



4 Week Period Reporting Pack 09/10

Project Title:

Edinburgh Tram Project

Reporting Period:

Period 10 2009/10

Transport Scotland Project Manager:

John Ramsay

Progress Meeting Date:

Report authorised by: **Steven Bell**

Signature: .....

Date: *8/1/10*.....

For and on behalf of **tie Limited**

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1 Executive Summary

Progress

Progress in the Period for INFRACO works reflects a total cumulative completion of 13.1%, an increase of 0.3% against a plan of 0.8%.

The cost, programme and risk information in this Period 10 report continues to be based upon an unapproved forecast on the information reported in May 2009.

Dispute Resolution (Infraco)

At the end of Period 10, there are no matters under formal DRP at present. A decision on the Russell Road retaining walls issue was determined on 04/01/10. The next series of 5 DRP items are planned for release week commencing 11/01/10.

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 early 2010.

tie is initiating a series of in depth audits on design and programme to support further DRP and enable the updated contract strategy as agreed by the TBP in December 2009.

Commercial Update (MUDFA)

Discussions have continued with Carillion in relation to the Changes, re-measurement and disruption claim as reported in Period 9. More. A strategy to conclude Carillion's works on the project has been implemented and Clancy Docwra taken over the sites to complete the remaining utilities diversion works.

Design

Design approvals status in Period 10 is summarised below (no update provided by SDS in period 10):

Phase 1a only	Number required		Number	
	v31	V51*	Submitted	Granted
Prior Approvals	49	56	52 (93%)	52 (93%)
Technical Approvals	71	86	84 (97%)	77 (89%)

***tie** have not yet received SDS v51 programme officially. It was submitted by BSC but immediately withdrawn.

There is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme only helps to strengthen this opinion coupled with the 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. The withdrawn V51 includes further design integration activities and redesign activities, the impact of these will be analysed on receipt of the official SDS programme.

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 focused on resolving outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

Utility works

There has been no progress on Utilities works during Period 10 as a result of the December Embargo and the handover process between Carillion and Clancy Docwra, as a result;

- Progress at the end of period 10 remains as 97% due to the suspension of works for the December embargo.

- Progress going forward will be concentrated around the Haymarket and the York Place to Picardy sections of the route from January 2010.
- Carillion works between Constitution Street and Newhaven are complete, and Farrans have been awarded the remainder of the Section 1A utilities diversions which recommenced w/c 4Jan10.
- Clancy Docwra have taken over the remaining utility work scope in the City Centre. This will be to complete the remaining works Post-Embargo – Haymarket, Shandwick Place, St Andrews Square, York Place, Leith Walk and Constitution St.
- Farrans started works on non Utilities in the Forth Ports area, and Clancy Docwra are undertaking diversion works at Lindsay road.
- MUD works at Airport are 98% complete, and the foul main tie-ins are proposed to commence Friday 15th January 2010 for three night shifts. Currently awaiting BAA approval of the method statement and programme.

Tram works (INFRACO)

Snagging works on Princes Street and George Street were carried out during Period 10 and will continue in Period 11.

Progress Off-street has continued or commenced in the following locations (%'s are for full structure).

Item	% Comp Rev 1
Haymarket viaduct	25.0%
Russell Road Retaining Wall (W4) (piling works)	7.2%
Carricknowe bridge (both North and South abutments)	36.5%
Edinburgh Park viaduct	82.5%
Depot building steelwork and cladding erection.	13.1%
Gogarburn bridge – bridge deck finishes and approach ramps	83.7%
Hilton Hotel Carpark	100.0%

- Works re-commenced at Haymarket viaduct with fencing and other enabling works in preparation for completion of bridge piers and superstructure
- Works within the City Centre due to recommence Jan-10 following the Embargo.
- Clancy Docwra has been awarded the contract to carry out the remaining utility works in the city centre starting in January10.
- Utility works continue at Lindsay road and Farrans have started work in the Forth port area
- Site clearance and earthworks for Trackworks between Haymarket and Roseburn commenced during Period 9, and trackworks are progressing at the Guided Busway with the outbound track nearing 60% installation.
- Works continues off street on a number of sites inc Edinburgh Park Bridge, Carrick Knowe Bridge, and the Depot.
- There have been no reportable accidents in the period so far
- The 13 period rolling service strike frequency has continued to fall and to date. BSC service strikes have risen this period with a significant near miss and service strike. This has been reviewed with BSC/tie. Any lessons learnt from events on Princes St. will be discussed and distributed to all relevant parties
- There has been a significant decrease in the number of MOP incidents this period
- Successful start up of contracts MUD on section 1a and Lindsay Road
- tie carried out an audit on BSC steel erection with a follow visit to Solway Steel
- Discussions taking place regarding BSC subcontract records of construction materials and the requirements for storage and retrieval.
- CoCP relaxation process has been refined and agreed with CEC. Training session with all tie PMS took place early December
- Quality concerns with the piles installed on the Guided Bus Way and tie has requested reasons for failures remedial proposals and copies of NCR's from BSC.

- Quality concerns with the piles installed on the Guided Bus Way – 9/12 piles failed, **tie** to formally request reasons for failures and copies of NCR's from BSC.

Successes in Period 10 are:

- Graham's have mobilised at Haymarket Viaduct with minor progress being made on Pier foundations.
- Works progressing well with 1500m of rail and sleepers installed on the outer loop on the Guided Busway with 1300 lm welded and 500 lm installed to final line and level with 150lm concreted.
- A8 Underpass; guide walls for piling completed with preparation work on programme for mobilisation of rig on 4th January 2010.
- Depot structure progressing well. Roof cladding and gutter drainage completed in period. Good progress being made on attenuation tanks with works ahead of programme.

Areas of concern for programme in Period 10 are (and continue to be):

- Late issue of IFC design against the V31 programme
- Agreement of a revised contract or construction programme, although diminishing now that agreement in place to rebuild programme by end of January 2010
- Infraco Consortium Integrated Design visibility and impact on programme, through introduction of additional IFC requirements.
- Redesign requirements for both temporary and permanent works redesign and associated design programme
- Late delivery of Utilities On-street programme (Leith walk, York Place, St Andrew Square and Haymarket)
- The impact of resolution of BDDI-IFC commercial issues and their impact on the construction programme
- Slow mobilisation
- Slow provision of estimates and finalisation of the agreement of change - Base Date Design Information (BDDI) to IFC is delaying the commencement of works at various locations including at Tower Place Bridge, Russell Road bridge, Murrayfield pitches Retaining Wall and Baird Drive Retaining Wall.
- Work on hold at Gogarburn Bridge due to issue regarding OLE pole position at the East abutment.

Cost

We continue in this report to reflect an outturn estimate of £533.3m, including £6.2m for the cancellation of 1b. However, given the commercial uncertainties with the 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 review of costs was undertaken with Transport Scotland on 10/12/09, and updated milestones and forecasts were presented.

Key cost related items to note in Period 10 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 P10 forecast outturn figure for 2009/10 is £114.5m – unchanged from P9.
- The latest forecast (£114.5m) 2009/10 includes costs of £3.2m which relate to the demobilisation of 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 (£114.5m) is £105.0m, giving available headroom of £44.0m.

- The negative figure forecast for P11-13 in the table below relates to the net cost to utilities (cost-betterment), with betterment being greater than cost in the last quarter.

Actual YTD P10 & forecast P11-P13 FY09/10

£m	YTD P10	Forecast P11-P13,09/10	Total FY09/10
Infrastructure and vehicles	62.8	20.4	83.2
Utilities diversions	9.7	-1.2	8.5
Design	1.8	0.8	2.6
Land and compensation	0.8	0.8	1.5
Resources and insurance	12.6	3.9	16.5
Base costs	87.7	24.6	112.4
Risk allowance	0.0	2.1	2.1
Total Phase 1a	87.7	26.8	114.5

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

- ETP COWD to Period 10 is £87.7m (Period 9 £77.2m) against budget £108.9m. The key drivers for the -£21.1m 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 Progress

2.1 Overall

The cost, programme and risk information in this Period 10 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 current expectation is that this will be achieved at the early February 2010.

Overall 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 ;
- 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 v51 of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

Agreement was reached to put the DRP process on the MUDFA Rev 8 dispute on hold and this comes with a commitment to develop a new mitigated programme. This will be prepared during the first quarter of 2010 with a first draft of this prepared by the end of January 2010. This is significant as it should deliver a programme upon which costs & programme can be re-baselined and give certainty for our Stakeholder communications.

The **tie** live programme currently predicts an Open for Revenue Service date in late Dec 2012. This has slipped only 3 days since the last period due in part to the requirement for BSC to issue their progress report 2 weeks early because of Christmas. Despite the Christmas break, BSC achieved a site set up at Haymarket viaduct and site clearance between Haymarket & Roseburn during the period. However, there was a lack of progress on-street due to the City Centre Christmas Embargo, which further compounded the delays due to the remaining Utility Diversions at Haymarket, Leith Walk, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Section	Description	Contract Programme Rev.01	BSC Forecast (P09)	BSC Movement in Period (Cal Days)	tie Live Forecast (P10) Rev.01**
Section A	Depot completion	01-Jun-10	20-Jun-11	0	29-Apr-11
Section B*	Test Track Available	01-Jul-10	07-Nov-11	0	28-Dec-11
Section C	All Phase 1a Construction complete	10-Mar-11	26-Jun-12	0	21-Jun-12
Section D	Open for Revenue Service	06-Sep-11	23-Dec-12	0	19-Dec-12

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

** V51 information used.

As per previous period reporting **tie** retain an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012.

The table below remains as was previously reported and as well as the recalibrated baseline programme it also reflects a completely unmitigated programme as a control scenario only. This is an unapproved delay to the Open for Revenue Service date. On a section by section

basis there are "swings and roundabouts" identified in terms of improvement / degradation of delivery dates.

Area	Description	Unmitigated Finish	Re-baseline Finish
Section 1A	Newhaven Road to Foot of the Walk	03-MAY-12	08-SEP-11
Section 1B	Foot of the Walk to McDonald Road	10-JAN-12	09-SEP-11
Section 1C	McDonald Road to Princes Street west	28-MAR-12	06-SEP-11
Section 1D	Princes Street west to Haymarket	19-OCT-11	17-MAR-11
Section 2A	Haymarket to Roseburn junction	14-FEB-11	28-JUL-10
Section 5A	Roseburn Junction to Balgreen Road	20-MAR-12	17-JUN-11
Section 5B	Balgreen Road to Edinburgh Park central	23-JUN-11	04-FEB-11
Section 5C	Edinburgh Park Central to Gogarburn	24-OCT-11	20-JAN-11
Section 6A	Gogar depot	28-MAR-11	15-OCT-10
Section 7A	Gogarburn to Ingliston Park and Ride	07-JUL-11	11-MAR-11
Section 7B	Ingliston Park and Ride to Airport	26-JUL-11	11-MAR-11
Section A	Depot (ready to receive trams)	21-JAN-11	15-OCT-10
Section B	Test track	07-JUL-11	27-DEC-10
Section C	All construction complete	20-APR-12	27-AUG-11
Section D	Open for Revenue Service	17-OCT-12	23-FEB-12

2.2 Dispute Resolution

Dispute Resolution (Infraco)

To date 5nr disputes have been referred to DRP by **tie** (Hilton Car Park, EOT 1, Carricknowe Bridge, Gogarburn Bridge and Haymarket Viaduct), Agreement has been reached on Hilton (Adjudicator awarded in tie's favour) and commercial settlement has been reached on Haymarket (BDDI - IFC) and EOT 1. In the period we received, the Adjudicator's response for the DRP's raised by tie against Gogarburn and Carricknowe Bridge, the Adjudicator found largely in favour of the position taken by BSC. tie's response to the Adjudicator's decision remains under review

BSC have so far referred 2nr disputes to DRP (Russell Road Retaining Wall and delays associated with the MUDFA Rev 8 programme). Agreement has been reached with respect to delays associated with the MUDFA Rev 8 programme. The Adjudicator's decision against Russell Road was received on 4/01/10 and will be reported in in Period 11. A significant saving resulted (>£400K) on the estimate presented by BSC and the adjudicator agreed with **tie** on many of the principles in dispute.

A summary on the DRP process 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	√	√	√	√	√	04/01/10
A	MUDFA Rev 8	Programme	√	√	√	√	On hold	
5e	Tower Bridge	BDDI to IFC	P10					
5h	Bankhead Drive	BDDI to IFC	P10					
5m	A8	BDDI to IFC	P10					

	Underpass						
5l	Section 7 Drainage	BDDI to IFC	P10				
5k	A8 Underpass Piles	Ground Conditions	P10				
5i	Baird Drive	BDDI to IFC	P10				

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 has instructed works under a Clause 80.15 instruction for 2 of the structures identified in the DRP and work subsequently started at Carrick Knowe Bridge and Russell Road during Period 09. As a result of Senior intervention discussions with Bilfinger Berger Principals in relation to agreement on EOT1 and programme, work also re-commenced or continued at the following locations in Period 10:

- Haymarket Viaduct – Excavation work started on 30/11/2009
- Haymarket Yards to Russell Road – removal of Vegetation to re-commence 5/1/10
- Edinburgh Park Bridge Ramps – works started 23/11/2009
- Edinburgh Park Bridge to Guided Busway – due to re-commence 6/1/10
- A8 Underpass - BT works finished. Piling platform works to follow on with a view to piling rig commencing work 5/1/10
- Depot Drainage - works continue, Estimate to be discussed after re-submission incorporating latest issued drawing

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 early 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)

An Exit Agreement is now in place with Carillion in respect of work under the MUDFA agreement. Outstanding diversions are now being carried out by Clancy Dowcra. Agreement of the final account with Carillion is progressing and a summary of the items being address is below. However it should be noted that in the most recent period Carillion have hardened their position with regard to monetary entitlement for disruption. It is likely that they will refer any outstanding issues to dispute resolution early in 2010.

Changes - A number of the 9 of the larger items of change discussed last period have been agreed. The remaining changes are being reviewed and CUS require to provide substantiation of the amounts claimed. It is anticipated that discussions regarding these changes will be concluded by the end of January '10.

There are a substantial number of lesser value changes and these are now being assessed and values verified. The aim is to complete this review by the end of January 2010. It is hoped

that significant progress will be made in the period however it is still contingent on information being forthcoming from Carillion.

Remeasurement of Works – Remeasurement of Work Sections is progressing with 19 No sections available. The value of the work has been agreed with Carillion for 8 No sections with a further 7 No sections remeasured and the value of the work under discussion. 4 No Sections remain to be checked and remeasured and this will be completed once as-built drawings become available. These are now overdue and expected within the next few days. Meetings have taken place to agree the value of remeasured work but some entitlement issues remain outstanding.

Disruption Claim – Carillion have formalised their disruption claim and have submitted further back up in the period. Tie have now received information for all sections of work. tie have commissioned Acutus to assess entitlement for St Andrews Square Section of the works with a view to using this as the basis for negotiation with Carillion to reach a settlement or Referral to Third Party for resolution.

2.3 Design

IFC Design

The submitted SDS Design programme at v51 was subsequently withdrawn by BSC with no reasons given. At the time of writing BSC have been unable to provide reasons for the programme withdrawal or provide robust dates for a re-submittal – No further update provided to **tie** in Period 10.

Approvals and Consents are measured at V51 and are progressing as follows:

- IFCs – Phase 1a: 89 issued out of 126 (figures in this report reflect the dates and progress shown in the unofficial version of v51 but do not include the 91 new IFCs included in v51. These will be reviewed once the official version of v51 is submitted.);
- Murrayfield Accommodation Works - granted in Period 10 raising the number of Prior Approvals granted to 93%. 4 left to be submitted (the RBS Gogarburn Tramstop, Modifications to Murrayfield TS retaining Wall, Gogar Interchange, Canopy & Boundary Treatment at Airport Kiosk) and 4 left to be granted;
- There has been an increase to the number of Technical Approvals granted (from an increased no. of TAA's), two remaining to be submitted 9 left to be granted;
- Structures approvals are progressing well – 5 to date remain to be approved and all but 1 of the original structures have been approved (Murrayfield Stop RW);
- 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 10 is summarised below (no update provided by SDS in period 10):

Phase 1a only	Number required		Number	
	v31	V51*	Submitted	Granted
Prior Approvals	49	56	52 (93%)	52 (93%)
Technical Approvals	71	86	84 (97%)	77 (89%)

*We have not yet received SDS v51 programme officially. It was submitted by BSC but immediately withdrawn.

There is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme only helps to strengthen this opinion coupled with the 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. The withdrawn V51 includes further design integration activities and redesign activities, the impact of these will be analysed on receipt of the official SDS programme.

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 focused on resolving outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

2.4 Utility works

Remaining Utilities works were suspended during Period 10 for the December embargo, (this excludes the remaining utility works being undertaken between Constitution Street and Newhaven).

Progress remains as reported at the end of Period 09.

Rev.08 Figures - Period 9 2009-10	Period		Delta	Cumulative		Delta
MUDFA PERIOD 09 PROGRESS	Plan	Actual		Plan	Actual	
Section 1a Newhaven to Foot of the Walk	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 1c McDonald Road to Princes Street West	0.0%	1.9%	-1.9%	100.0%	91.2%	-8.8%
Section 1d Princes Street West to Haymarket	0.0%	2.4%	-2.4%	100.0%	96.4%	-3.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	0.0%	1.2%	-1.2%	100.0%	96.3%	-3.7%
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 5a Roseburn Junction to Balgreen Road	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 6 Gogar Depot	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.0%	0.9%	-0.9%	100.0%	97.0%	-3.0%

There has been no progress on MUDFA works during Period 10 as a result of the December Embargo and the handover process between Carillion and Clancy Docwra, as a result;

- Progress at the end of period 10 remains as 97% due to the suspension of works for the December embargo.
- Progress going forward will be concentrated around the Haymarket and the York Place to Picardy sections of the route from January 2010.
- Carillion works (MUDFA) between Constitution Street and Newhaven are complete, and Farrans have been awarded the remainder of the Section 1A utilities diversions which recommenced w/c 4Jan10.
- Clancy Docwra have taken over the remaining utility work scope in the City Centre. This will be to complete the remaining works Post-Embargo – Haymarket, Shandwick Place, St Andrews Square, York Place, Leith Walk and Constitution St.
- Farrans started works on non MUDFA Utilities in the Forth Ports area, and Clancy Docwra are undertaking diversion works at Lindsay road.
- MUD works at Airport are 98% complete, and due to a BAA requirement to complete jointing works a return visit will be required January/February 2010.

2.5 Tramworks (INFRACO)

Progress On-street saw the successful conclusion of works and the handback of Princes Street during period 09. Snagging works were carried out during Period 10 and will continue in Period 11.

Progress Off-street has continued or commenced in the following locations (%'s are for full structure). All of the active work sites were reported as suspended for the Xmas break from 18 Dec09.

Item	% Comp Rev 1
Haymarket viaduct	25.0%
Russell Road Retaining Wall (W4) (piling works)	7.2%
Carricknowe bridge (both North and South abutments)	36.5%
Edinburgh Park viaduct	82.5%
Depot building steelwork and cladding erection.	13.1%
Gogarburn bridge – bridge deck finishes and approach ramps	83.7%
Hilton Hotel Carpark	100.0%

- Works re-commenced at Haymarket viaduct with fencing and other enabling works in preparation for completion of bridge piers and superstructure
- Works within the City Centre due to recommence Jan-10 following the Embargo.
- Clancy Docwra has been awarded the contract to carry out the remaining utility works in the city centre starting in January10.
- Utility works continue at Lindsay road and Farrans have started work in the Forth port area
- Site clearance and earthworks for Trackworks between Haymarket and Roseburn commenced during Period 9, and trackworks are progressing at the Guided Busway with the outbound track nearing 60% installation.
- Works continues off street on a number of sites inc Edinburgh Park Bridge, Carrick Knowe Bridge, and the Depot.

Successes in Period 10 are:

- Utility works at both Section 1A and Lindsay Road progressing well, however resolution required for ADM and FP access.
- George Street additional works programme was completed by 22nd December 2009.
- Graham's have mobilised at Haymarket Viaduct with minor progress being made on Pier foundations.
- Murrayfield pitch relaying contract now at end of maintenance period (30th December 2009). All works completed with handover documentation to be completed January 2010.
- Replacement Piling Rig for R.R.R.W. being mobilised on 8th January 2010 to recommence piling operations to panels 10-18 of W4.
- Works progressing well with 1500m of rail and sleepers installed on the outer loop on the Guided Busway with 1300 lm welded and 500 lm installed to final line and level with 150lm concreted.
- A8 Underpass; guide walls for piling completed with preparation work on programme for mobilisation of rig on 4th January 2010.
- Depot structure progressing well. Roof cladding and gutter drainage completed in period. Good progress being made on attenuation tanks with works ahead of programme.
- Additional G.I. works completed 18th December 2009; this should allow SDS to confirm design for Surcharge Area.
- Burnside Road work handover postponed until January 2010 following concerns of BAA on commissioning prior to Christmas break. Works now will be completed mid January 2010.
- Preliminary designs provided by architect for the Constitution Street wall. Funding and Project Management arrangements are still to be agreed with CEC.

Areas of concern for programme in Period 10 are (continue to be):

- Late issue of IFC design against the V31 programme
- Agreement of a revised contract or construction programme, although diminishing now that agreement in place to rebuild programme by end of January 2010
- Infraco Consortium Integrated Design visibility and impact on programme, through introduction of additional IFC requirements.
- Redesign requirements for both temporary and permanent works redesign and associated design programme
- Late delivery of Utilities On-street programme (Leith walk, York Place, St Andrew Square and Haymarket)
- The impact of resolution of BDDI-IFC commercial issues and their impact on the construction programme
- Slow mobilisation
- Slow provision of estimates and finalisation of the agreement of change - Base Date Design Information (BDDI) to IFC is delaying the commencement of works at various locations including at Tower Place Bridge, Russell Road bridge, Murrayfield pitches Retaining Wall and Baird Drive Retaining Wall.
- Work on hold at Gogarburn Bridge due to issue regarding OLE pole position at the East abutment.

Work has continued on a number of worksites including:

Section 1C/1D: City Centre Princes Street

- Remaining Snagging progressing in period 11

Section 2: Haymarket to Roseburn Junction

- Grahams recommenced work on the viaduct. Work on the viaduct continued throughout the period.
- Site clearance commenced prior to track works

Section 5A Roseburn to Balgreen Road

- Cased piling rig due on site w/c 04/01/2010 to recommence piling to RW W4.
- Demolition of the JB McLean Lean-too completed during the period

Section 5B Balgreen Road to Edinburgh Park Central:

- Carricknowe Bridge North abutment wall poured 10/12/2009 and rail-side formwork stripped during nightshift possession 13/12/2009.
- Guided Busway –Track installation commenced 24/11/2009 and continued during the period.
- Bankhead Drive – No works by BSC during the period.
- Edinburgh Park Bridge- Concrete footings to the north approach ramp completed w/e 11/12/2009.

Section 5C Edinburgh Park Central to Gogarburn:

- A8 Underpass: Works to slew BT 6 way commenced 4th November 2009. BT works completed 4th December 2009.
- Pile guide walls completed 18th December 2009. Crossovers due to commence 4th January 2010.

Section 6 Gogar Depot

- Depot Steelwork installation completed 11/12/09. Roof Cladding 95% completed 22/12/09.

Section 7 Gogarburn to Edinburgh Airport

- Gogarburn Bridge: West Abutment ground beams completed 20/11/09. No works since 27/11/09 due to design issue with East Abutment ground beam.
- Culvert 3: Metalwork and snagging to complete.
- Hilton Hotel Car Park: Works completed 8th December 2009.

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 10		Cumulative (Short-Term)		Contract Planned to P10
	Planned	Actual	Planned	Actual	
Prelims	2	2	61	61	61
Construction	7	5	95	93	761

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 10 2009-10	Period		Delta	Cumulative		Delta
INFRACO PERIOD 10 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual	
Section 1a Newhaven to Foot of the Walk	1.8%	0.0%	-1.8%	41.4%	0.0%	0.0%
Section 1b Foot of the Walk to McDonald Road	1.3%	0.0%	-1.3%	51.4%	1.4%	-0.1%
Section 1c McDonald Road to Princes Street West	1.5%	0.0%	-1.5%	33.3%	0.0%	-10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	85.3%	39.2%	-3.5%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.3%	0.0%	-1.3%	49.0%	7.4%	-4.2%
Section 2 Haymarket to Roseburn Junction	2.9%	1.0%	-1.9%	97.9%	14.1%	0.0%
Section 5a Roseburn Junction to Balgreen Road	1.4%	1.0%	-0.4%	68.9%	4.3%	0.0%
Section 5b Balgreen Road to Edinburgh Park Central	1.8%	0.4%	-1.4%	77.8%	33.4%	0.0%
Section 5c Edinburgh Park Central to Gogarburn	2.6%	0.0%	-2.6%	77.2%	3.8%	0.0%
Section 6 Gogar Depot	2.3%	0.6%	-1.7%	94.2%	13.2%	0.0%
Section 7a Gogarburn to Edinburgh Airport	2.9%	0.1%	-2.8%	67.2%	32.8%	0.0%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	2.1%	0.6%	-1.6%	79.0%	17.2%	0.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	1.8%	0.3%	-1.5%	66.5%	13.1%	-3.4%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	<p>Section 1A4 Lindsay/Newhaven Road under review with both design and construction methodology challenges. Ch 0-200 & Newhaven TS programmed to commence Jan-10. Draft OSSA programme under review.</p> <p>Clancy Docwra working on Utility diversions for W1 Lindsay Rd RW which releases Infraco works in this section. Temp. Utility diversions at bridges complete. Infraco works to start on Tower Bridge Jan-10. BDDI – IFC still to be agreed.</p> <p>Utility Diversions Transferred in Section 1A1</p> <p>Plates 1-10 Novated from Utilities.</p> <p>Plates 15, 16, 17 & 18 (Baltic St Junction) Novated from Utilities. Design outstanding (IFA's Due MID Jan 2010)</p> <p>Works to Church Wall on Constitution work required – due to</p>

Section	Commentary
	commence Jan-10 – confirmation on who is to carryout work is required.
Section 1b Foot of the Walk to McDonald Road	Roadworks programmed to commence Jan 10 in ch 080-350. Cabling work Leith Walk due for completion May 10. Draft OSSA programme under review, meeting arranged wk 1 period 11between tie/BSC to discuss.
Section 1c McDonald Road to Princes Street West	Roadworks McDonald Rd and Picardy Place - Cabling work Leith Walk due for completion May 10. Section between Picardy Place and St Andrew Square still subject to programme challenge, Utility and Telecom work due for completion in Q3. Section of east side of St Andrew Square dependent on successful solution to telecoms diversions. Draft OSSA programme under review, showing start in Q4. West register st – Waveley Bridge – Utilities complete in area, Infracore free to commence works
Section 1d Princes Street West to Haymarket	Princes Street snagging works progressing. Road/ Trackworks – Haymarket – the Crescents – Intergrated TM plan agreed to allow BSC to start work in phases between The Crescents and Haymarket. The Crescents – Shandwick place (ch850-440)– Utility works complete – Infracore to commence works end-Jan 2010.
Section 2 Haymarket to Roseburn Junction	W/e 04/12/2009 Grahams recommenced work on the viaduct. Work on the viaduct continued throughout the period.. Track works(Vegetation clearance) started from Dec09.
Section 5a Roseburn Junction to Balgreen Road	Temporary & permanent works re-design along with commercial resolution delaying various structures. All required consents in place for track installation. W4-Piling stopped on 05/11/09 as 2no. drill bits on 04/05 Nov 09. BSC decided on 05/11/2009 to demobilise the piling rig and equipment as the CFA piling was not working. Additional SI commenced 09/11/2009 and was completed w/e 20/11/2009. Now it's likely to restart on Jan10 due to the non availability of Rig.
Section 5b Balgreen Road to Edinburgh Park Central	Temporary & permanent works re-design along with commercial resolution delaying various structures. Progress in period is against S27 Edinburgh Park viaduct. All required consents in place for track installation. Carricknowe Bridge progressing during Period 10 with concrete pour at the both abutments. Guided Busway section: Majority of civil works completed. Failed 9 OLE piles being rectified. Track laying works started during period 9 and continued during P10. Edinburg park Bridge- both approach ramp works started period-9. Concrete footings to the north approach ramp completed during P10.
Section 5c Edinburgh Park Central to Gogarburn	A8 Underpass recommenced during P13 2008-09 but has since been on hold due to discovery of obstructions & refusal of piles. Design solution to combine Phases 1 & 2 now in place. Traffic diversion completed. Works to slew BT 6 way commenced 4 th November 2009. BT works completed 4 th December 2009. Pile guide walls completed 18 th December 2009. Crossovers due to commence 4 th January 2010
Section 6 Gogar Depot	Depot works recommenced 17 th August 2009. Depot Steelwork installation completed 11/12/09. Roof Cladding 95% completed 22/12/09.
Section 7a Gogarburn to Edinburgh Airport	Gogarburn Bridge: Bridge deck and embankment works completed. No works since 27/11/09 due to design issue with East Abutment

Section	Commentary
	ground beam. Culverts 1,2and 3 have been completed. Hilton Hotel Car Park: Works completed

2.5 Tram construction (Tramco)

Good progress continues to be made with the progress of deliverables against the schedule. Fabrication has commenced on the body shell for the 13th tram. Internal fit out and wiring continues for Trams 2 & 3 and the first tram is nearing completion of the Factory Acceptance Testing process, which has included it's first run under traction power. Dynamic testing will begin in earnest in the New Year. A contingency is being investigated for storage and testing should the first trams be complete before the depot is ready to receive them.

Tram inspector arrangements are in the process of being formalised with BSC.

The CAF contract programme is incorporated in the Master Tram Project Programme and the current position indicates the following confirmed milestone dates:

- 1st Tram delivery – 09-Apr-10
- 5th Tram delivery – 10-May-10
- 27th Tram delivery – 17-Jan-11

2.6 Preparing for Operations

tie has launched a new workstream know as 'Preparing for Operations' .This is a joint initiative with TEL and is 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 intergrated programme is being 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.

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
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				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 Salamader 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	

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	Mar-10	Jan-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	Mar-10	Oct-11	Oct-09	Nov-11	Decant complete June 09 Lane closures (west bound) on Queen street, to allow space for a large hiab to be positioned full time outside the premises (October 2009 onwards). Also two, three week periods in January & February 2010, when further closures were required to allow a large crane in to remove/reinstall the roof. Conflict with the Tram traffic management team looking at making the section of Queen Street, between North St David Street and Broughton Street one-way (part of the Leith Street, Princes Street, South St David Street, North St David Street gyratory).
St.Andrew Square Development	CEC	Demolition of existing buildings bordering South Side St.Andrew Square, South St David Street and Meuse Lane	Infraco Programme	Jan-10	Mar-10	TBA	TBA	Infraco activities will not commence until Jan 2010
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	PRINCES STREET Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Feb-09	Nov-09	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 in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Jan-10	Mar-10 (Oct-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	Jan-10	Mar-10	Apr-10	Apr-14	No conflicts expected.
New Hotel in Haymarket	Tiger Developments	New build hotel		Jan-10	Sep-11	TBA	2012	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	Jan-10	Sep-11	Dec-11	Dec-12	No conflicts expected.
Haymarket Station Re-furbishment	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	Jan-10	Sep-11	Aug-09	Jan-10	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	Jan-10	Sep-11	Jan-10	TBA	
Haymarket Terrace	DTZ Surveyors	Common Repairs to buildings at 2-4-6-8-68 & 74 Haymarket Terrace	Scaffolding and external repairs	Jan-10	May-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.

RBS Tramstop - Gogarburn	RBS	Design by RBS - Build by Infracore	Design and consents not in place in a timely manner to allow Infracore 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	May-11	Jul-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 review of the TS projects was carried out mid November with a wash-up session for 2009 arranged for early January with TS.

2.8 *Other*

Gogar Surface Station

Key issues/Decisions Required

1. Network Rail change to procurement strategy has reduced pressure on **tie** to agree specific access dates for Network Rail contractor. However, issue has not yet been resolved and Transport Scotland's continuing involvement is needed to conclude the construction staging.
2. Decision in principle reached on Scottish Water sewer diversion route. This needs to be confirmed by Scottish Water and Network Rail as viable and impact on construction staging considered .
3. Transport Scotland has confirmed willingness in principle to fund BSC involvement in construction staging works. BSC is still not willing to take part in construction staging on grounds of giving priority to construction of core Edinburgh Tram Network.
4. Decisions required on long-lead items and abortive works. **tie** to provide further information in Period 11 to facilitate this.

Design progress

At the end of Period 10 **tie** assesses the design phase as 59% complete compared with 77% planned. The cost of work done is £515k compared with £680k planned. The forecast outturn remains unaffected.

tie is pressing BSC to produce an integrated design programme that reflects the actual start date and completes by the end of the 2009-10 financial year.

Period 10 progress and actions to recover slippage

Progress in period for BSC and SDS was as originally planned and there was no further slippage in the design.

tie has identified some actions in relation to approvals that can help to recover earlier design slippage. The first of these (bringing forward submission of the Prior Approval to December 2009) was not realised as the Prior Approval drawings needed to be changed to accommodate the revised proposal for diverting the sewer.

Experience with design on the Edinburgh Tram project indicates that the only significant opportunities for improving programme lie with the approvals process.

These have started to be implemented but the potential recovery has not yet been realised. The table below outlines measures being taken, their potential effect and progress to date.

Activity	Potential impact	Progress to date	Dependencies
Encourage CEC to approve Prior Approval application in under 8 weeks	Prior approval granted up to 21 days earlier	Initial discussion with CEC planning held. Further discussions needed to confirm this as part of Approvals Task Force.	Depends on public response to consultation on Prior Approval application. Cannot be achieved if there are material objections.
Encourage CEC to approve Technical Approval application for retaining wall in under 8 weeks	Technical approval granted up to 14 days earlier	No discussions yet held with CEC. Further design information needed from SDS so discussions can take place.	Depends on Technical Approval not being delayed to re-align retaining wall to accommodate sewer diversion

tie has re-programmed the Joint Revenue Committee tram revenue modelling work for Periods 12 and 13 following receipt of the further information requested from BSC and Transport Scotland forecast for Period 11.

Programme milestones

Activity	Planned	Period 6 forecast	P10 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	8/1/10
Submit Prior Approval application	26/11/09	15/1/10	15/1/10
Receive Prior Approval	5/2/10	12/3/10	12/3/10
Receive Structures Technical Approval	5/2/10	8/3/10	8/3/10
IFC	26/2/10	22/3/10	22/3/10

SDS unofficial programme v51 is forecasting 39 calendar days slippage to the IFC drawings for the tram elements of the Gogar Interchange compared to the baseline programme (IFC 6/4/2010). v51 shows 15 calendar days slippage compared to v50.

This does not match up with SDS reporting of progress at joint tie/BSC/SDS progress meetings where SDS is reporting that they are on track for IFC issue before end March 2010.

Integrated Programme Development

tie has continued to meet TS and NR to allow TS to develop the integrated programme and the Network Rail change in procurement strategy provides a new opportunity to resolve programme issues. However, the Network Rail deadline of September 2011 continues to put pressure on the integrated programme that is difficult to resolve without impact on the core Edinburgh Tram Network.

tie provided an assessment of mitigation measures that could be instructed by Transport Scotland that would increase the likelihood of meeting access dates sought by Network Rail. Transport Scotland has confirmed it does not wish to proceed with any of these measures at present.

Further meetings have been taking place on the diversion of the 1500mm combined sewer by Network Rail. **tie** has assisted Network Rail by attending meetings on this issue and has amended the design of the Retaining Wall to accommodate a better option for diverting the sewer that reduces conflict with the tram track form.

The location of the radio mast has been agreed between Network Rail and **tie** subject to final technical survey by BSC. Some design issues remain to be agreed on appearance of the mast and its garrison housing.

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 issues is the conflict between 1500 mm sewer diversion and tram trackform.

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 for Period 10 so that BSC can present a proposal to the ICP with the support of **tie**.

Land

Network Rail has provided draft temporary and permanent land acquisition plans to **tie**. We are reviewing these to establish the extent to which they are compatible with the tram scheme and provided feedback to Network Rail to inform outline agreements on land transfer and access for maintenance.

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 and is due to issue an initial scoping document for agreements.

Cost reporting

Cost of work done to date is £515k versus the £680k originally forecast.

Scope of **tie** works

tie has devoted significant effort to involvement in frequent and detailed construction staging discussions with TS and Network Rail. This has taken place in response to TS requirements to get Network Rail moving with detailed design and procurement.

This goes beyond the scope of the original grant offer letter and is taking up significantly more **tie** staff time than was originally envisaged. We have discussed this issue with TS and TS has provisionally recognised that additional **tie** support is required.

We have also reached the point where further construction staging meetings need to involve BSC for **tie** and Network Rail to make meaningful progress. Transport Scotland has confirmed in principle that TS will underwrite BSC costs for attending those meetings if necessary. However, BSC is still not willing to take part in construction staging on grounds of giving priority to construction of core Edinburgh Tram Network.

The scope of **tie** works also does not include any external legal costs in relation to land or agreements and it is likely that **tie** will need legal advice on before the end of the financial year in

relation to agreements with Network Rail. **tie** expects that the extent of this will become clearer during Period 11 as Network Rail tables some draft agreements for review.

Long-lead items / abortive works

tie has raised the general issue with Transport Scotland of long-lead items that would need to be ordered and works associated with the current tram scheme that would be abortive if Gogar Interchange is constructed.

Two examples are:

- (1) the switches & crossings for the east entry to the Depot have been ordered by BSC for the original ETN layout but not yet manufactured – **tie** could instruct BSC to change that order to include the new S&C or to ensure that this particular item of S&C is the last one to be manufactured giving further time for a decision to be reached.
- (2) drainage is due to be installed early in 2010 at the Gogar Interchange site for the existing ETN scheme. The installation of that drainage could be postponed to avoid abortive work but there would be programme impacts if Gogar Interchange subsequently does not go ahead.

tie will continue with the implementation of the existing ETN scheme unless otherwise instructed by Transport Scotland. **tie** will provide further information in Period 11 to allow TS to assess the implications of instructions on abortive/long-lead items.

Other Reporting Streams Progress

The following sections describe progress on other areas of the project during period 10.

Temporary traffic regulation orders (TTROs)

- No major traffic switches were implemented in the period due to the December Embargo.
- Traffic management planning is ongoing for Princes St Phase 3, Haymarket Integrated Utilities and Tram works and for Picardy Place.

Traffic regulation orders (TROs)

- The Statutory Consultation process for TRO1 was completed in Period 9, this process being limited to 7 Statutory Consultees only at this stage. The comments and queries raised by L&B Police and Lothian Buses will require to be addressed in TRO2.
- It is envisaged that the Public Deposit of TRO1 will take place in Q1 2010, and envisages the order being made in July 2010. A report to this effect is being presented to Council on 8 February 2010.
- TRO 2 will follow the making of TRO 1. TRO 2 will reflect the complete design and issues that have arisen from TRO 1.

Network Rail

- INFRACO has now delivered its EMC Management Plan and EMC Strategy for NR infrastructure assets and established the scope for the immunisation works. A programme for these works is being developed with INFRACO for the Immunisation solution part. They should include the programme of those works for the immunisation solution for NR infrastructure. The NR Immunisation development nears completion. Volker Rail preparing design for the works.
- INFRACO will be developing the full assurance case for NR acceptance. Preliminary assurance case to enable traction power testing and commissioning has been completed. Further assurance will be provided up to, and including, bringing into service;
- The contractor has submitted for ROTR possessions according to the look-ahead programme.
- NR – the Bridge and Operating Agreements are not yet concluded. There is an outstanding issue on indemnities to close out, and this is being elevated by CEC on the advice of TS, to the ORR. TS have provided helpful advice on this matter.

Third party interfaces

- Forth Ports – CEC and Forth Ports entered into Licence agreements to facilitate the remaining utilities and BSC works separately. Works will commence in the Leith Docks area in early January 2010.
- 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;
- Building fixings – CEC has reached agreement with the parties objecting to the building fixings process without the need to resort to court action. It is expected that BSC will begin the process to notify owners for commencement of preparatory works.
- Interfaces are being managed to ensure that the SRU accommodation works and events are cohesive. **tie** have now agreed approach to the design and construction of the works with SRU.

MUD Works at Edinburgh Airport

- HV cable at Conflict 1 installed 16th December 09 and the area reinstated by 18th December 09.
- The Asset Integration/As-built documentation has been issued to BAA on 8th December 09. This will be updated with the HV and the foul main on completion.

Burnside Road Realignment

- The new road and barrier system, and the associated works, are substantially complete.
- BAA confirmed on 15th December 09 that it was not willing to accept Handover of the new assets due to a number of concerns that cause a risk to the airport which are enhanced by the Christmas

holidays. This will require an additional visit by the barrier Contractor for the relocation of the existing card reader and the final commissioning of the new system. Training for BAA staff has been arranged to accommodate shift patterns and the revised Handover.

- Planned Completion Date was 12th January 10. This will be reviewed on receipt of revised commissioning dates from the barrier Contractor.

Hilton Car Park

- INFRACO – Works were completed by W/E 11 December 09.

Section 1 Utilities

- Farrans continuing with works, however Christmas break minimised progress this period.
- C4 agreements with Scottish Power, Scottish and Southern Energy, BT, Tele West and GEO are all to be agreed.
- 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 are not agreed, although the intent to carry out a land acquisition may negate this element, principle of land agreement is in place, finalisation required with Forth Ports and AD.
- The licence with ADM is in place and works commenced as of 30th November. The tender works exclude all diversions in plates 11-17 and there remains substantial utility works in plates 14-17 to resolve.
- Clancy Docwra are processing with the relocation of utilities out of Lindsay road. BT and GEO cable diversion works will dictate the programme and are expected to be completed in Q1.

Murrayfield Pitches (Souters)

- . Close out report to be compiled following Lessons learned session in January 2010.

Cemetery Wall on Constitution Street

- Preliminary designs for Cemetery Wall removal and rebuild have been produced by Heath architects and further discussions are ongoing between CEC and HS.

3 Headline cost report

3.1 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	10.581	11.068	-0.487	87.732	108.875	-21.143	114.503	150.072	-35.569	321.761	211.548	533.309
Other Funding	0.874	0.914	-0.040	7.244	8.990	-1.746	9.454	12.391	-2.937	26.567	17.467	44.034
Demand on TS	9.707	10.154	-0.447	80.488	99.885	-19.397	105.049	137.680	-32.632	295.194	194.080	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 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 (last TS briefing 10th December 2009).**
- 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 P10 forecast outturn figure for 2009/10 is £114.5m – unchanged from P9.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£114.5m) is £105.0m, giving available headroom of £44.0m.
- The negative figure forecast for P11-13 in the table below relates to the net cost to utilities (cost-betterment), with betterment being greater than cost in the last quarter.

Actual YTD P10 & forecast P11-P13 FY09/10

£m	YTD P10	Forecast P11-P13,09/10	Total FY09/10
Infrastructure and vehicles	62.8	20.4	83.2
Utilities diversions	9.7	-1.2	8.5
Design	1.8	0.8	2.6
Land and compensation	0.8	0.8	1.5
Resources and insurance	12.6	3.9	16.5
Base costs	87.7	24.6	112.4
Risk allowance	0.0	2.1	2.1
Total Phase 1a	87.7	26.8	114.5

Key sensitivities to the latest milestone forecast to P10-P13 09/10 are:

- On-street works - Risks: Haymarket to Roseburn Junction Trackwork (£-637k); Leith Walk Roadworks (£-122k); Depot structure milestones in P13 (-£741k)
- Structures - Opportunities: Tower Place Bridge (+£348k), Depot blockwork & Ducts (+£742k)
- Other key non-Infraco risks to the current forecast include (-£704k) Network Rail/ TS agreement.

ETP COWD in FY09/10 to Period 10 is £87.7m (Period 9 £77.2m) against budget £108.9m. The key drivers for the -£21.1m 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.

3.2 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	15.8	18.5	28.5	20.4	83.2
Utilities diversions	3.2	4.3	2.2	-1.2	8.5
Design	0.7	0.4	0.6	0.8	2.6
Land and compensation	0.6	0.1	0.1	0.8	1.5
Resources and insurance	2.9	3.5	6.1	3.9	16.5
Base costs	23.2	26.9	37.6	24.6	112.4
Risk allowance	0.0	0.0	0.0	2.1	2.1
Total Tram	23.2	26.9	37.6	26.8	114.5

- A full reforecast of the Infraco 2009/10 cost profile was produced in period 10. In the absence of any updated agreed programme from the Infraco contractor, the reforecast has been 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 have then been linked against this programme; and
- Note: Utilities diversions -£1.2m forecast in Q4 relates to the nett (utilities costs -betterment credit) final betterment elements forecast against utilities providers.

3.3 Total project anticipated forecast cost

Re-baselined Phase AFC and profiling

£m	Cum FY07/08	Actual 08/09	FY 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.7	45.4	83.2	133.4	10.2	302.9
Utilities diversions	18.4	33.4	8.5	-1.9	0.0	58.4
Design	24.4	4.7	2.6	1.8	0.6	34.1
Land and compensation	16.8	1.7	1.5	0.0	0.8	20.9
Resources and insurance	42.8	15.8	16.5	12.7	12.1	99.8
Base costs (inc 1b)	133.1	101.0	112.4	145.9	23.8	516.1
Risk Allowance	0.0	0.0	2.1	15.1	0.0	17.2
Total	133.1	101.0	114.5	161.0	23.8	533.3

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

- The table above reflects the base costs and risks aligned to the **tie** re-baselined programme (Feb-12), and is informed by the re-alignment of the Infraco milestones schedule for 2009/10 in-line with the latest live programme and assessment of deliverables. The AFC above includes an unapproved increase of £15.1m to the project risk allowance. The approved cost estimate for delivery of Phase1a of the project remains at £512m. The phasing of the £533.3m has been updated in period 10 by **tie**, and will be further updated when there is an updated agreed programme with the Infraco contractor.
- **An updated forecast profile for 2010/11 and future years is due to be presented to Transport Scotland mid-January** following a full review of construction deliverables in 2010/11 with Infraco Project Managers, the Infraco Director and Tram Project Director.

4 Time schedule report

4.1 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.

(The agreed baseline programme reference for this project is that at Financial Close leading to revenue service in July 2011.)

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	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	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	Mar-10	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A	14 May 08A
Construction commences	14-Apr-08	14-May-08A	14-May-08A
First track installation commences – on street	03-Nov-08	09-Jun-09	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	31-Mar-09	19-Aug-08A
A8 underpass commences	08-Aug-08	12-Jan-09	28-Aug-08A
Haymarket viaduct commences	08-May-08	18-Jun-09	01 Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	02-Dec-08	01-Sep-08A
Tram mock-up delivered	Oct 2008		Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	01-Jun-09	25-Jan-10
Edinburgh Park viaduct complete	24-May-09	14-Oct-09	19-Apr-10
Princes Street re-opened	01-Aug-09	15-Jun-10	29-Nov-09A
NR immunisation complete	Nov 2009		Sep-10
Utilities works complete (including telecoms)	Nov 2008	Sep-09	Sep-10
All demolition work complete	22-Aug-08	Sept-10	May-10
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	08-Oct-09 (not inc Gogar interchange)	May-10
Haymarket viaduct complete	08-Dec-08	07-Jan-10	Jun-10
All consents and approvals granted	18-May-09		May10
Design assurance complete	20-Jan-09		Jun-10
1 st Tram delivered	09-Apr-10	09-Apr-10	09-Apr-10
Carrick Knowe bridge complete	11-May-09	24-Dec-10	Oct-10
A8 underpass complete	14-Jul-09	30-Sep-10	Dec-10
Roseburn viaduct commences	20-Jan-09	20-Oct-09	May-10
TRO process complete	01-Dec-09		Jun-10
Driver recruitment commences	July 2010		Oct-10
1 st OHL installed (Commence Section 6)	11-Dec-09	Dec-10	Sep-10
1 st section (other than depot) complete ready for energisation (2)	25-June-10	May-11	Oct-10
Commission Section 2 (Haymarket to Roseburn)	11-Jan-10	Dec-11	Jun-11

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	Actual / current forecast date tie live prgm
junction)			
Final tram delivered	17-Jan-11	May-12	17-Jan-11
Driver training commences (depot only)	Dec-10	Jun-11	Jan-11
Commission Section 6 (depot)	25-Mar-10	Jun-11	Aug-11
Roseburn viaduct complete	20-Apr-10	Jun-09	Apr-11
Test track complete	23-Apr-10	16-Aug-11	Dec-11
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Oct-11	Dec-11
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	May-12	Jun-12
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Feb-12	Jun-12
Driver training commences (excludes depot)	Nov 2010	Aug-11	Jul-12
System testing complete off street	09-Dec-10	Mar-12	Jul-12
Construction Line 1a complete	17-Jan-11	05-Apr-12	Jun-12
System testing complete on street	16-Feb-11	May-12	Jul-12
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	May-12	Sep-12
Shadow running starts	18-Apr-11	Jul-12	Sep-12
Shadow running complete	July 2011	Oct-12	Dec-12
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Oct-12	Dec-12
Open for revenue service	July 2011	October 2012	Dec-12

*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.

4.2 Key issues affecting schedule

tie and BSC have now entered into an agreed timetable to build and prepare a revision 3 programme, with a first draft expected by the end of January 2010. This process is underway with weekly reviews of data

4.3 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 Commence remaining non-MUDFA utility Diversions	09-Nov-09A
7 Complete Utility diversions Ingliston Park and Ride to Airport	13-Nov-09A
2A S19 Haymarket viaduct re-commences	23-Nov-09A
1C Complete Road & track installation on Princes Street	29-Nov-09A
1D Complete Road and Track works Lothian Rd junction	29-Nov-09A
7 Complete Hilton Hotel Carpark	11-Dec-09A

Milestones	Actual / current forecast date
1C3 – Telecoms Works St Andrew Square to Princes Street West	04-Jan-10C
2A -Trackworks Haymarket to Roseburn Junction -1135m	04-Jan-10S
2A – Haymarket viaduct	04-Jan-10C
5A Construct New Scotrail Carpark	04-Jan-10S
5A W4 Russell Road retaining wall piling - recommencing in Jan	04-Jan-10C
5B Re-commence Trackworks Bankhead to Edinburgh Park Stn	04-Jan-10S
5C - A8 Underpass –Combined phase 1/2 recommence	04-Jan-10S
7A Gogar Landfill	04-Jan-10S
1C Utility Diversions between Picardy Place and St Andrew Square	05-Jan-10S
5B Trackworks Balgreen Rd Saughton Road North	05-Jan10C
1A – Continue Utility Diversions Newhaven to Ocean Terminal	06-Jan-10S
5C W16 Commence Gyle Stop RW	11-Jan-10S
6 Depot Building Pits	11-Jan-10S
6 Depot Building Steelwork	15-Jan-10F
1A3 Commence Temporary Platforms and Demolition Tower Place bridge	18-Jan-10S
5C S32 Commence Depot Access bridge	18-Jan-10S
1A - Newhaven Rd to Ocean Terminal - ch 0000-0160 - Roadworks	18-Jan-10S
1A - Newhaven Rd to Ocean Terminal - ch 0000-0160 - Trackworks	18-Jan-10S
1A – Newhaven Road Tramstop	18-Jan-10S
1B - Leith Walk - ch 350-100 - Roadworks	18-Jan-10S
1D - Shandwick ch 850-440 - Roadworks Phase 1	19-Jan-10S
6 Depot Building Foundations	20-Jan-10F
1B – Telecoms Works Jane Street to McDonald road	20-Jan-10S
7 Burnside Road construction	20-Jan-10F
5A Demolition of Wanderers Clubhouse	25-Jan-10S
1D - Haymarket ch 1250-1125 - Roadworks Phase 1	25-Jan-10S
1B - Leith Walk - ch 600-850 - Roadworks	01-Feb-10S
5C – Commence W16 Gyle Centre TS RW	01-Feb-10S
1A – Commence Utility Diversions Bernard Street to Foot of the Walk	09-Feb-10S
1C1 – Telecoms Works McDonald Rd to Picardy Place	15-Feb-10C
1A – Commence Utility Diversions Port of Leith to Bernard Street	16-Feb-10S
7A S29 Gogar Underbridge	16-Feb-10F
6 Depot Earthworks	19-Feb-10F
6 Depot Sub-station	22-Feb-10S
1D Complete Utility diversions Haymarket to Shandwick Place	24-Feb-10F
7 W14/W15 Gogarburn RW	01-Mar-10S
1C2 – Telecoms Works Picardy Place to St Andrew Square	02-Mar-10C
1D – Telecoms Works Palmerston to Haymarket	05-Mar-10F
1B Complete Utility snagging between Foot of the Walk and Balfour Street	08-Mar-10F

Milestones	Actual / current forecast date
5A S20 Russell Road bridge Piling	12-Mar-10S
1B Complete Utility snagging between Balfour Street and McDonald Road	17-Mar-10F
5B Trackworks Saughton Rd to Bankhead (Guided Busway)	24-Mar-10F
1D – Telecoms Works Lothian Rd Junction	26-Mar-10F
5C Complete S27 Edinburgh Park Station bridge	06-Apr-10F

A = Actual date

S = Forecast Start Date

F = Forecast Finish date

C = Continuing Works

Appendix 'A' Detailed cost report

Headline Financial Information	Edinburgh Trams	FY 09/10	Period Nr:	10
				£m

FY 09/10: Demand on TS	105.049
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1: HEADLINE FINANCIAL COMMENTARY

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

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

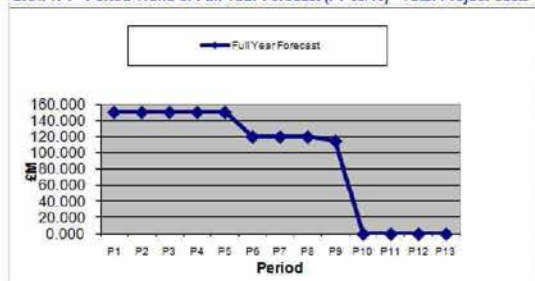
FULL YEAR FORECAST (FYF):
See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST (AFC):
AFC includes an unapproved increase of £15M to the Project Risk allowance. See Section 3 of the TS report for further commentary.

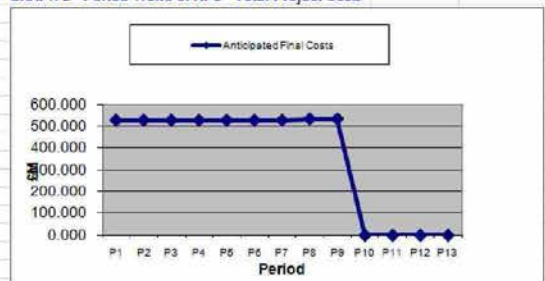
2: SUMMARY

	FY 09/10 COWD Period			FY 09/10 COWD Year To Date			FY 09/10 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance	Actual	Forecast	Forecast
Total Project COWD	10.581	11.068	-0.487	87.732	108.875	-21.143	114.503	150.072	-35.569	321.761	211.548	533.309
Other Funding	0.874	0.914	-0.040	7.244	8.990	-1.746	9.454	12.391	-2.937	26.567	17.467	44.034
Demand on TS	9.707	10.154	-0.447	80.488	99.885	-19.397	105.049	137.680	-32.632	295.194	194.080	489.275

GRAPH 1 - Period Trend of Full Year Forecast (FY 09/10) - Total Project Costs



GRAPH 2 - Period Trend of AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

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

ANTICIPATED FINAL COST:
AFC includes an unapproved increase of £15M to the Project Risk allowance. See Section 3 of the TS report for further commentary.

4: ACCRUALS COMMENTARY

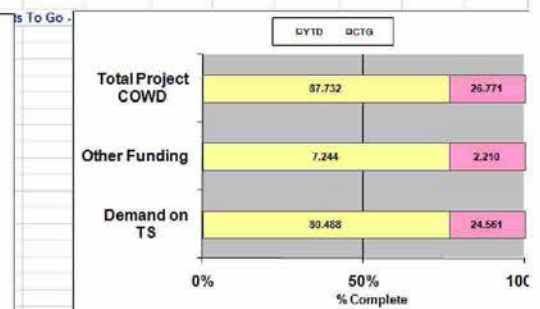
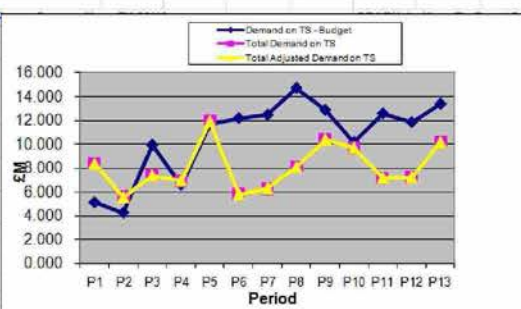
5: TOTAL PROJECT ELEMENT SPEND BREAKDOWN (Total Project Costs)

PLANNED/EMERGING/FORECAST
Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline date to be known as original estimate.
Relevant Baseline date : **FBC 20/12/2007**

	Estimated Cost Total Project Costs			Actual Cost/Forecast Total Project Costs			Variance AFC v ELE
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
General Overall	28.233	28.233	30.017	25.930	4.087	30.017	0.000
Procurement Consultant	68.173	68.173	87.551	61.669	25.882	87.551	0.000
Design	26.646	26.646	34.088	30.924	3.165	34.088	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.630	2.534	0.096	2.630	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	320.212	163.843	156.368	320.212	0.000
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	58.493	36.543	21.950	58.493	0.000
Risk	48.974	48.974	0.000	0.000	0.000	0.000	0.000
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	533.309	321.761	211.548	533.309	0.000

Detailed Financial Information		Edinburgh Trams										FY 09/10		Period Nr:			10	£m			
		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total						
6: Current Year 09/10 - Baseline Budget																					
1 Total Project COWD - Budget		5.576	4.633	10.814	7.157	12.698	13.260	13.581	16.036	14.032	11.068	13.714	12.897	14.585	150.072						
2 Other Funding - Budget		0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391						
3 Demand on TS - Budget		5.115	4.251	9.921	6.566	11.649	12.184	12.459	14.712	12.873	10.154	12.582	11.832	13.381	137.680						
7: Current Year 09/10 - Actuals (Updated 4 weekly)																					
4 Total Project COWD + Revised Forecast		9.127	6.057	8.043	7.560	13.023	6.334	6.852	8.812	11.343	10.581	7.814	7.873	11.084	114.503						
7 Other Funding + Revised Forecast		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.645	0.650	0.915	9.454						
10 Total Demand on TS		8.373	5.557	7.379	6.936	11.948	5.811	6.286	8.085	10.406	9.707	7.168	7.223	10.169	105.049						
8: Variance tracker																					
12 Variance Line 1 to Line 4 - Project Actual vs Budget		3.551	1.424	-2.771	0.404	0.325	-6.947	-6.728	-7.224	-2.689	-0.487	-5.901	-5.024	-3.501	-35.569						
13 Variance Line 2 to Line 7 - Oth Funding Actual vs Budget		0.293	0.118	-0.229	0.033	0.027	-0.574	-0.556	-0.695	-0.222	-0.040	-0.487	-0.415	-0.289	-2.937						
14 Variance Line 3 to Line 10 - Demand on TS vs Budget		3.258	1.307	-2.542	0.370	0.298	-6.373	-6.173	-6.627	-2.457	-0.447	-5.414	-4.609	-3.212	-32.632						
9: Next Year 10/11 - Forecast (Updated 4 weekly)																					
18 Total Project COWD		44.904	38.230	35.715	42.178	161.026	Financial Commentary - FY 10/11 Onwards All costs are includes an unapproved increase of £15M to the Project Risk allowance. See section 3 of the TS report for further commentary.														
21 Other Funding		3.694	3.161	2.848	3.593	13.296															
24 Total Demand on TS		41.210	35.069	32.867	38.585	147.730															
10: All Years (Escalated) (Updated 4 weekly)																					
26 Total Project COWD		0.000	3.093	10.664	31.478	87.815	100.979	114.503	161.026	23.750	-0.000	0.000									533.309
29 Other Funding		0.000	0.000	1.000	0.105	10.449	7.769	9.454	13.296	1.961	0.000	0.000									44.034
32 Total Demand on TS		0.000	3.093	9.664	31.373	77.366	93.210	105.049	147.730	21.789	-0.000	0.000	0.000	0.000							489.275

GRAPH 3 - Demand on TS: Actual/Budget Run Rate



11: Other Funding		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
Budget (Current Year 09/10)															
RAB Funding (if Applicable)															0.000
Other Funding Stream		0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391
Other Funding Stream															0.000
Other Funding Stream															0.000
Other Funding Stream															0.000
Total Budget Other Funding		0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391
Actual (Current Year 09/10)															
RAB Funding (if Applicable)															0.000
Other Funding Stream		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.645	0.650	0.915	9.454
Other Funding Stream															0.000
Other Funding Stream															0.000
Other Funding Stream															0.000
Total Actual Other Funding		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.645	0.650	0.915	9.454

12: Promoter Full Year Forecast Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of Full Year Forecast (Current Year 09/10)														
Full Year Forecast		150.084	150.084	150.084	150.084	150.084	119.728	119.728	119.728	114.503				

13: Promoter AFC Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of AFC														
Anticipated Final Cost		527.099	527.099	527.099	527.099	527.099	527.099	527.099	533.309	533.309				

Appendix 'B' Programme information

To be sent separately to TS by CD:

- **Milestone Schedule Summary (progress against baseline)**
- **Full Detailed Time Schedule (progress against baseline)**
- **Critical Path**
- **12 Week Look Ahead Extract from Schedule**