,000

*Subject to Board Approval

Changes Approved in Period 13Relocation of Archaeological Arisings (COP282 - £31,784)

This change is due to the finding of Archaeological Arisings within Section 7. These Arisings required to be removed from site to stockpile within Plot 304. Whilst stockpiled at Plot 304 the above arisings were contaminated with Giant Hogweed, requiring control and therefore the inclusion of an Invasive Species Protection Fence.

Discovery underground petrol tank (COP303 - £4,813)

In accordance with Schedule 4 pricing exclusion item 3.3 (c) this is a variation to the contract as the fuel tank is a below ground obstruction. The change involved the cleaning out and removal of an underground fuel tank at the National Car Rental site to allow the demolition of Plot 103 to proceed.

Haymarket Rail Station - Access Door (COP306 - £2,814)

This is a change required by Network Rail to conceal a Network Rail access door. The existing Haymarket Rail Station Network Rail access door was previously hidden by the steps to the car park and the Caledonian Ale House which was removed in order to construct the new tram viaduct. The door will be hidden from view once the new tram viaduct is in place, in the meantime it will require to be blocked with Stone.

Consortium Office (COP308 - £36,732)

The various utility diversions in the Depot area were not complete in accordance with the programme with a resulting delay to Infraco's office establishment.

Relocate OLE Poles (COP316 - £4,575)

This change is for the design costs associated with relocating the OLE poles north of Tower Place.

The following changes were processed as part of a 'catch-up' exercise to ensure all previously instructed changes are aligned with the change control process.

Infraco Phase 1b (invoice) (COP263 - £3,200,000)

Please see separate paper.

V31 design delivery programme (COP280 - £3,524,000)

Please see separate paper.

Traffic Management Lights at Leith Walk (COP165 - £15,085)

Erection of temporary traffic lights to allow the works opposite Manderson Street to be carried out due to MUDFA works not being complete

Noise and vibration study (COP170 - £146,128)

Noise and vibration surveys were required to be carried out in various locations to assess the ground borne noise and vibration.

Gogar Burn Retaining Walls 14 and 15 (COP235 - £141,189)

The retaining walls north of Eastfield Avenue have been amended as a result of Edinburgh Airports Limited (EAL) and CEC discussions regarding the impact of the retaining walls on the Gogar Burn.

TRO Presentation (COP238 - £23,480)

This is the cost of the TRO presentations by SDS at public meetings. This is a change because presentations given to the public and any changes required by CEC as a result of the consultation process is a change to SDS obligations.

Paper to: TPB
Subject: Phase 1b Costs - £3.2m
Preparer: Mark Hamill

Meeting date: 7 April 2010

Summary

This paper records the Change Order of £3.2m to BSC for Phase 1b costs.

This is a change because the contract allows for an updated estimate for Phase 1b to be provided by BSC. Provided BSC met their contractual obligations they would be entitled to £3.2m if **tie** chose not to progress the Phase 1b works.

The Board were notified at the August 2009 TPB meeting of these costs when the Chief Executive reported that the payment would be made following advice on the contractual position from DLA Piper, and that **tie** reserved its position regarding potential future recovery of this payment.

It is likely that these costs will be formally disputed through the dispute resolution process (DRP) with BSC. In the event that the DRP is found in **tie**'s favour, a change will be raised to reverse this change order

Impact on programme

This change does not impact on the programme.

Impact on budget

This cost was initially intended to be included within the Phase 1b budget, however as Phase 1b is currently suspended, the paper draws down against the current Phase 1a funding package and budget.

Paper to: TPB

Meeting date: 7 April 2010

Subject: V31 Design Delivery Programme – EoT1 - £3.524m

Preparer: Mark Hamill

Summary

This paper records the Change Order for Extension of Time 1 agreed in mediation at £3.524m. This change was agreed in respect of the design programme notified departure from V26 - V31.

At the November 2009 TPB the Tram Project Director sought and was granted approval to issue a Change Order for the settlement of £3.524m for 7.6 weeks extension of time for the impacts of SDS programme v26 to v31.

Impact on programme

The time impact was 7.6 weeks. In reaching this agreement, the principles for future extensions of time were established; these cover the method of calculating escalation, rates and demonstrable costs.

Impact on budget

This was funded from the Project Risk Allowance.

Decision(s) / support required

The TPB is requested to note the papers relating to Phase 1b and the Extension of Time and their alignment with the change control process.

Proposed

Name: Mark Hamill

Date: 7 April 2010

Title: Risk & Insurance Manager

Recommended

Name: Steven Bell

Date: 7 April 2010

Title: Tram Project Director

Approved

..... Date:

David Mackay on behalf of the Tram Project Board

Primary risk register

FOISA exempt

Yes
 No

0910 - Period 13 Primary Risk Register

Risk Description

ARM Risk ID	Cause	Event	Effect	Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
343	General delay to programme with various causes e.g. failure to obtain approvals on time; contractor issues, access after completion of utility diversions	Delay to completion of project	Increased out-lum cost due to delay plus revenue loss	S Bell	High - 25.0%		Contractually assertive workstreams to progress programme	On Programme	On Programme	30-May-10	S Bell
							DRP on programme management (EOT1)	Complete	Complete	30-Oct-09	S Bell
							Enhanced management focus on various workstreams and options relating to progress of the project	On Programme	On Programme	31-May-10	D MacKay
							Liaison between lie/BSC programme managers	On Programme	On Programme	30-Dec-11	T Hickman
							Programme Management Panel process	On Programme	On Programme	30-Dec-11	F McFadden
							Weekly lie/BSC commercial meetings	On Programme	On Programme	30-Dec-11	M Paterson
							Continued DRP / Adjudication Process	On Programme	On Programme	31-Jul-10	S Bell
							Contract interpretation and technical expert witness work	On Programme	On Programme	31-Jul-10	S Clark
							Enhanced management focus on various workstreams and options relating to progress of the project	On Programme	On Programme	31-May-10	D MacKay
							Establish a process which will act as a control mechanism for design changes. (If one exists already then ensure process is complied with)	Complete	Complete	30-Jun-09	T Glazebrook
							Intensive Mediation Marathon 20/6/09 to 6/7/09 to try and resolve issues.	Complete	Complete	30-Jun-09	S Bell
							Mediation resulted in no overall agreement on BDDI - IFC although it gave useful background information. Strategy paper to be presented to TPB on 29 July to seek approval for way forward including utilising necessary contract mechanisms (DRP, audit etc)	Complete	Complete	14-Aug-09	S Bell
							Of the issues previously highlighted as going through DRP, 1 has been ruled in favour of lie, 2 have been agreed, 2 have been ruled in BSC's favour and this is being reviewed by lie. Further issues are due to enter DRP in December 09 and January 10.	Complete	Complete	31-Jan-10	S Bell
							Resolution Strategy approved - 1st DRP to go 10th August, audit requests to BSC for information going w/c 3.8.09	Complete	Complete	10-Aug-09	S Bell
1077	Base Date Design Information to issued For Constructors;(BDDI-IFC). Lack of visibility of design changes between November 2007 and May 2008	Delay to completion of project	Additional cost and programme delay	S Bell	High - 25.0%		Frameworks price based on a design which may have been altered. Unclear who authorised design change.	On Programme	On Programme		

0910 - Period 13 Primary Risk Register

Risk Description

928	Major single safety incident (including a dangerous occurrence) during construction	Safety incident during construction	Delay (potentially critical) due to HSE investigation and rework. PR risk to file and stakeholders.	F. McFadden	4/17/2009	All Site Staff to get CSCS or equivalent	On Programme	On Programme	30-Jan-11	B Cummins
						Develop and Implement Incident Management Processes	Complete	Complete	27-Apr-07	T Condie
						HSQE Audits, site inspections and Management Safety Tours to be carried out	On Programme	On Programme	31-Dec-10	B Cummins
						Safety induction to be carried out for all site staff	On Programme	On Programme	31-Dec-10	B Cummins
						Site Supervisors to be appointed by file	Complete	Complete	28-Feb-07	S Clark
						TEL HSE committee overview applied	On Programme	On Programme	31-Dec-10	B Cummins
						The file "Safety" bus is being used to deliver safety talks & culture surveys to the contractors workforce.	Complete	Complete	31-Dec-09	B Cummins
931	Utilities assets uncovered during construction that were not previously accounted for; unidentified abandoned utilities assets; known reculant utilities; unknown live utilities; unknown reculant utilities.	Unknown or abandoned assets impacts scope of Infracore work	Re-design and delay as investigation takes place and solution implemented; Increase in Capex cost as a result of additional works.	C Neil	4/17/2009	GPR surveys in areas where there are likely to be services	Complete	Complete	1-Apr-07	T Glazebrook
						Infracore trial holes where applicable.	Complete	Complete	31-Jan-10	P Dobbins
						MUDFA trial holes to verify GPR surveys	Complete	Complete	30-Jul-09	A Hill
						Obstructions and voids survey, establish ownership reduced delay on discovery.	On Programme	On Programme	31-May-10	C Neil
977	Legal challenge. Extension of statutory consultation process. Large number of objections. TRO process is subject to a public and/or a legal challenge to using a TTHO to construct Infracore.	Delay in achievement of TRO(s) due to a large number of public objections and/or a legal challenge to using a TTHO to construct Infracore.	Requirement to start construction using TTHOs	D Fraser	4/17/2009	Comms strategy to include provision of process and drawings on website for public viewing	Complete	Complete	30-Sep-09	S Clark
						Public deposit commenced 22nd Feb and the formal public consideration phase is underway and will be concluded on 22nd March at which point objections will be dealt with in the form of a formal report to the council for consideration.	On Programme	On Programme	30-Jun-10	A Sim
						TRO strategy approved by board, discussion to be held with CEC head of Transport to reduce risk of legal challenge.	Complete	Complete	31-Oct-09	S Clark
						TRO Strategy to CEC Transport, Infrastructure and Environment Committee on 22 Sept 09	Complete	Complete	22-Sep-09	D Fraser
						Use of TTHOs to undertake construction of permanent works in advance of permanent TTHOs being approved.	On Programme	On Programme	30-Jan-11	A Sim
1104	Design changes following utility diversions	Utilities affected by subsequent kerb realignments (primarily westside of Leith Walk)	Re-diverting of utilities with additional cost and programme delay	G Barclay	4/17/2009	Following identification of conflicts potential solution such as protection measures to be identified	On Programme	On Programme	1-Jun-10	C Neil
						Utility conflicts being identified	On Programme	On Programme	1-Jun-10	C Neil

Period 13 Transport Scotland report Sections 2-7

On following pages are Sections 2-7 of the Transport Scotland report (Section 1 is the Project Directors report).

2 Progress

2.1. Overall

The cost, programme and risk information in this Period 13 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. Work is ongoing to this end, and the first outputs from this were issued during Period 12. **tie** have reviewed these submissions during period 13 supported by independent reviews and formally rejected the submissions during period 13.

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

- The refusal of BSC to progress works while Clause 80 Changes being agreed;
- Work unable to start on-street where sites are available as contractual obligations are not satisfied;
- Resolution of the contractual interpretation on BDDI-IFC (pricing assumption 1).

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:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- No agreement in place for On-street works;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Failure of INFRACO to submit preparatory paperwork in a timely manner and of a suitable content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v55 of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

The **tie** live programme currently predicts an Open for Revenue Service date in early February 2013. This has slipped 28 calendar days since the last period. Driven by the above issues.

There has been no further Infraco works on-street other than those structures at Lindsay Road and Tower Place Bridge due to a lack of agreement on programme going forward, suitable sub contractor arrangements implements and completion of final design assurance checks by BSC. Utility Diversions continue at Haymarket, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Section	Description	Contract Programme Rev.00	BSC Forecast (P13) Rev.01	BSC Movement in Period (Cal Days)	tie Live Forecast (P13) Rev.01**
Section A	Depot completion	25-Mar10	29-Jul-11	-28	16-May-11
Section B*	Test Track Available	23-Apr-10	27-Feb-12	-28	04-Mar-12
Section C	All Phase 1a Construction complete	17-Jan-11	06-Nov-12	-55	13-Aug-12
Section D	Open for Revenue Service	16-Jul-11	05-May-13	-55	09-Feb-13

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

** V55 information used.

2.2. Dispute Resolution

Dispute Resolution (Infraco)

A summary on the DRP process at the end of Period 13 and outcomes is presented below:

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
5a	Gogarburn	BDDI to IFC	√	√	√	√	√	Decision made and under review
5b	Carrick Knowe	BDDI to IFC	√	√	√	√	√	
5c(B)	Russell Road	BDDI to IFC	√	√	√	√	√	Decision made and under review
A	MUDFA Rev 8	Programme	√	√	√	√	Mediation took place 16/17 March 2010. Resolution was not reached and this item is now referred to adjudication	
5e	Tower Bridge	BDDI to IFC	√	√	√	√	√	
5l	Section 7 Drainage	BDDI to IFC	√	√	√	√	√	
5i	Baird Drive	BDDI to IFC	√	√	√	√		
	Depot Access Bridge	BDDI to IFC	√	√				
Launched by tie								
Launched by BSC								

We continue in this report to reflect an outturn estimate of £533.3m (including Phase 1b). However, given the commercial uncertainties with BSC 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 forecast accurately a revised budget outturn. It is also not possible at the present time to predict the conclusions of reviews of contingency option programme delivery options, including additional sources of funding.

tie instructs work to commence using Clause 80.15 when it has been put into dispute. During the period instructions have been issued under Clause 80.15 to commence work at Tower Bridge, Section 7 drainage and the Depot Access Bridge is under production.

A strategic review of commercial and contractual options is underway and will be reported to the Tram Project Board in March.

The contract with the BSC consortium prescribes a timetable for resolution of contractual disputes and it is expected that the budget and programme implications will become increasingly clear during 2010.

Regular briefings will be provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters.

Commercial Update (MUDFA)

A meeting with the CUS Managing Director was held in the Period with the aim of progressing matters to a conclusion. An agreed action plan is being undertaken and a full report will be presented in P1. It is still anticipated that elements of the final account will go to dispute resolution. A summary of the items being address is provided below.

Changes - CUS have still to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. Discussions on these items are still ongoing with CUS. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a small proportion of that claimed by Carillion.

2.3. Design

IFC Design

V55 was submitted to **tie** on 01Mar10 with a progress date of 15Feb10. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design. The last issue of IFC now been altered in V55 from OLE poles in Section 7 to the Murrayfield Stadium RW, which is due for issue on 29Jul10, which is an improvement on the previous design programme which reported the last issue of IFC in August 2010.

V55 data has been used to inform the programme updates, this has led to a reduction in the number of additional activities and approvals. **tie** are now in the process of including these into the live programme.

- IFCs – Phase 1a: 128 issued out of 231
- 56 Prior Approvals are included in V55 (reduction in PAA count due to removal of Murrayfield TS RW and 1a3 roads from the SDS programme) – 53 of which have been submitted, and 52 granted – these include the RBS Gogarburn Tramstop, Modifications to Murrayfield TS retaining Wall, Gogar Interchange, Canopy & Boundary Treatment at Airport Kiosk, Final Tram Stop location drawings and OLE pole locations.
- There has been a reduction in the number of Technical Approvals from V51a (due to a decrease in the number of activities in the SDS V55 programme) (- 4 remaining to be submitted 15 left to be granted;
- Roads approvals - One area remains outstanding for 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 1B, 1D, 1C3, 5B & 5C 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.

Design approvals status in Period 13 is summarised below:

Phase only	Number Required				Number	
	V26	v31	v51A	V55*	Submitted	Granted
Prior Approvals	44	49	58	56	53	52
Technical Approvals	53	71	98	91	87	79
IFC	71	81	235	231		128

* Any alterations to the Approvals from V55 have been included in the above count and the changes are now being included in the live report.

Design Audits have been completed in the Period, looking at Infraco management of the design, the outcome of this being that there is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme strengthens the evidence of poor design performance. The approvals task force has been supplemented by a Design Progress and Design Issues meeting to provide additional management focus on design resolution.

It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect. **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.

Reasons for design slippage are being reviewed and recorded twice monthly at the design taskforce meeting, which is focuses on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

2.4. Utility works

Utility works are progressing in York Place and Haymarket. **tie** received an estimate from SDS for Utility design works at Baltic street in Period 12, which **tie** are currently reviewing. BT have commenced telecoms re-cabling activities on Leith Walk with an expected completion for cabling works from Jane St – FotW in Period 1 and from Jane St – McDonald road in early Q3. The remedial and snagging works in Leith Walk continue to cause delay to Infraco on the Northbound side, however, the Southbound side is currently available. The delay of telecoms work in St Andrew Square will also delay the commencement of Tram works from their programmed start in Jun 10 to after the completion of telecoms in October10. **tie** met with BT in period 13 to try to identify opportunities to hand-over part sections of the route to BSC for Infraco works, the review of which continues.

Success in the Period/Progress in Period 13:

- Clancy Docwra are scheduled to complete the utilities diversions in the Haymarket area during Period 1, and are on course to complete the diversions in the Yark Place to Annandale Street sections early in Period 2.
- Scottish Water are still to approve the protection proposals including the adoption of the sewer design at Ocean Drive.
- The way-leaves through ADM Milling were finalised in Period 13.
- Clancy Docwra are progressing with the relocation of utilities out of Lindsay road and are due to complete in Period 1. GEO cable diversion works has been completed in Period 13 and BT works are ongoing with an expected completion in Q1
- Broughton St opened fully to traffic on 1st April 2010.
- Clancy Dowry continue to progress well on the private utility diversion works in Edinburgh Park area.

- Farrans utilities diversions in Section 1A continue to programme, with completion anticipated in Period 2.

2.5. Tramworks (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 16.1%, an increase of 1.8% against a plan of 4.4%, reflecting the lack of progress against plan from BSC for both on-street and off-street works, although there is an increase in the rate of progress for off-street works.

The on-street works in progress are related to snagging items along Princes Street, works at Lindsay Rd RWs and commencement of Tower Place bridge in Section 1A & Building Fixings on Constitution St, St Andrew Square & Shandwick place. There has been no further Infraco works on-street due to a lack of agreement on programme going forward.

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

Item	% Comp Rev 1
Lindsay Road RWs	2%
Tower Place bridge	1%
Haymarket viaduct	48%
Russell Road Retaining Walls	19%
Carricknowe bridge	59%
Edinburgh Park viaduct	89%
A8 Underpass	17%
Depot building	20%
Depot Site	22%
Gogarburn bridge	90%

Success in the Period/Progress in Period 13

- Building Fixings to the majority of identified buildings on Constitution St, St Andrews Square & Shandwick Place were completed (30/39);
- In 1A, the Old Britannia building was demolished and a BSC site established in its place;
- Works on Tower place bridge and Lindsay Road RW 1A & 1C commenced;
- Haymarket Viaduct works on going with first deck pour due week 1 of period 01;
- Completion of CBR testing in Haymarket corridor towards Russell Road, but results are awaited;
- Russell Road bridge preparatory works for trial soil nails;
- Wanderers Club house works on going;
- Carricknowe Bridge progressing to programme with span beams installed over week-end 6th/7th March;
- Guided Busway works progressing well with outline completed with 85% concreted (total length 1360m). Works commenced on inline sleepers and rails with completion anticipated before Easter for this section;
- A8 Piling works to Phase 2 completed 10th March. Phase 4 underway prior to Phase 3;
- Piling platform set-up for Depot Access bridge;
- Depot accommodation area base slab completed 11th March;
- Earthworks for trackwork section from culvert 3 to Eastfield Ave at Hilton car park progressing well. Works to retaining walls W14/W15 also commenced;
- Burnside Road works complete and additional traffic lights installed and commissioned, but some operational issues are in the process of being worked through with BAA; and
- Works continued on the bus gate works at Edinburgh Park with Crummocks undertaking this section on behalf of BSC.

Issues in the Period:

- Slow progress being made on Edinburgh Park bridge with north abutment reinforced earth walls and raised kerb on bridge deck works on going;
- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by **tie** to construct as per IFC in Section 2A and to provide further detail on remaining sections;
- A number of audits have been completed under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement;
- BSC have failed to commence with On Street works;
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports; and
- Some operational problems have emerged with BAA on the Burnside Road Barrier System, and these are being worked through with BAA, **tie** and the system designer.

Progress is being 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. This is the highest number of construction milestones completed in a period to date.

Milestones	Period 13		Cumulative (Short-Term)		Contract Planned to P13
	Planned	Actual	Planned	Actual	
Prelims	2	2	67	67	67
Construction	10	5	947	99	947

The Revision 1 programme incorporates the agreed 38 business days (seven weeks plus three days) EOT variation to the contract programme as in the table below. As had been the case in the contract programme progress, the common denominator in the Revision 1 programme remains that every activity in the programmes has a work content generated against it which translates into a weighting, allowing accurate reporting of progress.

Period 13 2009-10	Period		Delta	Cumulative		Delta
	Plan	Actual		Plan	Actual	
INFRACO PERIOD 13 PROGRESS (Contract Rev.01 Programme)						
Section 1a Newhaven to Foot of the Walk	7.7%	0.1%	-7.6%	60.0%	0.1%	-59.9%
Section 1b Foot of the Walk to McDonald Road	6.7%	0.0%	-6.7%	58.9%	1.3%	-57.6%
Section 1c McDonald Road to Princes Street West	4.4%	0.0%	-4.4%	53.7%	0.0%	-53.7%
Section 1d Princes Street West to Haymarket	3.3%	0.0%	-3.3%	94.5%	42.1%	-52.4%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	5.9%	0.0%	-5.9%	64.5%	7.9%	-56.5%
Section 2 Haymarket to Roseburn Junction	0.0%	5.4%	5.4%	100.0%	21.5%	-78.5%
Section 5a Roseburn Junction to Balgreen Road	2.4%	0.3%	-2.1%	76.9%	5.9%	-71.0%
Section 5b Balgreen Road to Edinburgh Park Central	4.1%	3.4%	-0.7%	94.9%	39.5%	-55.4%
Section 5c Edinburgh Park Central to Gogarburn	2.9%	4.9%	2.0%	87.2%	9.4%	-77.7%
Section 6 Gogar Depot	1.5%	6.2%	4.7%	100.0%	22.5%	-77.5%
Section 7a Gogarburn to Edinburgh Airport	8.2%	0.1%	-8.1%	88.3%	32.9%	-55.3%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	3.3%	3.1%	-0.2%	90.2%	22.0%	-68.1%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	4.4%	1.8%	-2.5%	79.4%	16.1%	-63.3%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	Works have commenced at Lindsay Road RWs & Tower Bridge
Section 1b Foot of the Walk to McDonald Road	No Infraco works have started on this section
Section 1c McDonald Road to Princes Street West	No Infraco works have started on this section
Section 1d Princes Street West to Haymarket	No Infraco works have started on this section
Section 2 Haymarket to Roseburn Junction	<p><u>Haymarket Viaduct</u></p> <p>Piers 1 to 4 now complete. BSC/Grahams commenced work on the remaining sections of the east abutment base slab during the period. BSC/Grahams also installed the deck falsework and commenced fixing the deck reinforcement during the period. The first deck pour is now planned for w/c 29/03/10.</p> <p>BSC/Grahams still waiting for SDS to complete the redesign of the internal retaining wall.</p> <p><u>Haymarket Yards</u></p> <p>No work during the period. CBR tests completed 23/02/10. SDS to review of the CBR results completed and response returned to BSC on 16 March 2010. BSC confirmed 23 March 2010 that their commercial team were reviewing the SDS TQ response prior to deciding if a Change Estimate was required.</p>
Section 5a Roseburn Junction to Balgreen Road	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p>All required consents in place for track installation.</p> <p><u>Russell Road Bridge</u></p> <p>BSC/Grahams commenced preparatory works for the trial soil nails w/c 22 March 2010. BS advised that they had uncovered oil interceptors on 23 March 2010 adjacent to the West abutment – tie to investigate with NR/Scotrail.</p> <p><u>Russell Road Retaining Wall W4</u></p> <p>Retaining Wall W4 retaining wall units 9 to 23 - piling completed on Friday 19 March 2010, apart from 7 no. piles in unit 19. Piling rig moved from Russell Road RW W4 to the Depot access bridge on 23 March 2010. Expanded construction commenced cutting down the piles units 10 to 18. No pile cap constructed to date.</p> <p>Murrayfield Wanderers Clubhouse Accommodation works – works commenced w/c 05/01/10 and continued during the period</p>
Section 5b Balgreen Road to Edinburgh Park Central	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p><u>Carrick Knowe Bridge</u></p> <p>Constructed of the wingwalls progressed during the period. Precast bridge beams successfully installed across the railway during nightshift possession on 6/7 March 2010.</p> <p><u>Guided Busway</u></p> <p>Track work continued during the period.</p> <p><u>Bankhead Drive</u></p> <p>Roadworks on the approach to Hermiston Gait Roundabout continued in the period.</p>

Section	Commentary
	<p><u>Bus Gate:</u> Crummock working on the road works at the Bus Gate during the period.</p> <p><u>Edinburgh Park Bridge</u> Construction of the north approach ramp continued during the period. Construction of the south approach ramp commenced during the period. Expanded continued to work on the robust kerb during the period. The robust kerb is now complete from span 3 to 7.</p>
Section 5c Edinburgh Park Central to Gogarburn	<p><u>A8 Underpass:</u> Phase 2 piling works completed 10th March 2010. TM implemented for Phase 4 21st March 2010. No works to Phase 1 due to BSC not having CEC approval for temporary works. No works to Phase 2 due to BSC not recognising scope for supporting BT works is covered by TNC 004 issued in October 2008.</p> <p><u>Depot Access Bridge</u> Piling platform completed 19th March 2010 with piling works commenced 24th March 2010.</p>
Section 6 Gogar Depot	<p>Depot Building works: Accommodation area base slab pour completed 11th March 2010. Workshop area pits commenced 15th March 2010. Good progress now being made with wall cladding, blockwork and building fit out.</p> <p>External works: Excavation for stabling area commenced 22nd March 2010</p>
Section 7a Gogarburn to Edinburgh Airport	<p>Gogarburn Bridge: Works recommenced 15th February 2010. East abutment run on slab and transition slab completed by 15th March 2010. West abutment insitu stitch completed 15th March 2010.</p> <p>EAL Construction Phase A: Retaining wall W14 and W15 commenced 15th February 2010. Works progressing well.</p> <p>Drainage works commenced 24th March 2010 between Culvert 3 and Ingliston Park and Ride.</p> <p>Culverts 1,2 and 3 have been completed. Hilton Hotel Car Park: Works completed</p>

Tram construction (Tramco)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule with 21 trams now in various stages of production. The first tram delivery is due into Edinburgh in Period 1.

Draft Operations and Maintenance manuals have been received and are being reviewed.

2.6. Preparing for Operations

tie are working on a joint initiative with TEL and are focussed on getting ready for the Testing & Commissioning phases as well as the operational introduction of trams. As part of the process, a new Committee (Benefits Realisation & Operational Readiness) has been set up and is reporting to the TPB, and an integrated programme has been developed by tie with assistance from TEL.

The process for acceptance of the Edinburgh Tram Project is designed to ensure that it is delivered in an acceptably safe, compliant and efficient manner. The objectives of the process are to ensure that the system performance, integrity, reliability, availability and safety are rigorously tested and that throughout all stages of the delivery process the many sub-systems and the overall system are validated and verified against the requirements and applicable standards.

The BROR sub-committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is being raised as an area that requires focus for improvement.

2.7. Interface with other projects

The following table identifies the other projects ongoing within the city which may impact on the Tram project. This is reviewed on an ongoing basis both internally and in conjunction with TS to identify conflicts and mitigations. The most significant interface of concern is the Gogar interchange. **tie** has instructed the design change and this is underway.

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
				Start	Finish	Start	Finish	
New Hotel adjacent Ocean Terminal	Ocean Points Development Limited	New build hotel	Potential conflict with Infraco dependent on timescales. To be monitored.	Sep-09	Apr-12	TBA	TBA	To be monitored.
Movement of Abnormal Loads	Sinclair Knight Merz	Transportation of turbines and 45 metre blade sections for <i>Fallago rig</i> wind farm via road transporters from Leith docks along Ocean Drive via Ocean Terminal frontage to Commercial Street, then East through Great Junction Street/Duke Street junction to Salamander Street	Conflict with tram works along required transportation route. Disruption to construction activities.	TBA	TBA	Jun-11	Dec-11	2 complete turbine movements expected each week for approx. 6 months
Former Bus & Tram Depot nr Shrub Place	Fraser & Neave	Transformation of former Tram and Bus Depot into 121 room serviced apartments.	None identified. Dependent on timescales.	Now		TBA	TBA	To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infraco proposals
Shrubhill House	Unite	Transformation of former council social work headquarters into 200 bed hotel	None identified. Dependent on timescales.	Now		TBA	TBA	Awaits planning consent. To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infraco proposals
Baxter Place Development	Fitzpatrick Hotel Group	Conversion of existing building adjacent Greenside Lane and with frontage onto Leith Street	Proposal to divert existing utilities through basement of building. Also potential TM interface issues with Picardy Place construction.	Oct-09	Oct-11	TBA	Dec-10	

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
				Start	Finish	Start	Finish	
St James Centre Re-development	CEC / Henderson Global	Redevelopment of existing shopping centre.	Interface with Picardy Place junction re-construction and Cathedral Lane sub-station	Nov-10	Jun-12	2011	2016	Downgraded from red to amber as commencement of this project is now indicated towards the completion of Tramworks and therefore interfaces should diminish.
National Portrait Gallery		Major building construction and refurbishment. The renovation of the external facades, the overhauling of the existing windows, the renewal of the existing rooflights and roof covering. Additionally, it is proposed that an external ramp is formed to the front main entrance to allow disabled access.	Interface with Infraco works on St Andrew Street / York Place	Nov-10	Jun-11	Oct-09	Nov-11	
St Andrew Square Development	CEC	Demolition of existing buildings bordering South Side St Andrew Square, South St David Street and Meuse Lane	Infraco Programme	Apr-10	Jun-10	TBA	TBA	Infraco activities will not commence until Apr2010
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	PRINCES STREET Traffic management issues when Infraco project require deliveries, craneage or Traffic management in same time period	Complete	Complete	Jun-10	May-12	No conflicts expected.
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	ST ANDREW STREET Traffic management issues when Infraco project require deliveries, craneage or Traffic management in same time period	Apr-10	Jun-10	Jun-10	May-12	No conflicts expected.
Waverley Station Re-roofing	Transport Scotland	New roof and general upgrade to station interior	May be Traffic Management issues	Apr-10	Jun-10	Apr-10	Apr-14	No conflicts expected.

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
				Start	Finish	Start	Finish	
New Hotel in Haymarket	Tiger Developments	New build hotel		Jul-10	Mar-12	ON HOLD	ON HOLD	No issue as Project cancelled as Planning Application rejected October 2009.
Haymarket Interchange	First Scotrail	Capacity Increase Project - Installation of new lifts and walkways from Haymarket Terrace	Utility diversions continue until late Jan. 2010 Potential Interface with Infraco works at Haymarket junction commencing Jan. 2010	Jul-10	Mar-12	Dec-11	Dec-12	No conflicts expected.
Haymarket Station Refurbishment	Network Rail/Scotrail	Main Building refurbishment works	Any external works could conflict with TM for either or both MUDFA and Infraco and could conflict with Infraco construction works. Bridge to be installed from Haymarket terrace to Platform 0 to comply with DDA	Jul-10	Mar-12	Aug-09	Complete	May Gurney programme received during Aug09. No conflicts expected. TM requirements being monitored. Remaining utility works are to the east of the station/haymarket junction. Infraco works not expected to commence until Jan 2010.
Haymarket Station	First Scotrail	Installation of new lifts and walkways from Haymarket Terrace	Construction of Haymarket viaduct	Jul-10	Mar-12	TBA	TBA	
Haymarket Terrace	DTZ Surveyors	Common Repairs to buildings at 2-4-6-8-68 & 74 Haymarket Terrace	Scaffolding and external repairs	Jul-10	Nov-11	May-09	ASAP	Scaffold erected and building repairs underway between Infraco TM phases.
Airdrie - Bathgate	Transport Scotland	New track installation	Tram possessions mainly "piggy-backed" on A2B possessions which could be altered / cancelled.	TBA	TBA	Mar-09	Mar-10	Various possessions and RotR workings
New Hotel	NEL (New Edinburgh Park Ltd) / Whitbread	120 Bedroom Premier Inn Hotel	Construction traffic TM Interface	TBA	TBA	TBA	TBA	The site, located at the southern end of Edinburgh Park, is opposite the Park's dedicated railway station and tram stop.

External Projects	Promoter	Project Description	Potential Conflict		Tram Contract Dates		Project Dates		Comments
			Start	Finish	Start	Finish	Start	Finish	
RBS Tramstop - Gogarburn	RBS	Design by RBS - Build by Infraco	Design and consents not in place in a timely manner to allow Infraco to build to programme		Nov-10	Mar-11	TBA	TBA	Design and approvals progressing to programme. Confirmed that this will now be a generic tram stop design
Gogar Surface Station	Transport Scotland	New station to east of Gogar Depot	Approvals and Consents		Dec-09	Apr-11	Apr-10	Jul-11	Gogar Interchange Programme reviewed and updated in conjunction with both NR and TS

Colour code

Green	No conflict anticipated but being monitored
Amber	Managing any conflict
Red	Conflict which causes programme concern / unknown effect on tram programme

This has been sent to TS for their input for projects they are sponsoring and will continue to be reviewed by **tie** to identify any potential impacts on the Tram programme as early as possible in order to manage them. A wash-up session of the TS projects was carried out late December09 with TS. The next session will be arranged for after Rev 3 Programme agreements are in place.

2.8. Other

Gogar Interchange

Key issues/Decisions Required

1. Finalisation of the sewer location has allowed the design to progress again. The Prior Approval application was completed and submitted on 18 March 2010.
2. SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be used to support revised patronage calculations for the Edinburgh Tram Network.
3. BSC has continued the development of Overhead Line and other systems design. BSC has confirmed that work on systems design will not be complete until June 2010.
4. Detailed design continued for the tram stop structure and began for the northern retaining wall. SDS now estimates that design will be complete by 23 April ready to be submitted for Technical Approval. CEC has agreed to review the design as a priority but it is not realistic for that review to be complete within 3 weeks. It is therefore unlikely that IFC can be achieved on 14 May as previously reported. SDS now forecast IFC at 1 June in v55 programme.
5. BSC has submitted a revised estimate for the Siemens design taking account of the central location of the Vertical Circulation Tower (VCT) which impacts on OLE and trackform design.
6. SDS has not yet submitted an estimate for the revised scope and is waiting for confirmation of the Retaining Wall location first.
7. **tie** is challenging the June 2010 date for the completion of detailed systems design by Siemens. **tie** will also consider mitigation measures to reduce/eliminate impact of this on construction programme.
8. **tie** has reviewed the tram element of the programme and submitted a revised contribution to the Integrated Programme at the start of Period 12. Construction staging workshop held during this period 13 with TS, NWR and Mott Macdonald.

Design progress

At the end of Period 13 **tie** assesses the design phase as 70% complete for the increased scope, as in the last period we reported 74% complete against the original scope.

Cost reporting

Cost of work done to date is £650k versus the £880k originally forecast.

The forecast outturn has been increased from £997k to £1.042m to reflect construction staging discussions and additional patronage modelling costs now that we have an estimate from JRC for patronage forecasting (@ £35K).

Period 13 progress

SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be used to support revised patronage calculations for the Edinburgh Tram Network.

BSC has continued the development of Overhead Line and other systems design. BSC has confirmed that work on systems design will not be complete until June 2010.

Detailed design continued for the tram stop structure and began for the northern retaining wall. SDS now estimates that design will be complete by 23 April ready to be submitted for Technical Approval. CEC has agreed to review the design as a priority but it is not realistic for that review to be complete

within 3 weeks. It is therefore unlikely that IFC can be achieved on 14 May as previously reported. SDS now forecast IFC at 1 June in v55 programme.

Programme milestones

Activity	Planned	Period 6 forecast	P13 forecast / Actual
Complete prelim design of additional tram stop	10/8/09	18/9/09	30/9/09 (A)
Submit Structures Technical Approval application	19/11/09	8/1/10	23/4/10
Submit Prior Approval application	26/11/09	15/1/10	18/3/10 (A)
Receive Prior Approval	5/2/10	12/3/10	29/4/10
Receive Structures Technical Approval	5/2/10	8/3/10	21/5/10
IFC by SDS of civils design and outline systems design	26/2/10	22/3/10	1/6/10
IFC by Siemens of detailed systems design	-	-	June 2010

Integrated Programme Development

tie has reviewed the tram element of the programme and submitted a revised contribution to the Integrated Programme at the start of Period 12. Construction staging workshop held during this period 13 with TS, NWR and Mott Macdonald.

Overall design co-ordination

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

The significant outstanding design co-ordination issue is confirmation that all parties are prepared to accept the clearance between the 1500 mm sewer diversion and the retaining wall.

Tram design issues

BSC has identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person. BSC is arranging a meeting with the **tie** engineering team so that BSC can present a proposal to the ICP with the support of **tie**.

Other agreements

tie has highlighted the need for various operating and commercial agreements between **tie** and Network Rail and has asked Network Rail to arrange initial meetings to discuss the scope of these agreements. Network Rail arranged a useful first meeting in early December but has not issued the promised initial scoping document for agreements. This is closely related to any progress on land transfer as appropriate servitudes must be included in the land transfer.

Scope of **tie** works

Agreement has been reached with Transport Scotland on the inclusion of construction staging in a revised grant offer that was issued to CEC during Period 12.

The scope of **tie** works does not include any external legal costs in relation to land or agreements and it is likely that **tie** will need legal advice in relation to agreements with Network Rail. **tie** expects that the extent of this will become clearer once Network Rail tables some draft agreements for review.

Long-lead items / abortive works

tie has reviewed the long-lead items/abortive works previously identified against latest programme forecasts and has discussed a draft paper with Transport Scotland on options for dealing with long lead items and associated costs and risks.

BSC has notified **tie** that a decision was needed on the design of the switches & crossings for the east entry to the Depot by the end of February 2010. Discussions continued with BSC throughout Period 12 and **tie** will look to confirm approach to abortive works with BSC early in Period 13.

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. No date has been confirmed by BSC for drainage installation at the Gogar Interchange site east of the Depot Access Bridge. BSC undertook at the latest construction staging meeting to confirm the sequence of construction and the drop-dead date for a decision on construction in this area. **tie** will update Transport Scotland each period (or more urgently if necessary).

tie is continuing with the implementation of the existing ETN scheme unless otherwise instructed by Transport Scotland.

Other Reporting Streams Progress

The following sections describe progress on other areas of the project during Period 13.

Temporary traffic regulation orders (TTROs)

- Broughton Street at the junction with York Place is opened to traffic on 1st April 2010.
- A review of traffic management arrangements across the City Centre is underway with a view to removing non-essential elements (should the on-street Infracore Works not proceed in the next few weeks). This will be fully reported on in Period 1.

Traffic regulation orders (TROs)

- TRO1 was put to Public Deposit on 22 February 2010 and the 28 day public consultation completed on 22 March 2010. There has been 426 objections received, these are currently being considered and a detailed report will be prepared for submission to the Council for consideration in September 2010, with a view to making TRO1.

Network Rail

- The NR Immunisation development nears completion (91%).
- The NR Immunisation design over half complete (57%).
- The Immunisation Calculations Study has now been reviewed by BSC ISA who has raised some comments. BSC are in the process of submitting their study for comment by **tie** and NR prior to final update and submission to ISRP.
- BSC has verbally informed **tie** that 14 off FETR will be required for the immunisation solution.
- NR Signalling Immunisation (EMC) Test Plan will be developed to include all verification and validation tests that will evidence that there is no significant safety issue for NR assets failing 'wrong side'. Initial draft has been informally reviewed and commented. BSC has not yet given an indication of when formal issue of the plan will happen.
- These documents will be compiled into the Case for Safety – Signalling. Expected for delivery to ISRP on the 12/04/2010 for an ISRP on week commencing the 10/05/2010.

Third party interfaces

- Forth Ports – Licences have been executed with Forth Ports to allow all tram and utilities works to proceed in the Leith Docks area. Discussions have not yet been concluded between CEC and Forth Ports regarding a renegotiated S75 arrangement.
- Haymarket car park compensation – **tie** have agreed compensation with NR. **tie** continue to discuss with TS the additional compensation payable to First ScotRail, as a result of the extension of the FSR franchise from Nov 2011 to Nov 2014. It is believed that this should have been allowed for in the franchise extension discussions between TS and FSR. **tie** have taken the matter up directly with TS and are awaiting a confirmed position from TS;
- Interfaces are being managed to ensure that the SRU accommodation works and events are cohesive. **tie** have now agreed an approach to the design and construction of the works with SRU.

Burnside Road Realignment

- Barrier system was commissioned on 2nd March 2010. There have been a number of issues affecting performance resulting from system problems, user behavioural/familiarity and manual intervention. The supplier, Newgate, has resolved many of the system problems however some

continue preventing full automatic running, requiring regular intervention. Newgate are reviewing data collected to identify any software problems.

- Traffic lights were installed and commissioned by 3rd March, two weeks earlier than planned.
- Asset integration is virtually complete however cannot be finalised until the barrier system problems have been resolved.

MUD Works at Edinburgh Airport

- All assets have been completed and handed over to BAA.
- Final documentation has been issued to BAA following post-review amendments. BAA has asked for further amendments to be made to the format of the submission which is currently being reviewed with Farrans.

Edinburgh Park Private Utility Diversions (EPPU)

- Progress was delayed by 1 week due to problems with the IFC design and the delays in responding to Technical Queries by SDS.
- The impact of the re-design, including the revision of the "as-built" drawings from EPML, was to increase the planned diversion length by approximately 80m.
- Opportunities to reduce the required scope were agreed with Edinburgh Park (Management) Limited and through the efforts of the Contractor, Clancy Docwra, have recovered the 1 week delay to the RP installation completion, however, the CCTV duct installation was delayed by 1 week and EPML has been unable to re-programme the cabling contractors and this may delay the overall completion of the works. The CCTV installation was programmed to complete earlier to allow cabling to commence.
- Current planned completion of all works is 26th April 10, dependent on EPML cabling.

Murrayfield Pitches (Souters)

- O&M manuals and the H&S file have now been passed to the SRU. Comment is awaited and it is expected that the pitches should be handed over to the SRU during the next period. An issue has arisen regarding the floodlighting where overheating, possibly due to the protective padding on the control cabinets has caused some trunking inside the cabinets to melt. This is currently being investigated by the contractor and a solution is being developed for discussion with the SRU.

Invasive Species

- Verbal confirmation that Japanese Knotweed at the Roseburn Junction has been eradicated. Final report awaited from TCM.

Cemetery Wall on Constitution Street

All relevant information was passed on to CEC in Period 12 & CEC have been driving the design forward. A contract to remove the render is to be let by **tie** in Period 1.

3 Headline cost report

2.9. Current financial year

	FY 09/10			FY 09/10			FY 09/10			COWD To Date	Costs To Go	Total AFC
	COWD Period			COWD Year To Date			COWD Full Year Forecast					
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	9.766	14.585	-4.819	113.813	150.072	-36.259	113.813	150.072	-36.259	347.842	185.467	533.309
Other Funding	0.807	1.204	-0.398	9.397	12.391	-2.994	9.397	12.391	-2.994	28.720	15.314	44.034
Demand on TS	8.960	13.381	-4.421	104.415	137.680	-33.265	104.415	137.680	-33.265	319.122	170.153	489.275

Note: The FY09/10 "Budget" figures in the table above do not include £3.2m for ph1b costs in 09/10 but the "Actual" and "Forecast" figures do include this amount. These ph1b costs were budgeted as "below the line".

- We continue in this report to reflect an AFC outturn estimate of £533.3m. However, as previously reported, 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.
- **Regular briefings are being provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters. Latest AFC Update 18th March 2010.**
- **tie** are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's actual costs (£113.8m) is £104.4m, giving available headroom of £44.6m.

Actual YTD P13 & forecast P13 FY10/11

£m	2009/10 to P13	Forecast FY10/11
Infrastructure and vehicles	83.5	122.3
Utilities diversions	10.6	-4.7
Design	2.1	2.2
Land and compensation	1.6	0.0
Resources and insurance	15.9	14.2
Base costs	113.8	134.0
Risk allowance	0.0	9.0
Total Phase 1a	113.8	143.0

Note: Base costs include £3.2m for ph1b in 2009/10.

ETP COWD in FY09/10 to Period 13 is £113.8m (Period 12 - £104.0m) against budget £150.1m (excl 1b). The key drivers for the -£36.3m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, 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 2009/10 and future years.

2.10. Current financial year profile

Profile for FY09/10

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY09/10
Infrastructure and vehicles	15.7	18.6	28.6	20.6	83.5
Utilities diversions	3.2	4.3	2.2	0.9	10.6
Design	0.7	0.4	0.6	0.3	2.1
Land and compensation	0.6	0.1	0.1	0.8	1.6
Resources and insurance	3.0	3.4	6.1	3.4	15.9
Base costs	23.2	26.9	37.6	26.1	113.8
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	23.2	26.9	37.6	26.1	113.8

- Costs for 2009/10 are £113.8m against P13 forecast £114.5m
- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18th Jan-10 at Buchanan House.** The forecast included a range of assumptions and sensitivities and was informed by linking the latest tie programme to Infraco construction milestones and taking a best view of what is likely to be achieved in the year. The realigned base costs and risk were then linked against this programme. It should be noted that there is no current agreed budget for 2010/11.

2.11. Total project anticipated forecast cost

Re-baselined Phase AFC and 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	122.3	29.8	311.4
Utilities diversions	18.4	33.4	10.6	-4.7	0.0	57.7
Design	24.4	4.7	2.1	2.2	0.6	34.1
Land and compensation	16.8	1.7	1.6	0.0	0.0	20.1
Resources and insurance	42.9	16.0	15.9	14.2	12.0	101.0
Base costs (inc 1b)	133.1	101.0	113.8	134.0	42.5	524.3
Risk Allowance	0.0	0.0	0.0	9.0	0.0	9.0
Total	133.1	101.0	113.8	143.0	42.5	533.3

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

- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18th Jan-10 at Buchanan House** following a full review of construction deliverables in 2010/11 with Infraco Project Managers, the Infraco Director and Tram Project Director.
- The 2010/11 base forecast presented to TS in January (£139.7m) included sensitivities of +/- c£30m, driven by specific assumptions.** The latest base forecast of £134.0m (above 2010/11) reflects the latest consolidated project managers forecasts (which include known risk), plus a further £9.0m of unknown risk variables.

The base forecast presented in January should be re-assessed in-light of the latest commercial engagement and the lack of progress of on-street works.

4 Time schedule report

2.12 Report against key milestones

In advance of developing agreement with BSC, **tie** has developed an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012. A completely unmitigated programme as a control scenario only has also been produced which shows a date of 17 Oct 2012. However, the live programme has been used to generate the milestone data below and this is based on all current information fed into the master programme. This indicates an open for revenue service date of late December 2012.

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	May-10
Princes Street re-opened	01-Aug-09	29-Nov-09A
NR immunisation complete	Nov 2009	Dec-10
Utilities works complete (including telecoms)	Nov 2008	Dec-10
All demolition work complete (S21C)	22-Aug-08	May-10
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Jul-10
Haymarket viaduct complete	08-Dec-08	Oct-10
All consents and approvals granted	18-May-09	Jul-10
Design assurance complete	20-Jan-09	Jul-10
1 st Tram delivered	09-Apr-10	19-Apr-10
Carrick Knowe bridge complete	11-May-09	Dec-10
A8 underpass complete	14-Jul-09	Jan-11
Roseburn viaduct commences	20-Jan-09	Aug-10
TRO process complete	01-Dec-09	Jul-10
Recruitment commences (SMC staffing)	July 2010	Sep-10
1 st OHL installed (Commence Section 2)	11-Dec-09	Feb-11
1 st section (other than depot) complete ready for energisation (2)	25-June-10	Apr-11
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Apr-11
Final tram delivered	17-Jan-11	27-May-11
Driver training commences (depot only)	Dec-10	Mar-11
Commission Section 6 (depot)	25-Mar-10	Oct-11

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Roseburn viaduct complete	20-Apr-10	Jul-11
Test track complete (Ready for tram testing)	23-Apr-10	Feb-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Sep-11 to Mar-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	Oct-11 to Jul-12
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Apr-11 to Aug-12
Driver training commences (excludes depot)	Nov 2010	Sep-12
System testing complete off street	09-Dec-10	Sep-12
Construction Line 1a complete	17-Jan-11	Aug-12
System testing complete on street	16-Feb-11	Sep-12
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	Nov-12
Shadow running starts	18-Apr-11	Nov-12
Shadow running complete	July 2011	Feb-13
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Feb-13
Open for revenue service	July 2011	Feb-13

*BSC Rev 2 programme is not an agreed Contract programme

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.

2.13. Key issues affecting schedule

BSC have submitted the Rev 3 Step 4 3rd and Final iteration in the Period for acceptance and this programme has been rejected by **tie** and the reasons for this have been communicated to BSC.

The continued Utilities diversionary works are restricting access to on-street areas although this is diminishing week on week.

The inability to agree a way forward for the On-street works is severely hampering the programme. BSC's slow progress in available sections is frustrating progress. **tie** continue to advise BSC formally on a weekly basis of areas that are accessible to commence works.

2.14. 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.

Milestones	Actual / current forecast date
1A Lindsay Rd Retaining Wall B	15-Mar-10A
1A3 Commence Temporary Platforms and Demolition Tower Place bridge	22-Mar-10A
5C S32 Commence Depot Access bridge	22-Mar-10A
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Roadworks	29-Mar-10S*
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Trackworks	29-Mar-10S*
1A – Newhaven Road Tramstop	29-Mar-10S*
1D – Haymarket ch 1250-1125 – Roadworks Phase 1	29-Mar-10S*

Milestones	Actual / current forecast date
5A Construct New Scotrail Carpark	29-Mar-10S
5C W16 Commence Gyle Stop RW	29-Mar-10S
1B Complete Utility snagging between Foot of the Walk and Balfour Street	31-Mar-10A
1B Complete Utility snagging between Balfour Street and McDonald Road	31-Mar-10A
1C1 – Telecoms Works McDonald Rd to Picardy Place	31-Mar-10C
1C2 Utility Diversions between Picardy Place and St Andrew Square continue	31-Mar-10C
2A – Haymarket viaduct	31-Mar-10C
5A W4 Russell Road retaining wall piling	31-Mar-10C
5A S23 Carricknowe bridge	31-Mar-10C
5A Demolition of Wanderers Clubhouse continue	31-Mar-10C
5B Trackworks Balgreen Rd Saughton Road North	31-Mar-10C
5C – A8 Underpass –Combined phase 1 and 2	31-Mar-10C
5C Trackworks Depot Stop to Gogarburn	31-Mar-10C
6 Depot Earthworks	31-Mar-10C
6 Depot Building Pits	31-Mar-10C
7 W14/W15 Gogarburn RW	31-Mar-10C
1D - Shandwick ch 850-440 - Trackworks Phase 1	05-Apr-10S*
6 Depot Building Steelwork	07-Apr-10F
1D Complete Utility diversions Haymarket to Shandwick Place	09-Apr-10F
1C3 – Track works Waverley bridge junction to South St Andrew Square	12-Apr-10S
1D - Shandwick ch 850-440 - Roadworks Phase 1	12-Apr-10S*
2A –Trackworks Haymarket to Roseburn Junction -1135m	19-Apr-10S
5B Bankhead Drive TS	20-Apr-10S
6 Depot Sub-station	23-Apr-10S
7A S29 Gogar Underbridge	27-Apr-10F
1B – Telecoms Works Jane Street to McDonald road	30-Apr-10F
1B – Telecoms Works Jane Street to Foot of the Walk	30-Apr-10F
5A Murrayfield Stadium Accommodation Works (excludes clubhouse)	05-May-10S
1A4 – Continue Utility Diversions Newhaven to Ocean Terminal	10-May-10F
1C3 – Telecoms Works St Andrew Square to Princes Street West	10-May-10F
1C1 Telecoms - BT Installation Works 1C07 - (Greenside Lane to Gayfield Street South)	16-May-10S
1C1 Telecoms - BT Installation Works 1C08 - (Annandale Street to Montgomery Street)	16-May-10S
1C2 – Telecoms Works Picardy Place to St Andrew Square	16-May-10S
5A W18 Murrayfield TS RW	17-May-10S
5C Complete S27 Edinburgh Park Station bridge	18-May-10F
5B Trackworks Saughton Rd to Bankhead (Guided Busway)	25-May-10F
1A1 – Continue Utility Diversions Bernard Street to Foot of the Walk	31-May-10F

Milestones	Actual / current forecast date
1A2 Telecoms Tower Street to Duke Street	31-May-10S
1B – Leith Walk – ch 350-100 – Roadworks	01-Jun-10S*
1B – Leith Walk – ch 0-100 – Trackworks	01-Jun-10S*
1B – Leith Walk – ch 350-100 – Trackworks	01-Jun-10S*
5B Saughton Rd TS	01-Jun-10S
5A S20 Russell Road bridge Piling	09-Jun-10S

* Subject to agreement on OSSA

A = Actual date

S = Forecast Start Date

F = Forecast Finish date

C = Continuing Works

5 Risk and opportunity

2.15. Review of risk register

Summary

There were seven risk reviews held in the period. Two items were closed on the Infraco concerns register. There were fifteen drawdowns on the risk allowance approved in the period totaling £7,167,077. These are detailed later in the report. A separate Change Paper has been prepared for the Board to request an increase to the £512m budget while remaining within the £545m funding envelope. This increased funding will be added to the Project Risk Allowance.

Risk and Opportunity Reviews

The following reviews took place in the period:

Date	Format of review	Attendees	Comments
22/3/10	Sections 1C & 1D Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
23/3/10	Signalling, Communication and Control (SCC) Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
23/3/10	Network Rail Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
23/3/10	Depot Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
23/3/10	Roads and Drainage Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
23/3/10	Structures Risk Review	Project Risk Manager Project Manager	Risks and Treatment Plans Reviewed
24/3/10	Mudfa Risk Review	Project Risk Manager Mudfa Director Mudfa Commercial Manager	Risks and Treatment Plans Reviewed
26/3/10	Infraco Risk Allowance Review	Project Risk Manager Infraco Commercial Manager	Review of Change Register and current Risk Allowances

Risk Register

The Primary Risk Register is attached at Appendix D. The Primary Risk Register contains those high impact risks which are impacting (or have the potential to impact) the project at this moment in time. In addition, the potential risks identified in regard to programme slippage are being reviewed periodically and will form part of the updated QRA. There are 44 risks in the risk register. The top five project risks are listed on the following pages.

0910 - Period 13 Top 5 Risks

ARM Risk ID	Cause	Event	Risk Description	Effect	Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
343	General delay to programme with various causes e.g. failure to obtain approvals on time, contractor issues, access after completion of utility diversions	Delay to completion of project	Delay to completion of project	Increased out-turn cost due to delay plus revenue loss	S Bell	High (2.5/5)		Contractually assertive workstreams to progress programme	On Programme	On Programme	30-May-10	S Bell
								DRP on programme management (EOT1)	Complete	Complete	30-Oct-09	S Bell
								Enhanced management focus on various workstreams and options relating to progress of the project	On Programme	On Programme	31-May-10	D Mackay
								Liaison between tie/BSC programme managers	On Programme	On Programme	30-Dec-11	T Hickman
								Programme Management Panel process	On Programme	On Programme	30-Dec-11	F McFadden
								Weekly tie/BSC commercial meetings	On Programme	On Programme	30-Dec-11	M Paterson

0910 - Period 13 Top 5 Risks

ARM Risk ID	Cause	Event	Risk Description	Effect	Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
1077	Base Date Design Information to Issued For Constnuctions (BDDI-IFC). Lack of visibility of design changes between November 2007 and May 2008	Tramworks price based on a design which may have been altered. Unclear who authorised design change.		Additional cost and programme delay	S Bell	High 3.25.00		Continued DRP / Adjudication Process Contract interpretation and technical expert witness work Enhanced management focus on various workstreams and options relating to progress of the project	On Programme	On Programme	31-Jul-10	S Bell
			Establish a process which will act as a control mechanism for design changes. (if one exists already then ensure process is compiled with)						Complete	Complete	30-Jun-09	T Glazebrook
			Intensive Mediation Marathon 29/6/09 to 6/7/09 to try and resolve issues.						Complete	Complete	30-Jun-09	S Bell
			Mediation resulted in no overall agreement on BDDI - IFC although it gave useful background information. Strategy paper to be presented to TPB on 29 July to seek approval for way forward including utilising necessary contract mechanisms (DRP, audit etc)						Complete	Complete	14-Aug-09	S Bell
			Of the issues previously highlighted as going through DRP, 1 has been ruled in favour of the, 2 have been agreed, 2 have been ruled in BSC's favour and this is being reviewed by the. Further issues are due to enter DRP in December 09 and January 10.						Complete	Complete	31-Jan-10	S Bell
			Resolution Strategy approved - 1st DRP to go 10th August, audit requests to BSC for information going w/c 3.8.09						Complete	Complete	10-Aug-09	S Bell

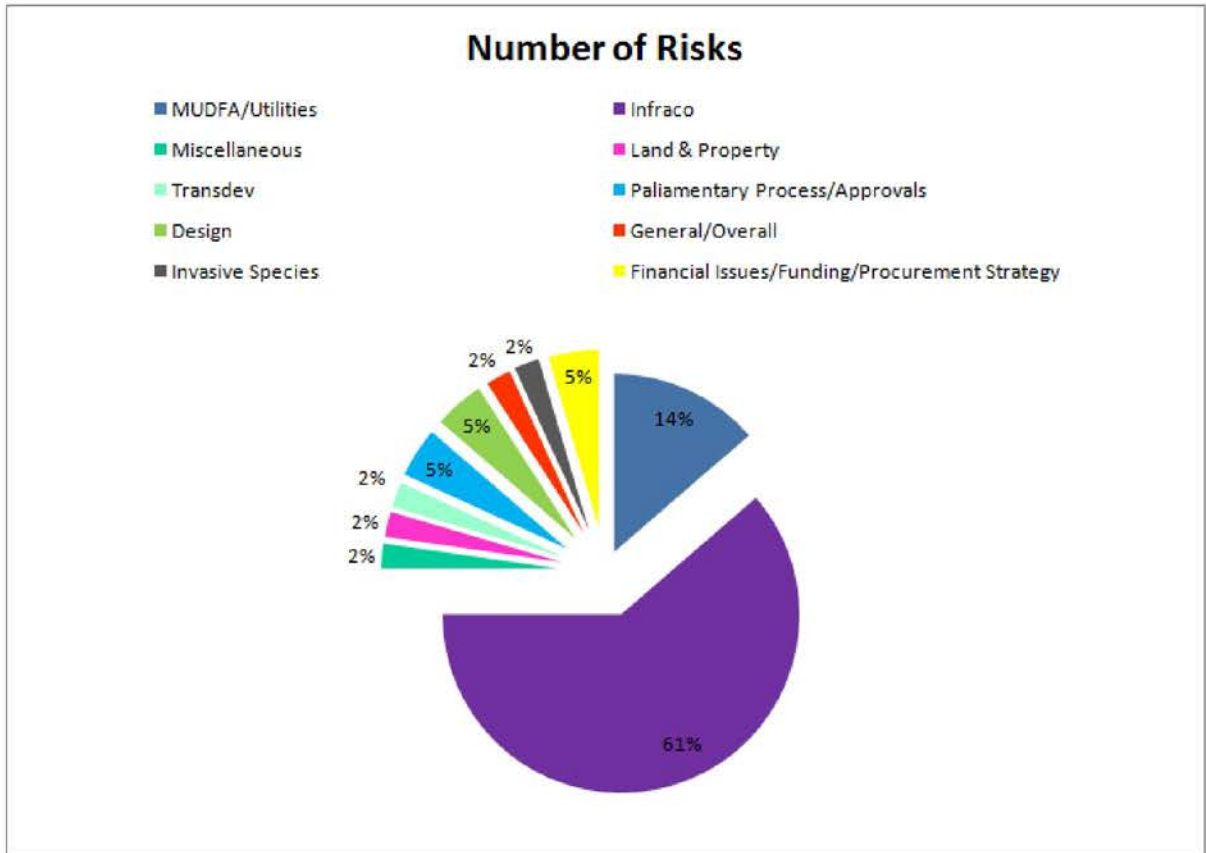
0910 - Period 13 Top 5 Risks

ARM Risk ID	Cause	Risk Description Event	Effect	Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
*1091		Excavation of soft, unsuitable material below Earthworks outline	Additional cost and programme delay	F McFadden	High - 25.00		Donaldsons to carry out surveys Enhanced management focus on various workstreams and options relating to progress of the project	Complete	On Programme	30-Jul-09	C Neil
							Extent of soft ground being investigated. External specialist advice deployed.	On Programme	On Programme	31-May-10	M Paterson
							Iterative testing approach in order to maximise value	On Programme	On Programme	31-Jul-10	C Neil
							Technical challenge against Donaldsons designs	On Programme	On Programme	31-Jul-10	C Neil
*1101	Unreasonable behaviour of BSC commercial management	Unrealistic estimates being submitted for potential changes	Programme delay while disputes regarding estimates are resolved	F McFadden	High - 25.00		Additional resource from TNT	Complete	Complete	30-Jul-09	M Paterson
							Agreed with BSC for independent evaluation to get benchmark	Complete	Complete	30-Jul-09	M Paterson
							All estimates to be scrutinised by tie commercial team and, where appropriate, challenge made to BSC. Additional resource (T&T) being used to check estimates to reduce delay.	On Programme	On Programme	30-Dec-10	M Paterson
							Enhanced management focus on various workstreams and options relating to progress of the project	On Programme	On Programme	31-May-10	D Mackay
							Legal challenge to Clause 80 and BSCs interpretation thereof	On Programme	On Programme	31-Jul-10	S Bell

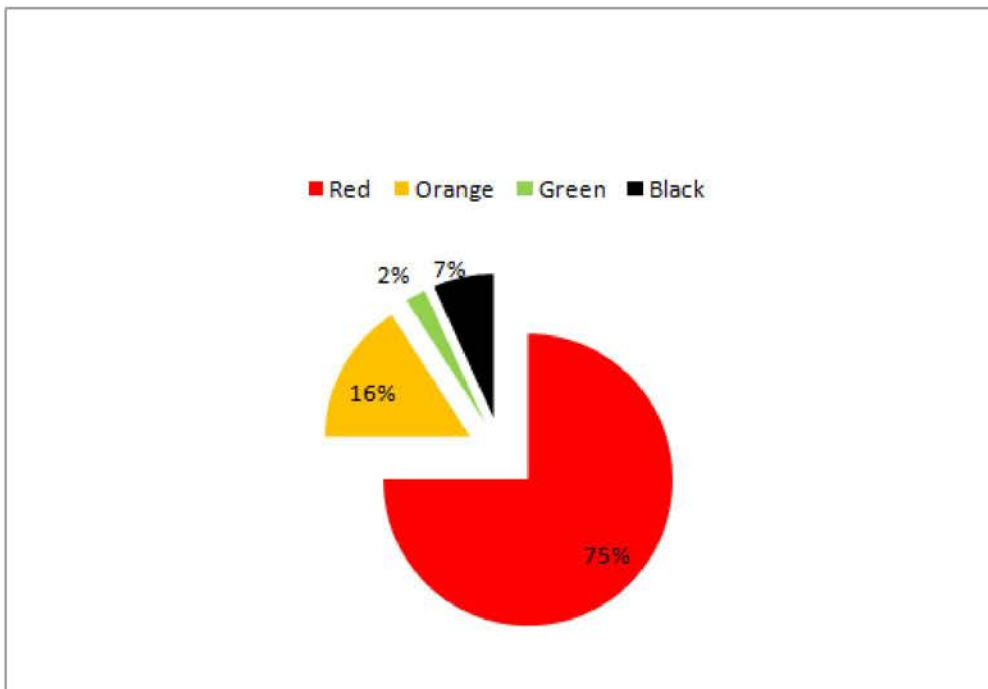
0910 - Period 13 Top 5 Risks

ARM Risk ID	Cause	Risk Description Event	Effect	Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
*1094		Roads throughout works require full depth reconstruction	Programme impact plus additional costs: £1.5m cap applies to only 4 areas. (PA 12) Also affects (PA 14)	F McFadden	High (2.00)		Carry out surveys to confirm extent of roads requiring full depth reconstruction	Complete	Complete	30-Jun-09	C Neil
*1104	Design changes following utility diversions	Utilities affected by subsequent kerb realignments (primarily westside of Leith Walk)	Re-diverting of utilities with additional cost and programme delay	G Barclay	High (2.00)		Intensive engagement with CEC, palette of options, methodology being agreed	On Programme	On Programme	31-Jul-10	C Neil
							Suite of options from surveys to be reviewed and agreement reached	On Programme	On Programme	1-Apr-10	M Paterson
							Following identification of conflicts potential solution such as protection measures to be identified	On Programme	On Programme	1-Jun-10	C Neil
							Utility conflicts being identified	On Programme	On Programme	1-Jun-10	C Neil

The risks within the Project Risk Register are categorised below.



The ratings of the risks are illustrated below.



New risks and concerns

The Project Risk Manager, in conjunction with the relevant director, agrees which concerns are escalated to risks and are added to the Project Risk Register.

Infraco

One item on the Infraco Concerns Register was closed in the period:

	Risk Number	Cause	Risk Event	Effect
Section 7	23	Formation level out with allowable CBR	Additional works required to make formation suitable	Additional cost and potential programme implications
Depot	92	SDS design not approved by SW despite being issued as IFC	Changes to sewer diversion works resulting in tie notice of change	Potential additional cost to tie

There were no items added to the Infraco Concerns Register.

2.16. Risk action plan for next three periods

The following treatment plans are due for completion in the next three periods.

Action Owner	Risk ID	Action ID	Action Name	Due	Active	Complete	Late	Next 3 periods
A Richards	901	657	Infraco/Tramco/operator to implement.	31/03/2010	Yes	No	No	Period 13
C Neil	931	681	Obstruction and voids survey, establish ownership reduced delay on discovery.	31/05/2010	Yes	No	No	Period 03
C Neil	1104	700	Utility conflicts being identified	01/06/2010	Yes	No	No	Period 03
C Neil	1104	701	Following identification of conflicts potential solution such as protection measures to be identified	01/06/2010	Yes	No	No	Period 03
D MacKay	343	713	Enhanced management focus on various workstreams and options relating to progress of the project	31/05/2010	Yes	No	No	Period 03
D MacKay	1077	715	Enhanced management focus on various workstreams and options relating to progress of the project	31/05/2010	Yes	No	No	Period 03
D MacKay	1091	716	Enhanced management focus on various workstreams and options relating to progress of the project	31/05/2010	Yes	No	No	Period 03
D MacKay	1101	717	Enhanced management focus on various workstreams and options relating to progress of the project	31/05/2010	Yes	No	No	Period 03
D Sharp	1106	714	Use of additional resources to apportion accountability for delay in issuing of IFC	30/04/2010	Yes	No	No	Period 01
F McFadden	914	573	SDS to obtain consent for design in accordance with programme requirements - SGN and Scottish Power. Complete with exception of plates 1-10 and 15-17 the redesign of the affected utilities at Palmerston Place.	30/04/2010	Yes	No	No	Period 02
G Barclay	1102	696	Obtain reduction from SUCs	01/06/2010	Yes	No	No	Period 03
G Barclay	1102	697	Where relaxation cannot be obtained replace plastic with steel	01/06/2010	Yes	No	No	Period 03
M Blake	164	42	In conjunction with MUDFA, undertake trial excavations to confirm locations of Utilities and inform designer. York Place to Picardy Place and particularly Broughton St Junction IFC design incompatible with congested utilities.	30/05/2010	Yes	No	No	Period 03
M Blake	139	42	In conjunction with MUDFA, undertake trial excavations to confirm locations of Utilities and inform designer. York Place to Picardy Place and particularly Broughton St Junction IFC design incompatible with congested utilities.	30/05/2010	Yes	No	No	Period 03
M Paterson	1091	667	Extent of soft ground being investigated. External specialist advice deployed.	31/05/2010	Yes	No	No	Period 03
M Paterson	1094	673	Suite of options from surveys to be reviewed and agreement reached.	01/04/2010	Yes	No	No	Period 01
S Bell	343	702	Contractually assertive workstreams to progress programme	30/05/2010	Yes	No	No	Period 03
W Biggins	911	628	Liase with Scottish Power to agree and approve method of crossing tunnel.	25/04/2010	Yes	No	No	Period 01

Risk drawdown

Transport Edinburgh

Edinburgh Trams

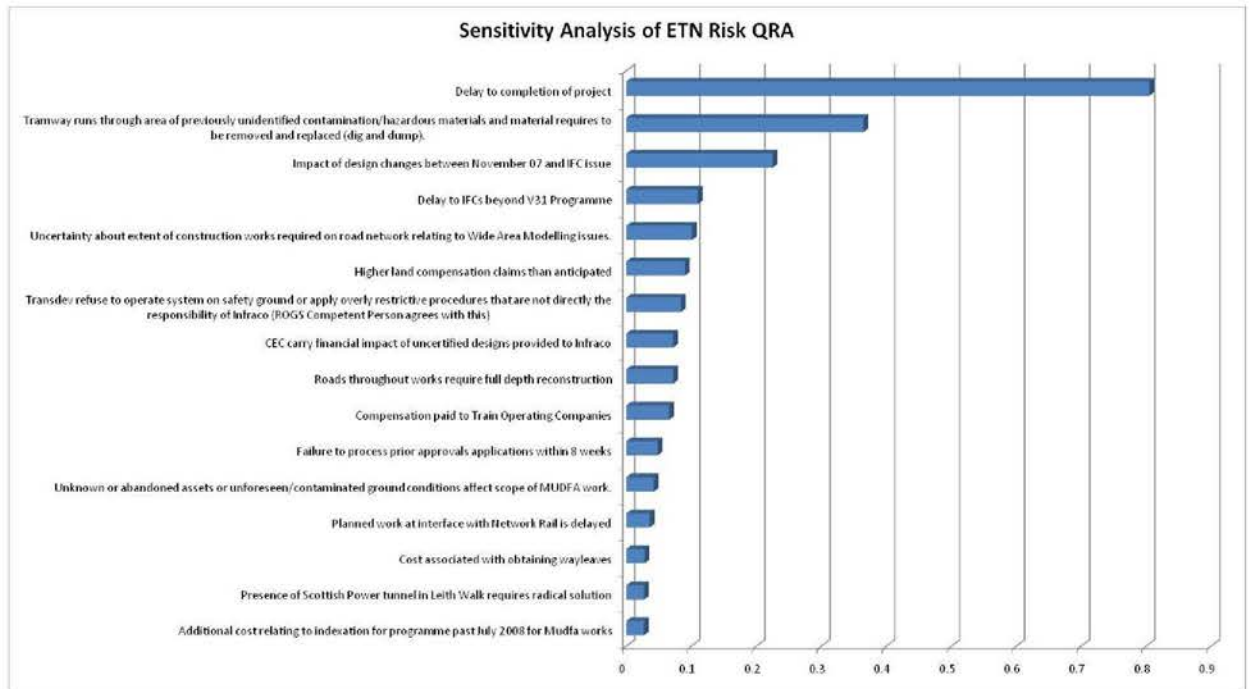
Lothian Buses

FOISA
exempt
 Yes
 No

The following table illustrates the drawdown applications on the project risk and contingency allocations in Period 13.

Description	Owner	Value (£)
Traffic Management Lights at Leith Walk	Mike Paterson	-5,085
Noise and vibration study	Mike Paterson	- 46,128
Gogar Burn Retaining Walls 14 and 15	Mike Paterson	-141,189
TRO Presentation	Mike Paterson	-23,480
Infraco Phase 1b (invoice)	Gregor Roberts	-3,200,000
Japanese Knotweed at rear of Scotrail Depot	Mike Paterson	-24,283
Section 1C/1D - Off Peak Taxi Rank at George Street	Mike Paterson	-2,214
Section 7 - Local Protection of Sewer (Approx Location; Chainage 711990)	Mike Paterson	-2,697
V31 design delivery programme	Mike Paterson	-3,524,000
Various Changes	Mike Paterson	-7,283
Relocation of Archaeological Arisings	Mike Paterson	-31,784
Discovery underground petrol tank	Mike Paterson	-4,813
Haymarket Rail Station - Access Door	Mike Paterson	-2,814
Consortium Office	Mike Paterson	-36,732
Relocate OLE Poles	Mike Paterson	-4,575
	Total	-7,167,077

Sensitivity analysis of approved cost QRA.



The above chart highlights those component risks which are correlated most closely with the overall risk allocation. These risks are the ones which, if changed in terms of probability or impact, would have the most significant effect on the final output.

2.17. Schedule QRA

tie is currently working with the supplier of Active Risk Manager (ARM – the risk management software which **tie** uses) with a view to integrating Primavera and ARM so that a schedule risk analysis can be developed. A schedule QRA will be created following agreement of the recalibrated programme.

Opportunities

Opp number	Event	Opp rating	Open?	Treatment plan	Owner	Due date	Review Comments
1	Original forecast value for incentivisation was £400k. In-line with performance it is tie management view that the SDS incentivisation cannot be fully justified, with £400k the worst case.	16	Open	tie PM to manage SDS KPI agreement to ensure that the maximum incentivisation paid out should be £300k	Damian Sharp	-	Any savings expected to materialise in Period 6
3	Within the current forecast figures is a cost of £947k for the additional cost of Land Value over and above the market rate when the project budgetted. £162k of the benefit has already been taken to AFC leaving an opportunity of £785k.	19	Open	AS to lay out a timetable as to when land savings can be crystallised. In light of the stagnated property market it is unlikely that the additional £785k built into forecast or the duplication of cost in risk will be utilised.	Alastair Sim		Being managed by A Sim. Still regarded as possible saving.
4	Opportunity to claw back £230k of costs directly to Transport Scotland on the back of the Scotrail settlement.	11	Open	AS to lay out plan/ timetable as to how specifically these costs can be passed onto TS.	Alastair Sim		SB and AS to meet with TS
6	TEL have submitted a paper to the TPB justifying an additional recharge of £1,571k resource costs for the rest of the project. This was approved in principle by TPB. SB identified that a potential six figure sum could be reduced from this recharge cost. Action and target reduction TBC.	1	Open	SMcG to speak to David McKay - tbc	Stewart McGarrity with Alastair Richards		TEL costs have be rescheduled and now provide up to December 2011 at a reduced figure of £998k.
7	TEL have identified that it is likely that an additional £375k of tram marketing costs will need to be spent to get the tram geared up and ready for operation. The debate is to be had as to who should bare these costs accounting for the fact that that this line was taken out of the Capital budget at final business case.	6	Open	SMcG to agree with David McKay who should take the marketing costs with a potential mechanism for capitalisation and amortisation for TEL of these costs over the useful economic life of the project.	Stewart McGarrity with Alastair Richards		TEL believe these costs could be met from the Comms budget. To be discussed.
12	Tapered Poles cost of £176k in budget (T19 01 33)	6	Open	Do not incur cost	Frank McFadden		Any saving would be used to offset tie change for pole bases.
13	View of Ficardy Place Provisional Sums (Utilities) and major provisional sums to be taken	23	Open	Picardy Place utility diversions provisional sums flet to be extremely high at £3m. SB guidance that this should be ballpark more like £1m. Dennis Murray action to give a best and measured view of how accurate this provisional sum is, and then to provide this to SB for review within the current month. £2m opportunity.	Frank McFadden with Dennis Murray		£1.65m saving taken into account already against an original allowance of £2.65m
14	View of Ficardy Place Provisional Sums (Revised Junction alignment) and major provisional sums to be taken	21	Open	Picardy Place infraco works provisional sums flet to be high at £3m. SB guidance that this should be ballpark more like £2m. Dennis Murray action to give a best and measured view of how accurate this provisional sum is, and then to provide this to SB for review within the current month. £1m opportunity.	Frank McFadden with Dennis Murray		Current saving currently standing at £390k.
15	PM staff/ management costs are currently running at a significantly higher rate than the original plan due to phase 1(b) not materialising on-time, and the higher cost mix and yield than anticipated in the original business plan. The current costs are forecast in Stewart McGarrity's spreadsheet.	13	Open	As a whole resource costs for tie, TEL, CEC and TSS are to be attended to so that cost savings can be achieved through 1) more efficient team integration 2) looking at which tasks do not require to be completed. Target resource savings/reductions to be specific, measurable and identifiable. Stewart McGarrity to own tracking of actions and movement.	Stewart McGarrity		
16	TSS current forecast is based upon S.McG latest update. The output is projecting an overall budget overspend of £794k.	6	Open	A further specific £200k of opportunities to be targetted with the PM agreement and better look at the integrated team approach	Stewart McGarrity		
18	Up to £500k airport legal and other future costs have been submitted by BAA to tie.	13	Open	Task to challenge full value of legal and PM costs and to manage this cost out of the budget. AS to get justification of the costs from EAL and forecast a realistic view of costs with Dennis Murray	Alastair Sim		
21	Programme allows for full depth road reconstruction. If this is not necessary there will be a programme time saving	11	Open	B Bell managing through development workshop	B Bell		
23	CoCP working hours are 7am-7pm Mon-Fri, 8am-1pm Saturday. If these restrictions were relaxed in specific areas such as Balgreen to Carrick Knowe, Edinburgh Park and Bankhead Drive there could be a potential programme saving.	12	Open	Application to relax CoCP restrictions to CEC	TC/WB	31/12/2010	This has been made in a number of areas and working out with CoCP is currently underway.
29	50metre radius curve at Gogar - at the moment the trackform will be embedded. Opportunity to convert to ballasted.	12	Open	tie/BSC to examine possibilities	WB/BB	30/03/2010	P7 - BSC are redesigning with ballasted track. Saving will be in moving from slab to ballasted but maintenance cost will increase P9 - design underway P12 - BSC are issuing as Infraco-driven change. However they believe this will increase costs (maintenance £90k v £6k)
31	Utilise Scottish Central Procurement of Local Authority Power instead of direct procurement of commissioning power by tie	12	Open	Liason with CEC procurement team to ensure Tram commissioning power is eligible using CEC rates.	AR	30/12/2009	This option is being used. Overall saving still to be confirmed.

32	Potential saving on £2.2m budget for NR immunisation	17	Open	BSC are making a case for doing no modifications to NR and are producing a contingency design if the "do nothing" approach is rejected	CK	31/08/2009	BSC has not instructed the initial design works yet. These were expected to be instructed in Jan 09.
34	ERs identified 43 sets of breathers and expansion joints around structures throughout network. BSCs proposal is to install 5 sets. Saving of cost of 38 sets.	12	Open	tie have received BSC's proposal on longitudinal expansion and expansion around structures. Technical meeting arranged in P3 to review tie's return comments on BSC's proposal	WB/BB	30/04/2010	BAM review has confirmed 5 sets only can work however SDS disagree. WB to arrange workshop to progress final number. P7 - BSC not agreeing to change due to loss of profit in BB civil works. P9 - Siemens installing to their design which removes need for 38 sets of breathers. Resubmitted design proposal with design calcs and this is being reviewed. Saving of approximately £12k x 38. Actual saving to be agreed in P10. P12 - SDS have accepted Siemens' design proposal. tie need to issue change.
35	The depth of excavation (for S21b and S21d and WB) could be reduced thereby providing a cost/time saving. To do this the design needs to be revisited. (BSC did additional SI in this area in summer 2008 which could be used to review designs)	1	Open	tie would need to instruct BSC to revisit design as BSC have indicated they will not do so unless instructed.	TC/CN	30/04/2010	TC and CN to manage P12 - being discussed between tie and BSC as part of programme mitigation.
36	£250k cabling programme planned for Hope St junction. IF BT can be convinced to leave in situ then this will represent a saving.	1	Open	Meeting taking place with BT on 14 Oct to present proposal to BT	GB/CN	31/06/2010	Meeting still to happen but opportunity still 'live' P9 - BT rejected proposal. G Barclay to meet BT P11 - GB raised again with BT and when Infracore start their works in this area the possibility of leaving as is will be re-examined. (Agreement needs to be reached on on-street works)
37	tie have paid NR risk fee totalling £510k to date with potential to increase to £900k. Possibility of (a) recouping the spend or (b) saving the remainder	1	Open	Those who have a 3rd party agreement and have a principal contractor's license are meant to be exempt from the risk fee. DS to review agreement to confirm tie qualify for exemption.	GB/DS	30/11/2009	
38	Potential to make programme savings once systems programme has been received.	1	Open	BB and GB to review programme once received.	GB/BB		Programme still outstanding
40	Change rail section in all tramstops (in the off street section) from grooved to S49 rail. This would provide a cost and productivity saving. This would negate the need for transition rails. Saving would be circa £250k	1	Open	Consortium issue in removing work from civils to systems as the need for a transition slab is removed.	WB/BB		Siemens have submitted proposal for S49 through tram stops P9 - S49 now being installed through tram stops. (production saving) P12 - INTC issued to BSC which includes trackform changes and tram halts at Edin Pk.
42	Section 5Y (within 5B) - opportunity to remove asphalt, which has been noted as a requirement by CEC planner in the section from east side of Edinburgh Pk tram halt to Edinburgh Pk viaduct approach, and continue the S49 on track ballast from the pedestrian crossing to the approach to Edinburgh Pk viaduct. (removes 100m of grooved rail with asphalt)	1	Open	This has been discussed with Siemens who will write to tie proposing these changes.	WB/BB		Siemens progressing with design change and ordering switches and crossings based on S49 P9 - opportunity accepted by Siemens and being carried out. (Production saving)
43	Re-railing points - 15 no identified in ERs for the depot area. These could be removed with resultant saving in cost and productivity	1	Open	tie to decide if these are required. If not then BSC to be instructed.	WB/BB		WB to discuss with Siemens P12 - Siemens agree with but will not propose change but this will need to be generated by tie.
44	Ground Improvement layer - adopt BAM's preliminary design for the floating slab developed to incorporate the noise and vibration measures.	1	Open	tie, BAM and SDS to discuss	WB/BB		BAM still working on design for ground improvement layer.

Transport Edinburgh
Edinburgh Trams
Lothian Buses

FOISA
 exempt
 Yes
 No

45	Edinburgh Pk green track - soft ground through Edin Pk limits what can be installed. Opportunity is to change trackform to ballasted. Substantial cost saving as civils cost will be less.	1	Open	Edin Pk/CEC agreement required.	WB/BB		WB to take forward P9 - tie saving to be calculated. Proposal needs to be made to Edinburgh Park P12 - INTC issued to BSC detailing sections to change from greentrack to ballast. Meetings arranged with NEP Ltd to discuss changes.
46	Eliminate soil nailing in preference for 1:2 batter This would provide a mitigated cost increase	1	Open	AR/SB/FMF have agreed to reduce clearances in the depot stabling area. BSC to confirm conditions can meet 1:2 slope	AS		
47	Advance Siemens commencement by 6-9 months as contract programme showing completion prior to handover to Siemens	1	Open	Programme team to be made aware of opportunity and attempt to negotiate with BSC	AS		
48	Obtain agreement with CEC to adopt a different road construction methodology thereby saving time and money.	1	Open		CN		
49	Opportunity to amend to standard foundations in off-street section which would reduce cost.	1	Open		CN		
51	Carry out a joint tender with BSC for future supplemental agreements in order to generate more competitive price	1	Open	Future supplemental agreements being discussed	CN/MP		
52	Selling of land which has been purchased but is no longer required	1	Open		A Sim		
53	Recovery of costs from Siemens for recovery of stray current monitoring costs.	1	Open		CK/BB		
54	Opportunity to convert from direct fix to Rheda City C trackform at Approach to South Gyle Access Bridge (49m) East side of Bankhead Stop (33m) Eastern ramp at Edinburgh Park Station Bridge (72m) East Side of Castle Gogar Access Rd (679m) - instructed redesign Departure side of IPR stop (104m) Gyle Tramstop to south side of A8 (165m) - instructed redesign	1	Open	WB liaising with Siemens to agree proposals. Production saving to be made	WB		P9 - Approach to South Gyle Access Bridge (49m) - becoming Rheda City C from Direct Fix (Production saving) East side of Bankhead Stop (33m) - becoming Rheda City C (Production saving) Eastern ramp at Edinburgh Park Station Bridge (72m) - becoming Rheda City C (Production saving) East Side of Castle Gogar Access Rd (679m) - From A8 to Depot this can become ballasted throughout (200m to be Rheda City C and 479m to be ballasted) Potential cost/production savings Departure side of IPR stop (104m) - becoming Rheda City C (Production saving) Gyle Tramstop to south side of A8 (165m) - convert from greentrack to ballasted, agreed with CEC planner. Potential £350 per metresaving
57	The installation of transition welds rather than transition rails at structures would save circa £100k	1	Open	tie would need to instruct BSC	WB		
58	As we will have possession of the top half of the shuntline there is a possible opportunity to reduce the requirement for extensive temporary works to retain the NR embankment during the construction of the new embankment associated with the new tram structure.	1	Open	Initial meetings have taken place regarding this and TC/WB will continue to pursue this option.	TC/WB		

Progress

No.34 – SDS have accepted Siemens' proposal – requesting tie to issue change.

No.35 – Further SI being carried out as part of Graham's review of temporary works.

No.36 – GB to revisit with BT once road excavated.

No.37 – DS to write to NR in Period 1.

No.40 – Assessment required of original design versus new design.

No.42 – Assessment required of original design versus new design

No.43 – SDS have accepted Siemens' proposal – requesting tie to issue change.

No.44 – tie to instruct BSC to use BAM's design.

Transport Edinburgh

Edinburgh Trams

Lothian Buses

FOISA
exempt
 Yes
 No

No.45 – INTC issued to BSC detailing sections to change from greentrack to ballast. Meetings arranged with NEP Ltd to discuss changes.

No.46 – BSC agreement outstanding.

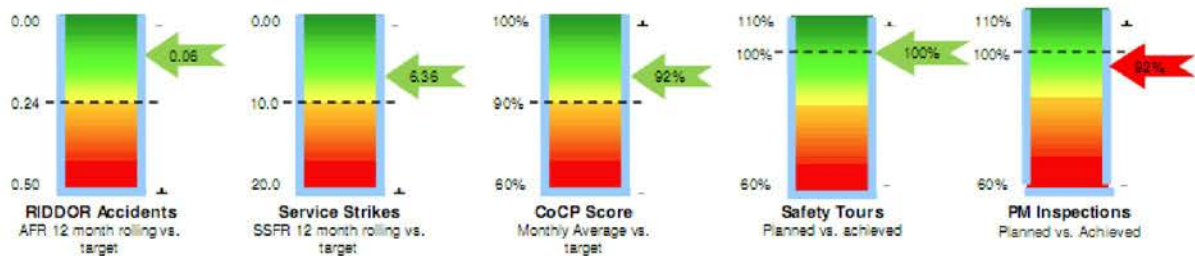
No.54 – WB is progressing a number of trackform opportunites highlighted above.

In Period 12 an additional opportunity was identified regarding plots 304 and 322. Currently there is £360k and £550k budgeted for these plots repectively. CEC are discussing the return of this land to NIL which would result in a cost saving. There is approximately 10,000 cubic metres of spoil to be removed from plot 304 and this would cost in the region of £90k.

6 Health, safety, quality and environment

2.18. H&S accidents and incidents, near misses, other or initiatives

HS&E ACCIDENTS and INCIDENTS SUMMARY											
Total	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	136,588	0	0	1	20	1	2	0	1	0.00	0.73
13 period rolling	1,681,451	1	0	27	222	107	18	7	51	0.06	6.36



There have been no reportable accidents during Period 13. The rolling 13 period AFR is 0.06 well below the target of 0.24 for the project. BSC are reporting Zero AFR, as are Clancy and Farrans. The frequency for Service Strikes has decreased for the Period and for the 13 period rolling. It stands at 6.36 against a target of 10 strikes per 10,000hrs worked.

Joint inspections have been slow to progress this period; to help improve the planning of inspections the PM's have been asked to specify which week the joint inspection will be carried out. A schedule of proposed joint Senior Management safety tours has been sent to BSC requesting BSC senior management to carry out joint tours with **tie**.

Further to the Period 11 incidents regarding the use of lifting equipment adjacent to the Network Rail corridor, **tie** have informed BSC that an audit of BSC Rail Interface systems will be carried out on 30.03.10. Network Rail have been invited to accompany **tie** on these audits.

A meeting took place on 12th March 2010 to review the safe and acceptable use of the Thermal Lance when removing road markings. BSC have undertaken to produce and are re-issue guidance on the safe and acceptable methods to be used throughout the contract.

tie have led the discussion to ensure that all pedestrian crossings comply with the necessary standards required to meet the needs of the visually impaired. Guidance has been sent to all relevant parties. Following the installation of temporary traffic lights on York Place where the power supply cables were not installed to the correct standard for surface mounted cable, i.e. cables to be ducted and coils of cables to be housed in wooden boxes, **tie** have produced and issued guidance to all contractors on acceptable methods of installation.

Environment

A meeting has been arranged with TCM and John Darbyshire to discuss the works carried out at Roseburn and Gogarburn due to concerns raised.

NISP are holding a construction synergy workshop on the 25th March 2010 in Edinburgh, Gerardo Austria (Environmental Advisor for BSC) is a keynote speaker – 'Waste Management on the Edinburgh Tram Project'. S Smith and J Ritchie will be attending this event on behalf of **tie**.

A meeting was held with John Lawson (16th March 2010) to discuss requirements for post excavation. Legal/project requirements still unclear. John Lawson asked to compile report detailing the reasons behind the works currently specified.

Deliver a Safe Tram (Quality)

Section	Activity	Data Checked					
		IDC	Hazards	ITP's	Design Variation / Change	As Built	Asset Register
Gogarburn Bridge	Structures East Abutment	0.5	On Hold	1	1	1	N/A
Depot	Roof & Wall Cladding	0.5	On Hold	1	1	0.5	N/A
Haymarket Viaduct	Earthing & Bonding	0.5	On Hold	1	0.5	0.5	N/A
Carrick Knowe	Earthing & Bonding	0.5	On Hold	1	1	0.5	N/A
PD	Total (y)	2	0	4	3.5	2.5	0
	Max Possible Total (y)	4	0	4	4	4	0
Total	Percentage P12	32%	69%	93%	72%	73%	50%
	Percentage P13	34%	69%	94%	74%	71%	50%

Key - Y = Evidence exists (1) N = No evidence exists (0) NA = Not applicable (-) P = Part evidence in place (0.5)

Four metrics inspections were carried out during period 13 – Gogarburn Bridge, Depot, Haymarket Viaduct Carrick Knowe. Inspection at Haymarket Viaduct site follow up to inspection QM026. It is noted that all areas inspected received 100% for the Inspection and Test Plan System bringing the overall period average up to 94%. Again an increase is noted in the percentage from 72% to 74% for Design Variation/Change which is likely to be as a result of changes to the weekly check sheet, thus more meaningful information is being recorded.

IDR/IDC action tracker issued by BSC, no formal dates for closure of actions detailed, however all actions will be closed upon completion of IDR's (End May 2010). AFC drawings should follow on from the completion of the IDR/IDC process.

Inspection and Test Plan for Building Fixings formally requested from BSC, works currently taking place with no formal Inspection and Test Plan issued to tie. Siemens have advised that the ITP is in place and will be issued in due course.

BSC have advised Princes Street documentation including interim 'as built' will be ready for review end March. Informal audit arranged for 7th April 2010.

Sites now compiling photographic records of Earthing & Bonding in line with the revision to ITP 15 – Structural Concrete, witnessed during inspection at Carrick Knowe Bridge. Photos will be submitted as part of the completion/handover documentation.

Bi Weekly meeting continues to be held with BSC to review actions raised as a result of formal inspections. Formal minutes taken, to be reviewed in period 1-10 to address area that may now be closed off.

TSA/09/04 Operator – Safety Management System scheduled for 29th March 2010.

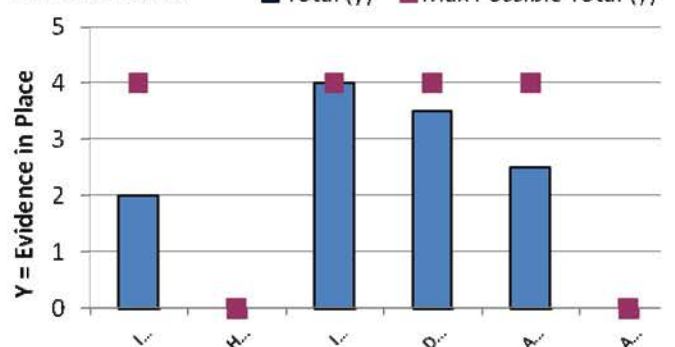
Awaiting instruction to distributed final issue report regarding Nichols audit carried out in conjunction with tie.

Formal issue of BSC Asset Register expected summer 2010.

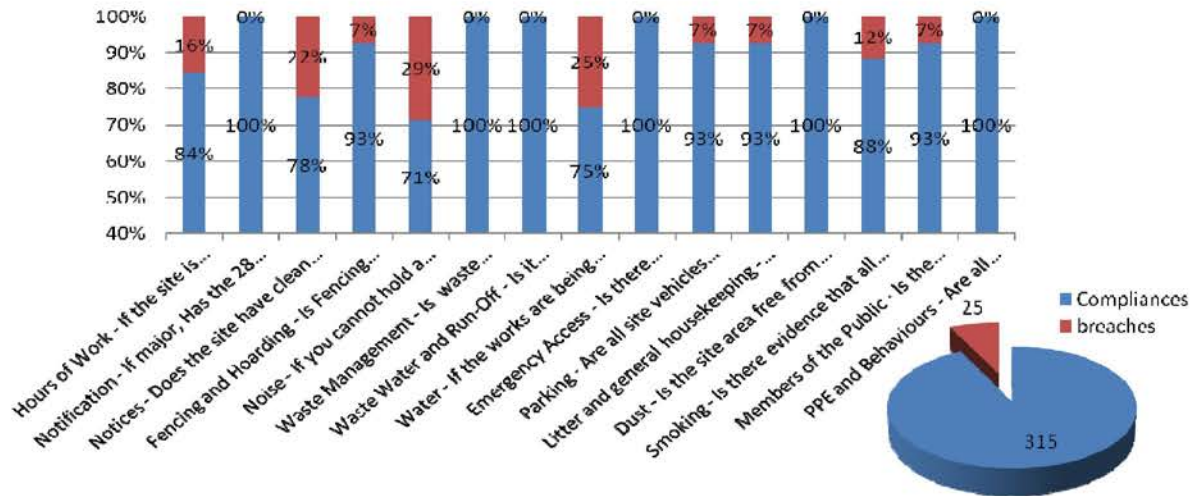
Action to be taken

- Continue to pursue BSC for actual date for formal issue of Asset Register.
- Ensure Building and Fixing ITP is issued to tie within period 1/10.
- S. Smith/C. Kerr to finish updating SVS procedures and add to HSQE website.
- Construction Assurance procedure issued to B Cummins for review.

Period Data



Code of Construction Practice Period 13



Movement in Period

Compliance recorded at 92% for Period 13

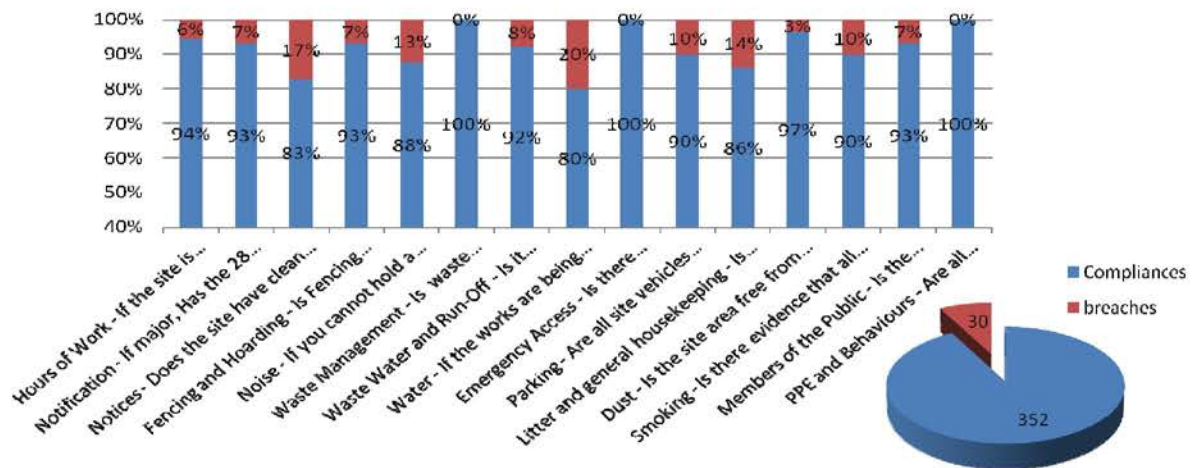
There has been an improvement in compliance with the following areas –

- Sites working out with CoCP hours
- Tram 0800/ timescale notices
- Noise control on site
- Control of works near water

There has been minimal decrease in compliance in the following areas –

- Notification of works
- Waste Water run off
- Parking out with the site
- Litter and general housekeeping

Period 13



Actions

Paul Colquhoun and Colin Neil will speak to all tie Supervisors specifically about notification, waste water runoff, parking and litter on site and ask them to speak to their sites. Information will be passed to BSC, Clancy and Farrans.

7 Stakeholder and Communications

7.1 Media / Press Activity

The month started on a very positive note with a media trip to Wildenrath in Germany to visit the Siemens test track where the first of Edinburgh's Trams were put through their paces. Accompanying the City of Edinburgh Council's Head of Transport, Marshall Poulton, on the trip were journalists from the BBC, New Civil Engineer, Tram TV and the Edinburgh Evening News. Coverage of the tram testing was very positive however a couple of other stories came out of the trip which included the possibility of a future tram line to east Edinburgh and that householders along the route living in properties where tram fixings are attached to the building may have to seek permission to have their windows washed.

The most media interest this period was around the Tram Project Board meeting where the Chief Executive presented a range of option relating to the dispute. The outcome of this was the decision to rigorously enforce the terms of the contract to hold the contractor to account. Coverage resulted in The Scotsman, the Herald, the Times, Evening News, Daily Mail, Business 7, Metro, and most other major daily newspapers plus Scotland Today, Reporting Scotland, BBC Scotland Drivetime, Real Radio, GMTV and Newsnight. Coverage continued into the weekend.

There has been further coverage which relates to the dispute including the possibility of phasing the route with the initial operations running from the Airport to Haymarket, possible penalty clauses of up to £1million if the contractor does not meet the operational deadlines, calls from MSPs for **tie** Ltd to be audited and coverage of contractor 'sources' criticising Edinburgh Trams for scrutinising claims. There was also coverage relating from the City of Edinburgh Council's Tram Sub Committee which included reports on the MUDFA and INFRACO workstreams and a report on the progress of tram branding and vehicles. This included speculation about the final account for the Carillion contract, progress of works at Gogar depot and coverage of the branding of two 'special' tram vehicles to include images of people or themes connected with Scotland's capital.

In conclusion, while there has been an increased level of scrutiny from the media relating to the dispute we have had some positive coverage relating to our position in taking matters forward. We expect the interest in the project to remain in the coming weeks, particularly as we have recently announced our intention to remove traffic management from along parts of the on-street sections of the route if works are not forthcoming.

7.2 Public Information Planning

We have produced a route-wide matrix detailing a range of opportunities and locations for promotion along the tram route. Priority areas have been identified at the Airport, Gogar Depot, West End Gateway and Haymarket. Working in partnership with the City of Edinburgh Council (CEC), Destination Edinburgh Marketing Alliance (DEMA) and Festivals Edinburgh, we envisage key elements to be in place by early summer.

Gillian Arnot has been dedicated to supporting all members of the route branding group in co-ordinating and driving forward our strategic plan.

Edinburgh Park and Ocean Terminal have been designated as priority areas for signage when tramworks start at these locations. Informational signage has been designed for these areas which will shortly go into production. The West End and Haymarket have been designated as areas in need of directional signage and these will be produced and installed concurrently with the tramworks in the near future.

Stationary and business cards bearing our new logo are now both being used. Electronic signatures have also been changed to reflect the new branding.

7.3 Partner and Stakeholder Communications

Work updates have been issued for the Manor Place closure, utility works at Atholl Crescent Lane Broughton Street and Lindsay Road, track preparations from Haymarket Yards to Balbirnie Street, Carrick Knowe bridge works and footpath re-routing at Roseburn Corridor.

Transformer visits took place to works sites at Carrick Knowe and Lindsay Road. 14 schools participated in four site visits where the construction work was explained to them by Project Managers from tie and Farrans. Careers workshops took place at Tynecastle High School as part of the 'Think Ahead to Work' programme being run by Scottish Business in the Community.

The second Photo Update has been produced giving a visual account of the works progress during the start of 2010. Pictures which feature in the update include the tram testing in Germany, the mock-up at Edinburgh Airport and works progress at Gogar Depot, Carrick Knowe Bridge, Lindsay Road and Haymarket. The update will continue to be produced bi-monthly in order to track the progress of different sections of the route.

Aside from the meetings listed above, constant communication between businesses and residents continued on a daily basis.

7.4 Website / Internet Communications

Improved engagement through social media channels and an increase in the production of web-friendly communications materials, (especially photo content and podcasts) have substantially increased our social media activity and helped to drive a record number of users to our main website as a result. Visits to www.edinburghtrams.com this period rose to 20150, our highest ever number.

The marked increase to 632 facebook 'fans' and 627 twitter followers has been an important factor in this improved online interaction. Links to new content on www.edinburghtrams.com posted on social media sites are among the most effective ways of connecting people with information.

Video podcast views remain high at 2601 for downloads available from www.edinburghtrams.com. Videos on facebook were viewed 328 times and photos accessed 810 times this period. RSS feeds for updates from the main site remain popular with 4752 hits attributable to these channels. Local updates and our interactive route map are the top pages on the main site, viewed 12794 times and 8191 times respectively in this period. Factoring in the number of updates to these pages, it emerges that video podcasts and photographic content remain the most popular content items overall.

Notably, the second edition of our PhotoUpdate has proved to be a popular item, with most people discovering it online through twitter, but also signing up for updates driven by this part of the site. 590 people viewed this update as a result of facebook and twitter, with a further

497 directly through www.edinburghtrams.com. These figures are noteworthy as the update itself has only been online for 4 days (2 working days) at the time of writing.

Social media activity, in conjunction with the production of high quality video information, accurate local updates and engaging images are seen as key to success in encouraging people to interact with our online communications tools. The majority of users are drawn to the site by these items, but stay and browse information thereafter, typically checking local updates before leaving. These components are an essential part of the user journey into more detailed information on the project and have the greatest overall impact on site traffic.

"Local Updates" on construction work, traffic management and the route alignment remain in first place for RSS alerts this period.

7.5 Logistics

The logistic team are now working on Haymarket Terrace as a consequence of the various traffic diversions around the area as well as the general Haymarket to Palmerston Place works.

Broughton St/Picardy Place now has a logistic presence to cover the closure of Broughton St at York Place. This is likely to remain in place until early April.

Specific areas where there are still mass barriers and coning, notably sections of Leith Walk and Princes St, are still being maintained by the team.

7.6 Freedom of Information Requests

Currently there are 6 FOI requests in the process of being compiled, while there is 1 FOI requests under review or with the Information Commissioner. 8 requests have been completed over the last four week period.

7.7 Customer Service Activity

The incoming correspondence for Period 13 has increased since Period 12. 426 contacts have been logged in Period 13, while in Period 12 contacts were lower at 386.

Emails and phone calls continue to retain their dominance as the main channels of correspondence by logging 195 and 226 contacts respectively during Period 13. Face to Face correspondence increased slightly during the last four weeks logging 14 contacts, up from 13 during Period 12. This still represents a significant drop from Period 11's 49 contacts via Face to Face meetings. The number of letter received dropped to 5 during Period 13, down from 14 in Period 12.

Information Requests made up 415 of the contacts for Period 13, once again the majority of all correspondence which were concerned with a range of issues. This left 11 contacts to be distributed across the remaining subjects of correspondence. The main areas for the remaining contacts were Employment (4), Complaints (4), Business Support (2) and Suggestions (1).



Deliver a Safe Tram

Company Report – Period 13

Section	Activity	Data Checked					
		IDC	Hazards	ITP's	Design Variation / Change	As Built	Asset Register
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PD	<i>Total (y)</i>	2	0	4	3.5	2.5	0
	<i>Max Possible Total (y)</i>	4	0	4	4	4	0
Total	Percentage P12	32%	69%	93%	72%	73%	50%
	Percentage P13	34%	69%	94%	74%	71%	50%

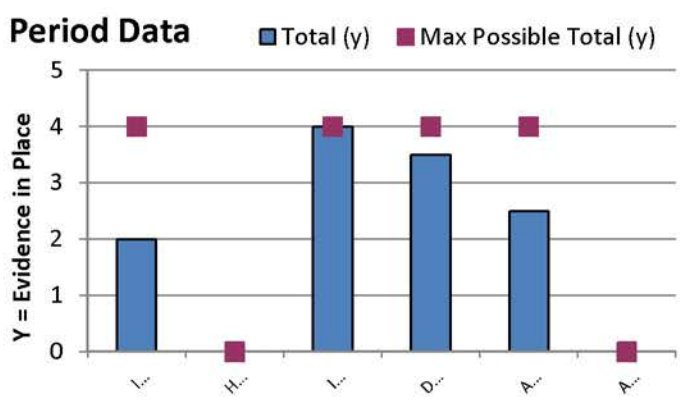
Key - Y = Evidence exists (1) N = No evidence exists (0) NA = Not applicable (-) P = Part evidence in place (0.5)

1.0 Deliver a Safe Tram Key Metrics

- Four metrics inspections were carried out during period 12 – Gogarburn Bridge, Depot, Haymarket Viaduct Carrick Knowe. Inspection at Haymarket Viaduct site follow up to inspection QM026. It is noted that all areas inspected received 100% for the Inspection and Test Plan System bringing the overall period average up to 94%. Again an increase is noted in the percentage from 72% to 74% for Design Variation/Change which is likely to be as a result of changes to the weekly check sheet, thus more meaningful information is being recorded.
- IDR/IDC action tracker issued by BSC, no formal dates for closure of actions detailed, however all actions will be closed upon completion of IDR's (End May 2010). AFC drawings should follow on from the completion of the IDR/IDC process.
- Inspection and Test Plan for Building Fixings formally requested from BSC, works currently taking place with no formal Inspection and Test Plan issued to **tie**. Siemens have advised that the ITP is in place and will be issued in due course.
- BSC have advised Princes Street documentation including interim as built will be ready for review end March. Informal audit arranged for 7th April 2010.
- Sites now compiling photographic records of Earthing & Bonding in line with the revision to ITP 15 – Structural Concrete, witnessed during inspection at Carrick Knowe Bridge. Photos will be submitted as part of the completion/handover documentation.
- Bi Weekly meeting continues to be held with BSC to review actions raised as a result of formal inspections. Formal minutes taken, to be reviewed in period 1-10 to address area that may now be closed off.
- TSA/09/04 Operator – Safety Management System scheduled for 29th March 2010.
- Awaiting instruction to distributed final issue report regarding Nichols audit carried out in conjunction with **tie**.
- Formal issue of BSC Asset Register expected summer 2010.

1.1 Deliver a Safe Tram – Required Action

- Continue to pursue BSC for actual date for formal issue of Asset Register.
- Ensure Building and Fixing ITP is issued to **tie** within period 1/10.
- S. Smith/C. Kerr to finish updating SVS procedures and add to HSQE website.
- Construction Assurance procedure issued to B Cummins for review.

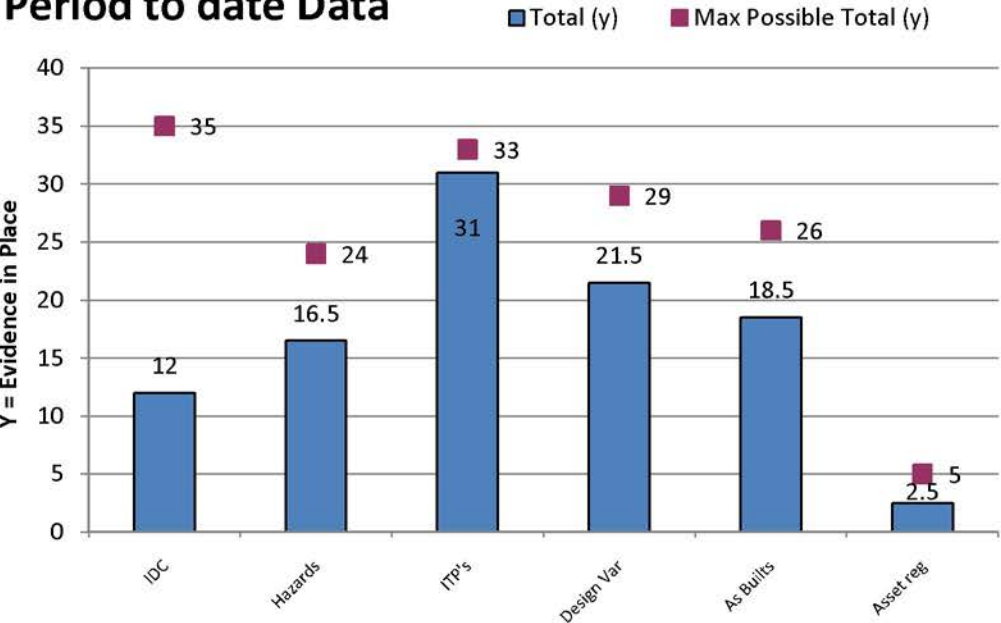




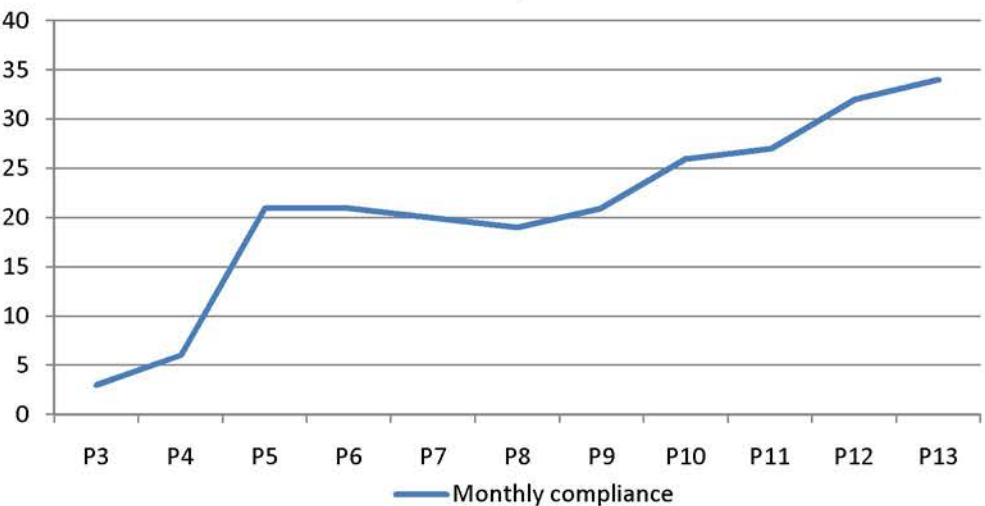
Deliver a Safe Tram

Company Report – Period 13

Period to date Data



IDC Compliance

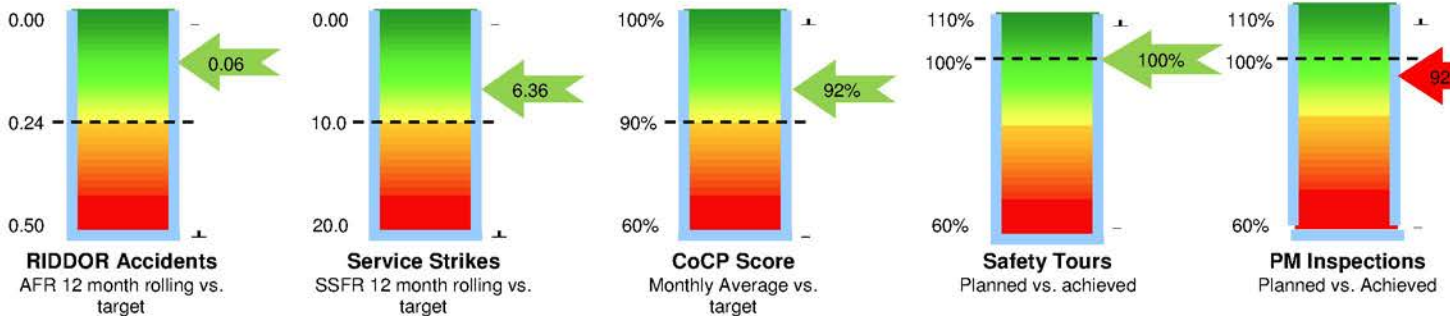


Deliver the Tram Safely

Company Report – Period 13^{09/10}

HS&E ACCIDENTS and INCIDENTS SUMMARY

Total	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	136,588	0	0	1	20	1	2	0	1	0.00	0.73
13 period rolling	1,681,451	1	0	27	222	107	18	7	51	0.06	6.36
BSC	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	92,259	0	0	1	10	0	0	0	1	0.00	0.00
13 period rolling	918,017	0	0	15	75	32	8	2	24	0.00	3.49
Other Tram including MUD2	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	23,498	0	0	0	10	1	2	0	0	0.00	4.26
13 period rolling	126,862	1	0	1	55	16	8	0	3	0.79	12.61
Carillion	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	1,145	0	0	0	0	0	0	0	0	0.00	0.00
13 period rolling	397,136	0	0	11	92	59	2	5	24	0.00	14.86



EXECUTIVE SUMMARY

- There have been no reportable accidents during Period 13. The rolling 13 period AFR is 0.06 well below the target of 0.24 for the project. BSC are reporting Zero AFR, as are Clancy and Farrans.
- The frequency for Service Strikes has decreased for the Period and for the 13 period rolling. It stands at 6.36 against a target of 10 strikes per 10,000hrs worked.
- **tie** joint inspections have been slow to progress this period; to help improve the planning of inspections the PM's have been asked to specify which week the joint inspection will be carried out.
- A schedule of proposed joint Senior Management safety tours has been sent to BSC requesting BSC senior management to carry out joint tours with **tie**.
- Further to the Period 11 incidents regarding the use of lifting equipment adjacent to the Network Rail corridor, **tie** have informed BSC that an audit of BSC Rail Interface systems on 30.03.10 will be carried out. Network Rail may accompany **tie** on these audits
- BSC H&S Plan rev 5 – reviewed by **tie** and revised in line with **tie** record of Review Nov 2009



Deliver the Tram Safely

Company Report – Period 13_{09/10}

HS&E INSPECTIONS SUMMARY (a summary of significant inspection findings can be found in appendix B)

Project Running Totals	HS&E Tours	HS&E PM Inspection
Number planned	4	12
Number achieved	4	11

HSQ&E KEY ACHIEVEMENTS

- No reportable incidents during Period 13
- Improved communication/relationship between **tie** and BSC HSQE departments has been noted by both parties.
- Precast beams lifted into position at Carrick Knowe Bridge, with no occurrences.
- C Happer provided Accident Investigation Training to all PM's and APM's

HS&E KEY ISSUES/ AREAS OF CONCERN/ GENERAL NOTES

- Near Miss reporting frequency during the exposing of existing services has increased during the period for MUD 2 works, Clancy Docwra in-house training professional is continuing to provide bespoke training for all contract personnel on various topics. Initial views are that the site is benefitting from this.
- After the BSC incidents during Period 11 along the Network Rail Corridor, a presentation on the root cause and solutions was presented to the tram HSE Committee on the 3rd March. A series of specific tool box talks have been carried out by Network Rail 365 bus to raise all personnel's awareness and understanding of working adjacent to Network Rail property.
- Meeting took place on 12th March 2010 to review the safe and acceptable use of the Thermal Lance when removing road markings. BSC have undertaken to produce and are re-issue guidance on the safe and acceptable methods to be used throughout the contract.
- Scottish Power plant protection personnel carried out training to all of the project's H&S Advisors on the 10th March 2010. The presentation used real life tram experiences. This is getting rolled out to principal contractors for tendered works over period 13.
- Discussions and agreements have taken place between **tie** and BSC regarding standardising Works Section Plans throughout the project. This would simplify the HSE Management out with the Network Rail corridor. WPP's will still be utilised for all Network Rail areas. This is being trialed at the Depot during Period 13 and Period 1.
- BSC have requested that all **tie** personnel phone ahead to arrange a suitable time to visit site. There has been formal correspondence between both parties regarding this issue. **tie** have requested clarification regarding **tie** Project Management and Supervisors.
- **tie** have led the discussion to ensure that all pedestrian crossings comply with the necessary standards required to meet the needs of the visually impaired. Guidance has been sent to all relevant parties.
- Following the installation of temporary traffic lights on York Place where the power supply cables were not installed to the correct standard for surface mounted cable, i.e. cables to be ducted and coils of cables to be housed in wooden boxes, **tie** have produced and issued guidance to all contractors on acceptable methods of installation.
- **tie** have raised, at the weekly HSE meeting that there has been a paucity of near miss reporting by BSC. **tie** has asked BSC to escalate this matter to all members of the consortium.

SIGNIFICANT RISKS FOR THE NEXT PERIOD

RISK	ACTION
<ul style="list-style-type: none"> • Work to and near to Gas Mains - Russell Road piling • Gas Abandonments – Constitution St. • Changeover of Traffic Management sections 1c/1d • Setting up and commencing operations on Tower Bridge • Concrete works at Haymarket viaduct, including the provision for temporary works/falsework • Continuation of utility works at Haymarket 	<ul style="list-style-type: none"> • Safe Systems in place by contractors, tie safety monitoring execution of works periodically. • Guidance note produced and sent to SGN for comment, to provide a structured approach to gas abandonments. • TMRP approval in place • TMRP approval in place, lifting plan to be prepared for crane installation and all lifting operations • Check to be made on BSC's temporary works process/procedure • Continuation of monitoring process, particularly the contractors inspection regime



Deliver the Tram Safely

Company Report – Period 13_{09/10}

ENVIRONMENTAL SUMMARY

List any significant environmental events, initiatives, breaches etc

- BT reported ingress of sewerage into one of their manholes from an adjacent SW manhole which is “backed up”. “Backed up” manhole reported to SW on-call. Scottish Water are currently investigating this.
- Meeting arranged with TCM and John Darbyshire to discuss the works carried out at Roseburn and Gogarburn due to concerns raised by John Darbyshire.
- NISP are holding a construction synergy workshop on the 25th March 2010 in Edinburgh, Gerardo Austria (Environmental Advisor for BSC) is a keynote speaker – ‘Waste Management on the Edinburgh Tram Project’. S Smith and J Ritchie will be attending this event on behalf of **tie**.
- Meeting held with John Lawson (16th March 2010) to discuss requirements for post excavation. Legal/project requirements still unclear. John Lawson asked to compile report detailing the reasons behind the works currently specified.
- BSC Environmental Management Plan Revision 4 received during period, to be reviewed and responded to.
- BSC have advised that tests show contaminated land has been found at the Guided Busway (works being carried out by Crummock’s), **tie** to investigate and advise.
- There has been no response from BSC regarding the **tie** environmental audit that was carried out during Period 12.

QUALITY SUMMARY

List any significant quality events, initiatives, breaches etc

- Currently there are concerns regarding the content/adequacy of documentation in place for Clancy’s works. Reviews carried out and Clancy advised how the issues should be addressed. Additionally concerns have arisen regarding **tie** supervisors signing off inspection records and utility company records. An internal workshop will be held with **tie** management and supervisors.
- Currently no ‘As Built’ information received from Turriff for works carried out, formal letter to be sent via Michael Blake (Section PM).
- BSC have advised Princes Street handover documentation and interim as-builts will be available for an informal audit on the 1st April 2010.
- Ongoing works being carried out to ensure/assist MUDFA team with the collation of records for works carried out by Carillion.
- Audit TSA/09/04 Operator Safety Management System scheduled to take place 29th March 2010, the audit will be conducted by S Smith and C Kerr.
- Audit carried out by Deloitte on new HSQE procedures/system, comments received were favorable, awaiting the issue of a formal report.
- There are a now a number of areas identified where foamed concrete has been placed by CUS, without suitable ducting being in place. **tie** PM’s Clancy, Farrans and BSC have been notified of this risk through their progress meetings

BEST PRACTICE

List any significant quality events, initiatives, breaches etc

- First meeting of Trams Contractors Safety Alliance held 10th March 2010. There were 17 H&S personnel from the project, representing all parties (except Farrans). The meeting was successful and provided a good forum for project wide problems and solutions. Each attendee to cascade the information to all members of their team.



Deliver the Tram Safely

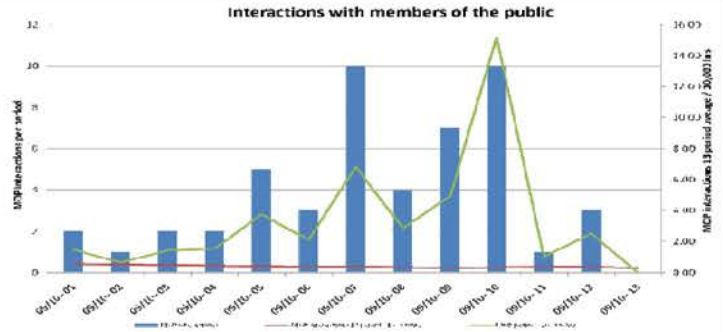
Company Report – Period 13_{09/10}

MEMBER OF PUBLIC INTERACTION SUMMARY

List any significant interactions with members of the public, including RTA's, alleged incidents

There have been no member of public injuries reported to **tie** during Period 13.

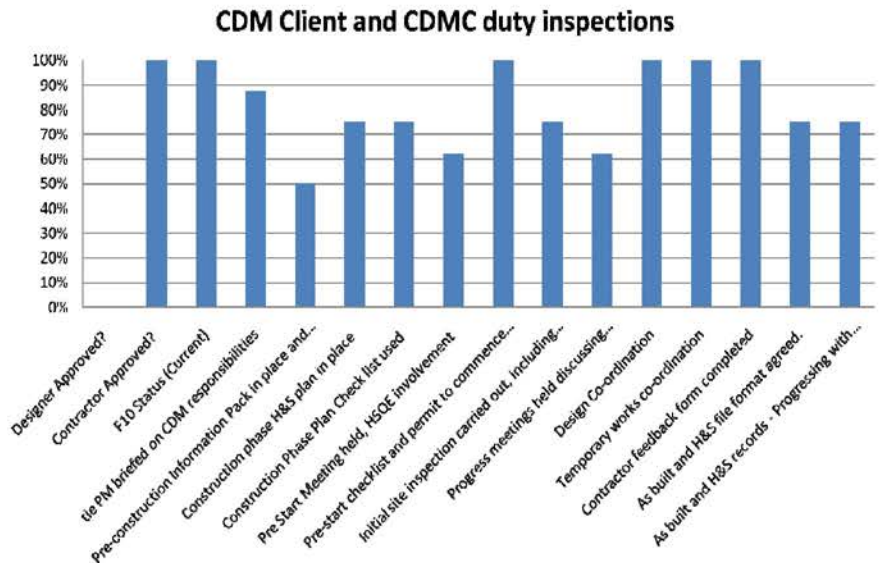
A claim was received from a member of the public after he tripped on a pothole that had formed at the edge of the tram rail. Discussions need to e had with BSC regarding inspection of areas still not officially handed over to CEC. Mark Hamill and Bob Cummins to discuss further.



CDM Compliance

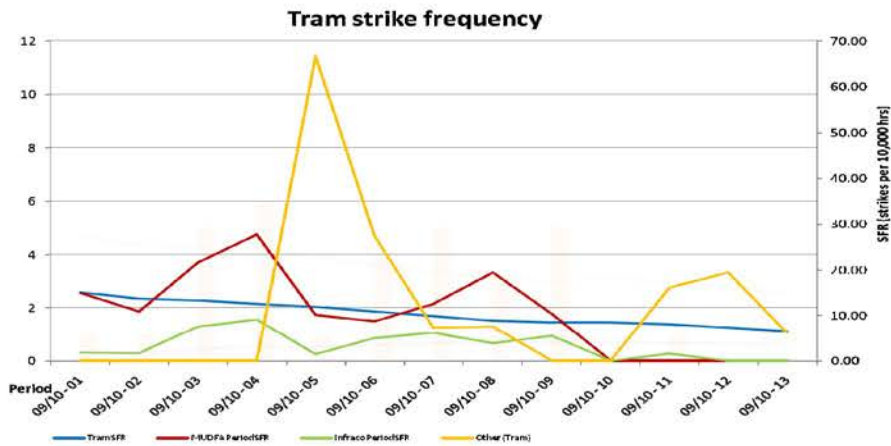
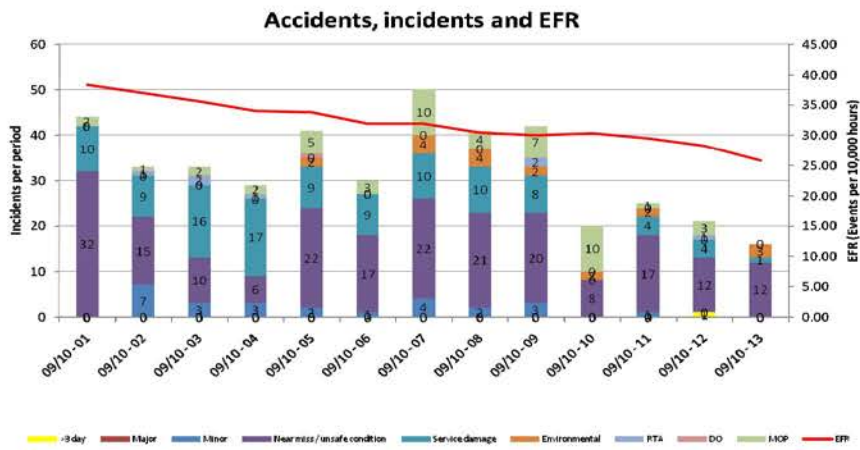
List any significant quality events, initiatives, breaches etc

- **tie** have recently carried out a number of internal checks on the CDM Client and CDMC responsibilities.
- 4 projects have been checked to date. During the check the competency check of SDS could not be found. Since the inspections were undertaken, information has been located to go some-way to prove that **tie** can demonstrate the discharge of their responsibilities.
- Storage of project information needs to be improved.
- The overall level of compliance was deemed to be good and was discussed at the TEL Board SHE Committee.



This will be an ongoing process of governance. A tracker of actions observed through the inspections has been produced which will help to demonstrate monitoring and continued improvement of the discharge of CDM

GRAPHS





Deliver the Tram Safely

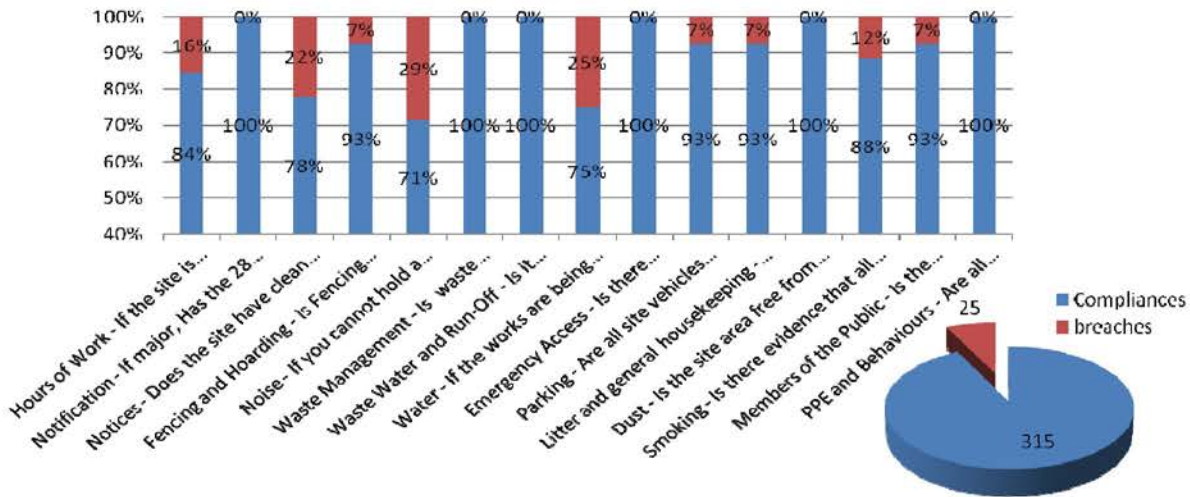
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APPENDIX A SIGNIFICANT ACCIDENT / INCIDENT

AIIR Ref:	AIIR01158	Serious/Significant	Yes	Action taken by tie (if required):
Contr Ref:		Description:		
Project	MUD 2	Report received from CEC that a power cable to traffic signals was secured to a section of mass barrier by a tram contractor. The cable was damaged with the armoring and inner-core of insulated cables exposed.		Tie had previously informed Clancy of the need to rectify the situation but action had not been taken. tie to discuss further with Clancy.
Location:	York Place			
Date & Time	03/03/10 - PM			
A/I type:	Near Miss/Unsafe Condition	Action taken by Contractor:		Meeting held by tie, standard set and communicated
tie PM:	Michael Blake	Contractor made temporary repair to cable and will rectify 4 th March. Contractor procuring system for securing and storing excess cable at signal points		
Contractor:	Clancy			
Sub Contr:	Aecom			

APPENDIX B – INSPECTIONS

Period 12



Movement in Period

Over compliance held at 92% for Period 13

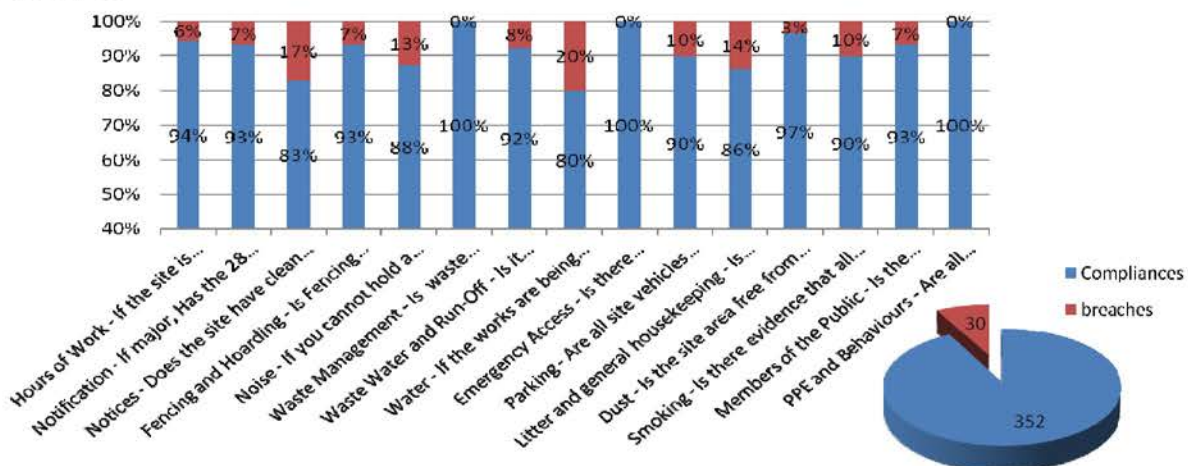
There has been an improvement in compliance with the following areas –

- Sites working out with CoCP hours
- Tram 0800/ timescale notices
- Noise control on site
- Control of works near water

There has been minimal decrease in compliance in the following areas –

- Notification of works
- Waste Water run off
- Parking out with the site
- Litter and general housekeeping

Period 13



Actions

Paul Colquhoun and Colin Neil will speak to all **tie** Supervisors specifically about notification, waste water runoff, parking and litter on site and ask them to speak to their sites. Information will be passed to BSC ,Clancy and Farrans.