4.2.2.3 The Civil Work value of £33,322,568 as contained in the report entitled 'Edinburgh Tram Network On Street Works Civil Price' and dated 20 June 2011 is compiled as follows:

Item	Description	Detailed Description	Amount	Observations
1	Main Subcontract Works	Sub-total	£15,668,623	Α
2	Subcontract qualifications	Omissions	£735,255	Α
		Clarifications	£487,082	Α
		Exclusions	£569,824	Α
		Resource Reconciliation	£769,903	В
		Late Changes	£632,456	С
		Sub-total	£3,221,521	
3	Other Subcontractors	Site Investigation Works	£400,000	D
		Logistics	£899,169	Е
		Street lighting	£559,979	F
		Princes St. outstanding wks	£345,000	G
		Traffic & Pedestrian Management	£4,173,615	Н
		Sub-total	£6,377,763	
		Total for direct costs (1-3)	£25,267,906	
4	In-direct costs (BBUK)	Total for in- direct costs (4)	£5,025,354	I
5	Risk, Overheads & Profit	Risk – Reer Schedule X Pricing Assumptions	£-	
		Overheads at 7%	£2,120,528	J
		Profit at 3%	£908,798	J
		Total for Risk Overheads & Profit	£3,029,326	
(2015)		Grand Total	£33,322,586	

- 4.2.2.2 Tenders for the on-street civil works were received from the following contracting companies:
 - Lagan
 - Crummock
 - RJ McLeod
 - Land Engineering
 - Mackenzie

Contractor	Value				
Lagan	£15,649,862				
Crummock	£15,683,274				
Land Engineering	£17,626,025				
Mackenzie	£17,881,893				
RJ McLeod	£20,462,868				
Average of above	£17,460,784				

The values noted are compiled from the tender values received together with the contractor qualifications on omissions, clarifications and exclusions.

The value used in compilation of the £33,322,586 total is the average of the tenders received, namely £17,460,784. From the table above, the lowest tender was received from Lagan in the amount of £15,649,862. The difference between the average and lowest tender is £1,810,922. With the addition of Overheads and Profit at 10%, the value is £1,992,014

Using the average in the summary gives a false picture. It is recommended that the lowest tender value be used in the compilation of the summary of all costs with the £1,992,014 noted as contingency.

An Enquiry Clarification (EC Nr 1) and covering the pavement types was issued by Bilfinger Berger to their Civil Works tendering sub contractors informing them that the bills of quantities were produced to the worst case scenario with a capping layer of 700mm over the roads areas. This clarification is not carried into the BB Civil Works proposal Pricing Assumptions therefore the actual depths shown on the contract drawings will be deemed to be the BB allowance. This could lead to BB pursuing variations for extra over costs should actual depth requirements be greater than indicated on the drawings despite the worst case scenario being included in the bills of quantities.

It is our view that this element of the works be treated as provisional and subject to adjustment with the actual value to be certified based on actual work carried out.

Enquiry clarification (EC Nr 8) and covering Kerbs, Setts & Paving was issued by Bilfinger Berger to their Civil Works tendering sub contractors informing them that the Bilfinger Berger measurement upon which the tender is based contains approximately 1500m of new kerbing and 2000m2 additional pavement over and above that measured by tie. The discrepancy requires more in depth investigation. However, it is our view that in order to reach some common ground to enable agreement, these works are also considered as provisional and subject to re-measurement.

Observations:

- A: Values taken as an average of the five tenders received.
- B: Value added to cover the difference between the Bilfinger Berger estimate of the works and the average of the tenders received. This value should be deleted.
- C: The late changes are detailed in the report with the majority of the value associated with programme creep. For example section 1C is 5 weeks longer £208,820, 1D 3 weeks longer £125,292 and traffic management longer duration £280,000. The balance of the works in this section is associated with the Canning Street Traffic Light Junction. The rates for which are reasonable.
- D: The value seems high considering the extent of works to complete the project. Further investigation required.
- E: Logistical Support is based on 45 weeks duration for Princes Street works and 105 weeks duration for Haymarket/Shandwick/St Andrew/York Place.
- F: Original rates used with uplift of 15%. The uplift % is high when viewed against current indices. A figure in the region of 5% would be more appropriate.
- G: Represents works that were postponed on instruction and is a fair reflection of the value expected.
- H: The value quoted is excessive bearing in mind the works scope. During the Princes Street works, the cost reimbursable element was £330,000. This covered approximately 1km of route and being on a cost reimbursable basis is likely to be higher than at fixed price. On a pro rata basis if that rate is applied to the whole on street works of 2.6km, including the remaining Princes Street works, the value would be in the region of £858,000. An additional £280,000 is included in the 'Late Changes' section for Traffic Management. It is our observation that an amount in the region of £1,000,000 would be more realistic for the Traffic & Pedestrian Management with a reduction on the quoted value of £4,173,615 of £3,173,615. With overheads and profit at 10%, the reduction would be £3,490,098
- I: See item 4.2.2.4 below
- J: The total for overheads and profit, although high in the current economic climate, reflect the values contained in the original project

4.2.2.4 The in-direct costs at £5,025,356 are as follows:

Item	Description	Target Price	Observations
1	Site Office at Haymarket	£763,341	
2	Consortium Office	£234,834	
3	Staff	£2,595,582	
4	Finance	£706,300	
5	Consultants	£706,300	
= .3//	In-direct costs Total	£5,025,356	A

Observations:

- A: The value appears excessive when viewed against the programme timescales. In addition, although we do not have a breakdown of the off-street works agreed lump sum, it is conceivable that an element of in-direct cost is built into the lump sum.
- 4.2.2.5 Supplementary tenders for section 1D H chainage 130,818 131,247 West Maitland Street – Haymarket were received on 22 July as follows:

Contractor	Value
Lagan	£3,433,628
Crummock	£4,545,737
Mackenzie	£5,050,426

The lowest submission by Lagan in the amount of £3,433,628 should be added to the summary as noted in 4.2.2.3 above. The resultant total is therefore:

Section	Value
From 2.03	£33,322,586
From 2.05	£3,433,628
Total	£36,756,214

4.2.3 Systems and Trackwork

4.2.3.1 The Siemens costs exclude materials as these have already been certified.

The budget for the Siemens element of the project as prepared by tie was on a pro rata basis from the Siemens contract sum analysis provided at award stage. No programme was available and consequently a value based percentage was added to cover prelims (estimated at £894,246)

In meetings with Siemens, tie has established that Siemens have priced the preliminaries at full resource level for the current programme duration. Whilst it is accepted by tie that the programme is of a longer duration than anticipated by tie and that that would attract additional preliminary costs, original target price of £20,160,348.19 has been reviewed following observations made by tie. The target price has been adjusted to £14,480,150.03 following observations made by tie and is compiled as follows:

Activity / Contractor	Value	Notes
Overall project management	£1,493,375.86	
Track work – sub-system extended PM	£286,232.45	
BAM	£4,266,656.57	А
Core HVLV	£157,950.00	В
Infrastructure	£316,119.90	
Insurance, bonds, guarantees	£22,931.03	
Risk (extended warranty)	£345,881.38	
Risk (implementation risk)	£907,684.91	С
Sub-contracts:		
Rail Automation UK	£565,536.31	
Electrification UK	£1,464,671.50	
Traffic Solutions UK	£453,045.19	
Siemens AG (Germany)	£2,731,057.46	
Changes	£2,006,650.00	D
Total	£14,480,150.03	Ti Late

Notes:

- A: Siemens have intimated that they expect to negotiate with BAM. They have highlighted that the programme has extended by 8 weeks since BAM submitted their quotation and that would add 8 weeks prelims at a cost of £71,000 per week (£568,000). However, the £4,266,656.57 amount is for the laying only (materials are paid separately) of 1.6km of track. In comparison, the original 18.5km route length which amounted to approximately £11,000,000 (again for lay only) equates to a cost per kilometre of approximately £600,000. Based on this, the value for the track element included in the works to complete, would be £960,000. BAM have included in the £4.26m an amount for EOT which should be an internal matter between Siemens and BAM, their sub contractor. The BAM element should be reduced by approximately £3,306,000.
- B: No breakdown has been provided for this element. However Siemens have advised that the current quotation amounted to £35,000 with the remainder comprising a contingency of £100,000 and mark up.
- C: Siemens have advised that this represents 5% of the original quotation. This is excessive. Siemens have been requested by tie to review the sum and highlight the risks that they require to cover.
- D: The changes have been itemised by Siemens and include £961,612 for the York Place New Turnback Strategy and £597,120 for Floating Slab.

General observations are that there is an excessive resource provision quoted for what is 1.5km of track. In addition, Siemens have included project functions in Germany which require clarification. Included in the Siemens costs is an amount of £247,000 for material storage costs. Again this seems excessive and requires further investigation and clarification.

In our view, a further reduction in the region of £1m - £1.5m could be realised following completion of the negotiations.

4.2.4 Summary

4.2.4.1 There are a number of areas where savings can be introduced from the £53,483,265 total value of Bilfinger Berger and Siemens element. The table below details the tender totals and areas of adjustment:

Description	Adjustments	Tender
Civil work value (from report dated 20 June 2011)		£33,332,586
Civil work value (Tender received 22 July 2011)		£3,433,628
Siemens		£20,160,679
Total		£56,916,893
Adjustments:		
Use value for lowest tender for civil works in lieu of average	-£1,922,014	
Resource reconciliation	-£769,903	
Street lighting uplift reduction (15% to 5%)	-£26,077	
Reduction to Traffic & Pedestrian Management	-£3,490,098	
Siemens revised target price saving	-£5,680,198	
Siemens further reduction	-£3,306,000	
Total	-£15,194,290	-£15,194,290
Revised On Street works total		£41,722,603

4.2.4.2 Further to the adjustments noted above, there remain a number of sections where further adjustments may be realised. These are as follows:

Description	Comment
2.03 Site investigation Works (£400,000)	Further investigation required
2.03 Indirect costs, (£5,025,356)	Further investigation required

- 4.2.4.3 In addition to the revisions noted above, the works associated with the additional capping layer, kerbing and paving should be considered as provisional and subject to remeasurement based upon actual works carried out and valued at the rates contained in the bills of quantities received in competition.
- 4.2.4.4 In conclusion we are of the opinion that the Contractor has priced for the worst case scenario and that certain items are overpriced.
 - The use of the Contractor of reporting an average price from his sub-contractors is unusual and immediately adds nearly £2.0M to the project.
 - His response with regard to the capping layer, "to remove the item and have the
 council take the risk as another Pricing Assumption" is hardly in the spirit of the
 project going forward. In fact, this hard negotiating stance reflects the very tight
 timescale that the CEC has set to agree this works.
 - When comparing various elements of work with previous items of work the prices submitted appear to be extremely inflated. In fact the resourcing by Siemens would suggest that they have priced the works on the assumption that it will be a contentious contract to run (6nr Surveyors on the On-Street Works). If this is the case savings may be achieved by changing certain personnel within the organisations both on the Contracting side and the Clients side. This may not be an insignificant sum.

4.3 Utilities

4.3.1 Utilities

- 4.3.1.1 The Utilities have had a significant effect on the project, both in terms of programme delay and direct costs. Our initial review of this area was to consider what had occurred in the past and to see if these same difficulties may arise in the future.
- 4.3.1.2 Known and identified clashes between the tram structure and utilities were identified and quantified in the base cost.

4.3.2 Contractual Issues

- 4.3.2.1 The first thing noted was the separation of the Utilities contract (MUDFA) from the Edinburgh Tram delivery contract. With no apparent linkage between these two contracts, neither contract had the ability to influence the other. The effect was that with a prolongation of the utilities work the tram delivery project went into delay with the inevitable cost implications.
- 4.3.2.2 Faithful+Gould consider this as one of the fundamental risks to the project. Ideally both contracts would be carried out by the same contractor under one contract. This would have the effect of passing the responsibility of the delivery of the utilities to that Contractor and so minimise the risk of delay, to the Client.
- 4.3.2.3 Other considerations discussed, were the ability to hand over the On-Street Works in sections as and when they became available, with no right to possession on a certain date. This would again minimise the opportunity of the delivery contractor to claim delay in relation to the ongoing utilities works.

4.3.3 Design

- 4.3.3.1 A number of design areas were discussed, in particular the bases for the overhead lines. These were considered to be extensive and a piled solution was suggested. Faithful+Gould were then informed that this area had been explored but the Contractor's designers were unwilling to change their design and would not accept design liability should the base design be altered.
- 4.3.3.2 Therefore a risk allowance has been included to cover for clashes between utilities and the bases.

4.3.4 Delay

4.3.4.1 The most significant risk from the utilities remains the delay to the On-Street works that could arise. This has been assessed and is included in the risk profile.

4.4 CAF

- 4.4.1 The CAF Base cost had been agreed at £62.4M prior to the Faithful+Gould review. This value represented circa £58M from the original contract plus a further £4.4M as an agreed settlement for variations and delay to the contract.
- 4.4.2 This agreed sum is a 100% confirmed and so sits quite firmly as a Base Cost
- 4.4.3 The agreed sum also included for the separation of CAF from the Infraco contract. The interface risk resulting from this is seen as a 'black flag' risk in terms of interface between the parties. See section 5.3.3. for explanation.

4.5 Project Management Costs

- 4.5.1 The Project Management costs have been provided by the City of Edinburgh Council directly from their project data source. There is a high degree of clarity in the figures which relies on actual expenditure and residual monies left in those individual budgets. Here again these values have been reviewed and adjusted accordingly.
- 4.5.2 As this element represents a significant number of individual items, it was reviewed in detail to check for duplicated items
- 4.5.3 Other risks that have been identified during the process have been highlighted and evaluated.

4.6 Discrete Risks

4.6.1 Risks for each of the areas of Base Costs had risks identified individually and listed against those areas (see Appendix C Risk model). Discrete Risks i.e. risks of either a general nature or those that affected the whole of the project, were also listed but in a separate section at the end of the model spread sheet. The method of how the risk items were handled is contained in the next section (Section 5.0).

5.0 RISK ALLOCATION

- 5.1 General
- 5.1.1 A workshop was held on Wednesday 3rd August 2011, involving key personnel from both City of Edinburgh Council and tie Ltd to identify, quantify and record potential risks to the project and provide the base information for the budget review and the subsequent risk analysis. The workshop drew upon previous risk work undertaken by the project team including the ETN risk register.
- 5.1.2 Following the workshop, a new budget summary was created and this incorporated the discrete risks identified and was also used to build the risk model (see Appendix B). The model addressed both estimate (forecast) uncertainty and discrete risks generally using a 3 point methodology.
- 5.2 Risk Analysis Methodology
- 5.2.1 The objective of the workshop and subsequent meetings / correspondence with CEC and tie Ltd was to identify risks associated with the project at this stage, and assess those risks in terms of impact on the project. The information captured during the workshop provided the data for subsequent analysis.

The workshop incorporated the following sessions:

- · High level review of budget
- Settlement Agreement
- · Main Body of Workshop
 - On Street Works Haymarket to York Place
 - Haymarket to West End
 - Princes Street
 - St Andrews Square
 - York Place
 - Utilities
 - Lump Sum / Off Street Works Airport to Haymarket
 - Works to date (including Prioritised Works / Works to the North)
 - Works to go
 - Depot
 - CAF works
 - Non BSC Costs to go
 - Non BSC Costs to date
 - Contingency & Specified Risks

5.3 Quantative Cost Risk Analysis

5.3.1 Developing the QRA model

The layout of the risk model follows the arrangement of the cost forecast / budget. Faithful+Gould's due diligence team examined the basis of the forecast and developed three point estimates (optimistic, most likely and pessimistic) ranges against each line item in the forecast estimate. These line items were then incorporated into a risk model to represent the view of uncertainty and confidence.

Against each line item in the risk model the most appropriate input distribution has been selected. A triangular distribution has been selected to represent the distribution of the uncertainty for each of the forecast line items.

A common cause of risk estimating bias is the default use of the project plan forecast to anchor the centre point. Faithful+Gould's approach avoids this by structuring our questions as follows: "What is the maximum practical cost impact? What is the minimum practical cost impact?"

5.3.2 Method for developing cost ranges for the QRA

The cost risk models for the project are developed in accordance with best practice. The modelling process itself commenced with receipt of the cost plan or base estimate forecast from the City of Edinburgh Council.

Individual risks were identified from the existing risk register and from the workshop held 3rd August 2011. The results of the workshop combined with the assessment of the existing risk register were ratified at a review meeting with Alan Coyle on 9th August 2011 and again with representatives of CEC on 11th August 2011. During these meetings the validity of the risks were reviewed and a range of possible outcomes in terms of value and a probability of occurrence were assigned. The project team also considered the implications of the settlement agreement as drafted and the specific exclusions identified. These are set out in the budget / model in Appendix XX.

5.3.3 Interpreting the results from the cost analysis

The cumulative frequency distribution allows you to determine the probability of obtaining an outturn cost below a chosen value. It also allows the team to determine the probability of the project cost falling within a specified range. Often, clients will choose the 50% confidence level as the project management contingency sum, and the 80% confidence level as the project funding level.

Given the uncertainties as to whether risks will occur or not, it is impossible to predict the out-turn cost with absolute certainty. So a graph which shows confidence limits of a cost not being exceeded is produced. For example reading across the graph at 50% confidence limit, identifies the cost which has a 50% chance of being exceeded (and in this situation a 50% chance of not being exceeded). The 50th percentile is the point at which many clients decide to identify the contingency sum for project management purposes.

Nevertheless, the 50/50 chance of completing a project for a particular sum is not a very practical confidence level with respect to the provision of overall project funding. Clients may therefore decide to use the 80th percentile – the 80% confidence level – for project funding or budget purposes.

It should be noted that the following risks have specifically been excluded from the analysis as they are considered 'Black Flag' items. Should they occur, then the entire project would require re-baselining.

- 1. CAF breaking away from the Infraco consortium:
 - It is considered that it is imperative that the contractual interface between the parties, BB, Siemens and CAF, is maintained and that the redrafting of the contracts will need to be tight enough to nullify any risk to the Client.
 - The quantum of this risk is considerable and would skew the risk profile unnaturally. But the Parties consulted, agree that the likelihood of it happening is relatively small. Therefore it is considered as a 'black flag' item.
- 2. The following Agreements
 - Tram Supply Agreement
 - Interface Agreement
 - Maintenance Agreement

In summary the separation of CAF from the Infraco contract and the other agreements listed represent the contractual 'interface' between the delivery parties. Should these integrate liabilities, for the delivery of the scheme, become decoupled from one another, there is a severe risk that one party to the original contract would fail to deliver its element of work , thus putting the whole project at risk

5.4 Results from the Quantitative cost risk analysis

5.4.1 Cost forecast uncertainty ranges

The review of the forecast budget resulted in the following cost ranges being applied to the base forecast.

See Appendix A for supporting information to these amounts.

6.0 APPENDICIES

The following appendices are included in the report.

Appendix A - Budget Summary & Risk Model

Appendix B ~ QRA Summary

Appendix C - Risk Graph

Appendix A
Budget Summary & Risk Model

CITY OF EDINBURGH COUNCIL EDINBURGH TRAMS POST SETTLEMENT AGREEMENT BUDGET

Part	I level	Level 2	COMD	10.60	RIDGET	144012		(49E)	25th Stadel Oats	The second second
Section Sect				£M	EM.		Probability		Most Likely	Passimistic
March Marc	Off Street Works						×	Assume only 5% claimse 2 will be lower than this	du.	ne only Sik chance it will be bitcher than thin
Principal Prin	Airport to Haymarket (Infraco)	Base Cost Payment at 54pt 43 + hg Certs 1, 2 & 3s Anns 4 at 54 +hs Certs 18, 5 3c			00=10		100%	178,930,000,00	178,930,000.00	278,930,000.00
State Stat		Prioritised Viorks	19.68	26.07			100%	19,680,000.00	19,680,000.00	19,686,000.00
Second Part Control Part Contr		Lease to go to eas. Deduction for forth Ports	и ф	2,44		Colin Smith	100%	3,600,000.00	2,443,000.00	1,000,000.00
Part		Base Cost Total	214.67	145.39 €	360.06					
State Stat							3036	150,000,00		00'000'005
Part						Price given at Workshop AC confirmed estimate from previous meeting	%09 %06	350,000.00		200,000.00
State Control State Contro						new in R041. Allowance	20%	125,000,00	250,000.00	250,000.00
Septiminations Septiminations Control		Risk Cost Total			٠					
Processing Pro		Sub Total.	214,67		360,06					
Description	Level 1	Level 2	COWD	10 00	BUDGET	Notes	Probability		Most Likely	Pessimistic
## 4.2. Controls 2.0. Controls 2.0. Controls 2.0. Control	On Street Works Haymarket to York Place [Infraco]	Bose Cost On-street contract price - Billings: Bergar On-street contract price - Stemens			NJ.	Discussion on Pricing ; CS to go back to Contractor; view to be taken on holding contingency As above	100%	29,000,000.00	31,548,122.00 12,500,006.00	33,000,000.00 12,000,000.00
Color Colo		Base Cost Total	3 . 3	49.26 E	49.26					
Additional land required to allow construction Unknown or abandened chambers, celars, voids etc. Sub-suppliers warranties expire during the maintenance period and Siemens may have legitimate chim due to delays Authorise reactive expired during the maintenance period and Siemens may have legitimate chim due to delays Authorise road course proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work with traffic Abuldopic road closures proposed / agreed may not work a series and the model results) Action and the content of building could impact on Infraco Birk Cost Total Abuldopic road closures period and action of building could impact on Infraco Colle ay not true determine a political and delay) Action and the content of building could impact on Infraco Colle ay not true delay and the model results) Action and the content of building could impact on Infraco Colle ay not true and the model results Action and the content of building could impact on Infraco Colle ay not true and traffic and traff		2 Assumptions	ino			Advised at Zero Cost Andy Conway 09-08-11 Stops - Advised at £72k Cost Andy Conway 09-08-11 base costs in budget - street scape uplift separate budget - therefore risk allowarez stee	100% 100% 100% 100% 100%	00,000,008 00,000,008 00,000,008 00,000,0	1,000,000,00 1,000,000,00 1,000,000,00 75,000,00 1,000,000,00	1,200,000,00 1,200,000,00 50,000,00 50,000,00 1,200,000,00
Stemens may have legitimate claim due to delays Multiple road closures proposed / agreed may not work with traific. Multiple road closures proposed / agreed may not work with traific. Stemens may not work under realists and delay. OLE may not work - design cousts independent to a solution and the connectional delay. Demolition of building could impact on Infraco. Stek Cost Total Stek Cost Total Sub Total S		60 24				figure susplied by Third party manager NOT a Risk	9406	130,000,00	150,000.00	130,000.00
OLE may not work, design costs to determine a solution and the connectuants and deby) Demostion of building could impact on infrace Sike Cost Total Sike Cost Total Sub Tota		50 II II				Coin Smith - see e-mail 11/8/11 Shouldn't be our issue	50% 80%	130,000,00	250,000,00	300,000,00
Sick Cort Total E . E . 10		- 15°	, to			discussion with CS This will not hancen	%06	00'000'058	1,000,000,00	1,500,000.00
101a1 E . E . E . E										
£ - E 49.26 £		Risk Cost Total	3 . 3		•					
		Sub Total	3 - 3	49.26 E	49.26					

Level 1	Level 2		OWD		GO	BUDGET	Notes	Probability	Optimistic Cost	Most Likely	Pessimistic
Utilities	Base Cost Identifiable items on Register		£M.	£	M 1.25	ME	Master schedule showing £1.253M; See Contingency and Specified risks. Steven Bell to confirm; 700nr now the figure of conflicts £1.25M was on 550nr; say ave. cost of £20k ea x 200nr problems	100%	£ 400,000.0	D € 1,250,000.00	£ 2,000,000
	Trial Holes (140nr x £3k) Leith Walk Utilides			£	0.42			100%	£ 399,000.0	0 € 420,000.00	E 504,000.0
	Base Cost Total	£	- Sec	£	2.77	£ 2.77					
	Risks R004 Damage to Utility Apparatus Utilities works, failure of MUDFA to deliver against programme Utility Consents FG Risk 1 Utility Consents Utility Consents Utility Consents FG Risk 5 Utility Construction Mitigation costs to avoid known and onerous utility clashes in the track formation - deregation for track formation levels to avoid utilities FG Risk 29 Drainage connections (20% of above FG Risk 28) FG Risk 31 Road level lowering and utility issues as a result FG Risk 59 Delay to delivery of items on the identified Utilities Register FG Risk 60 Loss and Expense Claims as a result of any delay			OUT OUT OUT			Discussion with CS; designer cost ESI; delay 1 on programmeES days £10/ec all in £110k/ea x 200nr Opex cost for council Allowance OX Selates to South St Andews Se; York Place; Shandwick Place; Michael Blake - CS pursue this; Delay included in overall delay costs included in £300k/week	90% 80% 90%	£ 250,000.0 £ 100,000.0 £ 2,000,000.0 £ -	0 £ 200,000.00	£ 300,000.
	Risk Cost Total	£	*	£		£ -					
	<u>Sub Total</u>	Ε		£	2.77	£ 2.73					
Level 1	Level 2	1 0	OWD	TO	GD	BUDGET	Notes	Probability	Optimistic Cost	Most Likely	Pessimistic
CAF	Base Cost	£	£M 43.00		M 14.40	EM		100%	E 48,000,000.0 E 14,400,000.0		
	Base Cost Total	E	48.00	£	14.40	£ 52.40					
	Risks RO24 Power not available to re-commission first tram FG Risk 39 FG Risk 50 E62.4m is up to Sept 2013 - C170k per month. Delay to Jan 14 anticipated - Risk that it could be beyond Jan 14 Breaking the CAF away from consortum could give unexpected inputs £250k			OUT			Discussed at meeting 11-08-11; considered not a risk From Sept 2013. 9months Allowance only £1000/per train SHOW stopper can out be quantified; it is a contractual issue	95%	£ - 900,000.0		£ -
	Risk Cost Total	E		£		£ .					
	Sub Total	E	48.00		14.40	£ 62.40					

CITY OF EDINBURGH COUNCIL EDINBURGH TRAMS POST SETTLEMENT AGREEMENT BUDGET

Level 1		Level 2		COWD		60	BUDGET	Notes
				£M	£	M	EM	
Project Management						1		1
	Base Cost					- 1		
	To Date		4	248.50		- 1		1
			1"		8	20,50		1
	Project Management C				-	1.30		
	Third Party	CAAD - CALA			1			
	1	CAAD - Tesco			£	0.10		and the second second
	1	Network Rail - APA	1		£	1.70		Pessimistic view
	1	Network Rail - Bridge & Operating Agreements			£	0.10		
	1	Edinburgh Airport Ltd			£	0.80		
	1	New Ingiston Ltd	1			0.75		
	1		1		£	1.00		Reinstatement view
		Forth ports				2.00		Covered by PM Costs Line
	Accommodation		1		CUT	- 1		
	Preparing for Operation	ins			OUT	1		Covered by PM Costs Line
	Insurance & Extension	\$			OUT	- 1		Covered by PM Costs Line
	Warranty Extensions				OUT			Included in Risk 8
	Legal				ou⊤ £	1.30		Provided by McGrigors
	Land & property		1		OUT	1		included in Risk R049
			1			0.10		provided by AC
	Traffic Modelling Cost				£	1.10		produced by rice
	Comms and Marketing				OUT	A. A.		400000000000
	Comms Link to CEC							Covered by ER
	Reinstatement of Pub	lic Art	1		£	0.30		
	Materials Storage Cos	CONTRACTOR	1		£	1.50		
			1			-		Balance of Design issues to be included in General Design Risk
	Design Completion	Register of Design Disputes			DUT	- 1		Item at end
			-			- 1		Numer 2 States
		Sose Cost Total	£	248.50	£	30.55	£ 279.0	5
	Total Control							
	Risks					- 1		
	1		1				li	Moved from Base to Risk
	Event Delay Risk					- 71	U.	WOVER FORT BASE TO MISK
	56.004.33	Compensation budget - Extension to programme may incur				- 1		THE TAX OF THE PERSON AND THE PERSON
	FG Risk 11	additional compensation	1					Figure derived from 'Open for Business yearly cost of E210k/y
	FG Risk 53	Early Rate liabilities	1		DUT		i i	Inc. in Pm costs above
					-100000			
		Risk Cost Total	£		£		£ .	
				248,50	•	30.55	£ 279.0	61
		Sub Total	E	248.50	L	30.55	2/9.0	2

Probability	,	Optimistic Cost	-	Most Likely	Pessimistic		
100%		248,500,000.00	£	248,500,000.00	3	248,500,000.00	
100%	£	18,450,000.00	£	20,500,000.00	E	22,550,000.00	
100%	2	1,235,000.00	E	1,300,000,00	-	1,365,000.00	
100%	E	95.000.00	6	100,000.00	4 4	105,000.00	
200%	E	1.000,000.00	É	1,250,000.00	9	1,700,000.00	
100%	£	95,000.00	2	100,000.00	E	105,000.00	
100%	E	760,000.00	4	800,000.00	£	840,000.00	
100%	2	712,500.00	-	750,000.00	£	787,500.00	
100%	5	950,000.00	E	1,000,000.00	E	1,050,000.00	
100%	E	550,000.00	5	2,000,000,00	E		
100%	E		£	9	10	2	
100%	E		E	2	1		
100%	£		ε		E		
100%	E	1,235,000.00	2	1,300,000,00	E	1,560,000.00	
100%	E		E	ATENTA TOTAL	£	100000000000000000000000000000000000000	
100%	1	95,000.00	E	100,000.00	=	105,000.00	
100%	E	1,045,080.00	£	1,100,000.00	1	1,155,000,00	
100%	£		£	AND AND AND A SALES	£		
100%	E	285,000.00	£	300,000.00	£	315,000.00	
100%	£	1,425,000.00	£	1,500,000.00	£	1,575,000,00	
100%	£	æ	£		ε	19.5	
100%	£	1,000,000,00	٤	1,600,000.00	4	2,000,000.00	
90%		105,000,00	e	150,000.00	5	210,000.00	
90%	£	200,000.00	E	150,500.00	E	220,000.00	
	-		-		L		
	+	-44.72	F				

Level 1	-	Level 2	COWD	TO GO	BUDGET	Notes	Probability	Optim	istic Cost	Most Likely	Pessimistic
Discrete Risks			EM	EM	£M						
DISC. C.C. HISIS	1								- 4		
		Base Cost Total f		£ .	£ -						
	Risks										
	Settlement Agreement					1		1			
	Colin Smiths Key areas					1	1				
	equipment who have a const	Impact on train Supply Agreement		dut				İ	100	1	
	1	impact on interface Agreement		DUT	i	All these are to do with legal's and are musts; if wrong these are	1				
		impact on maintenance Agreement		OUT		talack flogs					
	I	Warranties		CUT	1	As previous		£	- 6		0
		tram inspection Agreement		DUT		tied into interface items		£	- E		
		Traffic Modelling		DUT		OUT in PM above		£	- 6		Ē
	1	milestone payments		DUT		OUT	1	Ē	- 6		
		LD's Capped		OUT		not a risk		E	- 6		
		Delay to Off Street Works caused by On Street Works delay		OUT		in FG Risk 12		F	- 6		E E
	1	Running Off Street Works only; maintenance liabilities		DUT	1	This is now not an option		£	- 16		
	1	21 day notification - Major Risk - contract move to cost		331		only effects Civils; Rates are to be ; probability is 20% of the		*			FC
	1	reimbursable			1	E33M worst case	90%	F 2	200 000 00	2.200.000.00	
	1	residu sade				Esam worst case	30%	£ 2	,200,000.00 £	3,300,000.00	5,600,00
	Pricing Assumptions										
	FG Risk 40a	6.4.1 - Approval body		OUT		No Value	-			1	
	FG Risk 40b	5.4.2 - Design Approvals Bnr		OUT		see On Street Pricing Assumptions		E	+ €		E
	FG Risk 40c	5.4.3 - Urban Traffic Controls		OUT		No Value	1	£	- 6		Ē
	FG Risk 40d	5.4.4 - Excavation limits		OUT		Contractors Risk	1	E	- 12		
	FG Rick 40e	Temporary works by tie		OUT		Contractors Risk		5	. 6		E
	FG Risk 40f	6.4.5 - Utility free construction		OUT	1	Covered by Utility Items		E			E
	FG Risk 40g	6.4.5 - Unexploded ordinance		OUT	1	CUT in PM above		E	5		E
	FG Risk 40h	Contaminated material		OUT	1	Covered by Utility Items		£	- 2		
	FG Risk 40j	6.4.7 - Routine maintenance		001	1	Covered by Othity Rems	744		- 6		E:
					1	1	50%	E	100,000.00 £	500,000.00	
	FG Risk 40k	5.4.8 - Relaxation of time constraints			1		50%	£	100,000.00 €		£ 400,00
	FG Risk 40m	6.4.9 - Protection of trees		OUT		No Value	19880	£	. 6		
	FG Risk 40n	6,4,10 - Archaeological Finds				Transport of the control of the cont	50%	2	10,000.00 £		E 500,00
	FG Risk 40p	5.4.11 - Programme Narrative		OUT		Covered by other risks	1	£	- E		E
	FG Risk 40q	6.4,12 - 20 Non controversial issues no risk		OUT		No Value		£	+ 8		É
	FG Risk 40r	6.4.21 - Vandalism		OUT		Contractors Risk		2	+ £	Company and a state of the Company	£
	FG Risk 40s	6.2.22 - Material Free Issue			1	Ticket machines	50%	£	225,000.00 E	250,000.00	£ 275,00
	FG Risk 40t	6.4.24 - Clause too broad		OUT		No value		£	- E	14:	E
	Other Risks						1		1		
	Other Risks	HOME OF A THE SECRETARY AND A SECRETARY OF A SECRET				1		1			
	R002	Death, injury or damage to third parties (people or property)		OUT	R						
	1	during construction		COL	1	Covered by Insurance Costs / Contractors Insurance			4		
	****	Failure of Contractors / Sub-Contractors to self-certify completion,								1	
	R011	close out of NCRs and deliver construction quality				1	1				
	122000	Marketon Committee Committ				1	15%	£	20,000.00 £	40,000.00	
	R018	Security Incident		(No a trace)		\$277900000000000000000000000000000000000	5%	£	10,000.00 E	50,000.00	E 100,00
	R019	Archaeological or Human Remains		OUT	l .	Covered in PM costs					
	R020	Exceptional adverse weather			1		5%	£	120,000.00 E	300,000.00	£ 420,00
	FG Risk 3	Road Maintenance adoption costs burden on project due to on-			1	MARKET CONTROL OF A CONTROL OF THE C					
	1.0.1801.2	going works and delay of hand-back		OUT		Considered to be in FG Risk 040j	1				
	FG Risk 12	OVERALL time delay impact (assessment of cumulative effect of			1	958 27 75 WALESSON 1880	3000	100 000	STATE OF THE PARTY OF	752747754776	
	1.0.7000 440	dentified risks on this register)			1	Delay considered to be £300k/week;	90%	€ 7	7,800,000.00 £	11,510,000.00	E 15,500,00
		1			10						
	General Design Risk					This will be the balance figure of £10M on design items above	100%	E d	4,443,750.00 £	5,925,000.00	£ 6,221,25
		Risk Cost Total	£ .	£ .	£ .						
		CHARLES CO.			1						
	1	Sub Total	٤ .	£ .	£ .			_			
		********		- PE /							

GRAND TOTAL E 759.59 M

Appendix B QRA Summary

ETN Infrastructure QRA Summary

Model Date: 12 August 2011
Modelling output is based upon the Monte Carlo Analysis, with 10,000 iterations.

PROJECT STATISTICS

Percentile	Project Cost Estimate (including risk contingency, £
pmean	£781,027,412
P0	£761,829,696
P50	£781,834,816
P80	£784,614,144
P90	£785,956,288
P100	£792,537,856

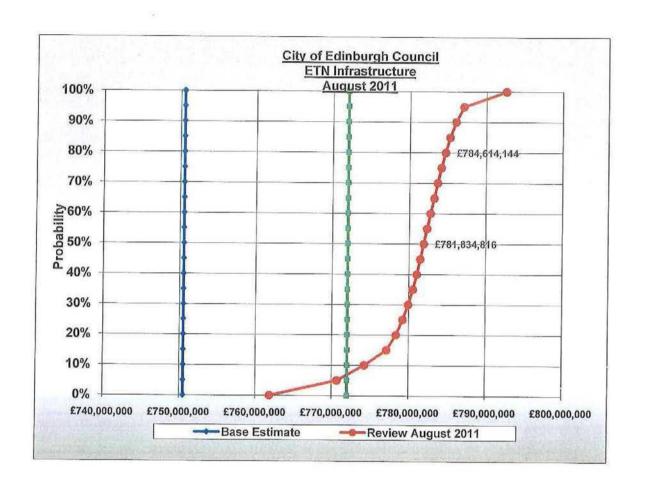
CEC Contingency (based on P50):	£31,314,816
CEC Contingency (based on P80):	£34,094,144

WORKSTREAM STATISTICS

	BASE ESTIMATE
Off Street Works Airport to Haymarket	£360,500,000
On Street Works Haymarket to York Place	£45,800,000
Utilities	£2,770,000
CAF	£62,400,000
Project Management	£279,050,000
Discrete Risks	£0
Total Base Estimate	£750,520,000

	(I) (SAME INTERNAL IN		
Base Uncertainty Discrete Risk	£43,158,330 £5,477,518		
	£48,635,8	48	
Base Uncertainty	£2,757,666		
Discrete Risk	£4,434,468 £7,192,13	A	
		-	
Base Uncertainty	£62,400,000		
Discrete Risk	£1,282,404 £63,682,4	04	
Base Uncertainty	£278,731,700		
Discrete Risk	£1,675,749		
	£280,407,4	43	
Base Uncertainty	60		
Discrete Risk	£20,257,410		
	£20,257,41	10	
Project Base Uncertainty	E747,214,3	E747,214,395	
	£33,813,07	17	
Project Discrete Risk	£33,013,07		
Project Discrete Risk Project Base Estimate including price		173	

> Appendix C Risk Graph



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CONSTRUCTIVE EXPERTISE FGOULD.COM

Level 1	Level 2		COMD		TO GO	BUDG	ET	Notes	
Off Street Works Airport to Haymarket (Infraco)	Base Cost Payments to App 43 + Hg Certs 1, 2 & 3a Apps 44, 45, 46 & 7 + Hg Certs 3b & 3c Priorhised Works Costs 'to go' to 885 Deduction for Forth Ports	5 5 5	179.20 23.54 18.01	E •E	£M 141.75 2.44	EM		Colin Smith	
	Base Cost Total	E	220.75	£	139.31	£ 3	60.06		
	Risks R041 Approval of plans for Gogar Interchange FG Risk35 Retaining wall (treatment of unstable wall or special construction measures) FG Risk 36 Edinburgh Gateway - Power Cable FG Risk 47 Scottish Rugby Union appeasement costs FG Risk 49 Blockades and possessions not included in Lump sum							Price given at Workshop AC confirmed estimate from previous meeting now in R041 Allowance	
	Risk Cost Total	£		£		£	•		
	Sub Total	£	220.75	£	139.31	£ 3	€0.05		

robability Optimistic Cost Most Likely Pessimistic												
%		Optimistic Cost me only 5% chance it will be lower than this		Most Likely	Pessimistic Assume only 5% chance it w be higher than this							
100%	£	179,199,000.00	£	179,199,000.00	£	179,199,000.00						
100%	£	23,544,000.00	£	23,544,000.00	£	23,544,000.00						
100%	£	18,010,000.00	E	18,010,000.00	£	18,010,000.00						
100%	₽	141,750,000.00	£	141,750,000.00	£	141,750,000.00						
100%	÷£	4,000,000.00	-£	2,440,000.00	-E	1,000,000.00						
50%	æ	150,000.00	£	350,000.00	٤	5.00,000.00						
60%	£	50,000.00	£	100,000.00	£	200,000.00						
90%	£	350,000.00	£	400,000.00	£	400,000.00						
50%	£	125,000.00	£	250,000.00	3	250,000.00						

Level 1		COWE		TO	0 60	BUDGET	Notes	
On Street Works Haymarket to York Place	Base Cost	£M		100	£M	£M		
(Infraco)	On-street contract pri	ce - Bilfinger Berger			£	33.30		Discussion on Pricing; CS to go back to Contractor; view to be taken on holding contingency
(minutes)	On-street contract pri-	ce - Siemens			£	12.50		As above
	Value Engineering Opp	portunity			•£	7.00		Traffic Mgt/Average to Low Tenders and Slemens reduction
		Base Cost Total	£	27	£	38.80	£ 38.80	
	Risks Pricing Assumptions							
		6.4.2.1 Floating Track Slab				1		Private at ES97K included in Siemens tender for On Street
		5.4.2.3 York Place Terminal Point 6.4.2.4 Cathedral Lane Substation						Colin Smith
		5.4.2.5 Elder Street						Advised at Zero Cost Andy Conway 09-08-11
		5.4.2.6 Dublin Street 5.4.2.7 Cycleway at Mound						Steps - Advised at £75k Cost Andy Conway 09-08-11 Revised Number from Steven 3ell
		6.4.2.6 St Andrews Square			оит			base costs in budget - street scape uplift separate budget - therefore risk allowance zero
	R049 R057	Additional land required to allow construction Unknown or abandoned chambers', cellars, voids etc.						figure supplied by Third party manager NOT a Risk
	FG Risk 8	Sub-suppliers warranties expire during the maintenance period and Siemens may have legitimate claim due to delays						Colin Smith - see s-mail 41/8/11, This cost is included in Sien on Street Price
	FG Risk 15	Multiple road closures proposed / agreed may not work with traffic despite being acceptable in principle (via the model results)						Shouldn't be our issue
	FG Risk 17	OLE may not work - design costs to determine a solution and the consequential costs (Design, Construction, Quant's and delay)						discussion with CS
	FG Risk 23	Demolition of building could impact on Infrace			OUT			This will not happen
		Risk Cost Total	£		£		£ -	
		Sub Total	£		£	38.80	£ 38.8	

	(ptimistic Cost		Most Likely	Pessimistic		
100%	£	28,000,000.00 11,875,000.00	th 10	31,300,000.00 12,500,000.00	en en	33,300,000.00 12,500,000.00	
103%	£	TS.000,000.05	走	7,030,000,00	ď.	7,050,050,00	
510.7	35		22	20000	2	CALOREO	
100%	E	477,600.00 800,000.00	10 10	597,000.00	# #	716,400.00	
100%	E	800,000.00	E	1,000,000.00	E	1,200,000.00	
100%	£		£		£	700000000000000000000000000000000000000	
100%	£	50,000.00	E	75,000.00	£	90,000.00	
100%	£	80,000,00	£	100,000,00	£	120,000.00	
90%	£	130,000.00	£	150,000.00	£	180,000.00	
50%	£		٤	2	£	*	
80%	£	180,000.00	ε	200,000.00	£	250,000.00	
		850,000.00	E	1,000,000.00	E	1,500,000.00	

	Level 1	Level 2		OWD	то		BUDGET	Notes	Probability	0;	otimistic Cost	Most Likely	P	essimistic
	Utilities	Base Cost Identifiable items on Register Trial Holes (140nr × £3k) Leith Walk Utilities		EM	E E E	1.81	£M	Master schedule showing £1.253M; See Contingency and Specified risks, Steven Bell to confirm; 700nr now the figure of conflicts £1.25M was on 550nr; say ave. cost of £20k ea x 200nr problems Excluded in Stetness Priority Works Price	100% 100% 100%	FI FI FE	400,000,00 £ 1,045,000,00 £		£	2,000,000.00
		Base Cost Total	£		£	2.91	£ 2.91		1					
		Risks R004 Damage to Utility Apparatus R032 Utilities works, failure of MUDFA to deliver against programme R033 Utility Consents Utilities Risk - Utility diversions, clashes, design solutions, delay, construction Mitigation costs to avoid known and onerous utility clashes in the track formation - derogation for track formation levels to avoid utilities			OUT OUT OUT			Discussion with CS; designer cost £5k; delay 1 on programme£5 days £10/ec all in £110k/ea x 200nr Opex cost for council	90%	£	250,000.00	E 1,800,000.00	£	2,200,000.00
		FG Risk 29 Drainage connections (20% of above FG Risk 28)						Allowance OK	80%	£	100,000.00	200,000.00	£	300,000.00
		FG Risk B1 Road level lowering and utility issues as a result	1					Relates to South St Andews Sq. York Place; Shandwick Place; Michael Blake - CS pursue this:	90%	E	2,000,000.00	3,000,000.00	É	5,000,000.00
		FG Risk 59 Delay to delivery of items on the identified Utilities Register FG Risk 60 Loss and Expense Claims as a result of any delay			OUT			Delay included in overall delay costs Included in £300k/week	-10,07	£			E	
		Risk Cost Total	£		£		£ .							
		Sub Total	£	-	¢	2.91	£ 2.91							
		33510301	1	2000										-
	Level 1	Level 2		EM	TO £7		BUDGET	Notes	Probability	0	ptimistic Cost	Most Likely		essimistic
	CAF	Suse Cost	E	48.00	£	14.40	£W		100%	£	48,000,000.00 :	£ 48,000,000.00 £ 14,400,000.00		48,000,000.00 14,400,000.00
-		Base Cost Total	E	48.00	£	14.40	£ 62.40				1			
		Risks R024 Power not available to re-commission first tram			OUT									
	3	FG Risk 39 Test track - single or 2 lines? FG Risk 50 E62.4m is up to Sept 2013 - C170k per month, Delay to Jan 14 anticipated - Risk that it could be beyond Jan 14 Breaking the CAF away from consortium could give unexpected results £250k			OUT			Discussed at meeting 11-08-11; considered not a risk From Sept 2013 9months Allowance only £1000/per tram SHOW stopper can not be quantified; it is a contractual issue	95%	£	900,000.00	£ 1,350,000.00	£	1,800,000.0
		Risk Cost Total	£	- 25	£		£ -							
				40.00		11.10	€ 62.40						1	
		Sub Total	£	48.00	£	14,40	£ 62.40						_	

Level 1	Level 2		COWD		GO	BUDGET	Notes		
Level 1 Project Management	Ease Cost To Date Project Management Costs Third Party CAAD - CALA CAAD - Tesco Network Rail - APA Network Rail - Bridge & Operating Agreements Edinburgh Airport Ltd New Ingiston Ltd Forth ports Accommodation	£	£M 248,50		20.50 1.30 0.10 1.70 0.10 0.80 0.75 1.00	BUDGET £M	Notes Pessimistic view Reinstatement view Covered by PM Costs Line		
	Preparing for Operations Insurance & Extensions Warranty Extensions Legal Land & property Traffic Modelling Costs Comms and Marketing Comms Link to CEC Reinstatement of Public Art Materials Storage Cost Design Completion Register of Design Disputes			OUT OUT E OUT E OUT E COUT	1.30 0.10 1.10 0.30 1.20		Covered by PM Costs Line Covered by PM Costs Line included in Risk 8 Provided by MMCGrigors included in Risk R049 provided by AC Covered by ER E-BOSk included in Siemens Prices Balance of Design issues to be included in General Design Ris Item at end		
	Base Cost Total	£	248.50	£	30.25	£ 278.7			
	Risks Event Delay Risk FG Risk 11 additional compensation FG Risk 53 Early Rate Bablittles	tur		оит			Moved from Base to Risk Figure derived from 'Open for Business yearly cost of £210k/ Inc., in Pm costs above		
	Risk Cost Total	£	74	£		£ -			
	THE COST TO SEE					-			

Probability		Optimistic Cost		Most Likely		Pessimistic	
100%	٤	248,500,000,00	E	248,500,000.00	£	248,500,000.00	
100%	2	18,450,000.00	E	20,500,000.00	u u	22,550,000.00	
100%	2	1,235,000.00	E	1,300,000.00	E	1,355,000.00	
100%	1 2	95,000.00	£	100,000.00	9	105,000.00	
100%		1,000,000.00	E	1,250,000.00		1,700,000.00	
100%	£	95,000.00	£	100,000.00	£	105,000.00	
100%	£	760,000.00	£	600,000.00	£	840,000.0	
100%	£	712,500.00	£	750,000.00	£	787,500.0	
100%	£	950,000.00	£	1,000,000.00	2	1,050,000.0	
100%	E		£	-	£	-,	
100%	£		£	~	5		
100%	£		E		2		
100%	£	2 1	E	2	E	2	
100%	£	1,235,000.00	£	1,300,000.00	£	1,560,000.0	
100%	£	1 2	£		£	**	
100%	E	95,000.00	£	100,000.00	Ξ	105,000,0	
100%	£	1,045,000.00	£	1,100,000.00	£	1,155,000.0	
100%	£		£	the street	£	Shortes	
100%	£	285,000.00	E	300,000.00	£	315,000.0	
100%	£	1,140,000.00	£	1,200,000.00	£	1,260,000.0	
100%	£		£		£		
100%	E	1,000,000.00	E	1,600,000,00	£	2,000,000.0	
-504	-	2,000,000	120	3,000,000	400	2400010	
90%	£	105,000.00	£	150,000.00	E	210,000.0	
(5770)	3	-	E		E	-	
					100		

Level 1		Level 2	COWD		ro GO	BUDGET	Notes
Discrete Risks			£M		EM	EM	
		Base Cost Total	£	- £		£ -	
	Risks						1
	Settlement Agreement						
	Colin Smiths Key areas						
		invact on tram Supply Agreement		OUT			Value of the Control
	1	Impact on interface Agreement		OUT			All these are to do with logal's and are musts; if wrong thes
	1	Umpact on maintenance Agreement		OUT			black flags
	1	Warranties		OUT			As previous
	1	tram inspection Agreement		OUT			tied into interface items
		Traffic Modelling		OUT			OUT in PM above
	1	milestone payments		OUT			our
	1	LD's Capped		OUT			not a risk
	1	Delay to Off Street Works caused by On Street Works delay		OUT			in FG Risk 12
		Running Off Street Works only; maintenance liabilities		OUT			This is now not an option
	1	21 day notification - Major Risk - contract move to cost					only effects Civils; Rates are to be ; probability is 20% of the
		reimbursable					£33M worst case
	Pricing Assumptions						
	FG Risk 40a	5.4.1 - Approval body		DUT			No Value
	FG Risk 40b	5.4.2 - Design Approvals Snr		OUT			see On Street Pricing Assumptions
	FG Risk 40c	5.4.3 - Urban Traffic Controls		OUT			No Value
	FG Risk 40d	6.4.4 - Excavation limits		OUT		1	Contractors Risk
	FG Risk 40e	Temporary works by tie		OUT			Contractors Risk
	FG Risk 40f	6.4.5 - Utility free construction		OUT		1	Covered by Utility Items
	PG Risk 40g	5.4.6 - Unexploded ardinance		OUT			OUT in PM above
	FG Risk 40h	Contaminated material		OUT		1	Covered by Utility Items
	FG Risk 40j	6.4.7 - Routine maintenance				1	
	FG Risk 40k	6.4.8 - Relaxation of time constraints				1	TOTAL STATE OF THE
	FG Risk 40m	6.4.9 - Protection of trees		OUT		1	No Value
	FG Risk 40n	5.4.10 - Archaeological Finds				1	A DESCRIPTION OF THE PROPERTY
	FG Risk 40p	6,4.11 - Programme Narrative		our		1	Covered by other risks
	FG Risk 40q	6.4.12 - 20 Non controversial issues no risk		our		1	No Value
	FG Risk 40r	6.4.21 - Vandalism		OUT		1	Contractors Risk
	FG Risk 40s	6.2.22 - Material Free Issue		2522		1	Ticket machines - AC to confirm item
	FG Risk 40t	6.4.24 - Clause too broad		DUT			No value
	Other Risks	AND CONTRACTOR AND DESCRIPTION OF THE PROPERTY					
	R002	Death, injury or damage to third parties (people or property)				1	
	1000000	during construction		OUT		1	Covered by Insurance Costs / Contractors Insurance
	100000	Failure of Contractors / Sub-Contractors to self-certify completion,					
	R011	close out of NCRs and deliver construction quality					
	R018	Security Incident				1	
	R019	Archaeological or Human Remains		OUT		1	Covered in PM costs
	R020	Exceptional adverse weather				1	
	The state of the s	Road Maintenance adoption costs burden on project due to on-					
	FG Risk 3	going works and delay of hand-back		OUT			Considered to be in FG Risk 040j
	EC 01-1-13	OVERALL time delay impact (assessment of cumulative effect of				1	Market State of the State of th
	FG Risk 12	identified risks on this register)					Delay considered to be £300k/week;
	General Design Risk						This will be the balance figure of £10M on design items abo
	+	Risk Cost Total	£	. f		£ -	
		A CONTROL OF THE CONT					
		Sub Total	£	- £		E -	1

Probability	0	atimistic Cost		Most Likely		Pessimistic
	£		£	7	£	5.00
	£	5.1	£		£	
	£		£		£	200
	£		£		£	
	E	-	£	2	3	
	E		£		2	(4)
90%	E	2,200,000.00	E	3,300,000.00	£	6,600,000.00
	£	à	E		E	
	£		£		£	
	£	-	£	*	£	3.50
	=		£		E	1.2
	£		£	×	£	180
10000	£		£	*******	£	
50%	£	100,000.00	£	300,000.00	£	400,000.00
3078	£	-	£	500,000.00	£	-
50%	£	10,000.00	£	250,000.00	£	500,000.00
	£		£		£	-
	E	-	£		1	-
50%	£	225,000.00	E	250,000.00	E	275,000.00
	12		£	•	£	
15%	£	20,000.00			£	60,000.00
5%	£	10,000.00	£	50,000.00	E	100,000.00
5%	3	120,000.00	ε	300,000.00	£	420,000.00
90%	3	7,800,000.00	٤	11,610,000.00	£	15,600,000.00
100%	£	4,443,750.00	£	5,925,000.00	ε	6,221,250.00

34,507,000.00

E 225.67 E 742.99 M

GRAND TOTAL

PM Costs

T06	Total TSS and CEC	13,025	49	13,345	13,867
T06.03a	Subtotal CEC	2,288	39	2,467	2.545
T06.01-03		10,736	11	10,878	11 323
T03	Total LEGALS	6,106	2	6,367	6,502
T03.20-35	Subtotal D&W	2,852	2	2,865	2,912
T03.01-19		3,255	0	3,501	3.591
T02	Total DPOF	2,770	34	2,835	7,531
T01	Total tie PM costs	51,363	490	51,806	57,419
T01.15	Tax Planning / Governance Costs (Non DLA)	22	0	22	302
701.14	DRP Costs	6,531	10	6,153	6.531
T01.13	Archaeology - Non Gogar	643	0	374	601
T01.11	Archaeological supervisor - Gogar works	185	22	174	227
T01.10	City Point Overheads Active Risk Manager	25 84	0	25 84	25 54
T01.08 T01.09	Short Term Contractors	197	0	197	197
T01.06	Citypoint - rent,rates,s/c	3,060	32	2,996	3,465
T01.05	IT & Software Costs / fitout	3,109	25	3,410	4.241
T01.04	Central Overheads	5,581	23	5,212	5,595
T01.03	Travel & Subsistence / Conference	356	2	360	365
T01.02	Recruitment Fees	466	(3)	467	472
T01.01	Project management Staff Costs	31,104	380	32,334	38,319
		11/12	Period	P4-11/12	11/12
		CAB P4 -	Latest	Cum COWD	PA ARC -

				Forecasi	MAN STATE				10,142,000.00	
um COWD	P5 & P6 -	P7 to P13 -	P1-P6	P7-P13	P1-P6	P7-P13	P1-P6	P7-P13		
P4 - 11/12	2011/12	2011/12	2012/13	2012/13	2013/14	2013/14	2014/15	2014/15	Forecast	Note
32,334	1,215	3,053	1,048	1,223	1,048	1,223	864	468	42,475	(1)
467	5	0	0	0	0	0.	0	0	472	(2) (3) (4)
360	10	40	0	0	0	0	0	0	410	(3)
5,212	46	199	113	113	119	119	125	125	6,171	(4)
3,410	50	150	120	140	126	147	132	154	4,430	(5)
2,996	0	469	0	0	0	0	0	0	3,465	(5) (6)
197	0	0	0	0	0	0	0	0	197	n/a
25	0	0	0	0	0	0	0	0	25	n/a
84	0	0	0	0	0	0	9	0	84	n/a
174	0	53	0	0	0	0	0	0	227	(7)
374	0	228	0	0	0	0	0	0	601	(7)
6,153	200	0	0	0	0	0	0	0	6,353	(8)
22	0	0	0	0	0	0	0	0	22	(8)
51,806	1,526	4,191	1,281	1,476	1,293	1,489	1,121	747	64,931	200.00
2,835	54	333	635	3,774	0	0	0	0	7,631	(10)
3,501	0	89	0	0	0	0	0	0	3,591	(11)
2,865	0	46	0	0	0	0	0	0	2,912	(11)
6,367	0	136	0	0	0	0	0	0	6,502	
10,878	20	70	63	74	66	77	69	81	11,398	(12)
2,467	70	210	210	245	210	245	210	245	4,112	(13)
13,345	90	280	273	319	276	322	279	326	15,511	N. S. S. K.
2,200	20	80					200		2,500	(14)
756								and Eliver	756	(15)
2,956	20	80	0	0	0	0	200	0	3,256	1.07
2,582	30		III DI LICENSIA	/1000					2,612	(16)
79,891	1,720	5,019	2,190	5,568	1.569	1,811	1,501	1,073	100,443	(10)

10.34

12.06

8.52

4.61

Forecast Assumptions:

- (1) Staff PM forecast assumptions based upon Phased Employee forecast. Includes VR redundancy in 2011/12
- (2) No recruitment fees forecast anticipated that recruitment will be dealt with by CEC HR at no incremetal cost to CEC group companies
- (3) Travel & Subsistence costs to reduce following completion of CAF delivery. Additional £50k allowed for CAF travel & DPOF staff
- (4) Overheads reduction due to move from Citypoint. Assumed £50k recharge for CEC internal audit function. See Oheads sheet
- (5) IT software costs prudent view of £20k per period from P8 2011/12 going forwards. Opportunity to reduce if upgrades minimised (SH to verify).
- (6) No more CP rent and rates, although charge forecast until March 2012, this includes £80k delapidations costs
- (7) Archaeological all forecast in 2011/12 for completion, although this is likely to be spread dependent upon timeline (Chris Bartynek leaves 26/08)
- (8) DRP budget will not be required. Forecast cost for legal drafting/ tie handover included in P5/6 for £200k
- (9) This is an operational, not CAPEX cost of the build/ budget

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- (10) DPOF forecast provided per period 4 PD review report. Original budget based upon full Phase 1a. Significant opportunity (AR to justify fost)
- (11) Legals forecast in-line with AFC reported Period 4 assumed to be completed by the end of the year. CEC legal to cover turnkey legal costs
- (12) TSS support costs at £10k per period +5% uplift per annum
- (13) CEC assumed rechargs of £35k pcm flat rate for project. A Coyle to confirm figures
- (14) Comms budget to be covered by CEC. Opening costs covered by operating co. £100k costs to end 2011/12 + £200k safety campaign opening
- (15) Stakeholder management cost in-line with forecast P4 2011/12
- (16) No further TEL recharge costs to be accepted

102,443 +£2m

contingen

		Previous Budget	COMD	Continuing Activuty	Incremental Budget	Total Revised Budget	Cost Drivers	Budget Holder Under New	Organisation
		F	£	y/n	10000000			DAR's	
		A	c	5					
	Parameter and	1 01710000	22 557 228	er.		0F 740 ODE			
T01.01 T01.02	Project management Staff Costs Recruitment Fees	35,749,985 472,250	33,667,020 466,593			35,749,985 472,250			
T01.03	Travel & Subsistence / Conference Central Overheads	366,159 5,595,423	365,073 5,269,071			366,159 5,595,423			
T01.05	IT & Software Costs / fiteut	4,241,493	3,508,970			4,241,493			
T01.06 T01.08	Citypoint - rent,retes,s/c Short Term Contractors	3,465,481 196,804	3,040,148 196,804			3,465,481			
T01.09	City Point Overheads	25,271	25,271			25,271			
T01.10 T01.11	Active Risk Manager Archaeological supervisor - Gogar works	83,666 240,073	83,666 174,230			83,656 240,073			
T01.13	Archaeology - Non Gogar	588,127 6,531,480	405,541 6,152,699			588,127 6,531,480			
T01.14 T01.15	DRP Costs Tax Planning / Governance Costs (Non DLA)	301,816	21,960	1		301,816			
T01 T02,01	Total tie PM costs Core Tearn	57,858,029 7,631,160	53,377,045 2,885,506	y		57,858,029 7,631,160	New CEC structure and TE	Bob McCafferty	CEC
T02	Total DPOF	7,631,160	2,885,506	У		7,631,160	Preparing for operations of	lan Craig	LB
T03.01 T03.02	DLA-SDS DLA-TSS	140,624 32,000	140,624 32,000			140,824 32,000			
T03.03	DLA- Site Investigation	1,116 822,570	1,116 822,570			1,116 822,570			
T03.04 T03.05	DLA-Network Rail / Scotrail	114,559	114,559			114,559			
T03.06 T03.07	DLA-Infraco	27,383 1,525,372	27,383 1,525,372			27,383 1,525,372			
T03.08	DLA-Vehicles & Driver supply contract	471,229	471,229	1		471,229			
T03.09 T03.10	DLA-Land & Property (3rd parties)	24,213 25,948	24,213 25,946			24,213 25,946			
T03.12	DLA-DPOF	96,071	96,071 22,149			96,071 22,149			
T03.13 T03.14	DLA-Tram Netwk/Roads Interface DLA-EARL interface	22,149 39,217	39,217			39,217			
T03.15 T03.16	DLA-Commissioning Svcs Agmt OCIP	6,892 27,086	6,892 27,086			6,892 27,086			
T03.17	Infraco Enabling	4,383	4,383			4,383			
	DLA - HSQE DLA - Governance	9,023 185,519	9,023 97,309			9,023 185,519			
T03.19.03	DLA - CEC Interface	15,614	15,614	100		15,614 3,590,969			
T03.01-19 T03.20	DLA D&W-General Advice	3,590,989 704,901	3,502,758 704,901	1		704,901			
T03.21 T03.22	D&W-TRO's D&W-Property	586,036 1,201,705	549,464 1,194,173			586,036 1,201,705			
T03.23	D&W-Planning Monitoring	181,253	181,253			181,253			
T03.24 T03.26	D&W-TDWG D&W-Litigation	85,982 10,490	85,982 10,490			85,982 10,490			
T03.27	D&W-Secondments	152,123 2,922,490	152,123 2,878,386			152,123 2,922,490		Alastair Sim	CEC
103.20-35	Subtotal D&W	2,922,450	2,070,300	1.		2,022,400	McGrigors project legal	Parasini Om	020
T03	Total LEGALS	6,513,459	6,381,144	у	1,000,000	7,513,459	advice/Ashurst specialist advice	Alan Coyle	CEC
T04.01	Design Services under SDS	31,500,378	31,500,378	1		31,500,378			
T04.01.01	Overall Value Main Works (Unallocated) Site Investigation under SDS	831,690 1,415,000	1,415,000			831,690 1,415,000			
T04	Total SDS	33,747,058 2,493,630	32,915,378 2,478,049	E		33,747,068 2,493,630			
T05.01 T05.02	Integrated Transport Model Surveys (MM)	165,589	165,589			165,589			
T05.03	Consultancy (Halcrow) Total JRC	9,916 2,669,135	9,916 2,653,554	l,		9,916 2,669,135		Alastair Sim	CEC
T06.01	Technical Services	10,971,010	10,589,189	ľ		10,971,010			
T06.02	Land agreement/negotiations TSS Second to CEC-Approvals support	113,000 92,381	113,000 92,381			113,000 92,361			
T06.05	T&T Costs Subtotal TSS	81,177 11,257,568	81,177 10,875,747			81,177 11,257,568			
T05.03	CEC staff costs	2,583,142	2,544,581			2,583,142			
T06.03a T06	Subtotal CEC Total TSS and CEC	2,583,142 13,840,710	2,544,581 13,420,328	v		2,583,142 13,840,710		Bob McCafferty	CEC
107.01	Consultancies	20,521	20,521 20,521	ľ		20,521			
T07 T08.01	Total UTILITIES Tech, Advisors-Pari.Support	20,521 268,643	268,643	I ^o		268,643			
T08.02	Tech. Advisors-Parl.Support-PM Total DESIGN SUPPORT	29,383 298,026	29,383 298,026	L		29,383 298,026			
T09.01.01	Network Rail - FDA Work Contract 1	217,378	217,378	ľ		217,378			
	Network Rail - Basic Implementation Agreement BAA legal costs	114,518	114,518			114,518			
T09.03	Network Rail - Asset Protection Agreement	1,540,044 215,537	1,361,044 214,954			1,540,044 215,537			
	Network Rail - Development Services Agreement Network Rail - Others	9,219	9,219			9,219		1001112-1001	round)
T09 T10.01	Total 3RD PARTY NEGOTIATIONS D&W (10.01 &11.01)	2,096,697 25,843	1,917,114 25,843	y		2,096,695 25,843		Alasteir Sim	CEC
T10.02	Advisors (Colliers / DV)	201,121	190,635 50,181			201,121 60,181			
T10.05.01	Advance Purchases 05/06 (Fees) Advance Purchases (GVD)	60,181 11,474,862	13,624,862			11,474,852			
T10.05.02	Advance Purchases (gifted / free issue) Misc Land costs	161,795	4,807,286 170,176			161,795			
T10.05.03	BAA Contractor Costs	625,305	625,305			625,305			
	BAA PM costs Water of Leith Flood Prevention Scheme	232,336 150,000	232,336 150,000	1		232,336			
T10.05,06	BAA Infrace	888,204	888,204			888,204			
T10.0105	Haymarket station compensation Subtotal Land	13,819,646	15,987,538			13,819,646			
T10.06.01	Business Support Primary payment Business Support Admin	1,651,848 44,699	1,651,848 44,699			1,651,848 44,699			
T10.06	Subtotal Business Support	1,696,547	1,696,547			1,696,547			
T10.07-13	Subtotal Other Total LAND & PROPERTY	15,516,194	17,664,086	y		15,516,194		Alastair Sim	CEC
T11.02	TRO's - Technnical	1,313	1,313			1,313			
T11 T12.01	Total TROs Fees / production Items - WS	1,313 808,154	1,313 808,154			1,313 808,154			
T12.02	Fees / production Items - MH Tram branding	440,768 38,060	440,768 38,060	I.		440,768 38,060			
T12.04	PR Support	20,381	20,381			20,381			
	Business development and marketing Media monitoring	10,546 13,059	10,546 13,059			10,546 13,059			
T12.08	Promotional materials	143,525	143,525	1		143,525			
	Websites Events including Edinburgh Fringe	25,931 16,115	25,931 16,115	1		25,931 16,115			
T12.11	Advertising Internal communications	54,770 8,571	54,770 8,571	1		54,770 8,571			
T12.23	Sponsorship	17,225	17,225			17,225			
	Sundries Princes Street Costs	155,062	340 160,062			340 155,062			
T12.27	Public Information	244,629	135,452 5,282			244,529 18,103			
	Team Costs External Resources	18,103 327,731	325,272	1		327,731			

	W-000022-29	1094000000000		700000	
	eparing for Operations btotal Communications	2,542,971	2,223,514	200,000 2,542,971	
2.13 S/H	H – Wider Community Consultations	36,265 17,028	36,265 17,028	36,265 17,028	
	H Events H Open for Business	737,558	625,100	737,558	
.16 S/H	H – Communications - MUDFA	81,787	81,787	81,787	
	H Communications - Infraco btotal Stakeholder	26,635 899,273	26,635 786,815	26,635 899,273	
2 Tot	tal COMMS / MARKETING	3,442,244	3,010,329	y 3,442,244	Lynn McMath
3.01 No	n Executive Board	34,352	34,352	34,352 5,000	
	arch Foos orheads	5,000 3,303,381	5,000 2,448,381	3,303,381	
	cketing Machines	108,719	104,462	108,719	
3.05 Tra	am Display Costs	22,429	22,429	22,429 3,473,881	lan Cralg
3 Tot	tal TEL sintenance mobilisation and spare parts	3,473,881	2,614,624 268,484	2,795,382	ian Graig
	wer for comissioning	1,265,258	37,883	1,265,258	
9.07.05 Tic	ket machines	915,000	56,925	915,000 4,975,640	lan Cralg
	tal TEL - Project Costs nuncial Consultancy	4,975,640 174,893	363,292 174,893	174,893	Jan Stora
	P1 modelling (FM)	17,184	17,184	17,184	
4.04 WP	P2 modelling (MVA)	11,148	11,148	11,148 203,225	
	tel SERVICE INTEGRATION FRACO (PUK)	203,225 261,852	203,225	261,852	
	tal PUK	261,852	261,852	261,852	
	nancial advisor 05/06	285,286	285,286	285,286 11,864	
	immercial advice tal FINANCIAL ADVISOR	11,884 297,150	11,864	297,150	
	surance consultancy	335,875	235,382	335,875	
7.02 OC		3,894,668	3,713,169	3,894,668 344,502	
	aims below deductible surance Claims professional fees	344,502 49,088	1,012 56,039	49,088	
	coverable insurance claims - MUDFA	214,281	214,281	214,281	
7.06 Nor	n-recoverable insurance claims - MUDFA	510	510	510 4 838 924	Alan Coyle
	tal INSURANCE	4.838,924 27,720	4,220,392 27,720	y 4,838,924 27,720	Alan Coyle
	JDFA Site Overheads btotal MUDFA Overheads	27,720	27,720	27,720	
.01.01 Pre	e-construction Services	8,743	8,743	6,743	
3.01.02 Cor	intract prelims	7,765,360	7,765,360 4,932,189	7,765,360 4,932,189	
3.01.03 Sec 3.01.04 Sec		4,932,189 1,532,632	1,532,632	1,532,632	
8.01.05 Sec		5,316,033	5,316,033	5,316,033	
8.01.06 Sec	ction 1d	3,171,887	3,171,887	3,171,887	
8.01.07 Sec 8.01.13 Sec		2,209,689	2,209,689 158,424	2,209,689 158,424	
8.01.13 Sec 8.01.14 Sec		601,934	601,934	601,934	
8,01.16 Sec	ction 6	2,015,512	2,015,512	2,015,512	
8.01.17 Sec		2,966,791	2,966,791 22,307,374	2,966,791 22,307,374	
8.01.19 Var	allocated to section	3,740,542	3,740,542	3,740,542	
8.01.21 Cla	eim(s)	525,000	525,000	525,000	
	btotal MUDFA	57,252,110 15,877,927	57,252,110 16,457,286	57,252,110 15,877,927	
8.02.18 SUI	JDFA related Non SUC costs	3,424,725	3,391,725	3,424,725	
8.02.22 Bet		(10.835,494)	(6,125,816)	(10,835,494)	
	btotal utilities	8,467,158 65,746,988	13,713,195	8,467,158 9 65,746,988	Stephen Lewcock
8 Tot 9.01.01 Pre	tal MUDFA / Utilities	98,107,467	80,090,279	98,107,467	
9.01.05 Sec	ction 1a	15,431,639	1,553,516	15,431,639	
9.01.05 Sec		6,707,483 9,815,691	107,878	6,707,483 9,815,691	
9.01.07 Sec 9.01.08 Sec		6,112,235	2,207,523	6,112,235	
9.01.09 Sec		6,686,825	853,898	6,686,825	
9.01.15 Sec	ction 5a	17,844,649	257,870	17,844,649 20,041,712	
9.01.16 Sec 9.01.17 Sec		20,041,712 11,057,009	5,555,113 1,743,733	11,057,009	
9.01.17 Sec		12,967,065	6,995,223	12,967,065	
19.01.19 Sec	ction 7	11,129,585	1,289,905	11,129,585	
	R Immunisation	2,999,995 38,554,830	735,918	2,999,995 38,554,830	
9.01.22 MO 9.01.23	0	150,000	60,000	150,000	
	btotal Construction	257,506,185	172,809,765	257,606,185	
	riations - Prelims	3,738,732	214,732 227,240	3,738,732 475,552	
	riations - Section 1a riations - Section 1b	475,552 518,049	328,613	518,049	
	riations - Section 1c	941,965	418,251	941,965	
9.01.39 Var	riations - Section 1d	10,366,338	10,158,502	10,366,338	
	riations - Section 2	965,138 6,707,601	420,185 1,376,918	965,138 6,707,601	
	riations - Section 5a riations - Section 5b	5,400,848	1,874,383	5,400,848	
9.01.48 Var	riations - Section 5c	3,596,405	1,866,308	3,596,405	
	riations - Section 6	3,223,669 9,763,381	2,553,963 4,121,895	3,223,669 9,763,381	1.64
	riations - Section 7 riations - Unallocated to section	(104,410,415)	2,641,975	(104.410.415)	
9.01.52 Var	riations - Princes Street	346,688	313,806	346,688	
9.01.53 Var	riations - Line 1b	3,200,000	3,200,000 29,716,770	3,200,000 (55,166,046)	
	btotal Variations / Changes raco conlingency	(55,166,048)	440,000	434,968	
	owance for demolition of existing Leith Walk substation	200,000		200,000	
9.01.56 Acc	commodation Works	1,000,000	332,445 80,000	1,000,000 450,000	
	COPS / COSS / Possession Protection Staff support will ditional Crew Relief Facilities at Haymarket	450,000 140,401	50,000	140,401	
	mped surface water outfall at A8 underpass (by depot	100,000	-	100,000	
9.01.61 Rel	location of Ancient Monuments	across section and the		2.050.000	
	tra over for revised alignment to Picardy PI, York PI and tra over for major utility diversions Picardy PI, York PI a	1,000,000	57	2,950,000 1,000,000	
	tra over for major utility diversions Picardy Pi, Tolk Pi a tra over for shell grip at junctions	800,000	92,558	800,000	
9.01.65 Allo	owance for SP connections to new street lights and ne	115,287	15,287	115,287	
	C associated with the delivery of the alignment	4,213,950	533,640	4,213,950	
	rious FP requirements requirements at Ocean Terminal amendments			(*)	
9.01.69 Allo	owence for minor utility diversions	750,000	294,940	750,000	
	chaeological Officer - impact on productivity	405,755 1,991,300	-	405,755 1,991,300	
9.01.71 UT	C associated with the wider area impacts requirements for design and construction of by-pass r	1,891,300	- 1	1,001,300	
9.01.73 FP	requirements for Lindsay Rd amendments		39	The same of the sa	
9.01.74 NR	t compliant ballast	300,000	-	300,000	
9.01.75 SP	connections to the depot and IPR	1,365,045	723,725 400,000	1,365,045 400,000	
	connections to Phase 1a sub-stations btotal Provisional sums	400,000 16,616,706	2,912,595	16,616,706	
	ntingency (VE)	1,200,000	(0)	1,200,000	
9.01.33 Tap	pored poles	176,382	(0)	176,382	
0.01 Sub	btotal Infraco main works	220,433,223	205,439,130	220,433,223	
	btotal Funding adjustment	26,576	26,576	26,576	
	viron, impacts - badgers asive species	268,277	253,500	268,277	
0.02 Sut	btotal advance works	294,853	280,076	294,853	
	allocated	134,574	134,574	134,574 179,741	
	tup (mobiliration				
9,03.02 Set	t up / mobilisation aso 1 (150,000m3)	2,914,685	179,741 2,914,685	2,914,685 2,209,378	

19.03.05	Phase 3 (94,093m3)		-11		
19.03	Subtotal depet advance works	5,438,378	5,438,378	5,438,378	
9.06.60	0		-	4,790,000 4,790,000	
	Subtotal VE - Infraco	4,790,000 (120,000)	3	(120,000)	
	VE - Marcrial recovery / reprocessing - MUDFA VE - Reduction in extent of road reinstatement	(116,000)	3	(116,000)	
	VE - Deferred Leasing	(2,961,000)	-	(2,981,000)	
9.06.61	Subtotal VE - Non-Infraco	(3,197,000)	-	(3,197,000)	
19,06	Subtotal VE	1,593,000		1,593,000	
	Power - Network reinforcement	216,674	216,674	216,674 300,000	
	IPR2 contingency	300,000	300,000	,000,000	
	Traffic signal and UTC Murrayfield modifications	1,185,843	1,185,843	1,185,843	
2.07.16		1,100,040	1,100,010	1100000000	
9.07.10	Office land rental	313,500	238,258	313,500	
9.07.11	Leith goods yard	90,000	89,541	90,000	
9.07.12	Traffic management design	246,985	42,122	246,985	
	Burnside Road - Construction Costs	1,523,082	1,523,082	1,523,082 414,643	
	Burnside Road - BAA Costs	414,643 202,447	414,643 202,447	202,447	
	Burnside Road - Consultancy Costs Burnside Road - Other Costs	125,660	75,261	125,660	
	BAA MUDFA - Construction Costs	439,643	439,643	439,643	
	BAA MUDFA - BAA Costs	212,502	212,502	212,502	
9.07.23	BAA MUDFA - Consultancy Costs	186,486	188,486	186,486	
	BAA MUDFA - Other Costs	5.0		540	
	Forth Ports Section 1a	540	1,440,132 6,566,634	5,458,005	
	Subtotal non infraco works	5,458,005	440,453	792,000	
	SW Global Resourcing Stray Current Monitoring	156,223	146,223	156,223	
	Manhole at Balbirnie Place (Frentline cost)	103,726	100,133	103,726	
	SGN Gas main haymarket	10000000	-	2 +	
0.07.30	Crash Gate 10	175,000	125,294	175,000	
9.07.31	Constitution Street - Mock-up	46,037	38,351	46,037	
	SGN Gas diversion	635,372	635,372	635,372 616,043	
9.07.33	MUDFA scoped side entry manholes	616,043	595,023	0.00,010	
	Power network Reinforcement Section 1a Utilities	3,199,337	3,481,686	3,199,337	
9.07.36	Clancy Docyra Utilities Works	5,703,008	6,152,019	5,703,008	
	Section 5C Edinburgh Park Clancy	256,597	256,597	258,597	
0.07.38	Mass Barler Costs	221,687	221,687	221,687	
	Baltic Street	1,200,000	*******	1,200,000	
	South Gyle - Sewer Diversion	798,208	798,208	795,208 905,782	
	Visiral / Rubber Kerbs	906,782	905,782	(150,000)	
	Trial Holes S, Gyln Bus Tracker Work	45,000	45,000	45,000	
	POL HA Temp Retention Works	100,000	100,000	100,000	
9.07.48	Cabling at Tower Place Bridge Div works	170,000	21,308	170,000	
9.07.26	Subtotal non Infraco changes	14,975,020	14,064,136	14,975,020	
	Fastlink afternative	549,000	549,000	549,000 190,311	
	Ancient monuments	190,311 19,657	62,008 19,657	19,657	
	TMi cycle integration study Siemens out of hours monitoring	100,000	66,716	100,000	
07.49	Gogar 250 Water Main - Clancy	190,430	190,430	190,430	
0.07.50	Remedial Works to SW Manholes - Crummock	26,639	16,639	26,639	
.07.51	SW Abandonments	157,658	120,000	157,658	
	Assembly St Temp SW 300mm Diversion	97,091	60,000	97,091	
9,07,53	Traffic Management Costs	644,670	644,670	644,670	
	Remedial works for Scotlish Water MOV4 Utility call off Princes Street		- 1		
9.07.09	Subtotal non Infraco Provisional Sums	1,975,456	1,729,120	1,975,456	
9.07	Subtotal Non Infraco works	22,408,482	22,359,891	22,408,482	Well Sin W F CERT
	Total Infraco	250,167,936	233,517,474	250,167,936	Julian Weatherley T&7
	Prolims	6,215	6,215	6,215	
	Tramco early mobilisation	1 100 022	1 100 833	1,100,833	
	Approval of preliminary design -	1,100,833	1,100,833	1,100,000	
	Delivery of mock up Approval of final design / mock up	1,651,249	1,651,249	1,651,249	
	Approvals and consents				
	Commencement of tram works	9,687,326	9,687,326	9,687,326	
0.01.08	Completion 1st set bodyshells	3,302,497	3,302,497	3,302,497	
	Completion 1st set bogies	3,302,497	3,302,497	3,302,497 3,302,497	
.01.10	Completion 1st tram assembly	3,302,497 3,852,914	3,302,497	3,852,914	
	Completion factory based type testing Delivery of preliminary tram maintenance manuals	3,852,914	3,302,497	3,302,497	
	Delivery of spares	1,100,833	1,100,833	1,100,833	
	Delivery of final documentation	1,100,833	AT COME THE COME	1,100,833	
01.14	Province and Color States and Color Stat	550,416		550,416	
.01.14	Delivery of special tools	EED /10	9	550,416	
0.01.14 0.01.15 0.01.16	Completion of driver training	550,416			
0.01.14 0.01.15 0.01.16 0.01.17	Completion of driver training Completion of maintainer training	550,416	-	550,416 550,416	
0.01.14 0.01.15 0.01.16 0.01.17 0.01.18	Completion of driver training Completion of maintainer training Completion of integrated system testing	550,416 550,416	2	550,416	
.01.14 .01.15 .01.16 .01.17 .01.18	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running	550,416 550,416 550,416		550,416 550,416	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service	550,416 550,416 550,416 550,416	11,075,131	550,416	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chair mobilisation	550,416 550,416 550,416	11,075,131	550,416 550,416 550,416 11,075,131	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20 .01.21	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service	550,416 550,416 550,416 550,416 11,075,131 -4,513,442	11,075,131	550,416 550,416 550,416 11,075,131 4,513,442	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20 .01.21 .01.22 .01.23	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,413	4,513,442	550,416 550,416 550,416 11,075,131 - 4,513,442 4,513,443	
01.14 01.15 01.16 01.17 01.18 01.19 01.20 01.21 01.22 01.23 01.24	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation	550,416 550,416 550,416 550,418 11,075,131 - 4,513,442 4,513,413 1,958,159	4,513,442 846,600	550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,988,159	
01.14 01.15 01.16 01.17 01.18 01.19 01.20 01.21 01.22 01.23 01.24 01.25 01.26	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,442 4,513,413 1,958,159 1,057,484	4,513,442 846,600 465,477	550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,150 1,057,484	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20 .01.21 .01.22 .01.23 .01.24 .01.25 .01.26	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Deport equipment Variations / changes	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,159 1,057,484 378,333	4,513,442 846,600 465,477 378,333	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,150 1,057,464 378,333	
01.14 01.15 01.16 01.17 01.18 01.19 01.21 01.21 01.22 01.23 01.24 01.25 01.26 01.27	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,159 1,057,484 378,333 11,464	4,513,442 846,600 465,477	550,416 550,416 550,416 11,075,131 	
.01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20 .01.21 .01.22 .01.23 .01.24 .01.25 .01.26 .01.27 .01.26	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims	550,416 550,416 550,416 550,416 11,075,13 11,075,13 1,558,159 1,057,494 378,333 11,464 4,622,791	4,513,442 846,600 465,477 378,333 11,464	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,150 1,057,464 378,333	
01.14 01.15 01.16 01.17 01.18 01.19 01.20 01.21 01.22 01.22 01.23 01.25 01.25 01.25 01.26 01.27	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims Subtotal Tranco main works	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,159 1,057,484 378,333 11,464	4,513,442 846,600 465,477 378,333 11,464 47,899,805	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,159 1,057,484 378,333 11,464 4,620,791 63,140,904	
0.01.14 0.01.15 0.01.16 0.01.17 0.01.18 0.01.20 0.01.21 0.01.22 0.01.23 0.01.24 0.01.25 0.01.25 0.01.26 0.01.27 0.01.29 0.01.20 0.01.20 0.01.21 0.01.20 0.01.21 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.01.20 0.0	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims	550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,159 1,057,484 373,333 11,464 4,622,791 63,140,904	4,513,442 846,600 465,477 378,333 11,464 47,899,805	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,950,159 1,057,454 378,333 11,464 4,620,791 63,140,904	Alastair Richards. CE
0,01.14 0,01.15 0,01.16 0,01.17 0,01.18 0,01.21 0,01.21 0,01.22 0,01.23 0,01.25 0,01.26 0,01.27 0,01.28 0,01.29 0,01.29 0,01.29	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims Subtotal Tranco main works Subtotal Funding adjustment	550,416 550,416 550,416 550,416 550,416 11,075,131 4,513,412 4,513,413 1,958,159 1,057,484 379,333 11,464 4,620,791 63,140,904 122,061	4,513,442 846,600 465,477 378,333 11,464 47,899,805	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,159 1,057,484 378,333 11,464 4,620,791 63,140,904 63,140,904	
0,01.14 0,01.15 0,01.16 0,01.17 0,01.18 0,01.20 0,01.21 0,01.22 0,01.23 0,01.25 0,01.26 0,01.26 0,01.27 0,01.26 0,01.27 0,01.29 0,01.29 0,01.29	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims Subtotal Tranno main works Subtotal Tranno main works Specified risk Total Tramo Specified risk	550,416 550,416 550,416 550,416 11,075,131 14,513,442 4,513,413 1,958,159 1,957,484 378,333 11,464 4,820,791 63,140,904 120,061 120,061	4,513,442 846,600 465,477 378,333 11,464 47,699,805	550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,159 1,057,484 378,333 11,464 4,620,791 63,140,904 	
0.01.14 0.01.15 0.01.16 0.01.17 0.01.18 0.01.19 0.01.21 0.01.21 0.01.22 0.01.23 0.01.24 0.01.25 0.01.26 0.01.27 0.01.29 0.01.29 0.01.29 0.01.21 0.01.21 0.01.25 0.01.26 0.01.27 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29 0.01.29	Completion of driver training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment Variations / changes Contingency Claims Subtotal Transo main works Subtotal Funding adjustment Total Transo Specified risk Total Trisk Miscellaneous	550,416 550,416 550,416 550,416 550,416 11,075,131 4,513,412 4,513,413 1,958,159 1,057,484 379,333 11,464 4,620,791 63,140,904 120,061 120,061 120,061	4,513,442 846,600 465,477 378,333 11,464 47,899,805 47,899,805	550,416 550,416 550,416 11,075,131 4,513,442 4,513,413 1,958,159 1,057,484 378,333 11,464 4,620,791 63,140,904 63,140,904 126,061 126,061 126,061	Alastair Richards CEG Alan Coyle CEG
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	reparing for Operations	200,000	2 222 514	200,000 2,542,971	
	ibtotal Communications H – Wider Community Consultations	2,542,971 36,265	2,223,514 36,265	36,265	
14 5/1	H Events	17,028	17,028	17,028 737,558	
	H - Open for Business H - Communications - MUDFA	737,558 81,787	625,100 81,787	61,787	
17 SA	H Communications - Infraco	26,635	26,635	26,635	
	ibtotal Stakeholder otal COMMS / MARKETING	899,273 3,442,244	786,815 3,010,329	899,273 y 3,442,244	Lynn McMath
	on Executive Board	34,352	34,352	34,352	
	earch Foos vorheads	5,000 3,303,381	5,000 2,448,381	5,000 3,303,381	
	cketing Machines	108,719	104,462	108,719	
.05 Tra	am Display Costs	22,429	22,429 2,614,624	22,429 y 3,473,861	lan Craig
01 28 Ma	otal TEL aintenance mobilisation and spare parts	3,473,881	268,484	2,795,382	ian Grang
.01.34 Po	ower for comissioning	1,265,258	37,883	1,265,258	
	cket machines otal TEL - Project Costs	915,000 4,975,640	56,925 363,292	915,000 y 4,975,640	Jan Craig
	nuncial Consultancy	174,893	174,893	174,893	A40040367124
.03 W	P1 modelling (FM)	17,184	17,184	17,164 11,148	
.04 WI	P2 modelling (MVA) otal SERVICE INTEGRATION	11,148	11,148 203,225	203,225	
.01 INF	FRACO (PUK)	261,852	261,852	261,852	
	ntal PUK nancial advisor 05/06	261,852 285,286	261,852 285,286	261,852 285,286	
	ornmercial advice	11,884	11,864	11,864	
	otal FINANCIAL ADVISOR	297,150 335,875	297,150 235,382	297,150 335,875	
	surance consultancy CIP	3,894,668	3,713,169	3,894,668	
.03 Cla	aims below deductible	344,502	1,012	344,502	
	surance Claims professional fees ecoverable insurance claims - MUDFA	49,068	56,039 214,281	49,088 214,281	
.06 No	on-recoverable insurance claims - MUDFA	510	510	510	120002000
To	tal INSURANCE	4,838,924 27,720	4,220,392	y 4,838,924 27,720	Alan Coyle
	UDFA Site Overheads ibtotal MUDFA Overheads	27,720	27,720 27,720	27,720	
.01.01 Pro	e-construction Services	8,743	8,743	6,743	
	ontract prelims	7,765,360 4,932,189	7,765,360 4,932,189	7,765,360 4,932,189	
.01.03 Se .01.04 Se		1,532,632	1,532,632	1,532,632	
3.01.05 Se	ection 1c	5,316,033	5,316,033	5,316,033 3,171,887	
0.01.06 Se 0.01.07 Se		3,171,887 2,209,689	3,171,887 2,209,689	2,209,689	
3.01.13 Se	ection 5a	158,424	158,424	158,424	
3.01.14 Se 3.01.16 Se		2,015,512	601,934 2,015,512	601,934 2,015,512	
3.01.17 Se		2,966,791	2,966,791	2,966,791	
	nallocated to section	22,307,374	22,307,374 3,740,542	22,307,374 3,740,542	
8.01.19 Va 8.01.21 Cla		3,740,542 525,000	525,000	525,000	
3.01 Su	ibtotal MUDFA	57,252,110	57,252,110	57,252,110	
3.02.18 SU	JC Costs UDFA related Non SUC costs	15,877,927 3,424,725	16,457,286 3,391,725	15,877,927 3,424,725	
.02.22 Be		(10.835,494)	(6,125,816)	(10,835,494)	
	ubtotal utilities	8,467,158 65,746,988	13,713,195 70,993,025	8,467,158 y 65,746,988	Stephen Lewcock
3.01.01 Pre	otal MUDFA / Utilities elims	98,107,467	80,090,279	98,107,467	
9.01.05 Se	ection 1a	15,431,639	1,553,516	15,431,639 6,707,483	
9.01.05 Se 9.01.07 Se		6,707,483 9,815,691	107,878 150,909	9,815,691	
9.01.08 Se	ection 1d	6,112,235	2,207,523	6,112,235	
9.01.09 Se	ection 2	6,686,825	853,898 257,870	6,686,825 17,844,649	
9.01.15 Se 9.01.16 Se		20,041,712	5,555,113	20,041,712	
9.01.17 Se	ection 5c	11,057,009	1,743,733	11,057,009	
9.01.18 Se 9.01.19 Se		12,967,065 11,129,585	6,995,223 1,289,905	12,967,065 11,129,585	
	R Immunisation	2,999,995	735,918	2,999,995	
0.01.22 MC	0V4	38,554,830 150,000	71,208,000	38,554,830 150,000	
9.01.23 9.01.05 Su	iblotal Construction	257,506,185	172,809,765	257,606,185	
9.01.35 Va	riations - Prelims	3,738,732	214,732	3,738,732	
	riations - Section 1a eriations - Section 1b	475,552 518,049	227,240 328,613	475,552 518,049	
01.38 Va	riations - Section 1c	941,965	418,251	941,965	
	riations - Section 1d	10,366,338 965,138	10,158,502 420,185	10,366,338 965,138	
.01.46 Va	etiations - Section 2 eriations - Section 5a	6,707,601	1,376,918	6,707,601	
0.01.47 Va	riations - Section 5b	5,400,848	1,874,383	5,400,848 3,596,405	
	riations - Section 5c riations - Section 6	3,596,405	2,553,963	3,223,669	
.01.50 Va	riations - Section 7	9,763,381	4,121,895	9,763,381	041
	riations - Unallocated to section riations - Princes Street	346,688	2,641,975 313,806	(104,410,435) 346,688	
01.53 Va	ariations - Line 1b	3,200,000	3,200,000	3,200,000	
.01.27, Su	btotal Variations / Changes	(55,166,048) 434,968	29,716,770 440,000	(55,166,048) 434,968	
01.28 Infe	frace contingency lowance for demolition of existing Leith Walk substation	200,000		200,000	
2.01.56 Ac	commodation Works	1,000,000	332,445	1,000,000 450,000	
	COPS / COSS / Possession Protection Staff support will dilitional Crew Relief Facilities at Haymarket	450,000 140,401	80,000	140,401	
0.01.60 Pu	imped surface water outfall at A8 underpass (by depot	100,000	-	100,000	
9.01.61 Re	elocation of Ancient Monuments	2,950,000	-	2,950,000	
	tra over for revised alignment to Picardy PI, York PI and tra over for major utility diversions Picardy PI, York PI a	1,000,000		1,000,000	
0.01.64 Ext	dra over for shell grip at junctions	800,000	92,558	800,000 115,287	
	lowance for SP connections to new street lights and ne IC associated with the delivery of the alignment	115,287 4,213,950	15,287 533,640	4,213,950	
.01.67 Va	vious FP requirements	W. W.	0.5	12	
	requirements at Ocean Terminal amendments	750,000	294,940	750,000	
	lowance for minor utility diversions chaeological Officer – impact on productivity	405,755	204,040	405,755	
01.71 UT	C associated with the wider area impacts	1,991,300	27	1,991,300	
01.72 FP	Prequirements for design and construction of by-pass r Prequirements for Lindsay Rd amendments			0.00	
	requirements for Lindsay Rd amendments R compliant ballast	300,000	-	300,000	
.01.75 SP	connections to the depot and IPR	1,365,045	723,725	1,365,045 400,000	
	connections to Phase 1a sub-stations abtotal Provisional sums	400,000 16,616,706	400,000 2,912,595	16,616,706	
	ontingency (VE)	1,200,000	(0)	1,200,000	
0.01.33 Ta	pared poles	176,382	205 429 130	176,382 220,433,223	
	ibtotal Infraco main works ibtotal Funding adjustment	220,433,223	205,439,130	220,433,223	
	wiron, impacts - badgets	26,576	26,576	26,576	
.02.04 Inv	rasiva species	268,277	253,500 280,076	268,277 294,853	
	ablotal advance works	294,853 134,574	134,574	134,574	
	et up / mobilisation	179,741	179,741	179,741 2,914,685	
03.02 00	nase 1 (150,000m3)	2,914,685	2,914,685		

	Phase 3 (94,093m3)		- 1			
19.03	Subtotal depot advance works	5,438,378	5,438,378		5,438,378	
19.05.60		4,790,000	1		4,790,000 4,790,000	
	Subtotal VE - Infraco VE - Marcrial recovery / reprocessing - MUDFA	4,790,000 (120,000)	3		(120,000)	
	VE - Reduction in extent of road reinstatement	(116,000)			(116,000)	
	VE - Deferred Leasing	(2,961,000)	-		(2,961,000)	
	Subtotal VE - Non-Infraco	(3,197,000)	*		(3,197,000)	
9,06	Subtotal VE	1,593,000			1,593,000	
	Power - Network reinforcement	216,674	216,674		216,674	
	IPR2 contingency	300,000	300,000		300,000	
	Traffic signal and UTC	1,185,843	1,185,843		1,185,843	
.07.16	Murrayfield modifications	1,100,043	1,703,043		1,100,010	
	Office land rental	313,500	238,258		313,500	
	Leith goods yard	90,000	89,541		90,000	
	Traffic management design	246,985	42,122		246,985	
	Burnside Road - Construction Costs	1,523,082	1,523,082		1,523,082	
	Burnside Road - BAA Costs	414,643	414,643		414,643	
	Burnside Road - Consultancy Costs	202,447	202,447		202,447 125,660	
	Burnside Road - Other Costs	125,660	75,261 439,643		439,643	
	BAA MUDFA - Construction Costs	439,643 212,502	212,502		212,502	
	BAA MUDFA - BAA Costs BAA MUDFA - Consultancy Costs	186,486	189,486		186,486	
	BAA MUDFA - Other Costs	100,100			arakmag	
	Forth Ports Section 1a	540	1,440,132		540	
	Subtotal non infraco works	5,458,005	6,566,634		5,458,005	
	SW Global Resourcing	792,000	440,453		792,000	
	Stray Current Monitoring	156,223	146,223		156,223	
.07.28	Manhole at Balbirnie Place (Frontline cost)	103,726	100,133		103,726	
	SGN Gas main haymarket	175 000	125 201		175,000	
	Crash Gate 10	175,000	125,294 38,351		46,037	
07.31	Constitution Street – Mock-up SGN Gas diversion	46,037 635,372	835,372		635,372	
	MUDFA scoped side entry manholes	616,043	595,023		616,043	
	Power network Reinforcement	3.0,0.0				
	Section 1a Utilities	3,199,337	3,481,686		3,199,337	
.07.36	Clancy Docwra Utilities Works	5,703,008	6,152,019		5,703,008	
.07.37	Section 5C Edinburgh Park Clancy	256,597	256,597		256,597 221,687	
	Mass Barler Costs	221,687	221,687		1,200,000	
	Baltic Street	1,200,000	798,208		798,208	
	South Gyle - Sewer Diversion	798,208 906,782	906,782		906,782	
	Visiral / Rubber Kerbs Trial Holes S, Gyla	(150,000)	201,000		(150,000)	
	Bus Tracker Work	45,000	45,000		45,000	
	POL HA Temp Retention Works	100,000	100,000		100,000	
.07.48	Cabling at Tower Place Bridge Div works	170,000	21,308		170,000	
	Subtotal non Infraco changes	14,975,020	14,064,136		14,975,020	
	Fastlink alternative	549,000	549,000		549,000	
	Ancient monuments	190,311	62,008		190,311 19,657	
	TMi cycle integration study	19,657 100,000	19,657 66,716		100,000	
	Siemens out of hours monitoring	190,430	190,430		190,430	
	Gogar 250 Water Main - Clancy Remedial Works to SW Manholes - Crummock	26,639	16,639		26,639	
	SW Abandonments	157,658	120,000		157,658	
	Assembly St Temp SW 300mm Diversion	97,091	60,000		97,091	
	Traffic Management Costs	644,670	644,670		644,670	
.07.54	Remedial works for Scotlish Water	-	-		*	
.07.55	MOV4 Utility call off Princes Street	4 075 456	4.700.400		1,975,456	
	Subtotal non Infraco Provisional Sums	1,975,456	1,729,120		22,408,482	
	Subtotal Non Infraco works Total Infraco	250,167,936		y :	250,167,936	Julian Weatherley 7
	Prolims	6,215	6,215		6,215	
01.01					market in the	
	Tramco nariy mobilisation		4 400 000		1,100,833	
.01.02	Tramco early mobilisation Approval of preliminary design -	1,100,833	1,100,833			
.01.02 .01.03 .01.04	Approval of preliminary design Delivery of mock up		-		Tourse T	
01.02 .01.03 .01.04 .01.05	Approval of preliminary design Delivery of mock up Approval of final design / mock up	1,100,833	1,651,249		1,651,249	
.01.02 .01.03 .01.04 .01.05 .01.06	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents	1,651,249	1,651,249		and the same of th	
.01.02 .01.03 .01.04 .01.05 .01.06	Approval of preliminary design Defivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works	1,651,249 9,687,326	1,651,249 9,687,326		9,687,326	
.01.02 .01.03 .01.04 .01.05 .01.06 .01.07 .01.08	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells	1,651,249 9,687,326 3,302,497	1,651,249 9,687,325 3,302,497		9,687,326 3,302,497	
.01.02 .01.03 .01.04 .01.05 .01.06 .01.07 .01.08 .01.09	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells	1,651,249 9,687,326 3,302,497 3,302,497	1,651,249 9,687,326 3,302,497 3,302,497		9,687,326	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st starm assembly	1,651,249 9,687,326 3,302,497	1,651,249 9,687,325 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,852,914	
.01.02 .01.03 .01.04 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bogies Completion 1st tram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,852,914 3,302,497	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Completenent of tram works Completion 1st set bodyshells Completion 1st set bogics Completion 1st tram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of parees	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914		9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833	
.01.02 .01.03 .01.04 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11 .01.12 .01.13	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,302,497 1,100,633 1,100,633	
.01.02 .01.03 .01.04 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11 .01.12 .01.13 .01.14	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bogies Completion 1st tram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,652,914 3,302,497 1,100,833 1,100,833 550,416	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13 01.14 01.15 01.16	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st set so	1,651,249 5,667,326 3,302,497 3,302,497 3,852,914 3,502,497 1,100,833 1,100,833 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13 01.14 01.15 01.16 01.17	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st ram assembly Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of special documentation Delivery of special tools Completion of maintainer training Completion of maintainer training	1,851,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416	
01,02 01,03 01,04 01,05 01,06 01,07 01,08 01,09 01,10 01,11 01,12 01,13 01,14 01,15 01,16 01,17 01,18	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st tram assembly Completion 1st tram assembly Completion 1st tram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of special tools Completion of driver training Completion of integrated system testing	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 7,100,033 1,100,833 1,500,416 550,416 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13 01.14 01.15 01.16 01.17	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Delivery of spares Completion of driver training Completion of maintainer training Completion of maintainer training Completion of integrated system testing Completion of integrated system testing	1,851,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,887,326 3,302,497 3,302,497 3,502,914 3,502,914 3,502,914 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416	
01,02 01,03 01,04 01,05 01,06 01,07 01,08 01,09 01,10 01,11 01,12 01,13 01,14 01,15 01,16 01,17 01,18 01,19 01,20 01,21	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Completion of driver training Completion of driver training Completion of maintainer training Completion of maintainer training Completion of integrated system testing Opening for passenger service Supply chain mobilisation	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497		9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13 01.14 01.15 01.16 01.17 01.18 01.19 01.20 01.21	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Completion 1st set bodyshells Completion 1st set bogies Completion 1st ram assembly Completion 1st fram assembly Completion 1st fram assembly Completion 1st fram assembly Completion 1st fram assembly Completion factory based type testing Delivery of preliminary fram maintenance manuals Delivery of special tools Delivery of special tools Completion of maintainer training Completion of maintainer training Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passanger service Supply chain mobilisation Adjustment	1,651,249 5,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,633 1,100,633 550,416 550,416 550,416 550,416 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833		9,687,326 3,302,497 3,302,497 3,302,497 3,522,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416 1,075,131	
01.02 01.03 01.04 01.05 01.06 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.14 01.15 01.16 01.17 01.18 01.19 01.20 01.20 01.20 01.20	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st tram assembly Completion of preliminary fram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Completion of driver training Completion of driver training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,500,833 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833		9,887,326 3,302,497 3,302,497 3,522,914 3,522,914 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416 1,075,131	
.01.02 .01.03 .01.04 .01.05 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11 .01.12 .01.13 .01.14 .01.15 .01.16 .01.17 .01.18 .01.19 .01.20 .01.20 .01.20	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st set bogies Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Delivery of spares Control of main documentation Delivery of spares Completion of driver training Completion of maintainer training Completion of maintainer training Completion of integrated system testing Commencement of shadow runoling Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning	1,651,249 9,667,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416 550,416 4,513,413	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833		9,687,326 3,302,497 3,302,497 3,302,497 3,52,914 3,302,497 1,100,833 1,100,833 1,50,416 550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,442	
.01.02 .01.03 .01.04 .01.05 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11 .01.12 .01.13 .01.14 .01.15 .01.16 .01.17 .01.18 .01.20 .01.20 .01.20 .01.21 .01.22 .01.23	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bogics Completion 1st tram assembly Completion 1st tram assembly Completion 1st tram assembly Completion factory based type testing Delivery of preliminary fram molntenance manuals Delivery of special tools Delivery of special tools Completion of driver training Completion of maintainer training Completion of maintainer training Completion of maintainer training Completion of integrated system testing Commencement of shadow runoling Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,302,497 1,100,833 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,443	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833		9,887,326 3,302,497 3,302,497 3,302,497 3,522,914 3,302,497 1,100,833 1,100,833 1,500,416 550,416 550,416 550,416 550,416 550,416 1,075,131 4,513,442 4,513,443 1,958,159	
.01.02 .01.03 .01.04 .01.05 .01.05 .01.06 .01.07 .01.08 .01.09 .01.10 .01.11 .01.12 .01.13 .01.14 .01.19 .01.16 .01.17 .01.18 .01.19 .01.20 .01.21 .01.23 .01.24 .01.23	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st fram assembly Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Delivery of spares Completion of driver training Completion of driver training Completion of maintainer training Completion of maintainer training Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment	1,651,249 9,687,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 11,075,131 4,513,442 846,600 465,477		9,887,326 3,302,497 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 1,075,131 4,513,442 4,513,442 4,513,443 1,056,159 1,057,844	
01.02 01.03 01.04 01.05 01.06 01.07 01.08 01.09 01.10 01.11 01.12 01.13 01.14 01.19 01.16 01.17 01.18 01.19 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20 01.20	Approval of preliminary design Delivery of mock up Approval of final design / mock up Approvals and consents Commencement of tram works Completion 1st set bodyshells Completion 1st set bodyshells Completion 1st ram assembly Completion 1st tram assembly Completion 1st fram assembly Completion 1st fram assembly Completion factory based type testing Delivery of preliminary tram maintenance manuals Delivery of spares Delivery of spares Delivery of spares Completion of maintainer training Completion of integrated system testing Commencement of shadow running Opening for passenger service Supply chain mobilisation Adjustment Delivery of trams Testing and commissioning Advance maintenance mobilisation Depot equipment	1,651,249 9,687,326 3,302,497 3,302,497 3,802,497 3,802,914 3,302,497 1,100,833 1,100,833 550,416 550,416 550,416 550,416 550,416 11,075,131 4,513,442 4,513,443 1,958,159 1,057,484 378,333	1,651,249 9,687,326 3,302,497 3,302,497 3,852,914 3,302,497 1,100,833 11,075,131 4,513,442 846,600 465,477 378,333		9,887,326 3,302,497 3,302,497 3,302,497 3,502,914 3,302,497 1,100,833 1,100,833 1,500,416 550,416 550,416 550,416 550,416 550,416 550,416 550,416 1,075,131 4,513,442 4,513,443 1,958,159 1,057,484 378,333	
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Edinburgh Tram Project

tie Ltd Close Out Report

October 2011

Purpose

In advance of the TEL Board meeting of October 2011, CEC require a full close out report from tie Ltd before Turner and Townsend takes over full responsibility for the management of the Infraco contract on the Council's behalf. A list of the work streams with a template to be completed for each is set out below. Please note that the list is not exhaustive and other items should be added if required.

Work Streams

- 1. General Summary
- 2. Project Management Costs
- 3. DPOFA
- 4. Legal
- 5. SDS
- 6. JRC
- 7. TSS
- 8. Utilities '
- 9. Utilities Betterment
- 10. CAF
- 11. Risk Management
- 12. EARL
- 13. Infraco
- 14. Insurance
- 15. Financial Advice (eg. PwC)
- 16. Comms, Marketing & FOISA
- 17. TEL.
- 18. Third Party Agreements
- 19. ETL
- 20. Human Resource Files
- 21. HSQE
- 22. Land & GVD
- 23. Internal audit
- 24. One Ticket
- 25. Gullies
- 26. Redipave
- 27. ICT
- 28. Citypoint

Appendices

- 1. Contract Matrix
- 2. P7 Transport Scotland Report
- 3. P7 PD reports
- 4. Infraco closeout analysis sheet
- 5. Utilities analysis sheet
- 6. Non-Infraco analysis sheets
- 7. Flash Reports -
- 8. Topics Registers -
- 9. 3PA closure tracker
- 10. Summary agreement matrix
- 11. One Ticket
- 12. Outstanding Correspondence
- 13. HSQE Report
- 14. ICT system architecture for information
- 15. Deloittes Report
- 16. Pitchfork Report
- 17. Resolution Report
- 18. MOV 4 comments

1. General Overview

Background

The body of the report and the attached schedules detail the current status (as at October 2011) of a range of key areas which tie Ltd has been responsible for under the terms of its Operating Agreement with CEC and the delegated authorities and instruction from TEL and CEC.

These principally relate to activities associated with the Edinburgh Tram Project, save for minor work in relation to EARL Authorised Undertaker role and acting on behalf of "One Ticket".

In September 2011, CEC instructed a transfer of scope of services in relation to the Tram Project from tie Ltd to CEC and a new project management provider, Turner and Townsend. Subsequently work has been undertaken to progress a package of Voluntary Redundancies, TUPE transfer to CEC and TUPE transfer to Turner and Townsend (T&T) to facilitate a ceasing of operations by tie Ltd. and arrangements to put the company into a "dormant state".

These matters and decisions were discussed and ratified at the TEL & tie Boards on 27 September 2011 and this report will be presented to the next TEL Board (planned for 2nd November 2011) as part of that close down.

Subject to necessary ratification, formal responsibility for the range of services provided on all matters will transfer from **tie** to T&T or CEC as appropriate on 28 October 2011.

Executive Summary

tie has been working closely with CEC and T&T to effect the required transition arrangements with a planned transfer of staff, novation of contracts to CEC and formal transfer of accountability and responsibility to services to T&T / CEC on or before the 28 October 2011.

Between 28 October and 30 December 2011, a small number (8) of staff will participate in transition arrangements to facilitate completion of the transfer of services before they leave the employment of tie Ltd. Necessary insurance and management arrangements are being put in place by CEC to ensure the company's obligations (including to those transition employees) are fully discharged.

Complete transparency of HR arrangements has been provided to CEC and all decisions relating to finalising Compromise Agreements with staff leaving under VR are being authorised by CEC officers as instructed by D Anderson.

Transfer of and responsibility for the finance functions of tie Ltd. to CEC took place on 30 September 2011 when all tie Finance staff left under VR arrangements. Delegated Authority Rules have been updated and implemented from 3 October 2011. Financial authorisations have been signed off in line with the revised DARs since then. Statutory audit arrangements are to be agreed for tie Ltd. 2011/12 financial year and it may be appropriate to utilise Geogeghans for this purpose.

A detailed section on Health, Safety, Quality and Environmental arrangements has been included, and incorporates the latest position up to Period 7 of 2011/12. A meeting of the TEL Safety Committee attendees (not quorate as directors had previously resigned) was held on 13th October 2011 and we closed off all previous actions and completed a report including preparation for operational testing at the Depot. ETL were represented by A Richards and L Parkes.

Independent Safety Validation of the organisational change has been undertaken and a draft report has been received. Recommendation 3 is the key item to close out in addition to previous recommendations. If there are any material changes to the recommendations of the original validation carried out in June 2011, these will be highlighted at the Board meeting and agreement reached with CEC and T&T on what actions need to be taken.

It remains a matter of increased risk that any integration issues between BBS and CAF will now import risk to CEC as CAF are contracted directly. Recent behaviours at integration meetings suggest there is still some work to do to minimise this risk affecting the client. The Depot completion and delivery of Trams is the first significant test for this and has received focused support from tie / T&T and CEC to maximise the efforts for successful delivery.

A breakdown of all relevant contracts and live issues has been incorporated in the schedules and appendices attached.

The Settlement Agreement for the Infraco Contract was executed on 15 September 2011. Since then tie (with seconded staff from T&T (including the new tie Representative Julian Weatherley)) have been administering the Contract based on the original contract as amended by MOV4 and emerging briefing on the Settlement Agreement changes. A briefing from Ashurst assisted in this matter.

Bridge and Operating agreements still need to be agreed between CEC and Network Rail. This has been with CEC to escalate for many months with the Office of Rail Regulation with the main stumbling block NR insistence on unlimited liability regarding the Bridge Agreements. CEC should be aware that delaying this matter will only strengthen NR's negotiating position and it is important to address this now.

Currently work adjacent to the Network Rail infrastructure is carried out under a 3rd party arrangement. Network Rail has intimated that they are considering moving this to an Outside Party arrangement which is more expensive and this should be monitored. An additional risk to Network Rail costs lies in the level of direct resource they apply to the project and charge to the project. Finally, the current Asset Protection Agreement applies a 2.5 % industry risk fee as part of their charges. NR may try to increase this to reflect the higher capital costs of the project.

The Forth Ports agreement is still unresolved and CEC have been in the lead to try and resolve this difficult issue for many months. It has an impact on the final scope of utility diversions required to be completed and on the scope of any interim completion / reinstatement. The scope of any work needs to be determined by CEC to enable T&T / CEC to take the appropriate next steps.

Land compensation claims are being managed by Alasdair Sim supported by CEC and the District Valuer and there are a number of significant risks through CAAD claims. This had been explored previously with CEC and a substantial risk allowance made in the revised budget.

There remains a risk over the interpretation of the rateable value of the completed tram assets, a reasonable provision based on experience with other UK Light Rail schemes has been made in the TEL budget however this remains a risk until a final evaluation is made by the Rates Assessor.

Copies of the final tie Project Director reports (Period 7) and the last flash reports and topics register produced by tie are contained as appendices in this report. Additionally a copy of the final Transport Scotland report prepared for CEC to send to Transport Scotland is also included as an appendix.

A full copy of this report and Appendices can be found electronically on the tie Extranet at:

http://wss/management/Shared%20Documents/Forms/AllItems.aspx?RootFolder=%2fmanagement%2fShared%20Documents%2fClose%20Out%20Report&FolderCTID=&View=%7bBA9BBA67%2d5443%2d4229%2dBBF4%2d3C6C5C17E972%7d

Areas worthy of particular focus

The safety verification and assurance arrangements are extremely important, along with clarity on the CDM arrangements and keeping the appropriate regulatory authorities informed.

Completion of satisfactory design assurance statements and population of the body of evidence structure will require continued scrutiny, support and emphasis to give best chances for a positive outcome. Integration is a significant risk area, despite interface agreements and will require detailed attention and active management.

The utilities mitigation and diversion work contract with McNicholas (and supported by the Statutory Utility Companies) is now in place and will be a key mitigation tool to manage the impact of utilities on Infraco construction.

Given our understanding of the changes in risk and responsibility under the Settlement Agreement it is extremely important to manage and record the contractor's resource and progress from commencement of the On-Street Works to optimise and mitigate costs.

All parties' behaviours need to focus on effective safety and project management leadership to achieve the revised Project Programme, budget and end product.

2. Project Management Costs

The original tie Ltd. / CEC reorganisation and associated cost profile was amended up to the end of Period 6 (September 2011) and has been incorporated in the cost of work done as part of the budget compilation process. Proposals and costs for the VR scheme (phase 1) were agreed and approved by the TEL Board and CEC officers incorporated such matters in their reports to Council.

Following CEC's August / September review and decision to transfer the scope of services of tie Ltd. to CEC and Turner and Townsend, tie has not amended any previous forecasts or incorporated any assessment of changes to project completion. The tie Finance team worked with CEC officers to confirm revised VR and TUPE costs and impacts and these were also reviewed and approved at TEL Board in September 2011.

In general tie has not identified any material variances from the forecast costs previously provided and the transition resources profiled to suit T&T requirements have been approved and shared with CEC. It is assumed that the final incorporation of such costs has been consolidated by CEC in their September 2011 Council report.

3. DPOFA

There are a number of small contracts being managed under the DPOFA umbrella by ETL. It is considered that for most of them that they should be novated only if necessary or terminated.

4. Legal

Legal advice at point of close was being provided in the following areas:

- D&W TRO's and land/third party agreement matters
- DLA HSQE/FOISA/Insurance
- McGrigors SDS
- HBJ GW Network Rail agreements

5. SDS

SDS residual utilities work has had a number of attempts to close out a difference in value and a claim for incentivisation which tie consider has little entitlement (a position generally supported by McGrigors review) . Colin Smith has visibility of final proposed positions with $^{\sim}$ £400k between the parties.

6. JRC

No issues associated with this contract with Steer Davies Gleave Ltd. Alasdair Sim who is being TUPE transferred to CEC will continue to manage this contract.

7. TSS

It has been agreed that this contract will be handed over to Bob McCafferty in CEC. A handover meeting is taking place on 26th October 2011. There is one outstanding commercial issue (~£18k) on this contract which relates to an element of work carried out on trackform design. A proposal has been made to CEC about the way forward to close this issue if such a piece of work is every used.

8. Utilities

Utilities agreements with the statutory utilities are subject to completion of final snagging / abandonments and agreements on betterment / deferment. This is being undertaken in conjunction with the T&T utilities team seconded into tie and members of the tie transition team.

In the short term, the utilities diversion contract to support the Infraco Onstreet Works from Haymarket to York Place has been awarded to McNicholas by tie and will be novated to CEC. The T&T utilities team (with SUC members as well as Infraco input) will manage this going forward after the end of October.

9. Utilities Betterment

Completion of Betterment / deferment negotiations with the SUCs is financially material and merits retention of key transition staff until the substantial completion is achieved. It has been agreed to extend Fiona Dunn's

transition until 30th December 2011 to focus on completing the Scottish Water and BT betterment accounts.

10. CAF

As part of the settlement agreement the Tram supply and maintenance agreements were separated from the main Infraco Contract. Trams started to arrive at the depot week commencing 17th October. The risks of integration have been identified elsewhere in this report.

11. Risk Management

Risk management has been handed over to the T&T team – Peter Smith. A full copy of the risk register was provided in hard copy as well as an export to excel to allow ease of future manipulation by T&T into a new system. A decision was made not to continue with the use of ARM for risk management.

12. EARL

tie currently fulfils the role of Authorised Undertaker for the EARL Act. This is in the process of Transfer to Transport Scotland EARL Authorised Undertaker work is being progressed for transfer to Transport Scotland but is likely to happen after 28 October as there has been slower than hoped for progress on diligence work by TS advisors. Alan Coyle in CEC is acting as the point of contact beyond 28th October with the key risk being VAT liabilities associated with the transfer of assets and IPR.

13. Infraco

A copy of previous reports and commentaries on the commercial strategy up to and post mediation is attached as an appendix for completeness. An internal Audit report from Deloitte bringing matters up to date pre mediation was tabled at the last TEL Board meeting and any comments invited (none received to date).

A copy of the Infraco correspondence tracker is attached for completeness. This identifies a number of letters which were on hold or not responded to due to the ongoing mediation process. It is recommended that T&T review these to ensure the issues are subsumed within the settlement agreement.

14. Insurance

Ongoing insurance arrangements being negotiated by CEC beyond the current OCIP extension date of 25th October 2011 require to be clarified to ensure that they are adequate and compliant with the contractual obligations of the Infraco Agreement, the Tram Supply Agreement and the DPOFA. EARL

insurances to be extended for 12 months by CEC. tie corporate policies to be extended by CEC. An interim extension of OCIP has been secured to 25th November 2011 by CEC.

15. Financial Advice

There is no current financial advice being provided by any advisor to tie.

16. Comms Marketing & FOISA

Communications, marketing and FOISA was handed over to CEC at end of July and August when key members of staff departed from tie. A FOI(S)A strategy needs to be updated to reflect the revised role of T&T as a private company within the project. A MacLean is reviewing.

17. TEL

The quarterly invoices from LB continue to be presented for payment. Given the proposed "shutdown" of TEL this is not expected to continue.

18. Third Party Agreements

There are 2 appendices outlining firstly a summary of all the third party agreements and secondly the tracker showing progress with close out of 3rd party issues. The key risks associated with 3rd parties are identified in the executive summary.

19. ETL

ETL are counterparty to the DPOFA and providing preparing for operation services to the project. There are 3 permanent members of staff and 5 seconded members of staff (LB employees). These arrangements must be reviewed and amended along with the proposed transfer of ETL services to Lothian Buses.

20. Human Resources

The HR services provided by tie (Lynda McIlwraith) will be handed over to CEC for dealing with beyond 28th October 2011. A handover meeting with K Verth of CEC took place on 19th October 2011 and CEC HR will address any post October tie Ltd HR requirements (either related to transition staff or matters such as requests for references).

21. HSQE

On the matter of Assurance and changes in duty holder arrangements, a detailed review was held with T&T (including their Assurance manager and

Director of Project Delivery) and staff intending to transfer to CEC in this role. All necessary actions from tie have been undertaken and this is an area of particular focus in the safety validation exercise.

It remains a matter of increased risk that integration issues between BBS and CAF will now import risk to CEC as CAF are contracted directly. The Depot completion and delivery of Trams is the first significant test for this and has received focused support from tie / T&T and CEC to maximise the efforts for successful delivery.

It is envisaged that the Deliver a Safe Tram and Deliver a Tram Safely approach led by **tie** will be supported by the project going forward.

22. Land & GVD

The land and GVD process has been managed Alasdair Sim supported by CEC and the District Valuer. Alasdair is being TUPE transferred across to CEC and so there is continuity of management for this process.

The risk associated with potential CAAD claims have been identified in the Executive Summary of this report.

23. Internal Audit

An internal Audit report from Deloitte bringing matters up to date pre mediation was tabled at the last TEL Board meeting and any comments invited (none received to date).

24. One Ticket

One Ticket has had approval to transfer from their Board and SEsTran and we have confirmation that this transfer is complete. A letter is provided as an appendix outlining this completion.

25. Gullies

A survey was carried undertaken with any necessary remedial action set out by Duncan Fraser. Any further action by contractors to correct defects will be managed through T&T. Colin Neil will liaise with T&T week commencing 31st October 2011.

26. Redipave

Redipave inspection and maintenance arrangements need to be undertaken by CEC. Several meetings were convened to finalise this but cancelled at CEC request.

27. ICT

Following CEC's recent request, Seamus Healey is preparing a proposition paper to ensure the information and data is properly protected, including any relocation, and available for use by CEC/the project. This is likely to be essential for reference at any future inquiry or to address FOI(SA) requests and satisfy legal requirements. Alan Coyle has agreed to be the "owner" of this Sharepoint system post 28/10/11. "Ownership" of the other systems should be agreed in a similar way.

Additionally, staff TUPE transferring to T&T are not legally able to maintain access rights to their ICT data. It is understood that appropriate extraction requests are to be made to tie/CEC by T&T before 28/10/11 to enable suitable business information to be considered for extraction from tie systems. A separate extraction authority relating to staff TUPE transferring to CEC needs to be regularised.

28. Citypoint

The lease option for March 2012 has been exercised and management arrangements (for emergency evacuation/HSQE/welfare) need to be undertaken by CEC or their appointed agent from 28/10/11.

CEC's current target for relocation of transition project staff to Edinburgh Park is mid November and dilapidation and full ICT moves need to take place prior to lease surrender. A project manager will need to be appointed for this work. The Office Manager's file was handed over to CEC on 26th October 2011.

Work Stream	2. Project Management Costs							
Responsible tie Officer	Steven Bell							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
Addressed in contract schedule	Either closed or on list to be novated	Included in contract lists and schedules	Non apparent	Included in budget approved from CEC	Not aware of any issues	See P7 2011/12 report being prepared by C Arbuckle	NA	Green

Work Stream	3. DPOFA							
Responsible tie Officer	Alastair Richards							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
DPOFA	In December 2009, the DPOFA was assigned from Transdev plc to ETL, the final account with Transdev plc was settled in January 2010. The employees TUPE transferred to ETL and remain employees to date.	None known	Ongoing contractual obligations only	Covered in current forecast	To be completed	To be completed	None	Green although the slow progress with clarifying process going forward is now critical.
BSI ISO 9001/14000/18000 Certification Audits	Live to be transferred and administered by LB	None known	Ongoing contractual payment milestones only	Covered in current forecast	To be completed	To be completed	None	Green
Lloyds Register Rail Operational Readiness Peer	Live to be transferred and administered by LB	None known	Ongoing contractual payment	Covered in current forecast	To be completed	To be completed	None	Green

Review Audit			milestones only		Þ			
Procurement Scotland Supply of Gas	Live to be transferred and administered by LB (see note on qualification however)	Depot connected and drawing gas but no invoices received to date. Qualification to participate was reliant upon CEC Directors being on the Board and 100% CEC ownership.	,	None, accrual made in relation to estimated gas usage to date.	To be completed	To be completed	Only regarding the actual costs and the qualification of use of the Procurement Scotland arrangement on an ongoing basis	Amber
Site Sharing Agreement Edinburgh castle	Live to be transferred to LB to administer	None known at present	None known at present	None known at present	To be completed	To be completed	None	Green
OFCOM Radio Licences	Live to be transferred to LB to administer	None known at , present	None known at present	None known at present	To be completed	To be completed	None	Green

Work Stream	4. Legal Costs							
Responsible tie Officer	Steven Bell							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
DLA Piper	Ongoing work on FOISA – to be closed and transferred to CEC. Final invoice for work on EARL AU transfer to TS passed to CEC finance for payment	Any outstanding tie invoices to be cleared Clear final invoice	None known					
Mcgrigors	Opinion on SDS account invoice outstanding – close account	Clear any final invoices	None known				-	100
D&W	Ongoing work on HR matters – should be closed Ongoing work on					To the second		
	third party agreement and land matters							

Work Stream	5. SDS							
Responsible tie Officer	Steven Bell		_					
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
SDS (Novation Agreement)	Live account.	Outstanding issue regarding Incentivisation Payment due.	SDS Claim £ 1022k tie position is that no monies are due. At meeting of 10/10 SDS reduced claim to £300k to settle.	At meeting 10/10 tie offered to settle all outstanding matters for £873k which matches the AFC allowances			×	Amber
SDS Collateral Warranty (CW)	Live account.	Variation Account to agree	SDS initial Claim totals £991k and they reduced to £890k. tie has offered £820k as final settlement.					

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Work Stream	6. JRC						(2)	
Responsible tie Officer	Alastair Sim							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
Existing contract between tie Ltd and Steer Davies Gleave Ltd.	Live until 2016	No outstanding disputes or risks	N/A	N/A	The JRC commercial file contains change items only and is complete and accessible.	Outstanding budget circa £100k	N/A	Green

8 (4)

Work Stream	7. TSS				Person Wallacon Address Contraction Contraction			
Responsible tie Officer	Steven Bell							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
TSS contract only – with Scott Wilson/URS	Live	Trackform review – TSS carried out a piece of work on trackform review. They carried on working without instruction from tie and so tie have not paid these costs. There is a completed trackform report but until the TSS account for this is settled TSS will not release the report. The	NA	No budget provision made by tie post September 2011. Not aware if CEC has made any budget provision in the revised figures.	Not aware of any issues	£18k trackform review	NA	Green

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	current status is that TSS has agreed not to seek this sum until and if CEC wish to use the report. There is no budget provision for any TSS works post September and tie is not			
	aware of any budget provision made by CEC.			
*	URS submitted letter dated 5/10/11 with RPIX rate increase of 5.3%.		×	

Work Stream	8. Utilities	The state of the s				Average and a second		
Responsible tie Officer	Fiona Dunn							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings	RAG Status
MUDFA - Carillion	Works complete Final Account settled	Defect Period ends 3 Dec 2011 - Carillion to be advised of defects after inspection.		Financial exposure if Carillion do not carry out defects. (No Retention held)				
Utilities - section 1A (part) Clancy Dowcra	Work complete Final account settled	Defects period ends 08/05/2015 Retention of 19K held Hire of mass barrier continuing.		AFC makes allowance for barrier to September 2011 — additional anticipated costs beyond this period requires to be added				
Utilities – section 1C-1D	Work complete. Final account settled	Defects period ends		AFC makes allowance for	W. W			

(part) Clancy Dowcra Utilities – section 1C-1D (part) Clancy Dowcra		30/06/2012 Retention of 136K held Hire of mass barrier (in Leith Walk) continuing.	×	barrier to September 2011 — additional anticipated costs beyond this period requires to be added			
Utilities –250 Watermain Clancy Dowcra	Work complete. Account live	Items of entitlement regarding delay disputed Additional items instructed - 1.investigating blaes backfill	20K Scope of work not established – investigations on going	Likely to be agreed within AFC (4K maximum risk) Additional work quote received for 110K – not included in AFC		*	
Utilities — Abandonments Clancy Dowcra	Work due to be completed Oct 11 Final account live	Disputes re entitlement to delay and disruption	CD have made claim to date of approx 100K and indicated a possible additional claim	Risk to AFC figure of 110K			
General utilities section 1A – Farrans	Work complete. Final account settled	Documents to be retrieved from Archive					
General utilities section 7 – Farrans	Work complete. Final account settled	Documents to be retrieved from Archive				*	
General Utilities Burnside Road	Work complete. Final account settled	Documents to be retrieved	2200000		0		

– Farrans		from Archive			V		
South Gyle access bridge and Assembly St -Barhale	Work complete. Final account live	Defects period ends 30/05/13 Retention of 23K held Agreement required re entitlement to delay and disruption	*				
Utilities Side Entry manholes – Frontline	Work complete. Final account settled	Documents to be retrieved from Archive					
Utilities Bilburnie – Frontline	Work complete. Final account settled	Documents to be retrieved from Archive					
Utilities Side Entry manholes - Land Engineering	Work complete. Final account settled	Documents to be retrieved from Archive	introje iz e e e	na (mar			
Utilities Murrayfield Sewer – Souters	Work complete. Final account settled	Documents to be retrieved from Archive					
Utilities –Coms at Ocean terminal – Fujitsu	1 st phase complete Account live	Contract let on 3 phases – 2 nd and 3 rd phase not now required. Scope of works to		Current AFC 170K scope of work completed £25K allow 5K to close ou and			

		'make safe' to be established and account closed out.	make safe AFC can be reduced by approx £140K		
Utilities – gas Section 7 - SGN	Work complete. Final account settled				
Utilities – gas Section 2A - SGN	Work complete. Final account settled				
Utilities – gas A8 underpass- SGN	Work now within Infraco's work scope?	Advanced payment invoice from SGN paid by tie Cost to be recovered from Infraco?	This period AFC - nil.		

Work Stream	9. Utilities Betterment							
Responsible tie Officer	Fiona Dunn							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
Scottish Water	Refer to separate report	rt which will be						Red
вт	Refer to separate repo provided by F Dunn	rt which will be						Red
Scottish Power	Refer to separate report provided by F Dunn	rt which will be						Green
SGN	Refer to separate repo provided by F Dunn	Refer to separate report which will be						Green
Sundry Utilities	No further betterment	or deferment expe	cted.					Green

Work Stream	10. CAF	3112.4109.74.281		000000000000000000000000000000000000000			The state of the s	
Responsible tie Officer	Alastair Richards					*		
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
Tram Supply Agreement	Live, contract has been novated to CEC as part of the Settlement Agreement	None crystalised at present time, all invoices have been paid up to date. Risks that remain lie principally in the coordination of the BBS programme schedule with that of CAF. Key interface points are: Test Track available from 02/12/11 and Section A	c. £200k per month of delay	The risks of lack of coordination of key interface dates are NOT included in the current AFC forecast, but were estimated for the purposes of Project Contingency at the Risk Workshop on the 03/08/11 with Faithful and Gould.	To be completed	To be completed	N/A	Green

		handover 17/12/11 and start of Operations September 2013.						
Tram Maintenance Agreement	Live, contract has been novated to CEC as part of the Settlement Agreement	None known at present time, all invoices have been paid up to date.	None anticipated at present time	None anticipated at present time	To be completed	To be completed	N/A	Green
Scott Wilson (TSS) Tram Inspector Agreement	Has been undertaken under TSS, in process of trying to reach agreement on a separate standalone agreement.	Risk if separate agreement is not reached then potentially in breach of Infraco Agreement	Unknown	None anticipated included in TSS. (c.£100k to go)	To be completed	Unknown	Risk if separate agreement is not reached then potentially in breach of Infraco Agreement	Amber
CDL Ltd Quality inspection and audit during manufacture	Final account in the process of being concluded,	None known at present time	None anticipated at present time	None anticipated included in T.01.	To be completed	Known	N/A	Green

Work Stream	11. Risk Management							
Responsible tie Officer	Susan Clark						9	in 1990 cold and the
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
None – the ARM contract has lapsed	To be completed	We have not paid the fee for 2011 as ARM were working on providing a link between ARM and Primavera which did not work. ARM were advised that we would not pay this fee until the link	If chased for payment this is £12k	NA.	No known issues	None	None	Green
· ·		was working, tie spent considerable time assisting ARM to get it working—which						

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is still doesn't. We have not been chased for	
any payment. Documents	
passed to Alan Coyle.	

Work Stream	12. EARL							
Responsible tie Officer	Susan Clark	The state of the s						
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
All main contracts were terminated at the time EARL was cancelled. Transfer of the authorised undertaker role is underway to Transport Scotland but is not likely to be completed until December 2011. EARL being handed over to Alan	All third party agreements remain live. DLA account will be settled after AU is transferred to Transport Scotland. Estimate this to be in range of £5-10k 24-7 final account will need to be settled along with recent repair bill — circa £3k in total.	Transfer of authorised undertaker to Transport Scotland. VAT issues relating to EARL.	None	None to tram as Transport Scotland fund this separately.	No	None	None	Green
Coyle in CEC and a meeting will be held on 27 th October to								×

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finalise this handover.						
There are a						
range of third				-		
party agreements still						
live. These are						
all contained on						
the EARL						1
website.			ŀ			
McGrigors						
currently						
supporting the			1			
transfer to Transport.		1				
Scotland						
24-7 letting						
currently look						
after the			1			
Wheatlands						
property.	*					

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Work Stream	13. Infraco							
Responsible tie Officer	Steven Bell							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
See attached Analysis Sheet								

Work Stream	14. Insurance			9				
Responsible tie Officer	Susan Clark				33-	*		
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
Gallacher Heath Garwyn Cunningham Lindsay OCIP	Live	OCIP extension CEC are negotiating and extention until end November but at time of writing no insurance in place beyond 25/10. Decision needs to be made on extension after this until the end of construction and into operations. Ongoing claims issues — Colin Strugnell has all these details	To be completed	To be completed OCIP – CEC to confirm. Claims covered in insurance budget allowances	No known issues	Additional funding to extend OCIP	None	Amber

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and insurance was handed over the Colin Strugnell in CEC. Transport			
Scotland have requested that EARL insurances	-		
are put in place for another 12months. CEC are putting in		*	
place extended tie corporate policies to cover			
the existence of tie Directors and transitional			
staff until the end of the year(2011).			

Work Stream	15. Financial Advice (eg PWC)						*	
Responsible tie Officer	Steven Bell							1
Officer List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
	See separate contract sheet	None	None	None	No known issues	NA	NA	Green

Work Stream	16. Comms and Marketing	52240						
Responsible tie Officer	Lynn McMath							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
Binary Vein	Live – due for renewal	none	none	n/a	n/a	Unknown	n/a	n/a
Newslink Scotland	Rolling contract	none	none	n/a	n/a	Unknown	n/a	n/a

Work Stream	17. TEL							
Responsible tie Officer	Alastair Richards							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
Lothian Buses Project Support	LB continue to invoice for £30k per quarter for none specific support on	To be completed	To be completed	To be completed	To be completed	To be completed	To be completed	To be completed
	the project. Unclear whether this is appropriate under the new Governance Arrangements							
Commissioning Power Meter Operator Agreement with SP Dataserve	Procurement	None	None known at present	None known at present	To be completed	To be completed	To be completed	To be completed
Connection Agreements with SP for each	Scotland)	None	None known at present	None known at present				

of the Substations Procurement Scotland Supply of Electricity for Depot Substation		Issue with invoicing of unused supplies under discussion. Qualification to participate was reliant upon CEC Directors being on the Board and 100%	c. £10k	Negligible				
Rates for the tram assets	No assessment has been received from the Assessor, work to inform CEC of the norm with other UK schemes was performed some time ago.	CEC ownership. Uncertain until an Assessment is confirmed	c. £400k p.a. if Assessor uses rateable value of the land area of the track.	A reasonable provision based on that experienced at other UK Tram Schemes is included in the AFC.	To be completed	To be completed	To be completed	To be completed

Work Stream	18. Third Party Issues							
Responsible tie Officer	Steven Bell				16			
List of All Contracts relating to this work	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial	File Integrity Is the file complete?	Declaration of known financials;	Early Warnings/Close out Process to	RAG Status
65 no. Third Party Agreements between CEC and various parties. These agreements entered into during Private Bill Process	All Live and legally binding. Note. Refer to 3PAs Closure Tracker.xls & SummaryAgreement Matrix_Oct_2011_ Obligations.xls for reference	See detail in subsequent sections below	See detail in subsequent sections below	See detail in subsequent sections below	Yes	See detail in subsequent sections below	See detail in subsequent sections below	See detail in subsequent sections below
Network Rail : Asset Protection Agreement	Executed document, but requires extension to end date.	Failure to achieve consent from NR on extending end date (not to be unreasonably withheld) exposes the project to delay risk as BBS would not be permitted to work on NR	Not known at this point.	Additional £1.7m for NR costs has been allowed for in revised project budget.	Yes	N/A	CEC/T&T and NR to press matters to conclusion.	Red
Nicharada Daile	A	land.	Distance	16	Ver	CFC have	Commentation	Ded
Network Rail:	A request has been	Without a	Unknown	If successfully	Yes	CEC have	Suggest the	Red

Substation Lease at Haymarket Viaduct	made to NR for CEC to draw down part of the tram lease now, to allow CEC and Scottish Power to enter into a substation lease. This being required prior to energisation of the substation. NR have not fully engaged in the process despite repeated CEC/tie attempts to move the matter to a conclusion.	substation lease in place, a construction delay risk exists. Time and cost exposure to CEC		concluded, then no AFC impact.		consented to cover NR's legal and staff costs on this matter.	Issue is elevated to Senior CEC level to raise with NR	
Network Rail: Bridge Agreement	This document has not been executed, and is required prior to commencement of passenger services. CEC and NR not in agreement regarding indemnities liabilities clause.	Failure to conclude matters could delay commencement of passenger services and loss of CEC negotiating position.	Unknown	If concluded, then no impact on AFC, if not the delay cost exposure.	Yes	N/A	CEC Legal and NR to recommence engagement on resolving matters. ORR input most likely required.	Amber
Network Rail: Operating Agreement	This document has not been executed, and is required prior to commencement of passenger services. CEC and	Failure to conclude matters could delay commencement of passenger	Unknown	If concluded, then no impact on AFC, if not the delay cost exposure.	Yes	N/A	CEC Legal and NR to recommence engagement on resolving matters. ORR	Amber

	NR not in agreement regarding indemnities liabilities clause.	services and loss of CEC negotiating position.					input most likely required.	
Verity House Trustees/CEC Side Agreement	Executed Agreement. Verity House Access Road has been constructed to a non approved design which does not comply with side agreement obligations	Potential dispute with BBS over this issue	Unknown, but matter should be raised with BBS when works on Haymarket Yards are completed.	Should be BBS liability, therefore should not impact upon AFC	Yes	N/A	T&T have been made aware of the matter to be raised commercially with BBS	Amber
Forth Ports/CEC Side Agreement	Original agreement executed, but subsequent amendment not agreed between the parties. A Licence from FP will be required for any works in the Leith Docks area, this includes completing works already started or removal of incomplete infrastructure.	Long term and wider disagreement between CEC and Forth Ports. Under the terms of the existing Licence, CEC have obligations to fulfil and require FP's consent to do so.	Potential litigation risk to CEC from Forth Ports, and contractor costs to either complete works started or removal of partially completed works.	Are works in Section 1A part of the settlement agreement with BBS?	Yes	N/A	CEC and Forth Ports have had several high level discussions. On the basis of this it is recommended that the detail of what is required be worked up at the practical/legal level. CEC to lead.	Amber
Royal Bank of Scotland: S75 Agreement	RBS have an outstanding obligation from the	The matter has been noted to remind CEC that	AFC upside. Design and construction	AFC impact will be driven by final	Yes	N/A	T&T/BBS to prepare an open book	Amber

	Gogarburn S75 to pay for the Gogarburn Tram Stop, this includes design and construction costs.	there are recoverable monies to be secured in this instance.	costs to be prepared and submitted for review by RBS. Potential for RBS not agreeing to breakdown and rates.	settlement with RBS			breakdown of design and construction costs for the tramstop construction.	@0
SGN Wayleave at Ingliston	A wayleave is required outside the LOD to facilitate a modification to an existing gas main at Ingliston. Tie has facilitated discussions between the landowner and SGN, but to date the parties have not agreed the matter.	Whilst CEC/tie have no direct input in the matter, which is between the landowner and an SUC; failure to deliver a wayleave exposes CEC to risk of BBS delay.	Unknown, but likely to be substantial if an alternative design is considered.	Unknown	Yes	N/A	T&T and Section 7 PM to continue to facilitate between the parties.	Red
New Ingliston Ltd/CEC Side Agreement	The side agreement see NIL paying for the design and construction of two future tram crossings and a future tram stop in Section 7. Likely to be a commercial debate on agreeing this cost.	NIL have already rejected BBS's initial estimate on the basis that the rates used in the calculation are not commercially competitive.	NIL are very commercially astute, and will be looking to minimise their cash flow position and as a result are seeking to wrap up their costs with settlement of	This is potential AFC upside, the extent of which to be realised on conclusion of the costs with NIL.	Yes	N/A	T&T/BBS to develop a full open book cost proposal to NIL for review.	Amber

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the land valuation for CPO land in Section7.		
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Work Stream	19. ETL							
Responsible tie Officer	Alastair Richards							
List of All Contracts relating to this work stream	Status of Contracts for eg. Final Account/Settled/Live	Commercial Issues and risks outstanding e.g.(Disputed items/defects)	Potential Cost of Commercial Issues	Effect on AFC (eg. Are the commercial risks covered in the current forecasts, if not what is the exposure)	File Integrity Is the file complete? Is it fit for purpose? Has there been unauthorised access?	Declaration of known financials; Pending, Known or Unknown	Early Warnings/Close out Process to recover monies	RAG Status
See under DPOFA above and TEL	See details in relevant sections above. ETL has 3 employees and 5 seconded members of staff.	As detailed in sections above plus employee responsibilities	Not known	None anticipated at present	To be completed	To be completed	None anticipated	Green, however consultation process overdue to resolve future arrangements.

Work Stream	20. Human Resource Files	
Responsible tie Officer	Steven Bell -	
List of All Contractors relating to this work stream	Status of Contracts	Handover of tie employee files to CEC Do CEC have access to all HR files and know the location of files, if not this is required
See separate schedule	See schedule	Handover undertaken to CEC 19/10- 27/10/11

General Undertaking

The information contained in this report represents and takes into accounts all issues

of which tie Ltd is aware.

For tie Ltd

28th October 2011

EDINBVRGH

Edinburgh Tram Project- Strategic financial look ahead

	P13	P1	Movement
	£'000	£'000	£'000
Original contract amount	755,196	755,196	0
Add: Approved changes (excl secured opportunities)	4,172	7,648	3,476
Add: Changes in progress	9,602	9,462	-140
Add: Anticipated changes	18,066	16,571	-1,495
Less: Secured opportunities	-4,100	-4,103	-3
Less: Opportunities to secure	-12,310	-11,752	558
Less: Funding contributions	-8,699	-8,716	-17
TOTAL: Forecast cost	761,927	764,306	2,379
Original budget	742,943	742,943	0
Variance	18,984	21,363	2,379
Original risk allowance	33,057	33,057	0
Less: Variance (from above)	-18,984	-21,363	-2,379
Balance of risk allowance remaining	14,073	11,694	-2,379

Edinburgh Trams City of Edinburgh Council

• EDINBURGH •

Reporting Period: April 2012

Section 1 - Project Summary

		В	udget Informatie	on		Committed Forecast							Third Party	Contributions	Variance		Actuals	
		6	11	C+A+B	0	1	FADAE	4	:H	1	1	K×F+G+H+1+3	1 4	W+K+F	N+M-C	0		Q.
		Original Budget	Budget Variation	Current Budget	Ciriginal Contract Value	Approved Changes	Current Contract Value	Changes in Progress	Anticipated Change	Opportunities	Risk / Mitigated	Anticipated Final Cost	Estimated Contribution Value	Anticipated Final Project Cost	Budget Variance (Value)	Budget Variance (%)	COWD to Date	Outstanding Amount
	Edinburgh Tram Programme	742,943	1,245	744,188	755,196	3,545	758,741	9,462	16,571	-11,752	0	773,022	-8,716	764,306	20,118	3.87%	604,629	159,67
1	Infraco- off street	360,060	0	360,060	362,501	-263	362,238	4,899	30	0	0	367,167	-6,865	360,302	242	2%	276,938	83,36
2	Infraco- on street	38,817	0	38,817	47,384	-1,345	46,039	22	3,048	-6,752	0	42,357	-1,851	40,506	1,689	9%	8,757	31,74
3	Infraco- other	3,218	0	3,218	3,218	287	3,505	4,541	0	0	0	8,046	0	8,046	4,828	150%	663	7,38
4	Utilities (post mediation and legacy)	2,912	0	2,912	2,912	4,861	7,773	0	10,839	0	0	18,612	0	18,612	15,700	539%	5,390	13,22
5	Tram vehicles	62,400	1,245	63,645	63,645	5	63,650	0	0	0	0	63,650	0	63,650	5	0%	56,920	6,73
6	Project Management	263,466	0	263,466	263,466		263,466	0	2,654	-5,000	0	261,120	0	261,120	-2,346	-1%	249,654	11,46
7	Preparing for Operations	12,070	0	12,070	12,070	n	12,070	0	0	0	0	12,070	0	12,070	0	0%	6,307	5,76

Risk Allowance

Specified Risk Allowance	33,057	-1,245	31,812
Less: Required to address forecast variance			-20,118
Balance of risk allowance remaining			11,694

Highlighted items are managed and reported by Turner and Townsend

Ali figures £'000

April 2012 1 Relaxation of embargoes 3 Granite setts de-scoping De-scoping of Public Realm improvements on West Side of St 4 Andrew Sq 5 Financial recovery from Third Party Agreements 5a Descope works around Forth Ports 5b Deletion of Airport Klosk 6 De-scoping of Temp Tram stop at York Place 7 Sale of tram vehicles 8 Track materials- cancel order 9 Omit Siemens works at Tower Place, Victoria Docks 10 Turner and Townsend capped fee 11 Shared recovery vehicle 12 Road reconstruction depth 13 Postponement of detailed design to Newhaven 14 Reduction in track storage requirement 15 TM savings @ Forth Ports 16 Roseburn viaduct cladding Delete crew relief facility

Edinburgh Tram Project- Summary of items from cost engineering exercise

Original estimated value

-6.45

-1.00

-0.70

-2.50

-2.45

-0.15

-0.15 -5.00

-1.10

-0.10

-0.70

-0.25

-1.00

-0.18

-0.30

-22.04

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			and reporting po	oint		
Opportunities to be secured	Approved Change	Changes in progress	Contributions	Total		Notes
-5.90					-5.90	
1			-1.00	0	-1.00	To clarify if there is any VE element for this item
		-0.70		Ì	-0.70	
			-2.87	7	-2.87	
	-2.44				-2.44	
	-0.15				-0.15	
-0.15					-0.15	
-5.00					-5.00	Not reported by T&T
	-1.10		†	1	-1.10	No.
CONTRACTOR	-0.10		I		-0.10	
				1	0.00	Factored into Project Management AFC
					0.00	Not being progressed
-0.70				1	-0.70	
		1.00.00		200	0.00	Marie Marie Company
					0.00	Potential track storage cost identified as a risk
					0.00	TM costs identified as a risk
	-0.31		1		-0.31	
	1	-0.07		1	-0.07	
-11.75	-4.10	-0.77	-3.8	7	-20.49	7

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Edinburgh Tram Project- Summary of credits and contributions

Ref	Description of work	Funding Party
1	Edinburgh Gateway- feasibility/design	Transport Scotland
2	New Ingliston Ltd- future-proofing measures	New Ingliston Ltd
3	Cathedral Lane substation design	Henderson Global
4	RBS tramstop	RBS
5	St Andrew Square public realm design	CEC- public realm
6	Miscellaneous items- mainly George Street	CEC
7	Haymarket station refurbishment	Network Rail
8	St Andrew Square/Princes Street- granite setts	CEC- public realm
9	Haymarket station- power cable diversion	Network Rail
10	Edinburgh Gateway- slope option construction	Transport Scotlan

Total estimated cost of funded work	Actual funding received to date	Balance of funding outstanding
£'000	£'000	£'000
940	-528	-412
540	0	-540
400	0	-400
500	0	-500
133	-133	0
318	-318	0
13	0	-13
1,000	0	-1,000
22	0	-22
4,850	0	-4,850
8,716	-979	-7,737

Notes

Awaiting payment of P12 claim (£389k) from TS
Contibution may be offset against land compensation payment to NIL

Further discussions required to finalise amount and timing of funding

Exact cost of setts tbc. CEC budget holder to be updated once exact costs are known

Exact cost of slope option tbc

| Section | Committee | Commit

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Review of Progress and Management of the Project January 2011 to June 2012



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8.0 COST ENGINEERING

A clear indication of the collaborative working was the joint Cost Engineering Initiative, led by CEC. The Contractors participated fully in this Initiative and real benefits have been, and continue to be, delivered. Those benefits are managed by way of the attached Trackers.

- 9th November 2011 Tracker
- 9th January 2012 Tracker



No.	Proposer	Proposal	Issues Raised	Action by:	Update as at 16/11/11	Target to Present Proposal
1	Bilfinger Berger	Relaxation of traffic management and embargoes	 Need for CEC to be comfortable with traffic diversions/flow Stakeholder opinion Bus Station and St James Centre Car Park access 	BBS to draft a proposed traffic management plan for discussion	Proposal to be ready for discussion w/c 12/12/2011	24/11/11
2	T&T / TS	OLE Foundations	 Design requirements Possible use of mini piling Time required for design changes Staff resources being taken up 	T&T to lead a team investigating design of OLE bases	Dedicated resource required, to be agreed with CEC prior to implementation. Target for agreement 18/11/11	24/11/11
3	Bilfinger Berger	Edinburgh Gateway Retaining Wall	 Programme critical in Jan 2012 Possible impact on enabling works Possibility of minimising work under the tram contract 	T&T to define red line boundary and report on options next week	Draft options report on way forward will be prepared for 18/11/11. Meeting with TS and NwR to review requirements of interchange 18/11/11. Final report (following TS meeting) to be issued w/c 21/11/11	24/11/11



No.	Proposer	Proposal	Issues Raised	Action by:	Update as at 16/11/11	Target to Present Proposal	
4 TS				T&T to check applied load factors	Dedicated resource required, to be agreed with CEC prior to implementation. Target for agreement 18/11/11	24/11/11	
5	Bilfinger	Non-use of Setts	 Visual Impact Suitable alternatives Delineation requirements Planning/Historic Scotland requirements Possible £1m saving 	CEC (Bob McCafferty) to investigate alternatives to setts for delineation purposes with Planning and Historic Scotland		24/11/11	
6	Bilfinger	Public Realm Works	Planning requirements	T&T to review design of street furniture	Dedicated resource required, to be agreed with CEC prior to implementation. Target for agreement 18/11/11	24/11/11	
7	CEC	Third Party Relationships	 Time taken to gain third party agreements 	CEC (Alan Coyle) to look at financial opportunities		24/11/11	
7a	CEC	Forth Ports		CEC (Colin Smith) to finalise Minute of Understanding	Points agreed in principle, with the exception of one item, which is under a fresh proposal, exchanged on 16/11/11	24/11/11	



No.	Proposer	Proposal	Issues Raised	Action by:	Update as at 16/11/11	Target to Present Proposal
7b	Bilfinger	Tram kiosk at airport	Possible requirement of BAA	CEC (Bob McCafferty/ Alistair Sim) to check if kiosk arises from third party agreement		24/11/11
8	Bilfinger	Need for tram stop at York Place	Revenue impactNumber of stops	CEC (Alan Coyle) to investigate revenue benefits of stop		24/11/11
9	Bilfinger/ CEC	Sale of surplus trams		CEC (Alan Coyle/ Colin Smith) to investigate the market for any possible sale	Contact made with possible provider of opportunity leads.	24/11/11
10	Bilfinger/ CEC	Cost Transfers	Agreements already in place	David Gough to provide cost estimate for RBS Gogarburn stop.	Cost estimate will be provided w/c 28/12/2011	24/11/11
				CEC (Alan Coyle) to investigate possible commercial aspects of tram works		
				CEC (Alistair Sim) to check on possible cost transfer involving Network Rail in regard to bridge deck at Balgreen		



No.	Proposer	Proposal	Issues Raised	Action by:	Update as at 16/11/11	Target to Present Proposal
11	Bilfinger			T&T to investigate design as part of street furniture review		
12	CEC	Track (Materials)	Storage costsCancellation costsCopper wire (security)	Siemens to provide a proposal detailing options and costs to CEC		24/11/11
13	Siemens	Omit works at Tower Place and Victoria Docks Bridge	Possible saving of £0.25m	Siemens to provide proposal to CEC		24/11/11
14	CEC	Minimise Client Overhead costs as much as possible	None	All client team members manage overheads efficiently		24/11/11
15	Bilfinger	Use of recovery vehicle in city centre	 Possible saving of £0.6-0.7m Lothian Buses contract already in place Possibility of having vehicle on an 'on call' basis 	CEC (Alan Coyle) to investigate and discuss issue with Lothian Buses		24/11/11
16	T&T	Road Reconstruction		T&T to Extend and roll out to whole project with this specification approach	T&T internal review to take place this week. Initial feedback planned for w/c 21/11/11	24/11/11



No.	Proposer	Proposal	Issues Raised	Action by:	Update as at 16/11/11	Target to Present Proposal
17	T&T	Re-use materials (setts and kerbs)	Possible free issue from CEC	CEC (Bob McCafferty) to check Council stocks of appropriate kerbs and setts		24/11/11
18	TS	Challenge design	Any benefit to BBSTime for design changes passed	All – T&T to organise design challenge session		24/11/11
19	CEC	Storage of Materials	 Broxburn contract recently extended for 2 years Broxburn facility used as a workshop 	T&T to review current storage usage compared to requirements CEC (Bob McCafferty to circulate tie report on storage)	Draft summary report planned for w/c 21/11/11	24/11/11

Edinburgh Tram Project - Cost Engineering Meeting – 9th January 2012 CEC Tracker Summary and PM Recommendation



Item No.	Project Team Recommended Proposal as at 9 th January 2012	Proposer	Benefit / Value	Apportionment	Funding Contribution	Turner & Townsend PM Recommendation to Implement
1a	Relaxation of embargoes	ВВ	X			✓
1b	No bus lane – Princes Street - TM	ВВ				✓
1c	Shandwick Place - TM	ВВ				1
1d	York Place - TM	ВВ				✓
2	Edinburgh Gateway Recommendation to provide minimum interface scope which aims to: protect the Rev 4 programme; and future proofs the delivery of the Edinburgh Gateway	ВВ				✓
3	Non use of Setts - Stamped Concrete in lieu or Contribution from Public Realm Fund	ВВ				✓
4	De-scope Public Realm works at SAS	ВВ				✓
5	Financial Recovery from 3 rd Party Agreements New Ingliston RBS Henderson Global CEC TS Others	CEC				1

Edinburgh Tram Project - Cost Engineering Meeting – 9th January 2012 CEC Tracker Summary and PM Recommendation



Item No.	Project Team Recommended Proposal as at 9 th January 2012	Proposer	Benefit / Value	Apportionment	Funding Contribution	Turner & Townsend PM Recommendation to Implement
5a	De-scope Forth Ports	CEC				1
5b	Delete Tram Kiosk at Airport	ВВ				1
6	Temporary Tram Kiosk presently excluded from Project, £50K to be allowed in client budget	ВВ				✓
7	Re-deployment of Trams	CEC				✓
8	Track Materials	Siemens				1
9	Omit works at Tower Place and Victoria Docks	Siemens	*			✓
10	T&T and CEC to confirm "capped resource" as a blended team. This item to be reported direct to CEC finance teams	CEC				√
11	Promote shared facility of recovery vehicle, localised at St Andrew Square, or contribution from Lothian Buses	CEC				✓
12	Road Reconstruction Depth	T&T				1
13	Concept design York Place to Newhaven complete – Design detailing postponed	TS				✓
14	Reduce requirement storage for materials	CEC				✓





Item No.	Project Team Recommended Proposal as at 9 th January 2012	Proposer	Benefit / Value	Apportionment	Funding Contribution	Turner & Townsend PM Recommendation to Implement
15	Removal of traffic management hire charges at Leith	CEC/BB				✓
16	Cladding at underpass Roseburn Viaduct	ВВ				1



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9.0 COMMUNICATIONS

The PR and media interface on the project are managed by officers from City of Edinburgh Council and Transport Scotland.

A Media Plan has been prepared and is being enacted.

To achieve full benefit, a separate briefing on Communications should be arranged.

The next project win will be the early handover of the mid section of Princes Street.

I attach a recent communications update that was drafted.

Edinburgh Trams: proactive plan - 2012 (May-July)

Introduction:

Since mediation, comms effort has focused to a large extent on reactive media inquiries. Our aspiration is to communicate more effectively with key stakeholders. The overall proactive media plan has therefore been developed to help deliver regular, consistent messages and information on progress / benefits to the media – and, by extension, to key audiences and stakeholders.

Objectives:

- Meet key communications strategy objectives through effective and proactive media relations
- Update audiences on performance against client target programme
- Ensure timely and detailed information reaches all those affected by works
- Deliver more positive coverage and ensure a fairer balance with any negative coverage
- Emphasise key messages to ensure audience perceptions are based on fact rather than speculation
- Underline benefits
- Improve tone of media coverage
- Spin-off benefits for the contractor of more balanced coverage on the project

In practice, this will consist of a mix of the following:

- Media briefings (content and timings to be agreed)
- · Structured PR plans for major works
- Feature articles / media platforms targeted at specific media

Completed / achieved progress

Communications activity will focus on:

- Delivering information through media activity to key audiences and stakeholders on significant achievements / completed work
- Developing media strategy / activity as part of communications work plans for major sites (e.g. York Place) in conjunction with Colin Smith and the contractor (BBS)

Individual media announcements may be developed for specific parts of the programme where appropriate e.g. Princes St or other works where there is a need to inform people. These will be discussed and considered in conjunction with the SRO and contractor (& other stakeholders, partners where appropriate).

May

- Baird Drive / Daily Record SEPA conclusion
- National media briefing for transport journalists at depot (late May TBC)

June

- Opening of tram shop
- Trade press visit to depot
- Completion of Princes Street works (subject to contractor feedback)
- York Place (potential media briefing as part of wider comms work plan)
- School safety visit photocall

More detailed plans / papers will be presented on these items, following further consultation / feedback from the SRO / BBS.

July

· Back to basics - more details to come

Quarterly briefing

May (late May TBC): a media briefing is planned with journalists who deal most frequently with the tram project (Scotsman, Herald, BBC, Edinburgh Evening News etc). This will provide the opportunity to give key media a detailed update on progress around the following themes:

- All contracts let and all work fronts under construction
- Approved stats / info on above, including economic impact / jobs etc
- Progress made since mediation signed a year previously
- Mini test track handed over

This session will be held at the Gogar Depot and incorporate a trip on the tram. Press release and plan to be finalised in conjunction with BBS and LB.

Other activity:

June. Trade press – further to our quarterly briefings with transport correspondents we also plan to arrange a trade press visit which will dovetail with a trade media event being staged by Scotrail who are bringing targeted UK rail journalists to Scotland. We plan to invite additional trade media e.g. New Civil Engineer and other relevant publications. The event will involve a visit to the Gogar Depot. More details will be circulated, including a full list of target publications and an itinerary for the day.

Social media

A new plan on social media engagement is being prepared and will be shared later.

Going forward, it would be the comms team's intention that a rolling log is produced which scopes out proposed activity for coming three month period. All proposed activity would be discussed, communicated and agreed with BBS in advance.

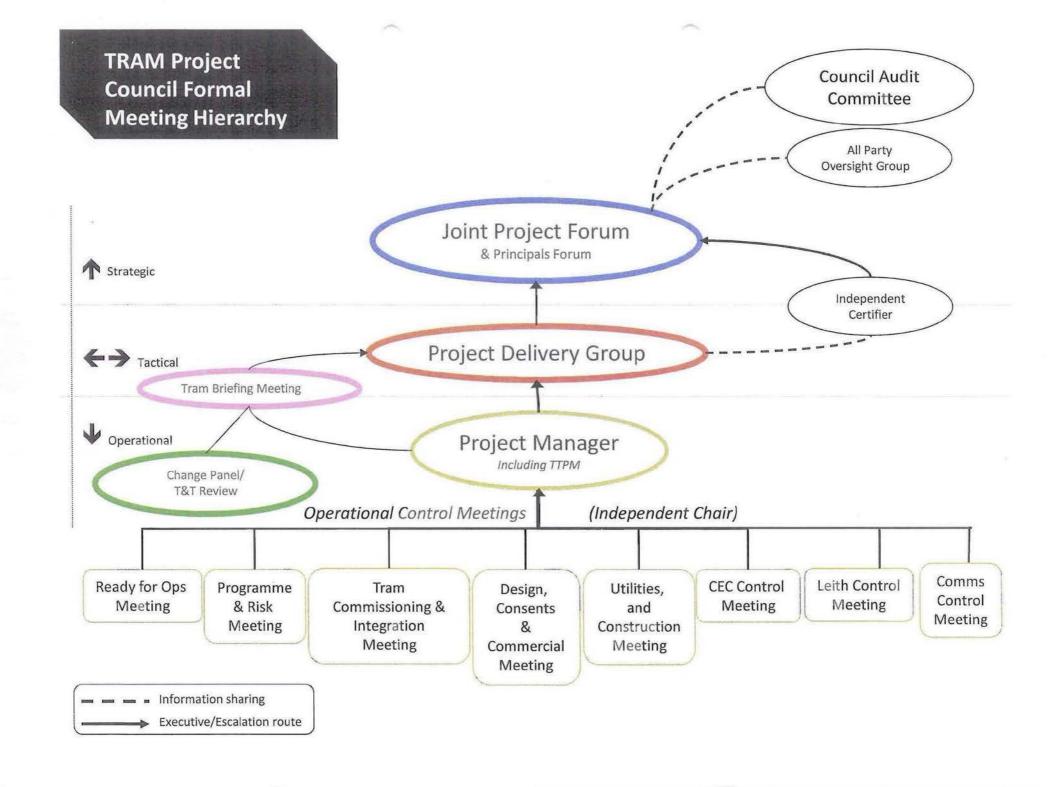


Review of Progress and Management of the Project January 2011 to June 2012



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Appendix I Governance Structure Diagram





Review of Progress and Management of the Project January 2011 to June 2012





Appendix II
Contractor's Progress Report

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APPENDICES



Review of Progress and Management of the Project January 2011 to June 2012





Appendix III
Turner & Townsend Progress Report Extract