





Our ref: 25.1.201/EKi/6338

29 July 2010

tie limited CityPoint 65 Haymarket Terrace Edinburgh EH12 5HD Bilfinger Berger-Siemens- CAF Consortium

BSC Consortium Office 9 Lochside Avenue Edinburgh Park Edinburgh EH12 9DJ United Kingdom

Phone:

Fax:

For the attention of Steven Bell - Project Tram Director

Dear Sirs,

Edinburgh Tram Network Infraco Project Carlisle – Guaranteed Maximum Price Proposal

As you are aware, under an initiative known as "Project Carlisle", Infraco has been requested by tie to develop a Guaranteed Maximum Price Proposal based upon a reduced scope and accelerated programme in an effort to allow tie to obtain a cost effective and revenue generating tram network.

While we believe the attached Proposal and Programme are both comprehensive and achievable, we are fully cognizant that not every tie desire has been incorporated, and as a matter of clarity, not every Infraco cost has been included in the price.

For the purpose of audit and transparency, and as already in place, we are fully prepared to enter into discussion with Mr Jim Molyneux of Gordon Harris Partnership in an effort to transfer the necessary knowledge of how this Guaranteed Maximum Price was prepared so that he can subsequently discuss this detail with you.

Infraco recognises that due to the time constraints placed upon it and it's Sub Contractors, with regard to the Project Carlisle pricing effort, that the prices provided have not been fully reviewed and it would be reasonable to expect that the Sub Contractor prices may be able to be reduced after further discussion. Infraco would be happy to work with you to achieve this aim.

The Guaranteed Maximum Price, as developed and pertaining to the attached scope and Programme is outlined in the attached Proposal. For the avoidance of doubt this Proposal relates solely to the scope and corresponding programme of the Project Carlisle initiative and to that extent shall supersede all estimates and proposals provided in relation with the Edinburgh Tram Network (ETN) once implemented by a tie Change Order.

This proposal is submitted without prejudice to Infraco's whole rights and remedies and no party may rely on any statement, declaration or representation contained within this proposal, whether express or implied, in any court proceedings, arbitration, adjudication, mediation or other form of determination or negotiation without the express written consent of Infraco. This proposal shall not constitute an offer or create any legally binding obligation on Infraco.

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As always, we will avail ourselves to meet at your convenience to discuss this Proposal.

Yours faithfully,



cc: M.Foerder M.Berrozpe

Enc: Guaranteed Maximum Price Proposal

INFRACO "PROJECT CARLISLE" PROPOSAL 29 JULY 2010

INFRACO CONSIDERS THIS PROPOSAL TO BE CONFIDENTIAL INFORMATION AND SUBMITS IT WITHOUT PREJUDICE

INFRACO RESERVES THE RIGHT TO REVISE, RESUBMIT, AND/OR WITHDRAW THIS PROPOSAL AT ITS CONVENIENCE

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PREFACE

Through an iterative and joint process, under an initiative known as "Project Carlisle", tie has resolved to utilise the public purse to obtain "best value" to construct a reduced scope of the Infraco. To this extent, Infraco has developed this Guaranteed Maximum Price Proposal based upon its assumed scope and programme that it believes is both comprehensive and achievable.

The purpose of Project Carlisle is to set aside existing contractual problems by allowing the Parties to agree an amicable solution which will permit the Project to move forward for the benefit of the City. The key to the success of this initiative will be a forward looking perspective and a commitment by both Parties to work in mutual co-operation to fulfil their agreed roles and responsibilities, and agreement to minimise the escalation of any dispute beyond the Senior Representatives of each of the Parties.

Infraco recognises that tie is in the process of drafting a Change Order to execute the Project Carlisle initiative therefore the purpose of this Proposal is to identify the requirements necessary to incorporate this initiative into the Infraco Contract.

Infraco commits to work with tie to expeditiously develop the output of the Project Carlisle Change Order to reflect the final negotiated terms. However, in view of the adoption of Project Carlisle and the Guaranteed Maximum Price, we believe Provisional Sums, Value Engineering, Incentivisation, and terms regarding Uninsured Economic Losses, included in the Infraco Contract, would no longer be applicable or appropriate.

We would welcome further discussion with you on these areas as well as the various other terms of the Infraco Contract which we believe will require to be reviewed. We would expect such discussions to extend to the performance security package, and a simplified, effective and efficient, Change mechanism to facilitate the uninterrupted progression of the Infraco Works.

As part of Project Carlisle, Infraco is committed to providing a fully functional tram system. We appreciate that this will not be possible without a Terminus at a suitable location, however, at this stage Infraco does not have sufficient information to provide a Guaranteed Maximum Price for works between the Terminal Point and Terminus. As such this proposal does not include works east of the Terminal Point. Both civil and systems works have been excluded from this proposal for the following issues:

- 1. Agreement on the location of a Terminus
- 2. System functionality and /or reliability
- 3. Contract conditions for the works to be performed east of the Terminal Point
- 4. Modification of the Infraco Contract with regard to risk allocation, warranties, indemnities, and performance security in relation to tie's executions and management of the civil work.

Once we have an understanding of tie's proposed arrangements for execution of the civil works east of Princes Street and how the interface with systems and trackwork for this section will be managed we will be better able to provide a Guaranteed Maximum Price for Terminal Point to the Terminus. The preferred solution is for BSC to undertake the civil works east of Princes Street and we invite tie's constructive response to this proposal.

For the avoidance of doubt this Proposal relates solely to the scope and corresponding programme of the Project Carlisle initiative and to that extent shall supersede all estimates and proposals provided in relation with the Edinburgh Tram Network (ETN) once implemented by a tie Change Order. This proposal is submitted without prejudice to Infraco's whole rights and

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remedies and no party may to rely on any statement, declaration or representation contained within this proposal, whether express or implied, in any court proceedings, arbitration, adjudication, mediation or other form of determination or negotiation without the express written content of Infraco. This proposal shall not constitute an offer or create any legally binding obligation on Infraco.

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EXECUTIVE SUMMARY

Introduction

Further to your request, we are pleased to enclose our proposal to carry out the Infraco Works within the existing Infraco Contract, as modified under the Project Carlisle initiative.

The Scope

We have prepared our proposal based on the scope set out in this Proposal. In essence, we will carry out the works shown on the GMP Drawings, which offer a buildable design meeting the Project's aspirations.

Given that the design is now in an advanced state, we would expect that any future changes to design will be minimal. We believe that our proposal in this regard will help to remove some of the obstacles which have hampered progress of the Project to date.

Our Pricing Assumptions

As a result of the above, we are able to offer our Guaranteed Maximum Price on the basis of a minimal number of Pricing Assumptions. We would like to take this opportunity to assure you that we have looked to minimise the number of Pricing Assumptions to provide greater certainty to both Parties and for the benefit of the Project as a whole.

A shortened list of Pricing Assumptions can be found at Appendix 4. The main items be summarised as follows:

- 1. Infraco will build to the GMP Drawings. The GMP Drawings will not be amended other than by way of a tie Change
- 2. CEC will approve the GMP Drawings in expedient fashion.
- 3. Infraco will not take the risk of dealing with contaminated ground (including by invasive species)
- 4. Infraco will not take any risk associated with the discovery and/or replacement of utilities
- 5. Infraco has accepted the risk to remove and replace soft materials to the extent identified on the GMP Drawings
- 6. Infraco will not take the risk on obstructions or voids being discovered below the original ground level
- 7. Infraco and tie shall agree a revised Milestone Payment Schedule acceptable to both Parties
- 8. CEC will grant all consents and technical approvals for the Integrated Trackform design shown on the GMP Drawings
- 9. No work will be carried out beyond the Terminal Point.

In addition we anticipate that the majority of the existing Pricing Assumptions will no longer be required. Those remaining are of a less contentious nature than the existing design related ones eg. PA 33 which provides that third parties shall not carry out works which impact upon the

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Infraco Works. Pricing Assumptions such as 3.4.1 which have been more problematic to date would be removed. We look forward to discussing this with you.

The Programme

Our proposed Programme is set out at Appendix 5. This shows Sectional Completion Dates of:

- 1. Section A 24 May 2011
- 2. Section B 15 September 2011
- 3. Section C End of construction 22 May 2012 End of Testing & Commissioning 20 August 2012
- 4. Section D 19 November 2012

The Programme which was exclusively set up for the implementation of Project Carlisle is challenging but achievable and Infraco is fully committed to delivering it.

The Guaranteed Maximum Price

In light of the above, we are able to offer a 'Guaranteed Maximum Price' of £433,290,156 and €5,829,805, less amounts previously paid. We believe this is a fair and reasonable offer which we hope, when seen as part of this Proposal, will prove acceptable to tie.

A detailed breakdown is provided at Appendix 1.

Revised tie Change Mechanism

We believe that Project Carlisle offers an excellent opportunity to remedy what has previously been a major source of contention on the Project - namely Clause 80. Our proposal will commit Infraco to working whilst Estimates are agreed subject to payment being received for works carried out during that period.

The revised mechanism would operate as follows:

- 1. tie will be required to issue a tie Notice of Change upon the occurrence of a change event, or upon Infraco notifying it of such an occurrence.
- 2. Failure to issue a tie Notice of Change will result in the matter being referred to DRP.
- 3. Infraco to prepare an Estimate within existing contractual timescales, following receipt of a tie Notice of Change.
- 4. A finite period to be allowed for agreement of the Estimate failing which the matter will be referred to DRP.
- 5. Infraco will commit to carrying out the works associated with the tie Change in advance of agreement or determination of the Estimate, and where necessary, in advance of the production of an Estimate in accordance with the Programme.
- 6. Infraco to be paid, on an interim basis in line with the Estimate.
- 7. Note that as set out above, Infraco will continue to build the design set out in the GMP Drawings until it receives a tie Notice of Change instructing otherwise.

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It is our firm belief that the above changes offer an equitable solution for both Parties, allowing uninterrupted progress of the Works to continue and a swifter delivery of the ETN.

Priority of Project Carlisle

Given the innovative nature of Project Carlisle and the impact of our Proposal on the existing Infraco Contract, both Parties would be required to accept that the product of this Proposal will take precedence over any conflicting existing Infraco Contract obligation.

Conclusion

We believe that our proposal provides an excellent opportunity for both sides to move forward in a positive direction. The key aspects of our proposal can be summarised as follows:

- 1. A Guaranteed Maximum Price based on a well-developed design
- 2. A fully optimised Programme providing the most sensible and expedient method of delivering the Project
- 3. A significantly reduced number of Pricing Assumptions
- 4. A simplified Change mechanism which allows progress to continue while Clause 80 runs its course.

Whilst we anticipate that much time and work will be required to align the Infraco Contract with the changes brought about by Project Carlisle, not least to the Employer's Requirements and Infraco Proposals, there is an immediate need to resolve outstanding issues relating to the approval of form to Sub Contract for key Sub-Contractors and the Permits to Commence work in order to demonstrate the benefit of Project Carlisle to the general public.

We also believe that the success of the Project could be ensured by the appointment of a full time mediator to resolve differences, and continually engage both Parties in constructive dialogue.

We look forward to discussing the Proposal in further detail with you in the coming weeks and hope that a satisfactory outcome can be achieved for both Parties.

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DEFINITIONS USED IN THIS PROPOSAL

- "Project Carlisle Change Order" for the purposes of this Proposal refers to the issue by tie of a Change Order to incorporate the 'Project Carlisle' initiative.
- "GMP Drawings" means the GMP Drawings, Specifications and Schedules, listed in Appendix 3 of this Proposal.
- "Guaranteed Maximum Price" means, on the basis of the scope and assumptions referenced in this Proposal, the sum set out in Appendix 1 as the same may be varied in accordance with the principles set out in this Proposal and the remaining terms of the Infraco Contract.
- "Actual Cost" means all direct and indirect cost/expenditure incurred whether on or off Site including overheads, finance, and other charges and allowances allocable thereto.
- **"Estimated Actual Cost"** means, a reasonable estimate of Actual Costs, based upon the available information, terms, and conditions known at the time of estimation. It is anticipated that Estimated Costs may vary from the Actual Costs.
- "Programme" means the Programmes contained in Appendix 5
- "Terminal Point" is defined at the East end of Princes Street (Inbound track Chainage 121382 and Outbound Chainage 121377)
- "Terminus" is the location required to reverse trams for the proposed service operation.

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APPENDIX 1

GUARANTEED MAXIMUM PRICE

The Guaranteed Maximum Price is comprised of the following Infraco Prices (further detailed in Appendix 1.1 - 1.4 respectively), exclusive of Value Added Tax and in Pounds Sterling:

Bilfinger Berger Civil UK Ltd.	£234,331,022
Siemens	£126,901,621
CAF	£55,781,634
and	€5,829,805
SDS*	£16,275,879
Total	£433,290,156
and	€5,829,805

^{*}SDS GMP Price is included in Bilfinger Berger UK Ltd. Price, however it is broken out for presentation purposes.

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APPENDIX 1.1

Bilfinger Berger UK Ltd - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.1 - BB - GMP Breakdown

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Bilfinger Berger Civil UK Limited : GMP Summary

1. Direct Cost

Item	Description	Original SubContract Order
(1)	(2)	(3)
	्य Direct Cost	66,

Met	Prelims and hod Related Charge	s
to 30 June 2010	to Completion	
(4)	(9)	(60+(4)+(6))
9 930 764	35 040 080	35 970 944

	(Construction Works		
Original Subcontract Work	Already Submitted® and Agreed	Already Submitted ^e and Not Agreed	New Submission	Construction Works Total
m	Lat-	[a]	(10)	[ill - [fix 10]
50,483,975	3,898,446	30,883,523	39,789,536	125,055,480

Risk / Opportunity	Gra
[13]	[[4]-
4.147.224	1

	Grand Total
H	[rst-rst-dated rst)
	165,073,548

* At the 30th June 2010

2 . SD5 Provider

Item	Description	Original Order
(1)	[2]	(3)
Total for S	OSProvider	4,983,815

	Scope	Works				
		Change		Total		
Original Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	(excl Risk & Opportunity)	Grand Total	
14)	151	100	(7)	(8)=(4 to 7)	(9)	{10 = (8)+(9)
4,983,815	4,806,924	1,787,081	4,698,059	16,275,879		16,275,879

3. In Direct Cost

ltem	Description		
[11]		FII)	
	n Direct Cost		

<u>_</u>	Indirect Cost	_
	‡3 1	
	41,435,029	

Risk /
Opportunity 14i
5,040,000

	Grand Total
	(2)+137+10
L	46,475,029

227,824,455.42

4. Summary of Direct, SDS and Indirect Costs

Overheads 7% 15,947,711.88

Profit 3% 6,834,733.66

GMP Grand Total 250,606,900.96

Printed: 29/07/2010

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^{*} At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Direct Costs: GMP Summary

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				Prelims and Me Char			C	onstruction Works				
item	Description		Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Change Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
[1]		[2]	(3)	141	(S)	[6]	17)	101	191	(5 to 9)=(10)	(11)	(4)·5>·(12)·(11)
1A	McKean & Co		2,620,066	671,292	1,423,140	1,628,076	879,730	42,003	2,927,350	5,477,159	447,000	8,018,59
18	Crummock (Scoti	land) Ltd		184,430	12,500		433,230		5,313	438,543		635,47
1C	Not Required											
-		MacKenzie Construction Ltd						7,707,463	228,828	9,913,397		9,913,39
	Princes	Crummock (Scotland) Ltd	1,977,106			1,977,106		2,451,198	4,917	2,456,115		2,456,11
	Street Supplemental	Class One	1,577,100			1,577,100		345,950	29,298	375,248		375,24
1C/1D	Agreement	Others						69,796		69,796		69,79
		Totals	1,977,106			1,977,106		10,574,407	263,043	12,814,556		12,814,55
	Other Work in 10	C/1D (non PSSA)	447,095			447,095		1,668,717		2,115,812		2,115,81
		1C/1D Totals	2,424,201			2,424,201		12,243,124	263,043	14,930,368		14,930,36
1D	McKenzie Constr	uction Ltd	3,871,941	40,144	4,309,981	3,355,254		(490,128)	5,385,510	8,250,636	302,750	12,903,51
On	Other On Street	Works	3,327,111	1,295,098	1,383,192	1,618,345	(1,02 8 ,69 7)	146,343		735,991	72,620	3,486,90
ON Street	Summary		12,243,319	2,190,964	7,128,812	9,025,876	284,263	11,941,342	8,581,216	29,832,696	822,370	39,974,84
2A	John Graham (Dr	omore) Ltd	15,853,507	1,678,000	8,057,305	9,683,666	85,790	1,793,163	3,591,753	15,154,372	480,182	25,369,85
5	Expanded Ltd		12,207,596	2,462,979	3,259,938	9,198,688	73,794	12,167,192	2,350,050	23,789,724	2,378,972	31,891,51
6	Barr Limited		12,588,218	1,643,983	1,110,014	10,451,039	1,337,249	1,639,659	1,286,243	14,714,189	305,700	17,773,88
7A	Farrans Ltd		5,583,816	1,198,653	2,232,519	4,291,048	2,117,351	3,342,167	7,292,027	17,042,593	160,000	20,633,76
Off	Other Off Street	Works	7,833,658	756,184	4,151,492	7,833,658			16,688,248	24,521,906		29,429,58
OFF Stree	et Summary		54,066,795	7,739,799	18,811,268	41,458,099	3,614,183	18,942,181	31,208,320	95,222,784	3,324,854	125,098,70
OVERALL	SUMMARY		66,310,114	9,930,764	25,940,080	50,483,975	3,898,446	30,883,523	39,789,536	125,055,480	4,147,224	165,073,54

GRAND TOTAL

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2	

				PRO	GRAMME INFORMAT	ION			
Description	Subcontract Order Start Date	Subcontract Contract Period (wks)	Subcontractor Mobilised and On Site	Actual Start Date on Site	Programme Status at 30/6/10	Subcontract Contract Period Revised (wks)	Additional Duration (wks)	Carlisle Programme Subcontract Completion	Weeks from 01/07/10
McKean & Co	19-Jun-09	96	23-Nov-09	09-Mar-10	9 wks BH	103	7	13-Jun-11	4
Crummock (Scotland) Ltd	06-Oct-08	n/a	01-Oct-08	13-Oct-08	n/a	n/a	n/a	n/a	n/a
Not Required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
McKenzie Construction Ltd	05-Jan-09	88	05-Jan-09	05-Jan-09	n/a	172	84	20-Apr-12	9
John Graham (Dromore) Ltd	01-Feb-10	65	23-Nov-09	23-Nov-09	21 wks BH	111	46	20-Mar-12	8
Expanded Ltd	27-Oct-08	85	27-Oct-08	27-Oct-08		152	67	27-Sep-11	6
Barr Limited	03-Nov-08	68	02-Feb-09	17-Aug-09	On Prog	110	42	16-Dec-10	2
Farrans Ltd	08-Sep-08	56	11-Sep-08	11-Sep-08		150	94	25-Jul-11	S
	McKean & Co Crummock (Scotland) Ltd Not Required McKenzie Construction Ltd John Graham (Dromore) Ltd Expanded Ltd Barr Limited	McKean & Co Crummock (Scotland) Ltd Not Required McKenzie Construction Ltd John Graham (Dromore) Ltd Expanded Ltd Description Start Date 19-Jun-09 06-Oct-08 n/a 05-Jan-09 John Graham (Dromore) Ltd 27-Oct-08 Barr Limited Da-Nov-08	Description Start Date Contract Period Possible Contract Period Contract Period Contract Period Contract Period Possible Contract Period Possible Contract Period Contract Period Contract Period Contract Period Contract Period Possible Contract Period Possible Contract Period Co	Description Subcontract Order Start Date Contract Period Mobilised and On Site	Subcontract Order Subcontract Contract Period Subcontract Contract Period Site Subcontract On Site	Description Subcontract Order Subcontract Contract Period (wits) Subcontract on Site Programme Status at 30/6/10	Description Subcontract Order Start Date Contract Period (wks) Mobilised and On Site Programme Status at 30/6/10 Contract Period (wks) Contract Period Con	Description Subcontract Order Subcontract Contract Period Contract Period Contract Period Contract Period Contract Period Contract Period Site Programme Status at 30/6/10 Revised (wks) Duration (wks)	Description Subcontract Order Start Date Subcontract Contract Period (wks) Subcontract Contract Period (wks) Subcontract Contract Period (wks) Subcontract Contract Period (wks) Site Programme Status at 30/6/10 Revised (wks) Subcontract Completion Site Programme Status at 30/6/10 Revised (wks) Subcontract Completion Subcontract Completion Site Programme Status at 30/6/10 Revised (wks) Programme Status at 30/6/10 Programme Sta

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor : McKean & Co (Glasgow) Ltd

Section 1A: Enabling Works

ection	1A : Enabling Works				Cha	rges			Construction Work	S			
							1	1	Change		e u		Grand Total
ltem	Description	Original SubContract Order	De-Scope for Project Carlisle	Balance of Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	
(1)	124	(3)	14	(s)	[6]	[7]	[8)	(9)	(10)	(11)	(8 to 11)=(12)	(13)	(6)+(7)+(12)+(13)
1	Preliminaries & General Items	1,679,780	687,790	991,990	671,292	1,423,140						567,000	2,661,432
2	Method Related Charges	18,800	18,800	+						(40)			- 3
3	Track and Formation	1,063,265	1,014,910	48,355			48,355				48,355		48,355
4	Tramstops	448,537	448,537	-			4				14		
5	Accommodation Works	2,050	200	1,850			1,850		8,300	59,224	69,374		69,374
6	Highways	841,184	841,184						1,866	1,529,100	1,530,966		1,530,966
7	Buildings - Substation	26,276	26,276				-				•		
8	Structures	1,777,120	199,249	1,577,872			1,577,872	879,730	25,921	320,739	2,804,262		2,804,262
9	OHLE	88,214	88,214	- 4			. 4		5,916		5,916		5,916
10	Lindsay Road Realignment	-		-						953,286	953,286		953,286
11													
12													- 33
13	Risk Review Transfer / Deletion									65,000	65,000	- 120,000	55,000
14											i i		- 4
-	Total	5,945,227	3,325,161	2,620,066	671,292	1.423.140	1,628,076	879,730	42,003	2,927,350	5,477,159	447,000	8,018,591

Prelims and Method Related

GRAND TOTAL

^{*} At the 30th June 2010



Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Section 1B: Leith Walk

Item

(1)

1

2

3

4

5

6

7

8

9

10

11

12

Description

Subcontractor: Crummock (Scotland) Limited

Preliminaries & General Items

Method Related Charges

Track and Formation

GRAND TOTAL

Prelims and Method Related Charges

30 June 2010

184,430

184,430

Original

SubContract

Order

(3)

Total

ges		•	Construction Works				
			Change				Grand Total
to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
(5)	(6)	(7)	(8)	(9)	(6109)=(10)	(11)	(4)+(5)+(10)+(11)
12,500							196,930
					- 6		*
		433,230		5,313	438,543		438,543
							4
					185		
					·		141
							*
							1
					(4)		(+)
					187		
							74
					(4)		
12,500	132	433,230		5,313	438,543	74	635,473

*	At the	30th	June	2010



Appendix 1.1

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Subcontractor GMP Summary

Subcontractor: Various

Princes Street Supplemental Agreement

item	Description	Original SubContract Order	30 June
(2)	(2)	(3)	{4}
1	Preliminaries & General Items		
2	Method Related Charges		
3	MacKenzie Construction Ltd	70	
4	Crummock Scotland Ltd	+1	
5	Peek Traffic		1,9
8	Siemens Traffic Controls		
9	Class One Traffic Management		
_			
		•	
	Total	1	1,9

				Construction Works				Prelims and Me Char
Grand Total				Change				
Grand You	Risk / Opportunity	Construction Works Total	New Submission	Already Submitted* and Not Agreed	Aiready Submitted* and Agreed	Original Subcontract Work	to Completion	to OJune 2010
(4)+(5)+(10)+(11)	(11)	(6 to 9)=(10)	(9)	(6)	(7)	(6)	(5)	{4}
		*		THE BEARING			-	
		b.				i,		
9,913,39		9,913,397	228,828	7,707,463				
2,456,11		2,456,115	4,917	2,451,198				
57,13		57,135	-	57,135		1,977,106		1,977,106
12,66		12,661	-	12,661		[
375,24		375,248	29,298	345,950				
	-					-		
12,814,55		12,814,556	263,043	10,574,407	•	1,977,106		1,977,106

GRAND TOTAL

^{*} At the 30th June 2010



Subcontractor GMP Summary

Subcontractor : MacKenzie Construction

Section	1C/1D Princes St(Non PSSA work)		Prelims and M Cha	lethod Related rges			Construction Work	s			
							Change		3.		Grand Total
Bem	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Aiready Submitted* and Agreed	Aiready Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(6 to 9}=(10)	(12)	(4)+(5)+(10)+(22)
1	Preliminaries & General Items	£)-	-		¥ yı		المالية				
2	Method Related Charges		F			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		£(-		
3	MacKenzle Enabling Works						420,000		420,000		420,000
4	MacKenzle Site Investigation					-	187,500		187,500		187,500
5	Crummock Surfacing	447,095			447,095		1,061,217		1,508,312		1,508,312
							*				
	Total	447,095	BA 3.0		447,095		1,668,717	140 30	2,115,812		2,115,812

GRAND TOTAL

^{*} At the 30th June 2010



Edinburgh Tram Network
Project Carlisle: "Guaranteed Maximum Price"

C. b. - - t - - Chan Country of the Country of the Change of the Change

Subcontractor GMP Summary

Subcontractor : MacKenzie Construction

Section 1D reduced to West End of Princes St

em	Description	Original SubContract Order
[1]	(2)	(3)
1	Preliminaries & General Items	516,687
2	Method Related Charges	
3	Accommodation Works	
4	Highways	1,584,666
5	Landscaping	
6	Overhead Electrics	110,047
7	Sub-stations	
8	Trackwork	1,054,934
9	Tramstops	158,803
10	Drainage	156,500
11	Traffic Signal Ducting	111,068
12	Street Lighting Ducting (less original bill items)	104,572
13	Tactile Paving at Crossings	22,833
14	Bus Stop Shelters	25,421
15	CBR Testing on Trackbox	26,410
16	Deduct - 380m completed under PSSA	
17	Risk Review Transfer / Deletion	

Prelims and Me Char				Construction Works				
				Change				Grand Total
to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
(4)	(5)	(6)	[7]	(a)	(9)	(6 to 9)=(10)	(11)	(4)+(5)+(10)+(11)
40,144	4,309,981			line" ä	1776	-	652,750	5,002,879
		120	1 3 4 17); (ç:			
						-		
		1,584,666	,		1,949,398	3,534,065		3,534,06
						-		
		110,047			213,357	323,404		323,40
		-				•		
		1,054,934			2,258,292	3,313,226		3,313,22
		158,803				158,803		158,80
		156,500			168,386	324,885		324,88
		111,068			45,305	156,372		156,37
= = = 11		104,572			22,513	127,086		127,08
		22,833			-	22,833		22,83
		25,421			378,259	403,679		403,67
		26,410				26,410		26,41
		-	<u></u>	(490,128)		(490,128)		(490,12
					350,000	350,000	(350,000)	
40,144	4,309,981	3,355,254		- 490,128	5,385,510	8,250,636	302,750	12,903,51

GRAND TOTAL

* At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor : Various

Other On Street Works

Item	Description	Original SubContract Order
(1)	izi	[3)
1	RD Anderson	
2	Lothian and Borders Police	
3	Hunter Demolotion	
4	Raeburn	
5	Harper Generators	
6	Daver Steels (Bar & Cable Syst	
7	Scottish Water	
8	Harper Generators	
9	Gallagher Groundworks Ltd/	
10	Instalcom Ltd	
11	Stanger Testing Services Limit	
12	Beattie Chalmers Limited/	
13	Traffic Signs under estimate Section 1A	
14	Traffic Signs under estimate Section 1C3/1D	
15	On Street TM	1,646,163
16	Substation Housing Design (Portastor)	37,337
17	Tram Stop Shelter and Ancilliary Eguipment Design (RWS)	51,351
18	Street Lighting	1,592,260

Prelims and Me Char	
to 30 June 2010	to Completion
(4)	19
_	
	-
1,206,410	1,333,862
37,337	
51,351	897
	48,433
1,295,098	1,383,192

				Construction Works	C	
Grand Total				Change		I.
	Risk / Opportunity	Construction Works Total	New Submission	Already Submitted* and Not Agreed	Already Submitted* and Agreed	Original Subcontract Work
(4)+(5)+(10)+(11)	(11)	(6 to 9) = 10	(9)	(4)	in	[G
1,441		1,441			1,441	- 5
2,845		2,845			2,845	
14,500		14,500			14,500	
368		368			368	
330		330			330	
2,412		2,412			2,412	
75		755			755	
1,800		1,800			1,800	
1,110		1,110			1,110	
4,550		4,550			4,550	
1,510		1,510			1,510	
8,854		8,854			8,854	
16,067		16,067		16,067		
130,270		130,276		130,276		
2,599,39	59,120					
111,854		74,517				74,517
52,248						
536,589	13,500	474,656			(1,069,172	1,543,828
3,486,90	72,620	735,991		146,343	(1,028,697)	1,618,345

GRAND TOTAL

Printed: 29/07/2010

^{*} At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor: John Graham (Dromore) Ltd

Section 2A and 5A (part)

ltem	Description	Original SubContract Order
(1)	12	[3]
1	Preliminaries & General Items	6,169,841
2	Method Related Charges	
3	Section 1D - All Works	64,076
4	Haymarket Viaduct	1,139,067
5	2A Trackwork inc Drainage etc	1,083,745
6	Haymarket Terrace Sub-Station	116,191
7	Haymarket Station Tramstop	174,548
8	520 - Russell Road Underbridge	828,643
9	Russell Road Sub-Station	73,459
10	W18 Retaining Wall	790,597
11	SA Trackwork inc Drainage etc	623,008
12	Murrayfield Tramstop	284,529
13	Rose burn Viaduct	2,853,229
14	S21B - Murrayfield Ret Walls	1,462,165
15	S21C - Murrayfield Underpass	190,409
16	Schedule 4 Notified Departures	

	Prelims and Me Charg			C	onstruction Works				
					Change				
	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk/ Opportunity	Grand Total
	(4)	(5)	(e)	(7)	[6]	(9)	(6to 9)=(10)	(11)	(44/51410)411)
11	1,678,000	8,057,305	- W	10.2	SOLE SAND			480,182	10,215,487
					1,000	T T I			
76			64,076			(64,076)			
57			1,139,067	41,790	86,936	146,276	1,414,068		1,414,068
45			1,083,745	44,000	575,015	687,241	2,390,000		2,390,000
91			116,191			21,964	138,156		138,156
48			174,548			27,900	202,448		202,448
13			828,643		396,533	296,931	1,522,107		1,522,107
59			73,459				73,459		73,459
97			790,597		320,014	327,985	1,438,596		1,438,596
08			623,008			840,861	1,463,869		1,463,869
29			284,529		134,310	75,900	494,739		494,739
29			2,853,229			123,447	2,976,676		2,976,676
55			1,462,165			615,128	2,077,293		2,077,293
09			190,409		280,357	12,014	482,780		482,780
						480,182	480,182		480,182
07	1,678,000	8,057,305	9,683,666	85,790	1,793,163	3,591,753	15,154,372	480,182	25,369,859

GRAND TOTAL

2

* At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Expanded Ltd

Section 5 : Structures

CLIOII	5 : Structures		Char	7
ltem	Description	Original SubContract Order	to 30 June 2010	
[1]	(2)	(3)	14	
1	Prelims Section 5	1,521,273	376,281	Ī
2	Prelims Edinburgh Pk Bridge	891,811	1,618,258	
3	Prelims Carrick Knowe	427,285	316,754	Ī
4	Prelims W4	168,539	151,686	
5	Risk			
6	Structures 527 Edinburgh Park Bridge	3,388,189		
7	Structures 523 Carrick Know Bridge	789,453		
8	Structures W3 Russell Rd RW			
9	Structures W4 Russell Rd Phase 1			
10	Structures W4 Russell Rd Phase 2			
11	Structures S22a&b Balgreen Rd Bridges			
12	Structures 532 Depot Access Bridge	1,554,606		
13	Structures A8 Underpass	1,034,444		
14	Structures 526 South Gyle Access Bridge	632,202		
15	Structures S21E Water of Leith Bridge	717,787		
16	Structures 21DMurrayfield Tp RW	415,965		
17	Structures W8 Baird Drive RW	479,832		
18	Structures W9 Balgreen Rd	32,722		
19	Structures W11 bankhead Dr RW	81,334		
20	Structures W19 Tramstop RW	209,110		
21	Service Diversion/support			
22	Discount Exc 527&523	(136,956)		
10	Section A - Total	12,207,596	2,462,979	

		_
GRAND	TOTAL	

Prelims and Me				Construction Work	s			
				Change				
to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
14	{5}	(6)	(7)	(a)	(9)	[61o 9]=[10]	(11)	(4)-(5)-(10)-(11)
376,281	3,129,421							3,505,702
1,618,258								1,618,258
316,754	110,531							427,285
151,686	19,986							171,672
							2,378,972	2,378,972
		3,388,189		460,456	384,772	4,233,417		4,233,417
		789,453		160,567	154,560	1,104,580		1,104,580
				1,736,747	5,685	1,742,432		1,742,432
				430,590	123,675	554,265		554,265
				3,453,820	187,875	3,641,695		3,641,695
				1,228,944	105,184	1,334,128		1,334,128
		1,554,606		1,412,146	407,984	3,374,736		3,374,736
		1,034,444		788,674	61,809	1,884,927		1,884,927
		632,202		803,516	157,332	1,593,050		1,593,050
		717,787		41,767	111,583	871,137		871,137
		415,965		462,244	65,061	943,270		943,270
		479,832		586,866	203,239	1,269,937		1,269,937
		32,722		220,117	36,841	289,680		289,680
		81,334		423,711	40,141	545,186		545,186
		209,110		192,663	111,597	513,370		513,370
			73,794		229,665	303,459		303,459
		(136,956)		(235,636)	(36,953)	(409,546)		(409,546)
2,462,979	3,259,938	9,198,688	73,794	12,167,192	2,350,050	23,789,723	2,378,972	31,891,613

* At the 30th June 2010

Appendix 1.1

Page 11 of 15

Grand Total

[4]+(5)+(10)+(11) 2,753,997

> 200,903 1,428,356 57,983 55,155 1,380,221 102,651 1,289,096 31,203 189,796 241,098 193,302 117,785 202,247 96,633 35,926 75,460 2,527,767 25,000 4,342,431 159,438

Edinburgh Tram Network

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor : Barr Construction

Section 6 : Depot

tem	Description	Original SubContract Order
(1)	(2)	(3)
1	Preliminaries & General Items	2,137,178
2	Method Related Charges	
3	Earthworks	92,000
4	Sub-structure - Depot Bullding	1,116,433
5	Sub-structure - Sub Station Building	57,983
6	Sub-structure - Power Building	55,155
7	Frame	1,160,334
8	Upper Floors	102,651
9	Cladding	1,206,649
10	Stairs	8,800
11	External Blockwork	108,406
12	Internal wall and Partitions	241,098
13	Internal Doors	146,900
14	Wall Finishes	117,785
15	Floor Finishes	202,247
16	Ceiling Finishes	93,242
17	Decoration	35,926
18	Fittings and Furnishings	62,182
19	M&E	2,302,000
20	BWIC Services	25,000
21	Site Work	2,880,802
22	Sub Station Building	123,035
23	Power Building	109,846
24	Sundries	202,565
25	Risk Register	
26	Risk Review Transfer / Deletion	

Prelims and Me Char			C	onstruction Works				
				Change				
to 30 June 2010	to Completion	Original Subcontract Work	Aiready Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	
[4]	(5)	(6)	(7)	(0)	(10)	[6 to 9]={10	(11)	
1,643,983	1,110,014							
				-6000				
		92,000	58,457	50,446		200,903		
		1,116,433	90,385	221,538		1,428,356		
		57,983				57,983		
		55,155				55,155		
		1,160,334	219,887			1,380,221		
		102,651				102,651		
		1,206,649	78,790	3,657		1,289,096		
		8,800		22,403		31,203		
		108,406		81,390		189,796		
		241,098				241,098		
1		146,900		46,402	1	193,302		
		117,785				117,785		
		202,247				202,247		
		93,242		3,391		96,633		
		35,926				35,926		
		62,182		13,278		75,460		
		2,302,000		225,767		2,527,767		
		25,000				25,000		
		2,880,802	635,534	826,094		4,342,431		
		123,035	36,403			159,438		
i		109,846		763		110,609		
		202,565	217,793	144,529		564,887		
							1,658,943	
					1,286,243	1,286,243	- 1,353,243	
1,643,983	1,110,014	10,451,039	1,337,249	1,639,659	1,286,243	14,714,189	305,700	

GRAND TOTAL

* At the 30th June 2010

17,773,886

110,609 564,887 1,658,943 67,000 **Edinburgh Tram Network** Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Farrans Ltd

Section	SC(part) and 7A		Prelims and Mo Char			(Construction Works				
							Change				
item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
(n	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(6 to 9)=(10)	(11)	(4)+(5)+(10)+(11)
1	Preliminaries & General Items	524,460	477,638	804,565						96,000	1,378,203
2	Method Related Charges	768,308	721,015	1,427,954							2,148,969
3	Enabling Works	112,091			112,091	593,681	1,223,310		1,929,082	24,000	1,953,082
4	Track and Formation	1,661,460			1,661,460	253,766	1,619,733	66,310	3,601,269	80,000	3,681,269
5	Tramstops	363,026			363,026				363,026		363,026
6	Tramstop Equipment	30,209			30,209				30,209		30,209
7	Drainage					1,011,137	127,226	18,868	1,157,231		1,157,231
8	Ducting	379,295			379,295		69,391		448,686		448,686
9	Highways	101,853			101,853		233,054		334,907	209,000	543,907
10	7A Ingliston P&R Substation	50,586			50,586	1,430			52,016		52,016
11	7A Gogarburn Bridge 529	885,140			885,140	123,010	48,772	36,670	1,093,592	45,000	1,138,592
12	7A Gogarburn Culvert 1530	54,653			54,653	21,145	15,931		91,729		91,729
13	7A Retaining Walls	337,396			337,396		4,750	6,699,179	7,041,326	531,000	7,572,326
14	7A Culvert 2 531	113,053			113,053	(22,294)			90,759		90,759
15	7A Culvert 3 532	73,408			73,408	6,345			79,753		79,753
16	OHLE	128,878			128,878	129,131			258,009		258,009
17	Risk Review Transfer / Deletion							471,000	471,000	(825,000)	(354,000)
F76	Total	5,583,816	1,198,653	2,232,519	4,291,048	2,117,351	3,342,167	7,292,027	17,042,594	160,000	20,633,766

GRAND TOTAL

^{*} At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Various

Subcon	tractor : Other Off Street Works		Prelims and M	ethod Related rges			Construction Works				
							Change				Co. d.T. Asi
Item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk/ Opportunity	Grand Total
(14	(24)	(3)	14	(5).	[6]	(7)	(8)	(9)	(6 to 9)=(10)	(11)	[4]o(5) of 10]o(1)
1	Preliminaries & General Items			1,871,557			DE TO				1,871,557
2	Method Related Charges			50,000			10 - CS 1				50,000
3	Track and Formation	2,908,517			2,908,517			3,926,939	6,835,456		6,835,456
4	Tramstops	1,414,483			1,414,483			4,320	1,410,163		1,410,163
5	Utilities works							279,660	279,660		279,660
6	Highways	2,837,172			2,837,172			3,470,878	6,308,050		6,308,050
7	Buildings	291,299			291,299			52,959	344,258		344,258
8	Accommodation Works							79,331	79,331		79,331
9	OHLE	382,187			382,187			75,662	457,849		457,849
10	S27 Edinburgh Park							1,164,295	1,164,295		1,164,295
11	A8 Underpass							1,773,699	1,773,699		1,773,699
12	5265thGyle Access Bridge							125,456	125,456		125,456
13	S21E Water of Leith							441,000	441,000		441,000
14	W4 Russell Rd RTW							1,061,011	1,061,011		1,061,011
15	Other Structures							391,844	391,844		391,844
16	Miscellaneous							2,276,042	2,276,042		2,276,042
17	Off Street TM		756,184	2,229,935							2,986,119
18	Depot							1,350,497	1,350,497		1,350,497
19	Depotto Airport							223,298	223,298		223,298
	Total	7,833,658	756,184	4,151,492	7,833,658			16,688,248	24,521,906		29,429,582

GRAND TOTAL

* At the 30th June 2010

Printed: 29/07/2010

Project Carlisle: "Guaranteed Maximum Price"

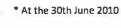
Subcontractor GMP Summary

Subcontractor: Parsons Brinkerhoff

Design

ltem	Description	Original SubContract Order
1	PH III Detailed Design Deliverables	2,204,792
2	PH IV Construction Phase	1,104,023
3	Extended Construction Support	1,000,000
4	Design Support Team	675,000
5	Changes	
6	Additional Technical Resources (ATRs)	
7	Incentivisation	
8	Prolongation	
9	Design Coordination and Support	
10	Disruption Claim	
	Total	4,983,815

Scope Works						
	Change				Grand Total	
al act	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Scope Works Total	Risk / Opportunity	
1,792				2,204,792		2,204,792
1,023			466,926	1,570,949		1,570,949
0,000	672,897		2,180,425	3,853,322		3,853,322
5,000	41,423		141,912	858,335		858,335
	3,189,303	271,977	1,082,493	4,543,772		4,543,772
	158,301		150,000	308,301		308,301
		973,214		973,214		973,214
	250,000	541,890	176,302	968,192		968,192
	495,000			495,000		495,000
			500,000	500,000		500,000
,815	4,806,924	1,787,081	4,698,059	16,275,879		16,275,879



Printed: 29/07/2010

Appendix 1.1

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APPENDIX 1.2

SIEMENS - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.2 - Siemens GMP Breakdown

CONFIDENTIAL – Project Carlisle Initiative Proposal

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de. F

ETN - Edinburgh Tram Network Project Carlisle - Pricing

Overall Summary

Original Contract Value - Original CPA Split	£96.917.006,78
Deductions Project Carlisle - Airport to Terminal Point	-£3.704.441,04
Additional Costs Project Carlisle - Airport to Terminal Point 1	£26.005.861,69
CPA Project Carlisle - Airport to Terminal Point	£119.218.427,43
Change Orders	£5.308.309,69
Additonal GMP Carlisle components	£2.374.883,46
Total GMP Project Carlisle ²	£126.901.620,58

²⁾ We reserve the right to adjust the total GMP Project Cartisle should the payment schedule to be agreed between the parties result in additional / unanticapated capital financing costs and / or charges.



¹⁾ Total amount of the Offshore Euro price is: € 3'822.327,56. Offshore Euro rates are converted to GBP at the rate: 0,83333 (GBP/EUR). We reserve the right to adjust the exchange rate (Euro to GBP) on the issue date of the Change Order

ETN - Edinburgh Tram Network

Proje	ct Car	rlisle -	Pricing
-------	--------	----------	----------------

Original Contract Value - Original CPA Split

System Wide		
	Amount of:-	
	Preliminanes	£24.802.164,89
	Design	£11,605,508,01
į.	Accomodation Works	£0,00
1	Tram Supor	£1,058,275,98
	Testing & Commissioning	E40.751.37
	Supervisory Control & Comms Systems	£3 492 980.08
	Spares	£45.878.46
	Third Party Works	£27,509,21
	Amount of System Wide	£41.073.068,00

Amount of-	
	2540.673.76
Preliminanes	£519.277.73
Design	£1.157.764 59
Track and Formation	£18.828.200.85
Tramstops & Equipment	00 03
Depot	£5,330.320,41
Highways	60,00
Buildings	20,00
Interchanges	00,03
Structures	£0,00
Supervoory Control & Comms Systems	£1.581.699.44
Tramstop Equipment	£841. 540,2 7
OHL & Sub-stations	£10.031.473,91
Spares	00,00
Risk	0,003
Amount of Section A - Airport to Haymarket	£38,390,377,20

Amount of-	
Preliminaries	£125,606,91
Design	E0 00
Track and Formalion	£9.282.200.22
Tramstops & Equipment	€0,00
Highways	0.00
Buildings	£0,00
Interchanges	00 03
Structures	0,00
Supervisory Control & Comms Systems	£1,612,356 20
Tramstop Equipment	£768.498,64
OHL & Sub-stations	E5.864.899.60
Spares	£0,00
Risk	£0,00
Amount of Section E - It mainted to Newhaven	£17,453,561,68

Original Contract Value - Original CPA Split	£96.917.006,78
Original Contract Value - Original CPA Spilt	£96.917.006,7

Deductions Project Carlisle - Airport to Terminal Point

Syste	m Wide	
	Amount of:-	
	Preliminanes	-£480,078,40
	Design	
	Accomodation Works	
	Tram Supply	
	Testing & Commissioning	-£40,751,37
	Supervisory Control & Comms Systems	
	Spares	1
	Third Party Works	
	Amount of System Wide	£620.829,77

Amount of:	
Amount ot.	
Preimmanes	
Design	1
Track and Formation	1
Tramstops & Equipment	
Depot	
Highways	1
Buildings	
Interchanges	
Structures	1
Supervisory Control & Comms Systems	
Tramstop Eouroment	
OHL & Sub-stations	- 1
Spares	
Risk	
pariount of Section A - Airport to Haymarket	£0.0

Amount of:-	
Preliminanes	-£102.769,29
Design	
Track and Formation	-£1 180.110.0
Tramstops & Equipment	
Highways	
Buildings	-1
Interchanges	
Structures	
Supervisory Control & Comms Systems	-£119.364.4
Tramstop Equipment	-£131,730 2
OHL & Sub-stations	-£1.849.637.2
Spares	
Risk	
Amount of Section B Fey market to Newhaven	-£3,183,611,2

Deductions Project Cartisle - Airport to Terminal Point	£3.704.441,04

ETN - Edinburgh Tram Network

Project Carlisle - Pricing

Additional Costs Project Carlisle - Airport to Terminal Point

Syst	Amount at-	
	Polisiani di.	
	Preliminaries	£13.990.133.51
1	Design	E1.298539.83
ı	Accompdistion Works	
1	Tram Supply	
l	Testing & Commissioning	
l	Supervisory Control & Comms Systems	
l	Spares	
ı	Third Party Works	4
	Amount or system state	£15.288.673.35

Amount of:-	
Preliminaries	E7.858 271,11
Design	
Track and Formation	22,309,568,94
Tramstops & Equipment	
Depol	
Ніаhwayв	
Buildings	
Interchanges	
Structures	
Supervisory Control & Comms Systems	
Tramstop Equipment	
OHL & Sub-stations	
Spares	
Risk	
AUTOUTH OF SECTION A - AITPORT TO MAY HAVE	E10.167.840.06

Amount of-	
Preliminanes	£27.709,64
Design	€0.00
Treck and Formation	£190.208,70
Transtops & Equipment	14-
Highways	
Buildings	4
Interchanges	10
Structures	
Supervisory Control & Comms Systems	
Tramstop Equipment	31
OHL & Sub-stations	€331.429.95
Spares	
Risk	
Amount of action B - Haymarket to Newhaven	E549.348,28

Additional Costs Project Cartisle - Airport to Terminal Point	.£28.005.861,69

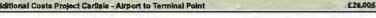
CPA Project Carlisle - Airport to Terminal Point

£38.312.220.01
£12 904,047,85
E0.00
£1.058-275.98
60,00
£3.492,880,08
£45.878,46
£27.509,21
£56.840.911,58

Sectio	n A - Airport to Haymarket	100
	Amount of -	
	Preliminusries	£8.477.548.85
	Design	£1.157.764,59
	Track and Formation	£21.137.769,79
	Tramstops & Equipment	0.003
	Depot	£5.330.320 41
	Highways	£0.00
	Buildings	0.003
	interchanges	00.03
	Structures	00 03
	Supervisory Control & Comma Systems	£1.581.699.44
	Tramstop Equipment	£841 640,27
	OHL & Sub-stations	£10.031.473,91
	Spares	00 03
	Risk	00,03
	Amoura of Section A - Airport to Haymarkel	£48,558,217,26

Amount of:-		
Preliminaries		£50,547.26
Design		£0,00
Track and Formatio	n	£8.292.298,84
Tramstops & Equipi	nem	£0.00
Highways		£0.00
Buildings		£0.00
Interchanges		E0.00
Situation		£0,00
Supervisory Control	& Comms Systems	£1.492.991,78
Tramstop Equipmen	18	£638.768,44
OHL & Sub-stations		£4.348.692.29
Spales		0.003
Risk		00,03
MINUTED IN HILLIAM	raymar no čso i vevritaven	£14.819.298,58

CPA Project Carilsie - Airport to Terminal Point	£119.218.427.43
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ETN - Edinburgh Tram Network

Project Carlisle - Pricing

Change Orders

Topic	Correspondence	Price
Various Traffic Signal requirements	INTC-0050	£30.550,32
Noise & Vibration survey	INTC-0438	£146,128,00
Substation Quotations Scottish Power / Core connections	TNC-0014	£1.312.830,68
Guided Busway (Rheda City vs. Direct Fixation)	INTC-0421	£550.000,00
HV/LVWorks -agreed variation	TNC-0014	£324.683.32
TS works (Urban Traffic Control)	TNC-0016	£270.740.00
EoT#1	INTC-0001	£1.299.000.02
TS works - Mobilisation and Jct 41	INTC-0505	£262.900,00
VE-0015: Roseburn Street Viaduct- Impact from OLE	VE-0015	£12.063,00
VE-0014: A8 Underpass (height reduction 5m -> 4.5m)	VE-0014	£140.010.96
Depot Turntable (design)	INTC-0412	£26.435,00
E&B Checking Impact on: Gogarbum-Bridge	INTC-0111	£3.394,88
E&B Checking Impact on Edinburgh Park Station Bridge	INTC-0160	£3.394,88
New Ingliston Limited (design)	INTC-0258	£36.784,00
BAA Dualling Proofing > abortive costs	INTC-0417	£8.136.00
E&B Checking Impact on: Baird Drive RTW	INTC-0104	£3.394.88
E&B Checking Impact on: Carricknowe Bridge	INTC-0115	£3.394,88
Airport canopy (OLE impact)	INTC-0277	£30.216,76
Sub Station Cathedral Lane; Design-Support	INTC-0281	£27.192,60
Crawley Tunnel (Princes St.) - Abortive costs for TRW	INTC-0305	£10,144,00
Gogar Landfill, Trackform Rheda G to Ballast (design)	INTC-0374d	£101.509,16
Floating Slab Design	INTC-0515	£121.847,31
Reinforced Rheda Track instead of BB improvement layer; (Shallow depth location) - design	INTC-0588	£45.381,00
OLE related planning consents	INTC-0612	£66.704,00
Trackwork works disruption due to Princes Street works	SV-0112	£138.820.21
PSSA-TLC disruption costs	SV-0100a	£15.000.00
Design Change Edinburgh Park Station / section 7A	INTC-0152	£10.847,86
Roseburn Street Viaduct-Impact from TRW	VE-0015	£50.982,64
Depot Turntable (construction)	INTC-0412	£17.166,76
HV Scotish Power Connections (Gogar-Depot Change): Maybury Road Overbreak	INTC-0547	£47.203,58
HV Scotish Power Connections: Switching Station location change at Gogar Depot	INTC-0643	£90.492,00
HV Ingleston Wayleave Problems	INTC-0644	£35.547,00
HV Jenners Addi Reinforcement	INTC-0645	£65.414,00
Total Change Orders	/	£5.308.309,69

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ETN - Edinburgh Tram Network

Project Carlisle - Pricing

Additional GMP Carlisle components

Topic	Price
Urban Traffic Light Control scope limited to Airport until Terminal Point	£2.087.086,79
OLE pole finials for street lighting	£287.796,67
Total additional GMP compenents	£2.374.883,46

APPENDIX 1.3

CAF - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.3-: CAF GMP Breakdown

Note: The CAF GMP is based on GBP and Euro values.

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CAF cost associated with Project Carlisle

Assumptions:

- The Delay Costs below are generated by delays incurred by the project and fomalized with Project Carlisle. They include the claims presently held by CAF for other delay claims (MUDFA, ETN, etc.). There would be no double recovery, so if Project Carlisle would be retained by Tie, the other claims for delay generated costs would be settled with these amounts.
- To obtain the total amount that would be due to CAF, we add two components: Delay Costs, as explained above, and normal Contractual Payments pending as of 23 July 2010 (certified milestones or not, all payments until completion of TSA).
- CAF has assumed Tie will continue to pay Tram Delivery Milestones as it is doing today. CAF
 has assumed the Comissioning Milestones will not be payed until the infrastructure allows
 Comissioning tests to occur, and therefore they will be delayed, incurring Delay Costs.
- CAF has analized the Infrastructure availability during the Comissioning, and presently understands that the rate in the Contractual Programme (three trams per month commissioned) cannot be sustained under the precarious conditions associated with Infrastructure availability at the first stages of Project Carlisle. We understand that the rate must be a maximum of 2 tramways per month, and the Programme would need to be updated to reflect that rate. Nevertheless we estimate that enough trams can be commissioned so no delay is introduced in the start of service for that reason. As required by the Consortium in P. Carlisle, these delays in tram commissioning should not generate LDs to CAF (as the tramways are being delivered to date and are available for commissioning as contractually required).
- The cost of the maintenance of tramways will decrease due to less kilometres of service per year, while the line is not completed. We estimate the number of kilometres will amount to a quantity smaller that what is foreseen in the TMA, and therefore needs to be agreed, logically the cost per kilometre will be higher than the costs agreed, although the total Maintenance Cost according to the TMA will be smaller. CAF has not the information to estimate that TMA price reduction (year kms targeted by Tie under P. Carlisle), and it is not included in the amounts below.
- The Delay costs have been estimated according to the Programme Project Carlisle Revision 00, (100729).

Delay costs:

OVERALL COST	COSTS	
Warranties	698.317,75	euros
Technical office	104.000,00	euros
Consultancy firms	77.328,00	euros
Project Management	254.338,28	euros
Maintenance	448.283,33	euros
Financial impact	600.991,79 €	euros
Foreign Exchange	67.199,51	euros
Legal Department	46.800,00	euros
Comercial Department	46.800,00	euros
TOTAL 1	2.344.058,67	euros
Cost at CAF IRUN for UT3-UT14	COSTS	6
Parking at CAF IRUN	813.713,27	euros
Security for the trams	21.276,00	euros

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Insurances	45.742,40	euros
Additional Couplings & Uncoupling	0,00	euros
Normal Maintenance	4.520,00	euros
Long Term Maintenance	292.428,00	euros
Total 2	1.177.679,67	euros
Costs at RENFE IRUN for UT3-UT14	COSTS	
Parking at RENFE IRUN	622.079,58	euros
Security for the trams	217.618,46	euros
Insurances	258.956,34	euros
Additional Couplings & Uncoupling	48.738,00	euros
Normal Maintenance	25.588,57	euros
Long Term Maintenance	0,00	euros
Total 3	1.172.980,95	euros
COST at CAF IRUN for UT15-UT27	COSTS	
Parking at CAF IRUN	0,00	euros
Security for the trams	69.738,00	euros
Insurances	324.476,11	euros
Additional Couplings & Uncoupling	0,00	euros
Normal Maintenance	32.062,86	euros
Long Term Maintenance	316.797,00	euros
Total 4	743.073,97	euros

Grand Total (1+2+3+4) Delay Costs

5.437.793,27 Euros

TSA Pending payments:

TSA pending payments as of 27th July 2010: £13.074.780,34

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APPENDIX 1.4

SDS - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.4 - SDS GMP Breakdown

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<u>Summary</u>

SDS ref:	Туре	Description	Comments	Fee t	o Complete	Certified to Date*	Overall Fee
ULE90390A	Core Scope			£	220.013.00	£ 1,984,779.00	£ 2,204,792.
ULE90390A	Changes			£	1,892.768.34		
ULE90485A	DC - Design Coordination			£	141,428.57	£ 353,571.43	£ 495,000.
ULE90391A	Phase IV			3	875,961.43	£ 694,988.00	£ 1,570,949.
ULE90393A	DS - Design Support			£	141.911.57	£ 716.423.63	£ 858,335.
ULE90392A	ECS - Extended Construction Support		1	£	2,180,425.00	£ 1,672,897.00	£ 3,853,322.
ULE90392A	ATR	1		£	150.000.00	£ 158.301.00	£ 308,301.
ULE90390A	Disruption	1		£	500,000.00	£	£ 500,000.
ULE90474A	Prolongation			£	768,192.46		
ULE90390A	Incentivisation			£	973.214.28	£ -	£ 973.214.
							2
_							
				- 3			
		-					

Total £ 7,843,914.65 £ 8,431,964.12 £ 16,275,878.77

Assumptions:

* Certified on 13/07/10 for works up to 19/06/10
Fee for MUDFA/Utility works associated with the Collateral Warranty in favour of **tie** from the SDS Provider is not included

1 in this Summary and is not therefore considered to be included in the 'Overall Fee' for this scope of works.

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SDS ref: ULE90390A Core Scope

Phase III works outstanding	10% of late deliverables - secured		
	when DAS issued	£	36,000.00
Phase III works outstanding	Systems Assurance deliverables	£	193,011.00
	Adjustment for MUDFA contract	-£	14,603.00
	Adjustment for DCR0114	£	5,605.00
\			
		Adjustment for DCR0114	Adjustment for DCR0114 £

Total £ 220,013.00

Dates above relate to V 60 of the SDS Design Delivery Programme



SDS ref: ULE90390A Changes

Date from	Date to	Description	Comments	Value
15 May 2008	01 June 2010	BSC Change Instructed (DCO)	Remainder of fee for instructed changes	£ 866,246.09
15 May 2008	01 June 2010	BSC Change Estimated	Changes not yet instructed	£ 1,032,127.25
15 May 2010			Adjustment for DCR0114	-£ 5.605.00

Total £ 1,892,768.34



SDS ref: ULE90485A DC - Design Coordination

Date from	Date to	Description	Comments	No. of Weeks	Rate	Value
17 January 2010	31 January 2010	Remainder of DC monies	Period 4 & Period 5			£ 141,428.57

Total £ 141,428.57

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SDS ref: ULE90391A Phase IV

Date from	Date to	Description	Comments	No. of Weeks	Rate	Value
			Pro Rata 25.6k per period Plus £50k Post Construction			
18 June 2010		Fee for Phase IV - As Builts	Surveys			£ 409.035.0
19 July 2010	01 November 2010	Jason Chandler	37.5	15	£ 95.00	£ 53,437.5
02 November 2010		Jason Chandler	7.5	82	£ 95.00	£ 58,628.5
19 July 2010	01 November 2010	Kate Shudall	37.5	15	£ 95.00	£ 53,437.5
02 November 2010	21 December 2011	Kate Shudall	15	59	£ 95.00	£ 84,278.5
19 July 2010	01 November 2010	Claire Paterson	37.5	15	£ 38.00	£ 21.375.0
	30 May 2012		37.5	97	£38.00	£ 138,632.1
15 July 2011	30 May 2012	Colin Cromar	37.5	46	£ 49.00	£ 84,000.0
19 July 2010	26 November 2010		4	19	£ 78.00	£ 5,794.2
19 July 2010	26 November 2010	Brian McCrear	24	19	£ 95.00	£ 42,342.8
	rawings Yet to Be Co					-£ 75.000.0
				3		
- 3						
			2 8			
					-	
			3 0			
			10	8		<u></u>

Total £ 875,961.43

Jason Chandler Full time Project Management during completion of the detailed design and then 1 day per week until the end of the commission

Full time commercial support during completion of the detailed design and then 2 day per week until the end of the commission

Kate Shudall preparing invoices, ATRs, change estimates.

Claire Paterson Secretarial and office management support to the completion of the SDS detailed design

Pauline Benn Document control support until the end of the SDS commission

Colin Cromar As built drawing preparation and CAD support

Updating of Design Programme until end of detailed design completion

Brian McCrear Halcrow PM cover until end of detailed design.



Martin Alexander

SDS ref: ULE90393A DS - Design Support

Date from	Date to	Description	Comments	No. of Weeks	Rate	Total	
01 July 2010	01 November 2010	Alan Dolan	9.5	18	£ 95.00	£	15,858.21
01 July 2010	01 November 2010	Mike Coupe	37.5	18	£ 95.00	£	62,598.21
01 July 2010	01 November 2010	Claire Ferguson	9.5	18	£ 38.00	£	6,343.29
01 July 2010			15	18	£ 78.00		20,558.57
01 July 2010			37.5		£ 38.00	£	25,039.29
21 June 2010	30 June 2010	See Latest Application				£	11,514.00
						-	
			_			-	
	3						
	2						

Total £ 141,911.57

SDS ref:	ULE90392A	ECS - Extended Construction Support
3331	GEEGGGEA	200 Exterior Construction Cuppert

Date from	Date to	Description	Comments	No. of Weeks	Rate	To	Total	
01 July 2010	01 November 2010	Alan Dolan - Time split with Design Support until 1/11/10	28	18	£ 95.0	£	46,740.00	
01 July 2010	01 November 2010	Claire Ferguson - Time split with Design Support until 1/11/10	28	18	£ 38.0	£ C	18,696.00	
01 November 2010	25 May 2012	Alan Dolan	37.5	82	£ 95.0	£ C	290,598.2	
01 November 2010	25 May 2012	Claire Ferguson	37.5	82	£ 38.0	3 C	116,239.29	
01 July 2010	25 May 2012	Chris Reid	37.5	99	£ 95.0	3 C	353,196.43	
01 July 2010	27 May 2011	Tom Kelly	37.5	47	£ 95.0	3 C	167,946.43	
01 July 2010	29 July 2011	Scott Kelland	37.5	56	£ 78.0	3 C	164,217.8	
01 July 2010	31 August 2012	Jacek Stachowiak	37.5	113	£ 49.0	3 C	207,900.00	
01 July 2010	01 January 2011	Steve Anderson	37.5	26	£ 78.0	3 C	76,885.7	
01 July 2010	01 May 2012	Stephen Surtees	37.5	96	£ 95.0	£	340,982.14	
01 July 2010	28 October 2010	Tom Culligan	37.5	17	£ 78.0	£	49,725.0	
01 July 2010	01 May 2011	Kevin McGinty	37.5	43	£ 78.0	£	127,028.5	
As required	2 months	Roads Engineer - Lindsey Road and Depot access road	37.5	8	£ 95.0	3 C	28,500.00	
01 July 2010		Structures Engineer	37.5	56	£ 78.0	£	164,217.8	
21 June 2010	30 June 2010	See Latest Application	1			£	27,551.5	

Total £ 2,180,425.00

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SDS ref: ULE90390A Disruption

Date from	Date to	Description	Comments	Value		
01 January 2008	30 December 2008	Net of EOT		£ 316,902		
01 January 2009	30 December 2009	Net of EOT		£ 503,149		
01 January 2010	30 June 2010	Net of EOT		£ 125,000		
				_		

Total £945,051.00

REDUCED CLAIM FOR EARLY SETTLEMENT THROUGH THIS EXERCISE

500,000



SDS ref: ULE90474A Prolongation

Date from	Date to	Description	Comments	Value
		PB and Halcrow Prolongation Claim		
15 May 2008		Up to 26th Sept '09 only	£50k of £250k oustanding as per MoU	£ 50,000.00
		PB and Halcrow Prolongation Claim		
15 May 2008		Up to 26th Sept '09 only	£792k of total Claim minus £250k accetped under MoU	£ 541,890.00
		PB and Halcrow Prolongation Claim		
26 September 2009		Up to 02nd Nov '09 only	EOT bewteen 26th Sept '09 and 02 November '09	£ 60,252.00
		PB and Halcrow Prolongation Claim		
28 February 2010	16 July 2010	Up to 16th July '10 only	EOT bewteen 28th Feb '10 and 16th July '10	£ 116,050.46
				-
				-
				-

Total £ 768,192.46

Summary of supporting information

15 May 2008 to 28 February 2009 Detailed in SDS Contract Additional Managament and Supervision Document of 31 May 2009

02 March 2009 to 25 September 2009 Detailed in e mail from Steve Reynolds to martin Foerder on 29/09/2009 13:25

Total of above £791,890 for the period May 2008 to 25 September 2009

26 September 2009 to 2 November 2009

Detailed on Tab labelled Prolongation 26-9-09 to 2-11-09

Petailed on Tab labelled Prolongation 28-2-10 to 16-7-10

Detailed on Tab labelled Prolongation 28-2-10 to 16-7-10

J. A.

SDS ref: ULE90390A Incentivisation

Date from	Date to	Description	Comments	Value		
15 May 2008	Present	Incentivisation	Issued on time	£ 508,928.57		
15 May 2008	Present	Incentivisation	Delayed due to tie/CEC Delay	£ 464,285.71		

Total £ 973,214.28

EDINBURGH FRAN NETWOOK - B SC CHANGE INSTRUCTED

			BYSDB			From 285							TT TO	
ode a	INTC (BSC) Refto Ile	Short Tille	Chang# Estima	Date	Vēla	Change Order	Dale	Valu é		figures 35	Adjustment due to DC	Certified	Fee Remaining	Cost for Drawings
- 2	INTC (BSC)						Daile			F 7 P 7	10 00			
ndex	<u>nt 110</u>	ShortTitle	Number	Diel	Valsei	Number	1	Value		DC Etwege ²	-	Certified	Fee Remaining	Challenged by Ile
DCR0024	VE	Rosobumi Street Viaduct VE	DCR0024	03/09/2008 \$	316,619	(wee DC1005)	06/02/2009	3	316,619			£ 264,957 10	£ 31,661 90	
DCR0082	76	Toportal form Frepriso Delini Res'en	00/10093	11990 6	340,038	abpess	16/06/2009	£	340,938		\$	£ 262,522 26	£ 78,41574	
DCR0082A		Gagar Add to hel Tramelop. urtiner requirements	DCR0082A	25/03/10	£101,514.05	DCO121	24/06/2010	3 (100,877	COLUMN TO		£ 62,93890	£ 37,937.95	E 638.0
DCR0101	278	der Area Wodeling	DCR0101	23/09/2000 €	6,500	DCO092	06/01/2010	£	4,875	7	E 1,625	£4,875.00	£ 1,625.00	
DCR0102	145	SC CCC comment to make	DCR0102	27/02/2009 5	15,163	DC0093	06/01/2010	£	:	·	£		£	
DCR0104	143	Lechaldo up to adoptable	DCR0104	15/17/00 E	34,132	DC0071	23/09/2008	2	34,132	36655505		£ 30,718 80	£ 3,413.20	Section 1
DCR0125	269	sterderin naddom good important undvibration mitigation	DCR0125	29/01/20 6	274,686	DCO018	23/02/2009	E	274,686			239,965,10	£. 34,720 45	
DCR0127	244	Suiding Fining Owner Agreements	DCR0127	29/01/2003 \$	14,265	DCO080	08151900	E.	14,265	*		C. Commission	14,265 00	
DCH0134	258	NE turber future proofing	DCR0134	24/02/200 £	40,542	DC0059	02/07/2005	2	40,542		ė ,	1 34,460.25	E 6,081 22	
DCR0140	271	Flores constituction analysis of reside	DCR0140	29/01/2009 \$	299,440	DCO020	210200	3	299,440		¢	98,815 20	£ 200,624 80	
DCR0141	289	notaethan	DCR0141	11/09/2009	4,894	DCO081	+9155/2000	*	4,894		4	1,769 90	£ 3,124 10	
DCR0146	277	Design at Concey and boundary realement of Arport Rock	DCR0146	25/02/2009	42,574	DCO038	Aprilones		42,574		1 .	34,05920	₹ 8,51480	
DCR0147	287	Forth Ports Access rd traffic signal	DCR0147	26/02/2009	7,778	DCO062	RETINO	1	7,778			٤ 7,00020	£ 77780	Section 2
DCROISE		First Octor Turnaut Revision	DCR0151	10/07/2009	3,20,5	DC0079	00/12/2002	3	3,205	-2	£:		£ 3,204 50	
DCR0160		Deput : Eproporta	DCR0160	17/04/2009 £	14,632	DCO058	17705/2009	3	14,632			t 14,632.00	£ .	
DCR0167	281	Alternative design • Handerson Citobal Concept	DCR0167	30/10/2009 €	119,171	DCO084	10/12/2009	£	119,171	*	t	£ 20,000 00	£ 99,171.00	£ 5,625.0
DCR0168		the design WEINI S PANOTIN S C	DCR0168	23/04/2009 €	41,305	DCO044	09/05/2009	E	41,304			€ 33,043.60	E 8,260.40	
DCR0170	270	BBS Transatop Enlaring Lightly	D000170	02/09/2009	9,775	DC0078	03/12/2009	2	1,665		È .	€ 333.00	£ 1,33200	012300
DCR0177	377	OLE development warkshop	DCR0177	01/05/2009	5,511	000073	28/08/2009	¢	6,511	******	18	E 5,859.90	£ 651 10	
DCR0178	378	OLE development workshop	DCR0178 DCR0179	01/05/2009 €	6,260	DC0051 DC0074	08/06/2009 28/06/2009	5	6,260		£	£ 1,565.00 £ 42,535.80	4,695.00	
DCR0181	203	OLE development workshop Depot Additional Design Gogar Landill Scottish Water	DCR0181	01/05/2009 E 09/06/2009 E	46,851	DC00109	06/01/2010		47,262 35,138	1	11,713			
DCR0191	310	Gogar Landill Scottish Water Unity Diversion	DCR0191	05/08/2009 €	16,284	DCO083	10/12/2009	T	16,284	ŕ	Ε .	£ 14,655 60	£ 1,628 40	
DCR0193		Street Ughting Haymarket Tenace	DCR0193	09/12/2009	2,129	DCO105	0601/2010	£	380	1	£ .		£ 380 00	
DCHI0195	439	Office Mare		30/07/2009 €	17,313	DC0064	30/07/2009	2	28,000		E 10,867	£ 17,113.00	2	
DCR0198	417	BAA Dueling Future proofing - Eastfield Avenue	DCR0198	27/08/2009	1,112	DC0088	10/12/2009	E	1,112	1	£ .	E 758 52	C 353,48	
DCR0200	450	BAA New Burnside Road Alignment	DCR0200	01/10/2009 E	5,944	DCO089	10/12/2009	£	6,819	1	t .	£ 3,409.25	£ 2,534.25	£ 875.
DCR0202	463	Forth Ports Draicage Approvals	DCR0202	10/12/2004 E	11,771	DC0085	10/12/2000		4,500	.Z	£ .		£ 4,500.00	£ 467.
DCA0203	461	Forth Ports substation re-design Redesign of disinage and stope	DCR0203	10/12/2000 E	11,750	DCO086	10/17/2009	-	10,000	··	1,750	9,000.00	2,749.50	E 382
DCR0205	465	due to BAA/CCRC interface Crawley Turnel Underground	DCR0205	10/12/2000	3,262	DC0087	10/12/2009		2,000		1,262	ε 2,000 00	£ 1,261,50	£ 42.5
DCR0209	305	Chamber and Services Tram Stops Development	DCR0209	05/03/2010 €	20,164	DCO101	04912010	-	18,750		1,414	t 18,750.00	ť 1,414 00	
DCR0212A	476	Workshop - All works	DCR0212A	22/02/2010 E	116,773	DCO108	06/01/2/010	3	26,250	-	90,523	£ 23,62500	£ 93,14800	£ 3,570 (
DCR0213A	477	Substation Development Workshop - All works	DCR0213A	13/11/2009 E	139,950	DCO111	15/01/2010	2	67,500	*	72,450	£ 57,735 00	£ 82,21500	ε 892 5
DCR0214	The second	Provision of 110v Supply to Transtops	DCR0214	11/09/2009 £	11,357	DCO103	0691/2010	3	8,518	*	£ 2,839	£ 7,666 20	£ 3,690 80	
DCR0216	488 499	Drainage Development Workshop	DCR0216	21/12/2009 E	39,335	DCO109	06.01/2018	3	18,750		ft 20,565	£15,937.50	£ 23,397 50	£ 2,635.0
DCR0219 DCR0220	499	Frederick Street new crossing	DCR0219	25/02/2010 E	11,355	DCO110	05/01/2010		11,250	-	E	£ 7,50000 £ 3,750.00	£ 3,85450 £ 6,25650	£ 552 5
DCR0227	512	Compressed Air Supply Civils re-design to suit Sigmens	DCR0550	04/11/2009 E	19,007	000104			3,750	-	100			
DCHU227	376	DI E design	DCR0227	09/01/2010 E	137,948	DC 0114	16:02/2010	1	60,000		£ 77,948	£ 54,000 00	£ 83,947 50	£ 4,2500
	_			e	2,350,264	_	_	F 76	40,028.00		777.581.50	C 1,451,089.31	c 860,240.09	E 10,030.5

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EDINBURGH TRAM NETWORK - BSC CHANGE ESTIMATED

ndex	INTC (BSC)	Short Tille	Section	By SDS Change Eslima	ita		Change Order			0.00		
illex	Ref to tle	Short Tille	Dection	Number	Date	Value	Market	Date	Value	Centrel	Fee Remaining	Coat for Drewings
dex	INTC(BSC) Ref to lie	Short Tills	Section	Number	Dala	Value	Number	Date	Value	Carllillad	Fea Remaining	Challenged by its
DCR0062	61	Gogo Surcharge Utilisation	JA	DGR0062	B005/B0/10					E +	1,994.00	
DCR0196		Informal Consultation TRO Changes	sw	DCR0196	31/07/2009	£ 77,940					77,940 00	
DCR0226		OLEBase Special Airport	7A	DCR0226	31/03/2010	Ľ 27,890				£ 5,578 00	£ 22,311.50	£ 297.5
DCR0229		GLE Plinths on Structures	5W	0080009	09/04/2010	g 115,526					115,525.75	
DCR0233	529	Gogar Landlill profile re design	7A	DCR0233	10/03/2010	19,675				19,674.50	£ .	€ 263,5
DCR0235		Special Trackform on Leith Walk History Bridge	18	DCR0235	08/04/2010	E 8,229					8,228.75	g 425
DCR0237		Flowing Track Design	5W	DCR0237	08/04/2010	g 68,510		1.00			68,510 00	
DCR0238		Hydrause Model of Gogarburn Retaining Wals	7 A	DCR0238	10/03/2010	£ 57,960					57,960.00	
DCR0241		Topo Survey ScotRa I Depol	5A	DCR0241	02/03/2010	t 1,543				1,542 50	E	
DCR0242	167	Changes to Marrayllold AccempdationWorks Wanderers	5A	DCROzez	15/03/2010	£ 692					692 00	
DCR0248		Special Tracklerin Construction at Shallow Death obetruotions	1	DCR0248	14/05/2010	c 61,695					61,694.50	
DCR0250		Further to DCR0113 amendments are required to Internal Relaining Wall for Haymarkel Viaduct	2A	OC#0240	Q052810	3,606				3,606 00	£	
DCR0251		Hometale tradic gland on Princes	IC	DCR0251	04/09/2010	c 1,140					1,14000	And the second second
DCR0253		Read Relaining Wall	5A	DCR0253	24/05/2010	23,757		1			23,757.00	-1414-141414
DCR0255		Groww or Streel 2 Way Change	1D	DC110253	04/05/2010	49,980					49,980.00	£ 850 0
D CR0256		Collegical Lane Substation	ıc	OCR0256	2505/2010	23,114				£ 20,000,00	£ 3,113,50	
DCR0257		Russes Road Relaining Wall unvocate ground conditions W3	5A	OCR0257	\$440,0010	7,411	100	RESOUR		ARE LE MINT	7,411,00	ENGLISHAR! TO
DCR0259		Special Trackform Construction at Shatow Depth obcluctions	1	DCR0259	20/05/2010	E 18,720		1917	Notal Co		18,720,25	260 1000000000
		M L further future propling - OLE		- 6	stimated but no	t yet formally submi	Ited/reviewed by	BSC	-			
DCR0134A	258	shanges	7A			t 4,378					4,378.00	
DCR0245		OLE Special Foundations Several	SW 		·················	105,438					105,437.50	
DCR0261		TQ1853 - Update 58 MX file	я 			3,833					£ 3,832 50	_,_,_,_,
DCR0265	485	Tram Turnback Strategy	sw			80,000					80,000,00	Stone Stone
DCR0271		DKE review at CAF tram - Close out of OKE analysis and issue of	SW			7,733					7,732 50	
DCR0272		भिक्षपुरुष देशी OLE Plinths	ZA-			1,883			11000100		1,88250	
DCR0274		Walfe Ground Improvement Grange - 101809	5A	17571255		52,400					52,400.00	
DCR0222		Strait Lighting now commons	1D	1		6,683	1211111111	-			£ 6,682 50	ALTO CALLED
DCR0230		Ducting inc on Structures . Stemens addulated real unamental		1		57,500			1		57,500.00	
DCR0231		Earthing and Bonding Developerant Workshop	sw			73,157		10000			73,157.00	
DCR0264		List and Shuldling Consumer for Dublin	1C			E 11,250		1	·		11,250.00	
DCR0267		Ocpot Tram Wash Equipment	lô			26,343	*				£ 26,343.00	
DCR0268		Depotitive and showing				C 10,005	4 T 1 G 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1		1000000		£ 10,005,00	
DCR0269		Service requirements Trepol Earthing and Sending and Special Sub-stations		1		£ 14,105			***************************************		£ 14,105,00	
DCR0270		Triamatop Layout Changes	5W			£ 23,888					£ 23,887 50	
DCR0273	588	Junction of the Mound, Princos St and Hansver &	10			£ 4,556					£ 4,556,00	
DCR0277		CORC walkway Earthing and	7A			10,000					10,000,00	
DCR0262		Additional Cross Segions (n/	6			£ 8,000					8,000 00	
DCR0283		OL Eupdates for schedules of				12,000		101400			12,000.00	
		Bases - Revsiion F emailed to SOS				3.						

Only Changes listed above (plus previously instructed) are included in the GMP fee All above changes are estimated relevant to the associated Change Notices/Letters/Email correspondance between SDS & BSC

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EQUIDURANTALM METWORK - CHANCES MAY DA NAY NOT REREQUIRED RUTS COPE Y STORE CONTRIBED FOR THE PURPOSE OF CHANGE ESTIMATING AND INSTRUCTIONS

ndex	NTC (BSC) Aefto Ile	(Short Title	Full Description	From DBS Change Notifice Rejerance	illon Data	By 808 Changa Eatimi Number	ote Coin	Votire	Certified	The Rimil street	Commenie
ther	NTC (BSC)	Shart Title	Full Description	Reference Date		Number	Date.	Data Value		Fee Hamelphon	Comments
DCR0144		Starge F Landscape Drawings	As per CEC folormative and meeting Sept.							£ .	Scope not yet confirmed. No Estimate with Held (RMP). Scope not yet confirmed.
DCR0228		Design	45 DOLD CHAINS (SECTION 1850)						10	- C	No. Estimate included in GMP.
DCR0232		Fower Place Bridge - Remove Ramp, Remove concrete fownstand, Revise OLE Baseplate	Sea RDC154	RDC154 RDC154A	21/01/2010 102/07/2010				t	. It	Scope not yet confirmed - currently thought to be unapproveable. No Estimate included in GMP
DCR0240		Forth Ports Section 1A - Fence Alterations	And vone content at an in Casino area				,,		1	Ε -	Scope not yet confirmed No Estimate Inch-ded in G1, ©
DCR0243		Advanced Directional Signing for Constitution St	New CEC comment related to the previous of additional signs, not priminally discussed							· E .	Scope not yet confirmed No Estimale included in GMP
DCR0244		Undsay Fld phonemast	New phone man continue on conflicts		1				£	. c .	Scope nai yet confirmed. No Estimate excluded in CAIP
DCR0252		Mounting of sign plates on putitings or railings	t other request to review all possibilities						E	· c ·	Scope not yet burilimed No Setrople actuded in GAIP
DCR0261		Headburn StVipduct curtain water	Bestgu of curtain wells required at Resoluter Siln fleu of current fencing propositis in the vicinity of each abutment	ROC167	20/05/2010				2	· c	Scope not yet confirmed No Estimate included in GMP
DCR0266		Murrayfield Tramstop Layout Changes	Bolard, Fence and Turnstile Changes						£		Scope not yet confirmed. Na Estimate included in GMP
DCR0276		Elder Street Junction	Resign Junction as requested by CEC	BDC170	06/07/2018				E		Scope not yet confirmed. No Estimate included in GAIP
DCR0278		Picardy Place Detailed Design	Further to DCR0173 & DCR0221						E		Scope not yet continued. No Externate included in GMP
DCR0280		Pedestrian Guardrell Change							£		Scope not yet confirmed. No Estimate included in GMP
DCR0281		Øogar Interchange - Name Change	Edistring Galeway						2		Scope not yet contimed No Estimate included in GMP
DCR0282		Gogar Interchange - A8 Drainage	Relocate contened tower						٤	-	Scope not yet confirmed No Estimate included in GMP
_	_				-	_	_		. 10	. 1	

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Total Average of Contract Rate

Total Sum of Contract Estimate

Employee/Supplier	Data	Week					Total
		28/09/2009	05/10/2009	12/10/2009	19/10/2009	26/10/2009	
CHANDLER, JASON ROY	Sum of Quantity	35.5	34.5	37.5	37.5	30	175
	Average of Contract Rate	95	95	95	95	95	95
	Sum of Contract Estimate	3372.5	3277.5	3562.5	3562.5	2850	16625
CHANDLER, Mrs. CARLA (CARLA)	Sum of Quantity	11.5	29	37.5	33.5	32.5	144
	Average of Contract Rate	78	78	78	78	78	78
	Sum of Contract Estimate	897	2262	2925	2613	2535	11232
SHUDALL, KATE	Sum of Quantity	7.5	11.5	12.5	12.5	12.5 12.5 95 95	56.5
	Average of Contract Rate	95	95	95	95	95	95
	Sum of Contract Estimate	712.5	1092.5	1187.5	1187.5	1187.5	5367.5
	Sum of Quantity	9	11	12.5	12.5	12.5	57.5
	Average of Contract Rate	95	95	95	95	95	95
	Sum of Contract Estimate	855	1045	1187.5	1187.5	1187.5	5462.5
	Sum of Quantity	8.5	11	12.5	12.5	12.5	57
l	Average of Contract Rate	95	95	95	95	95	95
	Average of Contract Rate Sum of Contract Estimate A) Sum of Quantity Average of Contract Rate Sum of Quantity Average of Contract Rate Sum of Contract Estimate Sum of Contract Estimate Sum of Quantity Average of Contract Rate Sum of Quantity Average of Contract Rate Sum of Quantity Average of Contract Rate Sum of Contract Estimate Sum of Quantity	807.5	1045	1187.5	1187.5	1187.5	5415
	Total Sum of Quantity	72	97	112.5	108.5	100	490

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91.6

10050

85	
95	
8075	8075
85	
95	
8075	8075
	95 8075 85 95

91.6

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Total £ 60,252.00

92.34375 92.10077519

44102

8947.5

S. A.

93.45454545

6644.5

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Emnuvee	Dals	Week											- 4								4
		01/03/2010	0603/2370	1 32010	22/03/2010	2803/2010	0 - 39	12/04/2010	19/04/2010	28/04/2010	03/09/2010 10	0/05/2010	17/05/2010 2	24/05/2010	31/05/2010	07/06/2010	14 98/20 10	21/08/2010	39/06/2010	05/07/2010	Total
HANDLER JASON POY	Sum of Cluamity	35.5	373	37.5	34	30	39	. 15			722.5	30	37.5	37,5	22.5		37.5	30	37.5	7.5	482
	Average of Contract Rate	85	95	85	95	95	85	95			95	95	95	95	95		95	95	95	95	50
	Sum of Contract Example	33725	JSE2.5	3602.5	3.530	2850	2830	1425			2197.5	2250	3562.5	J562.5	2137.		1502.5	2850	1562.5	712.5	45790
KA'E	Mari of Charles	10.5	12.5	12.5	125	9	10	12.5	6	12:5	2.5	5	12.5	10	10	125	סר	10	12.5	12.5	91.5
1000	AND OF CONTROL RATE	95	95	95	95	95	95	95	45	95	95	95	#5	95	95	95	95	95	95	113	95
	Sum of Contract Estimate	9975	1187.5	1187.5	11697.5	475	950	:187.5	570	1187,5	237.5	475	2.5811	950	950	1187.5	950	950	1197.5	1167.5	16192.5
	Sum of Quaraty	12.5	12.5	12.5	12.5	5	10	125	8.5	125	2.5	5	12.5	10	7.0	125	10	10	12.5	121	197
	Ave of Eartract Rate	95	95	95	95	85	95	95	95	95	95	95	35	95	95	95	95	95	85	95	99
	Sum of Contract Exposure	1187.5	11975	1187.5	1187.5	570	950	₹1575	897.5	11875	237.5	475	1:87.5	950	950	1167.5	950	950	1107.5	11.67.5	16715
	Sum of	12.5	125	12.5	125	5	- 10	12.5	5	12.5	2.5	8	12.5	10	10	12.5	10	10	12.5	12.5	192.5
	A gl Contract Russ	95	95	95	95	95	95	95	35	95	95	95	95	∌5	95	95	95	95	95	95	95
Commence of the second	Sum of Cordinad Extremity	1187.5	1187.5	1167.	1187.5	675	350	1167.5	475	1187.5	237.5	475	1187.5	320	250	1187.5	950	950	1187.5	11873	18287.5
WART IN MEANAUER	SLopen				5.0								7426.08				122	151 18			8805.46
	Planting Support					-							7425.00				1728.22	151.16			2935 153333
	Perver Supper			- 1					1.00				7428.08	- 11			1723.22	151.16			8805.46
Total Sum of Quart ty		71	75	75	71.5	40	쉿	52.5	19.5	37.5	30	46	7501.08	67.	52.5	37.5	1295.72	211.16	75	45	9556.45
Total Austranto of Contract Rate		95	95	95	95	75	95	95	95	95	95	95	444,0490476	95	95	95	157 9566667	98.3035294	95	95	123.12033
Total Gum of Contract Edinaus		6745	7125	7125	6792.5	4370	5700	4987,5	1652.5	\$562.5	285.0	4275	14551.08	64125	49376	3582.5	7640.72	5851.16	/125	9275	109790.46

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	OD)	171150.46
	306E5	3048
	95	
Laurie Mentiplay	323	
	30665	3055
	25	
Brian McCrear	323	

Management of completion os SDS Phase III works:

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APPENDIX 2

VALUATION OF TIE CHANGES AND PROLONGATION

1 TIE CHANGES

- 1.1 We propose that amendments to the existing Schedule Part 4 Appendix G would be appropriate to simplify the rules concerning valuation of tie Changes and to establish rates for valuation of prolongation.
- 1.2 The valuation of any tie Change will continue to be made in accordance with Clause 80.6.
- 1.3 Where Clause 80.6.3 and/or 80.6.4 applies and to the extent that they apply to a tie Change then the valuation shall be on the basis of Actual Cost or Estimated Actual Cost.
- 1.4 In respect of a valuation of any work under 1.3 above the **tie** Representative shall apply head office overheads and profit percentages to the appropriate elements of Actual Cost or estimated Actual Cost as follows:

(a) Civil Engineering works

10%

(b) Systems and Track works

17%

- 1.5 In all cases where a **tie** Change is being valued in accordance with Clause 80.6, Site related overhead (Preliminaries) shall be valued and added as follows:
 - 7.4% to be added to the net valuation of the tie Change to cover the Consortium Preliminaries.

17.5% to be added to the net valuation of the tie Change to cover any other Preliminaries with regard to any **tie** Change associated with Civil Engineering Works, provided that this calculation shall in no case apply to Systems and Trackwork or claims for other Preliminaries in relation to prolongation costs arising from extensions of time or delay.

Site related overhead (Preliminaries) in respect of Systems and Trackwork and in respect of Tram Supply Obligations shall be valued in accordance with paragraph 2 (Prolongation) below.

2 PROLONGATION

- 2.1 Infraco acknowledges that the principle of valuation of prolongation costs arising from extensions of time granted has been established through the mediation process leading to agreement of the Estimate for Infraco Notification of tie Change number 1. tie Change Order number 116 reflects the basis of this agreement. Infraco proposes that:
 - (a) Prolongation costs including Preliminaries elements relating to Systems and Trackwork shall be based on Actual Cost or Estimated Actual Cost of the resources and/or labour employed by Infraco or its sub-contractors.
 - (b) In respect of the valuation of cost elements relating to Systems and Trackworks, 17% is to be added to the Actual Cost or Estimated Actual Costs in respect of related head office overheads and profit percentages.

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- (c) Preliminaries elements in relation to prolongation costs which relate to Civil Engineering Works arising from extensions of time or delay, valued in accordance with the rates set out in Appendix 2.1 hereto.
- (d) In all cases where prolongation is being valued in accordance with Clause 80.6 costs which relate to the Tram Supply Obligations shall be valued on the basis of Actual Cost or estimated Actual Cost.

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APPENDIX 2.1

PROLONGATION CALCULATION WORKSHEET

See Attached Supplemental Information CD:

Appendix 2.1 - Prolongation Calculation Worksheet

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Project Carlisle: "Guaranteed Maximum Price"
Bilfinger Berger - Prolongation Calculation Sheet

	Section of Works	Description of Works	Contractor	Projec	ct Carlisle	Delay (Mas)	Markhy Pate		
	Section of Works	Description of works	Contractor	Start Date	Finish Date	Delay (Wks)	Weekly Rate		Total
Overhead		BB - Overhead cost (Staff, Office, Business Cost)	Bilfinger Berger	01 July 2010	20 August 2012	0.00	£ 117.030.87	£	
				-		Consortium Office	e/Overhead Subtotal	2	1.0
	Section of Works	Description of Works	Contractor	Projec	t Carlisie	Dalay (Miles)	Washin Pata		Table
	Section of Works	Description of Works	Contractor	Start Date	Finish Date	Delay (Wks)	Weekly Rate		Total
On Street	1A	Enabling Works Ch 0-550 to Tower Place Bridge	Bilfinger Berger	01 July 2010	13 June 2011	0.00	£ 5,852.94	£	
Sulf-	1A	Traffic Management	Bilfinger Berger	01 July 2010	06 May 2011	0.00	£	3	- warming la
Sa consucu	1D	Haymarket to Lothian Road Junction Ch 350 - 1250	Bilfinger Berger	01 July 2010	20 Aprll 2012	0.00	£ 11,696.48	3	
	1D	Traffic Management	Bilfinger Berger	01 July 2010	05 April 2012	0.00	2 -	3	
		**		,,,			'On Street' Subtotal	2	- 22
Off Street	2A / 5A (partly)	Haymarket to Murrayfield Underpass	Bilfinger Berger	01 July 2010	20 March 2012	0.00	£ 13,279.90	£	
	5	Section 5 overall	Bilfinger Berger	01 July 2010	20 March 2012	0.00	£ 35,560.03	3	
	6	Depot Area	Bilfinger Berger	01 July 2010	16 December 2010	0.00	£ 5,352.73	3	
	7A / 5C (partly)	Depot to Edinburgh Airport	Bilfinger Berger	01 July 2010	25 July 2011	0.00	£ 8.259.43	3	
							'Off Street' Subtotal	3	- 0
						Bilfinger Berger P	reliminaries Subtotal	2	

	Section of Works	Description of Works	Contractor	Proje	ct Carlisle	Datas (Mar)	Mr. deb. Press	T 4-1
	Section of Works	Description of Works	Contractor	Start Date	Finish Date	Delay (Wks)	Weekly Rate	Total
On Street	1A	Enabling Works Ch 0-550 to Tower Place Bridge	McKean & Co	01 July 2010	13 June 2011	0.00	£ 35,774.08	£
	1A	Traffic Management	Class One	01 July 2010	13 June 2011	0.00	£ 9,401.43	2
C. William	1D	Haymarket to Lothian Road Junction Ch 350 - 1250	McKenzie Construction Ltd	01 July 2010	20 April 2012	0.00	£ 42,661.45	£
	1D	Traffic Management	Class One	01 July 2010	20 April 2012	0.00	£ 16,037.73	2
							'On Street' Subtotal	3
Off Street	2A / 5A (partly)	Haymarket to Murrayfield Underpass	John Graham (Dromore) Ltd	01 July 2010	20 March 2012	0.00	£ 99,976.97	2
	5 (S)	All Structures (only)	Expanded	01 July 2010	27 September 2011	0.00	£ 76,025.45	2
	5 (O)	Alt Other works (excl. structures)	Other Sub-Contractors	01 July 2010	20 March 2012	0.00	£ 27,600.37	2
	6	Depot Area	Barr Limited	01 July 2010	16 December 2010	0.00	£ 33,210.26	£
	7A / 5C (partly)	Depot to Edinburgh Airport	Farrans Ltd	01 July 2010	25 July 2011	0.00	£ 44,093.79	2
	Off Street	Traffic Management	Class One	01 July 2010	27 September 2011	0.00	£ 38,158.73	£
							'Off Street' Subtotal	£
						Sub	-Contractor Subtotal	£
	B EW 7						TOTAL	F

APPENDIX 3

GMP DRAWINGS

3.1 BSC GMP Drawings

See Attached Project Carlisle BBUK GMP CD:

See Attached Supplemental Information CD:

Appendix 3.1a - GMP Drawing Register 1

Appendix 3.1b - GMP Drawing Register 2

Appendix 3.1c - GMP Drawing Register 3

3.2 Siemens Design Submissions

See Attached Carlisle Siemens Appendix 3 CD:

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APPENDIX 4

PROJECT CARLISLE SCOPE

The design, construction, installation, commissioning, tram procurement and supply, system integration, infrastructure maintenance, tram maintenance and supply of related equipment, spares and materials, warranties, information, licences and related infrastructure in respect of those parts of the Edinburgh Tram Network as defined in this Proposal:

Off-Street Works to the following Sections from Haymarket to Edinburgh Airport:

- 1. Section 2A Haymarket to Roseburn Junction;
- 2. Section 5A Roseburn Junction to Balgreen;
- 3. Section 5B Balgreen to Edinburgh Park Central;
- 4. Section 5C Edinburgh Park Central to Gogar;
- 5. Section 6 Gogar Depot;
- 6. Section 7A Gogar to Edinburgh Airport.

On-Street Works to the following Sections from Haymarket to Princes Street East:

- 1. Section 1D Princes Street West to Haymarket;
- 2. Princes Street West to the east end of Princes Street East (i.e. Terminal Point).

Enabling Works in Section 1A are as follows and as detailed in the electronic record of "GMP Drawings"

- 1. Newhaven Tramstop to Retaining Wall 1A fill to underside of trackslab;
- 2. Lindsay Road Retaining Walls 1A, 1B, 1C and 1D design and construction;
- Lindsay Road Link Road to Ocean Drive removal of retaining wall and footpath, removal of trees and ground preparation, placing of earthworks fill and re-grading of profile;
- 4. Lindsay Road lowering works;
- 5. Tower Place Bridge works to be completed, including the final roadway and the track as per shallow track design completed by SDS;
- N.B. No systems-related works required.

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In General

The Guaranteed Maximum Price is for the construction and delivery of the design shown on the drawings, specifications, schedules and submissions contained in the electronic record of "GMP Drawings". Changes in Procurement Laws, Tax Rates, Design Standards or Specifications, or changes in the Code of Construction Practice shall be considered a tie Change.

For the avoidance of doubt and further reference below to the Guaranteed Maximum Price being based on the GMP Drawings in the individual localities, is simply for added emphasis. Infraco shall not be obliged to build anything other than the design shown in the GMP Drawings unless instructed otherwise by tie through a tie Change Order, or as negotiated between the Parties.

Roseburn Viaduct

The Guaranteed Maximum Price is based on the drawings, specifications and schedules contained in the electronic record of "GMP Drawings".

Gogarburn Landfill Site (Section 7A)

The Guaranteed Maximum Price is based on tie's recommendation, which is included in the electronic record of "GMP Drawings", which amends trackform to ballast and includes a track retaining structure in the vicinity of the 50m radius curve to the east of Gogarburn Bridge and an element of earth retention. The GMP Programme assumes that a maximum three month surcharge period is required and that access will thereafter be available to Infraco in accordance with its the GMP Programme.

Outstanding Approvals etc.

Consents from Third Parties, in so far as it is required to obtain agreement of approval, have been identified when possible in the Programme. In the event other Consents or Third Party Approvals are required they shall be procured by tie in accordance with the GMP Programme, and in the event of a delay or additional cost Infraco shall be compensated by tie Change Order.

Trackform Type Confirmation

The trackform type at each location is based on the actual design as defined in the electronic record of "GMP Drawings" (SPM-TRW-GEN-0018)

Murrayfield Stadium Accommodation Works

These works are being carried out by others with an expected completion date of 31 October 2010. The GMP Programme is based upon this completion date and assumes that access will be available thereafter in accordance with the GMP Programme.

South Gyle Access Bridge – sewer clash at [Structure Number 26]

The sewer is being diverted by others with an expected completion date of 31 October 2010. The GMP Programme is based upon this completion date and assumes that access will be available thereafter in accordance with the GMP Programme.

The Guaranteed Maximum Price will be based on the Drawings as included in the electronic record of "GMP Drawings".

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