

Item	Period12 % Comp	Period13 % Comp	Period 01 % Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	79.7%	79.7%	79.7%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	14.1%	14.1%	14.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	0.0%
Haymarket Station TS	1.8%	1.8%	1.8%
Section 05A Roseburn Junction to Balgreen Road			
Network Rail Haymarket Sprinter Depot Carpark	100.0%	100.0%	100.0%
Russell Road Retaining Walls	22.7%	22.7%	22.7%
Murrayfield Wanderers Clubhouse Demolition	100.0%	100.0%	100.0%
Murrayfield SRU Accomodation Mods	100.0%	100.0%	100.0%
Section 05B Balgreen Road to Edinburgh Park Central			
S23 Carricknowe bridge	79.5%	79.5%	79.5%
Trackwork Civils and Earthworks Balgreen to Saughton	42.7%	42.7%	42.7%
Trackwork Track Laying Balgreen to Saughton	11.3%	11.3%	11.3%
Trackwork Civils and Earthworks Saughton to Bankhead (includes Guided Busway)	100.0%	100.0%	100.0%
Trackwork Track Laying Saughton to Bankhead (includes Guided Busway)	63.7%	63.7%	63.7%
Trackwork Civils and Earthworks Bankhead to Edinburgh Park	31.0%	31.0%	31.0%
Trackwork Track Laying Bankhead to Edinburgh Park	0.0%	0.0%	0.0%
Edinburgh Park Station TS	6.4%	6.4%	6.4%
Trackwork Civils and Earthworks Edinburgh Park Station to Edinburgh Park Central	43.4%	43.4%	43.4%
Trackwork Track Laying Edinburgh Park Station to Edinburgh Park Central	0.0%	0.0%	0.0%
S27 Edinburgh Park viaduct	94.2%	94.2%	94.2%
Section 05C Edinburgh Park Central to Gogarburn			
Trackwork Civils and Earthworks Edinburgh Park Central to Gyle Centre	20.6%	20.6%	20.6%
Trackwork Track Laying Edinburgh Park Central to Gyle Centre	0.0%	0.0%	0.0%
A8 underpass (Excluding utilities works)	45.4%	45.4%	45.4%
S32 Depot Access bridge	77.4%	78.2%	95.3%
Trackwork Civils and Earthworks Gyle to Depot Stop	4.2%	4.2%	4.2%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	66.9%	66.9%	66.9%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	0.0%

Item	Period12 % Comp	Period13 % Comp	Period 01 % Comp
Section 06 Gogar Depot			
Depot Earthworks & drainage	99.1%	99.1%	99.1%
Depot Trackworks Civils	82.2%	82.2%	82.9%
Depot Trackworks - Track Laying	26.1%	26.1%	32.2%
Depot building (Total).	80.6%	81.6%	82.0%
Building Services	84.8%	84.8%	84.8%
Fitting Out and Finishes	95.0%	95.0%	98.0%
E&M Workshop Equipment Installation	0.0%	0.0%	12.0%
Depot Sub-station	85.8%	91.4%	91.4%
Depot Access Roads	68.5%	68.5%	68.5%
Depot E&M Works	13.2%	18.0%	18.0%
Depot in totality	77.3%	78.9%	79.1%
Section 07 Gogarburn to Edinburgh Airport			
Gogar Landfill	91.5%	91.5%	91.5%
Gogarburn Bridge	98.5%	98.5%	98.5%
S30 Gogar Culvert No.1	100.0%	100.0%	100.0%
Trackwork Civils and Earthworks Gogarburn to Ingliston P&R	76.2%	76.2%	76.2%
Trackwork Track Laying Gogarburn to Ingliston P&R	0.0%	0.0%	0.0%
Hilton Hotel Carpark Phase 1	100.0%	100.0%	100.0%
Ingliston Park and Ride Sub-station	1.4%	1.4%	1.4%
W14A&B / W15C&D Gogarburn RW's	57.5%	57.5%	57.5%
S31 Gogar Culvert No.2	100.0%	100.0%	100.0%
S34 Gogar Culvert No.3 (Remedial works to be done)	97.2%	97.2%	97.2%
Trackwork Civils and Earthworks Ingliston Park & Ride to Edinburgh Airport	85.9%	85.9%	85.9%
Trackwork Track Laying Ingliston Park & Ride to Edinburgh Airport	0.0%	0.0%	0.0%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing the main works in this section.
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	No agreed programme for recommencing in this section
Section 5a Roseburn Junction to Balgreen Road	No agreed programme for recommencing in this section
Section 5b Balgreen Road to Edinburgh Park Central	No agreed programme for recommencing in this section
Section 5c Edinburgh Park Central to Gogarburn	No agreed programme for recommencing in this section other than: <u>Depot Access Bridge</u> Water-proofing, backfill at abutments and finishes left to do. <u>A8 underpass</u> works to A8 due to recommence on 03/05/11
Section 6 Gogar Depot	<u>Depot Building works:</u> Accommodation area fit out and finishes planned progress achieved in Period. Siemens track installation commenced 13 th January 2011 with planned progress achieved in Period within Workshop and tram wash areas. <u>Depot Substation:</u>

Section	Commentary
	<p>HV Energisation achieved 10th March 2011</p> <p><u>Depot Externals:</u> Area 2C was handed over to Siemens during Period 13. Remaining civils works no progress in Period due to Change issues. Siemens external track installation no progress in period as limited resource completing Depot Building trackwork prior to completing external areas.</p> <p>TNC issued in Period for Depot Access Road turning head</p>
<p>Section 7a Gogarburn to Edinburgh Airport</p>	<p><u>Gogarburn Bridge:</u></p> <p>Remedial works to track plinths hydro-demolition carried out in Period.</p> <p><u>Design</u> BSC provided electronic flood model to EAL. EAL removed flooding objection in Period. EAL have agreed in principle to route of HV cable to IPR substation. Planning approval achieved for EAL Kiosk and Canopy in Period.</p>

Progress Points to note in Period 01:

- BSC completed rail interface remedial works westbound from South St David Street to the Mound, across the Mound junction and across part of the Frederick Street junction.
- BSC completed rail interface remedial works east and westbound between South Charlotte Street and Lothian Road.
- SGN temporary diversion in 2A remains to be completed. tie have requested a programme from SGN for completing works. Temp diversion works were paid in advance in full in September 2010. Further email correspondence and telephone conversations with SGN during w/c 18th April 2011, updated price expected in early May 2011.
- Depot Access Bridge 100% of planned progress achieved in Period.
- Depot Building Accommodation area fit out and finishes planned progress achieved in Period. Siemens track installation continues with planned progress achieved in Period within Workshop and tram wash areas.
- Manhole Works – SW have written to confirm their position re IFA to IFC progression – tie to review in Period 02.
- 250 water main at Depot – works commenced.
- Assembly Street Water Connection – works planned to commence 08/05/11.
- Water Abandonment works in various locations on street due to commence in Period 2.
- 800 Watermain Valve Chamber - IFA drawings is with SW for approval. Expected to be received 29/04/11.

Issues in the Period

- Infraco lack of progress and subsequent delay at Tower Place Bridge and RW1A particularly on panels A3-A6.
- Works on the Princes Street snagging list yet to be programmed and carried out by BSC, along with the reinstatement of the water supply for Princes Street East Gardens.
- Final proposal for remedial works / design change for Princes Street still not approved.
- Still no progress being made from Haymarket Viaduct through to the A8 Underpass due to the ongoing dispute over change although A8 underpass works due to recommence in early Period 02, along with works at Haymarket Yards.

Tram Construction (Tramco)

The CAF contract programme is incorporated in the Master Tram project Programme.

tie continue to receive an electronic submission of the CAF programme to allow analysis of the programme.

At the end of period 01 CAF reported that Trams 1-25 inclusive are now complete and ready for delivery, though Factory Acceptance Routine Test Certificates for Trams 23-25 are still to be issued.

Period 01 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and painting is completed on all the body-shells for the twenty-seventh tram. Internal fit-out and wiring of the modules of the twenty-fifth, twenty-sixth and twenty-seventh trams are continuing in the finishing area. The first 24 trams are completed and tram 25 is completing testing.
2	Enhanced passenger information upgrade	Plan to fit additional latest equipment (if required) when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	Dynamic testing in Edinburgh under discussion and finalisation of the protocols now that the scope of the test track infrastructure has been agreed.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot, Siemens have started installation of their plant after which the CAF supplied equipment will be delivered and fitted on site subject to detailed sequencing with construction plan.
5	Finalisation of external branding	Application of final branding to be applied whilst trams are stored at the factory prior to shipping to Edinburgh.
6	Tram O&M Manuals	Update (if required) after experience of the trams in the field.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	First 24 trams have successfully completed factory testing to date. 89% of trams now completed and tested.
9	Testing regime	Factory Static Testing completed on Trams 1 through 24 tested and 25 is completing factory testing, dynamic Factory and Dynamic Test Track Testing programme completed on Trams 1 & 2.
10	Programme progress	89% of scheduled activities completed.

Preparing for Operations

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

Regular meetings are held to review the programme and the potential impact of the infrastructure delivery dates to the commissioning process and the associated operational staff recruitment and training programme based on a set of assumptions surrounding incremental opening.

The Operational Readiness team are continuing to work closely with the **tie** and BSC programme teams to coordinate progress at the Depot, good progress in this area has started to be made again by the Contractor and in particular the drainage and hard standing areas are now underway.

In the period the wheel lathe has been installed along with other plant and equipment, as well as work has continued to fit out the control room equipment.

The first three stages of preparation for the Testing & Commissioning are planned in detail with all associated procedures, training material and safety management system arrangements in place ready. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board

provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme.

Lloyds Register Rail have continued with their independent auditing process of our preparations.

Notification has been given to the preferred bidder for the supply of ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system and the team are progressing preparation of the contract documentation.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives, notably the tram vehicle O&M and Operator Manuals and the asset management system for the tram vehicles, but also more recently there has been some progress with the infrastructure systems maintenance preparations, a meeting to discuss concerns over BSC's arrangements being in place soon enough for the Depot E&M assets has been scheduled with the maintenance representatives of BSC.

With the support of CAF, TEL are assisting CEC with an Invitation to Negotiate (ITN) to lease some tram vehicles to Croydon. Tender documentation is being developed with CEC.

3 Edinburgh Gateway

Executive Summary

Progress on the Edinburgh Gateway Project in Period 1 2011/12 is summarised as follows:

- The work carried out in the Period involved further review and assessment of options for a more conventional piled abutment. Design review meeting held on 15th April 2011 between NWR, SW, SP, **tie** and BSC highlighted legal agreement issues for NWR and SW with **tie**/BSC preferred option 4c to position sewer behind wall. It would appear NWR can only accept option 2 (sewer in front of wall) which will have a greater impact on the ETN cost and programme. **tie** have requested confirmation from TS that option 2 is to be progressed. Discussions are continuing with final decision expected by 29th April 2011. Prior Approval was originally granted on 28th July 2010. The revised Prior Approval was issued on 14th January 2011 with approval being put on hold while review of anchored retaining wall is carried out. Co-ordination meetings continue with NR to resolve issues associated with EMC and co-ordinate discrepancy. Other outstanding design issues including resolution of ICP sign off and drainage approvals continued in the Period.
- **tie** requested an Estimate from BSC for Edinburgh Gateway construction works as a Change under the Infraco Contract including a number of programme matters that **tie** indicated Infraco should assume when completing their Estimate. These programme issues will require adjustment following resolution of the Prior and Technical Approval issues. Further **tie** letter reference INF CORR 7005 of 17th December 2010 requested confirmation from BSC regarding date for receipt of Estimate. Estimate is delayed while final solution regarding form of retaining wall and alignment of sewer is agreed by all parties.

Forecast Cost to Complete Design

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

£880k Breakdown

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

£1,166k Breakdown

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

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

Period 1 Design progress

At the end of Period 1 **tie** re-assessed the design phase as 55% complete. This significant revision included a review of the impact on the design resulting from the concerns associated with the anchored retaining wall and the preference to revert to a piled abutment.

Cost of work done to date has been re-assessed at £832K versus the £880k originally forecast and the £1166k revised AFC. Following agreement on the retaining wall design solution **tie** will reassess the design completion and adjust the cost of work done as necessary to ensure alignment.

The work carried out in the Period involved further review and assessment of options for a more conventional piled abutment. Design review meeting held on 15th April 2011 between NWR, SW, SP, **tie** and BSC highlighted legal agreement issues for NWR and SW with **tie**/BSC preferred option 4c to position sewer behind wall. It would appear NWR can only accept option 2 (sewer in front of wall) which will have a greater impact on the ETN cost and programme. **tie** have requested confirmation from TS that option 2 is to be progressed. Discussions are continuing with final decision expected by 29th April 2011. Prior Approval was originally granted on 28th July 2010. The revised Prior Approval was issued on 14th January 2011 with approval being put on hold while review of anchored retaining wall is carried out. Co-ordination meetings continue with NR to resolve issues associated with EMC and co-ordinate discrepancy. Other outstanding design issues including resolution of ICP sign off and drainage approvals continued in the Period.

Tram Design Issues

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

A meeting was held on 2nd September 2010 between **tie**, TS and NR with ETN ICP John Dolan. The meeting discussed the design interface issues that require to be addressed to satisfy ETN ICP John Dolan. In the Period the design assumptions register was updated to reflect the current status regarding close out of ICP issues. Further discussions will be required with NR to close out the specific interface issues. These will be addressed through the regular Design Managements meetings between **tie**, TS and NR and the fortnightly conference calls. A design review meeting on 17th January 2011 updated the ICP sign off and made significant progress. No recorded progress made in Period 1.

Tram Patronage Modelling & Business Case

tie provided a response to TS queries on JRC modelling during Period 11. TS to confirm if outstanding matters are now closed.

Programme Milestones

tie updated the forecast dates in Period 13 for indicative purposes only as these are subject to clarity on the wider ETN Project timescales and in particular agreement with TS and NWR regarding the solution for the high level retaining wall. It should be noted the dates will require amendment when the final solution for the Edinburgh Gateway retaining wall is agreed with TS and NWR and the final BSC programme is received and accepted.

4 Headline cost report

4.1 Current Financial Year

	FY 11/12			FY 11/12			FY 11/12			COWD To Date	Costs To Go	Total AFC
	COWD Period			COWD Year To Date			COWD Full Year Forecast					
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	1.535	1.535	0.000	1.535	1.535	0.000	133.501	133.501	0.000	413.034	131.966	545.000
Other Funding	0.127	0.127	0.000	0.127	0.127	0.000	11.023	11.023	0.000	34.104	10.896	45.000
Demand on TS	1.408	1.408	0.000	1.408	1.408	0.000	122.478	122.478	-0.000	378.930	121.070	500.000

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

Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process. It should also be flagged that the profile of the forecast for 2011/12 is likely to change dependent upon the outcome of mediation.

tie outturn for 2010/11 fell within the spend ranges and sensitivities presented to TS on 4th November.

COWD to date is £413.0m, with funding to date split to TS (£378.9m) and CEC (£34.1m).

Actual YTD P1 & forecast P2-13 FY11/12

£m	COWD P1	COWD P2-P13	FY 2011/12
Infrastructure and vehicles	0.4	112.5	112.9
Utilities diversions	0.0	-4.7	-4.7
Design	0.1	1.1	1.2
Land and compensation	0.0	0.0	0.0
Resources and insurance	1.1	23.0	24.1
Total Phase 1a	1.6	131.9	133.5

YTD 2011/12 COWD is £1.6m for P1, and the full-year 2011/12 outturn forecast is £133.5m.

Current Financial Year Profile

Profile for FY2011/12

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY11/12
Infrastructure and vehicles	3.8	53.7	64.9	-9.5	112.9
Utilities diversions	0.0	-4.7	0.0	0.0	-4.7
Design	0.3	0.2	0.4	0.3	1.2
Land and compensation	0.0	0.0	0.0	0.0	0.0
Resources and insurance	3.0	2.5	9.3	5.5	20.3
Base costs	7.2	51.8	74.5	-3.8	129.7
Risk allowance	0.0	0.0	0.0	3.8	3.8
Total Tram	7.2	51.8	74.5	0.0	133.5

- According to the current spend profile for 2011/12 we anticipate that TS share of spend will be £122.5m.

Phase 1a Profiling

£m	Cum FY07/08	Actual 08/09	Actual 09/10	Actual 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.3	38.9	112.9	310.8
Utilities diversions	18.4	33.4	10.6	8.0	-4.7	65.7
Design	24.4	4.7	2.1	1.7	1.2	34.2
Land and compensation	16.8	1.7	1.6	0.1	0.0	20.3
Resources and insurance	42.9	16.0	16.2	14.9	20.3	110.3
Base costs (inc 1b)	133.1	101.0	113.8	63.7	129.7	541.2
Risk Allowance	0.0	0.0	0.0	0.0	3.8	3.8
Total	133.1	101.0	113.8	63.7	133.5	545.0

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

Per the note in 3.1 the 'AFC' figure of £545m does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project, but points to 'our best view' of the spend profile of the funding currently made available for the delivery of the entirety of phase 1a.

The TEL board have approved a risk allowance within the current funding arrangements of up to £63.3m, which takes the current agreed budget up to £545.0m.

5 Time schedule report

5.1 Report against key milestones

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

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Approval of DFBC by CEC	21 Dec 06A	21 Dec 06A
MUDFA – commencement of utility diversions	02 Apr 07A	02 Apr 07A
TRO process commences	14Dec07A	10-Dec-07A
Approval of FBC by TS – approval and funding for INFRACO / Tramco	09 Jan 08	Dec 07A
Princes Street closed	03-Feb-09	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A
Construction commences	14-Apr-08	14-May-08A
First track installation commences – on street	03-Nov-08	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	19-Aug-08A
A8 underpass commences	08-Aug-08	28-Aug-08A
Haymarket viaduct commences	08-May-08	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	01-Sep-08A
Tram mock-up delivered	Oct 2008	Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	Jun-11
Princes Street re-opened	01-Aug-09	29-Nov-09A
NR immunisation complete	Nov 2009	Sep-10A
Utilities works complete (including telecoms)	Nov 2008	Aug-11
All demolition work complete (S21C)	22-Aug-08	Sep-11
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Jun-11
Haymarket viaduct complete	08-Dec-08	Aug-11
All consents and approvals granted	18-May-09	Jun-11
Design assurance complete	20-Jan-09	Jun-11
1 st Tram delivered	09-Apr-10	25-Apr-10A
Carrick Knowe bridge complete	11-May-09	Sep-11
A8 underpass complete	14-Jul-09	May-12
Roseburn viaduct commences	20-Jan-09	Aug-11
TRO1 process complete	01-Dec-09	Nov-10A
Recruitment commences for Operations	July 2010	Jul-11
1 st OHL installed (Section 6 Depot)	11-Dec-09	Oct-11
1 st section (other than depot) complete ready for energisation (Section 2)	25-June-10	May-12
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	May-12
Final tram delivered to Depot*	17-Jan-11	Jul-12
Commission Section 6 (depot)	25-Mar-10	Mar-12
Roseburn viaduct complete	20-Apr-10	Aug-12
Test track complete (Ready for tram testing)	23-Apr-10	May-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Jan-12 to Jun-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	Feb-12 to May-13
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Dec-11 to Feb-13
Driver training commences (excludes depot)	Nov 2010	Sep-12

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
System testing complete off street	09-Dec-10	Mar-13
Construction Line 1a complete	17-Jan-11	May-13
System testing complete on street	16-Feb-11	Jun-13
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	Jun-13
Shadow running starts	18-Apr-11	Aug-13
Shadow running complete	July 2011	Nov-13
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Nov-13
Open for revenue service	July 2011	Nov-13

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

Guidance for Completion:

Legend for colouring of Actual / forecast date text

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

Key Issues Affecting Schedule

- Contractual issues between tie and Infraco.
- Lack of agreement with BSC regarding on-street construction programme;
- Completion of a fully integrated and assured design.

12-Week Look-Ahead

Until a revised programme is agreed and is in place, the forecast for the next 12 weeks continues to be generated from the tie Live programme including latest updated information from both BSC and tie Project Managers. Note that due to the uncertainty surrounding the On-street section of the Infraco works, and the recent demobilisation from site by BSC that these works have been removed from the 12 week forecast. Similarly, as BSC have now advised that they are demobilising worksites where there is an outstanding disagreement regarding an estimate, these works have also been removed from the table.

It is unlikely there will be any changes to the information until the mediation talks are concluded.

Milestones	Actual / current forecast date
5C - S32 Depot Access bridge	25-Apr-11C
6 - Depot Building (Siemens Internals Only)	25-Apr-11C
6 – Depot Trackworks -Track Laying	25-Apr-11C
6 – Depot Access Roads	25-Apr-11C
6 – Depot OHL Bases	25-Apr-11C

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

6 Risk and opportunity

Review of Risk Register

Project Risk Register

There are 43 risks in the risk register. The top six project risks are listed herein. Four out of these top six risks are issues which have now materialised and are at the core of the overall differences between **tie** and the BSC consortium and which have been or are being discussed through the formal Contractual Dispute Resolution process.

There will be a complete refresh of the Risk Register and opportunities following the overall mediation being held between the parties in the next few weeks.

1112 Period 01 Top 6 Risks

ARM Risk ID	Cause	Risk Event	Effect	Risk Owner	Significance	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
1343	General delay to programme with various causes e.g. failure to obtain approvals on time; contractor issues, access after completion of utility diversions	Delay to completion of project	Increased out-turn cost due to delay plus revenue loss	S Clark	High - 25.00	Access maps showing areas available	On Programme	On Programme	28-May-11	F McFadden
						Contractually assertive workstreams to progress programme	Complete	Complete	29-May-10	S Bell
						DRP Mudfa Rev 8 response	Complete	Complete	31-Aug-10	S Bell
						DRP on programme management (EOT1)	Complete	Complete	30-Oct-09	S Bell
						Issue UWN on programme	Complete	Complete	15-Sep-10	S Clark
						Liason between tie/BSC programme managers	On Programme	On Programme	30-Dec-11	T Hickman
						Programme Management Panel process	Complete	Complete	30-Dec-11	F McFadden
						Use of Clause 34 / 80.15 - addressed via DRP	Complete	Complete	30-Aug-10	S Bell
1078	Lack of effective engagement from BSC leaders towards tie.	Failure of partnership approach between tie and	Lack of progress of works and increased costs	S Bell	High - 25.00	Engagement between tie and BSC at different levels. Regular review of BSC management of third parties as per Employers Requirements.	Complete	Complete	31-Dec-09	C Neil
						Weekly tie/BSC commercial meetings	On Programme	On Programme	30-Dec-11	M Paterson
1101	Unreasonable behaviour of BSC commercial management	Unrealistic estimates being submitted for potential changes	Programme delay while disputes regarding estimates are resolved	Dennis Murray	High - 25.00	Additional resource from T&T	Complete	Complete	29-Jul-09	M Paterson
						Agreed with BSC for independant evaluation to get benchmark	Complete	Complete	30-Jul-09	M Paterson
						All estimates to be scrutinised by tie commercial team and, where appropriate, challenge made to BSC. Additional resource (T&T) being used to check estimates to reduce delay and other commercial resources on there areas	Complete	Complete	31-Dec-10	M Paterson
						Clause 34/80 issues using DRP for disputed values	Complete	Complete	31-Aug-10	S Bell
						Legal challenge to Clause 80 and BSCs interpretation thereof	Complete	Complete	30-Sep-10	S Bell

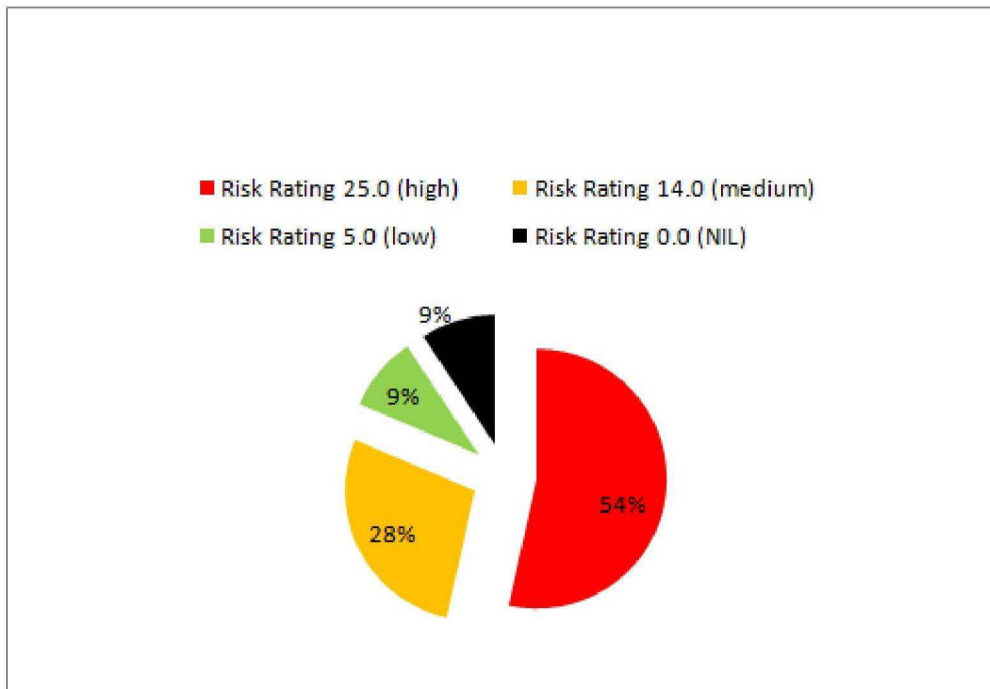
1112 Period 01 Top 6 Risks

ARM Risk ID	Cause	Risk Event	Effect	Risk Owner	Significance	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
1094		Roads throughout works require full depth reconstruction	Programme impact plus additional costs. £1.5m cap applies to only 4 areas. (PA 12) Also affects (PA 14)	F McFadden	High - 24.00	All party buy in - application of appendix 7(1)	On Programme	On Programme	31-Dec-11	C Neil
						Carry out surveys to confirm extent of roads requiring full depth reconstruction	Complete	Complete	30-Jun-09	C Neil
						Intensive engagement with CEC, palette of options, methodology being agreed	Complete	Complete	31-Jan-11	C Neil
						Resolution of trackform at trackform workshop	On Programme	On Programme	31-Aug-11	C Neil
						Suite of options from surveys to be reviewed and agreement reached	Complete	Complete	30-Jul-10	C Neil
						tie developed on-street proposal with scott wilson - complete and under review	Complete	Complete	31-Jan-11	S Bell
1079	Failure of BSC to effectively resource up for project	Lack of competent resources within BSC to safely and effectively deliver Tram project	Delay to programme and additional cost	F McFadden	High - 23.00	Apply contract re personnel	On Programme	On Programme	21-May-11	F McFadden
						List of staff and competencies to be provided	On Programme	On Programme	21-May-11	F McFadden
						Ongoing review of BSC resources and formal review at 4-weekly meeting. Objectives to be set for BSC at monthly meetings in order to monitor progress.	Complete	Complete	31-May-09	C Neil
						Resource led programmes	On Programme	On Programme	21-May-11	F McFadden
						Sub contractor order approval	On Programme	On Programme	31-Jul-11	F Dunn
						Where appropriate tie can request removal of resources.	On Programme	On Programme	21-May-11	F McFadden
352	Increase in land values	Higher land compensation claims than	Additional uplift on compensation claims	A Sim	High - 22.00	Close out initiate early negotiations between V and landowners	Complete	Complete	28-Mar-08	A Sim
						Initiate early negotiations between DV and landowners	Complete	Complete	28-Mar-08	A Rintoul
						Liaise with CEC Planning	Complete	Complete	28-Mar-08	R McMaster

The risks within the Project Risk Register are categorised below.



The ratings of the risks are illustrated below.



Risk Action Plan for Next Three Periods

The following treatment plans are due for completion in the next three periods:

Action Owner	Risk ID	Action ID	Event	Action Name	Due	Active	Complete	Late	Next 3 periods
A Richards	888	127	ETL refuse to operate system on safety ground or apply overly restrictive procedures that are not directly the responsibility of Infraco (ROGS Competent Person agrees with this)	Involve ETL fully in design, construction and testing/review process.	30/06/2011	Yes	No	No	Period 04
B Cummins	928	338	Safety incident during construction	Safety Induction to be carried out for all site staff	30/04/2011	Yes	No	No	Period 02
B Cummins	928	339	Safety incident during construction	HSQE audits, site inspections and management safety tours to be carried out	30/04/2011	Yes	No	No	Period 02
B Cummins	928	341	Safety incident during construction	All site staff to get CSCS or equivalent	30/04/2011	Yes	No	No	Period 02
B Cummins	928	710	Safety incident during construction	TEL HSE committee overview applied	30/04/2011	Yes	No	No	Period 02
B Cummins	58	228	Infraco fails to deliver construction quality; latent defects occur during or after Infraco maintenance period	Undertake quality audits during construction	30/04/2011	Yes	No	No	Period 02
D Sharp	916	211		Use of additional resources to apportion.	30/06/2011	Yes	No	No	Period 04
F McFadden	343	719	Delay to completion of project	Access maps showing areas available	28/05/2011	Yes	No	No	Period 02
F McFadden	1102	696	Known non-compliant utility diversions in relation to proximity to the DKE and/or other utilities.	Obtain reduction from SUCs	25/06/2011	Yes	No	No	Period 04
F McFadden	1102	697	Known non-compliant utility diversions in relation to proximity to the DKE and/or other utilities.	Where relaxation cannot be obtained replace plastic with steel	25/06/2011	Yes	No	No	Period 04
F McFadden	1105	669	Additional protection measures of utilities are required (primarily Leith Walk) reduced depth 1200 to 800 to save time/money. This applies to 20 no crossings on Leith Walk.	Examine possibility of additional protection protection being used rather than additional diversion of utilities	25/06/2011	Yes	No	No	Period 04
F McFadden	1079	661	Lack of competent resources within BSC to safely and effectively deliver Tram project	Apply contract re personnel	21/05/2011	Yes	No	No	Period 2
F McFadden	1079	684	Lack of competent resources within BSC to safely and effectively deliver Tram project	Where appropriate tie can request removal of resources.	21/05/2011	Yes	No	No	Period 2
F McFadden	1079	685	Lack of competent resources within BSC to safely and effectively deliver Tram project	Resource led programmes	21/05/2011	Yes	No	No	Period 2
F McFadden	1079	686	Lack of competent resources within BSC to safely and effectively deliver Tram project	List of staff and competencies to be provided	21/05/2011	Yes	No	No	Period 2
S Bell	1077	720	Tramworks price based on a design which may have been altered. Unclear who authorised design change.	PA1 Challenge if legal advice supplied	25/06/2011	Yes	No	No	Period 04
S Bell	1159	745	Depending on outcome of negotiations the revised cost leads to funding pressures for CEC.	CEC exploring contingency measures for additional funding	31/05/2011	Yes	No	No	Period 03
S Clark	1106	738	Programme delay with dispute over accountability.	Production of concurrency information using Accutus and internal production of PITA database	25/06/2011	Yes	No	Yes	Period 04

Cost Quantative Risk Analysis

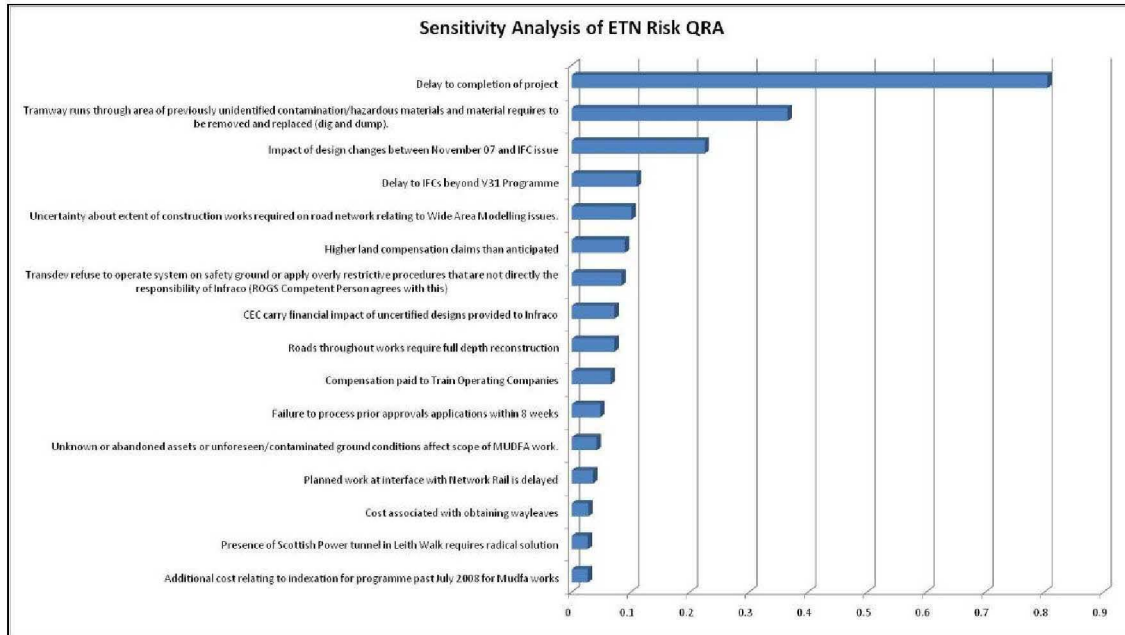
The Project Risk Allowance at financial close was £30,336,196. This was increased in Period 1 by £17,982,993 to £530m, to £535m in Period 5 and £540m in Period 7. Drawdowns on risk and contingency to the end of Period 1 11/12 now total £72,254,565. The remaining risk balance based on the approved QRA plus the additional funding is £3.8m.

Risk Drawdown

The following table illustrates the drawdown applications on the project risk and contingency allocations in Period 1.

Description	Owner	Value (£)
Balgreen - Network Rail Bridge and Tram Bridge		£-84,000
CEC Costs for 2010/11 - Update		£108,752
Roseburn Street Garage Clearance		£9,638
TRO additional legal and administration costs		£40,000
250mm Water main at Gogar depot		£160,993
Sewer Manhole Surveys - 3 no.		£1,262
Russell Road – Protection of Gas Mains (Investigation Works Only)		£28,985
2A Traffic Management at Verity House Access Road		£10,842
2A Street Lighting at Haymarket Terrace		£1,155
2A SWCN 3		£7,312
5A - IFC Drawing Haymarket Depot Car Park		£40,000
5A - Topographical survey at Scotrail Depot		£1,811
Dilapidations for First Floor Citypoint		£81,000
Section 2A – Miscellaneous Historical Budget Corrections		£-43,066
Scottish Water main abandonments		£157,658
Section 5B Scottish Water Manhole completion work		£26,639
Total:		£548,981

Sensitivity Analysis of Approved Cost QRA

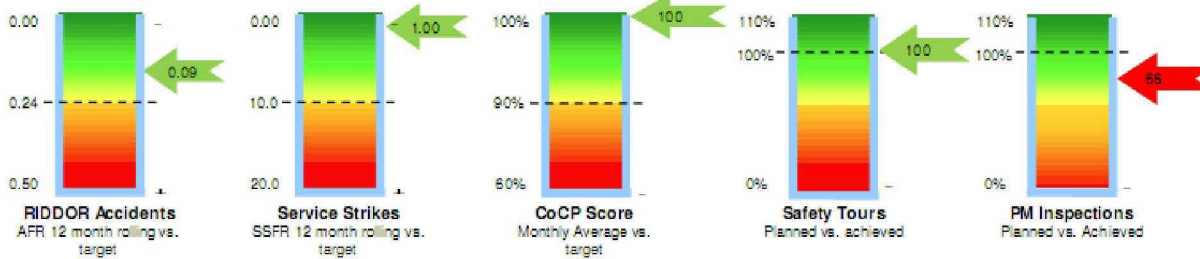


The above chart highlights those component risks which are correlated most closely with the overall risk allocation. These risks are the ones which, if changed in terms of probability or impact, would have the most significant effect on the final output.

7 Health, Safety, Quality and Environment

H&S Accidents and Incidents, Near Misses or Other

HS&E ACCIDENTS and INCIDENTS SUMMARY											
Total	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	23,761	0	0	0	9	1	1	0	0	0.00	4.21
13 period rolling	1,102,411	0	1	9	133	11	12	5	16	0.09	1.00



There were no reportable accidents during the period. The rolling 13 Period AFR is at 0.14, better than the KPI of 0.24 for the project. There was one Service Strike in this period a signal cable at York Place. Clancy Dowcra Investigation report has been requested by tie.

CoCP compliance was recorded at 100% during Period 01. Previous issues related to visible notices indicating the timescale of works and vehicle parking. These have been highlighted and addressed by tie's Comms Team. 100% planned PM joint inspections were carried out during Period 01. 100% of planned safety tours were carried out during Period 01.

A Stage 3 Road Safety Audit was carried out on behalf of the project by Scott Wilson. A final report has been submitted dated 31 March 2011. Report has been forwarded to BSC and CEC. Progress on closing out the report findings are being tracked by the Board SHE committee.

A report was received of a cyclist allegedly suffering a broken wrist after falling from his bicycle when the wheels became caught in the tram tracks on Princes Street. Occurred 30th March 2011. Meeting arranged between BSC tie and CEC on the 27th April to discuss further.

A joint inspection was carried out following notification of a cyclist incident outside Boots the Chemist on Princes Street. This highlighted that the repairs being carried out by BSC are not in line with the road rail interface. This issue has been escalated to BSC and tie Directors. An outcome of this exercise is awaited and a report will follow.

The negotiation between tie/CEC has been escalated for an agreed solution where CEC will adopt the maintenance accountabilities for semi-permanent TM installations formed from Visirail/Redipave products as installed by tie.

Environment

Infraco received from BAA, through tie, the formal permission to relocate the Otter Holt within their land ownership. This letter has been sent to the Scottish Natural Heritage (SNH) as part of the Otter Destruction Licence Application package

Scottish Water is carrying out works to repair the leak on the water main on Network Rail land adjacent to the Depot.

One environmental incident recorded during Period 01 – 15/04/11. Loy Surveyors, under supervision of BSC, gained access to site at Gate "B" which subsequently was not secured, allowing a builder to "fly-tip" building spoil.

Ongoing discussions between BSC and SW regarding the material selected for the water main at the Depot. Agreed w/c 11/04/11.

Further results received from BSC for contaminated land. Meeting arranged 21/04/2011 to discuss the matter further.

Deliver a Safe Tram

Metrics Inspection Overview						
Section	Activity	Data Checked				
		IDC	ITP's	Design Variation/Change	As Built's	Asset Register
Section 6 – Depot Access Bridge	ITP Update – Structural Concrete, Bridge Bearings, Earthworks & Waterproofing	0.5	1	1	1	0.5
PD	Total (y)	0.5	1	1	1	0.5
	Max Possible Total (y)	1	1	1	1	1
	Percentage P1 (figures adjusted to show last 13 periods only)	57%	89%	97%	86%	33%

Key - Y = Evidence exists (1) N = No evidence exists (0) NA = Not applicable (-) P = Part evidence in place (0.5)

Overview of review of BSC design submissions



Summary

New report format combining DaST Report and Engineering Report. Figures have been adjusted to show metrics inspections for last 13 periods only.

1 metrics inspection carried out during Period 1 – Depot Access Bridge review of updated ITP's including Structural Concrete, Bridge Bearings, Earthworks and Waterproofing

BSC had previously stated that they were aiming to deliver to tie a draft, informal, DAS for Section 6 by the end of February 2011 - now expected period 2. Letter sent to BSC during Period 1. Reply from BSC has stated that they do not intend to issue tie with the Design Assurance Statement.

Audits - SVS audit TSA/10/003 – Track & Civils was held on the 29th March 2011. SVS audit TSA/10/004 on the Tram Vehicle - formal checklist has been issued to BSC (12/4/2011).

Trackform - A series of submissions has been provided by BSC 'For Information' but still with issues.

OLE Building Fixings - BSC are still outstanding to respond regarding progress of design.

BSC have still not provided a response to the Haymarket Audit carried out on the 14th Jan 2011.

All handover information for completed utility works has been issued to the SUC's with the exception of Frontline Construction. DWG's for Section 1C outstanding.

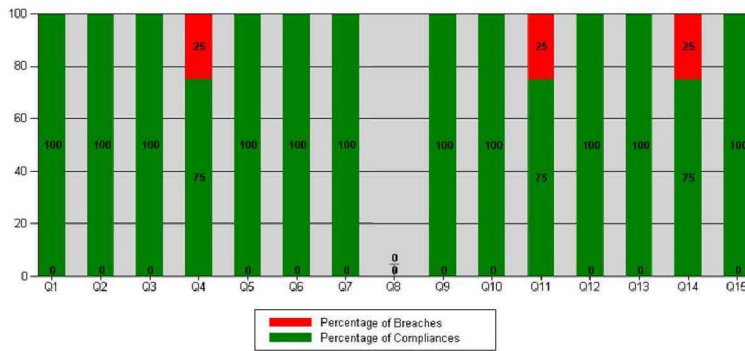
Meeting to review and where necessary amend the Metrics Inspection Template scheduled to take place Week 1, Period 2. All actions from Electrical Metrics Inspection carried out during Period 12 now closed.

A 'Simple SVS' presentation given by B Cummins to the Board and Project Safety Certification Committee (PSCC) A formal review and revamp and refocus of the PSCC currently taking place.

Independent Competent Person RFI and RFO status - 5 open RFI's (2 on hold); 1 open RFO and 1 open ANC.

COCP Compliance

Period 13

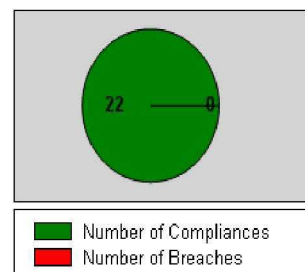
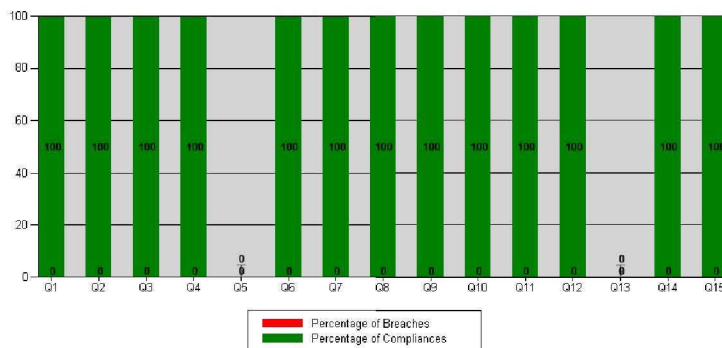


Movement during the Period

- Compliance during Period 13 was recorded at 94%. Details of issues and actions taken are detailed below.

Q1. Hours of Work
Q2. Notification
Q3. Notices
Q4. Fencing and Hoarding
Q5. Noise
Q6. Waste Management
Q7. Waste Water and Run-Off
Q8. Water
Q9. Emergency Access
Q10. Parking
Q11. Litter and general housekeeping
Q12. Dust
Q13. Smoking
Q14. Members of the Public
Q15. PPE and Behaviours

Period 1 - 2011



8 Stakeholders & Communications

Media / Press Activity

Media coverage of the project has been consistent over the last four weeks of Period 1, however due to the ongoing mediation process the overall level of media enquiries has dropped substantially. The Pre Election Period has also influenced the amount of engagement with the media as most of their focus has been given to following the political debate in the run up to the 5th May.

In relation to the elections, the Scotsman ran a story based on supposed inside information, that no decision was likely to come from the mediation talks until the elections had past in May. This is in part based on Sue Bruce's involvement with the election process as Council Chief Executive. We were contacted about the piece however not asked to comment.

On 28th March, a meeting of the Tram Subcommittee was held to discuss the findings of three air quality experts in light of opposition to the proposed Shandwick Place traffic regulation orders (TRO) and subsequent displacement of traffic along adjacent residential streets by the Moray Feu Residents Association. The experts were invited to explain their findings from the Council's own air quality monitors because of fears that pollution along residential streets were in breach of EU regulations. Each expert confirmed that EU guidelines had not been breached and that their findings had been misconstrued by some residents in their campaign against the TRO. Media coverage by the Scotsman and Evening News failed to communicate this point in their articles and instead focussed on separate issues such as the Moray Feu concerns and that this was the first meeting of the Tram Sub in a year.

We were approached by the Herald regarding construction delays to the Gogar Interchange station being built by Network Rail. Delays were being attributed to the ongoing contractual dispute, while in reality the only section of work that we are involved in concerns a retaining wall at the base of the station which is still in the design stage.

The Sunday Herald reported on more information released to them under the Freedom of Information Act. This report mainly contained details on expenses and bonuses which have been previously covered by the same journalist at the Sunday Herald however on this occasion a certain aspect of costs given to project consultants was cherry picked and re-emphasised. We declined to comment on this article out of principle because the journalist called out of hours on a Saturday, following a full week in which he could have contacted us for a response.

The Evening News have also had two other smaller articles published during Period 1 regarding ticketing machines at tram stops and reiterating an older story surrounding governance of the project. Various mentions of the project have been made in the run up to the elections as part of party political articles or hustings events based in the city, however we have not been approached for a response or comment regarding these.

Branding

International Science Festival banners were installed on 14 of the Princes Street OLE poles over the festival period in April.

Work also continues on joint branding initiatives with the Film Festival, Armed Forces Day, West End Village and legalised advertising sites in Leith Walk.

Information from the tram exhibition is also being displayed at the project office in Edinburgh Park.

Partner and Stakeholder Communications

One notification was delivered to stakeholders and key partners during Period 1 regarding on street work which was due to be carried out in their area:

- Cable ducting – York Place x 97
- Princes Street Remedial works x 100
- Side Entry Manhole Inspections – Constitution Street x 68

In addition to the above notifications distributed during Period 1, notices are due to be issued regarding an upcoming programme of works on Leith Walk to abandon elements of old Scottish Water mains in May. This will be localised to areas around Elm Row, Casselbank Street, and a number of sites near the Foot of the Walk. Abandonment work is usually very low key with minimal impact to traffic or pedestrians. A further notification will be distributed locally for any businesses or residents who may experience water shut offs during this time.

Site tours to the Gogar Depot and off street sections of the tram route are still ongoing. Tours have been conducted with several organisations including the Light Rail and Transit Association and members of the Tram Promoters Organisation. A large group of engineering students from Stirling University were also invited to a presentation at our Citypoint office and then given a site tour to illustrate where we currently stand with the project.

Arrangements for the Tram Veteran event on the 10th May are confirmed and a number of the veterans are due to be taken on a site tour of the Gogar Depot in addition to a short question and session with our Chairman Vic Emery.

Internal Communications

Edinburgh Trams internal newsletter, “Tramlines” was drafted, designed and distributed during the final week of Period 1 and included a number of feature articles with stakeholders and employees. The newsletter also gave a roundup of staff activities over the last two months such as charity fundraising events.

Website / Internet Communications

With 874 facebook page members (+11) and 1488 twitter followers (+86), social media has seen further growth this period. Trending tram chatter has largely been linked to the election and stories about the potential leasing of vehicles, while a images of workman on Haymarket Viaduct provoked interest.

While numbers have grown, in no small part responsively to new video content on our channels, the number of people viewing our posts on facebook (a statistic that considers followers and casual browsers) has dropped by 49.6%. There are no comparative figures for this against last year’s Easter holidays, but recent trends have shown that the greatest appetite for information online comes from construction progress. During mediation where such information is unavailable alternative topics are becoming less interesting to our online communities.

Visits to www.edinburghtrams.com reflect Easter trends from previous years with a drop of 11%. This is an improvement on the same period last year when we saw a drop of 26% in visitors to the site.

Local tramstop updates were top of the list for visitors with almost twice as many people accessing these pages as any other (6916 visits). This appears to reinforce social media trends indicating an acute appetite for any new information on construction.

Historical information in the Story So Far timeline pages was yet again in second place. The consistent top three ranking of this section of the site reinforces the importance of this information to the user community.

Freedom of Information Requests

Freedoms of Information (FOI) Requests for Period 1 have continued to decrease from Period 13 with a total of nine requests being carried over. During Period 1, one request was completed along with two reviews of information released previously, leaving six requests open.

A further two FOI requests, one review and an appeal to the Scottish Information Commission were submitted prior to the end of Period 1, increasing the total number of requests to 10 moving into Period 2. The majority of all request are from journalists on range of different topics, including aspects of the ongoing mediation process.

Customer Service Correspondence

Period 1 correspondence figures have fallen substantially over the last four weeks from a peak of 252 in Period 13, to 132. This represents a drop of 120, just short of half the overall correspondence received during Period 13. Weekly totals remained consistently low for each week, especially the week ending 17/04/11 which only recorded 23 contacts from the public.

Enquiries received by Email and Phone continue to be the main channels of correspondence between the public and Customer Service team, each recording 74 and 45 enquiries respectively. Two Letters and four Faxes were also received during Period 1, while the Face to Face meetings only logged seven enquiries, a substantial decrease from the 77 recorded in Period 13.

During Period 1, a total of 113 requests for information were logged and responded to on a range of topics including helping university students with projects on trams, Princes Street remedial works, Gogar Depot site tours and general information on tram work sites to name a few. The remaining enquiries were split between COCP Complaint (3), Traffic Management (1), Land and Property (4), Insurance Claims (1), Employment (3), Utilities (2) and finally Positive Comments (5).

a) Transport Scotland - Monthly Customer Service Report 28/03/2011 -22/04/2011

Item	Volume Month	Volume (Cumulative from 21/11/08)	Performance (Month)	Performance (Cumulative)	Target Performance
Telephone response	49	5438	100	96	90% in 30 seconds
Telephone Same day resolution	48	5235	98	96	Info only
Email acknowledgement	67	3725	100		100% acknowledged within 24 hours
Email response			100	99	90% resolution in 7 days
Email same day resolution	64	3426	97	92	Info only
Letter acknowledgement	4	240	100		100% acknowledgement within 24 hours
Letter response			100	97	100% resolution in 7

					days
Total Enquiry Volumes	120	9403			
Website update	42	1882	100	100	Weekly

b) Out of Standard/Work in Progress statement at month end 22 Apr 2011

		Volume of WIP @ m/end	Oldest date	Oldest Issue	Handled By
M/e 22 Apr 2011	Email	0	N/A	N/A	N/A
	Letters	0	N/A	N/A	N/A
	Calls	0	N/A	N/A	N/A

c) Monthly Notifications Performance 28/03/2011 to 22/04/2011 and Cumulative from 21 November 2008

0 Major notifications
3 Minor notification – All in standard
0 Emergency notifications

Notification Type	Work Site		Notifications	% in Standard
	Month			
Major works	Month	Notifications	0	
		In Standard	N/A	N/A
	Cumulative	Notifications	15	
		In Standard	6	67
Minor Works	Month	Notifications	3	
		In Standard	3	100
	Cumulative	Notifications	221	
		In Standard	183	83
Emergency	Month	Notifications	2	
		In Standard	2	100
	Cumulative	Notifications	16	
		In Standard	16	100

d) Personal visits made to Stakeholders for month ending 22/04/2011 and cumulative from 01/01/2011

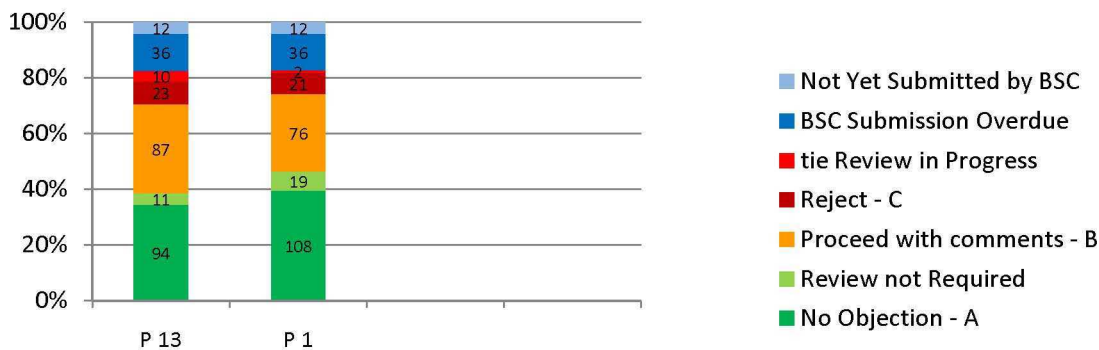
	Volume Month	Volume (Cumulative from 01/01/11)
Visits made	6	120

Metrics Inspection Overview

Section	Activity	Data Checked				
		IDC	ITP's	Design Variation/Change	As Built's	Asset Register
Section 6 – Depot Access Bridge	ITP Update – Structural Concrete, Bridge Bearings, Earthworks & Waterproofing	0.5	1	1	1	0.5
PD	Total (y)	0.5	1	1	1	0.5
	Max Possible Total (y)	1	1	1	1	1
	Percentage P1 (figures adjusted to show last 13 periods only)	57%	89%	97%	86%	33%

Key - Y = Evidence exists (1) N = No evidence exists (0) NA = Not applicable (-) P = Part evidence in place (0.5)

Overview of review of BSC design submissions



- Significant progress to close out review items
- Two items in review, Service Vehicles FAT and Railcom Sub-Station Equipment.

1.0 Executive Summary

- New report format combining DaST Report and Engineering Report. Figures have been adjusted to show metrics inspections for last 13 periods only.
- BSC had previously stated that they were aiming to deliver to **tie** a draft, informal, DAS for Section 6 by the end of February 2011 - now expected period 2. Letter sent to BSC during Period 1.
- SVS audit TSA/10/003 – Track & Civils was held on the 29th March 2011.
- SVS audit TSA/10/004 on the Tram Vehicle - formal checklist has been issued to BSC (12/4/2011).
- Trackform - A series of submissions has been provided by BSC 'For Information' but still with issues.
- OLE Building Fixings - BSC are still outstanding to respond regarding progress of design.
- BSC have still not provided a response to the Haymarket Audit carried out on the 14th Jan 2011.
- All handover information for completed utility works has been issued to the SUC's with the exception of Frontline Construction. DWG's for Section 1C outstanding.
- Meeting to review and where necessary amend the Metrics Inspection Template scheduled to take place Week 1, Period 2.
- NCR's raised by BSC during Period 13 now closed.
- All actions from Electrical Inspection carried out during Period 12 now closed.
- 'Simple SVS' presentation given by B Cummins to the Board and PSCC
- Formal review and revamp of the PSCC currently taking place.
- ICP – 5 open RFI's (2 on hold); 1 open RFO and 1 open ANC.

2.0 Safety Verification Scheme

- Comments received from Ian Raxton (ORR) on **tie** SVS Issue 4. He has 'informally' fed back that he considers *"there is nothing 'actionable'"* and that *"The project seems to feel it is getting value from the ICP function which is good. I may have some observations about whether there is sufficient clarity about when the ICP is speaking strictly within the functions required by ROGS as opposed to a role where he gives more general advice; that is a relatively minor point though and has no adverse affect on safety, so not of great concern to me. The important thing was that Safety Verification is giving the project the element of challenge that it is intended to, and my feeling is that it is."*
- BSC and ETL have provided closing argument for 99 of 115 actions raised in the HAZOP Summary Report. BSC advise the remaining 16 actions in the summary report are being progressed to closure during Period 2.
- BSC previously stated that they were aiming to deliver to **tie** a draft, informal, DAS for Section 6 by the end of February 2011. This was intended to enable all parties to work together to get that and following DAS submission content to a state where they were fit for their intended purpose. However, this draft DAS was not delivered and is now expected during the next period. Letter INF CORR 7655 has been sent to progress delivery of DAS.
- SVS audit TSA/10/003 was held on the 29th March. BSC supplied a large amount of evidence which **tie** are currently reviewing prior to generating a report. Additional evidence has been requested and expected to be issued by BSC during Period 2.
- SVS audit TSA/10/004 on the Tram vehicle design will take place in Zaragoza on the 11th May 2011; formal checklist has been issued to BSC.
- SVS audit TSA/11/001 on **tie** SMS is currently being planned for 8th June 2011.
- Ongoing discussion regarding Body of Evidence file. A work breakdown structure has now been developed and is currently being reviewed.

Independent Competent Person (ICP) Issues

ICP ISSUE	OPEN	CLOSED	TOTAL
Request for Information (RFI)	5*	16	21
Request for Opinion (RFO)	1**	17	18
Advice of Non-Compliance (ANC)	1	0	1

* 2 On Hold; ** Relating to derailment

3.0 BSC Design Construction and T&C Assurance

Electromagnetic Compatibility (EMC)

- During Period 11 Scottish Water indicated that they were to write a letter to **tie** clarifying their views on close out of stray current requirements. The letter has not yet been received; a meeting to discuss their issues is scheduled for 20th April 2011.
- BSC delivered their report for stray current assessment of utilities within 25 meters in the grass track areas during last period. Report reviewed by TSS and the Utilities' independent Stray Current expert. Report currently Level C as BSC did not submit to the utilities to establish the material and earthing arrangements of the additional assets.
- BSC are carrying out further remedial works on Princes St and they will perform a new set of rail conductance tests and present all results to **tie** following that work and testing.

Trackform

- A series of submissions has been provided by BSC 'For Information' whereby BSC claim: "*we confirm that your comments have been acknowledged, taken into account and the drawings revised*", there is limited evidence of this and no commentary.

OLE Building Fixings

- No further building fixings have been installed over the period.
- BSC are still outstanding to respond regarding progress of design for those situations where standard eye bolts cannot be utilised.
- The Friends Provident agreement has now been passed to BSC for signature.
- The CEC solicitor continues to follow up issues in relation to the amendments raised by Alexander Gordon to the standard fixing agreement with the property owner.
- The CEC solicitor continues to chase the paperwork for two other fixing agreements, one where an objection was dropped and one where a property has changed hands during completion of agreement.

Signaling and Traffic signals

- Further evidence is required into the adequacy of the design of the reversing crossovers at Leith Walk, York Place and Shandwick Place.
- Further clarification has been obtained with respect to the interfaces between tram and other road vehicles at controlled junctions and crossings. Some issues still remain to be closed out over the next period.

Systems and SCADA

- A number of key issues are under discussion and review including disaster recovery, PIDs not on tramstops, Bustracker information, links to "City in View", suitability of PABX detailed design.

Depot Equipment

- Issue over track welding equipment has been raised.

Audits

- BSC have still not provided a response to the Haymarket Approvals Audit carried out on the 14th January 2011. They have advised that they are currently reviewing the findings internally, a response is expected during Period 2.

4.0 Operator/Maintainer Safety Management System (inc. T&C)

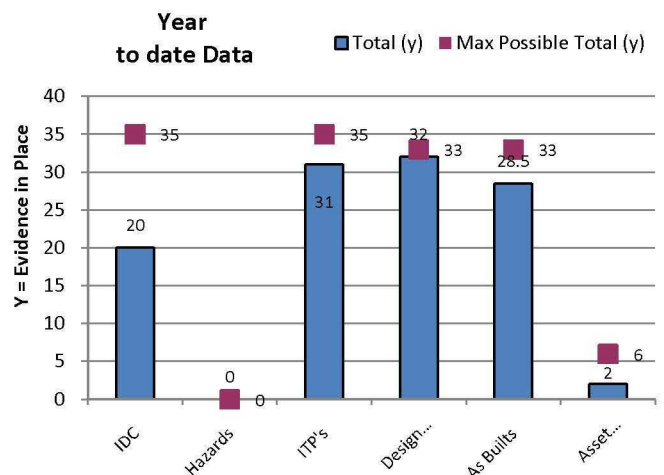
- ETL issued a Summary of Key Areas for Audit and Internal Check of their operational Management System.
- ETL issued draft version 3.0 of their Safety Management System for comment. Comments requested to be submitted by 29th March 2011.

5.0 Metrics

- 1 metrics inspection carried out during Period 1 – Depot Access Bridge review of updated ITP's including Structural Concrete, Bridge Bearings, Earthworks and Waterproofing
- Section 1A handover documentation for utility works now all formally issued to SUC's. Awaiting issue of drawings showing manhole internals.
- Section 1D and 1C handover packs fully issued to SUC's. Comments received from Scottish Water regarding both areas. Awaiting issue of DWG's for Section 1C
- Land Engineering packs now issued to Scottish Water. SW currently reviewing
- A further request has been made to Frontline Construction regarding the issue of final documentation for manholes complete. P Dobbin to chase during Period 2.
- A list of current project as-builts that will require review and amendment due to changes in the CUS redline drawings has been issued to SDS. Currently awaiting issue of quote for the completion of the works.
- Meeting to review and where necessary amend the Metrics Inspection Template scheduled to take place Week 1, Period 2.
- NCR's raised by BSC during Period 13 now closed. No new NCR's raised during Period 1.
- All actions from Electrical Inspection carried out during Period 12 now closed.
- **tie** currently awaiting issue of BSC ITP status i.e. percentage complete.

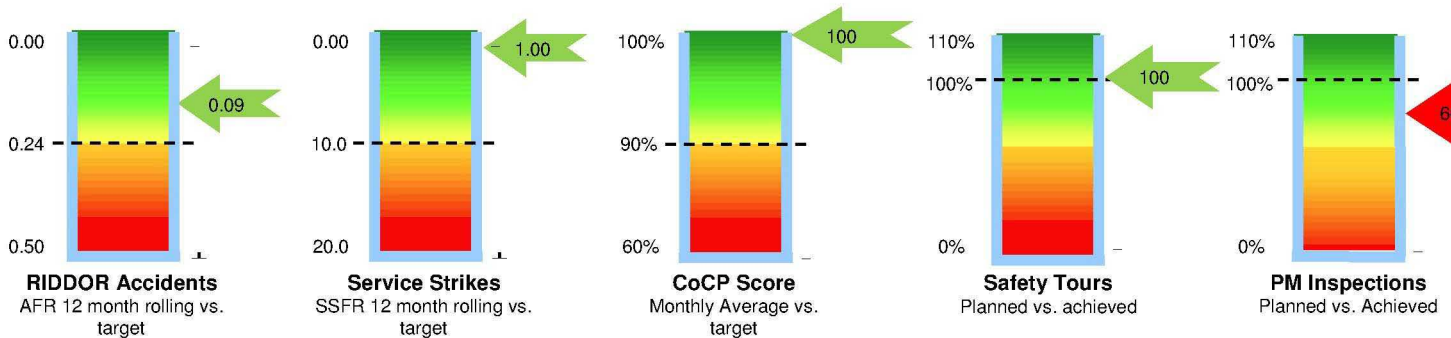
6.0 Deliver a Safe Tram – Required Action

- Review and update metrics inspection template.
- Formally request outstanding information from SVS Audit – Track and Civils held on the 29th March 2011, upon receipt review and issue report.
- Chase BSC for a response regarding the progress of design where standard eye bolts cannot be utilised.
- Chase BSC for formal closure of 16 outstanding actions in the HAZOP Summary Report.
- Chase BSC for issue of draft, informal, DAS for Section 6.



HS&E ACCIDENTS and INCIDENTS SUMMARY

Total	Total Hours	>3 day	Major	Injury	NM/Unsafe Condition	Service Damage	ENV	RTA	MOP	AFR	SFR
Period	23,761	0	0	0	9	1	1	0	0	0.00	4.21
13 period rolling	1,102,411	0	1	9	133	11	12	5	16	0.09	1.00
BSC											
Period	21,946	0	0	0	5	0	0	0	0	0.00	0.00
13 period rolling	793,446	0	1	4	83	4	6	1	9	0.13	0.50
OTHER TRAM											
Period	386	0	0	0	4	1	0	0	0	0.00	259.26
13 period rolling	75,536	0	0	5	45	7	5	4	4	0.00	9.27



EXECUTIVE SUMMARY

- There were no reportable accidents during the period. The rolling 13 Period AFR is at 0.14, better than the KPI of 0.24 for the project.
- There was one Service Strike in this period a signal cable at York Place. CD Investigation report required.
- CoCP compliance was recorded at 100% during Period 01. Previous issues related to visible notices indicating the timescale of works and vehicle parking. These have been highlighted and addressed by tie's Comms Team.
- 3 of the 4 planned PM joint inspections were carried out during Period 01. 1 is expected in week 4. 100% of planned safety tours were carried out during Period 01.
- A Stage 3 Road Safety Audit was carried out on behalf of the project by Scott Wilson. A final report has been submitted dated 31 March 2011.
- A report was received of a cyclist allegedly suffering a broken wrist after falling from his bicycle when the wheels became caught in the tram tracks on Princes Street. Occurred 30th March 2011. Meeting arranged between BSC tie and CEC on the 27th April to discuss further.
- A joint inspection was carried out following notification of a cyclist incident outside Boots the Chemist on Princes Street. This highlighted that the repairs being carried out by BSC are not in line with the road rail interface. This issue has been escalated to BSC and tie Directors. An outcome of this exercise is awaited and a report will follow.
- The negotiation between tie/CEC has been escalated for an agreed solution where CEC will adopt the maintenance accountabilities for semi-permanent TM installations formed from Visirail/Redipave products as installed by tie.

HS&E INSPECTIONS SUMMARY *(a summary of significant inspection findings can be found in appendix B)*

Project Running Totals	HS&E Tours	HS&E PM Inspection
Number planned	2	4
Number achieved	2	3

HSQ&E KEY ACHIEVEMENTS

- There were no reported incidents associated with increased contractual works outside the Infraco works.
- No incidents involving MOPs have occurred to date during 2011, other than cyclists.

KEY ISSUES – POINTS TO NOTE

- Formal submission of the revised CPHSP for works on the network rail corridor is expected in Period 02. **tie** (Willie Biggins) submitted comments on the draft issue. The Formal issue will be reviewed taking Willie's comments into account.
- Stage 3 Road Safety Audit has highlighted 22 findings. The Audit has been issued to both CEC and BSC. The next stage is to set up a meeting with **tie**/CEC to discuss a way forward.
- The Stage 3 Road Safety Audit Item 3.18 identified that temporary steel road plate at the signal just prior to South St. David Street is a hazard to cyclists and the recommendation is to remove the plate or insert it flush with the road surface.
- It has been reported that the road plate has moved approximately 3 feet. BSC are reviewing the plate fixings
- There has been a rise in incidents relating to Heras fencing along the Guided Busway. This has been due to weather conditions and vandalism. BSC have reinforced the Heras fencing with Triangular bracing.
- Work currently being carried out at various sites. BSC are carrying out daily security checks. **tie** PMs can carry out their period inspections by accompanying BSC during these checks.
- To maintain PTS status, card holders are required to visit and carry out works line side. Visits and work can be arranged via Siemens Rob Emery or Gary Roper.
- **tie** HSQE and HR will carry out joint Display Screen Assessment throughout Period 02 at City Point and Edinburgh Park
- Loy Surveyors carrying out survey works on the guided busway left the access gate open. BSC reported to **tie** that an unknown builder entered the site and carried out Fly- tipping.
- Clancy Docwra incident at the Depot, where 2 Operatives entered the BSC site without prior approval.

SIGNIFICANT RISKS FOR THE NEXT PERIOD

RISK	ACTION
<ul style="list-style-type: none"> • Manhole Surveys followed by remedial works on SW manholes in various areas. <i>One day schedule of works.</i> • Remedial works on SW manholes in various areas. <i>3 weeks schedule of works.</i> • Work started on the 250mm Water Main adjacent to BSC works and the Gogar Roundabout. <i>8 weeks schedule of works.</i> • Scottish Water abandonments. <i>8 weeks schedule of works.</i> 	<ul style="list-style-type: none"> • tie HSQE checks to ensure compliance with pre-start protocols and SW Access/Transfer arrangements. • tie HSQE to raise requirement for confined space entry. • Monitor Contractor activities and traffic use at the roundabout. • Monitor traffic management throughout the works

ENVIRONMENTAL SUMMARY

List any significant environmental events, initiatives, breaches etc

- Infracore received from BAA, through **tie**, the formal permission to relocate the Otter Holt within their land ownership. This letter has been sent to the Scottish Natural Heritage (SNH) as part of the Otter Destruction Licence Application package.
- Scottish Water is carrying out works to repair the leak on the water main on Network Rail land adjacent to the Depot.
- One environmental incident recorded during Period 01 – 15/04/11. Loy Surveyors, under supervision of BSC, gained access to site at Gate "B" which subsequently was not secured, allowing a builder to "fly-tip" building spoil.
- Ongoing discussions between BSC and SW regarding the material selected for the water main at the Depot. Agreed w/c 11/04/11.
- Further results received from BSC for contaminated land. Meeting arranged 21/04/2011 to discuss the matter further.

BEST PRACTICE

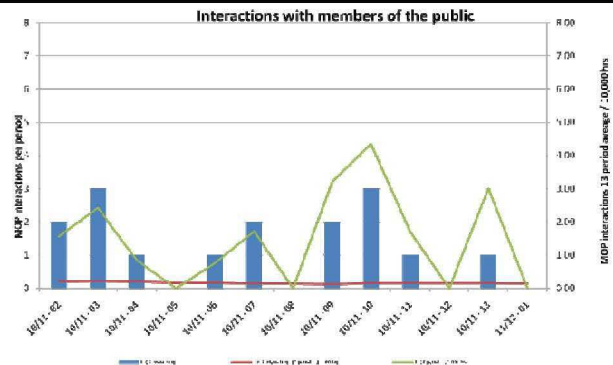
List any significant quality events, initiatives, breaches etc

- ITP Inspection at the Depot Access Bridge highlighted that Expanded are collating concise and accurate information.
- Works at the Depot relating to rail installation is cordoned off to prevent unauthorised access.

MEMBER OF PUBLIC INTERACTION SUMMARY

List any significant interactions with members of the public, including RTA's, alleged incidents

- There were no incidents involving members of the public during period 01. A report was however received of a cyclist allegedly suffering a fracture after falling from his bicycle when the wheels became caught in the tram tracks. Dated 30.03.2011.

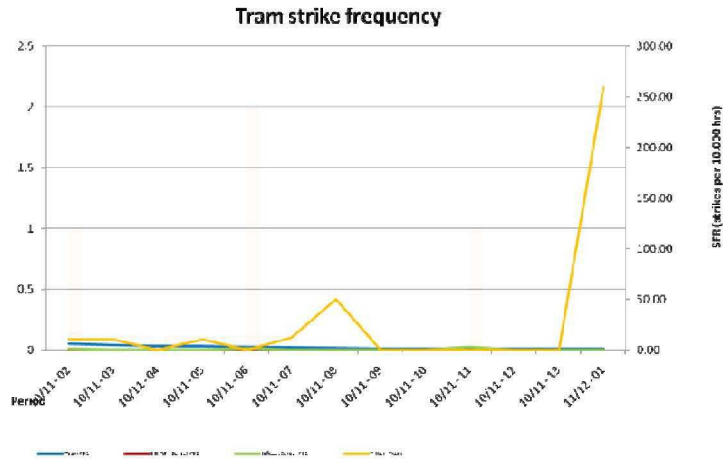
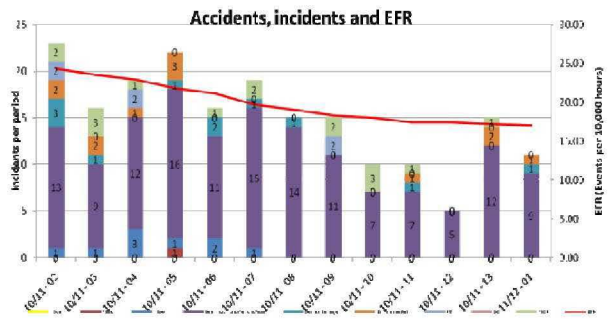
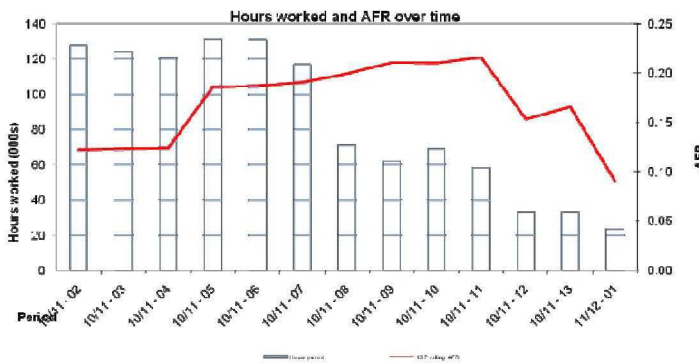


CDM Compliance

List any significant quality events, initiatives, breaches etc


- Work has started at the 250mm Water Main Diversion adjacent to Gogar Roundabout – Clancy Docwra did not adhere to the CDM agreement. As a result, Incident AIIR001484 was raised (CD accessed the site without consulting BSC).
- Work on Manhole has been awarded to Crummock and is scheduled to start early May 2011.
- Work on the Scottish Water abandonments has been awarded to Clancy Docwra and is scheduled to start early May 2011.
- **tie** HSQE will carry out a CDM Audit on all new work sites during Period 2.

GRAPHS



APPENDIX A SIGNIFICANT ACCIDENT / INCIDENT

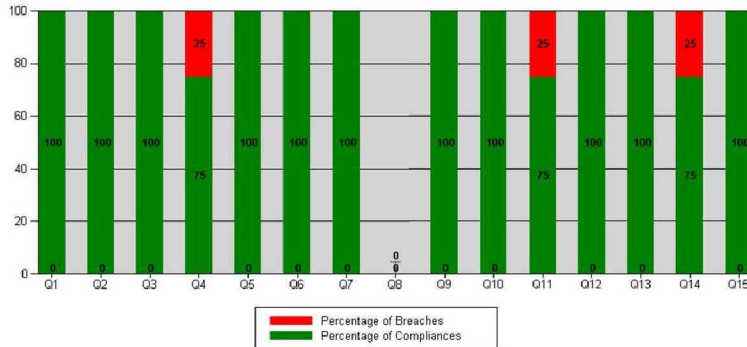
There were two significant incidents during Period 01.

AIIR Ref:	AIIR01481	Significant/Serious:	NO	Action taken by tie (if required):
Contr Ref:		Description:		
Project	Other (Tram)	When excavating for duct installation, cut existing traffic signal cable at foot of haldo on corner of York Place outside Conan Doyle bar which resulted in York Place / Broughton Street / Picardy Place signals failing.		Contacted CEC Traffic Control Centre to advise them of issue
Location:	Outside Conan Doyle, York Place			
Date & Time	05/04/11 at 14.30			
A/I type: <small>See list below</small>	Near Miss/Unsafe Condition	Action taken by Contractor:		
tie PM:	Phil Dobbin	The incident is currently under investigation, at this stage it is evident that the cable was laid within the tar make-up with less than 25mm cover at the point which is was cut, CD RAMS & Cat3 procedures were followed in full, CD recommendation at this stage would be that cables should be ducted with warning tape above the duct, and they should not be placed within the tar make up, (picture attached).		
Contractor:	Clancy Docwra			
Sub Contr:				

AIIR Ref:	AIIR01485	Significant/Serious:	Yes	Action taken by tie (if required):
Contr Ref:		Description:		
Project	Other (tram)	Cyclist emailed Tram Enquiries advising about his cycling accident on Princes St. Allegedly midway east bound on Princes Street his front wheel hit a pothole/damaged section of the road made his wheel divert directly onto the tram line causing him to fall off his bike. He broke his wrist/arm which needed to have a plate and seven pins fitted		Tie to investigate 15/04/2011
Location:	Midway Along Princes Street Eastbound			
Date & Time	30 th March 2011			
A/I type: <small>See list below</small>	Cycle	Action taken by Contractor:		
tie PM:	David Burns	Under BSC Review		
Contractor:	tie			
Sub Contr:				

APPENDIX B – COCP INSPECTIONS

Period 13

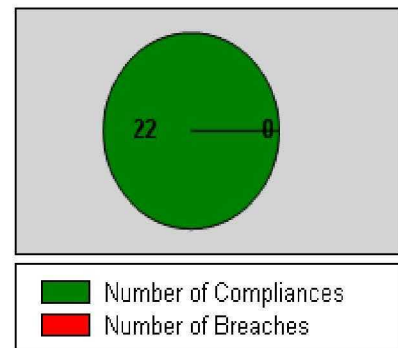
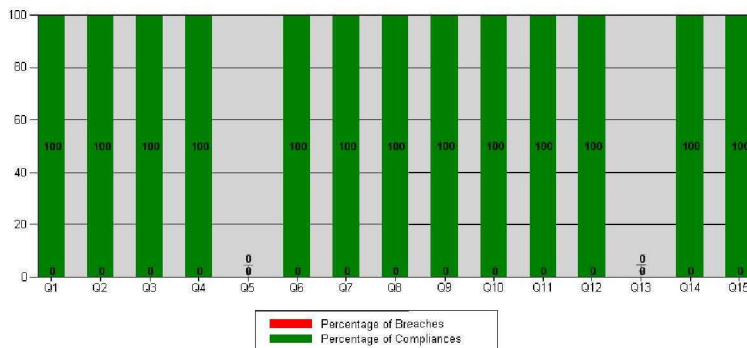


Q1. Hours of Work
Q2. Notification
Q3. Notices
Q4. Fencing and Hoarding
Q5. Noise
Q6. Waste Management
Q7. Waste Water and Run-Off
Q8. Water
Q9. Emergency Access
Q10. Parking
Q11. Litter and general housekeeping
Q12. Dust
Q13. Smoking
Q14. Members of the Public
Q15. PPE and Behaviours

Movement during the Period

- Compliance during Period 13 was recorded at 94%. Details of issues and actions taken are detailed below.

Period 1 - 2011



Date of Inspection	Location	Contractor	Question Number	Issue detail (reason for No answer)	Action taken or required to be taken by contractor	Date to rectify or rectified
N/A						
N/A						
N/A						