



4 Week Period Reporting Pack 10/11

Project Title:
Edinburgh Tram Project

Reporting Period:
Period 10 – 2010/11

Transport Scotland Project Manager:
John Ramsay

Progress Meeting Date: 12 January 2011

Report authorised by: **Steven Bell**
Project Director

Signature: [Redacted]

Date: 7/1/11

For and on behalf of **tie Limited**

Report approved by: **Dave Anderson**
Director of City Development

Signature: [Redacted]

Date: 13/1/11

For and on behalf of the **City of Edinburgh Council**

I can confirm that the Council has expenditure controls in place and that all resources are used economically, effectively and efficiently within the eligible capital costs of the grant agreement.

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THE CITY OF EDINBURGH COUNCIL

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Appendix 'A' Detailed cost report

1 Executive Summary

On Friday 1st October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. tie continue to undertake site monitoring on both active and inactive worksites.

Progress

The progress achieved in Period 10 for INFRACO works was 0.5% against a plan of 0.4% although it should be noted that against the contractual Rev.1 programme Off-street construction should now be complete with the route in total planned to be 99.5% complete.

BSC are undertaking very limited on-street works in the Leith Docks area at present, with only Lindsay Road worksite remaining active post 19th November although there was no progress reported during period 10. The period progress has been achieved only at the Depot Access Bridge and the Depot area itself.

The total cumulative completion for Infraco Works is 27.9% at end of Period 10. A summary of progress on various project elements is summarised below:

Progress Comparison Period 9 vs Period 10 – Infraco

Period	Cumulative Progress (Actual)	Rev 1 Target
2010/11 Period 9	27.4%	99.0%
2010/11 Period 10	27.9%	99.5%

BSC continue to report progress against the agreed Rev.1 contractual programme. This shows for progress up to and including 26th November 2010 an OFRS date of 23 December 2013 against the contractual Rev.1 programme date of 06 Sep 11.

It should be noted that as a result of the current rates of BSC progress and cessation of works across the site, that it is likely that slippage will continue to be report on a period by period basis, until such time as a rebaselined programme can be agreed with the Contractor.

Dispute Resolution

Following a Full Council meeting in November and a Tram Project Board in December 2010, tie has commenced discussions with BSC in relation to mediation outwith the Infraco Contract in an attempt to reach a solution to the differences between tie and BSC.

Meanwhile, tie's contractually assertive management of the contract continues. Over the period no new items have been referred to DRP.

In total, 25 items have now been referred to the formal dispute resolution agreement process – 16 by tie and 9 by Infraco. In total 7 have been resolved through negotiation, 2 through external mediation, 11 were decided through adjudication, and 5 still remain to be resolved. It is important to note that overall, the application of DRP to disputed matters has reduced BSC's claims for additional payment from £23.9m to £11.2m in relation to those DRPs which have actually reached a financial settlement.

During the period, the sub-contractor DRP adjudication decision was received. This decision agreed with **tie**'s interpretation of the relevant clause of the contract and that **tie** had not acted unreasonably in not approving sub-contracts which all consortium members were not party to.

tie has continued with the contractually assertive approach to management of the contract. From Period 7 this has taken the cumulative issue of Contract Notices to : 10 Remedial Termination Notices (RTN's) and 3 Underperformance Warning Notices (UWN's) - Rectification plans have been received for 4 RTN's due from 7 by the end of Period 9. All 4 have been rejected by **tie** as they do not address the defaults identified with satisfactory proposals.

Design

There has been no further design submission from BSC during period 10. v64 was submitted to **tie** on 09 November 10 with a progress date of 25 October 10. There are 26 IFC's with a slippage of 28 Calendar days or more in the period

The final scheduled IFC remains as "*Connection to Path/Ramp & Ocean Drive*" and is now forecast for delivery 17 March 2011.

Design approvals status in Period 10 is summarised below:

Phase 1a only	Numbers Required									Number
	V26	V31	V58	V59	V60	V61	V62	V63	V64	Granted
Prior Approvals	44	49	56	56	56	56	60	60	60	54
Technical Approvals	53	71	92	92	92	92	63	63	63	55
IFC	71	81	233	230	227	230	230	229	229*	186
reduction in IFC no due to removal of IFC in 101 - Application of Generic Void Filling Design to Support Tramway - Leith Wk Cable Tunnel (ICR 0172)										

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect. However, **tie** is testing through audit the management of SDS by BSC and compiling evidence in this regard.

Design performance by Infraco and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

Utility & Cabling Works

The remaining on-street Utility, remedial & snagging works are under programme development by **tie** and are due to recommence during January 2011.

Tramworks (INFRACO)

INFRACO progress is primarily focussed on the off-street section between Haymarket and the Airport. Progress in Period 10 is summarised as follows:

Period 10 2010-11	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 10 PROGRESS (Contract Rev.01 Programme)							
Section 1a Newhaven to Foot of the Walk	0.0%	0.0%	0.0%	99.3%	8.5%	-90.7%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	0.9%	0.0%	-0.9%	96.0%	0.0%	-96.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.1%	0.0%	-1.1%	98.7%	11.2%	-87.5%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	0.0%	0.0%	0.0%	100.0%	10.0%	-90.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	0.2%	0.2%	100.0%	25.0%	-75.0%	7.2%
Section 6 Gogar Depot	0.0%	4.1%	4.1%	100.0%	77.2%	-22.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.2%	-52.8%	7.6%
Combined Sections 2A-5A-5B-5C-6A7A (Off Street) Haymarket to Edinburgh Airport	0.0%	0.9%	0.9%	100.0%	39.9%	-60.1%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.4%	0.5%	0.1%	99.5%	27.9%	-71.6%	100.0%

Other Progress Points to note in Period 10:

- Tower Place bridge re-opened to the public on 19th Nov to accommodate Ocean Terminal Christmas Shopping
- Depot Access Bridge is continuing to programme
- The Gogar Tram Depot M&E systems are being tested and commissioned using the utilities connections.
- It is expected that the depot plant and equipment for maintaining the trams will start to be installed in mid-January 2011.
- Good progress continues to be made with fitting out of equipment in the HV substation at the depot.

Issues in the Period

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Depot Access Bridge, drainage in Section 7 and some M+E works in Depot due to alleged items relating to changes. **tie** disputes this and matters are being progressed through the dispute resolution process in a number of locations.
- Issue surrounding flood reports and requirements to satisfy 3rd Party agreements with BAA are causing problems with the design of the airport retaining walls. An alternative design is being pursued.
- Track laying at the depot is going very slowly, and this is delaying the delivery of the trams to the facility. Several issues have been highlighted that could result in rework being required.

TRAMCO

Period 10 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and primer painting is completed on all the body-shells for all twenty seven trams. Equipment fit-out for the remaining trams 22 to 26 is continuing in the assembly hall. The first 19 trams are completed and tram 21 is about to start factory acceptance testing.

2	Enhanced passenger information upgrade	Plan still to fit final equipment when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	CAF have completed final internal tests to verify and calibrate computer design tools using Tram 251 at Wildenrath on the 12 th October 2010, final report awaited.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot mid-January 2011 is the current start date for this.
5	Finalisation of external branding	Discussions with CAF on application of the final branding have started and any commercial issues will be flagged in due course. We intend to use the fact that they are stored at the factory to undertake this work prior to shipping to Edinburgh.
6	Preliminary Tram O&M Manuals	Revised manuals received and reviewed. ROR sent back and next update due mid 2011 after experience on site with the trams.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	First 20 trams have successfully completed factory testing to date. 74% of trams now completed and tested.
9	Testing regime	CAF have revised the Delivery & commissioning regime for the trams to reflect the requirement to store Trams pre delivery to Depot. All Trams will be prepared after storage, undertake Dynamic testing and commissioning. 1 st tram due for starting commissioning mid-March 11- last tram mid-May 12.
10	Programme progress	86% of scheduled activities completed

Preparing for Operations

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where the final ITT has been issued and two tenders have been returned on the 16th December which have been evaluated. We expect to select a preferred bidder during January and finalise a contract containing client break option clauses at suitable points in the programme.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives, notably the tram vehicle O&M and Operator Manuals and the asset management system for the tram vehicles.

Terms and conditions for operations staff have been drafted in partnership with Lothian Buses and the various job descriptions have been graded using the Hay Evaluation process.

Snagging activities have been carried out on the office and control room accommodation at the Gogar tram depot.

Edinburgh Gateway

Progress on the Edinburgh Gateway Project in Period 10 2010/11 is summarised as follows:

- The revised Prior Approval, due to be submitted to CEC in the Period, was delayed following discussion with NR regarding the final landscaping details. Work on the detailed design to achieve Technical Approval continued with AIP issued to CEC on 10th December 2010. Co-ordination meetings continued with NR to resolve issues associated with EMC, Section 21 agreement and approval of anchor system for retaining wall ahead of IFEA submission to CEC.
- **tie** requested an Estimate from BSC for Edinburgh Gateway construction works as a Change under the Infraco Contract including a number of programme matters that **tie** indicated Infraco should assume when completing their Estimate. These programme issues will require adjustment following resolution of the Prior and Technical Approval issues. Further **tie** letter reference INF CORR 7005 of 17th December 2010 requested confirmation from BSC regarding date for receipt of Estimate.
- Legal agreements: **tie** have requested draft wording from SW regarding Section 21 Agreement for build over of retaining wall. This was requested on 18th November 2010. Meeting arranged with SW and NR for 13th January 2011 to co-ordinate approach. Progress on other legal agreements will be reviewed in the new year once clarity on wider ETN Project timescales.
- A high level Principals meeting on Edinburgh Gateway between Transport Scotland, Network Rail, City of Edinburgh Council and **tie**, took place on 22 December 2010. Meeting agreed to focus teams on concluding redesign.

Cost

The 'AFC' (£545m) in this report does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects the best view of the spend profile of the funding currently available for the delivery of phase 1a. Given the commercial uncertainties with Infraco and continuing delays to the project it is now considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m.

Until the key issues are resolved through the contractual and legal process, it will not be possible to accurately forecast a revised budget outturn.

Key cost related items to note in Period 10 are:

- COWD to date is £402.4m, with funding to date split to TS (£369.2m) and CEC (£33.2m).
- The budget for ETP in 2010/11, established in April 2010 is £142.2m (£153.3m 09/10). Transport Scotland funding for 2010/11 is £130.5m for ETP, with £11.7m funding available from CEC.
- The original TS share of the budget (£130.5m) has been reduced to a forecast of £64.3m.
- Key sensitivities to the reforecast are identified in the main report.

tie presented an updated forecast for 2010/11 on Tuesday 19th October with Sharon Fairweather & John Ramsay attending on behalf of TS. A follow up meeting took place on 4th November where spend ranges and sensitivities for 2010/11 & 2011/12 were presented by tie/CEC to TS. A further revision of the current year forecast took place in Period 10, and is within the range presented to TS on 4th November.

Actual YTD P10 & forecast P11-P13 FY10/11

£m	2010/11 to P9	Forecast P10-P13,10/11	Forecast FY10/11
Infrastructure and vehicles	37.9	11.1	48.9
Utilities diversions	4.4	0.0	4.4
Design	1.4	0.5	1.9
Land and compensation	0.3	0.0	0.3
Resources and insurance	10.6	3.9	14.5
Base costs	54.6	15.5	70.1
Risk allowance	0.0	0.0	0.0
Total Phase 1a	54.6	15.5	70.1

- ETP COWD in FY10/11 to Period 10 is £54.6m (P9 - £50.8m)

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

2 Progress

On Friday 1st October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor regarding contractual obligations. tie continue to undertake site monitoring on both active and inactive worksites.

The progress achieved in Period 10 for INFRACO works was 0.5% against a plan of 0.4% although it should be noted that against the contractual Rev.1 programme Off-street construction should now be complete with the route in total planned to be 99.5% complete.

Progress in the period was to a certain extent hampered by the adverse weather conditions experienced during December 2010.

BSC are undertaking very limited on-street works in the Leith Docks area at present, with only Lindsay Road worksite remaining active post 19th November although there was no progress reported during period 10. The period progress has been achieved only at the Depot Access Bridge and the Depot area itself.

The total cumulative completion for Infraco Works is 27.9% at end of Period 10. A summary of progress on various project elements is summarised below:

<p>Utilities <i>The % complete is a physical measure of the progress against the forecast final volume of diversions across the route. It does not take cognisance of cabling, testing and transfers from the Telecom Providers (BT etc.)</i></p> <ul style="list-style-type: none"> ▪ ~ 50,000m of diversions; ~48,300m completed to date. ▪ Airport - Haymarket complete ▪ Haymarket – Newhaven complete save for: <ul style="list-style-type: none"> ▪ Some telecoms cabling and transfers ▪ Testing / commissioning / abandonments of transferred services ▪ Baltic Street Diversions (1500m) 	97%
<p>Tram Project Ancillary Works <i>Equal weighting is applied to the physical progress % complete for all six work packages, irrespective of value.</i></p> <ul style="list-style-type: none"> ▪ Ingliston Park & Ride Phase 2 complete 100% ▪ Burnside Road Bridge relocation at Edinburgh Airport complete 100% ▪ Murrayfield Training Pitches relocation complete 100% ▪ Murrayfield Wanderers Club House complete 100% ▪ Murrayfield Turnstiles relocation complete 100% ▪ South Gyle sewer tunnel: (Site Contract works 100% completed) 100% complete Additional works -TM switchover completed November 10 	100%
Tram Vehicles	70%

<p><i>Weighting is applied to the physical completion of trams with a Factory Acceptance Test (FAT) signed off and accepted. All others are under manufacture so this is a conservative measure of progress.</i></p> <ul style="list-style-type: none"> ▪ 19 out of 27 completed and factory tested with 8 under manufacture. ▪ On programme ▪ Tram 252 relocated to secure compound in Broxburn 	
<p>Construction Off Street</p> <p><i>The % complete is a physical measure of the proportion of the section from Haymarket to Edinburgh Airport. Some typical elements of sections provide a more granular view.</i></p> <p><i>As has been reported, the on street work is subject to significant dispute and this is excluded in the summary table. Current % complete for the on street Infrastructure construction works is ~11%.</i></p> <p><u>Depot</u></p> <ul style="list-style-type: none"> ▪ TEL Occupation to be confirmed in Period 11 ~77% complete ▪ Stabling area Phase 1 & 2 under construction, completion Feb '11 <p><u>Structures</u></p> <ul style="list-style-type: none"> ▪ Bridges 8 out of 16 under construction ~44% complete ▪ Culverts 3 out of 3 completed 100% ▪ Retaining Walls 6 out of 17 under construction ~ 24% complete <p><u>Systems</u></p> <ul style="list-style-type: none"> ▪ Track 1400m installed & now starting in depot ~12% complete ▪ Substations 2 out of 4 under construction ~20% complete ▪ Overhead Line Work has just commenced at the depot 	39%
<p>Overall Progress as a Financial Metric</p> <p><i>This is a summary financial metric, aggregating the current expenditure on the whole project as a % of the currently authorised funding (£545m).</i></p>	73%

The cost, programme and risk information in this Period 10 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme.

BSC continue to report progress against the agreed Rev.1 contractual programme. This shows for progress up to and including 26th November 2010 an OFRS date of 23 December 2013 against the contractual Rev.1 programme date of 06 Sep 11. (Note that period 10 information is not available from BSC).

It should be noted that as a result of the current rates of BSC progress and cessation of works across the site, that it is likely that slippage will continue to be reported on a period by period basis, until such time as a re-baselined programme can be agreed with the Contractor.

tie continue to monitor progress against their "**live**" programme which is based on the contractual Rev.1 Programme logic, although progress recorded against this programme considers the currently known work-scopes including some changes. This indicates a Sectional D completion of 25-Jun-13, which is a 10 calendar day slippage from Period 9. Note that the **live** programme does not make any assumptions regarding BSC restarting on site.

Overall the relationship with BSC is suffering in a number of key areas and progress remains behind the master programme:

- Contractual obligations not met to allow works to commence on street;
- Design slippage since novation of design to INFRACO (now recorded in v64 of the design programme);
- Consortium integrated design programme, assured and validation;
- Finalisation of the agreement of change delaying the commencement of work even though instructed to progress by tie;
- Remaining small pockets of incomplete utility diversions in the On-Street sections;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;

Section	Description	Contract Programme Rev.01	BSC Forecast (P09) Rev.01	BSC Forecast (P10) Rev.01	BSC Movement in Period Cal Days (c) – (b)	tie Live Forecast (P09) Rev.01**	tie Live Forecast (P10) Rev.01**	tie Movement in Period Cal Days (f) – (e)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
Section A	Depot completion	01-Jun-10	30-Aug-11	No info	N/A	19-Aug-11	09-Sep-11	-21
Section B*	Test Track Available	01-Jul-10	25-Sep-12	No info	N/A	12-Apr-12	03-May-12	-21
Section C	All Phase 1a Construction complete	10-Mar-11	26-Jun-13	No info	N/A	17-Dec-12	27-Dec-12	-10
Section D	Open for Revenue Service	06-Sep-11	23-Dec-13	No info	N/A	15-Jun-13	25-Jun-13	-10

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

** v64 information used.

Contractual Strategy & Dispute Resolution

Dispute Resolution (Infraco)

Following a Full Council meeting in November and a Tram Project Board in December, tie has commenced discussions with BSC in relation to mediation outwith the Infraco Contract in an attempt to reach a solution to the differences between tie and BSC.

Meanwhile, tie's contractually assertive management of the contract continues. Over the period no new items have been referred to DRP.

In total, 25 items have now been referred to the formal dispute resolution agreement process – 16 by tie and 9 by Infraco. In total 7 have been resolved through negotiation, 2 through external mediation, 11 were decided through adjudication, and 5 still remain to be resolved. It is important to note that overall, the application of DRP to disputed matters has reduced BSC's claims for additional payment from £23.9m to £11.2m in relation to those DRPs which have actually reached a financial settlement.

During the period, the sub-contractor DRP adjudication decision was received. This decision agreed with tie's interpretation of the relevant clause of the contract and that tie had not acted unreasonably in not approving sub-contracts which all consortium members were not party to.

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
50	Depot Access Bridge	BDDI to IFC	√	√	√	√	√	Adjudicator made decision on smaller scope and valued work sat a saving of £1.24m compared to BSC claim.
	Landfill tax	Liability for paying landfill tax	√	√	√	√	√	Decision made – no landfill tax exemption due
	Sub-contracts	Approval of BSC sub-contractors	√	√	√	√	√	Decision made – tie were correct to withhold approval
	Preliminary payments	Method for applying for preliminary payments	√	√	√	√	√	No agreement reached at mediation – awaiting referral to adjudication.
	Section 7 drainage	BDDI - IFC	√	√	√	√	x	Agreement reached without resorting to mediation
	Princes St	Payment	√	√	√	√	x	Awaiting referral to adjudication
	Section 5B drainage	BDDI - IFC	√	√	√	√		Settlement agreed at CEO meeting
	Section 5C drainage	BDDI - IFC	√	√	√	√		Settlement agreed at CEO meeting
	Lindsay Road	Costs	√	√	√	13/1/11		
	South Gyle Access Bridge	Costs	√	√	√	13/1/11		
	Bankhead Drive retaining wall	Costs	√	√	√	13/1/11		

Launched by **tie**

Launched by BSC

A strategic review of commercial and contractual options continues and is reported to the Tram Project Board and Transport Scotland each period.

tie has continued with the contractually assertive approach to management of the contract. From Period 7 this has taken the cumulative issue of Contract Notices to : 10 Remedial Termination Notices (RTN's) and 3 Underperformance Warning Notices (UWN's) - Rectification plans have been received for 4 RTN's due from 7 by the end of Period 9. All 4 have been rejected by **tie** as they do not address the defaults identified with satisfactory proposals.

Design

IFC Design

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IFC	71	81	233	230	227	230	230	229	229*	186

reduction in IFC no due to removal of IFC in 1C1 - Application of Generic Void Filling Design to Support Tramway - Leith Wk Cable Tunnel (ICR 0172)

v64 data has been used to inform the programme updates. **tie** have included these into the live programme.

- IFCs – Phase 1a: 186 issued out of 229 (83%)
- 60 Prior Approvals are included in V64 – 54 of which have been granted – those remaining include the Edinburgh Gateway & Canopy & Boundary Treatment at Airport Kiosk (90%)
- 55 Technical Approvals out of 63 have been granted in V64 (93%)
- Roads approvals - One area remains outstanding from the V31 Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);
- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square) & 1C1 (McDonald Rd to Picardy Place).
- Sections 1A1, 1A2, 1A4, 1B, 1D, 5A, 5B, 5C & 6 close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect.

To date 120 out of 969 informatives have been closed out and agreement in principle has been reached on a further 372. Further workshops are planned for Period 10.

tie has implemented an extensive programme of site based monitoring to validate & verify the installation of works in line with an integrated design assured construction.

Design performance by Infracore and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

The Technical Support Services Contractor (TSS) have completed a design status review, and the results of this assessment indicate that the design is around 90% complete (excluding as built).

Utility & Cabling Works

Utility work - minimal work occurred during the period due to the commencement of the City Centre Embargo on 27/11/10.

The remaining on-street Utility, remedial & snagging works are under programme development by **tie** and are due to recommence during January 2011.

The tender process for Utility work at Baltic street remains on hold until **tie** receive the required IFC drawings from SDS - which remain outstanding with no delivery schedule in place from SDS.

Telecoms continued to progress their re-cabling activities on-street, with planned re-start for early 2011 -following the Embargo - in St Andrews Square & York Place. Cabling continued in Torphichen St has outages booked for Jan 11.Cabling in this area could be protected during tramworks as crossings are perpendicular to Tram route.

The completion of BT Cabling on the northbound carriageway between MacDonald Rd – Jane St is compounded by delays to the duct work at York Place; however the Southbound carriageway is available to BSC.

Tramworks (INFRACO)

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BSC are undertaking very limited on-street works in the Leith Docks area at present, with only Lindsay Road worksite remaining active post 19th November although there was no progress reported during period 10. The period progress has been achieved only at the Depot Access bridge and the Depot area itself.

Progress continues to be monitored against the Revision 1 programme. The summary milestones against the agreed INFRACO contract and the short term Rev 1 programme milestones are shown in the table below.

Milestone	Period 09		Cumulative (Achieved to date)	Contract Planned to P09
	Planned	Actual	Actual	
Prelims	0	0	69	77
Construction	3	1	168	1136

Contract Milestones

Works are currently not being carried out in line with the original Contract Programme and subsequently cannot be achieved as originally forecast.

Prelim Milestones

Prelim Milestones are no longer being forecast as BSC are not applying for these milestones in accordance with the Infraco Contract. It is also the case that a number of BSC's key subcontractors have not commenced in certain areas of the site therefore the milestones are not being achieved in full at this stage.

(%) Infraco Construction Progress Period 10

Period 10 2010-11	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 10 PROGRESS (Contract Rev.01 Programme)							Wtg
Section 1a Newhaven to Foot of the Walk	0.0%	0.0%	0.0%	99.3%	8.5%	-90.7%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	0.9%	0.0%	-0.9%	96.0%	0.0%	-96.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.1%	0.0%	-1.1%	98.7%	11.2%	-87.5%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	0.0%	0.0%	0.0%	100.0%	10.0%	-90.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	0.2%	0.2%	100.0%	25.0%	-75.0%	7.2%
Section 6 Gogar Depot	0.0%	4.1%	4.1%	100.0%	77.2%	-22.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.2%	-52.8%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.0%	0.9%	0.9%	100.0%	39.9%	-60.1%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.4%	0.5%	0.1%	99.5%	27.9%	-71.6%	100.0%

ON-STREET

Item	Period08 % Comp	Period09 % Comp	Period10 % Comp
Section 1 Newhaven Road to Haymarket			
Lindsay Rd RW's	62.0%	64.0%	64.0%
S17 Tower Place bridge	65.7%	73.0%	73.0%
1B Leith Walk (Foot of the Walk – McDonald Rd)	1.3%	1.3%	1.3%
1D Princes Street to Haymarket	42.1%	42.1%	42.1%

OFF-STREET

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

Item	Period08 % Comp	Period09 % Comp	Period10 % Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	79.7%	79.7%	79.7%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	14.1%	14.1%	14.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	0.0%
Haymarket Station TS	1.8%	1.8%	1.8%
Section 05A Roseburn Junction to Balgreen Road			
Network Rail Haymarket Sprinter Depot Carpark	100.0%	100.0%	100.0%
Russell Road Retaining Walls	22.7%	22.7%	22.7%
Murrayfield Wanderers Clubhouse Demolition	100.0%	100.0%	100.0%
Murrayfield SRU Accomodation Mods	98.3%	100.0%	100.0%
Section 05B Balgreen Road to Edinburgh Park Central			
S23 Carricknowe bridge	79.5%	79.5%	79.5%
Trackwork Civils and Earthworks Balgreen to Saughton	42.7%	42.7%	42.7%
Trackwork Track Laying Balgreen to Saughton	11.3%	11.3%	11.3%
Trackwork Civils and Earthworks Saughton to Bankhead (includes Guided Busway)	100.0%	100.0%	100.0%
Trackwork Track Laying Saughton to Bankhead (includes Guided Busway)	63.7%	63.7%	63.7%
Trackwork Civils and Earthworks Bankhead to Edinburgh Park	31.0%	31.0%	31.0%
Trackwork Track Laying Bankhead to Edinburgh Park	0.0%	0.0%	0.0%
Edinburgh Park Station TS	6.4%	6.4%	6.4%
Trackwork Civils and Earthworks Edinburgh Park Station to Edinburgh Park Central	43.4%	43.4%	43.4%
Trackwork Track Laying Edinburgh Park Station to Edinburgh Park Central	0.0%	0.0%	0.0%
S27 Edinburgh Park viaduct	94.2%	94.2%	94.2%
Section 05C Edinburgh Park Central to Gogarburn			
Trackwork Civils and Earthworks Edinburgh Park Central to Gyle Centre	20.6%	20.6%	20.6%
Trackwork Track Laying Edinburgh Park Central to Gyle Centre	0.0%	0.0%	0.0%
A8 underpass (Excluding utilities works)	45.4%	45.4%	45.4%
S32 Depot Access bridge	65.2%	71.3%	73.8%
Trackwork Civils and Earthworks Gyle to Depot Stop	4.2%	4.2%	4.2%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	61.9%	66.9%	66.9%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	0.0%

Item	Period08 % Comp	Period09 % Comp	Period10 % Comp
Section 06 Gogar Depot			
Depot Earthworks & drainage	99.1%	99.1%	99.1%
Depot Trackworks Civils	77.2%	77.2%	78.0%
Depot Trackworks - Track Laying	16.0%	20.0%	20.0%
Depot building (Total).	74.7%	76.0%	80.0%
Depot Sub-station	66.2%	79.0%	85.0%
Depot Access Roads	63.6%	68.5%	68.5%
Depot E&M Works	11.1%	12.5%	13.0%
Depot in totality	70.2%	73.1%	77.2%
Section 07 Gogarburn to Edinburgh Airport			
Gogar Landfill	91.5%	91.5%	91.5%
Gogarburn Bridge	98.5%	98.5%	98.5%
S30 Gogar Culvert No.1	100.0%	100.0%	100.0%
Trackwork Civils and Earthworks Gogarburn to Ingliston P&R	71.1%	75.2%	75.2%
Trackwork Track Laying Gogarburn to Ingliston P&R	0.0%	0.0%	0.0%
Hilton Hotel Carpark Phase 1	100.0%	100.0%	100.0%
Ingliston Park and Ride Sub-station	1.4%	1.4%	1.4%
W14A&B / W15C&D Gogarburn RW's	57.5%	57.5%	57.5%
S31 Gogar Culvert No.2	100.0%	100.0%	100.0%
S34 Gogar Culvert No.3 (Remedial works to be done)	97.2%	97.2%	97.2%
Trackwork Civils and Earthworks Ingliston Park & Ride to Edinburgh Airport	85.9%	85.9%	85.9%
Trackwork Track Laying Ingliston Park & Ride to Edinburgh Airport	0.0%	0.0%	0.0%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing main works in this section No works progressed on Lindsay Road RWs due to adverse weather in final part of period. Tower Bridge – No works carried out from 19/11/10 as Bridge re-opened, as per Forth Ports Licence.
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	<u>Haymarket Viaduct</u> There have been no productive works in this section since BSC cleared site on 1 st October 10. Attendance on site continued until 7 th October 10 to ensure the site was safe. Scottish Power worked adjacent to the BSC site from 1 st to 3 rd November 10 to repair a fault on a Pilot cable. This was not directly related to the Tram works however there were issues with the fence line being removed without permission. <u>Haymarket Yards</u> There have been no productive works in this section by BSC since they cleared site on 1 st October 10. Attendance on site continued until 7 th October 10 to ensure the site was safe. SGN commenced laying the temporary gas main on 28 th September 10 however had to stop due to the lack of BSC presence on 1 st October 10.

Section	Commentary
<p>Section 5a Roseburn Junction to Balgreen Road</p>	<p>Temporary & permanent works re-design along with commercial resolution is delaying various structures. All required consents in place for track installation.</p> <p><u>Russell Road Bridge</u></p> <p>No works carried out during the period. Temporary works design for the soil nailing has been signed off by Network Rail, as well as WPP with no qualifications. Scheme for protection of the 24" gas main during the soil nail works submitted to SGN by BSC and is agreed. Details of protection to the gas main during the piling works waited from BSC. Road /Footpath/Cycleway closure was planned for 04/10/10, however this remains on hold and the signs removed.</p> <p><u>Russell Road Retaining Wall W4</u></p> <p>No piling work carried out during the period. No work carried out by Expanded during the period. The proposal to install an additional barrier to ensure Scotrail move into the new car park has been rejected by tie and Scotrail to be advised in writing. Pile caps for units 1-9 300mm out with the LOD – BSC/SDS to resolve.</p> <p><u>W18 – Murrayfield Tram Stop RW</u></p> <p>BSC claim Plot 101 is within the LOD and clashes with the foundations of W18 RW. tie has received the structural engineers report for review.</p> <p><u>W8 – Baird Drive RW</u></p> <p>Site clearance work stopped and site cabins removed week commencing 1st November. Form C for works was signed off by Network Rail w/e 08/10/10 with the condition that the track monitoring action plan was to be agreed.</p>
<p>Section 5b Balgreen Road to Edinburgh Park Central</p>	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p><u>Balgreen Road to Carrick Knowe Bridge</u></p> <p>No work in the period.</p> <p><u>Carrick Knowe Bridge</u></p> <p>BSC informed by tie that SGA Sewer diversion is completed and site available 04-11-10. Design/ Level issue still to be sorted by BSC, Expanded will not be returning to complete until levels are resolved. No other works have been carried out during this period.</p> <p><u>Edinburgh Park Bridge North Ramp to Edinburgh Park Central</u></p> <p>There has been no work carried out in this section during this period. The route was to be used for the access to Section 5C earthworks, however, there is no resolution to the OLE base conflict with the coarse material installed by BSC to replace the organic material.</p> <p><u>Bankhead Drive Ch 522850 to 523500</u></p> <p>There has not been any works in this section during the period. BSC submitted WAC test results however the information was incomplete and insufficient, therefore returned.</p>

Section	Commentary
	<p><u>Edinburgh Park Bridge</u></p> <p>No works carried out during the period. Issues with the DKE/OLE plinths/Robust kerbs still not resolved by BSC. Colour of cladding at the north approach ramp also not resolved by BSC.</p> <p><u>Busgate</u></p> <p>Work on the site was stopped by BSC on 8th October 10 due to the outstanding Change issues affecting drainage, HRL, earthworks and the Tram Halt.</p> <p>There are a number of technical issues that have been ongoing for some time affecting the site and urgently require BSC/SDS solutions including; OLE clash with an existing (known) sewer, drainage conflict with SP insurance ducts, trackform drainage review/re-design and CEC approval of the latest street lighting design. A potential clash between the existing SGN IP gas main and one of the OLE bases has been reported and is being investigated.</p>
<p>Section 5c Edinburgh Park Central to Gogarburn</p>	<p><u>Section 5C Edinburgh Park Central to Gyle Tram Stop (Inclusive)</u></p> <p>The section is broken down into a number of areas due to the issues associated with each.</p> <p>CH 530 450 to 600 - Earthwork replacement was completed by 27/09/10 and the site cleared. Further works will not be progressed by BSC until ongoing Change issues are resolved.</p> <p>CH 524 490 to 530 420 – BSC replaced the pedestrian footpath with a concrete slab on 9th October 10 to enable site vehicles to cross for the earthworks. BSC carried out trial holes on 11th October 10 and highlighted the potential problem with the existing utilities being within the depth for replacement of soft material or requiring protection during the earthworks. The top soil strip was carried out between 12th and 14th October 10 and no progress has been made since. No further work will be carried out by BSC until a Change has been issued.</p> <p>CH 524 490 to 524 555 – there is currently no technical change to the earthworks in this section. The 1130mm dig and replace affects from the start of 5C. The area up to 524 490 requires only 200mm capping and 150mm starter layer. tie has issued a letter issued to BSC advising this area is available to them to proceed on this basis.</p> <p><u>A8 Underpass</u></p> <p>There have been no works carried out by BSC on the A8 Underpass since 01/10/10 due to the contractor's decision to stop work until all outstanding INTC's have been closed out.</p> <p><u>Depot Access Bridge</u></p> <p>North Abutment: Backfilling/Structural fill works</p> <p>Central Pier: Prep works carried out levelling areas prior to erecting Scaffold for Deck work</p> <p>South Abutment: Formworks and concreting works continued during this period, however adverse weather conditions at the end of the period exacerbated works.</p>

Section	Commentary
Section 6 Gogar Depot	<p>Depot Building works: Accommodation area: Building 2nd fix M&E works ongoing – internal fit out ongoing. Building envelope completed with external doors, canopies, etc substantially completed. Internal brickwork painting ongoing. Workshop area floor painting ongoing. M&E works and Power Energy Building and Sub-station fit-out progressing – LV power supply now operational with lighting etc now available inside building. Gas connection made resulting in heating being switched on</p> <p>External works: nominal external works including drainage progressed in period due to contractor's decision re outstanding INTC's</p> <p>Track Laying: Siemens slow progress in 2B where they are taking forward ballast, sleeper and rail works – works exacerbated at end of the period by adverse weather. On completion they plan to move into part of Area 2C.</p>
Section 7a Gogarburn to Edinburgh Airport	<p>Gogarburn Bridge: Area available for Siemens track laying. No works in period.</p> <p>IPR to EAL: Drainage is now substantially completed and testing is being carried out. No further ductworks, OLE found, sub-base or track slab works have taken place since 01/10/10.</p> <p>Gogarburn to IPR: Drainage crossing completed at Gogar Farm Road and testing carried out. No further ductworks, OLE found, sub-base or track slab works have taken place since 01/10/10.</p> <p>Gogar Landfill: No further surcharge materials have been removed during the period. Monitoring has now concluded and a report is awaited from SDS.</p>

Other Progress Points to note in Period 10:

- Tower Place bridge re-opened to the public on 19th Nov to accommodate Ocean Terminal Christmas Shopping.
- Depot Access Bridge is continuing to programme.
- The Gogar tram depot M&E systems are being tested and commissioned using the utilities connections.
- It is expected that the depot plant and equipment for maintaining the trams will start to be installed in mid-January 2011.
- Good progress continues to be made with fitting out of equipment in the HV substation at the depot.

Issues in the Period

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Depot Access Bridge, drainage in Section 7 and some M+E works in Depot due to alleged non payment of items relating to changes. **tie** disputes this.
- Issue surrounding flood reports and requirements to satisfy 3rd Party agreements with BAA are causing problems with the design of the airport retaining walls. An alternative design is being pursued.
- Track laying at the depot is going very slowly, and this is delaying the delivery of the trams to the facility. Several issues have been highlighted that could result in rework being required.

Tram Construction (Tramco)

The CAF contract programme is incorporated in the Master Tram project Programme. We receive electronic submission of the CAF programme to allow analysis of the programme.

CAF is progressing well to deliver trams to Edinburgh according with its contractual programme but there is currently no access available to the depot to receive the trams. Tram 252 is stored in Broxburn, trams 251 and 253 to 270 are stored at the factory in Irun.

Period 10 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and primer painting is completed on all the body-shells for all twenty seven trams. Equipment fit-out for the remaining trams 22 to 26 is continuing in the assembly hall. The first 19 trams are completed and tram 21 is about to start factory acceptance testing.
2	Enhanced passenger information upgrade	Plan still to fit final equipment when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	CAF have completed final internal tests to verify and calibrate computer design tools using Tram 251 at Wildenrath on the 12 th October 2010, final report awaited.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot mid-January 2011 is the current start date for this.
5	Finalisation of external branding	Discussions with CAF on application of the final branding have started and any commercial issues will be flagged in due course. We intend to use the fact that they are stored at the factory to undertake this work prior to shipping to Edinburgh.
6	Preliminary Tram O&M Manuals	Revised manuals received and reviewed. ROR sent back and next update due mid 2011 after experience on site with the trams.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	First 20 trams have successfully completed factory testing to date. 74% of trams now completed and tested.
9	Testing regime	CAF have revised the Delivery & commissioning regime for the trams to reflect the requirement to store Trams pre delivery to Depot. All Trams will be prepared after storage, undertake Dynamic testing and commissioning. 1 st tram due for starting commissioning mid-March 11- last tram mid-May 12.
10	Programme progress	86% of scheduled activities completed

Preparing for Operations

The Operational Readiness detailed programme information is also incorporated into the Master Tram Project Programme.

Regular meetings are held to review the programme and the potential impact of the infrastructure delivery dates to the commissioning process and the associated operational staff recruitment and training programme based on the current **tie** live programme.

The Operational Readiness team are working closely with both **tie** and BSC programme teams to coordinate progress at the Depot.

We have been planning in detail the first three stages of preparation for the Testing & Commissioning. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme. Good progress is being made in all activities except those that are directly dependent upon progress with the infrastructure works.

Lloyds Register Rail have reviewed and reported on the plans and procedures for managing the safety of the tram system and the documents have been updated and reissued.

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where the final ITT has been issued and two tenders have been returned on the 16th December which have been evaluated. We expect to select a preferred bidder during January and finalise a contract containing client break option clauses at suitable points in the programme.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives, notably the tram vehicle O&M and Operator Manuals and the asset management system for the tram vehicles.

Terms and conditions for operations staff have been drafted in partnership with Lothian Buses and the various job descriptions have been graded using the Hay Evaluation process.

Snagging activities have been carried out on the office and control room accommodation at the Gogar tram depot.

3 Edinburgh Gateway

Edinburgh Gateway

Progress on the Edinburgh Gateway Project in Period 10 2010/11 is summarised as follows:

- The revised Prior Approval, due to be submitted to CEC in the Period, was delayed following discussion with NR regarding the final landscaping details. Work on the detailed design to achieve Technical Approval continued with AIP issued to CEC on 10th December 2010. Co-ordination meetings continued with NR to resolve issues associated with EMC, Section 21 agreement and approval of anchor system for retaining wall ahead of IFEA submission to CEC.
- **tie** requested an Estimate from BSC for Edinburgh Gateway construction works as a Change under the Infraco Contract including a number of programme matters that **tie** indicated Infraco should assume when completing their Estimate. These programme issues will require adjustment following resolution of the Prior and Technical Approval issues. Further **tie** letter reference INF CORR 7005 of 17th December 2010 requested confirmation from BSC regarding date for receipt of Estimate.
- Legal agreements: **tie** have requested draft wording from SW regarding Section 21 Agreement for build over of retaining wall. This was requested on 18th November 2010. Meeting arranged with SW and NR for 13th January 2011 to co-ordinate approach. Progress on other legal agreements will be reviewed in the new year once clarity on wider ETN Project timescales.
- A high level Principals meeting on Edinburgh Gateway between Transport Scotland, Network Rail, City of Edinburgh Council and **tie**, took place on 22 December 2010. Meeting agreed to focus teams on concluding redesign.

Forecast Cost to Complete Design

Forecast outturn is £1,166k against an original £880k:

£880k Breakdown

SDS	£400k
JRC	£ 30k
tie	£100k
Siemens	£350k

£1,166k Breakdown

SDS	£540k
JRC	£ 45k
tie	£120k
Siemens	£327k
Const. Staging	£ 30k
ICP	£ 20k
Name Change	£ 3k
A8 Drainage	£ 27k
Legal Costs	£ 50k
33kV Enab Wks	£ 4k

tie have discussed outstanding milestone applications with BSC in an effort to ensure cash flow is consistent with progress.

Period 10 Design progress

At the end of Period 10 **tie** assessed the design phase as 90% complete. The work carried out in the Period involved resolution of final Prior Approval issues with NR and did not contribute significantly to progress on the overall design.

Cost of work done to date is £963K versus the £880k originally forecast and the £1166k revised AFC. This is a reduction from from the COWD reported reported last period due to a re-assessment by **tie**'s project managers of work done.

Prior Approval was granted on 28th July 2010. The revised Prior Approval will be submitted to CEC following agreement with NR regarding the final landscaping details. NR confirmed their acceptance of the revised landscape details for north embankment on 23 December 2010. Work on the detailed design to achieve Technical Approval has continued with AIP issued to CEC on 10th December 2010. Co-ordination meetings continue with NR to resolve issues associated with EMC, Section 21 agreement and approval of anchor system for retaining wall ahead of IFEA submission to CEC. Other outstanding design issues including resolution of survey grid discrepancy, ICP sign off and drainage approvals continued in the Period.

Tram Design Issues

BSC previously identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person (ICP). The **tie** engineering team have discussed this further with BSC and have received confirmation that this is still an issue. BSC will supply the justification for the **tie**/ICP to review.

A meeting was held on 2nd September 2010 between **tie**, TS and NR with ETN ICP John Dolan. The meeting discussed the design interface issues that require to be addressed to satisfy ETN ICP John Dolan. In the Period the design assumptions register was updated to reflect the current status regarding close out of ICP issues. Further discussions will be required with NR to close out the specific interface issues. These will be addressed through the regular Design Managements meetings between **tie**, TS and NR and the fortnightly conference calls.

Tram Patronage Modelling & Business Case

tie has received some comments from Transport Scotland regarding the JRC Modelling Report in Period 9, and these are under review by **tie**/JRC and will be responded to during Period 11.

Programme Milestones

Discussions are continuing between **tie** and Transport Scotland to agree Key Milestones. **tie** updated the forecast dates in Period 10 for indicative purposes only as these are subject to clarity on the wider ETN Project timescales.

Master Project Milestone Schedule

PERIOD Ending	01/01/2011
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ALL DATES ARE INDICATIVE ONLY UNTIL BASELINE PROGRAMMES ARE AGREED

Progress against milestones in programme					Master Project Milestones
		Baselined	Forecast	Status / Completion Date	
Edinburgh Gateway - Tram Works					
Milestone G1	Submission of Detail Design for Technical Approval	30-Aug-10	04-Feb-11		
Milestone G2	Completion of Cost Estimate (Including Risk & Value)	30-Sep-10	18-Mar-11		
Milestone G3	Completion of Technical Approvals	30-Sep-10	04-Mar-11		
Milestone G4	Completion of Statutory Approval & Consents (Prior Approval)	28-Jul-10	18-Feb-11		
Milestone G5	Completion of Issue for Construction (IFC) Information	18-Oct-10	04-Mar-11		
Milestone G6	Completion of Tram/Business Case Modelling	22-Jun-10	TBC		
Milestone G7	Completion of Construction Staging and Programme	30-Sep-10	18-Mar-11		
Milestone G8	Provision of CEC/tie Proposal to TS (Price & Programme)	08-Oct-10	18-Mar-11		
Milestone G9	Completion of Grant Funding Arrangement	15-Oct-10	15-Apr-10		
Milestone G10	Complete Design & Development Stage 1		TBC		
Milestone G11	Confirmation of Scope of Legal Agreements/Heads of Terms	05-Aug-10	05-Aug-10	Closed	
Milestone G12	Completion of Heads of Terms/Draft Legal Agreement	19-Aug-10	18-Feb-11		
Milestone G13	Completion of Legal Agreements	01-Oct-10	15-Apr-11		
Milestone G14	Commencement of Tram Construction Phase 1	18-Oct-10	15-Apr-11		
Milestone G15	Completion of Tram Construction Phase 1	31-Mar-11	14-Oct-11		
Milestone G16	Access to NR for Tram Area 1 (CIV/6001/001) Main Station Works	01-May-11	01-Nov-11		
Milestone G17	Access to NR for Tram 2 (CIV/6001/002) Sewer Works	01-Jul-11	17-Oct-11		
Milestone G18	Commence Tram Construction Phase 2	01-Jul-11	23-Jan-12		
Milestone G19	Completion Tram Construction Phase 2		08-Jun-12		
Milestone G20	Commencement of Operational Tramway Restrictions		11-Jun-12		
Milestone G21	Access to Tram Cutting for NR Works Around Operational Tram	01-Dec-11	11-Jun-12		
Milestone G22	Commence Tram Commissioning	01-Jan-12	11-Jun-12		
Milestone G23	Completion of Tram Commissioning	30-Jun-12	14-Dec-12		
Milestone G24	Completion of Implementation Stage & Commencement of Operation		14-Dec-12		
Milestone G25	Entry into Service	01-Jul-12	17-Dec-12		

Item Complete	Strikethrough		
Item due for completion on time	Green	Green	
Overrun, not yet critical - low risk to 'Final Delivery'	Amber	Amber	
Significant risk to 'Final Delivery' unless addressed	Red	Red	
Milestone also reported in PDG Section 4.1	Grey	Grey	

Legal Agreements

Following meetings between parties on 25th and 29th October, it was agreed not to progress the drafting of the legal agreements at the moment. This work will be reviewed in the new year once there is clarity on the wider ETN Project timescales. The current status of these agreements is understood to be as follows:

- Licence to occupy land from CEC to NR, also incorporating transfer of land to NR from CEC. This agreement will require to be in place in time for entry to site.
- Construction Interface Agreement. No drafting has progressed on this agreement to date.
- Operational Interface Agreement. No drafting has progressed on this agreement to date.
- Bridge Agreement. No drafting has progressed on this agreement to date.
- Section 21 Agreement: **tie** have requested draft wording from SW regarding Section 21 Agreement for build over of retaining wall. This was requested on 18th November 2010. Meeting arranged with SW and NR for 13th January 2011 to co-ordinate approach.

Long-lead Items / Abortive Works

tie has written to Transport Scotland confirming arrangements put in place with respect to avoiding re-works to the ETN infrastructure due to EGP. Transport Scotland has confirmed that **tie** should take steps to minimise the abortive works on the basis that the Edinburgh Gateway Project will go ahead.

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. There is no option that does not involve some re-works if Edinburgh Gateway Project goes ahead as foul and surface water drainage works need to be installed to allow completion of the Depot and Section 5C test track. BSC are at present only progressing the critical works to allow commissioning of the Depot and Test Track. The full extent of the re-works will not be known until the drainage design for the Edinburgh Gateway Project has been designed and approved. The BSC design is being progressed to maximise reuse of the existing IFC drainage systems.

tie letter reference INF CORR 7004 of 17th December 2010 issued to BSC confirmed current works are not to cease while the Edinburgh Gateway design and construction Estimate is agreed.

Construction Staging

Construction Staging meetings with **tie**, TS, Network Rail and BSC have concluded for now. NR have agreed to work to a predetermined set of ETN night time possessions to construct the recirculation tower and overbridge. All parties have discussed the preferred construction sequence which can only be verified following receipt of an Estimate and Programme from BSC.

tie met with Transport Scotland and BSC on to review the requirements for commissioning of the tram system test track and the impact of Edinburgh Gateway project on 1st September 2010. Edinburgh Gateway does not appear to have a significant impact in this respect, however a number of minor issues were identified as requiring consideration. **tie** issued TNC letter to BSC on 10th September 2010 to cover this scope of works. No response has been received to date.

Enabling Works

Network Rail commenced on site on 2nd November 2010 to divert the Scottish Power 33Kv cable diversion. Cable works completed on site by 26th November 2010 ready for jointing. NR have indicated jointing works will be carried out commencing 12th January 2011.

4 Headline cost report

4.1 Current Financial Year

	FY 10/11 COWD Period			FY 10/11 COWD Year To Date			FY 10/11 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance	Actual	Forecast	Forecast
Total Project COWD	3.802	13.246	-9.443	54.586	108.026	-53.441	70.052	142.245	-72.194	402.428	142.572	545.000
Other Funding	0.314	1.094	-0.780	4.507	8.920	-4.413	5.784	11.745	-5.961	33.228	11.772	45.000
Demand on TS	3.488	12.152	-8.664	50.079	99.107	-49.028	64.268	130.500	-66.233	369.200	130.800	500.000

The 'AFC' figure of £545m (table above) does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects our best view of the spend profile of the funding currently available for the delivery of the entirety of phase 1a.

Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process

tie presented an updated forecast for 2010/11 project spend to TS on Tuesday 19th October. Forecast spend ranges and sensitivities for 2010/11 & 2011/12 were presented to TS on 4th November. A further revision of the current year forecast took place in Period 10, and is within the range presented to TS on 4th November.

The review of spend for 2010/11 has resulted in a tuning down of forecast from a Q2 forecast of £86.7m to our latest forecast of £70.1m. Sensitivities to the £70.1m are highlighted in the section below. **tie** are committed to keeping TS and CEC updated as to the progress of our commercial engagement and any material impacts on the Projects spend profile.

COWD to date is £402.4m, with funding to date split to TS (£369.2m) and CEC (£33.2m).

Actual YTD P10 & forecast P11-P13 FY10/11

£m	2010/11 to P10	Forecast P11- P13,10/11	Forecas t FY10/11
Infrastructure and vehicles	37.9	11.1	48.9
Utilities diversions	4.4	0.0	4.4
Design	1.4	0.5	1.9
Land and compensation	0.3	0.0	0.3
Resources and insurance	10.6	3.9	14.5
Base costs	54.6	15.5	70.1
Risk allowance	0.0	0.0	0.0
Total Phase 1a	54.6	15.5	70.1

YTD 2010/11 COWD is £54.6m in period 10, and the full-year outturn forecast for 2010/11 has been revised downwards to £70.1m, from the previous £86.7m forecast in Q2.

Key Risks and sensitivities to the £70.1m forecast for are:

- Tramco – Non Tram vehicle related costs forecast (-£1.3m)
- Infraco related prelims – currently under DRP (+£8.6m)
- Infraco Main works progress up to (-£8.9m)
- Commercial engagement – structure of outcome will influence spend profile

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

Current Financial Year Profile

Profile for FY10/11

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY10/11
Infrastructure and vehicles	16.7	9.6	11.6	11.1	48.9
Utilities diversions	-0.4	0.1	4.7	0.0	4.4
Design	0.5	0.4	0.5	0.5	1.9
Land and compensation	0.2	0.1	0.0	0.0	0.3
Resources and insurance	3.2	3.3	4.2	3.9	14.5
Base costs	20.1	13.5	21.0	15.5	70.1
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	20.1	13.5	21.0	15.5	70.1

- Costs for 2010/11 are forecast at £70.1m (£86.7m Q2). *Note: This forecast is sensitive to the key risks as identified above.*
- The latest forecast is based upon **tie** Project Managers view as at the end of period 10.
- The original TS share of the budget (£130.5m) has been reduced to a forecast of £64.3m.**

Project Cashflow Forecast

Re-baselined Phase 1a Cash Profiling

£m	Cum FY07/ 08	Act ual 08/0 9	Act ual 09/1 0	FY 10/1 1	FY 11/1 2	AF C
Infrastructure and vehicles	30.6	45.2	83.5	48.9	114. 8	323. 1
Utilities diversions	18.4	33.4	10.6	4.4	-1.1	65.8
Design	24.4	4.7	2.1	1.9	1.0	34.1
Land and compensation	16.8	1.7	1.6	0.3	0.0	20.5
Resources and insurance	42.9	16.0	15.9	14.5	9.3	98.5
Base costs (inc 1b)	133.1	101. 0	113. 8	70.1	124. 0	541. 9
Risk Allowance	0.0	0.0	0.0	0.0	3.1	3.1
Total	133.1	101. 0	113. 8	70.1	127. 1	545. 0

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

Per the note in 4.1 the 'AFC' figure of £545m does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project, but point to 'our best view' of the spend profile of the funding currently made available for the delivery of the entirety of phase 1a.

The TEL board have approved a risk allowance within the current funding arrangements of up to £63.2m, which takes the current agreed budget up to £545.0m.

5 Time schedule report

5.1 Report against key milestones

The table below reflects the milestones set out against the Rev1 programme.

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Approval of DFBC by CEC	21 Dec 06A	21 Dec 06A
MUDFA – commencement of utility diversions	02 Apr 07A	02 Apr 07A
TRO process commences	14Dec07A	10-Dec-07A
Approval of FBC by TS – approval and funding for INFRACO / Tramco	09 Jan 08	Dec 07A
Princes Street closed	03-Feb-09	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A
Construction commences	14-Apr-08	14-May-08A
First track installation commences – on street	03-Nov-08	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	19-Aug-08A
A8 underpass commences	08-Aug-08	28-Aug-08A
Haymarket viaduct commences	08-May-08	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	01-Sep-08A
Tram mock-up delivered	Oct 2008	Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	Feb-11
Princes Street re-opened	01-Aug-09	29-Nov-09A
NR immunisation complete	Nov 2009	Sep-10A
Utilities works complete (including telecoms)	Nov 2008	Mar-11
All demolition work complete (S21C)	22-Aug-08	Jun-11
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Mar-11
Haymarket viaduct complete	08-Dec-08	Apr-11
All consents and approvals granted	18-May-09	Jan-11
Design assurance complete	20-Jan-09	Jan-11
1 st Tram delivered	09-Apr-10	25-Apr-10A
Carrick Knowe bridge complete	11-May-09	May-11
A8 underpass complete	14-Jul-09	Aug-11
Roseburn viaduct commences	20-Jan-09	Apr-11
TRO1 process complete	01-Dec-09	Nov-10A
Recruitment commences for Operations	July 2010	Apr-11
1 st OHL installed (Section 6 Depot)	11-Dec-09	Aug-11
1 st section (other than depot) complete ready for energisation (Section 2)	25-June-10	Oct-11
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Dec-11
Final tram delivered to Depot*	17-Jan-11	May-12
Commission Section 6 (depot)	25-Mar-10	Dec-11
Roseburn viaduct complete	20-Apr-10	Mar-12
Test track complete (Ready for tram testing)	23-Apr-10	Apr-12
Commission Section 7 (Gogar to Edinburgh)	25-June-10	Jan-12 to Apr-

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

* CAF revised programme to reflect availability of Depot for Tram delivery

Guidance for Completion:

Legend for colouring of Actual / forecast date text

Green: Actual / forecast date is ahead or in line with baseline
Yellow: Slight slippage – readily recoverable with action.
Pink: Significant slippage but expect recovery can be achieved
Red: Notable / significant slippage – difficult to recover, even with action.

Key Issues Affecting Schedule

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Depot Access bridge and the Depot area due to alleged non payment of items relating to changes. BSC has formally advised tie of 99no. individual Infraco Notice of tie Change (INTC) items and the validity and content of these are under review. tie has responded to the majority of these items under the existing contractual mechanisms available.
- Lack of agreement with BSC regarding on-street construction programme;
- Completion of a fully integrated and assured design.

12-Week Look-Ahead

Until the revised programme is in place the forecast for the next 12 weeks continues to be generated from the tie Live programme including latest updated information from both BSC and tie Project Managers.

Note that due to the uncertainty surrounding the On-street section of the Infraco works, that these works have been removed from the 12 week forecast other than for areas that are currently underway. Similarly, as BSC have now advised that they are demobilising worksite where there is an outstanding disagreement regarding an estimate, these works have also been removed from the table.

Milestones	Actual / current forecast date
1A4 - Lindsay Rd Retaining Wall A+C	10-Jan-11C
1A3 – S17 Construction Works Tower Place bridge	10-Jan-11C
5C - S32 Depot Access bridge	10-Jan-11C
6 - Depot Building (Siemens Internals Only)	10-Jan-11C
6 – Depot Trackworks -Track Laying	10-Jan-11C
6 – Depot Access Roads	10-Jan-11C
6 – Depot OHL Bases	10-Jan-11C

Key: A=Actual; C=Continues in period; S=Start; F=Finish,

Appendix 'A' Detailed cost report

Headline Financial Information	Edinburgh Trams	FY 10/11	Period Nr: 10
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FY 10/11: Demand on TS	64.268
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1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD):

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

YEAR TO DATE (YTD):

See Section 3 of the TS report for further commentary.

FULL YEAR FORECAST (FYF):

See Section 3 of the TS report for further commentary.

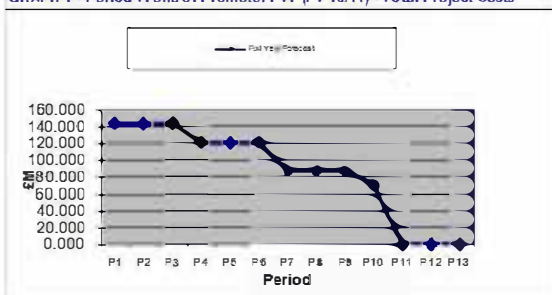
ANTICIPATED FINAL COST (AFC):

See Section 3 of the TS report for further commentary.

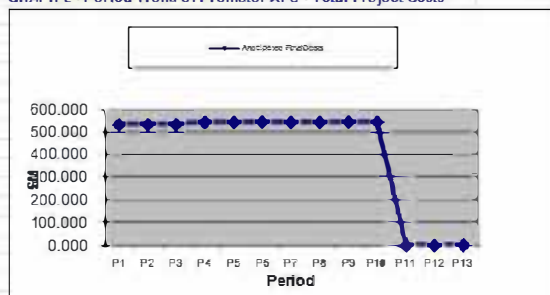
2: SUMMARY

	FY 10/11 COWD Period			FY 10/11 COWD Year To Date			FY 10/11 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance	Actual	Forecast	Forecast
Total Project COWD	3.802	13.246	-9.443	54.586	108.026	-53.441	70.052	142.245	-72.194	402.428	142.572	545.000
Other Funding	0.314	1.094	-0.780	4.507	9.920	-4.413	5.784	11.745	-5.961	33.228	11.772	45.000
Demand on TS	3.488	12.152	-8.664	50.079	99.107	-49.028	64.268	130.500	-66.233	369.200	130.800	500.000

GRAPH 1 - Period Trend of Promoter FYF (FY 10/11) - Total Project Costs



GRAPH 2 - Period Trend of Promoter AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

FULL YEAR FORECAST:

See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST:

See Section 3 of the TS report for further commentary.

4: ACCRUALS COMMENTARY

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

PLANNED/EMERGING/FORECAST

Allocated in accordance with standard WBS. Values relevant to

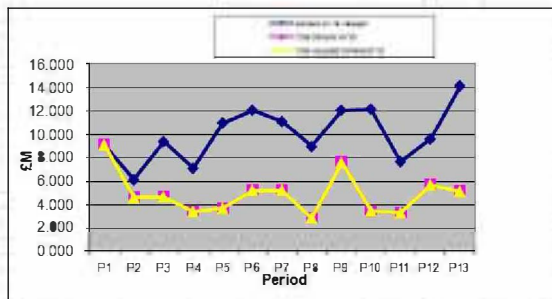
business case or other agreed baseline date to be known as original estimate.

Relevant Baseline date: FBC 20/12/2007

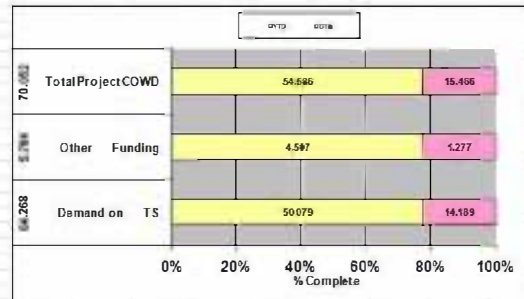
	Estimated Cost			Actual Cost/Forecast			Variance
	Total Project Costs			Total Project Costs			
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	AFC v ELE
General Overall	28.233	28.233	30.010	28.637	1.369	30.006	-0.004
Procurement Consultant	68.173	68.173	85.988	74.200	11.765	85.965	-0.023
Design	26.646	26.646	34.219	32.612	1.507	34.119	-0.100
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.695	2.663	0.031	2.695	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	333.277	216.871	113.419	330.290	-2.987
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	58.493	47.127	11.407	58.534	0.041
Risk	48.974	48.974	0.000	0.000	3.073	3.073	3.073
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	545.000	402.428	142.572	545.000	0.000

Detailed Financial Information		Edinburgh Trams										FY 10/11	Period Nr:	10		
														£m		
6: Current Year 10/11 - Baseline Budget		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total	
1	Total Project COWD - Budget	9,920	6,714	10,220	7,767	11,984	13,163	12,106	9,767	13,148	13,246	8,382	10,469	15,378	142,245	
2	Other Funding - Budget	0,819	0,554	0,844	0,641	0,980	1,066	1,000	0,806	1,086	1,094	0,692	0,864	1,270	11,745	
3	Demand on TS - Budget	9,101	6,160	9,376	7,126	10,995	12,067	11,107	8,961	12,063	12,152	7,690	9,595	14,108	130,500	
7: Current Year 10/11 - Actuals (Updated 4 weekly)																
4	Total Project COWD + Revised Forecast	9,920	5,055	5,122	3,751	4,088	5,092	5,310	3,145	8,276	3,802	3,610	6,233	10,623	70,052	
7	Other Funding + Revised Forecast	0,819	0,417	0,423	0,310	0,334	0,473	0,473	0,260	0,683	0,314	0,298	0,515	0,464	5,784	
10	Total Demand on TS	9,101	4,638	4,699	3,441	3,714	5,259	5,257	2,889	7,593	3,488	3,312	5,716	5,158	64,268	
8: Variance tracker																
12	Variance Line 1 to Line 4 - Project Actual vs Budget	0,000	-1,655	-5,098	-4,016	-7,937	-7,420	-6,377	-6,618	-4,872	-5,443	-4,772	-4,226	-9,755	-72,194	
13	Variance Line 2 to Line 7 - Other Funding Actual vs Budget	0,000	-0,137	-0,421	-0,332	-0,655	-0,613	-0,527	-0,545	-0,402	-0,780	-0,394	-0,349	-0,805	-5,961	
14	Variance Line 3 to Line 10 - Demand on TS vs Budget	0,000	-1,522	-4,677	-3,684	-7,281	-6,808	-5,850	-6,072	-4,470	-8,664	-4,378	-3,878	-8,950	-66,233	
9: Next Year 11/12 - Forecast (Updated 4 weekly)		Q1	Q2	Q3	Q4	Total	Financial Commentary - FY 11/12 Onwards									
18	Total Project COWD	60,206	54,609	12,392	0,000	127,106										
21	Other Funding	4,971	4,501	1,023	-0,000	10,495										
24	Total Demand on TS	55,234	50,009	11,369	0,000	116,611										
10: All Years (Escalated) (Updated 4 weekly)		PR10R	FY08/09	FY 09/10	FY10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FUTURE	TOTAL	
26	Total Project COWD	133,051	100,979	113,813	70,052	127,106	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	545,000	
29	Other Funding	10,986	8,338	9,397	5,784	10,495	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	45,000	
32	Total Demand on TS	122,065	92,641	104,415	64,268	116,611	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	500,000	

GRAPH 3 - Demand on TS: Actual/Budget Run Rate - Current Year FY 10/11



GRAPH 4 - Year To Date/ Cost To Go - % Complete - Current Year FY 10/11



11: Other Funding															
Budget (Current Year 10/11)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
	RAB Funding (If Applicable)	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,819	0,554	0,844	0,641	0,980	1,066	1,000	0,806	1,086	1,094	0,692	0,864	1,270	11,745
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Total Budget Other Funding	0,819	0,554	0,844	0,641	0,980	1,066	1,000	0,806	1,086	1,094	0,692	0,864	1,270	11,745
Actual (Current Year 10/11)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
	RAB Funding (If Applicable)	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,819	0,417	0,423	0,310	0,334	0,473	0,473	0,260	0,683	0,314	0,298	0,515	0,464	5,784
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Other Funding Stream	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
	Total Actual Other Funding	0,819	0,417	0,423	0,310	0,334	0,473	0,473	0,260	0,683	0,314	0,298	0,515	0,464	5,784
12: Promoter Full Year Forecast Run Rate (Total Project Costs)															
Period Trend of Full Year Forecast (Current Year 10/11)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	
	Full Year Forecast	143,011	143,011	143,011	120,236	120,236	120,236	86,674	86,674	86,674	70,052	0,000	0,000	0,000	
13: Promoter AFC Run Rate (Total Project Costs)															
Period Trend of AFC		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	
	Anticipated Final Cost	533,305	533,309	533,308	545,000	545,000	545,000	545,000	545,000	545,000	545,000	0,000	0,000	0,000	