

Bilfinger Berger – Siemens – CAF Consortium

**EDINBURGH TRAM NETWORK
INFRACO CONTRACT**

**PERIOD REPORT No 10 & 11
TO 31 JANUARY 2009**

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1 EXECUTIVE SUMMARY

67,000 hours were worked in period 9-10, of which 28,000 were site hours with one reportable accident.

In the absence of a formal revision to the Contract programme, works are being planned and managed using the 12 week look-ahead programme. The basis for progress measurement in this report is the programme showing the agreed mitigated impact of the initial design slippage as 38 days (7 weeks 3 days) on the end date. The impact of design information from the current design issue programme and known access dates after MUDFA completion is to shift the original Contract programme completion date to 19th May 2012.

Analysis of issues arising following contract commencement has continued with the aim of resolving all issues as soon as possible and progressing to development of proposals for recovering time.

Limited progress has been made on issue of civil IFC design packages particularly those required for trackwork in sections 1 and 7, but drainage consents have now been received for areas 1A-C.

System engineering design is progressing towards finalisation of design proposals for track and OLE this period. Procurement is in progress, with further material deliveries now on site. The process of incorporating Infracore proposals into the civil designs, by means of Development Workshops with **tie**, has been accelerated to produce approved designs to support procurement and construction.

Tram design and resolution of outstanding requirements is in progress and manufacturing has commenced.

Limited construction works have been progressed in sections 1B, 2A, 5A, 5B, 5C and 7, but are all impacted by external issues which require resolution through the change process. Discussions are in progress to agree an interim change mechanism to permit works to proceed whilst the full change process.

2 HSQE

2.1 Health & Safety

2.1.1 Safety Management including CDM

The Construction Phase Health & Safety Plan Rev 4 is currently being reviewed internally and will be forwarded in the next period.

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2.1.2 Accidents, Incidents and Near misses

Period 9:

11 Reports on the Project in this Period

- 1 reportable incident in the period under RIDDOR 95, an office assistant on middle stair well stumbled leading to a fracture of her upper arm.
- 1 hand injury at Section 7 on a dump truck window
- 6 issues recorded as unsafe acts/near misses.
- 2 service damages at Leith and at Russell road.
- 1 NCR raised at Carrick Knowe on site security.

Period 10:

4 Near Misses recorded in this Period

- 1 Environmental at Carrick Knowe.
- 2 Edinburgh Park, wrong excavator and ladders used for steel fixing.
- 1 Baird drive failure to protect the gas main.

Period 11 up to the 16/01/09:

2 Near Misses recorded in the Period

- 1 for failing to ensure a wpp was updated prior to commencement of work at Edinburgh Park.
- 1 where a BT contractor entered the site at Charlotte Square without permission of MacKenzies or BSC.

1 Accident Recorded

- An operative from Gallaghers slipped at Expanded office, Edinburgh Park. No injury sustained and operative back at work.

The rolling AFR for the first ten periods is now 0.45. Period 9 saw the first Infraco reportable accident, giving an AFR for period 9 of 2.67.

Total Hours worked for:

Period 9 was	37,460	Period 10 was	29,526
Non site hours =	22,545	=	16,486
Site Hours =	14,915	=	13,040

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2.2 Quality

2.2.1 Quality Management System

Ms Ineke Van Klaveren has now joined Siemens as Quality Manager.

Miss Rebecca Redston has now joined the QHSE team as QHSE Assistant and reports to both Consortium SHE and Quality Managers.

10 ITPs are currently with tie for review and comment. 5 of them are re-submissions ITPs that already have tie 'Accepted – with Comments' status. BSC hope to have a batch of about 5 new ITPs for submission to tie in February 2009.

All sub-contractors are to submit Project Quality Plans for their scope of the works to BSC for review and approval. To date 3 of them have submitted draft versions for BSC's mark-up of comments, which have been returned to Farrans, Barr and Crummock.

The BAM Quality Plan and ITP for Trackwork Installation have been received and is being reviewed internally within BSC.

The BIW Electronic Document Management System is set-up to mirror the requirements and structure of the Health & Safety File, which in itself includes sections for Quality & Verification Files, Designers documents, etc. This structure is currently being updated to reflect some recently advised minor changes. BSC and sub-contractors staff shall upload documents and records into the relevant files as the Project proceeds, distributing and notifying relevant staff as they do so.

2.2.2 NCRs

At the time of writing there are currently no 'Quality' NCRs 'Open', although several will be raised within the BIW system when the tie Design Audit Report (from the 13th – 15th Jan 2009) is received.

2.2.3 Audits

As stated above, a Design Audit was carried out by tie on BSC / SDS on the 13th – 15th Jan 2009, from which the report is awaited.

The implementation of the BSC QHSE Audit Schedule for 2009 will begin on the 27/01/2009 when the 'Construction Activities' Audit will take place on BSC Section Offices and Sub-Contractors.

As part of the BSC QHSE Audit Schedule for 2009 a Design Audit will be carried out in late February 2009 – part of this audit will be used to follow-up on the findings of the tie Design Audit from the 13th – 15th Jan 2009.

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BSC plan to carry out an assessment audit on Banagher Concrete in Ireland in early February 2009 in relation to the manufacture of pre-cast concrete beams.

2.2.4 NCRs

3 No NCRs to be closed out with the client as of the 16th January 2009.
2 No NCRs from the BSI audit on systems both minor.
3 No NCRs from the clients audit on the design interfaces documents and processes.

All these NCRs will be reviewed and closed appropriately.

2.2.5 Audits

4 audits in the period up to the 16th January 2009.
1 internal environmental audit Period 9.
1 internal safety audit Period 10.
1 Client audit on Design interfaces.
1 BSI audit on BB UK OHSAS 18001 certification verification.

2.2.6 Trend Analysis

Analysis of limited data available to date indicates review needed on risk assessments and the use of plant during construction activities.

2.3 Environment

2.3.1 Environmental Management

The revised Construction Phase Project Environmental Management Plan was resubmitted in w/c 6/10/08.

2.4 Management System/Deliverables

2.4.1 Management System

The BSC management system is under further review.

2.4.2 Deliverables

Construction Phase Health and Safety Plan

Is at present, under review to take into account other consortium partners responsibilities on the project.

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2.5 KPI

KPI spreadsheet for Periods 9 -10 is attached at Appendix 10.1.

2.6 Other Business

BSC are at present developing the process for management of occupational Health on the project, this combines the planning, monitoring and reviewing of construction processes to protect the health of personnel on site and that of the general public.

The general structure of BSC's plan will be to review all construction processes and look at eliminating risk at source and where we cannot limit at source we will be looking to reduce, through technology and surveillance on site.

The first Health, Safety, Environmental and Quality forum held at the Marriot Hotel on the 8th of January went very well with a great deal of positive feed back from the BSC team and its Contractors. All were greatly encouraged by the commitment by all parties to work together for the benefit of the project and those working on it.

3. PROGRAMME

3.1 Contract Programme

The programme in the appendix to this report has the V31 mitigation programme, submitted to tie in mid August 2008, as a baseline (which shows a 7 week 3 days slippage to the final Sectional Completion date compared with the Contract Programme)

Progress achieved up to 23 January 2009 has then been recorded against the above baseline including inputting the latest IFC dates received from SDS (V40). Where the V40 IFC dates are forecast to be after the data date of the V40 programme (05 December 2008) but before the data date of this programme (23 January 2009) and the drawings have not been received the date is defaulting to the 23 January 2009.

In addition the SDS V40 programme is showing that the design packages for 2A and 5B Roads and Track have been issued. These packages have not been issued in full and therefore the date of IFC drawings for these intermediate sections is defaulting to the programme data date (23 January 2009). No IFC date has been received for the redesign of South Gyle Access Bridge (again showing 23 January 2009)

We have received revision 7.9 of the MUDFA programme. The Contract Programme identifies completion of MUDFA works in each Intermediate

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Section and uses this date as a start milestone for the INFRACO work. Dates have been extracted from MUDFA revision 7.9 to update the V31 mitigation programme using the same logic. However in a number of areas the works have not been completed in line with rev 7.9 and this update of the programme is showing the finish of these works defaulting on the 23 January 2009.

It should be recognised that the programme has only been updated were noted in this report and does not include for all changes that we are aware of or have been notified to date e.g. dealing with abandoned services, mis alignment issues etc.

The result is the following changes to Section Completion Dates:

	23 January 2009 Update	21 November 2008	V31 Mitigation
A	04 November 2010	17 September 2010	01 June 2010
B	24 March 2011	24 January 2011	01 July 2010
C	21 November 2011	11 October 2011	10 March 2011
D	19 May 2012	08 April 2012	06 September 2011

The above slippages is a direct consequence of incorporating revision V40 of the design programme and rev 7.9 of the MUDFA programme into the revised contract programme and is brought about by significant changes to some of the predicted IFC drawing dates

The critical path runs through the depot drainage and trackwork activities. The driving link in the programme is the issue of drainage IFC drawings for the depot and the anticipated completion of the water main diversion by MUDFA.

At a number of locations the construction sequence has been changed, from that originally considered, to suit current constraints. Presently the logic of the Contract Programme remains unaltered from that envisaged at Contract Award. Therefore some minor inaccuracies occur when “progress to date” has been entered into the programme.

Note – the links between the third party consents and the related activities present in the Contract Programme have been deleted to enable a true analysis to be provided of the current situation.

3.2 Look Ahead Programmes

The Look-Ahead Programme for the period January 2009 to March 2009 is an extract from the current Construction Programme to which MUDFA activities have been added in accordance with their programme Rev.07.9. The programme has also been updated with the latest IFC dates from the SDS V40 Programme. Progress of The Works has been recorded to 23 January 2009.

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The Princes Street programme has evolved as constraints and methods have developed. The current version accommodates a bus lane until 9 March 2009 prior to full closure of Princes Street. This programme also includes for full depth road construction and MUDFA Works on Princes Street at The Mound and at South St. Andrews Street. The Enabling Works Period has been scheduled from 5 January 09 until 21 February 2009 prior to the construction start on 23 February 2009. Work is progressing as planned.

3.3 Design and Consents Programme Status

Revision 1 of the Contract Programme will be issued by BSC to take account of the 7 weeks 3 day extension of time awarded by tie.

The combined effect of post V31 design programme slippages, late site possession due to the presence of MUDFA, the transfer of MUDFA scope to INFRACO, dealing with abandoned services, notified variation and alignments issues are currently being considered in a sequential manner by BSC.

Planners from tie and BSC have jointly prepared first draft delay schedules for the above classes of delay measured at month end time slices of July, September and December 2008.

3.4 Tramco Programme Status

Updated tram design, procurement, manufacturing, delivery and commissioning programme is attached as Appendix 10.4.

3.5 Critical Impact Notices

The following present potential risks to the programme, a review of items identified here as Critical Impact and other issues of equivalent significance identified in correspondence is ongoing, with view to producing a more comprehensive listing in future :

CIN001 - Completion of MUDFA works - ongoing

MUDFA Programme received – Access Dates for Work Areas are being assessed and included in the development of the Construction Programme.

CIN002 – Slippage of IFC dates post V31 - ongoing

We continue to experience slippage to the programme as the result of the late release of IFC drawings. V37 has now been issued.

CIN003 - Track/Roads Alignment Issues - update

Works in Leith Walk are now in progress, but ongoing MUDFA Works will continue to disrupt BSC activities. Our current programme does not include for areas of full reconstruction in all areas of Leith Walk.

CIN004 - Transfer of MUDFA Works to INFRACO - ongoing

These works will affect the commencement and/or programme of the Works. Works in Leith Walk are currently being affected by further service/utility works that need to be carried out for the design to be achieved.

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CIN005 - Network Rail Form C Implications - ongoing

The Murrayfield structures and Bankhead Drive Retaining Walls continue to be delayed due to unresolved design issues.

4 PROGRESS

Programme update attached as Appendix 10.2.

4.1 ENGINEERING

4.1.1 Civil & Building Design

4.1.1.1 Production of Stage 3 – Design

The total number of design package is now 121 packages because the package Depot Internal Retaining Wall was omitted.

86 packages have been issued for construction of which 12 no packages are partially approved for construction.

11 submissions are with CEC for prior approval of which 5 packages will go for technical approval.

30 outstanding packages have been issued for external approval to CEC Network Rail, Scottish Water and BAA.

IFC availability is shown in Appendix 10.9.

BSC have identified and initiated 27 workshops to develop the original design to agreed for construction status. The total no results from the number of disciplines to be developed as identified in the Novation Agreement and the number of sections to be investigated.

The development schedule is shown in Appendix 10.9.1.

Misalignment Reports are being prepared as the workshops proceed.

To date the following misalignments have been acknowledged.

- Ground improvement layer to be designed.
- Noise and vibration mitigation assessment to be carried out, both identified in the Trackform Workshop.
- Methodology for Road construction to be produced as outcome of the Roads and Drainage Workshop.
- Redesign of OLE foundations as identified in the OLE Workshop.

The BSC design programme is currently being updated based on BSC construction programme and incorporating Siemens/CAF/BAM design schedules and SDS design programme.

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The updated programme will show planning conditions and reflect the approval and consent process.

Submissions for OLE, Trackform and CAF - Design and will be covered under 4.1.1. E&M Systems.

4.1.1.2 Approvals & Consents

Ocean Terminal and Ocean Terminal Bypass Road are pending CEC consideration.

Depot Building Warrant was resubmitted addressing remaining CEC issues.

Road and Drainage design are pending due to CEC comments and Scottish Water consent.

To date Scottish Water have approved sections 1B, 1C and 1D

4.1.1.3 Issues and Concerns

The critical issues meeting with **tie** was resumed on 6th January 2009.

Issues are of commercial nature were taken out to be discussed in a different forum.

The following technical issues were identified need to be addressed by **tie** because they delay TAA and subsequently IFC.

- Scottish Water Consent
- Ocean Terminal/Forth Ports
- Ocean Terminal Area Including Bypass Road
- Airport Tram Stop canopy to instructed
- New Ingliston Limited (NIL) Tramstop to be clarified
- CEC preference for Demarcation between Tramway and Roadway to be instructed
- TRO and TAL 505 modelling to be instructed
- Wider area cycling modelling only informal
- First ScotRail Utility and Drainage information requested

4.1.2 E&M SYSTEMS DESIGN

4.1.2.1 EMC

Immunisation test in Nottingham took place in mid November and results are currently under review.

Meeting with NR took place in Glasgow for the discussion of the FETR concept for immunisation.

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Earthing requirements for structures have been elaborated in CVI's for Edinburgh Park Station Bridge, Gogar Burn Bridge, Retaining Wall W14 and Carrick Knowe Underbridge.

E&B Workshop has been attended with BB and SDS. As an output an template for checking E&B of structures has been prepared.

Stray Current Corrosion strategy has been submitted to tie, in the meantime comments from tie have been responded.

An EMC questionnaire for Rolling Stock has been prepared and forwarded to CAF for insertion of train parameters for Flicker and Psophometric calculations.

The calculations for immunisation and stray current corrosion have been started. They are still continuing.

4.1.2.2 Overhead Line Equipment

Design

Design will be finalised by the end of January. An internal review is scheduled for calendar week 6 followed by the submission of the whole design of OLE. Specific review comments especially in regard to location of poles are still outstanding from CEC/tie. These partial submissions are results from internal accelerated design process to be able to start procurement of long lead time items,

OLE sectioning of depot and mainline has been clarified in principle, formal confirmation needs to follow. The final arrangements shall be available within the submission mentioned above.

Approvals and Consents

Variances of drafted OLE design from planning approval submissions have been discussed, formal revised submission to be made. Impact of minor changes related to civil engineering under evaluation, design will be modified accordingly. Prior to procurement the approval of OLE system needs to be finalised.

Final submission of layout drawings and table of foundations planned for calendar week 48 2008. The final submission of layout plans and table of foundation went out as planned.

Proposed combined OLE/lighting pole designs discussed with CEC, formal submission to be made of obtain final planning approval.

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4.1.2.3 Traction Power Supplies

Design

Design continues. Basic design documents (4 packages) were submitted to tie end of November 2008. Clarification/ walk through review meeting was held with tie in December 2008. Final specification of long lead time items, rectifier transformer, DC switchgear, medium voltage (11kV) switchgear has been finalised based on positive feedback obtained in above mentioned design walk through review meeting with tie. Formal reply from CEC/tie to the four TPS design submissions is awaited.

Some clarifications regarding Employers' Requirements wording conflicts have been submitted to tie. Formal reply is awaited.

Detailed design packages are under preparation.

Approvals and Consents

tie's formal reply to basic design package submission is awaited.

4.1.2.4 Traffic Light Control

Design

Layout design as defined by SDS out of Traffic Census works accepted without change by BSC. Modifications to layouts and requirements considered in assessing the impact of TC016. Response awaited from tie.

Approvals and consents

No current issues

4.1.2.6 Trackwork

4.1.2.6.1 Production of Design

Basic of Design Report Trackwork has been submitted to tie and for interdisciplinary design check at 12.12.2008.

Basic Design Rheda City C, Rheday City D and Ballasted Track have been submitted to tie and for interdisciplinary design check at 20.01.2008.

Detailed Design

Subsection 1C Chainage 121.360 - Chainage 130.000

Subsection 1D Chainage 130.000 - Chainage 130.400

is submitted to SDS for interdisciplinary design check.

25 Technical Queries have been raised. 22 Have been closed, 3 are still open, some of these are fundamental for the progress of the design.

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Interfaces have been defined and resolution steps have been proposed. Interfaces are further discussed in technical co-ordination meetings with SDS and BSC.

4.1.2.6.2 Approval and Consents

Statement from tie to Basic of Design Report has been received 16.01.2009. Will be discussed at the track development workshop 22nd January 2009.

4.1.2.6.3 Issues and concerns

- Proposed track stiffness is not accepted by tie as yet.
- No decision is made by tie according to change of crossing type.
- Indication is given that tie will not accept Tram wheel back-to-back distance of 1384 mm +/- 2 mm as given within the SDS design
- Indication is given that tie will retreat design assumptions given within the design freeze documents (e.g. cant on straight track; negative cant on curved track, S&C geometry)
- Changes in design and Change Orders may influence the programme

4.1.2.7 Depot Workshop Equipment

Design

Design is further progressing. Next design submissions are currently in submission process (washing plant).

Current progress includes preparation of detailed design of

- Service Vehicles
- Machines
- Storage equipment

all in support of procurement of long lead time items to mitigate further delays and to provide design input .

SDS to readjust the height of the crane beam support brackets on the columns. This is due the very limited height in the workshop and the detailed design of the crane.

Interface of washing detergent and the tram painting is agreed and the cleaning detergent to be used for washing is settled.

Technical meetings with the tram maintenance for the performance requirements of the equipment are conducted and will be followed up.

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Approvals and Consents

Under floor Wheel Lathe design submittals handed over in October.
Crane Submittal handed over in January.
Lifting Plant Submittal handed over in January

4.1.2.8 Signalling

Design

The preliminary design for the signalling sub-systems has been published for IDC. All reviewed with tie, TEL and Transdev week commencing 12 January.

The Detailed Design of the TPDS onboard and wayside equipment, the point controller system and the supervisory control system are in progress.

Based on the confirmed layout design of Princess Street the duct requirements have been defined between Civil and LVS, SIG and COM.

Approvals and consents

Tramstop cabinet discussed in principle with tie and CEC, formal documentation in line with confirmed supplier to be provided to complete approvals.

4.1.2.9 Telecoms

Optical Fibre, Radio System and E&M Cubicles, Depot PABX, UPS, and PA

Design

The preliminary design for the Telecoms sub-systems have been published for IDC. All reviewed with tie, TEL and Transdev weeks commencing 5 and 12 January.

Approvals and consents

No current issues

4.1.2.10 HV/LV Power Supplies

Design

Preliminary design works completed allowing time critical orders to be placed.

Approvals and consents

N/A

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4.1.3 TRAM DESIGN

Design and factory works are according to CAF programme except of following outstanding issue:

- TPDS & Radio defined, purchased and provided by Siemens. Final response from Siemens received on 13th January 2009 and will be currently analyzed by CAF to close this issue.
- Bus Tracker defined, purchased and provided by **tie**/Lothian Buses.

The information provided by Siemens and **tie** has been analyzed by CAF, and although it helps to make some progress, it is not enough to freeze the design of the tram.

4.1.4 System Assurance

For Systems Assurance following activities take place:

Create and issue for review draft System Assurance Plan
Create BSC System Hazard Log and Hazard Log Review Report
Prepare for and participate Engineering Design Audit
Support Stray Current Working Party
EMC Hazard Analysis – NR-ETN Interface

4.1.5 Design Change Management

Civil & Building Work

Refer to Appendix 10.7.

E&M

No comments

4.1.6 Value Engineering

Civil & Building Works

Resolution of VE items is under discussion as part of the wider high level management meeting (**tie** – BSC) currently in progress.

Tramstop UPS and Depot UPS. Evaluating reduction of UPS run time from 4 hours to 3 hours. Information from some potential suppliers still to be received, anticipated response after evaluation of options mid Feb 09.

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4.1.7 Request for Information

4.2.6.1 Civil & System

Request for Information is scheduled in the RFI Register in Appendix 10.5.

4.2.6.2 E&M Systems

No comments

4.2 CIVIL & BUILDING WORKS

4.2.1 Procurement

4.2.1.1 Subcontractors

A subcontract procurement schedule, showing status at the 16th January 2009, is attached as Appendix 10.6.

Section 1A

Section 1A has now been split into three areas, Newhaven to Ocean Terminal (1A1), Ocean Terminal to Bernard Street (1A2) and Bernard Street to Foot of the Walk (1A3).

Meetings have been held with McKean Construction & Barr Surfacing & Civil Engineering regarding subletting 1A1. Final price submissions are expected 27 Jan 09.

Section 1B

We have concluded our procurement process for Section 1B.

Section 1C

Crummock have submitted their price for 1C1 (MacDonald Road-London Road) and we are currently reviewing this.

Mackenzie Construction Ltd are finalising their price for 1C3 (Castle Street-Waverley Bridge) and we expect to receive this in the near future.

It is our current intention to self deliver the remaining works in Section 1C2 (London Road – Waverley Bridge) and a final strategy for carrying out the works is still to be agreed.

Section 1D

Final negotiations are proceeding with MacKenzie to conclude a subcontractor order.

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Section 2A and 5A (Part)

Grahams will take over responsibility for this section later this month. Final negotiations are proceeding to conclude a subcontractor order.

Section 5A (part), 5B and 5C (part)

We have sought formal approval to sublet Edinburgh Park Bridge to Expanded Ltd and await tie's response.

Dunne and Expanded have provided competitive prices for the balance of the structures. We have requested that they provide a fixed price lump sum and we expect their final price submissions week commencing 19th January 2009.

Where required by possession work on the railway we have procured Steel Foundations Ltd and McGrattan Piling to carry out temporary sheet piling.

Package quotations for the balance of the civils works in section 5 have been received and are currently under review.

Section 6

We are currently finalising the terms and conditions of the full subcontractor order for Barr Ltd for the construction of the depot.

In the meantime Barr Ltd has been issued with a Limited Instruction to Proceed to progress any area of the depot where it is possible to do so.

Section 7A

Final negotiations with Farrans on the terms and conditions of a subcontract order have been concluded.

General

Procurement of relevant key subcontractors (Major Civil Works Contractors, Piling Contractors, Ground stabilisation specialists) includes the requirement for provision of a Collateral Warranty, in accordance with cl 28.7 of the Contract.

We may need to offer tie, in some instances, alternative wording for their agreement, as we have not as yet been able to conclude our negotiations with potential subcontractors using the template in Schedule 8 part F.

The length of time it has taken to either procure, negotiate and conclude any subcontract has been affected by the complexity of the main contract negotiations and how we step these down into the subcontract, the necessity to operate a complex milestone schedule which can be adversely affected by progress and change on site and the overall uncertainty on programme.

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4.2.1.2 Materials

No comment.

4.2.1.3 Long Lead Procurement Management

A letter of intent was issued to Fairfield Mabey to secure delivery of the beams for the Water of Leith Bridge.

Issues with programme and delivery dates have been resolved and we have placed the formal order for the supply of the precast concrete beams to Edinburgh Park, Carricknowe and South Gyle Access Bridge.

We are currently sourcing prices for the beams and bearings for Tower Dock Bridge to maintain programme. These materials relate to section 1A2.

4.3.2 Construction

4.3.2.1 Progress on site, to 23rd January 2009.

Progress

Section	Planned Completion	Actual Completion	Anticipated Completion Date
1A	17%	0%	28/10/2011
1B	20%	3%	10/08/2011
1C	13%	1%	01/12/2011
1D	21%	1%	17/05/2011
2A	39%	8%	25/11/2010
5A	23%	0%	22/08/2011
5B	28%	8%	08/06/2011
5C	25%	0%	26/08/2011
6	28%	0%	02/03/2011
7	33%	5%	13/07/2011
Construction	25%	4%	29/05/2012

4.3.2.1.1 Section 1A Newhaven Road to Foot of the Walk

Survey on location of existing services was carried out 12th December at Lindsay Road Retaining Wall. Various Public Utilities will require diverting prior to construction commencing.

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Scheduled to commence 31st October. Currently 12.5 weeks behind revised Contract Programme dated 14th August 2008.

Road works Ch 700 - 850 scheduled to commence 3rd November. No IFC drawings. Currently 12 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.2 Section 1B Foot of Leith to McDonald Road

Ch 100-350

Temporary reinstatement of the existing carriageway and footways was completed to achieve the instructed Embargo date of 12th December.

Currently 23 weeks behind revised Contract Programme dated 14th August 2008.

Ch 0 -100

Traffic Management approvals ongoing.

As a result of activities Ch100 - 350 currently 19 weeks behind revised Contract Programme dated 14th August 2008.

Ch 350 -600

Traffic Management scheme now approved.

As a result of activities Ch100 - 350 currently 12.5 weeks behind revised Contract Programme dated 14th August 2008.

Balfour Street Ch 600 – 850

Traffic Management design ongoing.

Construction activities 6 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.3 Section 1C McDonald Road to Princess Street West

McDonald Road to Picardy Place

Ch 0 – 375

No IFC drawings. Mudfa works on going Traffic Management approvals ongoing.

Construction activities currently 12.5 weeks behind revised Contract Programme dated 14th August 2008.

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4.3.2.1.4 Section 1D Princess Street to Haymarket

Lothian Road Junction Ch 440 – 280

Traffic Management approvals ongoing. Construction activities to allow closure of Princes St commenced 5th January in line with revised Contract Programme dated 14th August 2008.

Hamarket Ch1250 -1125

Traffic Management design/approvals ongoing.

Construction activities scheduled to commence on agreed date of 19th February 14.5 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.5 Section 2A Haymarket to Roseburn Junction

Haymarket Station Viaduct

Temporary works to retain existing masonry wall have been installed.

Currently 17 weeks behind revised Contract Programme dated 14th August 2008.

No IFC Drainage drawings for Verity House.

Haymarket – Roseburn Track Work

No IFC Drainage Drawings. Construction activities currently 20 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.6 Section 5A Roseburn Junction to Balgreen Road

Russell Road Bridge

Installation of Temporary Traffic Control Signals to allow road closure at Russell Road has been completed.

Design of temporary works is ongoing.

Currently 31 weeks behind revised Contract Programme dated 14th August 2008.

Russell Road Retaining Walls W3 & W4

Currently 10 weeks behind revised Contract Programme dated 14th August 2008.



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Murrayfield Tram Stop Retaining Wall

Site clearance has continued.

Construction - on hold pending resolution of Roseburn Street Viaduct.

Currently 24 weeks behind revised Contract Programme dated 14th August 2008.

Roseburn Street Viaduct.

On hold pending resolution of VE/redesign. Construction activities scheduled to commence 30th March 2009 in line with revised Contract Programme dated 14th August 2008.

Murrayfield Retaining Wall

Construction – on hold pending resolution of Roseburn Viaduct. Currently 22 weeks behind revised Contract Programme dated 14th August 2008.

Murrayfield Stadium Underpass

On hold pending resolution of revised design to Murrayfield Retaining Walls 21D. Currently 22 weeks behind revised Contract Programme dated 14th August 2008.

Murrayfield Retaining Walls 21D

On hold pending resolution of revised design. Construction scheduled to commence 28th January 2009 in line with revised Contract Programme dated 14th August 2008.

Water of Leith Bridge

Steel fabrication ongoing. Currently 44 weeks ahead of revised Contract Programme dated 14th August 2008.

Baird Drive Retaining Wall

On hold pending resolution of revised design. Currently 21 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.7 Section 5B Balgreen Road to Edinburgh Park Central

Carrick Knowe Bridge

Pile Installation to both North & South Abutments has continued with completion anticipated by 23rd January 2009. Currently 17.5 weeks behind revised Contract Programme dated 14th August 2008.

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Track work Balgreen Road – Saughton Road

No IFC Drainage Drawings. Currently 22 weeks behind revised Contract Programme dated 14th August 2008.

Bankhead Retaining Wall

On hold awaiting re design of South Gyle Access Bridge. Currently 31 weeks behind revised Contract Programme dated 14th August 2008

South Gyle Access Bridge

On hold awaiting re design of West Abutment. 31 weeks behind revised Contract Programme dated 14th August 2008.

Track work Saughton Road North – Banhead

No IFC drainage drawings. Currently 12 weeks behind revised Contract Programme dated 14th August 2008.

Track Work Bankhead – Edinburgh Park Station

No IFC drainage drawings. MUDFA Works incomplete. Currently 23 weeks behind revised Contract Programme dated 14th August 2008.

Track work Edinburgh Park Station – Edinburgh Park Central

Earthworks starter layer has commenced. No IFC drainage drawings. Currently 22 weeks behind revised Contract Programme dated 14th August 2008.

Edinburgh Park Station Bridge

Construction of Piers 5, 6 and North Abutment has continued. Construction of Piers 2, 3 & 4 has commenced. Currently 14.5 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.8 Section 5C Edinburgh Park Central to Gogarburn

Track work Edinburgh Park Central – Gyle Centre

No IFC drainage drawings. MUDFA works incomplete. Currently 21 weeks behind revised Contract Programme dated 14th August 2008.

Gyle Tram Stop Retaining Wall

MUDFA works ongoing. Currently 32.5 weeks behind revised Contract Programme dated 14th August 2008.

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A8 Underpass

Bored Piling to Phase 1 has been completed and piles have been tested. Currently 14.5 weeks behind revised Contract Programme dated 14th August 2008.

Track work Depot Stop – Gogarburn

MUDFA works in Depot ongoing. Currently 11 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.9 Section 6A Depot

MUDFA works ongoing. Currently 30 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.10 Section 7A Gogarburn to Edinburgh Airport

Gogarburn Culvert Nos 1, 2 & 3

Precasting of Culvert units has commenced. Currently 7.5 weeks behind revised Contract Programme dated 14th August 2008.

Gogarburn Underbridge

Excavation to piling platforms has been completed. Currently 31 weeks behind revised Contract Programme dated 14th August 2008.

Ingliston Park & Ride – Edinburgh Airport

Enabling Works

No IFC drawings. Currently 47 weeks behind revised Contract Programme dated 14th August 2008.

Gogarburn Retaining wall W14

No IFC drawings. Currently 11.5 weeks behind revised Contract Programme dated 14th August 2008.

4.3.2.1.11 Submissions

97 Work package plans have now been approved/accepted.

56 Work Package plans are currently in draft form or within the approvals process.

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4.3 E&M Systems

4.3.1 OLE (Overhead Line Equipment)

Production / Procurement

Procurement of long lead items is in progress e.g. poles and wires for tensioning devices.
Negotiations and contracting is scheduled for February 2009, followed by placing the orders.

Issues and Concerns

Changes as a result of Planning Approval process need further clarification to complete design.

Other key issue is currently to issue partial submissions rather than submission of complete design packages as planned to be able to start procurement of long lead items.

4.3.2 TPS (Traction Power Supply)

Production / Procurement

Order for the most time critical item, the rectifier transformers, has been placed just before Christmas. Other requests for quotations have been sent to potential suppliers. Process is ongoing.

Issues and Concern

No comments

4.3.3 TRW (Trackwork)

Production

Continue in preparing Work Package Plans/Method statements
Support for construction scheduling
Commence training for operatives
Continue to prepare QA documentation and H&S plan
Continue production of materials and kept in stock of the factory
Transporting rail to welding company to prepare test welds
Delivery of Rheda material for 500 m track

Personnel on site of Subcontractor BAM
Management: Project Manager and Quantity Surveyor in Edinburgh.
Detailed Design: 5 specialists working in the Netherlands
Preparation: 3 site engineers in Edinburgh
Construction: Construction manager and supervisor in Edinburgh
HSE manager appointed in Edinburgh

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4.3.4 DWE (Depot Workshop Equipment)

Production / Procurement

Procurement of long lead items under preparation.
Examples are underfloor wheel lathe and underfloor lifting plant .

Issues and Concerns

No current issues.

4.3.5 Signalling, SCADA, PIS, PA, Comms

Production /Procurement

Point machine supplier selected and order placed (CONTEC). IVU Traffic have been selected for the TPDS onboard computer supply.

Issues and concerns

None

SCADA, CIS, PA

Production

Preferred PID supplier selected.

Issues and concerns

Telecomms

Production

Preferred Tramstop cabinet supplier selected.

Issues and concerns

None

4.3.6 TLC (Traffic Light Control)

Production

No progress see below.

Issues and concerns

Dependent on response to TC016

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4.3.7 HV/LV - Supply

Production

Quotes from Scottish Power for all major supplies supplied to tie with request for authority to procure in December 2008.

Issues and concerns

Scottish Power are not prepared to provide lead times for the provision of HV supplies.

Agreement needs to be reached with tie to enable programme to be maintained.

4.4 TRAMS

TIE, accompanied by Siemens, made a visit to some CAF's Suppliers and CAF manufacturing premises, on the 9th December 2008, to confirm the commencement of works as per programme.

4.4.1 Procurement

Refer to programme (Appendix 10.4)

4.5 Testing, Commissioning and Start-Up

No comments

5 NOT USED

6 STAKEHOLDER AND THIRD PARTY ISSUES

Discussions have taken place to agree how tie's existing Stakeholder Management and Communications team can be best used to mutual advantage. BSC are willing in principle to contribute in kind or cost transfer to supplement this team, rather than duplicating resources to comply with the specific requirements of the Employer's Requirements as drafted.

7 COMMERCIAL

7.1 Milestones

Preliminary Milestones Achieved in the Period

Month 8 Preliminaries (BB)

Month 8 Preliminaries (S)

Month 8 SDS Interface

Month 9 Preliminaries (BB)

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Month 9 Preliminaries (S)
Month 9 SDS Interface

Construction Milestones Achieved in the Period

A11990 Construct Kerb Lines on Leith Walk Ch 100 to 350*
192 Haymarket Viaduct Pier 2*
227 Haymarket Viaduct Pier 3*
159 Gogarburn Underbridge Temp Access Roads-Bulk Exc-Piling Platform*
758 Edinburgh Park Bridge North Approach Ramp Base Steel fixing*

* subject to ongoing discussion with **tie** Project Managers on agreement.

Milestones Programmed but not Achieved

We have held constructive meetings with **tie** regarding both the Milestone Schedule and the mechanism to agree what documentation and testing is required to confirm a Construction Milestone has been achieved.

The revised system is progressing well on site and our respective teams meet on a regular basis to discuss the milestones.

7.2. Changes/Instruction/Departures

The change registers in the Appendix 10.7 to this report shows 274 notifications of change, which are being processed currently.

To date 10 changes have been agreed for which **tie** has issued the corresponding Change Orders.

Main reasons for not issuing Change Orders are: change not agreed in principle, BSC not being able to submit estimates within contract period, figures in estimates not agreed, Base data Design Information not agreed, percentages for preliminaries and overheads are not agreed.

Despite of the considerable number of meetings between the BSC's responsible persons for valuation of this claim and **tie's** commercial representatives, agreement on change related to INTC No.1 programme misalignment V26 - V31 has not yet been reached. Time related issues have been agreed. Cost related issues still outstanding.

In regard to matters corresponding in first instance to the SDS provider, **tie** has rejected all SDS Provider's notices of extension of time. **tie** does not accept these issues constitute a change (36 SDS notices).

The complexity, nature and amount of changes have overloaded the change mechanism included in the Infraco contract, because the estimates cannot be submitted within the time frame requested in the contract and also due to the fact that the overall impact to the programme from a given change cannot be assessed on an individual basis. It has been agreed that the estimates submitted by BSC will only deal with direct related effects (costs) of a given

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change and the time related effect will be assessed as a separate issue, when dealing with programme issues, in order to have a more realistic approach for assessing the change effects to the overall construction programme.

Prioritization of changes has been established in order to focus agreements on major/critical changes.

A series of meetings between BSC Change team representatives and tie commercial representatives to discuss specimen disputed changes (INTC002, Hilton Hotel Carpark, No. 23 and No.60) and Base Data Design Information took place. Agreement has been reached for INTC No.23 and partially for INTC No. 60.

INTC No.002, Hilton Hotel Carpark, Base Data Design Information and applicable percentages for preliminaries and overheads will be elevated for resolution.

8 RESOURCES

8.1 Organisation Charts

Revision of the civil works team organisation chart is in progress, as part of the reprogramming of the project being undertaken in the period January – March 2009. The civil team chart included in this report is the current issue.

See Appendix 10.8.

9 OTHER ISSUES

No comments.

10 Appendices

10.1 KPI Report

PERIOD END DATES

(subject to confirmation)

	2007 / 08	2008 / 09	2009 / 10	2010 / 11	2011 / 12
1	28/04/2007	26/04/2008	25/04/2009	24/04/2010	23/04/2011
2	26/05/2007	24/05/2008	23/05/2009	22/05/2010	21/05/2011
3	23/06/2007	21/06/2008	20/06/2009	19/06/2010	18/06/2011
4	21/07/2007	19/07/2008	18/07/2009	17/07/2010	16/07/2011
5	18/08/2007	16/08/2008	15/08/2009	14/08/2010	13/08/2011
6	15/09/2007	13/09/2008	12/09/2009	11/09/2010	10/09/2011
7	13/10/2007	11/10/2008	10/10/2009	09/10/2010	08/10/2011
8	10/11/2007	08/11/2008	07/11/2009	06/11/2010	05/11/2011
9	08/12/2007	06/12/2008	05/12/2009	04/12/2010	03/12/2011
10	05/01/2008	03/01/2009	02/01/2010	01/01/2011	31/12/2011
11	02/02/2008	31/01/2009	30/01/2010	29/01/2011	28/01/2012
12	01/03/2008	28/02/2009	27/02/2010	26/02/2011	25/02/2012
13	31/03/2008	28/03/2009	27/03/2010	26/03/2011	31/03/2012

NB 2010/11 and 2011/12 in particular may change

Data required by first Tuesday 12:00 hrs following period end.

GUARD

		Period 1	
		Period	Year to date
v1.03	SAFETY DATA		
	Interaction with Health & Safety Executive		
	Visits by the Health & Safety Executive	0	0
	Prosecutions pending	0	0
	Convictions	0	0
	Improvement Notices issued	0	0
	Improvement Notices closed out	0	0
	Improvement Notices open	0	0
	Prohibition Notices issued	0	0
	Prohibition Notices closed out	0	0
	Prohibition Notices open	0	0
	Statutory Reporting RIDDORs		
	Fatal	0	0
	Major Injuries	0	0
	Lost Time Reportables	0	0
	Notifiable Dangerous Occurrences	0	0
	tie RIDDORs	0	0
	TOTAL	0	0
	Other non-RIDDOR events		
	Accidents - Lost Time	0	0
	Accidents - Other	0	0
	Incidents	0	0
	tie Non-RIDDOR Accidents	0	0
	TOTAL	0	0
	Hours Worked		
	Total hours worked - SITE	0	0
	Total hours worked - NON-SITE	0	0
	tie hours worked	0	0
	TOTAL	0	0
	Accident Performance YTD		
	AFR to date	0.00	0.00
	Reportable Injuries / Lost time accidents to date	0	0
	Dangerous Occurrences to date	0	0
	Site hours worked to date	0	0
	Non-Site Hours Worked to Date	0	0
	Accident Performance Rolling		
	AFR Rolling		
	Reportable Injuries / Lost time accidents Rolling		
	Dangerous Occurrences Rolling		
	Site hours worked Rolling		
	Non-Site Hours Worked Rolling		
	Near Misses		
	Number of Near Misses	0	0
	Body Count Injury		

Head	0	
Back /Torso	0	
Arm	0	
Eyes	0	
Face	0	
Hands	0	
Legs	0	
Feet	0	
TOTAL	0	
COMPLIANCE		
MONITORING DATA		
Contractor Internal and Sub-contractor Audits		
Monitoring planned	0	0
Monitoring conducted	0	0
Monitoring kpi for the month	0	0
% Achieved	#DIV/0!	
Safety Tours		
tie Safety Tours		
Tours planned	0	0
Tours conducted	0	0
% Achieved	#DIV/0!	
NONCONFORMANCE REPORTS		
Contractor and Sub-contractor		
NCRs raised	0	0
NCRs closed out	0	0
NCRs overdue	0	
NCRs open	0	
% Achieved	#DIV/0!	
AUDIT DATA		
Contractor Internal and Sub-contractor Audits		
Audits planned	0	0
Audits conducted	0	0
Audit findings / NCRs raised	0	0
Audit findings / NCRs closed out	0	0
Audit findings / NCRs overdue	0	
Audit findings / NCRs open	0	
% Achieved	#DIV/0!	
ENVIRONMENTAL DATA		
Pollution Incidents		
Minor Pollution Incidents	0	0
Major Pollution Incidents	0	0
Major Environmental Incidents	0	0
Major Pollution/Environmental Incidents Closed Out	0	0
Complaints/Enquiries		
Complaints/Enquiries from statutory bodies relating to noise	0	0
Complaints/Enquiries from statutory bodies relating to vibration	0	0
Complaints/Enquiries from statutory bodies relating to litter	0	0
Complaints/Enquiries from statutory bodies relating to vegetation	0	0

	Complaints/Enquiries from statutory bodies relating to other environmental issues	0	0
	No. of Complaints/Enquiries from statutory bodies closed out	0	0
	Number of Complaints/Enquiries from residents received	0	0
Materials & Waste Management			
Controlled Waste to Landfill			
	Inert	0	0
	Non-hazardous	0	0
	Special	0	0
Recycled			
	Scrap metal	0	0
	Concrete	0	0
	Cardboard/paper	0	0
	Wood (including waste pallets, cable drums)	0	0
	Spoil	0	0
	Tyres	0	0
Others (please provide detail)			
	Aluminium cans	0	0
	Plastic pipe	0	0
	Total Waste Produced	0	0

0	0	0	0	0	0
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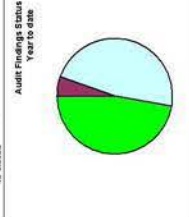
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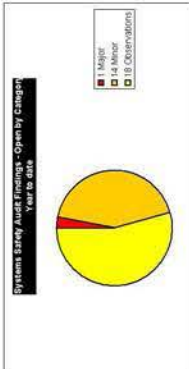
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Updated for Period 12 from report

Audit Findings Status - ALL
 0 not accepted by auditee
 1 Major
 9 Accepted and signed by the auditee
 42 Actions taken agreed with auditee
 0 presented by auditee for closure
 43 closed

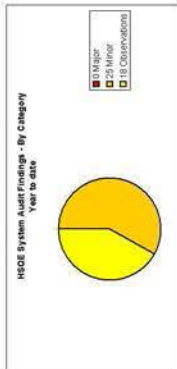


Audit Findings Status - ALL
 0 not accepted by auditee
 1 Major
 9 Accepted and signed by the auditee
 42 Actions taken agreed with auditee
 0 presented by auditee for closure
 43 closed



Systems Safety Audit Findings - By Category
 1 Major
 14 Minor
 18 Observations

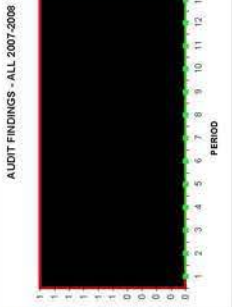
HEOE System Audit Findings - By Category
 25 Minor
 18 Observations



AUDIT FINDINGS - ALL

Closed Period
 Total raised Period
 Total raised YTD
 Open

	1	2	3	4	5	6	7	8	9	10	11	12	13
Closed Period	0	0	0	0	0	0	0	0	0	0	0	0	0
Total raised Period	0	0	0	0	0	0	0	0	0	0	0	0	0
Total raised YTD	0	0	0	0	0	0	0	0	0	0	0	0	0
Open	0	0	0	0	0	0	0	0	0	0	0	0	0



Systems Safety Audit Findings Status

Not accepted by auditee
 Awaiting actions from auditee
 Actions taken agreed with auditee
 Presented by auditee for closure
 Total Raised

	1	2	3	4	5	6	7	8	9	10	11	12	13
Not accepted by auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Awaiting actions from auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Actions taken agreed with auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Presented by auditee for closure	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Raised	0	0	0	0	0	0	0	0	0	0	0	0	0

HEOE Management System Audit Findings Status

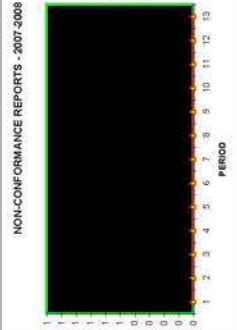
Awaiting actions from auditee
 Accepted and signed by the auditee
 Actions taken agreed with auditee
 Presented by auditee for closure
 Total Raised

	1	2	3	4	5	6	7	8	9	10	11	12	13
Awaiting actions from auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Accepted and signed by the auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Actions taken agreed with auditee	0	0	0	0	0	0	0	0	0	0	0	0	0
Presented by auditee for closure	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Raised	0	0	0	0	0	0	0	0	0	0	0	0	0

HCN's

Closed Period
 Raised Period
 Raised YTD
 Overdue

	1	2	3	4	5	6	7	8	9	10	11	12	13
Closed Period	0	0	0	0	0	0	0	0	0	0	0	0	0
Raised Period	0	0	0	0	0	0	0	0	0	0	0	0	0
Raised YTD	0	0	0	0	0	0	0	0	0	0	0	0	0
Overdue	0	0	0	0	0	0	0	0	0	0	0	0	0



INJURED BODY PARTS

HEAD/NECK			
Period	YTD	13 Period	RIDDOR
0	0	0	0

BACK/TORSO			
Period	YTD	13 Period	RIDDOR
1	2	2	0

ARM			
Period	YTD	13 Period	RIDDOR
0	0	0	0

LEG			
Period	YTD	13 Period	RIDDOR
1	3	3	0



EYES			
Period	YTD	13 Period	RIDDOR
0	0	0	0

FACE			
Period	YTD	13 Period	RIDDOR
0	0	0	0

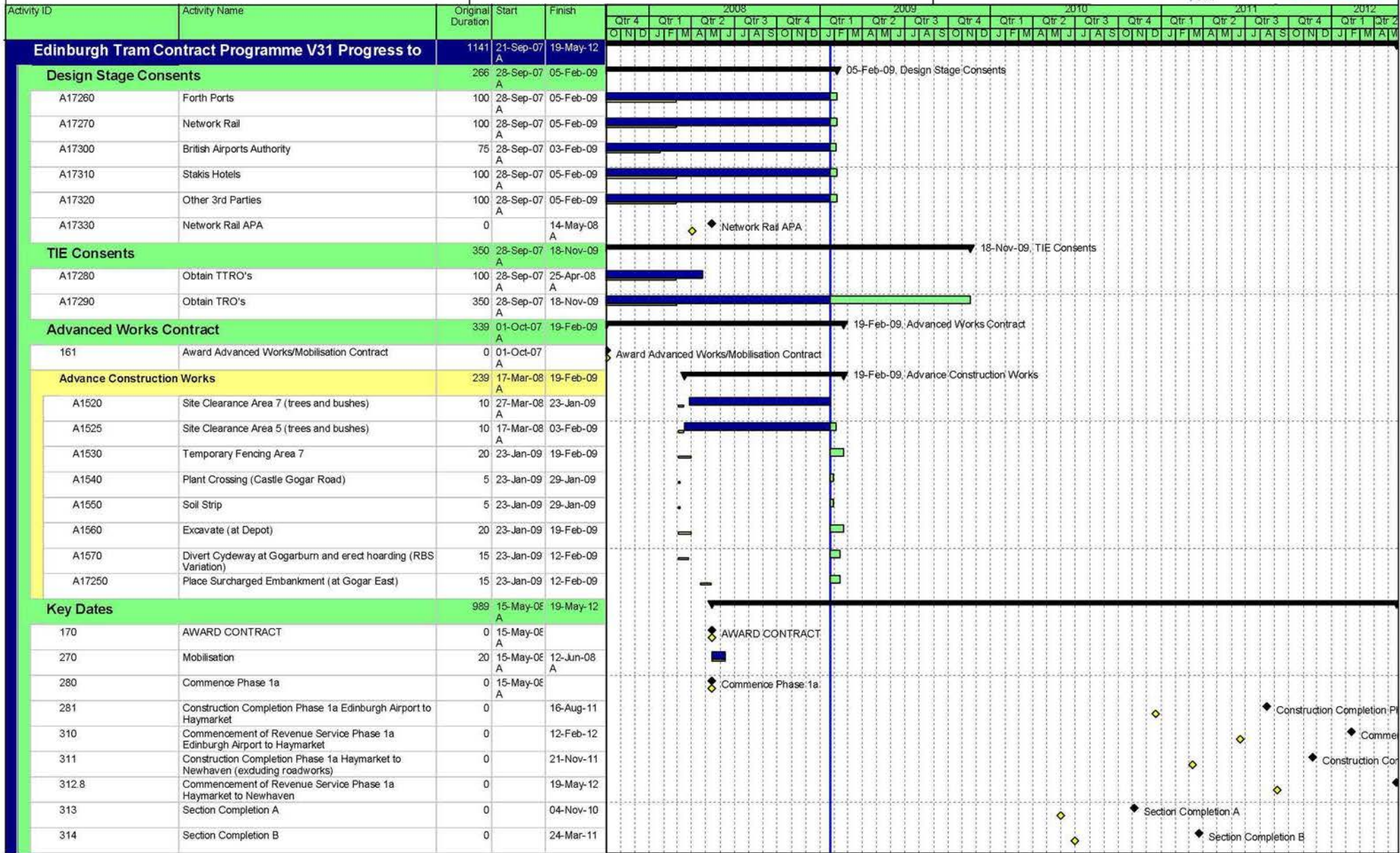
HAND/WRIST			
Period	YTD	13 Period	RIDDOR
1	2	2	0

FOOT/ANKLE			
Period	YTD	13 Period	RIDDOR
0	0	0	0

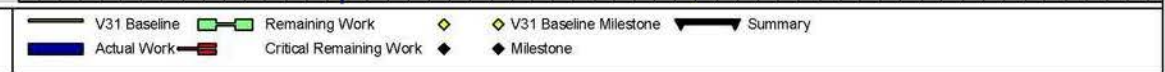


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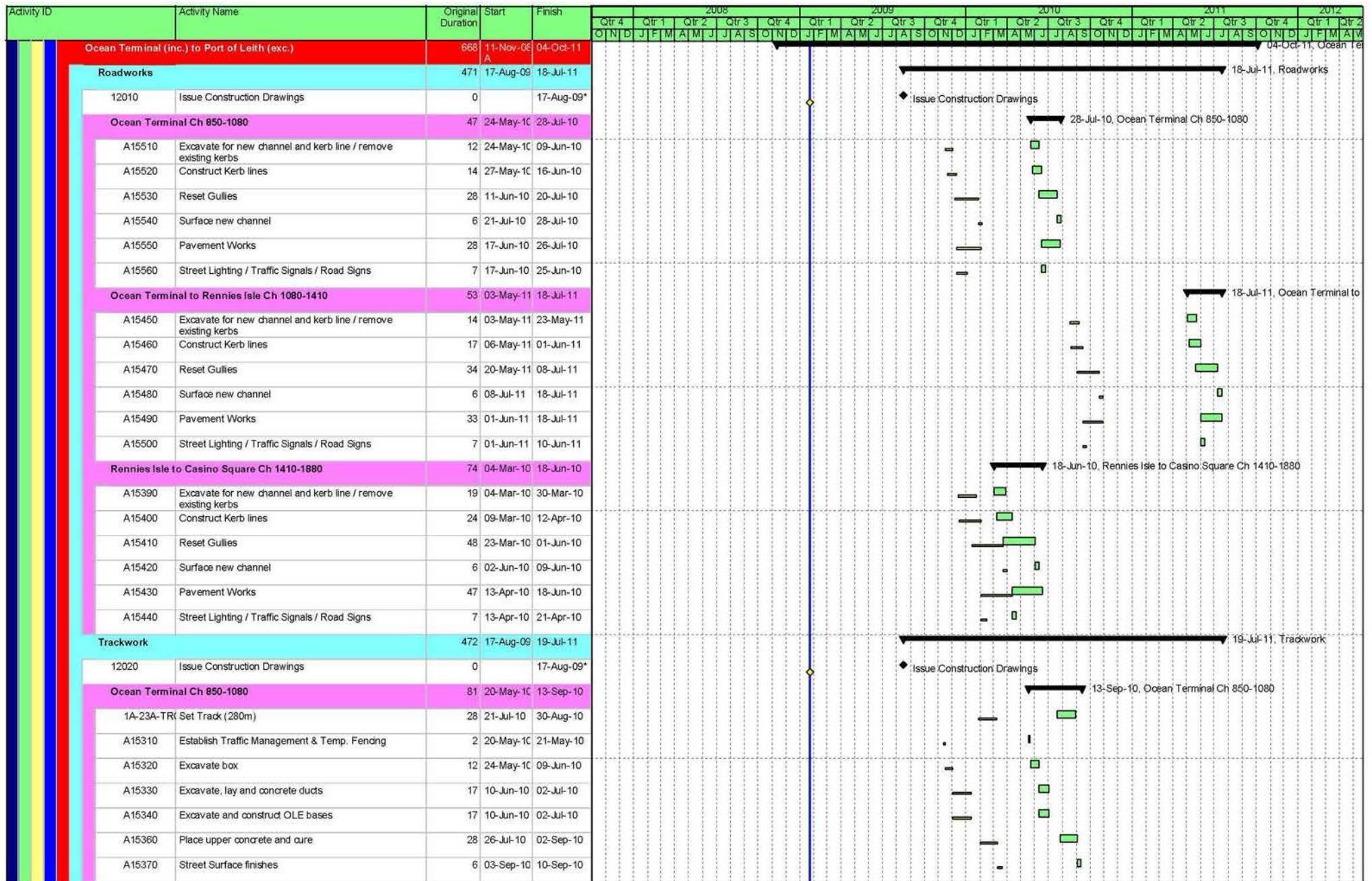
10.2 Programme Update



Date	Revision	Checked	Approved
16-Jan-09		scs	



CEC01103816_0058



Date	Revision	Checked	Approved
16-Jan-09		scs	



