

- Value engineering on the capital works for Phase 1b, including the possibility of limited single-tracking.

Other matters which should be addressed include:

- Consideration of the development potential across all three major property owners on the waterfront site;
- Legal basis for continuing S75 contributions under the non-statutory policy and relationship to borrowing levels;
- TEL's ability to borrow and relationship to the 1985 Act; and
- Interaction with Phase 1a funding and grant drawdown.

### Execution

There is a core group of parties which would form a project team, including **tie**, TEL and CEC officials from CDD and Finance.

Other players who would need to be involved include the three main property owners at the waterfront and potentially other interests along the route, including the Western General, Royal Victoria, Telford College and property developers. Community groups will also have a vital role.

The TPB might consider setting up a sub-committee to agree a game-plan and to monitor progress on Phase 1b over 2008.

Approval required:

The TPB, TEL and **tie** Boards are invited to approved the creation of a project team to consider how to develop a funding solution for Phase 1b, with the first reporting point being the TPB meeting on 12 March 2008.

**Proposed**                      Graeme Bissett.....                      Date:5/12/07  
Strategy and Planning Director

**Approved**                      David MacKay.....                      Date:-  
Chairman, TPB

**Paper to:** TPB                      **Meeting Date:** 7 December 2007  
**Subject:** Tram Peer Review Group  
**Agenda Item:**  
**Preparer:** S Clark

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Tram Project Peer Review Group

Over the past few months the Tram project has undergone various reviews / audits including:

<b>Review</b>	<b>Frequency</b>
Internal audits by <b>tie</b>	According to audit plan but every period
Internal audit by Scott Moncrieff	Annual, target
Audit Scotland	One-off
OGC Reviews	No more until approach to implementation (OGC4 expected in 2010).
<b>tie</b> Management Review	6 monthly (starting January 2008)

Of these, the internal audits and Audit Scotland review focussed very much on systems and processes using trained auditors albeit not specialists in major complex projects or Trams. The internal audits will continue through the life of the project.

The OGC reviews however, were carried out by a group of individuals who all had experience of major projects including trams. Due to their knowledge and experience, they were able to challenge areas not necessarily covered or understood by the internal audits or indeed Audit Scotland. The next OGC review is not scheduled until Gateway 4 - Readiness for Service. This will take place on the approach to going live with operations / revenue services in late 2010 / early 2011.

Given the gap between now and the next OGC review and the importance of delivering this complex project successfully, it is worth considering the use of a Peer Review Group between now and the Gateway 4 review as a tool to challenge the project team in terms of progress of the project and the decisions being made.

It is recognised that the Tram Project board exists to give challenge to the project meeting every 4 weeks. The Peer Review Group would not replace this but would complement the work of the TPB. It would meet perhaps only every 6 - 12 months and would provide an external challenge process, including challenge potentially to the TPB, particularly focussing on critical stages of the construction and preparation for introduction of services.

It is proposed that the Peer Review Group be constituted as a group of four or five individuals who all have experience in major complex projects including transport.

These could include:

Name	Experience
Mike Heath	Croyden Trams, contracts and operations, client side
Willie Gillan	Major roads, local government
Peter Strachan	Network Rail and rail operations
Andy Sloan	Geo-technical, contractor

We have other names supplied who may be able to add value and we could also investigate the appointment of someone who has been involved in the Dublin Luas project.

**Recommendation**

It is recommended that a Peer Review Group be established to provide external challenge process, particularly focussing on critical stages of the construction and preparation for introduction of services.  
 An initial meeting would be targeted for March/April 2008 following contract award to test that we have implemented the appropriate team and processes for the management of Infraco.

**Proposed**                      Name Susan Clark                                      Date: 3-12-2007  
                                          Title Programme Director

**Recommended**              Name Steven Bell                                              Date: 3-12-2007  
                                          Title Tram Project Director (Designate)

**Approved**                      .....                                                              Date: .....  
                                          David Mackay on behalf of the Tram Project Board

**Paper to:** TPB                      **Meeting Date:** 7 December 2007  
**Subject:** Background note – Governance documentation  
**Agenda Item:**  
**Preparer:** G Bissett

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The following paper addresses the overall project governance and management model and explains the roles of each governance body. There are a number of important matters which require further work and these are highlighted on the face of the note. An updated version will be submitted to meetings prior to the full Council meeting on 20 December 2007, assuming progress has been made on the underlying documents.

The paper acknowledges that there is an element of duplication within the structure, but this is a necessary evil to ensure all stakeholder bodies are properly included and to ensure that adequate informed challenge and guidance is brought to bear.

The attached calendar (Appendix 4 to the paper) sets out the programme of meetings for all the bodies. We will have a 4-weekly cycle of TPB Committee meetings, finalisation of 4-weekly Report, TPB meeting. The **tie** and TEL Boards comprise substantially the same people and will be held on alternate months. We await a schedule of dates for the Council's Tram sub-committee, but these meetings may usefully be attached to the bi-monthly TEL Board meeting. We also await confirmed dates for the 4-weekly TS / CEC review meetings.

The creation of the schedule has necessitated some changes to the dates for the **tie** Board circulated recently, partly to place those meetings on an alternate basis with TEL and also to avoid clashes. The dates for July, September and December are now revised to the dates on the attached schedule.

It is obvious that not all parties will be able to attend every session, but the structure should ensure that there is always adequate attendance. When the structure is approved in principle, we will do a round up of availability to ensure any difficult dates are flagged in advance and if necessary changed.

A further note explains the position with the operating agreements between the Council and respectively **tie** and TEL.

**Proposed**                      Graeme Bissett..... Date:5/12/07  
Strategy and Planning Director

**Approved**                      David MacKay..... Date:-  
Chairman, TPB

**Paper to:** TPB                      **Meeting Date:** DRAFT for TPB 7/12/07  
**Subject:** Project Governance  
**Agenda Item:**  
**Preparer:** G Bissett

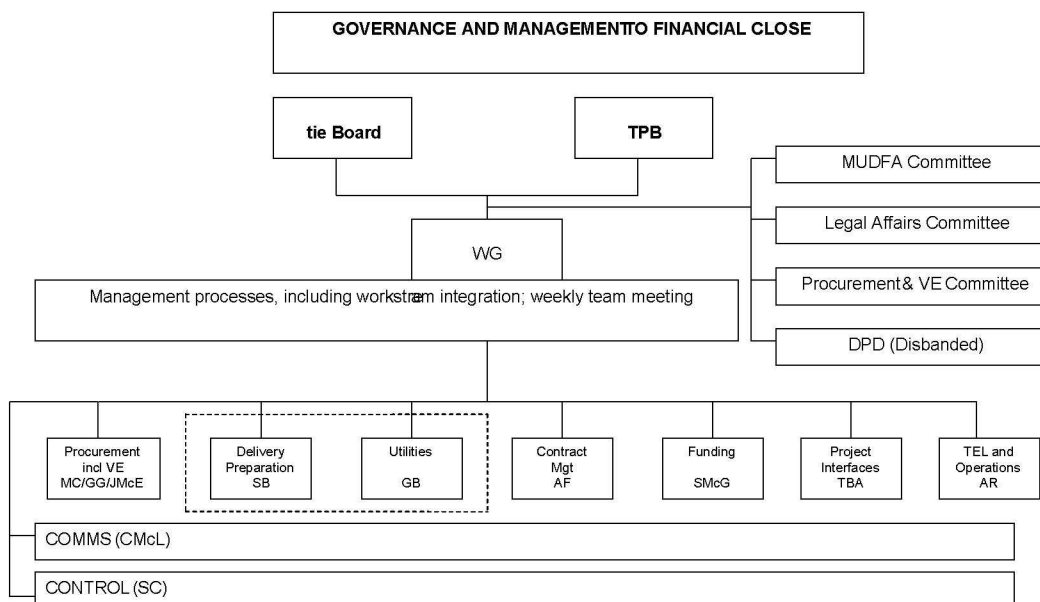
THIS PAPER SUMMARISES THE PROPOSED GOVERNANCE AND MANAGEMENT MODEL AS IT STANDS AT 3 DECEMBER 2007. THE AREAS REQUIRING FURTHER INPUT ARE HIGHLIGHTED IN THE BODY OF THE DOCUMENT, MAINLY FINALISATION OF OPERATING AGREEMENTS AND THE DELEGATED AUTHORITY WHICH FLOWS FROM THOSE AGREEMENTS.

Edinburgh's integrated transport system  
 Project governance for the construction period

(1) Governance and management model in period to financial close

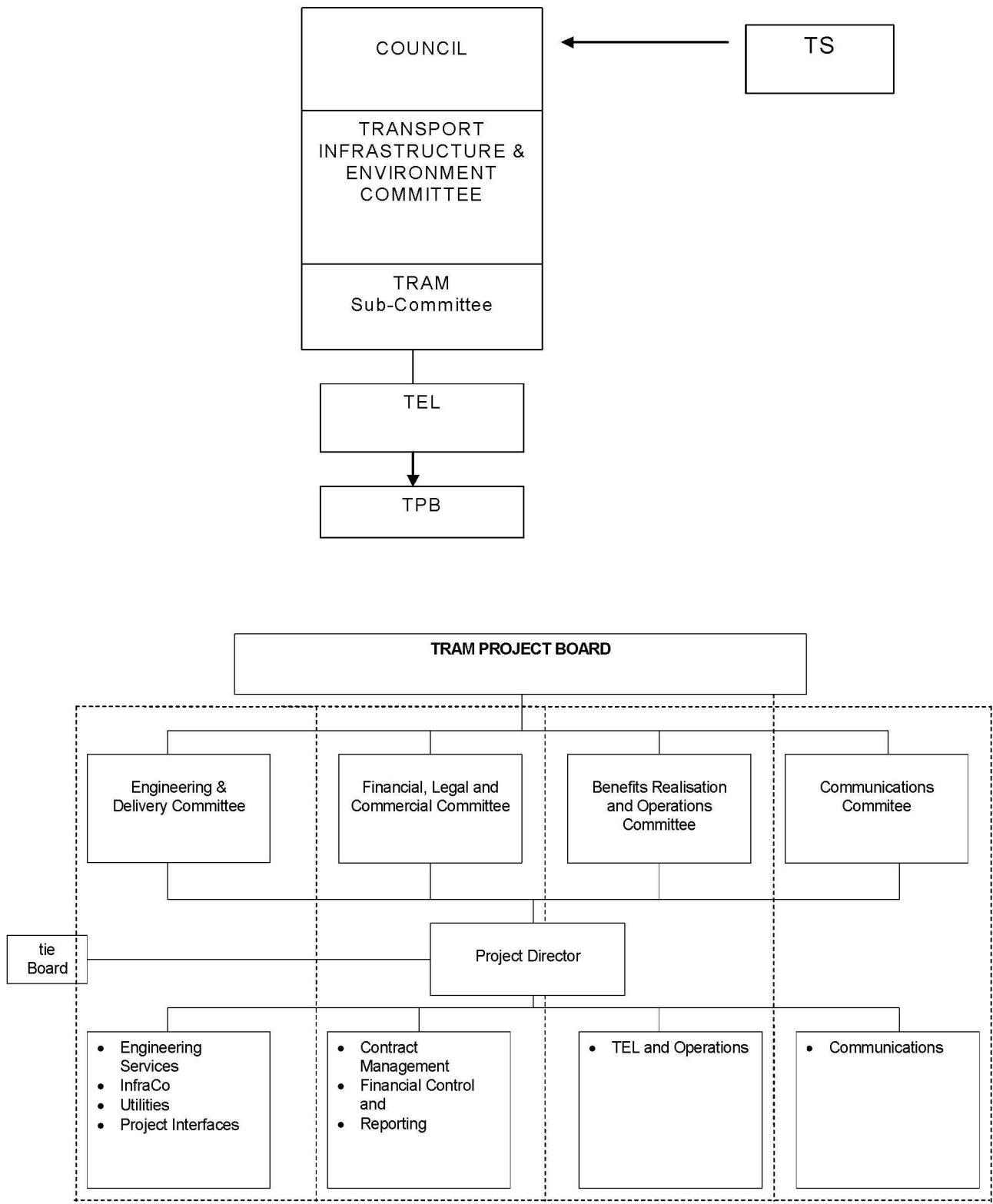
The recipients of this paper approved a governance and project management model for the period to Financial Close (currently assumed to be 28 January 2008) prior to the Council's meeting on 25 October 2007. The purpose of this paper is to present the proposed model for the period from Financial Close to operational commencement, planned for Q1 2011. The proposed model is very similar to the outline presented in October but this paper is drafted to be independent of previous submissions.

The current model is set out in the following diagram, including the project workstream structure under the TPD.



(2) Governance and management model in construction period

The diagram below sets out the proposed governance model for the construction period.



The roles & responsibilities of the entities within the new governance and management model are summarised below.

### Transport Scotland (TS)

TS exercise their oversight of the project through 4-weekly reporting in prescribed format and a 4-weekly meeting with the City of Edinburgh Council (CEC).

The principal contractual relationship between TS and CEC is the Grant Award Letter which sets out the terms on which TS will provide the balance of the £500m grant. This contains detailed reporting and certification requirements appropriate to the conduct and scale of the project. [TO UPDATE WHEN AGREED FORM CLEAR]

### CEC

CEC have established a “Tram sub-Committee” of the existing Transport, Infrastructure and Environment Committee. The sub-Committee is chaired by the Executive Member for Transport with a 6-8 weekly meeting cycle. The purpose of the sub-Committee is to review and oversee decisions with respect to the project. This will include addressing matters directly affecting the Council and providing assurance that matters which cross Council departmental boundaries are managed cohesively (for example, responsibilities for roads & traffic management and budgets).

CEC have prepared Operating Agreements between the Council and respectively **tie** Limited and Transport Edinburgh Limited (TEL) to codify the arrangements between the entities and the responsibilities of the two subsidiaries. The signing of the Operating Agreements creates the authority for **tie** and TEL to execute their responsibilities.

[Describe the interface, delegated authority and reserved powers between the full Council, the Council’s **tie** Committee, the Tram sub-committee and the two Operating Agreements including authority granted to CEC officials.]

### TEL

The TEL Board is focussed on its overall responsibility to deliver an integrated tram and bus network for Edinburgh, on behalf of CEC. The Board is responsible for compliance with its Operating Agreement and it will also address any matters outwith the direct arena of Integrated Bus and Tram systems and any statutory TEL considerations.

The TEL Board comprises an independent non-executive Chairman, independent non-executive directors, Elected Members and Executive management. There is appropriate common membership across the TEL, **tie** and LB Boards to ensure consistency of approach.

[Describe the authority delegated to TEL]

The Council's majority shareholding in Lothian Buses (LB) will be transferred to TEL and parallel changes to the composition of the Lothian Buses Board will be effected in due course.

Tram Project Board (TPB) and its sub-Committees

The TPB maintains its role as the pivotal oversight body in the governance structure. The TPB is established as a formal sub-Committee of the TEL Board with full delegated authority to execute the project in line with the proposed remit set out in Appendix 1. In summary, the TPB has full delegated authority to take the actions needed to deliver the project to the agreed standards of cost, programme and quality.

The suggested membership of the TPB is 7 people (Office of Government Commerce constituency definitions "highlighted"):

- Chair (David Mackay)
- Senior CEC Representatives - "Senior User Representatives" (Donald McGougan and Andrew Holmes)
- TEL CEO and Project "Senior Responsible Owner" (Neil Renilson)
- "Senior Supplier" representatives (**tie** Executive Chairman and TEL Operations Director) (Willie Gallagher and Bill Campbell)
- Executive Member for Transport (Phil Wheeler)

The Chair will continue to be the TEL Non-executive Chairman, rather than the Project SRO. Other parties, principally senior project management and advisers, will be called to attend as required, though it is anticipated that a common group of senior project directors will attend

The remit and delegated authority given by TEL to the TPB, and by the TPB to the SRO and Tram Project Director (TPD) are set out in Appendix 1. This reflects the current structure and requires to be synchronised with the **tie** and TEL Operating Agreements when these are available. The TPD can then ensure that the delegated authority downwards to senior members of the delivery team is also properly aligned.

**tie** Limited

**tie**'s role is to deliver the tram network fit for operational purpose, on time and budget. For the foreseeable future, **tie** will have only one major project, the tram. It will maintain roles with certain smaller projects and will require to comply with normal statutory responsibilities as a limited company, including formal compliance with its Operating Agreement.

The **tie** Board presently comprises a group of independent non-executive directors and Elected Members under the Executive Chairman. The Elected Members will be the same on each of the TEL and **tie** Boards to ensure consistency of view across delivery of the system and operations. The independent non-executive members



will also provide experienced participation in the TPB's sub-committee deliberations, as explained below.

In overall terms, the composition of the **tie** Board will be maintained in its present form. The Board will maintain its Audit and Remuneration committees, membership of which is restricted to the NXDs. In addition, a new **tie** Board sub-Committee will be established to address Health & Safety, chaired by an experienced NXD.

In its role on the tram project, **tie** provides services to the TPB. The **tie** Board will delegate authority to its Executive Chairman to execute its contractual responsibilities for the tram project [THIS NEEDS TO BE FINALISED WHEN THE **tie** OPERATING AGREEMENT DELEGATIONS ARE FINALISED]. In turn, the Tram Project Director (a **tie** employee) is given delegated authority to manage and deliver the project. The authority given to the TPD in his role as a **tie** employee will be synchronised with the authority delegated to him by the TPB. This ensures that the TPD leads the project delivery under delegated authority from his employer (**tie**) and from the project client (TEL through the TPB) which is consistently defined.

[Describe briefly the authority delegated by **tie** to the TPD and relate to the TPB authority]

Further changes to the composition of the TEL, **tie** and LB Boards will be effected as is deemed necessary over the period ahead. In particular, in the event that **tie** assumes responsibility for additional major projects in the future, the Board composition may need to be addressed. All such changes will require the formal approval of the Council.

In summary, the roles of the parties are :

#### CEC

- To be responsible for the creation of a financially viable integrated bus and tram system in line with the approved Business Case; and
- Compliance with the terms of the Grant Award Letter.

#### TEL

- Under authority delegated by its parent CEC, to prepare for the operation of the integrated tram and bus network, including oversight of the delivery of the tram infrastructure executed through its sub-Committee, the TPB;
- Compliance with the CEC / TEL Operating Agreement;
- Statutory responsibilities including Board membership, statutory reporting, maintenance of books of account and statutory records; and
- Matters relating to TEL employees including Health & Safety.

#### TPB

- Prepare for the operation of the integrated tram and bus network, including oversight of the delivery of the tram infrastructure, conducted directly or through scrutiny by sub-committees of the TPB of specific activities within the project

**tie**

- Management of the delivery of the tram infrastructure including management of the contracts written with third parties to achieve delivery of the tram network fit for operational purpose, on time and budget;
- Compliance with the CEC / **tie** Operating Agreement;
- Statutory responsibilities including Board membership, statutory reporting, maintenance of books of account and statutory records; and
- Matters relating to **tie** employees including Health & Safety.

**TS**

- To provide grant funding in line with the terms of the Grant Award Letter.

(3) Practical operation of the governance model

It is recognised that there is inevitable duplication between the scrutiny by the **tie** Board of its Executive activities and the oversight role performed by TEL and the TPB. However, this situation is normal, if **tie**'s role of providing a service to its client, in this case TEL, is borne in mind.

It is suggested that the **tie** and TEL Boards will meet every second month on a month-about basis. The frequency of TEL Board meetings is expected to increase as operational commencement approaches. The TPB and its sub-committees will operate on a 4-weekly cycle, linked to the 4-weekly report to TS. The means by which the Project Director arranges day to day management of the project is not reflected in this paper but will also follow the 4-weekly cycle and will respond to the reporting requirements of the **tie** and TEL Boards. A calendar setting out the proposed cycle is included as Appendix 4.

The outstanding matters required to finalise the calendar are:

- Dates for proposed CEC Tram sub-committee meeting
- Dates for 4-weekly TS / CEC meetings
- Confirmation from TS of 4-weekly report submission dates

The current sub-Committee structure will be dissolved and the new sub-Committee structure will comprise:

Engineering & Delivery Committee (E&D)

- Delivery under contracts - Infracore, Tramco, Utilities / MUDFA, design;
- Health & Safety, Quality & Environment;
- Improvement initiatives – VE, Innovation, ICT; and
- Project interfaces & approvals – Land & Property, Traffic, third parties.

Financial, Commercial & Legal Committee (FCL)

- Financial management – reporting, control, audit, risk management, insurance; and
- Contract management – reporting, compliance, interface with delivery, claims & variations.

Benefits Realisation & Operations Committee (BRO)

- Operational & integration planning;
- O&M contract planning;
- Transdev; and

- Marketing.  
Communications Committee
- Comms management – utilities / MUDFA, Construction, Media, stakeholders.

It is anticipated that the BRO and Communications committees will not meet for the early period of construction in the absence of any material issues arising which require separate scrutiny. The TPB will deal directly with any relevant matters under these headings for the foreseeable future.

In order to create close cohesiveness between the TPB / sub-Committee governance model and the project management structure, the sub-Committees will be directly interfaced with the Project workstreams and the individual directors responsible. Appendix 2 sets out the interfaces which effectively constitute the remits for these committees.

To further reinforce cohesion, the **tie** Executive Chairman will Chair each of the sub-Committees. The attendance of senior project and client officers, and the clear responsibilities allocated to individual Project Directors, will ensure that appropriate independence and challenge is achieved. As currently, the sub-Committees will have clear remits and will focus on detailed interrogation of key issues, leading to recommendations to the TPB which retains decision-making authority over all key areas.

#### (4) Health & Safety

A detailed analysis of the means by which H&S responsibilities are discharged is set out in Appendix 3. In summary, H&S is clearly of paramount importance both currently and in the construction phase of the Project. CDM 2007 will be a key focus and will be given appropriate prioritisation by all parties at all levels. The application of legal H&S responsibilities in the context of the governance and management of a large, complex project requires very careful analysis.

The principle responsibilities can be summarised as follows :

(5) Requested from recipients of this document – tie Board, TPB, TEL Board and CEC in appropriate sessions

1. Comment on and if thought appropriate, approval of the proposed governance model for the period from financial close to operational commencement.
2. [Approval of the tie and TEL Operating Agreements and all related delegated authorities] WHEN AVAILABLE
3. Confirmation of the proposed members and participants in the governance bodies [UNDER DISCUSSION ON A PERSONAL LEVEL]
4. Confirmation of the proposed meeting cycle
5. Comment on and if thought appropriate, approval of the proposed H&S regime.

**Proposed**                      Graeme Bissett.....                      Date:5/12/07  
Strategy and Planning Director

**Approved**                      David MacKay.....                      Date:-  
Chairman, TPB

## **Appendix 1** Tram Project Board (“TPB”) Remit

### **TO UPDATE WHEN OPERATING AGREEMENTS ARE FINALISED**

TPB has full delegated responsibility for the delivery of an integrated Edinburgh Tram and Bus Network on behalf of TEL and CEC, in particular:

1. To oversee the execution of all matters relevant to the delivery of an integrated Edinburgh Tram and Bus Network, with the following delegations :
  - a. Changes above the following thresholds
    - i. Delays to key milestones of > 1 month
    - ii. Increases in capital cost of > £1m
    - iii. Adversely affects annual operational surplus by >£100k
    - iv. is (or is likely to) materially affect economic viability, measured by BCR impact of > 0.1
  - b. Changes to project design which significantly and adversely affect prospective service quality, physical presentation or have material impact on other aspects of activity in the city
  - c. Delegate authority for execution of changes to TEL CEO (the Project SRO) with a cumulative impact as follows:
    - i. Delays to key milestones of up to 1 month
    - ii. Increases in capital cost of up to £1m
    - iii. Adversely affects annual operational surplus by <£100k pa
    - iv. is (or is likely to) materially affect economic viability, measured by BCR impact of <0.1

[Note: these are cumulative impacts since the last position approved by the TPB.]

The TEL CEO will delegate similar authority to the Tram Project Director.

2. To appoint the Senior Responsible Owner (SRO) and Tram Project Director (TPD) for the project and to receive reports from the SRO and TPD on project progress
3. To receive reports from sub-committees established to oversee specific areas, as approved by the TPB
4. To ensure project workstreams are executed according to robust programmes under the leadership of Project Director.
5. To approve the submission of funding requests and to recommend approval of funding terms to the TEL Board. TPB will also confirm to CEC compliance with all relevant aspects of the grant award letter.[TO AMEND IN LINE WITH FINAL FUNDING TERMS]
6. To ensure proper reporting through the TPB Chairman to the TEL Board and to CEC (as appropriate) of decisions made.

**Appendix 2**

Interface between new governance bodies and project management structure in the construction period – people identified are included for discussion only at this stage

TPB Governance body	Chair	Management responsibility	Director
Engineering & Delivery Committee	Gallagher	Engineering & Delivery - Infraco Tramco Utilities / MUDFA Engineering design Health & Safety planning & management	Bell
		Improvement - VE Quality & Environment ICT Innovation	McEwan
		Project Interfaces & Approvals - Land & Property Traffic management / regulatory Other CEC, third party	Sim
Financial, Commercial & Legal Committee	Gallagher	Financial management - Financial reporting Financial control, internal audit Risk management Insurance	McGarrity/ Thorne
		Contract management - Contractual reporting & compliance Claims & Variations management	Fitchie
Benefits Realisation & Operations Committee	Gallagher	Operational Planning - Integration & service planning O & M planning Transdev Commissioning Marketing	Richards
Communications Committee	Gallagher	Communications management - Utilities / MUDFA Construction Media Stakeholder	McLauchlan

### Appendix 3

Health & Safety background and proposed operational structure

#### *General*

H&S obligations are well-understood and entrenched in the project governance and management structure. The increased level of physical activity which may give rise to H&S risks once construction commences reinforces the need to ensure H&S responsibilities are clear and that the highest standards of H&S management are applied. These considerations must be addressed on a daily basis in all actions and at all levels by parties involved in Project.

In overall terms, the key H&S considerations for CEC, TEL, the TPB and **tie** are:

- the health & safety of their people - the corporate H&S Management Systems address this responsibility;
- ensuring that CEC, TEL, the TPB and **tie** deliver against clearly stated H&S responsibilities in the framework of the project including working alongside third party H&S management systems;
- monitoring and reporting regularly that these responsibilities are being properly discharged;
- ensuring that all persons employed by CEC, TEL and **tie** are competent;
- ensuring that contracts entered into address H&S issues adequately; and
- ensuring that H&S ramifications are considered when key investments and business decisions are made.

These H&S considerations apply currently, throughout the period to Financial Close and throughout the period of construction and into operation of the tram system.

The H&S responsibilities are currently defined clearly to meet the demands of the current project activity including the utility works now underway. These responsibilities will require to be revised to integrate with the revised governance structure described in this paper and to enable effective management of the full-scale construction activity which will follow Financial close. The narrative below provides a description of the responsibilities of the bodies involved in the project and has been drafted with the full involvement of DLA. A precise and legally supported H&S regime will be put forward for approval and then implemented in advance of financial close.

#### *Relationship of revised governance model to H&S responsibilities*

The TPB creates an "inclusive" decision making process which is important for the effective operation of the project. The TPB will be a formal sub-Committee of the TEL Board so that members of the TEL Board on the sub-Committee retain the formal responsibility for decisions taken at the TPB, with all other parties to TPB deliberations being participants or observers only. The TPB itself is not a shelter from health and safety liabilities or a clearing house for liabilities. Legally CEC, TEL and **tie** cannot delegate H&S responsibility to the TPB in the governance structure

and thereby declare that they have discharged their health and safety liabilities and have no further duty regarding input into or consideration of health and safety issues.

The ultimate responsibilities for the TPB decisions flow up to the TEL Board and CEC, subject to the intended election under the Construction Design and Management Regulations 2007 ("CDM 2007") of **tie** as "Client" under those regulations. A Procurator Fiscal may consider that all parties (CEC, TEL and **tie**), together constitute the entity for the discharge of H&S obligations. As a result H&S implications must be considered by all these parties when making significant decisions affecting design and implementation through the construction phase of the Project. The HSC guidance *Director's Responsibilities for Health & Safety* must be followed by CEC, TEL, the TPB and **tie**. Appropriate leadership should be demonstrated in this area by the boards and senior management.

Where changes are submitted for TPB approval, or are requested by the TPB, **tie** / TEL / CEC (and the appointed CDM 2007 parties) will be legally responsible for identifying and managing any impact that these changes will have on safety. The TPB will be responsible for ensuring that they understand and have responsibility for any decisions made in this respect. It is intended that **tie** will be mainly responsible for implementing the decisions made throughout the construction period.

It is considered that TEL / CEC would remain the "client" in terms of CDM 2007 as the TPB is not a separate legal entity although it will make decisions on behalf of TEL / CEC. **tie** is responsible as the elected second client under CDM 2007 and the client / employer (for general health & safety regulations) for the overall project safety management for the development and implementation of the Project. Such an election is, however, not a full delegation of all rights and responsibilities. **tie** and the TPB must ensure that its activities or its stakeholders or advisors do not undertake actions that encroach upon the role of the designer under CDM 2007, because this would mean that they would require to demonstrate competency in this role and fulfil added responsibilities.

The revised project governance structure described in this paper will distance Transport Scotland from the H&S responsibilities as their responsibilities are related to those of the principal funder of the project, in the absence of any material involvement in design or construction matters.

Health & Safety, Quality & Environment will form an element of one of the new TPB governance sub-Committees. H&S matters within **tie** will be the responsibility of the Engineering and Delivery Director. In addition to the E&D Director's leadership on this issue, a senior NXD will be the nominated chair of the H&SQE sub-committee of the **tie** Board to add a further H&S check in the operation of **tie** and the TPB.

A regular safety report is produced and presented to the **tie** Board and to the TPB each month. The TPB will ensure that safety is a core agenda item for each meeting and will ensure that the safety report tabled at each meeting is actioned



where appropriate. Copies of these reports, or summary documents as appropriate, will be disseminated to TEL and CEC. This will ensure that H&S issues are considered at senior level on a regular and disciplined basis.

### *Legal backdrop*

There may be occasions where a decision which is made by the TPB under its delegated authority from TEL is driven by one of the stakeholder directors to the exclusion of the other members of the board. In the event of an incident, this may result in the contractual relationships or duties between the stakeholders being considered. Notwithstanding that financial indemnities could be put in place to cover losses suffered, if a particular party declares that it will be held accountable for a decision impacting safety, it is important to highlight that it is not possible to ensure that fines imposed as a result of prosecution can be the subject of an enforceable indemnity. It is not possible to contract out of criminal liability nor is it possible to insure against a fine. Although it may be competent to include a clause in a contract, it is possible that such a clause would be construed by the courts as unenforceable and contrary to public policy. In this context, the representative of each stakeholder would need to look to their employer, with regard to personal accountability.

The creation of appropriate safety responsibility structures, safety management systems and culture will form a key defence to any prosecution assuming all procedures have been followed. Clearly there could also be a number of other parties involved in a safety incident, for example contractors, sub-contractors, agency staff, designers, CDM-Coordination and third parties.

The Corporate Manslaughter and Corporate Homicide Act 2007 will come into force on 6 April 2008. Corporate homicide will be committed where a death is caused by an unlawful or grossly negligent act of the senior management of an organisation. The management and organisation of activities by senior management must constitute a "substantial element" of the breach, in other words, partial delegation of the duty will not prevent liability attaching to senior management. Breach is punishable by a fine. Although directors do not face personal liability under the Act, the offence will make directors more vulnerable to disciplinary action and further crystallise their accountability for health and safety compliance to their stakeholders. It remains possible for directors and senior management to face personal liability if there is sufficient evidence to bring a prosecution under the existing common law or under the Health & Safety at Work etc Act 1974.

### *Operational structure for the construction period*

**Appendix 4**

**Overview of 2008 Meetings calendar**

Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1												
2												
3												
4												
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24												
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27												
28	CLOSE											
29												
30												
31												

KEY :

TPB	AS LEFT
Sub-Committees - E&D, FCL	AS LEFT
tie Board (comms indicates tie Board committee mtgs)	AS LEFT
TEL Board	AS LEFT
LB Board	AS LEFT
Period Report Submission	AS LEFT
CEC Tram sub-Committee	tba
CEC / TS 4-weekly meeting	tba
Weekends - to facilitate weekday identification	

**Paper to:** TPB                      **Meeting Date:** 7 December 2007  
**Subject:** Governance – **tie** and TEL Operating Agreements  
**Agenda Item:**  
**Preparer:** G Bissett

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STATUS AT 5 DECEMBER 2007

### Background

These are the agreements which will codify the relationship between the Council and respectively **tie** and TEL. There is an existing agreement with **tie**, though none with TEL. To date **tie** has received from CEC and commented on a draft new agreement for **tie** but there are a large number of outstanding concerns. TEL has received from CEC a draft TEL agreement but the drafting is heavily caveated and square bracketed and there are several sections which are plainly not applicable, being drawn from historical drafts.

We have had difficulty making progress on these agreements and the timing is now critical. Theoretically the agreements could be finalised in the run up to Financial Close, but there is no good reason why they should be delayed. As presently drafted, the **tie** agreement appears to be written between two third parties. **tie** and TEL are seeking agreement from the Council that the terms of the agreement must reflect the parent / subsidiary relationship. With this agreement, the terms should reflect the practicalities of the working relationship and the document should be straight-forward. We urgently need to see a useable draft of the TEL agreement, but the same principles should apply to both companies and the main terms agreed for **tie** could be imported into the TEL agreement.

### Legal importance

In addition to good housekeeping, the agreements represent a critical legal interface from three perspectives:

- 1) the agreements will have legal standing and the directors will be bound by the final form of the terms. At present the drafting debate is addressing not only corporate responsibility but the potential for personal liability on individual directors in ways which will not be covered by D&O or other insurance cover. These matters clearly need to be dealt with definitively before directors can be expected to address the agreements formally ;
- 2) the bidding parties have a direct (and increasingly nervous) interest in the wording of the agreements and their relationship to a) the guarantee of **tie**'s performance and financial capacity by the Council to the consortium; and b) the wording of the Council Report on 20/12 and the related resolutions which give **tie** the legal power to enter into the contracts. TEL is similarly involved here as the prospective inheritor of the maintenance obligations. We urgently need feedback on the drafting of these documents which has been provided to the

Council's solicitors before the wording can be offered to the bidders for review ;  
and

- 3) The terms of the empowerment of **tie** and TEL must be documented before any delegated authority to enter into the contracts can be defined and then executed by the **tie** Board through the Chairman. Otherwise, **tie** would be acting ultra vires.

#### Competition law

A further critical dimension is that we have had consistent legal advice from DLA that these agreements will be an important element in considering whether the integrated group of companies can in due course operate Edinburgh's transport system on a fully integrated basis without difficulty under the onerous conditions of competition law. In a nutshell, were the operations ever investigated by the competition authorities, the existence of operating agreements which reflect a third party relationship between the Council and its subsidiaries would be damaging to the argument that there is a "single economic entity" in operation, within which free exchange of information on fares, costs and operational matters may be executed.

The penalties for breach of competition law are potentially draconian and this risk must be addressed in finalising the operating agreements. Clear statements of each entity's legal powers (eg to enter into contracts) are not a concern here, but other aspects of the agreements should reflect the family relationship.

#### Papers attached

The draft **tie** agreement and **tie**'s note of areas of concern follow this paper.

The documents are not good quality from the perspective of normal Board papers, but Board members may wish to skim the note of concerns to get a flavour of the issues under debate. The draft agreement is simply for reference if required.

A verbal update on progress will be given at the meeting.

#### Required from the Board :

In the absence of draft agreements in final form for review, the Board is requested to review the areas of concern and to provide guidance on the principles and critical areas.