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Your reference

Our reference

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Gill Lindsay
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Anchor Close
30 Cockburn Street
Edinburgh, EH1 1YJ

and to

Willie Gallagher
Executive Chairman
tie Limited ("**tie**")
Citypoint
65 Haymarket Terrace
Edinburgh, EH12 5HD

28~~2~~ April 2008

Dear Sirs,

**EDINBURGH TRAM NETWORK ("ETN")
DRAFT CONTRACT SUITE AS AT 28~~2~~ APRIL 2008**

We are instructed to report to **tie** and to CEC in relation to the status of the ETN Suite of documentation as at 28~~2~~ April 2008. You of course have our letters of 12 and 18 March, copies of which are appended for ease of reference.

Since we last wrote on 18 March, **tie** has been engaged largely on negotiations to close the SDS novation and to complete programme and pricing discussions with Parsons Brinckerhoff ("**PB**") and Bilfinger Berger and Siemens ("**BBS**") respectively. Close discussions have also been held in Spain with Construcciones Y Auxiliar de Ferrocarriles S.A. ("**CAF**"). There have also been initial proposals from BBS regarding CAF joining the Consortium.

Taking our letter of 12 March as the base line from which **tie** was able to issue its notifications of intent to award the ETN Contracts, we are in a position to update as follows: (using the sections and numbering in that earlier letter:

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1. CORE INFRACO CONTRACT TERMS SETTLED AND ALIGNED WITH TRAMCO CONTRACT

1.1 Core Infraco Contract Terms

The Core Infraco terms are closed as to all matters of contractual, technical and commercial principle. Legal teams are instructed to respond during the final quality assurance period of 7 days in order to remove or refine any omissions or errors co-operatively. No issues have arisen since we last reported which have resulted in an alteration (of consequence) to risk balance. As they stand, the conditions represent a clear reflection of the positions which have been negotiated by tie and are competent to protect and enforce those positions.

1.2 Employer's Requirements ("ERs")

tie report that BBS and SDS are satisfied (and have agreed to its inclusion as a Contract Schedule) that the document (at version 4.0) has now been signed off by the relevant technical teams. Limited legal reviews were carried out to remove inconsistencies and repetition where obligations were already captured in the core terms and conditions. The evolution of the ERs as a contractual (as opposed to technical) document has taken some time and our own involvement in quality assurance has been limited. Nevertheless, the contract contains a clear mechanism to address any mismatch between the ERs, the Infraco Proposals and the core terms - giving the core terms and conditions precedence. We are instructed by tie that the SDS Provider has been given a change order to align its design with the Employer's Requirements and the Infraco Proposals and will warrant to Infraco that (once this exercise is complete) the SDS design produced to date will comply with the Employer's Requirements and the Infraco Proposals.

2. RISK ALLOCATION MATRIX

We have revised the matrix to reflect in particular the recent discussions with SDS and with BBS on liability caps and on BBS responsibility for SDS design and performance post novation.

3. PERFORMANCE SECURITY PACKAGE

We have nothing further to report here, save that the PCGs now contain a progressive cover step-down during the Term of the Infraco Contract--- which extends beyond the issue of the Reliability Certificate (approximately one year from commencement of operations).

4. CONFIRMATION OF NOVATION STRATEGY

CAF remains committed to novation. SDS has now committed to novation and the terms of the novation agreements are settled. Our comments in the letter of 12 March remain valid. We are content that the three novation agreements are competent to achieve the transfer of the Contracts to the Infraco under the commercial principles that tie has agreed with each party under tripartite negotiations since preferred bidder appointment.

5. RISK

Following on from our letter of 12 March, we would observe that delay caused by SDS design production and CEC consenting process has resulted in BBS requiring contractual protection and a set of assumptions surrounding programme and pricing.

tie are prepared for the BBS request for an immediate contractual variation to accommodate a new construction programme needed on a consequence of the SDS Consents Programme which will eventuate, as well as for the management of contractual Notified Departures claims when (and if) any of the programme related pricing assumptions falls.

6. THIRD PARTY AGREEMENTS

6.1 The contractual position remains as we explained in our letter of 12 March. We were instructed by tie to carry out an analysis of the third party agreements entered into by tie to identify unusual provisions or constraints. That has been done across the spectrum of commitments and undertakings (which tie has provided us with) and we have made recommendations to tie regarding how these agreements require to be managed and monitored during works execution and beyond.

6.2 EAL

Since last reporting, we have been engaged with the BBS lawyers in order to explore how tie could mitigate the risks which we identified. The EAL arrangements will be stepped down into the Infraco Contract so that Infraco is on notice of their terms and is operating in cooperation with tie to respect EAL's requirements both during construction and operational stage phases. The shifting of the tramway at the airport (if imposed by EAL post-2013) will be implemented as a tie Change under the Infraco Contract.

7. CONSENTS

7.1 We need to refresh our commentary on 12 March with respect to contractual treatment of the performance of SDS. SDS are culpable contractually for delay in the consent process producing "Issued for Construction Drawings" up to a cap of £1,000,000 liquidated damages payable to BBS (payable at approximately £10,000 per deliverable). Beyond that cap, any prolongation cost incurred by

BBS because of consented design production delay would be recoverable from tie as a contractual compensation event. SDS are liable to BBS up to a cap of £10,000,000 (each and every event) for damage caused by deficient design; beyond that amount, BBS would have recourse to tie.

7.2 In addition, SDS will be incentivised to complete their remaining deliverables (approximately £4,500,000 of remaining design tasks, we are instructed by a £1,000,000 bonus for timely delivery which is subject to erosion by approximately £10,000 each time a consent date is missed due to SDS's fault. This bonus is payable at the end of SDS design delivery programme and is only protected against risk to the extent that SDS receives an extension of time due to a tie Change instructed to Infracore.

7.3 SDS will be taking Siemens' design through the Consents process and are expected to provide the resource to achieve this against additional compensation on a monthly capped call-off basis.

8. NETWORK RAIL ASSET PROTECTION AGREEMENT ("APA")

The situation with regard to BBS providing NR with a collateral warranty has been resolved and the APA has been stepped down into the Infracore Contract. BBS are liable for claims by Network Rail up to a cap of £500,000 (£40,000 per incident) in respect of possession overruns or Train Operator Claims and a cap of £750,000 regarding the Network Rail Immunisation Works. Above these caps, liability to Network Rail rests with tie.

9. CEC GUARANTEE

The commitment is now settled and in agreed and satisfactory form. CEC Legal and Finance are fully informed.

10. PROCUREMENT RISK

Since 18 March, tie has held the two most important bidder debriefs at our offices. The relevant DLA Piper partners attended both interviews to support tie's team. Tramlines and Alsthom took the opportunity to ask searching questions which in our opinion were dealt with professionally and convincingly by tie. Accordingly, we would assess residual risk of challenge from these two parties as low provided tie proceeds to contract signature expeditiously. The remaining debrief is with Bombardier (scheduled at their request and convenience) for 24 May.

11. OUR LETTER OF 18 MARCH

We have addressed Sections 1 and 2 in that letter comprehensively in those numbered sections above.

- 11.1 The agreed master Construction Programme (containing SDS Design Delivery Programme and Consents Programme) is being assembled by tie for insertion into the Infraco Contract.
- 11.2 Network Rail Immunisation has been scoped and priced by BBS with tie's agreement and a full set of appropriate contractual terms negotiated and included in the Infraco Contract.
- 11.3 The Pricing Schedule (Infraco Contract Schedule Part 4) has been extensively discussed over the past six weeks and is now settled as to its key assumptions, value engineering items, provisional sums and fixed prices. tie has assessed the likely financial impact of the assumptions not holding true and triggering ~~changes~~ variations.

11.4 Indemnities (uninsured third party economic loss claims)

These matters are now settled (as reported previously) although the sharing agreement (at Service Commencement) agreed for the £3,000,000 reserve account changed on final commercial discussion to one third/two thirds and the reserve account will be managed by Bilfinger Berger UK Limited. The provisions for its operation are in a schedule to the Contract.

11.5 CAF joining the Consortium

BBS have indicated their intention to present a plan under which CAF would formally join the BBS Consortium, as opposed to remaining as its novated Sub-contractor. This outcome was foreseen in the procurement strategy; however its timing (i.e. in the last two weeks prior to Close) has had the potential to disrupt (and introduce a technical procurement hurdle of re-qualifying the Consortium) the ETN Contract Award. tie has rejected a commercial argument mounted by Siemens for a mark-up on CAF's novation if CAF do not join the Consortium. BBS have initially approached CAF joining on the basis that it should be a pre-condition to ETN Infraco Contract Close, but tie have held the position that, though welcome, the entry of CAF into the Consortium is for BBS to arrange with tie's consent after Contract Award and the three novations are complete. This sequence should minimise procurement risk for tie. A full legal analysis will only be possible if and when BBS and CAF present a formal joint proposal but this should not hold up ETN Contract signature.

We attach the update Risk Matrix for your use (clean copy and mark-up against Preferred Bidder Status). This document is not a substitute for study of the Contract Suite and is intended as an aide to the main components of risk allocation. It does not reproduce the commercial detail in the Contract Suite on which tie has reported separately.

Following all parties final due diligence on the ETN Contract Suite released by us on 22nd April 2008 today under tie's instructions (see annex A to this

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letter), our view is that tie is in a position to sign all necessary documentation to give effect to the implementation of the project.

Yours faithfully

DLA PIPER SCOTLAND LLP

Annex A
to DLA Piper Letter of 22 April 2008 to tie Limited and CEC

Edinburgh Tram Network

Contract Execution Suite

- the Infraco Contract (and Schedule Parts 1 to 44);
- the Tram Supply Agreement (and Schedules 1 to 23) and the Tram Supply Novation Agreement;
- the Tram Maintenance Agreement (and Schedules 1 to 24) and the Tram Maintenance Novation Agreement;
- the SDS Novation Agreement and its Annexes 1 to 7; and
- the CEC Guarantee ; and
- the tie-CEC Operating Agreement.

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