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Edinburgh Tram Project Full Progress Report No. 13 16th September to 13th October 2012 FINAL



October 2012

Progress Report No. 13 – 16th September to 13th October 2012

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Rev	Originator	Approved	Date
0	Shirley-Anne Collin	Julian Weatherley	19 October 2012
1	Shirley-Anne Collin	Julian Weatherley	24 October 2012

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1 Executive Summary

This report covers progress made during the period from 16th of September to 13th October 2012. It incorporates progress reported within Infraco and CAF Progress Reports No. 5-6 to the 15th of September 2012 and the 31st of October 2012 respectively.

There were fourteen health & safety incidents recorded during the period, none of which have been identified as Serious / Significant.

Infraco have produced a risk assessment in relation to soil removed from Baird Drive. This is currently under review by SEPA.

Five days erosion of the 22 week time bank took place during the period with 10.3 weeks remaining to date. Turner & Townsend currently estimate that a further erosion of up to four weeks will result from the need to keep the bus station operational during the York Place works. Infraco have indicated that they consider this additional erosion will take the total erosion beyond 22 weeks; however, this has yet to be substantiated.

Sectional completion dates (excluding risk and opportunity) for Section B, C and D are unchanged and remain forecast for the 5th of March 2013, 3rd of February 2014 and the 4th of May 2014 respectively. These forecasts exclude any delay relating to the need to keep the York Place bus station open. The critical path remains through Section 5C (Edinburgh Gateway).

Turner & Townsend have issued proposed wording to Infraco identifying exclusions to the definition of Section B. These include the exclusion of fare collection equipment. A response from Infraco is awaited at the time of writing.

Measures to protect tram stops prior to operation have been agreed with CEC and a draft instruction issued to Infraco.

Crummock and McNicholas continue to progress enabling works to programme within York Place. The project remains on target to hand over York Place to Infraco by mid November 2012.

Turner & Townsend are working with CEC to explore ways of capping and reducing the scope of Scottish Water legacy works. The projects relationship with Scottish Water remains challenging.

A workstream continues to drive out efficiencies in relation to the execution of Type2 utilities works.

At CEC's request, the start date for the Leith Walk works is now being targeted for January 2013. This will allow time for the development of a cost effective scope of works and will minimise disruption to residents / retailers on the lead up to Christmas.

With some minor exceptions, Infraco remain in possession of all On Street areas with the exception of York Place. The installation of track slab works is making good progress overall. Some delays have occurred within St Andrew Street however these works are now off the critical path.

Following the de-scoping of Landscaping in Shandwick Place from Infraco, Turner & Townsend are preparing to go to tender for these works.

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The majority of snags within Princes street are now closed.

Good progress continues to be made throughout much of the Off Street areas. Track is complete within Section B, OLE erection has commenced and tamping is due to commence on the 22^{nd} of October 2012. The installation of tram stops is also nearing completion within Section B.

Following an initial slip against the Edinburgh Gateway programme (reported last period), progress has recovered and the construction of the king pile wall has now commenced.

Progress at the Murrayfield reinforced retaining wall (S21B) has been slow this period impacting on one of the projects main critical float paths. Infraco have increased resources in order to mitigate the impact.

Following the re-ballasting of the shunt line adjacent to the ScotRail depot, preparations are underway for the removal of sheet piles from the railway embankment.

Discussions are ongoing between CEC and the airport in relation to the resolution of issues at Eastfield Avenue Crossing.

Turner & Townsend are preparing to seek an independent design and build solution to the remaining depot snags.

Twenty three trams have now been delivered to the Gogar depot with twenty having completed routine testing and commissioning.

Turner & Townsend have written to CAF requesting their confirmation that they are progressing to the Rev5 programme. This confirmation is outstanding.

CEC have confirmed their intention to progress the procurement of a fare collection system with Parkeon with a view to completion contractual arrangements by the end of October 2012. Turner & Townsend are progressing the resolution of outstanding technical issues over the same period.

Following the Safety Verification Manager's decision to leave CEC at the end of October 2012, T&T are supporting CEC in the consideration of options for a revised assurance strategy for the project. A short to medium solution to this issue is a priority.

Turner & Townsend have met the Independent Certifier to review the template issued to Infraco for the assessment of mark ups where work is part omitted and part added. This follows the publication of the Independent Certifier's Opinion, discussions at the valuation meeting and a response from Infraco which applies -10% to the work deducted and 34.5% to the work added. This results in recovery in excess of the contract provisions and would adversely impact the cost report in excess of £400K if Infraco's interpretation was accepted. Turner & Townsend advised that Infraco's forecast recovery of prelims, overhead & profit provides significant compensation and therefore they are not disadvantaged by Turner & Townsend's interpretation which is based upon application of -10% where the net change is negative and 34.5% where the net change is positive. It was agreed that the Independent Certifier would meet Infraco to understand the basis of their calculation and then a joint meeting would be held to resolve the matter. Risk mitigations and assessment of this issue will be reviewed with CEC at the Risk meeting being held on the 24th of October 2012.

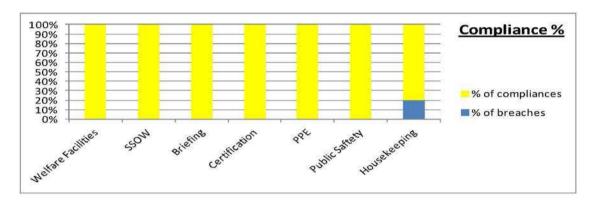
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Infraco have submitted an estimate for the Cathedral Lane sub station which was based on a single sub-contract tender. Infraco had stated that an instruction to proceed is required by the 13th of October 2012 however Turner & Townsend are reviewing a number of cost queries with Infraco prior to instruction.

2 Health, Safety & Environment

2.1 Management of Health & Safety

Joint monitoring of the leading indicators has continued to be undertaken between Turner & Townsend and the Principal Contractors. The results are included below, and have shown an improvement in the period.

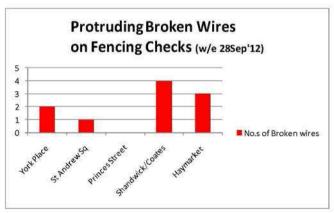


As a result of the improved health and safety performance, the appointment of the additional health and safety resource has been deferred. The situation will be kept under review dependent upon the health and safety performance.

During the last period Turner & Townsend have been working to implement a number of initiatives regarding health and safety on the project. This monitoring focused on issues that had a significant health and safety impact i.e. fencing within the city centre and movement of vehicles accessing and egressing work sites.

The monitoring of fencing considered its stability; for example the weighting down of the fencing and if the fencing was double clipped, and whether the there was any protruding broken wires. The results are included below and identify a high level of compliance, although there was some variation in the results. This information has been shared with Bilfinger Berger – Siemens and will be subject to a further monitoring exercise in the next period.





As of Friday the 5th of October all out of hours calls to the 0800 328 3934 Tram Helpline number will be handled by the City of Edinburgh Contact Centre.

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The Health and Safety Executive on the 25th of September as part of their project to assess the implementation of occupational health on construction projects. Minor issues had been identified regarding manual handling. Murray Provan the Health and safety Executive Inspector for the project had commented that he would be making a formal visit to the project in the near future.

An audit had been carried out for the Considerate Constructors Scheme on the 27th of September. The project had received a score of 37/40 which is classified as "an exceptionally good site" in the scoring overview.

Bilfinger Berger – Siemens held their monthly Occupational Health & Safety Meeting on the 4th of October which was attended by Turner & Townsend. Agenda items for the meeting focused on occupational health issues and included:

- A short video to highlight issues regarding hearing loss.
- A report regarding the visit by the Health and Safety Executive on the 25th of September.
- Workforce Consultation meeting.
- CoCP results Turner & Townsend gave an update on the results of the COCP inspections for the period.
- A report on the audit carried out for the Considerate Constructors Scheme
- Specific issues covered under any other business:
 - The requirement for external organisations not to reverse onto site without the use of a banksman
 - · The requirement for de-nailing timber and use of metatarsal protection in footwear.
 - A review of the requirement under the Health and Safety at Work Act section7 proceedings against individuals.

2.2 Incident Management

2.2.1 Incident Reporting

During the last period there were fourteen incidents on the Edinburgh Tram Project. There were no incidents that were identified as serious / significant. There were no incidents that related to members of the public. The incidents comprised four incidents involving service damage, two environmental incidents, two road traffic incidents, four minor injuries and two near misses / unsafe condition.

The four incidents which involved service damage comprised one to a Scottish Water, water main which leaked whilst being tested, one to a buried comms cable, one to a street lighting cable and one to a traffic signalling cable. The contractor has submitted incident reports which have been reviewed and closed out.

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One incident regarding Scottish Water assets at the Murrayfield underpass has resulted in an incident investigation being carried out by Bilfinger Berger. A joint meeting between Bilfinger Berger and Turner & Townsend has resulted in the incident report being revised.

 BBS are currently developing an action plan for implementation to be agreed with Scottish Water.

2.2.2 Record of Incidents

Incidents reported within this period comprise:

Date	Location	Detail	Contractor	Classification
19/09/2012	Princes Street	Leakage from 6" water main through equipment used for tapping into water main.	McNicholas	Service damage
19/09/2012	Murrayfield Tram Stop	Person fell on uneven ground causing swelling to knee and shin.	Bilfinger Berger	Injury
20/09/2012	Elder Street	Damage to traffic signal cable.	Crummock	Service damage
21/09/2012	Coates Crescent	Noise complaint from resident - generator in site accommodation left running overnight.	McNicholas	Environmental
21/09/2012	Balburnie Place	Person hit finger with hammer whilst driving road pins.	Grahams	Injury
21/09/2012	Edinburgh airport	Exit barrier caught by haulage lorry.	Farrans	Road traffic accident
24/09/2012	Shandwick Place	Person injured hand (broken finger, deep cut to finger) when dropped cabinet and trapped hand between cabinet and lorry.	Lagan Construction	Injury
25/09/2012	Ingliston Park & Ride	Glazing panel at Ingliston tram stop blown out of shelter in high winds	Farrans	Near miss / unsafe condition
26/09/2012	Roseburn Street	Lorry took wrong turning into Murrayfield main gate when delivering material. Slight damage to fence at main entrance caused by lorry turning. Fence being repaired. Contractor will submit F313 when report received.	Grahams	Road traffic accident
26/09/2012	Torphichen Street/West Maitland Street	Street/West open trench in the road at Torphichen Maitland Street/Place junction.		Near miss / unsafe condition
26/09/2012	2012 Coates Damage to street lighting cable outside 5 Crescent Coates Crescent.		McNicholas	Service damage
26/09/2012	A8 Edinburgh Gateway	Due to inclement weather, untreated surface water had been building up around and spilling into the Scottish Water discharge point	Expanded	Environmental
27/09/2012	York Place	Cable & Wireless telephone cable damaged outside 24 York Place. There is no confirmation whether cable is live/dead.	Crummock	Service damage
02/10/2012	Haymarket	Injured person stood on nail attached to timber shuttering.	First in Rail	Injury

2.2.3 Incident Progress

The action plan developed by McNicholas following the investigation into the overturning of the excavator has been implemented. Ongoing monitoring is being undertaken to assess the level of compliance with the requirements of the revised safety management system.

2.3 CDM Regulations

The CDM arrangements for operating section B test track during the testing and commissioning stage have been reviewed.

The McNicholas health and safety resource has been reduced back to the health & safety manager following the resignation of the health & safety inspector. McNicholas have advised that a replacement will be in place by 26th of October 2012.

2.4 Environmental

An environmental incident was recorded in Section 6 during the period. This was as the result of a discharge of silty water into a controlled Scottish Water discharge point. Bilfinger Berger - Siemens have compiled a report which is currently being review by Turner & Townsend prior to issue to Scottish Water. The report identifies that the silty water was surface water run-off and a manhole ring to form containment around the discharge point has been installed to prevent uncontrolled discharge into the Scottish Water system.

Photographic survey of chamber found at York Place has been issued to John Lawson City of Edinburgh Council Archaeological Services and GUARD Archaeology. The location of the chamber will not impact on the works.

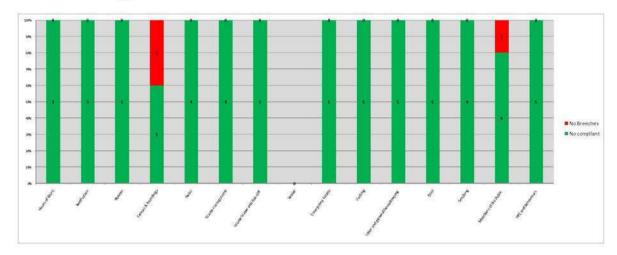


Chamber at York Place

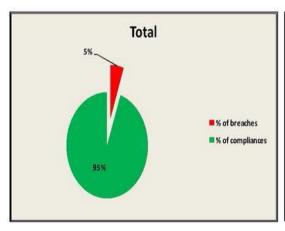
An environmental Inspection carried out with Bilfinger Berger-Siemens at Section 7. No major issues where identified, however the issue of waste on site and noticeable oil spills were highlighted.

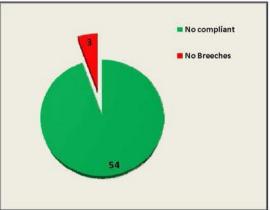
2.5 CoCP

CoCP compliance was recorded at 95% during the Period. The results of the CoCP monitoring have been passed to The City of Edinburgh Council Communication Team to be uploaded to the project web site. Details of the breaches are included within the Deliver the Tram Safely report included within Appendix 2.



% Compliance





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

3 Programme

3.1 Programme Reporting

Infraco continue to report progress against the Rev5 contract programme. The Master Schedule's sequencing of activities is primarily based upon this contract programme and progress based on the monthly reports provided by Infraco. All information and analysis contained in this section is based upon the Master Schedule, unless otherwise stated. Recent observations of works on sites to date indicate that it is likely the forecasted Section C & D dates in the Master Schedule are being artificially driven by the Gateway. This is due to the Rev5 schedule not being representative of the intended works, by Infraco, at the Gateway. As the project steadily switches from civils to E&M works it is further anticipated that the Rev5's representation of intended progress, of on site and planned future works along other sections, will also diminish Rev5's relevance. Turner & Townsend have held discussions with CEC around the establishment of a client side planner's forum. This forum would be charged with maintaining the Master Schedule with a best estimate of the intended and progressed works in order to forecast realistic project Section Completion dates.

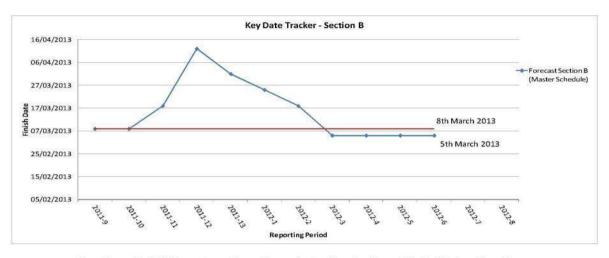
3.2 Summary

This period, there has been no movement to Section B, C or D completion dates (5th of March 2013, 3rd of February 2014 and 4th of May 2014 respectively). However, there is growing concern in relation to key float paths, where the pervading movement of finish dates has been negative. This trend could result in multiple critical paths arising or a pronounced switch of the critical path to another key float path in the programme. Key paths to note are Murrayfield Stadium to Balgreen Road, which has slipped by 25 working days this period; and Shandwick Place, which slipped by 12 working days this period.

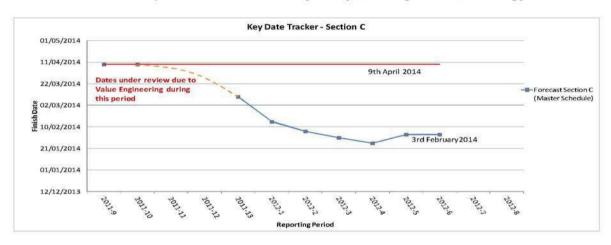
The contract milestones continue to remain earlier than the contractual dates. This is a result of previous Cost Engineering initiatives implemented in early 2012 and the implementation of the York Place Radical Programme. The charts below track the forecast dates (from the Master Schedule) for the Sectional Completion milestones against the contractual dates and their movement throughout the project lifecycle to date.

See following page for Graphics:

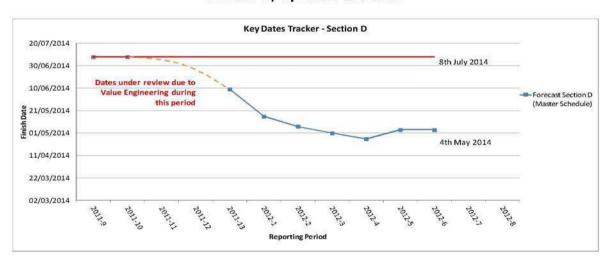
Section B; Test Track Complete



Section C; All Construction Complete (including T1 & T2 testing)



Section D; Open for Revenue



3.3 Progress this Period

There has been some good progress this period along Section 5C Gateway to Edinburgh Park, however progress along most sections, both On and Off-Street, has been less than planned. This has seen a general reduction of float across the key float paths for the project. The consequence of which is an increased volatility to the forecast Section B, C & D dates, as more sections become likely critical drivers.

Murrayfield corridor continues to show turbulence, with several structures' completion dates continuing to change significantly. Murrayfield Retaining Wall (S21D) continues to show poor progress in relation to reinforced earth works; however prime concern still remains with Roseburn Street Viaduct (S21A) and the adjacent Murrayfield Retaining Wall (S21B), which have slipped by 13d and 17d respectively as a result of design and construction resource issues. These remain the drivers for installation of the rails systems along the corridor. Consequently, available float to Section 5A completion has dropped to just over 1month. It is still possible that some of this lost time could be mitigated: once structures' works are progressed out of the ground, and opportunities arise to commence track civils sooner; or in line with the separate sub-contractor working along the corridor, multiple track civils works fronts could be undertaken.

Infraco continues to present conflicting information on progress at the Gateway. This period progress against the Rev5 has shown a further 6d lost in period. This would suggest 23d lost in total over the last two reporting periods. Infraco have raised no issues or concerns, either on site or within the construction section of their monthly progress reports. These observations have been raised at the cross party "Planners' Forum". Turner & Townsend continue to use their own site data and project records to input progress against the Gateway works. It has been assessed, based upon Expanded schedule of works that since last period the attenuation tank works continue to recover time lost previously. This has been achieved during the wall pours of the tank. The King Post embankment works remain on schedule. Therefore, it is Turner & Townsends understanding that there is currently no impact to the subsequent commencement of track laying at the Gateway, as shown in the Master Schedule.

Section B completion continues to be forecast for the 5th of March 2013, marginally ahead of the contractual date 8th of March 2013. Of note this month has been commencement of the SAT/SITs at all three tram stops (Gogarburn, Ingliston and Airport). However, installation of the tram stop shelters continues to slip. This is due to an ongoing design issue with the fixity of the glass within the tram stop side panels. Depot to Airport tamping works are booked to commence 22nd of October 2012 and remain the critical driver for the majority of E&M works and subsequent testing and commissioning of Section B.

St Andrews St/Waverley Junction Plug was opened as scheduled and revised traffic phasing in York Place was achieved. Phase 2 utility works at York Place have also commenced, on time, and are progressing well. At present York Place utility and excavation works are now forecast for completion mid November, 1 month ahead of the date Infraco are currently shown to take over the site (7th of January 2013 in Master Schedule). Infraco's confirmation that they intend to commence works in this area once the site becomes available remains outstanding.

Both McNicholas and Infraco works continue at Shandwick Place. As re-sequencing of the phases is steadily implemented, progress remains significantly ahead of the Rev5 programme, in most locations. Interfaces between contractors continue to be coordinated to minimise

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disruptions. The main liaisons this period have been within Phases 1 & 2 where foam concreting has been used during the transition from utility to road civils. Concurrent to this, in Phase 4, Infraco have progressed well with the inbound and outbound RC slab. Despite good cooperation on all sides, Infraco have still shown 12d lost in period.

3.4 22 Week "Time Bank"

This period, the "time bank" has lost a further 5days. Of the 22 week cost engineering programme saving, 11.7 weeks have now been eroded.

Despite 7days benefit from Rev5 de-scoped activities being realised this period, Infraco still reported encountering 12days of delays. It is still anticipated that, in future, opportunities for Infraco to progress without disruption with their remaining works should become more prevalent. This will become clear as the majority of utility conflicts are resolved, leaving Infraco to complete their re-sequenced On Street civils works, taking advantage of the removed embargos and revised traffic management arrangements. There are also further opportunities to offset the time bank draw-down, in both Shandwick Place and York Place, as subsequent works de-scoped from Rev5 are realised.

Turner & Townsend currently estimate that a further erosion of up to four weeks will result from the need to keep the bus station operational during the York Place works. Further erosion is also anticipated within Shandwick Place and Turner & Townsend's forecast of the overall drawdown is circa 16 weeks.

Infraco have indicated that they consider that a total erosion of more than 22 weeks will occur; however, this has yet to be substantiated.

3.5 Programme Structure

3.5.1 Critical Path and Alternate Float Paths (Master Schedule)

The current forecast completion dates for Section B, C and D are in advance of the contractual dates. At present this shows an overall improvement of more than 2 months to the schedule, excluding allowances for risk. The Critical Path referred to below, relates to the 'Longest Path' through the programme which would adversely affect the currently forecast end date if delayed.

There has been no change, this period, to the Critical Path:

Off Street: Section 5C (Edinburgh Gateway) /Tamping and Full Line Track Finishes

There continues to be dubiety over the planned dates for commencing track laying at the Gateway. This is due to conflicting information provided by BBS in their Rev5 schedule and a Gateway Enabling Works letter dated 5th July. At present Turner & Townsend's Master Schedule is based on the more conservative outcome as per Rev5.

The alternative Key Float Paths are:

- 1 On Street: Section 1D (Shandwick Place) / Section 1D E&M
- 2 Off Street: Section 5A (Roseburn Junction to Balgreen Road) / Section 5A E&M

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3 On Street: Section 1C (Waverley Junction) / (York Place utilities / main works)

Ongoing analysis of the York Place 'Radical Programme'; progress along the Murrayfield Corridor; and differences in planned versus intended sequencing of Shandwick Place Phases means current critical path analysis of the Master Schedule is not providing an optimum representation of the float between each of the paths listed above (see paragraph 3.5.3).

3.5.2 Off-Street Tamping Requirements

Within the Off-street sections of track, Infraco intends to confine all tamping between the Depot to Haymarket to one visit, planned later in the project. This has resulted in Off-Street E&M works no longer being on the critical path. Instead Off-street construction completion is now driven by the longer and later series of tamping and full line track finishes, pre-stressing and grinding activities. Through discussions in the 'Planners Forum' Infraco have suggested a further Rev5 deviation to mitigate this critical path change. This would see the full line works starting before the tamping. If this change to the proposed works was adopted now, potential improvement of up to 10days to Section C & D; and approximately up to 1 month improvement to Off-street completion date, could be achieved under the current Master Schedule.

3.5.3 Programme Value Engineering

On the 29th of August 2012, a series of On Street and Off Street programme opportunities were presented by Turner & Townsend to CEC. Since then, further opportunities to improve the Master Schedule have been identified, against the Rev5. However, no formal engagement with Infraco is currently intended in relation to these savings. Instead, Turner & Townsend will use this information to inform the client side assessment of ongoing and future progress. A separate study was undertaken by CEC to identify opportunities that might shorten the period of shadow running during Testing and Commissioning. Turner & Townsend have not currently seen the output from this study.

3.5.4 Deferred Fit-Out of Tram Stops

Integration of Infraco's proposed, deferred fit-out schedule to the Master Schedule continues. Key focus has been in understanding the impact to the existing tram stop activities' logic and enabling activities such as the laying of fibre optics. The remarks below remain the same as previously reported.

The schedule is based upon a sequential strategy in completing tram stops west to east (Depot to York Place) along the route. Infraco's intent appears to be a streamlined series of completion dates based upon the installation of the shelters and completion of the E&M works at each tram stop. However, there remain a number of issues with the proposal.

Due to the length of the deferred fit-out schedule more than half of the stops will still have a significant period of time dormant (i.e. duration between completion of works and the commencement of the Testing and Commissioning Phase). In the case of Bankhead, Saughton and Balgreen tram stops, which were primarily identified as stops most at risk, their completion dates have not been significantly deferred.

Turner & Townsend are exploring with Infraco, the potential for taking positive measures to further protect trams stops against vandalism. These measures may include:

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- Making CCTV operational at the time of installation.
- Deferring the installation of tram stop glazing or protecting glazing.
- Installing exclusion fencing around tram stops.

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4 Risk

4.1 QSRA Tracker

The last quarterly QSRA was conducted on 18th September 2012. The next QSRA is due when any new significant changes to programme or delivery strategy occurs or in December 2012, whichever comes earlier. The chart below shows the forecast dates (before risks and opportunities are included) and the 'impacted' dates for all QSRAs:

08-Jul-14 Rev 4 - Baseline Plan 25-Sep-14 Master Schedule - First Pass (Dec 11) 02-Feb-15 09-Jun-14 Master Schedule with VE Changes (Mar 12) 07-Oct-14 Master Schedule - Risks Reviewed & Opportunities Applied (Apr 12) 25-Jun-14 Master Schedule with 19-May-14 Cathedral lane Re-sequen 26-Jun-14 & Drainage Delays (May 12) Master Schedule inc. Rev 5 & 07-May-14 York Place Acceleration (June 12) 13-Jun-14 Master Schedule inc. Rev 5 & 04-May-14 Phase 6 re-phasing At Shandwick Place (Sep 12) 30-May-14 06-101-75 Forecast Completion Risk & Opportunity

QSRA Trend Analysis

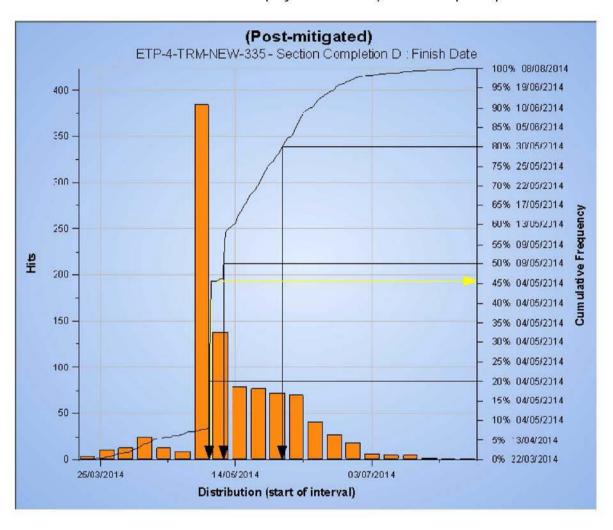
The risk profile is made up of schedule related risks as detailed in the attached risk register. The opportunities Turner & Townsend have assessed in relation to the master schedule and included in the current QSRA are shown below:

- Value Engineering opportunities identified at Shandwick place. This has been added as a rephasing of phase 6 works to follow phase 2 and assumed to be possible.
- 2 Value Engineering opportunities identified at Murryfield to Balgreen corridor.
- 3 Value Engineering opportunities identified at Gateway.
- 4 Opportunity to reduce full line testing as a result of a reduced trial running period.
- 5 Opportunity to off-set time bank draw down as subsequent works de-scoped from Rev5 are realised.

4.1.1 Risk Likelihood (P80)

The latest QSRA was carried out on the most up to date master schedule as at the 18th September 2012. This was analysed with the current risk and opportunity profile to calculate the milestone dates as shown below. The analysis predicts a P80 project completion date of the 30th May 2014 against the current risk and opportunity profile and a 46% probability that the master schedule completion date of the 4th May 2014 will be achieved as shown in the distribution graph below.

P80 represents an 80% likelihood of completing the milestone on that date, it is usual practice to utilise the P80 date as a standard on a project of this size, nature and public profile.



4.1.2 QSRA Iterations

These iterations of the Quantitative Schedule Risk Analysis have been carried out since September 2011, details and progress made are summarised below:

QSRA Iteration	What is Included (Description)
Master Schedule – First Pass	High Level schedule produced for QSRA analysis. Including utilities diversions.
Master Schedule with VE Changes	Post VE exercise Revised On-Street phasing Removal of summer embargoes More mature Risk Register
Master Schedule – Risks Reviewed & Opportunities Applied	Updated programme Detailed Risk review Identification of opportunities and application to the QSRA
Master Schedule with Cathedral Lane Re- Sequence	Further updated programme Early start of Cathedral Lane Sub-Station works Impacted Scottish Water risks Risk Review
Master Schedule – including Rev5 and York Place 'Radical Programme' changes	Further updated programme Rev 5 changes to Off-Street section Early start of utility diversion works at York Place Risk Review
Master Schedule as at September 2012 including phase 6 re-phasing	As above plus progress to date and the rephasing of section 6 to follow phase2 instead of 5. This is assumed to be achievable.

4.2 Project Risk update

Each period the risk register is reviewed and risks are assessed on an ongoing basis, with a general trend of reduction of risks as the team continues to mitigate against the potential impact.

At the last 4 weekly risk review the following risks were positively reduced or closed out.

Risk	Mitigations/ Reasons
Suspension of works by NR	Works have progressed and now over main shunt line problems reducing the probability of this risk occurring
Additional traffic management and enabling works are required to meet Stakeholder constraints (Gyle Broadway, Ed Park, Lochside, York Place etc)	Traffic management and road closures working well, with works now 3/4 of way through Gyle Broadway therefore probability has been reduced
Delay to completion of project due to Network Rail cancellation of Possessions or BB/S overrun or inefficient use of possessions	Probability reduced as very few possessions left and the work required to complete in these remaining work is less onerous than previous

In addition the following new risks were also identified within the latest period

New Risk	Cause
OLE cannot be attached to the buildings if BFA are not signed in time	2 No. Building Fixing Agreements (BFA) have not been signed to date
Impact on Tram commissioning due to missing tram radio coverage	OFCOM provided frequencies that interfere with National Air Traffic Control (NATS). OFCOM has to provide suitable frequencies for Gogar Radio that don't interfere with NATS

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5 Commercial

5.1 Commercial Summary

5.1.1 Cost summary

	£M	Comment	
Contract Sum	479.66		
Committed Costs			
approved change	14.66	Includes programme impact rev 3A to rev 4, £1.4M included for Sep-11	
changes in progress	4.97	£3.1M included for Rev 3A to Rev 4. Made up of £0.6M Siemens costs in 2011 and 2.5m costs at end of programme.	
anticipated changes	7.56	Changes required to complete, subject to approval	
contributions	-7.64	Third party contributions received and anticipated	
Total Committed	499.21	Budget £500.15M	
Risk			
risk estimate	4.00	QCRA: c. £4.4M (next T&T / CEC review 23 rd or 24 th October 2012)	
Risk adjusted forecast	503.21	Budget £500.15M	
Opportunities			
utilities diversions	t.b.c	Programme/productivity improvements under review	
rev 3A to rev4	0.00	BBS position: prelims aligned with contract completion and BBS will confirm costs are incurred	
rev 4C time bank	0.00		
early programme completion	0.00	Dec 13 / Jan 14 completion: BB prelims £7.8M and Siemens £3.7M = £11.5M, however no mechanism to realise saving agreed with Infraco	
Total Opportunities	0.00		
Total Forecast	503.21	Budget £500.15M	
Excluded risks	F17		
Opportunities, rev 3A to Rev4	0.00	0.00 BBS obliged to confirm costs incurred, not obliged to demonstrate actual costs. BBS have declared their position and non-payment is unlikely. If progress is maintained then there may be an opportunity to save some costs at the end of the project, say 5 weeks from 31 st May 14 (QSRA forecast): therefore the cost range is –(£0.5M) to -(£3.10M), however this includes Siemens £0.6M costs Sep-11 which they can prove some/all resources were present.	
rev 4C (refer T&T advice note)	6.45	CEC decision to authorise. Contract certification to be confirmed, ex contract payment or IC determination	
disruption	Excl	Ex contract disruption claims for On-Street Sub-Contractors and CAF programmer changes have been excluded as we believe there is no clear basis for entitlement	
Total	6.45		
Forecast +Exclusions	509.66		
	506.55	Adjustment if costs associated with the Rev 3A and Rev 4 programme changes are not paid. This is unlikely given BBS position, BBS can work to the Rev 4 date. An example is Section 7A/5C where the sub-contractor is completing later than the Rev 3A date (equates to circa £158K of costs).	
		Turner & Townsend have advised that evidence of costs are confirmed to mitigate impact.	

5.1.2 Movement from previous period

The overall forecast has **increased** by £149k in the period. The principal movements are identified below.

The Infraco contract forecast has **increased** by £417k from the previous forecast. Significant changes include:

- Additional Traffic Management and Logistics resulting from revised method of working has added £31k to the forecast
- Additional work associated with opening the "plug" at Princes Street has added £87k to the forecast
- The forecast for Cathedral Lane substation has increased by £169k as a result of receipt of tender information from BBS. It should be noted that we have not included the full value of the received price at present as we plan on discussing a further round of tendering and / or negotiation combined with a VE exercise.
- The forecast for additional CCTV at Murrayfield tramstop has increased by £70k.
- The requirement for construction works resulting from LOD clashes has increased the forecast by £100k. This has been added following the decision of the Independent Certifier.
- The allowance for contaminated material in Shandwick Place has been reduced by £75k

The forecast for utilities has $\mathbf{reduced}$ by £268k owing to refinement of programme and resourcing.

The allowance for remedial work in Leith Walk is £900k. This is as instructed by CEC and it is understood that work up to this value only will be delivered.

The risk allowance remains at £4,000k and a review of mitigations and impacts is scheduled for the 23^{rd} or the 24^{th} of October 2012.

5.1.3 Commercial issues

Rev 3A to Rev 4

A detailed description of the background to the cost impacts of the Rev3A to Rev 4 programme change was included in Progress Report 12. CEC have requested that Turner & Townsend adopt the Independent Certifier's determination for the Bilfinger Berger application at £1,397k in the Turner & Townsend valuation. As yet Siemens have not applied for costs incurred during September 2012. These are estimated at £600k. The entitlement of £2,500k for sub-contract and BBS section prelims at the end of the programme subject to confirmation of costs incurred. Agreement on the evidence that needs to be provided has not been resolved yet and in the case of the sub-contractor for Section 7/5C they are currently working beyond the Rev3A date. This amounts to £158k for sub-contractor and BBS prelims. It is expected that BBS will apply for these costs and we are compiling records of work completed and level of management team on site. At this stage we anticipate that either BBS will work to the Rev 4 dates or there will

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continue to be a difference in opinion regarding entitlement to prelims to the Rev 4 dates. Given these factors we believe that the full £3.1M will not be secured.

Rev 4C 22 week saving

CEC have confirmed in their e-mail to Turner & Townsend, 3rd of October 2012, that they have come to an arrangement with Infraco .We have not seen this agreement at the time of writing this report.

Prelims / Overhead Mark ups on scope deductions

A difference of opinion has arisen in the case where the work is changed and the original specification is part omitted and a new specification has been added. BBS have submitted a proposal which results in a higher overhead and prelims recovery than the contract provides for. Turner & Townsend interpretation of the Independent Certifier's Opinion is that Infraco should receive 34.5% on net additions to the contract and 10% where on net deductions. There would be an adverse impact in excess of c. £300k to £400k if Infraco's interpretation was accepted (Note this amount excludes all changes such as Cathedral Lane sub-station and York Place Terminal Point). A meeting has been held with CEC, 8th of October 2012, to explain the basis of Turner & Townsend's interpretation of the Independent Certifier's Opinion and BBS's interpretation. Turner & Townsend have also advised that a forecast of prelims due to BBS for variations is c. £3,700k and a forecast of deductions is £238k. Turner & Townsend do not believe that Infraco are disadvantaged by Turner & Townsend's interpretation. The Independent Certifier has agreed to meet with Infraco to explore their understanding of the calculation template and the wider impact of variation additions and forecast deductions.

Claims

Comments have been made at site level regarding the prospect of claims being submitted for out of sequence working and disruption on the St Andrew Sq and Haymarket/Shandwick Place sections. There would not appear to be a contractual or financial entitlement, given that prelims are being reimbursed on time expended, the contractor is being reimbursed direct costs for standing time/variations through the On-Street Works Estimate and that CEC have come to an arrangement with Infraco for the re-scheduling of the programme for Rev4C. Turner & Townsend advise that this position is maintained. It should also be noted that the risk estimate does not provide for payment for these types of claims. The methodology for assessing the impact of contract claims will be discussed at the joint T&T/CEC risk meeting on 24 th October 2012.

Off Street Utilities

Infraco have stated that their contract price does not contain any risk allowance for Off-Street Utilities. Turner & Townsend have advised that there is a lack of visibility regarding risk pricing by Infraco and therefore a negotiated settlement could be sought.

5.2 Committed Costs

5.2.1 Approved Change

Approved change is items that have been instructed to Infraco and a commitment value agreed. The total value of approved change to date is £14,659k. This is a decrease from the previous period of £457k.

Infraco

The total value of approved changes in the Infraco contract is £4,289k. This is a decrease of £457k from the previous period. Significant changes are as follows:

Description	Change Amount (£k)
Rev 3a to 4 programme**	-603k
SDS to provide the services of Matt Fell until August 2012	19
Twin Crossing at Lochside Avenue	11
Drainage As Built Drawings - Princes Street	-10
Independent Certifiers Schedule Part 45 Period End Change Order to 18/8/2012	130

^{*} Increases from previously approved value

The approved change amount for all other sections of the cost report remains as per last period.

5.2.2 Changes in Progress

Changes in progress are known changes that have not yet been incorporated into the contract sum, either because we are awaiting a price from Infraco or the value has not yet been agreed. The total value of change in progress is £4,966k an increase of £853k from last period.

Infraco

Change in progress associated with the Infraco contract is £4,931k. This is an increase of £853k from last period. Significant changes include:

- tNC 539: Rev 3a to Rev 4 programme. This section now includes all non certified amounts.
- tNC 641: Cathedral Lane substation; based on tender returns, the forecast for this item has increased by £169k. The full impact of the tender received by BBS has not been incorporated into this report as we believe there are opportunities to reduce the total amount from further negotiation with the subcontractor and / or retendering the work. This will be presented to BBS during the week commencing on the 15th of October 2012.
- The impact of various on street work estimate items have increased the forecast by £70k.

^{**} Adjusted to the certified total. Remainder is included in change in progress.

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Refer to the cost report for a complete list of change in progress.

5.2.3 Anticipated Change

Anticipated change are variations to the contract that are known about but no change has been raised at this time, either because the scope has not yet properly been defined or the change has not taken place yet. Anticipated change during the period has decreased by £248k

Infraco

Anticipated change has increased by £20k. This includes an additional change of £100k to allow for works associated with conflicts to the Limits of Deviation at the Network Rail boundary (refer to IV opinion).

Utility Works - York Place to Haymarket

Over the course of the last 2 to 3 periods, the scope of the McNicholas contract has been evolving and now incorporates a significant element of the permanent works including excavation of areas where utilities are a major issue and installation of ducting and bases associated with traffic signs and street lighting. In the last period's report we included the full value of the reforecast of this work. This period, following further challenges to the productivities included in the estimate, we have reduced the overall forecast by £268k. The productivities that this forecast is based on will be monitored over the coming periods in order to capture any variances in outputs or scope.

It should be noted, that due to the nature of this contract, this forecast continues to carry a significant element of risk.

5.2.4 Contributions

The forecast amount of contributions has remained unchanged from the previous period.

5.3 Risk and Contingency

Quantified Cost Risk Analysis (QCRA)

The current QCRA of circa £4.4M is to be adjusted based upon some items being excluded from the project e.g. repairs to footways. Turner & Townsend have allowed for a risk estimate of£4M within their current cost report and this will be reviewed at a joint T&T / CEC risk review on 24th of October 2012..

A risk review is scheduled for 23rd or 24th of October 2012 with CEC.

5.4 Opportunities

The total value of opportunities in the current forecast is £13,017k. Most of these opportunities are secured. However, there remains a risk to certain items included within this total, identified below:

Item 02 - Setts: This opportunity is for a non tram budget in CEC to contribute towards the
cost of setts in St Andrew Square. We are still in negotiation with Bilfinger Berger over the
rate for the revised specification of setts which may affect the total value for this item

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although it is assumed that any additional / reduced cost will be part of the contribution and therefore have no overall effect on the tram forecast

• Item 14 – Road Reconstruction depth: This opportunity was to reduce the depth of road reconstruction to generate a target saving of £700k. From analysis of the marked up drawings and site inspections there are very few areas of roadway that can be preserved. The reason for this is the impact of the utilities diversions at junctions and also the need to bench in road construction infill between the depth of the track slab at 300mm steps. It is anticipated that savings will be realised by retaining pavements. It should be noted that there is a cost risk that the full saving will not be achieved. Also many paving slabs in the pavement are cracked and that there will be pressure to repair areas. CEC have advised that the project should not fund pavement repairs.

There are limited further opportunities to de-scope elements of the work. However there are opportunities to refine the final scope of work and refine estimates. One of the issues on certainty of estimates has been Infraco's insistence that out-turn estimates do not need to be provided for On Street Works. This issue has been identified previously and was included in the CEC Lawyer's review of our contract queries.

Examples include:

- Revised design for the retaining wall for the Cathedral Lane Sub-Station;
- Out-turn costs for the York Place Terminal Point
- Out-turn costs for the floating track slab

Other discrete items which could be omitted include the removal of the CEC site accommodation and reduction in the service charge, omission of the breakdown vehicle from say January 2013. These items are unlikely to realise significant amounts.

Programme Opportunities

Progress report Nr 12 provided details on relationship between the Rev 3A Rev 4 cost movements (also refer above) and prelims costs associated with the difference between an estimated completion date (based upon relaxation of resource constraints and extrapolation of current progress) with the Rev 4 completion date.

Infraco's position is that they are entitled to contract prelims, plus the £4.5M to Rev3A to Rev 4 movement. Subject to performance and actual completion in advance of Rev 4 dates there may be an opportunity to save part of the £2.5M for the programme movement at the end of the project. This is also depending upon Infraco not adopting an adversarial position.

5.5 Exclusions

The following items are excluded from the Cost Report

 Payment of Infraco's share of the saving resulting from Rev 4c Cost Engineering initiative amounting to £6.45M (this is shown in the excluded risks section of the summary table)

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- Additional costs associated with Infraco's interpretation of the application of mark-ups on On Street Change.
- Shandwick Place Tree Pits and Trees (it is understood that CEC would fund this from a separate budget)
- Repairs to pavements and footways
- Further design changes beyond those included in the cost report (note: production of as built drawings from the MUDFA contract and collation of as built information from current utilities diversions is a significant exercise. Also design costs are beyond the norm since SDS Management Fee at 25.65% and Infraco mark up at 34.9% is applied. We suggest a review of this is undertaken with CEC and alternative solutions are evaluated).
- Claims for disruption from the sub-contractors on the On-Street section as entitlement exists for PAVs.
- Leith Walk Utilities Diversion CEC has confirmed that the budget for defined scope should be £0.9M (based upon the tender and a general contingency allowance). The intention is to value engineer out the undefined scope e.g. gas water pipe separation and to restrict the work done. Should, for technical reasons this approach not be feasible then additional funding would be required.
- All Utility Companies and Network Rail management resource has been included to September 2013. Section completion dates and resources needed to review as-built information is under review.

5.6 Payments and Cashflow

A summary of the certified amounts are provided below.

	Certified £K	Planned £K	Comment
Infraco	333,412	329,030	Planned – based upon Rev 3A programme
Utilities	12,015	10,727	McNicholas plus SUC costs
Trams	60,826	60,826	Payments generally in accordance with milestone schedule. Incomplete milestones are not included in certified amounts.

6 On Street - Enabling Works & Utility Legacy Works

6.1 General

Enabling and utility legacy works have progressed well during the period and works are being completed to meet dates agreed with Infraco. Similarly "Type 2" utility conflicts (those outside the DKE+2m, including road sign bases, traffic signal bases and associated ducting) are progressing well and work is being coordinated with Infraco to avoid/minimise disruption to the main works.

6.2 York Place





York Place / Elder Street

Drainage York Place

McNicholas and Crummock continue to work well together within York Place and both parties are working well with Infraco in relation to the York Place interfaces with the main contract.

The York Place enabling works are progressing well and are on programme to be completed by mid November. As reported previously this is an ambitious programme but if achieved will provide a clear site for Infraco to move into before the Christmas shutdown.

Infraco was instructed previously to review the impacts of the change to traffic management and report back on the likely impacts on programme. Its response remains outstanding despite the instruction being issued in September 2012.

6.3 Legacy Works

There remain some key water issues that have the potential to cause significant difficulty for the project. It was previously reported that agreement on some of these issues will only be reached when the wider commercial discussions with Scottish Water have concluded. It was also reported that behaviours within Scottish Water had changed and it was becoming increasingly difficult to reach agreement on a range of issues.

In response to this and in discussion with CEC and Turner & Townsend continues to explore ways of capping and indeed reducing the scope of works being carried out on Scottish Water assets. CEC is also making good progress in agreeing high level terms on a range of issues and this in turn is beginning to tackle some of the wider behavioural, commercial and land related issues. An update will be provided at the next tram briefing meeting.

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Regarding the legacy works in Leith Walk and Constitution Street Turner & Townsend and CEC have embarked on a value engineering initiative with a view to delivering the legacy works within a revised budget of £900k. Scottish Water is participating in the initiative but it is yet to be seen if the scope can be agreed. CEC has made it clear that the scope needs to be fixed before any works commence and Scottish Water has been made aware of this. As a consequence of this initiative and given concerns raised by local businesses about works interrupting the Christmas shopping period Turner & Townsend has been asked to delay the commencement of any works until January 2013 at the earliest.

6.4 Look Ahead

The York Place enabling works will continue and Turner & Townsend will remain ready to react to utility discoveries by Infraco. Work will also continue with CEC is seeking to limit the scope of Scottish Water legacy works. Type 2 works will also be ongoing in the period.

7 On Street - Main Works

7.1 Progress in Period

All On Street areas from Haymarket to Lothian Road and from Princes Street to North St Andrew Street remain in the possession of Infraco with some minor exceptions agreed where residual works and/or Type 2 conflict works are being carried out by McNicholas. Infraco has continued with track slab construction in all areas and is making good progress with carriageway reconstruction between Haymarket and Lothian Road. Track laying continues to progress well.

Construction of the Cathedral Lane substation is due to start shortly but this is likely to be delayed due to a redesign of a retaining wall at the perimeter of the site. Turner & Townsend is working with Infraco to mitigate any delays and to ensure any delays to construction do not impact on the overall programme.

The completion date for St Andrew Street is still likely to be the end of 2012 although there have been some challenges in recent weeks in relation to Scottish Water assets and carriageway reconstruction. Two weekend closures of the RBS access have been negotiated and this means track can be laid through this area. This ensures continuity in the programme and will assist in seeking to meet the end of 2012 deadline. It should be noted however that the critical path on the On Street section no longer runs through St Andrew Square and should the works continue on into early 2013 this will not have an impact on the overall delivery date.





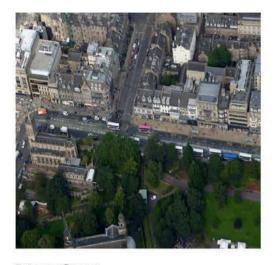
St Andrews Street Shandwick Place

As re-sequencing of the phases is steadily implemented in Shandwick Place, progress remains significantly ahead of the Rev5 programme, in most locations. Interfaces between contractors continue to be coordinated to minimise disruptions. In Shandwick Place north the carriageway has been reinstated up to base course level and the final wearing course is due to be completed later in the month. Thereafter Infraco will use the finished section as an emergency running lane while constructing the outbound line.

Between the Crescents Infraco is constructing trackslab and laying rails. In the same geographic location the tender documents for the re-building of the Shandwick Place walls together with the excavation of tree pits, the planting of new trees through the area and the construction of a footpath in the gardens, are being finalised. It is anticipated tenders will be sought in the coming weeks although the works are not critical.

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Princes Street snagging continued in the period and the majority of snags are now closed. Regarding future maintenance a meeting has been held with CEC to discuss the ongoing maintenance requirements for Princes Street and to discuss the interim operating protocols. An update will be provided at the next tram briefing meeting.





Princes Street

Princes Street/ St Andrews Square

Following planning approval for the Dublin Street Steps the issue that remains outstanding is reaching agreement with the building owner on the east corner of the street. Progress has been made in this regard and CEC is currently finalising the legal agreement.

8 Off Street Works

8.1 Progress in Period

The first two sections (8.1.1 and 8.1.2) detail progress and issues at Edinburgh Gateway and Murrayfield. These two areas are the critical paths for the Off Street section and potentially for the entire job.

8.1.1 Edinburgh Gateway

The attenuation tank walls and column formation commenced this period. The initial slip in programme reported last period has been recovered during this period and works are now progressing well. The King Post Wall piling has commenced. Infraco is required to remain 10 metres away from the Scottish Water sewer at the Edinburgh Gateway site until technical queries and Access Transfer Certificates (ATC) are approved and obtained from Scottish Water. The technical queries have been approved and we are now awaiting the ATC. There are no problems foreseen in receiving this and it is not currently affecting construction.



Attenuation Tank

A particular concern is the increasingly onerous requirements of Scottish Water. Access Transfer Certificates (ATC) had been requested for works that would not normally require ATC applications. Pre-piling close circuit television surveys have been requested to be submitted prior to the sign off of the piling technical query, something that has not been requested for Off Street piling before. These requirements could possibly cause delay and Infraco could potentially claim that Scottish Water is acting unreasonably. We have requested Scottish Water clarify their position, following discussions between Scottish Water and Turner &Townsend with regards to the use of their procedures.

Two letters have been received from Scottish Water in relation to the Edinburgh Gateway works that also cause concern;

- One letter stated that piling work had commenced without their knowledge, however piling had not started on site at the point of both writing and receiving this letter. Turner & Townsend have provided Scottish Water with a programme detailing the works two weeks prior to the letter being written.
- The second letter suggested that legislative regulations were not being met with regards to control of contractors. We do not believe there are any legislation's being breeched.
- Scottish Water have also stated that there had been an earlier discharge incident at the Edinburgh Gateway site, however this incident was found by Scottish Water's Trade Effluent Advisor to be unfounded.
- The number of letters received from Scottish Water has significantly increased in recent weeks adding to the resource demand of the project delivery team. Turner & Townsend are

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seeking to address the majority of Scottish water's concerns through weekly interface meetings rather than through formal correspondence.

8.1.2 Murrayfield

Progress of the retaining structures S21A and B at Murrayfield have been particularly slow. Strip foundations have been completed between Roseburn Street and the Murrayfield Underpass (S21C). The retaining wall (S21B) has progressed however should be showing a greater rate of development. To address this issue Infraco have introduced more resources to meet the programme dates.



S21A Murrayfield

The Network Rail/ScotRail shuntline has been reballasted successfully with both Network Rail and ScotRail happy with the finished product. Discussions have been held regarding the removal of sheet piles along the interface and a Works Package Plan has been approved for their removal in the coming period.

The sewer which was damaged during the ground improvement works at Murrayfield has been re-laid and has passed an air test with Scottish Water in attendance.

8.1.3 Section B Progress

All track has been installed from the Airport to the Depot in time for the tamper arriving on the 22nd of October 2012. The Airport, Ingliston Park and Ride and Gogarburn platforms and canopy have been installed.



Gogarburn Tramstop

Low voltage, signals and telecommunication cables have been installed at Ingliston Park and Ride to Gogarburn; Technical cabinets have been installed at IPR, Gogarburn, Edinburgh Park Central, Edinburgh Park Station, Bankhead, Saughton and Haymarket. Ingliston Park and Ride substation is currently being prepared for the High Voltage connection.

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8.1.4 Other Items of progress in this period;

- Access Road at Ingliston Park and Ride complete
- · Remedial works on Gogar Farm Road are continuing
- Radio frequency tests from the depot aerial have proven successful, tests shall be ongoing in the coming period however the initial indications look positive
- Top soiling continuing for the grass track through Edinburgh Park
- South Gyle Bridge, Balgreen and Water of Leith bridge formwork removed
- Bankhead bottom ballast installed





Bankhead Ballast

Water of Leith Bridge Deck

- Balgreen Tram Stop civil works commenced;
- Baird Drive embankment construction continued and duct work installation commenced;
- Reinforced concrete works to Carrick Knowe Bridge plinths complete;
- Carrick Knowe outbound sleepers installed and rails in place;
- Precast track slab units continuing to be install at Roseburn;
- W3 and W4 construction continuing and
- Haymarket Yards track slab construction.

8.2 Key Issues

The following issues are currently affecting the off street section;

- As described in the progress section above Scottish Water are placing increasing demands on the project.
- Bankhead overhead mast works are progressing at risk due to a Scottish Water buildover agreement not being in place.
- Eastfield Avenue road alignment issue still requires resolution with the airport. Confirmation
 of a scope is awaited from CEC.
- ScotRail depot; potential issues with gates on the main access into the depot. The designer
 has been asked for his risdual risk register for this work and the operator will subsequently
 be requested to assess this junction.

8.3 Look Ahead

The following works will be progressed during the coming period;

- Engage a design and build contractor to remediate the problems of water ingress at the depot;
- Overhead line works continuing on Section 7, Tamper to arrive on Section 7 on the 22nd
 October;
- Edinburgh Gateway attenuation tank roof construction and king post wall piling continuing;
- Snagging on the civil items within Section 7 continuing;
- Edinburgh Park bridge plinths being formed;
- · Bankhead OHLE foundations continuing to be formed;
- Track installation at ScotRail depot continuing;
- Tensar wall construction at S21B Murrayfield continuing;
- Removal of sheet piling adjacent to the Network Rail shuntline; and
- W3 and W4 wall construction continuing.

9 Trams

9.1 Trams Progress in Period

The delivery and testing of trams has now recommenced following the holiday period, with 23 trams having been delivered to Gogar Depot and 20 having completed routine testing on the Mini Test Track (MTT).

There will be an additional 2 trams delivered by the end of October, with the final two scheduled to be delivered by the 2nd of December 2012, significantly ahead of the original programmed completion date. CAF are currently scheduled to complete MTT testing by the 29th of January 2013.



Tram Depot

The structure of the Section B Test & Commissioning meeting is being further developed, to ensure that the commissioning, integration and acceptance processes and requirements for Section B are understood by all stakeholders. Turner & Townsend have proposed fortnightly planning meetings interspersed with fortnightly handover meetings, to enable the requirements and risks for Section B Completion to be identified and managed. These meetings are scheduled to start on the 10th of October 2012.

Turner & Townsend have asked that all stakeholders monitor the dates of key activities within the programme, in order to identify potential risks to their operation. Any activities identified as having the potential to delay Section B Completion will be identified and discussed during the fortnightly programme meeting.

9.2 Fare Collection System

Following a change in the original Preferred Bidder's position, whereby Almex required the inclusion of undefined additional costs and the alteration of the scope of delivery for the Edinburgh Trams Fare Collection system, CEC opened initial discussions with Parkeon, the second placed bidder, to determine whether they would be interested in re-entering the procurement process.

On confirmation of their interest, Parkeon were provided with a pricing schedule template and asked to submit an update to their Final Invitation to Tender (ITT) documentation, to include specification and cost for the updated technical baseline detailed in the specification. On receipt of this submission, Turner & Townsend completed an initial 'like for like' comparison of the latest submissions from both Almex and Parkeon, based on this updated technical baseline.

Having reviewed the evaluation criteria set for the original Final ITT submissions against the latest submissions from both suppliers, Turner & Townsend have suggested to CEC that Parkeon are now in a better position to complete the delivery of the Integrated Fare Collection system for Edinburgh Trams. This suggestion was presented in a paper delivered to CEC on 3rd of October 2012, with a recommendation that CEC begin initial technical and commercial discussions with Parkeon immediately.

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Turner & Townsend have committed to completing a full review of the original Final ITT Evaluation Report, to determine how the evaluation scoring would change based on the latest submissions from both suppliers. This will be completed before contractual discussions are finalised.

Turner & Townsend have provided BBS with informal information on the installation procedures, including foundation and wiring requirements, for the Parkeon Tramstop equipment. Information will be updated and formalised when the Preferred Bidder has been confirmed.

9.3 Key Issues

As stated previously, the material change to the Almex's position has delayed the provision of the Fare Collection system. A decision must be made by CEC on the Preferred Bidder status immediately, to avoid any subsequent delay to the procurement process and to ensure the system is ready and operational by the commencement of passenger service.

Further, the delayed provision of technical information is affecting the completion of tramstop design and equipment installation. Turner & Townsend will issue a change notice to BBS when Preferred Bidder status has been determined and installation requirements confirmed.

Further information on the interface between the Fare Collection equipment and the Operator's infrastructure management system (RailCom) can only be provided when the scope and functionality of the system is defined and agreed.

The structure of the Section B Test & Commissioning meeting is being further developed, to enable all requirements of, and risks to, the programme can be identified and managed. Turner & Townsend have proposed that weekly meetings be held to discuss testing and acceptance issues alternately.

Turner & Townsend have requested an update to the reliability analysis (FMEA) documentation already provided by CAF, following the implementation of a modification on the PISPASPA / CCTV system. This is necessary to ensure that the modification will have no effect on tram reliability in passenger service.

Turner & Townsend are chasing an investigation report from Edinburgh Trams, into an incident where a tram being shunted in the depot did not stop on request. CAF have implemented immediate actions to restrict the use of the shunting vehicle to ensure the incident is not repeated.

Turner & Townsend have written to CAF confirming the project's requirement for progression against the Rev 5 programme. Confirmation from CAF in this regard is awaited at the time of writing.

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9.4 Look Ahead

The following items will be progressed during the coming period(s):

- 1 Test and Commissioning (end October 2012):
 - A total of 25 trams will have been delivered to Gogar Depot
 - A total of 23 will have completed Routine Testing on the MT
 - Final tram scheduled for delivery on 2nd of December 2012
 - Interim Routine Testing scheduled to be completed on all trams by 29th of January 2013.
- 2 System Acceptance and Integration Turner & Townsend shall participate in weekly meetings with all stakeholders to discuss the technical, contractual and scheduling requirements to enable Section B Completion.
- 3 Fare Collection Following confirmation of the Preferred Bidder from CEC, Turner & Townsend will:
 - · Confirm the scope of equipment and functionality of the system with CEC and LB;
 - Arrange initial discussions with the Preferred Bider and LB to develop technical specifications
 - Provide information to BBS to allow completion of tramstop design
 - Manage actions required to allow the sign off of the Fare Collection contract
 - Develop a schedule for the delivery, installation and test of Fare Collection equipment.

An Engineering Change Control process is to be issued, following final discussion with stakeholders (Turner & Townsend, CAF and ET)

10 Assurance

10.1 Resources

Following the Safety Verification Manager's decision to leave CEC at the end of October 2012, Turner & Townsend are supporting CEC in the development of options for a revised Assurance strategy for the project going forward. A solution will need to be found for the execution of safety verification responsibilities in the short to medium term or until such time as a new assurance regime is in place. This need is particularly acute at the present time and during the lead up to Section B completion. Turner & Townsend have identified suitable resources who could fulfill this role if CEC desired.

10.2 Independent Competent Person

Advice of Possible Non Compliance (ANC) 002 - Confirmation of 'Duty Holder' ability to deliver Safety Verification remains open currently remains open pending resolution of Audit TSA/12/03 - Section 1C Slips, Trips, Falls (2 wheel vehicles); the Independent Competent Person has now completed his initial review of evidence provided. He has identified a number of areas that still remain open; this information has been requested from Bilfinger Berger Siemens.

10.3 Requirements Management

Employers Requirements needing the granting of concessions are being progressed. A total of 48 concessions have been requested, 9 of which are agreed to date. Bilfinger Berger Siemens has issued an extract from the DOORs database detailing evidence provided for Section A handover. This evidence is currently being reviewed by Technical Support Services. This review will result in the closure of the Employers Requirements associated solely with section A.

10.4 Evidence File

The new IT team (Armor) has advised that the transfer of the Project Evidence File is not in their scope. They are establishing a communication with the software supplier but await an instruction by the City of Edinburgh Council to undertake the migration.

10.5 Quality

An audit of Bilfinger Berger has been undertaken regarding appointment of subcontractors and review of subcontractor quality plans. The audit is still to be completed as some of the information required was unavailable at the time of audit.

The monitoring of the NCRs raised on the project continues to be reviewed. Details of the NCRs are included below:

- The number of NCRs raised to date is 666. 38 NCRs were raised during the period and 12 NCRs were closed out during the period.
- 33 open NCRs are greater than 6 months old. Further details may be found within Section 6 of Deliver a Safe Tram Report (See Appendix 2).

The three categories that continue to generate the greatest number of open NCRs are design and engineering, poor supervision and poor workmanship – these categories comprise all the

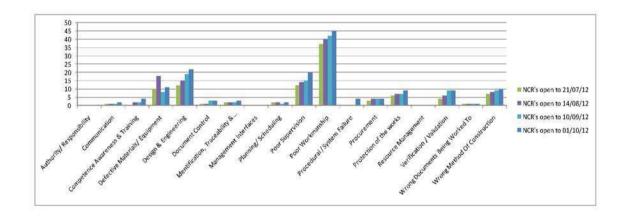
Progress Report No. 13 – 16th September to 13th October 2012 FINAL

NCRs raised in the period. There was an increase in the number NCRs raised against poor supervision. None of the NCRs raised in the period have been closed out. Turner &Townsend are reviewing the NCR log to identify common details and trends.

Summary of non conformances



Classification of open non conformances





Appendix 1 – Dashboard

Produced by	Julian Weatherley & Shirley-Anne Collin	SECTION	SUMMARY DASHBOARD REPORT CONFIDENTIAL – LEGALLY PRIVILEGED AND FOI(S)A EXEMPT				City of Edinburgh Council Waverley Court, Edinburgh, EH8
Approved by	Julian Weatherley	Issue By:	Turner & Townsend Project Management Limited, 9 Lochside Avenue, Edinburgh Park				8BG
Status	FINAL	Issue Date	24th ^b October 2012	REPORTING PERIOD	16 TH September to 13 th October 2012	Project:	Edinburgh Tram Network

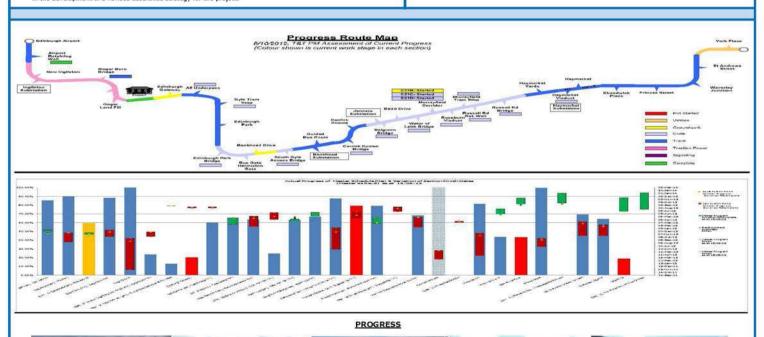
Executive Summary

- . There were fourteen health & safety incidents recorded during the period, none of which have been identified as Serious / Significant.
- 2. Infraco have produced a risk assessment in relation to soil removed from Baird Drive. This is currently under review by SEPA.
- 3. Five days erosion of the 22 week time bank took place during the period with 10.3 weeks remaining to date.
- Sectional completion dates (excluding risk and opportunity) for Section B, C and D are unchanged and remain forecast for the 5th of March 2013, 3rd of February 2014 and the 4th of May 2014 respectively. The critical path remains through Section 5C (Edinburgh Gateway).
- Turner & Townsend have issued proposed wording to Infraco identifying exclusions to the definition of Section B.
 These include the exclusion of fare collection equipment. A response from Infraco is awaited at the time of writing.
- 6. Measures to protect tram stops prior to operation have been agreed with CEC and a draft instruction issued to Infraco.
- Crummock and McNicholas continue to progress enabling works to programme within York Place. The project remains on target to hand over York Place to Infraco by mid November 2012.
- Turner & Townsend are working with CEC to explore ways of capping and reducing the scope of Scottish Water legacy works. The projects relationship with Scottish Water remains challenging.
- 9. A workstream continues to drive out efficiencies in relation to the execution of Type2 utilities works.
- 10. At CEC's request, the start date for the Leith Walk works is now being targeted for January 2013.
- With some minor exceptions, Infraco remain in possession of all On Street areas with the exception of York Place.
 The installation of track slab works is making good progress overall.
- Following the de-scoping of Landscaping in Shandwick Place from Infraco, Turner & Townsend are preparing to go to tender for these works.
- The majority of snags within Princes Street are now closed.
- 14. Good progress continues to be made throughout much of the Off Street areas. Track is complete within Section B, OLE erection has commenced and tamping is due to commence on 22 October 2012. The installation of tram stops is also nearing completion within Section B.
- Following an initial slip against the Edinburgh Gateway programme (reported last period), progress has recovered and the construction of the king pile wall has now commenced.
- Progress at the Murrayfield reinforced retaining wall (521B) has been slow this period impacting on one of the projects main critical float paths. Infraco have increased resources in order to mitigate the impact.
- Following the re-ballasting of the shunt line adjacent to the ScotRail depot, preparations are underway for the removal
 of sheet piles from the railway embankment.
- 18. Discussions are ongoing between CEC and the airport in relation to the resolution of issues at Eastfield Avenue Crossing.
- 19. Turner & Townsend are preparing to seek an independent design and build solution to the remaining depot snags.
- 20. Twenty three trams have now been delivered to the Gogar depot with twenty having completed routine testing and
- Turner & Townsend have written to CAF requesting their confirmation that they are progressing to the Rev5
 programme. This confirmation is outstanding.
- CEC have confirmed their intention to progress the procurement of a fare collection system with Parkeon with a view to completion contractual arrangements by the end of October 2012.
- 23. Discussions continue between Infraco, Turner & Townsend and the Independent Certifier in relation to the assessment of mark ups for works where a change in scope has occurred. It should be noted that the cost report and the risk estimate does not make provision for payment of ex contract claims.
- 24. Infraco have submitted an estimate for the Cathedral Lane sub station which was based on a single sub-contract tender. We have pointed that this does not represent normal practice and we have concerns regarding value for money. Infraco have stated that an instruction to proceed is required by the 13th Cotoco 2012; however there is sufficient lead in as the retaining wall will not be complete by mid January 2013. We intend to advise CEC that Infraco could hold the existing tender and alternative tenders could be obtained without affecting programme. Agreement will be required from Infraco to this approach.
- Following the Safety Verification Manager's decision to leave CEC at the end of October 2012, T&T are supporting CEC in the development of a revised assurance strategy for the project.

- 1. Scottish Water Buildover agreements require to be progressed.
- Network Rail Bridge agreements require to be progressed
- 3. Network Rail Verity House Commercial position to be decided and agreed with Network Rail.

CEC Actions / Decisions

- Haymarket Wayleave Close out of the wayleave with Scottish Power and Network Rail at Haymarket.
- . Fare Collection System Appointment of Fare Collection system provider to be completed.
- Sub Contractor Direct Agreement Acceptance of the wording of Sub-Contractor Direct Agreements between CAF and its suppliers, as submitted by CAF in accordance with the Tram Supply Agreement.
- 7. Dublin Street Steps Legal Agreement with landowners to be closed out
- 8. OLE Building Fixings Legal Agreement with landowners to be closed out
- Evidence File The transfer the files from the old Sharepoint to the new system has yet to be completed.
- Project Assurance Confirmation of short term and long term assurance strategy / resource provisions following Colin Kerr's departure from CEC at the end of October 2012



May making Ma	Produced by	Julian Weatherley & Shirley-Anne Collin	SECTION	CONFIDE		mary dash Egally Priv		ND FOI(S)A EXEMPT	Employer	City of Edinburgh Council Waverley Court, Edinburgh, El
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	ection B		08-Feb-13	06-Feb-13	2		Y		g 7A, OHLE a	nd revised logic from

HEALTH & SAFETY SECTION Produced by Graeme Walker, Hazel Kennedy & Shirley-Anne Collin Employer CONFIDENTIAL - LEGALLY PRIVILEGED AND FOI(S)A EXEMPT City of Edinburgh Council Waverley Court, Edinburgh, EH8 8BG Turner & Townsend Project Management Limited, Julian Weatherley Issue By: Address Approved by 9 Lochside Avenue, Edinburgh Park REPORTING PERIOD 16th September 2012 - 13th October 2012 FINAL Issue Date 24th October 2012 **Edinburgh Tram Network** PROGRESS **HEALTH & SAFETY**

SUMMARY

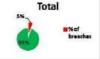
During the last period Turner & Townsend have been working to implement a number of initiatives regarding health and safety on the project. These have comprised:

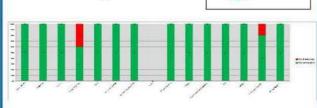
- There is current improvement in Health & Safety performance on the project this has
- Undertaking targeted monitoring. With a continued emphasis on fencing of worksites and reversing vehicles.
- As of Friday the 5th of October all out of hours calls to the 0800 328 3934 Tram Helpline will be handled by the City of Edinburgh Contact Centre. CEC Contact Centre Staff have been briefed on how to respond to these calls. CEC will continue to monitor the calls received and, as agreed, forward on any which fall within the responsibility of the contractor. All calls received within office hours are already being received by the above number. This move only affects the out of hours provision, such that all calls will now be handled by the City Edinburgh Council

CoCP

CoCP & Key

- CoCP compliance for Period 7 was recorded at
- 3 issues required action. These comprised:
- Fencing & Hoarding (2)
- Member Of the Public (1)





CDM Regulations

The CDM arrangements for operating section B test track during the testing and commissioning stage have been reviewed.

Following the resignation of the H&S Inspector (McNicholas), all H&S duties will be carried out by the H&S Manager.

Initiatives

Initiatives this period have focused on fencing and vehicle movements around work sites.



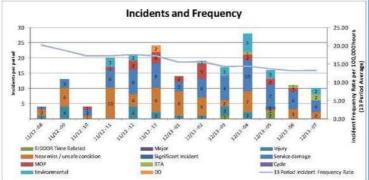
Incidents

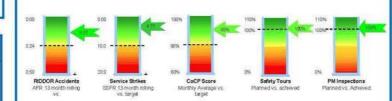
There were 14 incidents reported during the period since the last dashboard. A summary is provided below

The rolling 13 Period AFR is 0.20

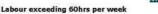
Classification	Number	Major	Serious / significant	Minor	RIDDOR Reportable
Member of public					
Service damage	4			4	
Environmental	2			2	
Major					
Injury > 7day					
Injury < 7 day	4			4	
Dangerous occurrence					
Road traffic accident	2			2	
Near miss / unsafe condition	2			2	bs.
Significant Incident					
TOTAL	14			14	

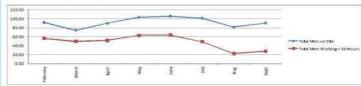
TREND



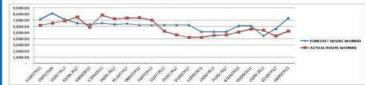


McNicholas

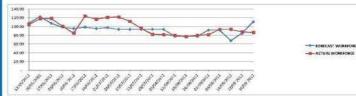




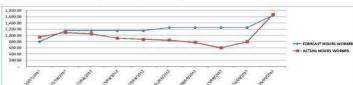
Forecasted Hours Worked V Actual Hours Worked



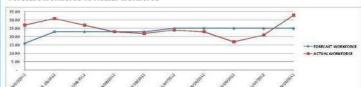
Forecast Workforce Vs Actual Workforce



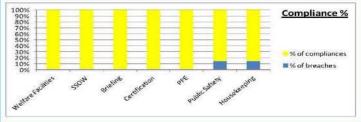
Forecasted Hours Worked V Actual Hours Worked



Forecast Workforce Vs Actual Workforce



Monitoring of Leading Indicators



Produced by	Martyn Ayres & Shirley Collin	SECTION		VIRONMENTAL, QUALITY, ASSUR AL – LEGALLY PRIVILEGED AND F	Employer	City of Edinburgh Council	
Approved by	Julian Weatherley	Issue By:	Turi	ner & Townsend Project Management Li 9 Lochside Avenue, Edinburgh Park	Address	Waverley Court, Edinburgh, EH8 8BG	
Status	FINAL	Issue Date	24th October 2012	REPORTING PERIOD	16 ^{TK} September to 13 th October 2012	Project:	Edinburgh Tram Network

PROGRESS

SUMMARY

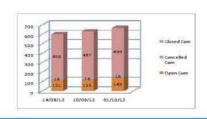
- Independent Competent Person Advice of Possible Non Compliance (ANC) 002 - Confirmation of 'Duty Holder' ability to deliver Safety Verification remains open, BBS have now provided additional information for review.
- Requirements Management -Requirements requiring concessions are being progressed. Total of 44 concessions, 9 of which are agreed. A full submission of requirements close out documentation has now been received for section A.
- Evidence File IT are still unable to fully transfer the files and metadata. New IT provided to complete the transfer if it is not completed by 14th September.
- 4. Safety Verification Scheme Audits -Safety Verification audit TSA/12/01 -Maintenance of Depot Workshop Equipment and track, report to be updated and reissued. TSA/12/03 - Section 1C Slips, Trips, Falls (2 Wheel Vehicles) completed check sheet received from Bilfinger Berger Siemens. The assurance team are collating evidence for issue to Technical Support Services.
- Design 2 building fixing approvals remain outstanding. All owners requested further information. A formal agreement has now been sent to each owner. A further building fixing has been identified. The action remains with CEC to gain approval.
- Total No of NCRs raised is 666. 38 NCRs were raised during the period and 12 NCRs were closed out during the period.

QUALITY

NCRs by Period

Total number of Non Conformance Reports raised - 666

- Total number of Non Conformance Reports raised in period 7 38
- Total number of Non Conformance Reports closed in period 7- 12
- Number of Non Conformance Reports greater than 6 months old -33



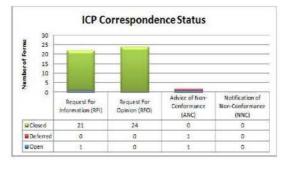
ENVIRONMENT

Environmenta

- An environmental incident was recorded in Section 6 during the period. This was as
 the result of a discharge of silty water into a controlled Scottish Water discharge
 point. BBS have compiled a report which is currently being review by T&T prior to
 issue to Scottish Water.
- Photographic survey of chamber found at York Place issued to John Lawson CEC Archaeological Services and GUARD Archaeology.
- Environmental Inspection carried out with BBS at Section 7. No major issues where identified, however the issue of waste on site and noticeable oil spills were highlighted. BBS have issued a report to their site team.

INDEPENDENT CERTIFIED PERSON

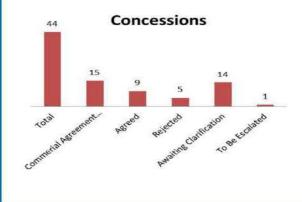
- Advice of Possible Non Compliance (ANC) 002 Due to cancellation of Safety Verification (SV) audits SVS Audit TSA/12/03, BBS have provided a response to the checklist. These documents are current being identified to enable the review to take place.
- The introduction of a new traffic island in South St Andrew street has been agreed in principle with the ICP.



REQUIREMENT MANAGEMENT

Progress

- Verification and Validation Agreed Status 100% complete.
- Requirements requiring concession being progressed.
- 44 concessions have been identified with 9 having been agreed.
- Following the completion of BBS's review of requirement management workshops additional concessions may be identified.
- 5 concession have been deemed to not require a concession and have therefore been rejected.



Assurance Graph

- The following graph is based on figures from the draft Safety Assurance programme which is being developed in line with the main contract dates. The safety assurance programme will be utilised to update the graph.
- 2. BBS have been notified of outstanding Assurance Planning documents.
- The Section A completion assurance record of review responses have now been reviewed and comments have been submitted back to BBS. As all data for Section A now received, this will be analysed during the coming period (B).



CONSENTS

Key Consents due in the next period, with full list in the appendix.

Combined Consents requ	ilred	1		
	Total Required	Total On Hold	Total Outstansding	Total Closed
Third party	19	4	12	3
Technical Informatives	6	1	3	2
Planning Consents	38	15	4	19
Other Approvals	13	0	3	10
Legal Agreements	15	0	10	5

- 1. Network Rail Asset Protection Agreement -now signed by CEC
- 2. Earthing and Bonding technical informative delayed due to late submission from BBS
- 3. Two Technical informatives are planned to be closed by the next end of next period.

	S	OFT ANALYSIS
SUCCES	SES	OPPORTUNITIES
1. 2.	All stakeholders are working well together at the depot. Establish a detailed testing and commission workshop.	Increased monitoring of onsite activities. Project Management resources will become part of integral On Street assurance process. Safety seminars to be arranged for project managers. Review of supervisor competencies
FAILUR 1.	ES None.	THREATS 1. Statuary bodies co-operation. 2. Late issue of documentation by BBS. 3. Potential gaps between contracted maintenance responsibilities 4. Visibility of BBS design and assurance documentation.

PROGRESS IN PERIOD PHOTOGRAPHS / KPIs KEY ISSUES

PROGRESS IN PERIOD

- Test and Commissioning Testing on the Mini Test Track (MTT) continues to progress well ahead of schedule:
 - Twenty three trams have now been delivered to Gogar Depot
 Twenty one have completed Interim Routine Testing on the MTT

There are two additional trams scheduled for delivery in October, with three trams undergoing testing on the MTT. The final tram is currently scheduled for delivery on 2nd of December 2012.

- System Acceptance and Integration Further discussions are ongoing with BBS to determine
 the best way to manage the commissioning, integration and acceptance processes for Section
 B. Turner & Townsend have proposed fortnightly planning meetings interspersed with
 fortnightly handover meetings, to ensure that all requirements and risks for Section B
 Completion are managed effectively. These meetings are scheduled to start on the 10th of
 Cytober 2012.
- Fare Collection Following a change in Almex's original bid position, whereby Almex required
 the inclusion of undefined additional costs and the alteration of the scope of delivery, CEC
 started discussions with Parkeon, who confirmed that they would be interested in submitting
 an undeted bid

Turner & Townsend completed an initial 'like for like' comparison of the latest submissions from both Almex and Parkeon, based on a known and specified technical baseline. Having reviewed the evaluation criteria set for the original Final ITT submissions against the latest submissions from both suppliers, Turner & Townsend have suggested to CEC that Parkeon are now in a better position to complete the delivery of the Integrated Fare Collection system for Edinburgh Trams. This suggestion was presented in a paper delivered to CEC on the 3rd of October 2012, with a recommendation that CEC begin initial technical and commercial discussions with Parkeon immediately.

Turner & Townsend have committed to completing a full review of the original Final ITT Evaluation Report, to determine how the evaluation scoring would change based on the latest submissions from both suppliers. This will be completed before contractual discussions are finalised.

Turner & Townsend have provided BBS with informal information on the installation procedures, including foundation and wiring requirements, for the Parkeon Tramstop equipment. This will be formalised when the Preferred Bidder has been confirmed.

4. Sub-Contractor Direct Agreements – CAF have submitted a number of agreements with their suppliers, as required by the Tram Supply Agreement, however some of the wording has deviated from that in the relevant Contract Schedule. These amendments may need to be reviewed by CEC, to ensure such amendments are acceptable.

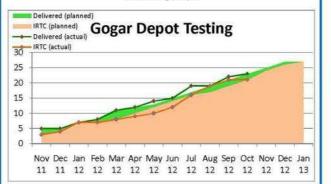
LOOK AHEAD

The following items will be progressed during the coming period(s):

- 1. Test and Commissioning (end October 2012):
 - A total of 25 trams will have been delivered to Gogar Depot
 - A total of 23 will have completed Routine Testing on the MTT
 - Final tram scheduled for delivery on 2nd December 2012
 - Interim Routine Testing scheduled to be completed on all trams by 29th January 2013.
- System Acceptance and Integration Turner & Townsend shall participate in weekly meetings with all stakeholders to discuss the technical, contractual and scheduling requirements to enable Section B Completion.
 - Fare Collection Following confirmation of the Preferred Bidder from CEC, Turner & Townsend will:
 - Confirm the scope of equipment and functionality of the system with CEC and LB;
 - Arrange initial discussions with the Preferred Bider and LB to develop technical specifications;
 - Provide information to BBS to allow completion of tramstop design;
 - Manage actions required to allow the sign off of the Fare Collection contract; and
 - Develop a schedule for the delivery, installation and test of Fare Collection equipment.
 Engineering Change Control process to be issued, following final discussion with
 - Engineering Change Control process to be issued, following final discussion with stakeholders (Turner & Townsend, CAF and ET)



Trams at Gogar Depot



Trams scheduled for delivery	Date				
Tram 24 (#256)	16/10/2012				
Tram 25 (#255)	29/10/2012				
Tram 26 (#269)	TBC				
Tram 27 (#266)	02/12/2012				

Tram Commissioning Progress



KEY ISSUES

 A material change to the Preferred Bidder's position has delayed the provision of the Fare Collection system. A decision must be made by CEC on the Preferred Bidder status immediately, to avoid any subsequent delay to the system being ready and operational by the commencement of passenger service.

Further, the delayed provision of technical information is affecting the completion of tramstop design and equipment installation. Turner & Townsend will issue a change notice to BBS when Preferred Bidder status has been determined and installation requirements confirmed.

Further information on the interface between the Fare Collection equipment and the Operator's infrastructure management system (RailCom) can only be provided when the scope and functionality of the system is defined and agreed.

The structure of the Section B Test & Commissioning meeting is being further developed, to ensure that all issues and risks to the programme can be identified and managed.

Turner & Townsend have proposed that weekly meetings be held to discuss testing and acceptance issues alternately.

OPERATIONAL ISSUES

The water ingress into the depot building maintenance pits remains to be resolved by BBS.
 Further action is now required as CAF have confirmed that this issue is affecting their operation.

CEC ACTIONS / DECISIONS

- The Preferred Bidder for the Fare Collection system must be determined, the system equipment and functionality requirements confirmed and all stakeholders informed
- Acceptance of the wording of Sub-Contractor Direct Agreements between CAF and its suppliers, as submitted by CAF in accordance with the Tram Supply Agreement.

SOFT ANALYSIS

SUCCESSES

Tram delivery and testing continues ahead of schedule. CAF intend to complete delivery ahead of the scheduled December date.

Turner & Townsend have now taken a more active role in the procurement of Fare Collection equipment.

OPPORTUNITIES

- Start system testing and commissioning on completion of Off Street Section (Airport to Shandwick Place crossover) leading to earlier commencement of Revenue Service date (early partial service on Off Street Section and early service on full route)
- Further review of BBS Section B completion programme may allow trams to be commissioned ahead of current schedule
- Increase in tram delivery rate could allow all trams to be delivered well ahead of schedule.

THREATS

FAILURES None identified

 Lack of information on TVM procurement is delaying the completion of tramstop design and equipment installation

FRACAS / Engineering Change procedures required to manage technical issues raised.

Produced by	Rob Leech & Shirley-Anne Collin	SECTION	ON STREET DASHBOARD REPORT CONFIDENTIAL – LEGALLY PRIVILEGED AND FOI(S)A EXEMPT				City of Edinburgh Council
Approved by	Julian Weatherley	Issue By:	,	urner & Townsend Project Managemen 9 Lochside Avenue, Edinburgh Pa		Address	Waverley Court, Edinburgh, EH8 8BG
Status	FINAL	Issue Date	24-10-2012	REPORTING PERIOD	16 th September to 13 th October 2012	Project:	Edinburgh Tram Network

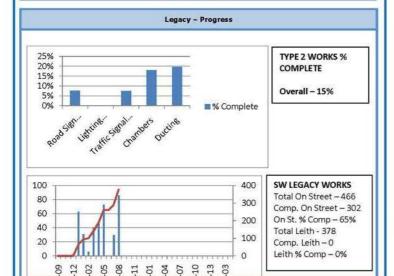
PERIOD

PROGRESS

- 1. All available sites are in the possession of Infraco for installation of trackwork
- Infraco progressing well with trackslab, track installation, and carriageway reconstruction in all areas from Haymarket to St Andrew Square
- 3. York Place enabling works on target for completion by mid November
- Type 2 utility conflicts progressing well and metrics being finalised to monitor works on a weekly basis – Approx 15% complete
- Progress being made with Scottish Water in agreeing high level terms on a range of issues – Relationship remains challenging
- Leith Walk deferred until January 2013 at the earliest based on agreeing scope of work with Scottish Water within agreed budget parameters
- 7. Cathedral Lane sub-station Redesign of retaining wall
- 8. Number of challenges in St Andrew Street but critical path not at risk
- 9. Princes Street snags Majority now closed
- 10. Tender documents for works at the crescents being finalised
- 11. Dublin Street Steps Owner Consent

LOOK AHEAD

- Track slab, track laying and carriageway reconstruction will continue in St Andrew Square and from Lothian Road to Haymarket.
- 2. Continue with Type 2 conflicts.
- 3. Turner & Townsend will continue to react to utility discoveries by Infraco.
- 4. Scope finalisation with SW for legacy works north of York Place to continue.
- Continue to work with Infraco to recover time lost due to utility conflicts replenish the time bank.
- 6. Complete enabling works in York Place and handover to Infraco



PHOTOGRAPHS





Princes Street / St Andrews St

St Andrews Street





Shandwick Place

Princes Street

Princes Street

Princes Street / St Andrew Square

KEY ISSUES

- 1. Scottish Water relationship generally
- 2. Type 2 conflicts and SW Legacy issues Possible delays.
- 3. Legacy works North of York Place.
- 4. Cathedral Lane retaining wall re-design Potential delays
- 5. Time Bank Recovery.

CEC ACTIONS / DECISIONS

- 1. Scottish Water overarching terms
- 2. Dublin Street Steps Legal Agreement with landowner
- 3. OLE Building Fixings Legal Agreement with landowners

SOFT ANALYSIS

SUCCESSES

- Working relationships with BBS remains good, particularly on site.
- 2. Speedy reaction to conflict issues

OPPORTUNITIES

- Optimize revised traffic phasing and work with Infraco to replenish time bank
- Return buses to Shandwick Place before 31st March 2013
- Clear York place before end 2012 to allow Infraco trackslab works to commence – target now 16 November 2012

FAILURES

- Carriageway vertical alignment in south St Andrew St
- 2. SDS OLE design
- MUDFA design, as builts, contract administration & supervision

THREATS

- 1. Type 2 Conflicts
- 2. Legacy works at Leith Walk
- Legacy works within tram worksites
- Scottish Water relationship and derogations required to specification along route.
- 5. Unknown utilities
- Infraco delay to Rev 5 due to utilities

Produced by	Shirley Mushet & Shirley-Anne Collin	SECTION		OFF STREET DASHBOARD REF L – LEGALLY PRIVILEGED AN	Employer	City of Edinburgh Council	
Approved by	Julian Weatherley	Issue By:	Turr	er & Townsend Project Managemen 9 Lochside Avenue, Edinburgh Pa		Address	Waverley Court, Edinburgh, EH8 8BG
Status	FINAL	Issue Date	24 ^{1b} October 2012	REPORTING PERIOD	16 ¹⁸ September to 13 th October 2012	Project:	Edinburgh Tram Network

PROGRESS IN PERIOD

PROGRESS IN PERIOD

- 1. All track has been installed from the airport to the Depot;
- 2. Platforms and Canopy installed at the airport, IPR and Gogarburn;
- 3. IPR to Gogarburn low voltage, signals and telecoms cables installed;
- Technical cabinets installed at; IPR, Gogarburn, Edinburgh Park Central, Edinburgh Park Station, Bankhead, Saughton and Haymarket.
- 5. Access Road at IPR complete;
- 6. IPR substation being prepared for HV connection;
- 7. Edinburgh Gateway attenuation tank wall and column formation commenced;
- 8. Edinburgh Gateway King Post Wall piling commenced;
- 9. Topsoiling continuing for the grass track through Edinburgh Park;
- 10. Bankhead duct, track and OHLE mast excavation continuing;
- 11. South Gyle Bridge, Balgreen and Water of Leith bridge formwork removed;
- 12. Baird Drive embankment construction continued and duct work installation commenced;
- 13. Balgreen Tram Stop civil works commenced;
- 14. Reinforced concrete works to Carrick Knowe bridge plinths complete;
- 15. Carrick Knowe outbound sleepers installed and rails in place;
- 16. Murrayfield sewer reinstalled and past the air test;
- 17. Wall construction at S21B commenced;
- 18. Completion of the ScotRail shuntline reballasting;
- 19. Precast track slab units continuing to be install at Roseburn;
- 20. W3 and W4 construction continuing and
- 21. Haymarket Yards track slab construction.

LOOK AHEAD

The following items will be progressing during the coming period:

- 1. Overhead line works continuing on Section 7;
- 2. Tamper to arrive on Section 7 on the 22nd of October;
- Commence procurement of a design and build contractor to remediate the problems of water ingress at the denot:
- 4. Edinburgh Gateway attenuation tank roof construction and king post wall piling continuing;
- 5. Snagging on the civil items within Section 7 to continuing;
- 6. Edinburgh Park bridge plinths being formed;
- 7. Bankhead OHLE foundations continuing;
- 8. Track installation at ScotRail depot continuing;
- 9. Tensar wall construction at S21B Murrayfield continuing; and
- 10. W3 and W4 wall construction continuing.

S505 Earth Retaining Wall, Murrayfield

PHOTOS



W3 Retaining Wall, Russell Road



Roseburn Delta Plinths



KEY ISSUES

- Eastfield Avenue issues still require resolution with the airport.
- Slow progress on the retaining wall S21B; this is one of the potential critical paths for the entire job. BBS shall be putting additional resources on this particular section.
- ScotRail depot; potential issues with access gates to the main access, BBS requested to review risks.

CEC ACTIONS / DECISIONS

- Close out of the wayleave with Scottish Power and Network Rail at Haymarket.
- 2. Scottish Water buildover agreements require to be progressed.
- 3. Verity House commercial position to be decided and agreed with Network Rail.
- 4. Network Rail Bridge agreements require to be progressed.

SOFT ANALYSIS

SUCCESSES

- ScotRail shuntline ballasting works complete with ScotRail and Network Rail happy with the final product.
- Work around ScotRail depot entrance progressing well.

OPPORTUNITIES

Have the remaining WPP and Design Forms submitted to Network Rail by the end of October

- FAILURES
- Murrayfield progress on S21B.
- Infraco not undertaking the remedial works in relation to depot water ingress.

THREATS

- Scottish Water becoming more onerous with regards to timescales for approvals and requirements related to approvals. This is a particular threat to the two Off Street critical paths at Murrayfield and Edinburgh Gateway
- Edinburgh Gateway/Murrayfield potentially on the critical path for the project.

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Produced by	Shirley Collin, Mike Mackenzie & Craig Forson	Function	CONFID	COMMERCIAL ENTIAL - LEGALLY PRIVILEGED AND FOI(S)	Employer	City of Edinburgh Council	
Approved by	Gary Easton	Issued By:	Turner & Townsend Project Management Limited 9 Lochside Avenue. Edinburgh Park			Address	Waverley Court, Edinburgh,EH8 8BG
Status	FINAL	Issue date	24 th October 2012	Reporting Period	16 Sept to 13 Oct 2012	Project	Edinburgh Tram Network

Statu	IS FINAL		issue dat		24 October	2012	Reporting Period	то зерс	to 13 Oct 2012	Project		imburgh fram Network
	SUMMARY		1		VALU	E ENGIN	EERING				CHANGE	
			Processor .			7777	Anna de la destación de la companyo					
	Francisco - Trans	Revised	Item			£K	Comment		On Street Works	Estimate		
	Contract Approve	ed Contract	Remove em	nbargoes and r	revised TM	6.460	22 week saving reduced to 1 period end 28/4/12		Description		ICC Certificates	Action
PALSON COMPANY OF			Setts (sepa	rate CEC budg	get)	980	£88k CEC contribution (SAS) £95K for revised specification				to Date (£k)	
Totals	als 479,660 14,659 494,319		De-scope po	ublic realm at	St Andrew	700	Instructed, monitored throug changes in progress	ih	Disruption and other with utilities			Ongoing monitoring of costs and mitigation of risks
Change in Pr	ange in Progress 4,96		Contributions 3rd Party Agreements		2,996	Miscellaneous 3 rd party contri	45/40/40/00/00/00/00/00/00/00/00/00/00/00/	Temporary accommo	odation for utilities	2	Complete	
Anticipated (Shange	7,560		orks at Forth F rt Tram Kiosk a	2-6/02/27/2	2,443 150	Instructed, approved change Instructed, monitored throug		Road re-construction		0	Opportunities to be valued o
Contribution	S.	-7,640	Canopy	t Iram Klosk c	anu	150	changes in progress	10	(opportunity to redu Scottish Water diver-		252	scope established
Forecast Cha	recast Change / Contributions 4,88		Temporary	tram stop at Y	York Place	150	Instructed, monitored throug changes in progress	ih				Complete
e. 0000			Redeployme	ent of Trams		CEE	Included in CEC budget code		Christmas embargo Princes St	- temporary infili	204	Complete
Forecast Tot	precast Total 499,20		Cancel track Newhaven	k York Place to	0	1,100	Instructed, approved change		Traffic Management amended programm		362	Ongoing review and mitigation of costs being carried out
Risks (refer	risk section below)	Approximate	Constitution of the Consti	ens works at To	-	100	Instructed, approved change	7.00	Revised drainage des		131	Ongoing agreement on value
Opportunitie	es (refer opportunities section below)	4,000	Road re-construction depth		700	Instructed, monitored through changes in progress		Geotextile liner to Clifton Terrace void		2	amended scope Complete	
Risks & Oppo	ortunities	4,000		ze north of You		- 0	No saving obtained Works now complete – all TM	A costs	Princes Street additional works		762	Agreement of final total costs
Revised Fore	ecast	503,205	Lay off TM at Forth Ports/Leith Walk Roseburn Viaduct Cladding			finalises	111111111111111111111111111111111111111	Schedule E Exclusion			currently being undertaken	
503,205		503,203	Park as who was fully and	March 4110 Ann Philippine	1.707	308	Instructed, monitored throug changes in progress	(0)	The season of th	1.		Ongoing -refer to Schedule I of contract for full list
Excluded Ris		6,450	De-scope cr (Haymarket	rew relief facili t)	ities	74	Instructed, monitored throug changes in progress	ih	Setts Changes		28	Ongoing assessment through contract
HILLSTEIN PROPERTY CONTRACTOR	xcluded Risks	509,655	Opportunit	ties secured		8,850	1		Contaminated Mater	ials	62	Ongoing
The state of the s	l potential saving -rev3 to rev 4a	506,555	Opportunities to secure 850			Total ICC Value to	date	£2,225k				
Budget		500,154										
				es and TM - to ed as an opport			on 22 week saving. This is no sam.	longer	Commercial Issus	:		
				e Tramstop – a ed between BB			ete; agreement on revised price end.	e to be	Issue Mark-ups on omissio		atus Turner &	Action Townsend require instruction
			Road reco identified		pth – Opport	unity to re	duce road reconstruction depth	being	negative changes. Bi proposing a reduced	BS are mark-up on	from the mark-ups	independent certifier on the s to be applied to omissions an
	RISK - Sign	ificant Mover	ment in Perio	od (Aug/Se	p 12):				such items from what the contract	it is stated in		changes as the BBS proposal is e from the contract.
Risk ID	Risk Description	Old Level	Movement	New Level			Comments	Ť	Off Street Utilities; B			Townsend require instruction
R067	Suspension of works by NR	RED	L	AMBER			s now over main shunt line pro	blems	certain utilities (prind diversion in NIL land) are	acceptan	independent certifier as ce would be a departure from t
ED018	Risk that contract is moved to cost reimbursable	AMBER	Ť	GREEN	and relationship with NR been positive so far. Probability reduced as it is now believed that it is mutually				excluded from their Rev 3a to 4 Prolonge		The Later Control of the Control of	nt agreement e refusing to provide any furthe
R052	Delay to completion of project due to Network Rail cancellation of Possessions or BB/S overrun or inefficient use of possessions	AMBER	1	GREEN	beneficial for both parties to avoid going into this position. Probability reduced as very few possessions left and the work required to complete in these remaining work is less onerous than previous works.			the work	BBS have not justified incurred to T&T's sat			on to demonstrate incurred to provide further guidance on n
R070	OLE cannot be attached to the buildings if BFA are not signed in time	AMBER	NEW	AMBER	2 No. Build to date the	ling Fixing erefore if n	Agreements (BFA) have not be ot signed OLE supports cannot		Rev 4 to Rev4c Cost BBS have argued the which had previously	at amount	recomme	Townsend have provided endation of action to CEC. CEC lising their position.
R071	Impact on Tram commissioning due to missing tram radio coverage	AMBER	attached to the buildings in question OFCOM provided frequencies that interfere with National Air Traffic Control (NATS). OFCOM has to provide suitable frequencies for Gogar Radio that don't interfere with NATS				ole	considered a saving is actually a cost.	opportunity	50.00,500 H 100000		
Additional Co	omments:				rrequencie	s ioi Goga	r readio dide don't interiere With	111013	Claims for disruption stated that there is a			part 45 makes no provision for delay and disruption beyond
	red, actions updated and added and amendments to probal	bilities and impa	cts made. Abov	e are the sign	nificant chang	jes in the p	period.		disruption in section		what is in estimate	ncluded in the period end (i.e. any claim should form pa end estimate)



Appendix 2 – Health, Safety Environment and Consents Tracker





Project Report - Period 7

1.0 Executive Summary

Executive Summary

- Independent Competent Person Advice of Possible Non Compliance (ANC) 002 Confirmation of 'Duty Holder' ability to deliver Safety Verification remains open, Currently remains open pending resolution of TSA/12/03 Section 1C Slips, Trips, Falls (2 wheel vehicles); the ICP has now completed his initial review of evidence and requested further information.
- Requirements Management Requirements requiring concessions are being progressed. Total of 61 concessions, 9 of which are agreed. BBS have issued an extract from the DOORs database detailing evidence to be provided for Section A handover. Evidence to be review by TSS.
- Evidence File The new IT team have stated that the transfer of the Project Evidence File is not in their scope of supply. They are establishing a communication with the software supplier but will not act until instructed to do so.
- Safety Verification Scheme Audits Safety Verification audit TSA/12/01 Maintenance of Depot Workshop Equipment and track, report to be updated and reissued. TSA/12/03 Section 1C Slips, Trips, Falls (2 Wheel Vehicles) completed checksheet received from BBS. Evidence has been reviewed by TSS, response to be collated and sent to TSS.
- **Design** 2 building fixing approvals remain outstanding. All owners requested further information. A formal agreement has now been sent to each owner. This action remains outstanding. A further building fixing has been identified at Harvey Nichols.
- Tram 23 trams have now been delivered to the depot and are undergoing static and dynamic testing.

Non Conformance Reports

- Total No of NCRs raised is 666.
- 38 NCRs were raised during the period and 12 NCRs were closed out during the period. 33 no open NCRs are greater than 6 months old.

2.0 Safety Verification Scheme (SVS)

Evidence File – Currently no information can be uploaded to the evidence file as the site has not been transferred over to the new SharePoint. This is now on hold as the new IT team have advised it is out with their scope of supply.

- Safety Verification Audit (SV) Audit TSA/12/03 Section 1C - Slips, Trips, Falls (2 Wheel Vehicles); John Dolan has reviewed and provided a response to the evidence detailed by BBS. This will be reviewed and a response collated prior to the end of period 7.
- SVS Audit TSA/12/01 Depot workshop equipment and Track – Report has been reviewed and updated and will be issued during week ending 5th October 2012.
- Safety Verification Report T&T-SVS-REP-12-012 for the test witnessing at Ingliston Park & Ride traction substation was sent to BBS with observations for action.

3.0 Independent Competent Person

ICP Issues

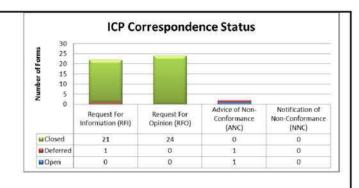
- Project Safety Certification Committee (PSCC) meeting took place 26th September 2012.
- Advice of Possible Non Complaince(ANC) 002 Due to cancellation of Safety Verification (SV) audits SVS Audit TSA/12/03 and Infraco to support the current format – a way forward has been agreed with regard to SV audits, as detailed opposite. The ANC currently remains open.
- Request For Opinion (RFO) number 24 relating to Magnetic Impact of Vanadium Alloy Steel Rail was closed by the ICP this period

ICP Correspondence	Open	Deferred	Closed	Total
Request For Information	1	0	21	22
Request For Opinion	0	0	24	24
Advice of Non-Conformance	1	1	0	2
Notification of Non- Conformance	0	0	0	0





Project Report - Period 7



4.0 BBS Design Construction and Testing & Commissioning Assurance

Design

Electromagnetic Compatibility (EMC)

- BBS Correspondence (Ref. ETN(BBS)CEC\$TEE&ABC#054959) System Integration Test (SIT) Procedure Overall Magnetic and Radiated Emissions (IO 1.0) was submitted for information during the period 2. The
 document has been reviewed and comments have been passed to BBS correspondence reference INF
 CORR 8492 sent 6th August 2012. Awaiting response from BBS.
- BBS stated that results for Rail Conductance for Princes St do not meet the contract criteria of being 5 times better than standard. BBS will produce a rationale in support of a concession to this requirement. A follow up meeting is to be held week commencing 22nd October 2012. It is expected that the results for Princes Street will not reach the contract levels and so BBS are likely to seek a concession. It is not expected that the measured values will pose a significant risk for accelerated corrosion to buried metallic infrastructure, however the independent stray current expert will have to accept BBS argument.
- BBS Correspondence ETN(BBS)CEC&TEE&ABC#060100 SIT Procedure Immunisation Measurements (10 2.0) was submitted for review. The document has been reviewed internally and also by Network Rail (NWR). Comments have been returned under letter INF CORR 8636.

Trackform

Rheda City Track Typical Sections were submitted during the period. These have been reviewed by Technical Support Services (TSS) and concerns have been raised in relation to the ability to maintain the tracks in the future. Following the site meeting on the 25th September an number of minor observations have been raised with Siemens relating to uneven ware, however no significant issues were identified.

Building Fixings

2 building fixing approvals remain outstanding. All owners requested further information. A formal agreement has now been sent to each. Currently awaiting approval / return. This action remains outstanding. An additional building fixing was identified during period 6, this will follow the standard approval route.

Testing & Commissioning

 Depot and mini-test track operations continue. 23 trams have now been delivered and are undergoing static and dynamic testing.





Project Report - Period 7

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

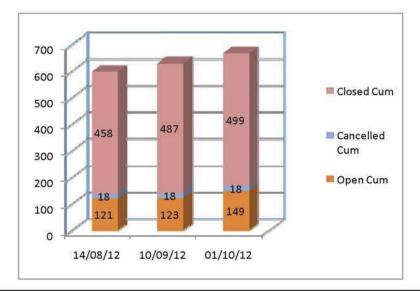
- "Depot and mini-test track operations continue. 23 trams have been delivered, with the remaining 5 to be delivered during the Autumn, and are undergoing static and dynamic testing.
- The recommendations of the peer review by Lloyd's Register Rail of the operating and maintenance organisation have been reviewed and progressed by the management team.
- Three additional controllers and eight drivers have been recruited to facilitate Section B test track activities from early December. Training and competence assessment is ongoing to competence standards based on task analyses and industry standards.
- Supplier training in control systems, (SCADA, TPDS, IVU, CCTV), has been scheduled for October: this has been cancelled at late notice by Siemens with no alternative dates offered. This will affect the energisation and test dates.
- Operational procedures for airport test track operations have been drafted and discussed with Bilfinger Berger Siemens, CAF and other project partners.
- ISO BS EN 9001 certification was awarded in August. The stage two certification audit for ISO BS EN14001 took place as scheduled in September with the assessor recommending certification. The stage 2 BS 18001 is scheduled for December"

Metrics

Currently progressing with QM 73 Section 6 Electrocution; and QM 78 Section 6 Depot Machinery however these metrics inspections cannot be closed until all relevant Verification and Validation evidence is reviewed and accepted / approved. This process is progressing as part of the requirements management review with close out of the depot evidence not expected to be complete until December 2012. BBS have updated the requirements management spreadsheet with references to all relevant evidence for the closure of Section A requirements. This is currently being reviewed in conjuction with Turner & Townsend.

6.0 NCR's

- Total number of Non Conformance Reports raised 666
- Total number of Non Conformance Reports raised in period 6 38
- Total number of Non Conformance Reports closed in period 12
- Number of Non Conformance Reports greater than 6 months old –33.





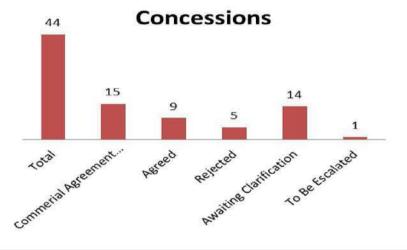


Project Report - Period 7

7.0 Requirements Management

Progress

- Verification and Validation Agreed Status 100% complete.
- Requirements requiring concession being progressed.
- 61 concessions have been identified with 9 having been agreed.
- Following the completion of BBS's review of requirements pursurant to the requirements management workshops there may be a requirement for additional concessions.
- 5 concessions have been deemed to not require a concession and have therefore been closed.
- BBS have issued an export of the DOORS system detailing the evidence being provided to close out the
 requirements for Section A Handover, this ifnormation will be passed to Technical Support services for review
 prior to formal close out of requirement.



8.0 Deliver a Safe Tram - Required Actions

- Evidence File to be moved to new SharePoint system as a matter of urgency.
- TSA/12/03 response to evidence to be sent to BBS.
- Commercial review of outstanding issued concessions to be finalised





Project Report - Period 7

Project	1.07	Period	Hours	Time Related RIDDOR	Major RIDDOR	Other injuries	Near miss / unsafe condition	Service damage	Significant Incident	Environmental	RTA	МОР	AFR	SFR	EFR
ō	12/13	Period	68,639	0	0	0	2	4	0	2	2	0	0.00	5.83	2.91
۵.	12	YTD	914,321	3	0	7	29	44	1	15	4	12	0.33	4.81	1.64
		13 period rolling	1,509,871	3	0	18	60	72	1	20	4	21	0.20	4.77	1.32
8	- 07	Period	Hours	>3 day RIDDOR	Major RIDDOR	Other injuries	Near miss / unsafe condition	Service damage	Significant Incident	Environmental	RTA	МОР	AFR	SFR	EFR
Other (Tram)	12/13	Period	50,500	0	0	0	1	2	0	1	2	0	0.00	3.96	1.98
	12	YTD	672,318	2	0	7	18	27	0	7	4	7	0.30	4.02	1.04
		13 period rolling	1,132,868	2	0	18	38	40	0	12	4	14	0.18	3.53	1.06
	-07	Period	Hours	>3 day RIDDOR	Major RIDDOR	Other injuries	Near miss / unsafe condition	Service damage	Significant Incident	Environmental	RTA	МОР	AFR	SFR	EFR
- Le	12/13	Period	12,139	0	0	0	1	2	0	1	0	0	0.00	16.48	8.24
Ĕ	12	YTD	164,003	1	0	0	11	16	1	8	0	5	0.61	9.76	4.88
0		13 period rolling	231,003	1	0	0	22	31	1	8	0	7	0.43	13.42	3.46



EXECUTIVE SUMMARY

There were 14 incidents (4 service damage's, 2 environmental, 4 <7 day injury, 2 road traffic accidents and 2 near miss/unsafe condition's). See Appendix A for details.

The rolling 13 Period AFR is at 0.20, better than the benchmark KPI of 0.23 for the project.

CoCP compliance was recorded at 95% during Period 7. See Appendix B for details.

100% of planned PM joint inspections have been carried out during Period 7.

100% of planned safety tours were carried out during Period 7.

Record: CR8235.3





Project Report - Period 7

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

Project Running Totals	HS&E Tours (Directors)	HS&E PM Inspection
Number planned	1	7
Number achieved	1	7

HSQ&E KEY ACHIEVEMENTS

The rolling 13 Period AFR is at 0.20, better than the benchmark KPI of 0.23 for the project.

Key Issues - Points to Note

During the last period Turner & Townsend have been working to implement a number of initiatives regarding health and safety on the project. These have comprised:

 Undertaking targeted monitoring. With a continued emphasis on housekeeping on sites where there is joint occupancy by contractors, fencing of worksites and reversing vehicles.

Due to the apparent improvement in safety performance on the project the need for a further health and safety resource has been deferred.

ENVIRONMENTAL SUMMARY

List any significant environmental events, initiatives, breaches etc

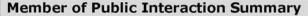
- An environmental incident was recorded in Section 6 during the period. This was as the result of a
 discharge of silty water into a controlled Scottish Water discharge point. BBS have compiled a report which
 is currently being review by T&T prior to issue to Scottish Water.
- Photographic survey of chamber found at York Place issued to John Lawson CEC Archaeological Services and GUARD Archaeology.
- Environmental Inspection carried out with BBS at Section 7. No major issues where identified, however the
 issue of waste on site and noticeable oil spills were highlighted. BBS have issued a report to their site
 team.

Record: CR8235.3



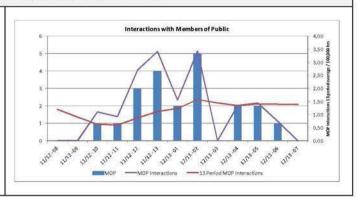


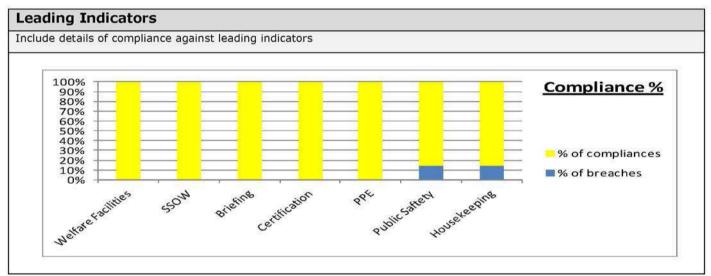
Project Report - Period 7



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

There were no incidents which involved the member of the public.





CDM Compliance

List any significant quality events, initiatives, breaches etc

The CDM arrangements for operating section B test track during the testing and commissioning stage have been reviewed.

Following the resignation of the H&S Inspector (McNicholas), all H&S duties will be carried out by the H&S Manager.

Record: CR8235.3

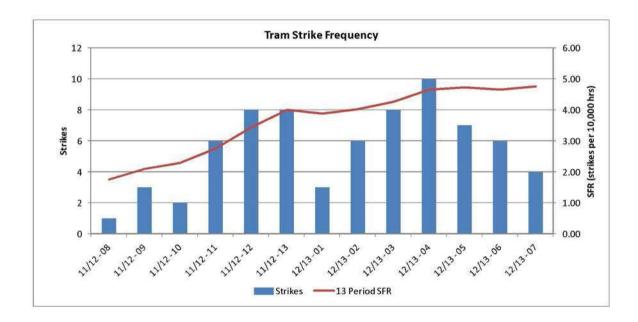




Project Report - Period 7

GRAPHS





Record: CR8235.3





Project Report - Period 7

APPENDIX A

There have been 14 incidents in total since the issue of the last DtTS.

NIR number	Period	Date of event	Location description	Initial description	Contractor involved	Туре
AIIR01764	12/13 - 07	19/09/12	Princes Street	Leakage from 6" water main through equipment used for tapping into water main. Scottish Water contacted to attend site. No disruption to consumers identified.	McNicholas	Service damage
AIIR01765	12/13 - 07	19/09/12	Murrayfield tram stop	Person fell on uneven ground causing swelling to knee and shin.	BBS	<7 day
AllR01766	12/13 - 07	20/09/12	Elder Street	Damage to traffic signal cable at Elder Street / York Place junction. CEC informed – Siemens to attend site	Crummock	Service damage
AIIR01767	12/13 - 07	20/09/12	Coates Crescent	Noise complaint from resident - generator in site accommodation left running overnight.	Crummock	Environmental
AIIR01768	12/13 - 07	21/09/12	Balburnie Place	Person hit finger with hammer whilst driving road pins.	Grahams	<7 day
AIIR01769	12/13 - 07	21/09/12	Edinburgh Airport	Exit barrier caught by haulage lorry. Edinburgh Airport personnel contacted	Farrans	RTA
AllR01770	12/13 - 07	24/09/12	Shandwick Place	Person injured his hand when lifting a cabinet out of a lorry on Shandwick Place. Incident was not reported immediately. BBS received a form 313 stating that the person's finger was broken. BBS to complete F313 then submit to T&T	Lagan	<7 day
AIIR01771	12/13 - 07	24/09/12	Ingliston Park and Ride	BBS staff found glazing from tram stop had blown out in high winds and was smashed on ground. Cleaned area of glass. Investigating why glass was blow out of shelter	BBS	Near miss / unsafe condition
AllR01772	12/13 - 07	26/09/12	Roseburn Street	Lorry took wrong turning into Murrayfield main gate when delivering material. Slight damage to fence at main entrance caused by lorry turning. Fence being repaired. Contractor will submit F313 when report received.	Grahams	RTA
AIIR01773	12/13 - 07	26/09/12	Torphichen Street/West Maitland Street	CEC received a call stating that there was an open trench in the road at Torphichen Street/Place junction. McNicholas investigated and found some herras fencing moved at West Maitland Street, exposing an excavation. Fence returned and photographs taken.	McNicholas	Near miss / unsafe condition
AIIR01774	12/13 - 07	26/09/12	Coates Crescent	Damage to street lighting cable outside 5 Coates Crescent. CEC contacted.	McNicholas	Service damage
AIIR01775	12/13 - 07	26/09/12	A8 Edinburgh Gateway	Due to inclement weather, untreated surface water had been building up around and spilling into the Scottish Water discharge point. Redirect the flow of the surface water to prevent pooling of the water within the SW discharge point area. Installation of a temporary pc MH ring and infilling of low area around SW MH to form bund to prevent the pooled surface water from tipping into the discharge point.	Expanded	Environmental
AIIR01776	12/13 - 07	27/09/12	York Place	Cable & Wireless telephone cable damaged outside 24 York Place. C&W contacted but no indication of attendance time. There is no confirmation whether cable in live/dead. Awaiting attendance by C&W technician	Crummock	Service damage
AIIR01777	12/13 - 07	02/10/12	Haymarket	Injured person stood on nail attached to timber shuttering. Injured person attended hospital and then returned to work.	BBS	<7 day

Record: CR8235.3

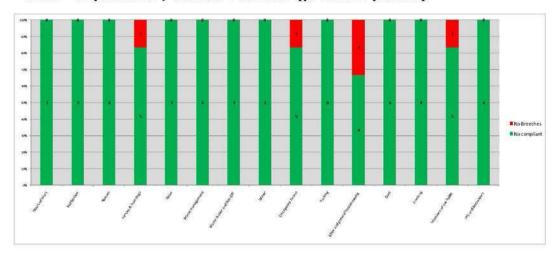


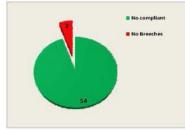


Project Report - Period 7

APPENDIX B - COCP INSPECTIONS

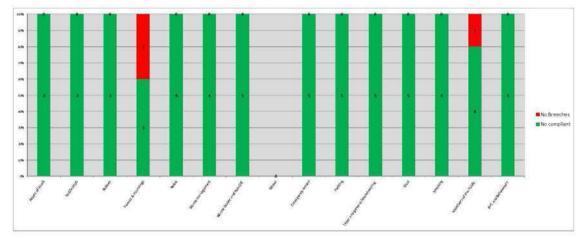
COCP Inspections / Issues Period 6 (previous period)

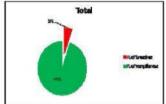




COCP Inspections / Issues Period 7

CoCP compliance was recorded at 95% During Period 7









Project Report - Period 7

Summary of issues identified during Turner & Townsend CoCP inspections and action taken

Subject	Location	Contractor	Issue detail	Action taken or required to be taken by contractor	Date to rectify or rectified
Fencing and Hoarding	St Andrew Square	Crummock	Fence (Rhino barrier) damaged by wind	Damage section to be repaired/replaced by Crummock	25/09/12
Fencing and Hoarding	Murrayfield Corridor	Grahams	Murrayfield car park area required herras fencing to close off turning area for topper wagons and segregate from general public	Herras fencing placed to close off general public from entering worksite	21/09/12
Members of the Public	York Place	McNicholas	2 x road plates without anti- slip coating in pedestrian areas/walkways	NcNicholas undertook to replace with coated plates	26/09/12

Record: CR8235.3



		Not critical for construction or commencement of operations				UVE	ME	
3rd Party Concents	Area of Interest	tems to be addressed in Decument	Control Solus	Current Activities Plain	Stakes if their enviolated	Action Owner	Action with	Target Date to Cose Out
Refront Fail - Asset Protection Agreement	no minimus	T 20	The existing APA serial explored on 20 June 2011 is recurred an exception as is semified under the previous and APA links required additional funding confination, and lawn insicialed they may with the review the objection efficie agreement. At present this review APA has not been revicual, but access that side is available to 8B.	Provided documentation now issues to SRS to acceptance, IR laws now responses with comments and revised the boscuss proped document now laws with Network Full.	Possible eveny risk TNR reduce 8B accessores rins. To came the constructive VMPP is lawer not considered the construction by the required cleanable separate of NR, so the risk remained that ARD may seek to evening the APA ARM to reflect and college of PMP files, where than a Thori Party. Files This absorbs IND sealor economies ever at helps on or creat the making methods.	Alastar Sm.	ebeck Rail	Nee-12
Substablin Werenes- Haymasket	Construction	Substition leave agreement between CEC and leaveholder of NR owned land	No physical blockers to the suitableon construction. Documents non-under review by all paties.	CEC to enter this leave drawdown with TRR and then suddeave to SP. Wooling naw agreed with SPD.	Potential EBS design change and delay to construction if not received:	Alastar Sm. S	cottish Power	Non-12
Substation Wayswee- Cathodral Land	Centration	Standard outstation leads apprement			Conign anily fill if not resolved.	Alabdar Sm. C	EC	Dec-12
Natwork Pail - Bridge, Agreement	Operations			CEC to re-maps with NR, using the 19th Bindys Agreement Immalian as a starting solition. His-LOW take seen appending springs advice.	and control coperate passembel services without an executes bridge Agreement Cuantus Microw and Edinburgh. Party	Alastar Sim	OB	Aim to move negotiations forward dumpy 2012.
Network Rat - Operating Agreement	Operations	An agreement setting out key tines of communication and responsibilities between the from operations and the national rall rethretik	-11	Action on CEC to re-engage with NR	LB carrot coerale passenger services without an executes Operating Agreement.	Alapdar Sm.		kin to move negotabbilit forward during Q1, 3012.
Network Flati-EMC and Immunisation approval	S. U		Testing and report to be insued on competition		LB cannot operate passenger services without an Network Rain Appoints	Colin Kerr B	89 Wichael Wiken	Mid 2013
Edinbosh Airport Ltd - EMC- Apprilial					LB carrot operable personger services without an E.A.L. apprives:	Colla Kerr B	88 Michael Wilsen	Mod 2013
Network Rail & First Scotrail Car Paix Cerrolensation Agreements	Compensation	Payment to indemnify FSR and MR against loss of car parking at Marmarket Statton Car Park	of Witten available budget allowances. No of garking geaces affected is agreed with NR and FSR	The mater cannot be completely cased out bill 80% completely the works and the timeline over which companishinn appared can be obtermined. The programme is now 18 months overlose in this area.	No condruction tisk as this is a compensation matter.	Attention Sim. C	EC D	ishown at this point. Completed.
Pathoni Ral - Sarr tudes.	Land	Varous servibude anangements to be entered inforbetween CEC and NR. These are all agreed and set out in the Framework Agreement.	A HEL-DW appointed, work can get underway in registering three worktubes	HB2-GW are ready to submit discurrants to MR - awaiting Robert Little to confirm NR wapal Advisor	HBAGW have forwarded perhipple documents to NFYs legal abrisos	Alastar 8m	retwork Pari	Mid 2013
Compensation - Nil.	Usind	Compensation as a result of CPO of land	Negatisticis underway between the former landowner and CEO.	9	No posject misk as this us a compensation moder	Alaptair Sim C	EC	Unknown - depends on claimant
3 No. Building famps	Construction	At dated building fumps agreements for 76 Princes St, 78 Princes St and House of France		-	if not repolived, CEC will seek a Sharff Court detrison.			7696-12
Peorth Letth Storege Site Leads Extension	Constitutions	Stockage area in Letth Docks for hall—site currently occupied by Siemens		e e	LETRE RICK SIG BITO IS ARRESTY COCCUSING, TRANSPORTE TACK HISTOR IN PLICE OF	Alastair Sim	EC	Close est by ma Oct 2913.
Site Sharing Licence at Edobutgh Custle	Operation	This agreement is far a licence to peomit the installation of rails equipment on Edinburgh Cartie (required by Stement)	05	CEC Lagal docusions some epiting poates with timppe Systems.	Heres of defely to betromens if not second	Alapsar Sm	29	Close out by mid Oct 2913.
Section 21 Agreements - SW - Harmadiol		Scottes Water appoints	Plenter been under take of all sever cossisting along the off direct section of the node 2 required.	Dond working for Editoracy is general with Scatterin walte, dark working for Haymarket with Network citi. Both maining pompoletin. System wide DM to provide a last for algebrahmen.	Deline to formal approval from Scotlinth water	Alaytar 8 m 8	WARE	Mit August 13
Technical Informatives	rmatives	480000 TURE - WISH				CS - Miles College	00 000 000 000 000 000 000 000 000 000	25.00
9 fram signage location	ubsag	Location at melngs to be provided	9:	This informative will be closed section by section. Meeting to be amonged week class Agritics agreed section 7.	Final agreement will not be obtained if not repoined	Rosin Goodwas B	BS Michael Wilson	Age14
35 Dubler Street steps	Spending	Details of steps, cycle ramp and guardealmanaries requirements to be reviewed in consultation with QEC.	8	Deepp with SEG it mosters used business processed SEG to kepp Netherial eleigh by 12 Julie 2012, incomplete autorescent provised, Rowers further information due 10 July 2012. Details agreed with server, Formal agreement to be signed by parties.	Construction delay risk & not reserved	Rotes 0.000win	EC	N9842
77 Earthern and Benang details	Design	Full distalls of any earthing and bonding requirements that impact on CEC erralbuture need to be principed for review and approval	Comment 1130 to be tissue	Design with 1909, most up of large colorn metabliation to be consistent, attended proposal so previous traffections therefore the commission for controlled on the controlled on the coloriest for the coloriest coloriest for the coloriest coloriest for the coloriest	Confliction saler risk foll treatwed	Froza Cropdwiff, B	BS Michael Wilson	Nec12
Planning, Con	Planning, Consents, Variations & Informatives							
547 086	Edrburys Pass Oversonspr	Change to charding material on north abundened. from natural sandstone to recentisheled block		IBS is growde confirmation of material detains to comply with planning inquirements.	Construction delay if not repolled	Frances Newton B	88 Simoli Nessill	Sep-12
100	Rosebun Street BodgerRefaming wall – Amended design	Change to the algornett of refaming wall to take account of utilities.	GCG service of freed for Playmay v arakter following design thanges – change should be formakined and the construction. BIG to confirm three of the	of affect details from EBB have been provided CEC to review and Joses.	Greeps delet if not resolved	Frances Newton	EC Antrew Receick	846-12
1167	Shandwick Place tram stop		Shandwick Piles t'em stop	sort submitted to CEC 903/12	Design delay if not resolved	Frances Newton . F	rances Newfor	Sep-12
911	NEWT St Andrew Square - Public Reams Upgrading	-	S CSPSR se absolute contrabolity parameters wer. CEC transing before taking forwars. Distairs to a provinced ta Council's Districtions Down of Distairs prior to sign of Approval new not recorated, Subdission new incoverables, commercial prior to select the contrabolity of the select sign of Approval new not recorate and select sign of the select sign of the commercial sign of the select sig	0.4	Design dolley if not resolved	Frances Newton IC	EC Andrew Perseck	889-12
Planning variations	Design	RoseBurn Delta	Proposal to be contracted by BBS. Justier agreement may be repured by CEC.	profile work has a Commence ed		Frances Newton S	pictor Mustic	Cicaed
Other Approvais	Centifuction	Letter to be report to that grang	Schmidde to be developed	CEC to printing schedule.	Delay to control then	Andy Conway	Tatices Newfor	Sep-12
Roads Approvals	TRO's	System with	Merce to be closed by CEC.	The current TRO's expresin October 2012, a new data needs to be aprese with CEC and the application expended.	Delay to spenning		EC bob McCaffarty	Non-12
Sp Lakes	4-1			Live to the depresed	operation in univergi	Andy Conway	EC bob McCaffarty	War-13
Legal Agreements				Section and the section of the secti		100		120.00
фале	d Appendus 9 of Se habue Part	The sub-certarkins fetch is Schoolsin Part 38. The Justice reflect is the conference of the conference conference of the	COLUMBRA THE GROWN THE REST IN A MICHORADO REGISTATION TO REPROSE THE GLOSTER TO COLUMBRA THE CO	Submission receive Expanded, Charten Awating comments		Contractor Contractor Contractor Denetricary		*****
Program Bethvare Escrow Agreement	Clause 102.16	Wittin 30 days of the accepting the programs that inches will provide under the infrared Contact, inches must pake the source code in excess with the NCC Occupant Manchester Technology (or	TO BE SIGNED WITHIN 30 DAYS OF TIE ACCEPTING THE REPACO BOFTWARE - Swemens are to carmy linese problem.	Swemen's to provide defails of agreements by April 12.18 update received		CEC, Infrace and escrew provider	Patrick Scuty	04512
TSA Relability from	Cartification of the hearth several Cartificate of Than Commissioning CAF must private a relatedity band for Sk. of the Appreciate Trans Price (apprim	In Clarge 44.3 and part A.of Schedule 10	PARTIES.	th riekt to be derived to CSC before 20th November 2012, with date agreed at Marhall scroking to Etoporgrammi red 15.05.11, notes to a mismorigidate balates agreed	THE BOND SHOULD BE PROVIDED ON THE ISSUE OF THE THEMY SEVERTH CERTIFICATE OF TRAIN COMMISSIONED	CEC, CAF and escrow proviser	Alejandro Uroga	160-52
1 SA Tran Supplier	A collaboral warranty to be granted by the Tram Supplier to He, CEC, Transport Collabora, Er and any other reasonable path of the second of the Collaboration or the second of the collaboration o	Channel	P.S.F. GAPPER P. Transcook (Institute 1977), and stocklinks southly the systems to	Chabert I state of the first first for many 1998.	OR WHEN OF THE PAIN A STEEL WAS BOATTED TO BE PAUSIBLED FOR PER PITT	SECTOR PRINTING	o B	2540
	The state of the s	A STATE OF THE STA	MAT, While U, I conserve an eventual the entering virial print, prints, prints, and a second conserve	LAVORANDIA URAZINEN SERVER UT UTAN, AN INCER ANUM	DIALOGUE TELEVISIONE SEPTEMBER SEPTE			



		operators					305	
AgreementDocument	Area of Interest	Items to be addressed in Document	Current Status	Cuttent Activities Plan	Rinks if not resolved	Action Owner	Action with	Target Date to Close Out
SA Escrow Agreement	Within 10 days of the accepting software powerfact by CAF inner the TSA, CAF and the TSA (CAF and TSA (CAF	Chespe 51 19,3 and Schedule 9	OVER INVESTIGATION OF THE CONTRACT OF THE CONT	PORTOR NEGOTA FOR ACT AND ACT AND AND AND AND AND AND AND ACT	NO RE BONGO WINES 31 DAYS OF TIE ACCEPTING BOLT WANG FROM CAL. SEE PREVIOUR NOTE	CEC, CAF and secret provider.	Alejandin Unica	0617
SA Sub-Contractor Direct	President but I valim representations. Specification, (see the Than Employer's Requirements) indicate of this is Sub-Control and Sub-Control	111	Sub-Contraster, particity, and the	OX awas an anometric evaluations of the 2012 with the properties price of a copier to proceed with outstanding DEFECTORY of sciency consciences and construction and a construction and	10.15.5	GEC, CAF and secrow provider	OEC	04512
MA Perfermence Bond	In the event that any part of the TMA, is a snighted, however or otherwise transferred in the Market of commencement of this operation of the transfer by Tsander (see T tennal attebance Program).	of Chapte 46.5 and part 1 of Schedule 23	999		OBLIGATION DEPENDENT ON RELEVANT ASSIGNATION OCCURRING. TRICECTO NOTE CONFIGS. THE CONFIGS. THE CONFIGS.	GEC, CAF and escrow provider E	080	04:12
MA Tram Maintainer ollsteck Waranty	Collateral warrantees to be granted at the ter's request by CAF in two our of CEC. Than soon Scotlans, TEL, and any other party transconder, requested by the to.	48,4 and part 2 of Schoolule 23.	CAE secce. Transport Scotland. TEL and any other parties receiving the collaborative parties.	Contestual document appeals CAF on may 2000.	STATUS OF THE COLLATERAL WASHAMIES TO BE CONFIBED BY CECUTAL.	CEC, CAF and extraw previder.	080	04-12
MA E scrow Agreement	Within 10 days of the accepting any programs produced by CAE under the TAM, CAF must glace the source code in Cavare 56 a section with the NCO Gloop of standards digrenment.	Clayte 50.21 and Schedule 8 (of the Tram Supply adupment)	CHAINE DECIME DECIME OF THE PROPERTY OF THE PR	See TSA	TO BE SIGNED WITHIN 30 EAVYS OF TIE ACCEPTING SOFTWAKE FROM CAF. SEE PREVIOUS NOTE DON THE SISSE ERLATIVE TO THE INFRACIO COUNTACT.	GEC, CAF and escrow previder	Alejandro Unica	500-52
MA Sub-Contract Direct	Process the fram antidence specification (see the Than Employer's Requiements) indicates that a Sub-Contractor Direct Agreement is required, the CAF must	Clause 57.6 and Schedule 8.	уу риг ээлж ириндо фо	See 75A	DEPENDENT ON SUB-CONTRACTING ARRANGEMENTS. TATTO CONFIRM WHAT IS SPECIFIED IN	CEC, CAF and encrow provider	Alejandro Derza	208-12



Appendix 3 – Cost Report

City of Edinburgh Council



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Reporting Period: 12-07 - Rev 0 - 13/10/2012

Section 1 - Project Summary

		Buc	lget Informat	ion		Committed				Forecast			Third Party 0	Contributions	Vari	iance	Actu	rals
		A	0	C = A + B	D	ε	F=D+E	G	н	i.	j	K = F + G + H + I + J	1.	M=K-L	N=M-C	0=M/C-1	P	q
		Original Budget	Budget Variation	Current Budget	Original Contract Value	Approved Contract Changes	Current Contract Value	Changes in Progress	Anticipated Change	Opportunities	Risk / Mitigated	Anticipated Final Cost	Estimated Contribution Value	Anticipated Final Project Cost	Budget Variance (Value)	Budget Variance (%)	COWD to Date	Outstanding Amount
	Edinburgh Tram Programme	500,154	0	500,154	479,660	14,659	494,319	4,966	7,560	0	4,000	510,845	-7,640	503,205	3,051	1%	418,940	75,379
1	Infraco - Off Street	360,060	2,065	362,125	362,501	2,065	364,566	3,532	465	0	0	368,563	-5,809	362,754	629	0%	322,559	42,007
2	Infraco - On Street	38,817	2,224	41,041	47,384	2,224	49,608	1,399	-565	0	0	50,442	-1,493	48,949	7,908	19%	20,019	29,589
3	Infraco - Other	3,218	0	3,218	3,218	0	3,218	0	0	0	0	3,218	0	3,218	0	0%	673	2,545
2.1	York Place Direct Works	0	0	0		1,015	1,015		225			1,240		1,240	1,240		400	615
4.1	Utilities (Post Mediation)	1,812	9,485	11,297	1,812	9,485	11,297	0	5,939	0	0	17,236	-188	17,048	5,751	51%	13,066	-1,769
4.2	Legacy Utilities (Revised Tram Route)	0	965	965	0	965	965	0	446	0	0	1,411	0	1,411	446	46%	1,307	-342
4.3	Legacy Utilities (Leith Walk)	1,100	-1,100	0	1,100	-1,100	0	0	900	0	0	900	0	900	900		90	-90
5	Tram vehicles	62,400	5	62,405	63,645	5	63,650	35	150	0	0	63,835	-150	63,685	1,280	2%	60,826	2,824
6	Project Management (refer to CEC Rep	ort)	0	0			0					0		0	0			
7	Preparing for Operations (refer to CEC I	Report)	0	0			0					0		0	0			
8	Specified Risk Allowance	32,747	-13,644	19,103	0	0	0	0			4.000	4,000		4,000	-15,103	-79%	0	(

Comments:

Report excludes Enabling work packages reported under T19 and utilities reported under T18

Contributions include amounts relevant to reported budgets only. Any further contributions are reported by CEC.

Includes changes issued to 15/9/12

BBS portion of program saving, £6.5m not included.

Ongoing risk mitigation of major risks.

Realisation of opportiunities associated with specification reductions (road surfacing) and time (York Place)

City of Edinburgh Council



Reporting Period: 12-07 - Rev 0 - 13/10/2012

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Infraco Cost Report Section 1 - Commercial Summary

		Вис	dget Informat	ion		Committed				Forecast			Third Contril	23071250 C	Vari	ance	Act	uals
		A	В	C = A + B	D	E	F = D + E	G	н	İ	J	K=F+G+H +I+J	L	M≈K-L	N = M - C	O = M / C - 1	Р	Q
		Original Budget	Budget Variation	Current Budget	Original Contract Value	Approved Contract Changes	Current Contract Value	Changes in Progress	Anticipated Change	Opportunities	Risk / Provision	Anticipated Final Cost	Estimated Contribution Value	Anticipated Final Project Cost	Budget Variance (Value)	Budget Variance (%)	COWD to Date	Outstanding Amount
	Infraco Contract	402,095	4,289	406,384	413,103	4,289	417,392	4,931	-100	0	C	422,223	-7,302	414,921	8,537	3.90%	343,251	74,141
	Off Steet	360,060	2,065	362,125	362,501	2,065	364,566	3,532	465	0	(368,563	-5,809	362,754	629	1.78%	322,559	42,007
00	Preliminaries and Other Items	150,408	1,979	152,387	150,409	1,979	152,388	3,144	230	0		155,762	0	155,762	3,375	2.21%	125,852	26,536
01	Newhaven Road to Haymarket	85,368	-3,232	82,136	87,738	-3,232	84,506	115	0	0		84,621	-318	84,303	2,167	3.03%	88,237	-3,731
02	Haymarket Corridor	8,692	-4	8,688	8,692	-4	8,688	0	0	0		8,688	-13	8,675	-13	0.00%	7,823	865
05	Roseburn Junction to Gogar	80,035	3,380	83,415	80,105	3,380	83,485	113	235	0		83,833	-4,378	79,455	-3,960	0.50%	66,883	16,602
06	Depot	19,979	261	20,240	19,979	261	20,240	83	0	0		20,323	0	20,323	83	0.41%	19,057	1,183
07	Gogar to Edinburgh Airport	15,578	-319	15,259	15,578	-319	15,259	77	0	0		15,336	-1,100	14,236	-1,023	0.50%	14,707	552
	On Street	38,817	2,224	41,041	47,384	2,224	49,608	1,399	-565	0	(50,442	-1,493	48,949	7,908	22.91%	20,019	29,589
00	Preliminaries and Other Items	21,837	93	21,930	21,837	93	21,930	23	0	0		21,953	0	21,953	23	0.10%	9,320	12,610
01	Newhaven Road to Haymarket	16,980	2,131	19,111	25,547	2,131	27,678	1,376	-565	0		28,489	-1,493	26,996	7,885	49.07%	10,699	16,979
	Other	3,218	0	3,218	3,218	О	3,218	0	0	0	(3,218	0	3,218	0	0.00%	673	2,545
00	Maintenance & Mobilisation	2,205	0	2,205	2,205	0	2,205	0	0	0		2,205	0	2,205	0	0.00%	673	1,532
00	Spare Parts	1,013	0	1,013	1,013	0	1,013	0	0	0		1,013	0	1,013	0	0.00%	0	1,013

Comments:

Summary sheet values in £k. All other sheet values in £.

Opportunities include for time saving based on current QSRA.

Excludes £3.2m phase 1b payment (refer to budget T19.C)

Risk

Refer to Risk register for risks identified against infraco programme All risk is held at programme level. This section of the cost report makes no allowance for risk.

Refer to the outputs of the QCRA/QSRA for further information on risk.

	C		O	
١		CI		

City of Edinburgh Council



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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Chang Code
501	Hawthornevale Cycle Link - Change the design to widen the footway alongside the south side of Lindsay Road	20,021	20,021	0		01	01
502	Amend the design of Ocean Drive to reinstate the footpath to the north of Ocean Drive	10,231	10,231	0		01	01
503	OLE temporary portals at depot access bridge to allow finalisation without Edinburgh Gateway	67,646	67,646	0	Edinburgh Gateway funding	05	01
504	Review of the banned right turn into Blenheim Place as part of the design for Section 1C2 roads	46,247	46,247	0		01	01
505	York Place Terminal Point - Production of a feasibility report, initial feasibility design for option ii), run time modelling etc	228,653	228,653	0		01	01
506	Design for providing a new cycleway from the Mound to Princes Street	9,437	9,437	0		01	01
506.1	Design for providing a new cycleway from the Mound to Princes Street	1,669	1,669	0		01	01
507	Provide a clarification report and completion of the St. Andrew's Square Public Realm design	133,075	133,075	0	Included within contributions	01	01
508	Obtain EAL approval for the highways design drawings at Eastfield Avenue tram crossing	10,025	10,025	0		07	01
509	Design of Cathedral Lane Substation	233,596	233,596	0		01	01
511	Storm Water Connection from Gogar Lodge to the landowners new septic tank	5,750	5,750	0		05	01
512	Re-design of Ocean Terminal Bypass Road	53,685	53,685	0		01	01
513	Revised design to minimise utility diversions / conflicts - used for slit trenching and trial holes	156,870	156,870	0		01	02
514	Utility Mapping	92,756	92,756	0	Time chargeable costs. L&M Surveys and Class One. Complete	01	02
516	Additional Water main requirement at Depot and Mini Test Track	51,282	51,282	0		06	01
517	Additional BT Ducts at Depot and Mini Test Track	2,996	2,996	0		06	01
520	Valve chamber access and alteration works to 800mm water main at the Depot	105,326	105,326	0		06	01
524	Airport to Gyle - NIL Design Finalisation (also includes Construction)	-40,559	-40,559	0		07	01
526	Airport to Gyle - Tram Delivery Temporary Works	6,878	6,878	0		07	01
529	Design Gogar Castle Access Road tram crossing and approaches	31,308	31,308	0		05	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
530	Amend the design of the Depot Road turning head as per RDC191. Option 2	30,458	30,458	0		06	01
531	Edinburgh Gateway - Advance Temporary Works design	9,349	9,349	0		05	01
534	SP Insurance Ducts - Install Insurance ducts at various locations	5,637	5,637	0		07	01
536	System Wide - Tramstop Cabinets - reduction in 10 years maintenance liability	0	0	0	No saving to contract	01	01
538	Depot - Tramwash Continuous Mode - Requirement for additional hand lances washers	0	0	0	Change rejected - included within contract	06	01
539	System Wide - Delay in signing - impact on commencement and completion - costs incurred at front end of programme	1,397,409	2,000,000	-602,591	tNC accepted although T&T still awaiting further information from BBS on incurred costs	00	04
540	Section 7 - Plot 304 - Omit Landscaping works	-201,120	-201,120	0		07	01
544	Extension to Edinburgh Park Office to accommodate CEC / Transport Scotland	159,900	159,900	0		00	01
550	Shandwick Place OLE & Landscape Design Revision	0	0	0	Design costs to be grouped under the 562 (BBS PMC 045)	01	01
553	SDS to provide the services of Matt Fell until August 2012	145,000	126,175	18,825	,	00	02
555	Haymarket - OLE 196B design revision to avoid main sewer	0	0	0	Design costs to be grouped under the 562 (BBS PMC 045)	01	02
557	Haymarket 1 - OLE Base Relocations (Design mods)	0	0	0	Design costs to be grouped under the 562 (BBS PMC 045)	01	02
558	Site Wide - Provision of a CAD Technician	1,693	1,693	0		01	02
559	Detailed Design of York Place	56,438	56,438	0	tnc issued - awaiting BBS estimate	01	01
561	Omit all works at the Forth Ports area	-2,443,000	-2,443,000	0	Work deleted from scope.	01	01
562	On Street Generally - OLE Design Changes for On Street Section (PMC 045) - SIEMENS DESIGN WORKS	160,000	160,000	0	Includes original tNC 550, 555, 563	01	02
563	On Street - Amend pile caps from square / rectangular to circular	0	0	0	Design costs to be grouped under tnc 562 (BBS PMC 045)	01	02
564	Worksite Modelling - (TM)	10,000	10,000	0		01	03
565	Advanced design works for Edinburgh Gateway Minimum Option	2,599	2,650	-51		05	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
565.1	Advanced design works for Edinburgh Gateway Minimum Option	3,350	3,350	0		05	01
566	On Street Generally - Ducting Design Changes Due to Utilities Conflicts	60,000	60,000	0		00	02
567	On Street Generally - Drainage Design Changes Due to Utilities Conflicts	125,000	125,000	0		00	02
568	On Street Generally - Trackform Design Changes Due to Utilities Conflicts	30,000	30,000	0		00	02
569	Additional Running Costs associated with the extension to the Edinburgh Park offices	79,200	79,200	0		00	01
571	Hope Street Junction Design	22,061	22,061	0		01	01
572	Cathedral Lane Substation - Retaining Wall Design	34,459	34,459	0	Value based on submitted estimate from BBS	01	01
574	Haymarket Station - Delete viaduct cladding	-5,571	-5,571	0		02	01
576	Depot - Reinstatement to 250mm Water main Remedial Works	36,788	36,788	0		07	01
577	Haymarket Viaduct - Deletion of Sub Station Retaining Wall and Plinth	1,580	1,580	0		02	01
578	SI Provisional Sum Allowance	-57,984	-57,984	0		01	02
580	Cancellation of trackwork materials York Place to Newhaven	-1,100,000	-1,100,000	0	Change resulting from value engineering exercise	01	02
581	Omit Siemens work to Tower Place and Victoria Dock bridges	-100,000	-100,000	0	Change resulting from value engineering exercise	01	02
582	Delete proposed cladding installation costs on Roseburn Viaduct Structures	-308,004	-308,004	0	Change resulting from value engineering exercise	05	01
585	Descope of Service Vehicle	-21,565	-21,565	0	And the state of t	00	01
586	St Andrew Square - tie in detail	15,228	15,228	0	Change resulting from value engineering exercise	01	01
587	Revise design for amendments to setts areas and specification	15,512	15,512	0	Subject to separate CEC budget	01	01
589	Descoping airport tramstop kiosk and canopy	-150,000	-150,000	0		07	01
591	Diversion of Scottish Power Cable at Haymarket Viaduct	21,789	21,789	0	NR contribution	05	01
595	Haymarket Viaduct - Deletion of fitting out of Crew Relief Facility	-74,001	-74,001	0		05	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
597	Section 1D - Omit disconnection of Bus Tracker	-14,928	-14,928	0		01	01
601	Clarification on length of shelter to RBS tram stop (8m)	27,863	27,863	0		05	01
602	Omit purchase of poles for PIDs North of York Place	-23,740	-23,740	0		01	01
609	Traffic Management provision in section 1A	133,140	133,140	0		01	03
615	Haymarket Viaduct - design wall for blocking off void under the bridge deck as a result of the crew relief facility being omitted	1,900	3,000	-1,100		05	01
616	Haymarket Viaduct - construct wall for blocking off void under the bridge deck as a result of the crew relief facility being omitted	10,798	10,798	0		05	01
617	Tram stops branding changes. Requirement for etched glass to be confirmed	0	0	0	Value TBC	05	01
618	Gogar Depot 1800 mm Diameter Manhole - TQ736	6,176	6,176	0		06	01
619	Omit Track Welding Equipment	-14,420	-14,420	0		06	01
620	Airport Tram Stop Design	17,784	17,784	0		05	01
621	Amend the dates of the HV meter installation at substations	12,507	12,507	0		05	01
622	LV power for sub-station and Tramstop.	0	0	0		05	01
623	Repair minor damage to Depot (Intercom, fence panel and broken slabs)	1,867	1,867	0		07	01
624	Compressed Air Supply to Depot Gantry Road and workshop	5,576	5,576	0		07	01
627	Delete pedestrian guardrail in the area outside St John's Church (Design)	0	0	0	No costs related to tNC	01	01
632	Resolve Depot Building water ingression	0	0	0	Assumed to be BBS liability	06	01
636	Twin Crossing at Lochside Avenue	31,500	20,000	11,500	Includes abortive cost of work carried out to date. Full forecast £140k as assumed work will no longer be carried out.	05	01
640	Unimog Insurance	-1,000	-1,000	0		00	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
643	Edinburgh Gateway Construction	3,416,010	3,416,010	0	Construction costs; excludes fees and OLE Poles (refer to tNC 594 & 610). Excludes any contingency which is reported separately by Transport Scotland	05	01
647	Design work to support VE on carriageway reconstruction & kerb realignment	50,000	50,000	0		01	01
648	Cabinet Position For Street Lighting - design	10,000	10,000	0	Provision of as-built drawings	01	01
652	Maintenance of The Depot Workshop Equipment	49,633	49,633	0		06	01
653	Provision of IFC Drawings in DWG CAD format	4,924	4,924	0	Contractual requirements being reviewed - BBS have stated that there is a charge for this work.	01	01
657	Drainage As Built Drawings - Princes Street	5,000	15,000	-10,000	-	00	01
662	Eastfield Avenue Topographical Survey	2,857	3,000	-143		07	01
663	Heras fencing at depot	6,424	6,424	0		06	01
664	Gogar Castle Access Road - Additional High Friction Surfacing	3,186	6,000	-2,814	Requirements being investigated	07	01
666	Pedestrian gate next to the vehicle access gate at the ScotRail Depot.	2,213	2,000	213		05	01
667	Call off service to respond to Network Rail TQs and interface issues	15,000	15,000	0		05	01
668	De-scoping of Infraco works in York Place to be undertaken direct by Crummock.	-1,015,156	-1,015,156	0		01	01
670	SDS Response to Road Safety Audit for Princes St	3,000	10,000	-7,000		01	01
671	ScotRail car park security fence	10,000	10,000	0	Contribution from ScotRail to be reviewed	05	01
672	Amend drainage drawings to incorporate changes introduced through redesign process	15,000	15,000	0	Not to be provided by Infraco	06	01
673	Cancel order for OLE poles required for Secondary Phase 1a	-41,789	-41,789	0		01	01
679	Works to prevent water stagnation at Depot (L8 Compliance)	2,500	2,500	0		06	01
681	Hoarding design for York Place	5,000	0	5,000		01	01
683	Carry out trial holes to locate 125mm diameter pipe at Depot	5,000	5,000	0		06	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
685	Provide technical information on Lindsay Road works	7,090	5,000	2,090		01	01
689	CAD resource and engineering support to revise drawings to show the layout required for Road Sign Bases, Street Light Columns, Traffic Signal Poles, Ducting and Chambers to avoid utilities	50,000	50,000	0		01	01
690	Remedial work to repair West Shunt line at Haymarket Depot	75,000	75,000	0		05	01
691	Cathedral Lane re-design	0	0		No cost included at present - assume design cost will be covered through construction savings	01	01
703	Repair Switch Rail at Depot	1,000	1,000	0		06	01
Total		2,066,015	2,652,084	-586,070			

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Infraco Cost Report Section 2B - Approved Change - Schedule 45

IC Ref No	Description	Agreed Amount	Previous Period	Change from Previous Period	Notes	Section Code
001	Independent Certifiers Schedule Part 45 Period End Change Order to 15/10/2011	8,593	8,593	0	Includes TNC 513, TNC 543, TNC 521	01
002	Independent Certifiers Schedule Part 45 Period End Change Order to 12/11/2011	102,135	102,135		Includes TNC513, TNC 521, TNC 528, TNC 535, TNC 543, TNC 547, TNC 548, TNC 549	01
003	Independent Certifiers Schedule Part 45 Period End Change Order to 10/12/2011	357,140	357,140	0	Includes TNC535, TNC543, TNC548, TNC549, TNC551	01
004	Independent Certifiers Schedule Part 45 Period End Change Order to 6/1/2012	158,870	158,870	0	Includes TNC535, TNC543	01
005	Independent Certifiers Schedule Part 45 Period End Change Order to 4/2/2012	332,812	332,812	0	Includes TNC535, 543, 551, 554, 596, 598	01
006	Independent Certifiers Schedule Part 45 Period End Change Order to 3/3/2012	244,645	244,645	0	Includes TNC543, 547, 554, 600, 604, 606	01
007	Independent Certifiers Schedule Part 45 Period End Change Order to 31/3/2012	209,363	209,363	0	Includes TNC 543, 547, 554, 600, 604, 606, 629, 630	01
800	Independent Certifiers Schedule Part 45 Period End Change Order to 28/4/2012	235,258	235,258		Includes TNC 543, 554, 590, 596, 600, 604, 606, 629, 630, 631	01
009	Independent Certifiers Schedule Part 45 Period End Change Order to 26/5/2012	-33,988	-33,988	0	Includes TNC 543, 547, 549, 554, 570, 584, 590, 596, 600, 604, 606, 629, 630, 635, 645	01
010	Independent Certifiers Schedule Part 45 Period End Change Order to 23/6/2012	286,757	286,757	0	Includes TNC 547, 549, 554, 596, 599, 600, 606, 613, 629, 630, 635, 637, 639, 645	01
011	Independent Certifiers Schedule Part 45 Period End Change Order to 21/7/2012	169,141	169,141	0	Includes TNC 543, 547, 554, 583, 600, 606, 629, 630, 635, 639, 645	01
012	Independent Certifiers Schedule Part 45 Period End Change Order to 18/8/2012	129,875		129,875	Includes TNC 547, 554, 600, 606, 639, 645, 698	01
Total		2,200,601	2,070,725	129,875		
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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
525	Airport to Gyle - Site Access for Remedial Works	0	0	0	all costs associated with this change allocated to TNC 576	07	01
527	Ingliston - Reimbursement of Costs paid directly to SGN for the diversion of approximately 120m of 10" steel IP gas main to accommodate the new Edinburgh Tram at Ingliston	0	0	0	Saving from Infraco, not included during the period as cost not shown in utility budget	07	01
539.1	System Wide - Delay in signing - impact on commencement and completion - prolongation costs at end of programme	3,143,752	2,541,161	602,591	No costs yet incurred - this relates to delay to end of Rev 3c programme	00	04
541	Princes Street - City Chamber - Annandale Street Communication Links. Usage of CEC available BT-Lines to avoid provision of direct FO link from Princes Street to City Chambers	184,125	184,125	0	Off and on street combined under Clause 80	01	01
556	Track Work Materials York Place to Newhaven - Price Fixing for Rheda City C and D	0	0	0	Included in VE register	01	01
573	Roseburn Delta - Non DDA Compliant Footpath	0	o		TNC covers design only. Costs associated with this change included in the anticipated change section	05	01
575	Haymarket Station - Take Down Viaduct Staircase and Parapet. TNC now withdrawn - Network Rail carrying out work	0	0	0	Work to be carried out by Network Rail	02	01
592	Haymarket Yards - Realign kerbs at Car Park Entrance	0	0	0	Currently on hold pending A. Sim review.	05	01
593	Secondary Phase 1a - Cessation of Design Work North of York Place	0	0		Saving opportunity being investigated in relation to future ownership of design etc prior to finalising value.	01	01
594	Edinburgh Gateway slope option - design costs	0	0	0	Costs included in tNC 643	05	01
603	Bus Tracker Interface Specification	11,535	10,000	1,535	Cost based on option 2	01	01
605	Depot - Sub-Station Switching	80,000	80,000	0	Includes allowance up to Section B completion date (8/3/13)	06	03
607	Delete 110v sockets on On Street Tram Stops	-6,154	-6,154	0	Assume £1.5k per tram stop. Awaiting estimate	01	01
608	Delete 110v sockets on Off Street Tram Stops	-36,851	-36,851	0	Assume £1.5k per tram stop. Awaiting estimate	05	01
610	Edinburgh Gateway - Siemens Long Lead Items	0	0	0	Costs included in tNC 643	05	01
625	Engineering attendance on site at Cathedral Lane.	0	0	0	All costs captured against tNC 566	01	01
626	Advanced procurement of Edinburgh Gateway Materials and Equipment.	0	0	0	Costs included in tNC 643	05	01
628	Prepare MUDFA As Built drawings	100,000	100,000	0	Requirements to be confirmed	01	01
649	Princes Street Blister - Design Works	0	0	0	No cost impact	01	01

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TNC No.	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Chang Code
651	Defer Off Street Tramstop Shelter Installation and Fit-out	50,000	50,000	0		05	01
655	Revise CCTV & PA coverage at Murrayfield tram stop	75,000	5,000	70,000		05	01
661	Blank off signage to Depot	10,000	10,000	0	On hold - may not be required	05	01
669	SGN Remedial Works - backfill at New Ingliston Land	16,063	12,000	4,063		07	03
674	Topographical survey at Eastfield avenue - DESIGN	5,000	5,000	0		07	01
675	Remove concrete around the water meter at the ScotRail Depot.	1,000	1,000	0		05	01
676	Design associated with work to Lord Bodos Bar	0	3,000	97.	BBS confirmed that the design work associated with this has been incorporated into PMC46 (tNC566). (25.1.201/SN/9826)	01	01
684	Repair works to utility trough cover slabs damaged by tram deliveries	0	0		No cost included at present - assume recharge to CAF contract	06	01
694	Traffic Light de-scope to West St Andrew St	-189,460	-170,000		Final value to be agreed. May be an issue with mark-ups	01	01
695	Tanker Access Edinburgh Airport	2,500	0	2,500	0 100000000000000000000000000000000000	07	01
696	SGN as Builts for New Ingliston Limited	3,000	0	3,000		07	01
701	Reinstatement works at the Airport	20,000	20,000	0		07	01
702	Eastfield Avenue Pedestrian Crossing	30,000	30,000	0		07	01
704	Redesign of St Andrew Square - East	15,000	5,000	10,000		01	01
705	Re-design works due to NWR fence encroaching into the LoD	13,669	0	13,669		05	01
708	RailCom Software Interface	0	0	0	No cost impact	00	01
709	Scotrail Car park landscaping	0	0	0	No cost impact	05	01
710	Gogar Depot - Repair areas of damaged flooring	3,000	0	3,000		06	01
Total		3,531,179	2,843,281	687,898			

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TNC No.	Description	In Progress	Certified	Total Forecast	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
513.1	Revised design to minimise utility diversions / conflicts - used for slit trenching and trial holes	0	17,210	17,210	17,210	0		01	02
521	Haymarket - Temporary Accommodation	0	1,543	1,543	1,543	0		01	02
522	Haymarket 1 - Road Reconstruction	0	0	0	0	0	Included in VE register	01	02
523	Haymarket 1 - Additional CBR / Plate Testing	0	0	0	0	0	Included within on street priority works (contract milestones)	01	02
528	Haymarket 1 - Slit trench excavation to validate utilities	0	6,565	6,565	6,565	.0	Included within on street priority works (contract milestones)	01	02
532	Princes Street - Temporary traffic management design - WITHDRAWN	0	0	0	0	0	Further information required	01	02
533	Princes Street - 500mm Water Main Diversion	0	0	0	0	0	Costs contained within 535	01	02
535	Princes Street - 500mm Water Main Diversion - rev 3 dwg	0	252,986	252,986	252,986	0		01	02
537	Haymarket 1 - Additional visit of Tar planer to facilitate slewing of BT ducts - WITHDRAWN	0	0	0	0	0	Withdrawn	01	02
543	Haymarket H1 - Utilities affecting the construction of OHLE foundations	0	257,147	257,147	257,147		Only covers section H1. H2 to YP included in item 7 of Anticipated Change.	01	02
545	Site Wide - Power to bus trackers affecting the ability to remove site clearance items	0	0	0	0	0	McNicholas to remove. Contra charge BBS; allowance included for BBS attendance	00	02
546	Increased number of drainage boxes including installation	21,482	0	21,482	21,482	0		00	02
547	Haymarket H1 - Third Party (McNicholas) affecting ability to progress the works	1,378	9,710	11,088	9,751	1,336		00	02
548	Haymarket H1 - BT Fibre Optic Service requires diverting	0	83,053	83,053	83,053	0		00	02
549	Princes Street - Amend the design of the St. Johns Church OLE bases	0	32,642	32,642	32,642		Opportunity to deduct original scope to be pursued once acceptance of revised pole locations is achieved.	01	02
551	Princes Street - 2011 Christmas Embargo - Temporary Surfacing of Track Infills	0	203,511	203,511	203,511	0		01	02
552	Princes Street - BT diversion @ junction of Princes Street and South St. David Street	0	0	0	0	0	Costs included within TNC 535	01	02
554	St Andrew Square & Shandwick Place - Traffic Management Requirements	46,548	221,159	267,706	236,809	30,897	Refer to Revised issue of TNC	01	02
560	St. Andrew Square - Omit £0.7m of repairs to road surface finishing	-700,000	0	-700,000	-700,000	0		01	02

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TNC No.	Description	In Progress	Certified	Total Forecast	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
570	Omit the Removal of Trees in Shandwick Place	-9,066	3,299	-5,767	-5,767	0		01	02
579	Removal of embargo and revised traffic management	0	0	0	0	0	Change resulting from value engineering exercise	01	02
583	Ordering setts for on street works	-118,329	28,329	-90,000	-90,000		Saving based on spreadsheet issued to CEC (GE to AC 22/05/2012). Final value still to be agreed with BBS	01	02
584	Road Reconstruction specification	0	201	201	201	0	Change resulting from value engineering exercise	01	02
588	Stafford St Return of Parking Spaces	0	0	0	0	0		01	02
590	New cycleway from The Mound into Princes Street	0	30,375	30,375	30,375	0		01	02
596	Section 1D - Costs associated with amended drainage design	13,082	118,851	131,933	118,851	13,082		01	02
598	Section 1D - Incorporate geotextile liner into Clifton Terrace void in accordance with requirements from Archaeologist	0	1,760	1,760	1,760	0		01	02
599	Floating track slab	746,986	3,014	750,000	750,000	0	Forecast reduced on the basis that BBS have £109k in their On Street Price for civils work. Remaining allowance for Siemens work plus contingency for extr aover civils costs	01	01
600	Shandwick place - OLE bases affecting utilities (Piling)	5,547	315,946	321,493	315,964	5,530		01	02
604	St Andrew Sq - OLE bases affecting utilities (Piling)	0	37,550	37,550	37,550	0		01	02
606	York Place - Waverley Bridge - Works Delayed and disrupted as a result of works carried out by Third parties	96,446	63,312	159,758	72,160	87,598		01	02
611	Excavation of Track Slab to be carried out by McNicholas	0	0	0	0	0	Refer to Anticipated change section for costs	01	01
612	Tram stops branding changes. Requirement for etched glass to be confirmed (cost excluded)	0	0	0	0	0	Value TBC	00	01
613	Temporary Bus Station at St Andrew Square/Waterloo Place - design	40,293	8,885	49,178	49,178	0		01	01
614	Rothesay Place Traffic Management Amendment	10,000	0	10,000	10,000	0		01	01
629	Utilities affecting Track Excavation at Shandwick Place (S1)	0	35,417	35,417	35,417	0		01	02
630	Utilities affecting Track Excavation at Shandwick Place (S2)	0	26,867	26,867	26,867	0		01	02

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TNC No.	Description	In Progress	Certified	Total Forecast	Previous Period	Change from Previous Period	Notes	Section Code	Chang Code
631	Third parties affecting progress at Shandwick Place (S2)	0	7,161	7,161	7,161	0		01	02
633	Ponding on Princes St at junctions of Frederick St/Castle St	0	0	0	0	0		01	01
634	Descope duct installation at Cathedral Lane	0	0	0	0	0	Part of York Place descope	01	01
635	Amend on street drainage scope	0	9,044	9,044	9,044	0		01	02
637	St Andrew Square Pedestrian Crossing	0	3,027	3,027	3,027	0		01	01
638	Remove pedestrian guardrail outside St John's Church	5,000	0	5,000	5,000	0		01	01
639	York Place - Traffic Management Design	88,000	128,551	216,551	216,048	503		01	01
641	Cathedral Lane substation - scope change to suit Henderson Global requirements. Excludes demolition.	450,000	0	450,000	281,000	374-46-4-31-4	This allowance is for the extra over cost included in the contract for construction of the new tram substation. BBS have submitted a price for the substation which would add a further £100k to this value. However, we are looking to value engineer this scope and consider a further tendering exercise.	01	01
642	York Place temporary Tram Stop	944,000	.0	944,000	944,000		Excludes design work (see tNC 505) and sheet piling work to strengthen basement (included in risk allowance).	01	01
644	Finials for On Street Poles	7,120	22,880	30,000	30,000			01	01
645	Princes Street Outstanding Works	0	231,868	231,868	255,734	-23,867		01	01
646	Cabinet Position For Street Lighting	20,000	0	20,000	20,000	0	Relates to locations only - assume no additional work	01	01
650	Princes Street Blister	10,000	0	10,000	10,000	0	10000	01	01
654	De-scope coloured high friction surfacing at Princes / Sth St David Street Jctn	O	0	o	0	0	Savings contained in tNC 560	01	01
656	Defer On Street Tramstop Shelter Installation and Fit-out	10,000	0	10,000	10,000	0		01	01
658	Clarification of scope to Shandwick Place Wall	0	0	0	0	0	Work to be descoped from BBS. No adjustment as work will be carried out by others.	01	01
659	Road signage at Junction of Manor Place / Melville Street	2,000	0	2,000	2,000	0		01	01

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TNC No.	Description	In Progress	Certified	Total Forecast	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
660	Princes Street Traffic Management	10,000	0	10,000	10,000	0		01	01
665	Removal of Princes Street "plug"	5,000	0	5,000	5,000	0	Current requirements to be established	01	02
677	Install 20mph roundels on Lansdowne Crescent	1,500	0	1,500	1,500	0		01	01
678	Temporary traffic management design at York Place to keep bus station access open	10,000	0	10,000	10,000	0		01	01
680	Coates Crescent - Bus running single lane	10,000	0	10,000	10,000	0	Feasibility study	01	01
682	Descope work associated with street lighting, road signage & traffic signals	-500,000	0	-500,000	-500,000		Previously included in anticipated change section	01	01
686	Alter kerbs next to CEC Connection Manhole	1,000	0	1,000	1,000	0		01	01
687	Relaxation of specification Appendix 11/1 to allow new in lieu of recovered whin kerbs	60,705	0	60,705	60,705	0		01	01
688	Descope footways outside Atholl & Coates Crescent	0	0	0	0		Included in forecast for road reconstruction saving	01	01
692	Installation of additional traffic management measures around St. James Centre car park	15,000	0	15,000	15,000	0	167	01	01
693	Footway and kerbing reinstatement in Shandwick Place	10,000	0	10,000	10,000	0		01	01
697	Remedials to Clifton Terrace kerb and footway	10,000	0	10,000	10,000	0		01	01
698	Removal of Contaminated Material in SP4	30,000	61,619	91,619	91,636	-17		01	01
699	Pedestrian walkway from Haymarket Station	5,000	0	5,000	5,000	0		01	01
700	Hope Street Junction Works	30,000	0	30,000	30,000	0		01	01
707	Traffic Management adjacent Apple store (Princes St)	10,000	0	10,000	0	10,000		01	01
Total		1,398,691	2,223,480	3,622,171	3,328,109	294,062			

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Infraco Cost Report Section 4 - Anticipated Change

Ref No	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
4	Pricing Assumptions - 6.4.2.6 Dublin Street	70,000	70,000	0	Excludes piling if required. Includes allowance for works to adjacent properties.	01	02
6	Track Lowering - bridging trackform over utilities in St Andrew Square	150,000	150,000	0	Requirement for 30m section in St Andrews Square. Costs will come through On Street Works estimates	01	02
7.	Piled OLE base in lieu of utility diversion	80,000	85,000	-5,000	Allowance for remaining scope at 23/06/2012. 1 OLE base at Shandwick Place; 2 piles, 3 bases. Costs will come through On Street Works estimates	01	02
14	Roseburn Delta - non DDA footpath	30,000	30,000	0	No design required. Temporary footpath alignment to be agreed on site. Potential modifications to surface water drainage resulting from revised earthworks and Scottish Water approvals.	05	01
24	Remove drainage from Infraco scope	-200,000	-200,000	0	Extent of deduction to be fully established. BBS are disputing the markup that applies to deductions. Reduced in period to take account of York Place removad elsewhere	01	01
25	Remove excavation of trackbox from Infraco's contract	-200,000	-200,000	0	Value to be determined by detailed site measure and application of Schedule 45 rates. Quantification to be agreed with BBS. Note that this value has been reduced as BBS are disputing the method of calculating the deduction. Reduced in period as York Place removed	01	01
26	Remove ducting in Cathedral Lane from Infraco's contract			0	This work is included within the descoped York Place contract sum	01	01
27	Amend road reconstruction depth from Contract Requirements	-700,000	-700,000	0	Principles instructed, saving subject to site conditions	01	01
28	Opportunity to reduce cost associated with the temporary tram stop at York Place	-150,000	-150,000	0	Design optimisation - still to be realised	01	01
30	Schedule Part E, Item 8. Trackside Signage	37,320	37,320	0	Includes allowance for additional signage requirements identified during the testing and commissioning	01	01
31	Schedule Part E, Item 10. OLE Change: Grosvenor Street Pole Movement	12,440	12,440	0	Current requirements to be established	01	01

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Infraco Cost Report Section 4 - Anticipated Change

Ref No	Description	Forecast Amount	Previous Period	Change from Previous Period	Notes	Section Code	Change Code
32	Schedule Part E, Item 11. Unsuitable building fixings Section 1A	118,258	118,258	0	Current requirements to be established	01	01
33	Schedule Part E, Item 12. SDS Lighting Design update impacts OLE combined poles	62,200	62,200	0	Current requirements to be established	01	01
34	Schedule Part E, Item 14. SDS alignment update to match built structures	124,400	124,400	0	Current requirements to be established	01	01
35	Defer tram stop construction	30,000	30,000	0	Increased protection / security	00	01
36	Install fencing to mini test track	20,000	20,000	0		05	01
37	Redesign of OLE bases along Roseburn corridor where they are sited outside of the LOD	10,000	10,000	0		05	01
40	Disposal of contaminated excavations at Shandwick Place	0	75,000	-75,000	Costs included in tNC 698	01	01
41	Additional SDS Preliminaries (25.65%)	200,000	200,000	0	Final total to be reviewed, based on agreed base values.	00	01
42	Re ballast shunt line	75,000	75,000	0		05	01
43	Road level modifications in St Andrew Square resulting from comms ducts	30,000	30,000	0	Design cost included in tNC 704. Final solution to be developed	01	01
44	Construction costs associated with LOD conflicts at Network Rail boundary	100,000		100,000	Confirmation form IC that costs associated with this work should be borne by the Client	05	01
Total		-100,382	-120,382	20,000			0.

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Infraco Cost Report Section 5 - Opportunities

Ref No	Description	Approved Changes	Changes in Progress	Anticipated Changes	Contribution s	Secured	To be secured	Total Opportunity	Value per CS report Jan 2012	Notes
	Remove embargoes and revised TM	o				0		0		Subject to completion of sections in advance o contract dates. Initial opportunity based on 22 week time saving assumed in the Rev 4C programme. Current master programme indicates 4 week saving as a result of York Plac
02	Edinburgh Gateway	0	0	0	-3,416,010	-3,416,010	0	-3,416,010	0	Awaiting instruction from Transport Scotland
03	Setts (separate CEC budget)	0	-90,000	0	-890,000	-980,000	0	-980,000	-1,000,000	Funded by separate CEC budget (added to contributions register
04	De-scope public realm at St Andrew Sq	0	-700,000	0	0	-700,000	0	-700,000	-700,000	Instructed
05	Contributions 3rd Party Agreements	0	0	0	-2,995,775	-2,995,775	0	-2,995,775	-2,500,000	Refer to contributions register
06	De-scope works at Forth Ports	-2,443,000	0	0	0	-2,443,000	0	-2,443,000	-2,450,000	Instructed
07	Omit Airport Tram Kiosk and Canopy	-150,000	0	0	0	-150,000	0	-150,000	-150,000	Approved, replacement materials t.b.c
08	Temporary tram stop at York Place	0	0	-150,000	0	-150,000		-150,000	-150,000	Design optimisation
09	Redeployment of Trams	0	0	0	0	0	0	0	-5,000,000	Included in CEC budget code
10	Cancel track York Place to Newhaven	-1,100,000	0	0	0	-1,100,000	0	-1,100,000	-1,100,000	Instructed
11	Omit Siemens works at Tower Place	-100,000	0	0	0	-100,000	0	-100,000	-100,000	Instructed
12	Turner & Townsend / CEC resources	0	0	0	0	0	0	0	0	Ongoing
13	Shared recovery vehicle	0	0	0	0	0	0	0	0	Not taken forward
14	Road re-construction depth	0	0	-700,000	0	-700,000	0	-700,000	-700,000	Principles instructed, saving subject to site conditions
15	Design freeze north of York Place	0	0	0	0	0	0	0	-250,000	Infraco design costs expended
16	Reduced requirement for storage	0	0	0	0	0	0	0	-1,000,000	Included in CEC budget code
17	Lay off TM at Forth Ports/Leith Walk	0	0	0	0	0	0	0	-180,000	TM not included in Infraco budget provision
18	Roseburn Viaduct Cladding	-308,004	0	0	0	-308,004	0	-308,004	-300,000	Instructed

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Infraco Cost Report Section 5 - Opportunities

Ref No	Description	Approved Changes	Changes in Progress	Anticipated Changes	Contribution s	Secured	To be secured	Total Opportunity	Value per CS report Jan 2012	Notes
19	Delete Crew Relief Facility	-74,001	0	0	0	-74,001		-74,001		Instructed
Total		-4,175,005	-790,000	-850,000	-7,301,785	-13,116,790	0	-13,116,790	-22,040,000	

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Infraco Cost Report Section 6 - Credits & Contributions

Ref No	Description	Included in Contract Sum	Approved Changes	Changes in Progress	Anticipated Changes	Total Forecast	Previous Period	Change from Previous	Contributio n Received	Notes	Section Code	Change Code
01	Edinburgh Gateway Feasibility	860,000	82,944	0		940,000	940,000	0	S. S	£1.2m in total. Remainder of the costs included in CEC sections of the project budget.	05	01
02	New Ingliston Future Proof measures	540,000	0	0		540,000	540,000	0		Construction works element of overall settlement with NIL. Remaining amount contained in Land budget	07	01
03	Henderson Global - Cathedral Lane substation	-44,596	233,596	450,000	-169,000	470,000	470,000	0		Full extent of agreement with Henderson Global to be established. Allowance assumes all design costs and proportion of construction costs associated with future substation will be borne by Henderson Global. Cost of £470k has been submitted to Henderson Global	01	01
04	RBS Tramstop	560,000	0	0		560,000	560,000	0		Agreement reaced with RBS 11/06/2012	07	01
05	St Andrew Square Public Realm design		133,075	0		133,075	133,075	0		As per agreed change value. Assumed to be recovered from separate budget	01	01
06	Forth Ports		0	0		0	0	0		Forth Ports work removed from scope - no further contribution from Forth Ports assumed	01	01
07	CEC Miscellaneous. Mainly George Street CEC costs (£298k)	318,213	0	0		318,213	318,213	0	, , , , , , , , , , , , , , , , , , ,	CEC finance have confirmed that a credit has been received in the amount shown. The extent of the workscope associated with this credit is not clear.	01	01
80	Network Rail - Haymarket station refurbishment	0	12,698	0		12,698	13,798	-1,100		Majority of this work now being carried out by Network Rail. Remaining allowance for wall to crew relief facilities	02	01
09	Contribution from CEC for public realm work (granite setts) at St Andrews Square	890,000	0	0		890,000	890,000	0		No change in scope allowed for - setts funded by CEC. Saving based on spreadsheet issued to CEC (GE to AC 22/05/2012).	01	01
10	Network Rail - Scottish Power Cable diversion - Haymarket Station (TNC 591)		21,789	0		21,789	21,789	0			05	01
11	Edinburgh Gateway Construction		3,416,010	0		3,416,010	3,416,010	0		Cost based on agreed TCO. No contingency included (TS carrying their own contingency)	05	01
otal		3,123,617	3,900,112	450,000	-169,000	7,301,785	7,302,885	-1,100	979,213			

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Infraco Cost Report Section 7 - Change Summary

Change Code	Description	Approved Change	Change in Progress	Anticipated Change	Contributions	Total
01	Scope Change	1,449,094	2,327,968	-400,382		3,376,680
02	PAVs (Utilities, etc)	1,276,972	-637,913	300,000		939,059
03	Miscellaneous Client Risk Items	143,140	96,063	0		239,203
04	Time Delay	1,397,409	3,143,752	0		4,541,161
05	Project Contributions	0	0	0	-7,301,785	-7,301,785
Total		4,266,615	4,929,870	-100,382	-7,301,785	1,794,318

Notes:

Some CE's have costs which relate to more than one change code. In such instances they have been allocated to the predominant reason.

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Infraco Cost Report Section 8 - Period Movement

Ref No.	Description	Approved Off	Approved On	In Progress Off	In Progress On	Total
547	Haymarket H1 - Third Party (McNicholas) affecting ability to progress the works	0		0	1,336	1,33
553	SDS to provide the services of Matt Fell until August 2012	18,825		0	0	18,82
554	St Andrew Square & Shandwick Place - Traffic Management Requirements	0		0	30,897	30,89
565	Advanced design works for Edinburgh Gateway Minimum Option	-51		0	0	-5
596	Section 1D - Costs associated with amended drainage design	0		0	13,082	13,08
600	Shandwick place - OLE bases affecting utilities (Piling)	0		0	5,530	5,53
603	Bus Tracker Interface Specification	0		1,535	0	1,53
606	York Place - Waverley Bridge - Works Delayed and disrupted as a result of works carried out by Third parties	0		0	87,598	87,59
615	Haymarket Viaduct - design wall for blocking off void under the bridge deck as a result of the crew relief facility being omitted	-1,100		0	0	-1,10
636	Twin Crossing at Lochside Avenue	11,500		0	0	11,50
639	York Place - Traffic Management Design	0		0	503	50
641	Cathedral Lane substation - scope change to suit Henderson Global requirements. Excludes demolition.	0		0	169,000	169,00
645	Princes Street Outstanding Works	0		0	-23,867	-23,86
655	Revise CCTV & PA coverage at Murrayfield tram stop	0		70,000	0	70,00
669	SGN Remedial Works - backfill at New Ingliston Land	0		4,063	0	4,06

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Infraco Cost Report Section 8 - Period Movement

Ref No.	Description	Approved Off	Approved On	In Progress Off	In Progress On	Total
676	Design associated with work to Lord Bodos Bar	0		-3,000	0	-3,000
681	Hoarding design for York Place	5,000		0	0	5,000
685	Provide technical information on Lindsay Road works	2,090		0	0	2,090
695	Tanker Access Edinburgh Airport	0		2,500	0	2,500
696	SGN as Builts for New Ingliston Limited	0		3,000	0	3,000
698	Removal of Contaminated Material in SP4	0		0	-17	-17
704	Redesign of St Andrew Square - East	0		10,000	0	10,000
705	Re-design works due to NWR fence encroaching into the LoD	0		13,669	0	13,669
707	Traffic Management adjacent Apple store (Princes St)	0		0	10,000	10,000
710	Gogar Depot - Repair areas of damaged flooring	0		3,000	0	3,000
Total		36,265	0	104,767	294,062	435,094
				100,000	20 000	30.000
nticipated	Change			100,000	-80,000	20,000
pportuniti	ies	1 1		0	0	(



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Infraco Cost Report Section 8 - Period Movement

Ref No.	Description	Approved Off	Approved On	In Progress Off	In Progress On	Total
Change to Anticipated Fi	nal Cost	36,265	0	204,767	214,062	455,094
Contributions				-1,100	0	-1,100
Change to Anticipated Fi	nal Project Cost	36,265	0	205,867	214,062	456,193

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Edinburgh Trams

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Utilities Cost Report: Section 1 - Utilities Summary

	Bud	get Informati	on	i	Committed				Forecast			Third Contrib	Party outions	Vari	ance	Acti	uals
	А	В	C = A + B	D	E	F = D + E	G	н	ľ	J	K=F+G+H +I+J	L	M = K-L	N = M - C	O = M / C - 1	Р	Q
	Original Budget	Budget Variation	Current Budget	Original Contract Value	Approved Contract Changes	Current Contract Value	Changes in Progress	Anticipated Change	Opportunities	Risk / Provision	Anticipated Final Cost	Estimated Contribution Value	Anticipated Final Project Cost	Budget Variance (Value)	Budget Variance (%)	Cost of Work Done	Outstanding Amount
Post Settlement Utilities	2,912	9,350	12,262	2,912	9,350	12,262	0	7,285	0	C	19,547	-188	19,359	7,097	57.9%	14,463	-2,20
McNicholas	1,812	9,064	10,876	1,812	9,064	10,876	0	5,043	0	C	15,919	-188	15,731	4,855	44.6%	12,984	-2,108
01 Conflicts	1,812	4,144	5,956	1,812	4,144	5,956		-78			5,878		5,878	-78	-1.3%	5,751	205
01A Drainage		1,980	1,980		1,980	1,980		452			2,432		2,432	452	22.8%	2,432	-452
01B Grosvenor St / Haymarket Sewer Col	lapse	188	188		188	188		-10			178	-188	-10	-198	-105.3%	178	10
01C Tower Place Bridge		50	50		50	50		21			71		71	21	42.0%	71	-2
01D Princes Street Outstanding Works		143	143		143	143		-35			108		108	-35	-24.5%	70	7:
01E Priority 2 Works		0	0		0	0		2,971			2,971		2,971	2,971		1,114	-1,114
01F Public Realm Works		0	0		0	0		67			67		67	67		67	-6
02 Legacy Works		965	965		965	965		446			1,411		1,411	446	46.2%	1,307	-342
03 Standby Team		0	0		0	0		0			0		0	0		0	
04 Management Team		788	788		788	788		589			1,377		1,377	589	74.7%	925	-137
05 Design Team		775	775		775	775		582			1,357		1,357	582	75.1%	1,045	-270
06 Accomodation		31	31		31	31		38			69		69	38	122.6%	24	
Statutory Utility Companies	0	1,386	1,386	0	1,386	1,386	0	1,342	0	C	2,728	0	2,728	1,342	96.8%	1,389	-5
01 Scottish Power		126	126		126	126		89			215		215	89	70.6%	123	
02 Scottish Gas Networks		55	55		55	55		70			125		125	70	127.3%	48	
03 Scottish Water		693	693		693	693		771			1,464		1,464	771	111.3%	795	-103
04 Virgin Media		104	104		104	104		155			259		259	155	149.0%	175	-7
05 Verizon		20	20		20	20		-14			6		6	-14	-70.0%	0	20
06 Cable & Wireless		49	49		49	49		84			133		133	84	171.4%	50	2
07 Fibrenet		250	250		250	250		-62			188		188	-62	-24.8%	188	63
08 BT		89	89		89	89		410			499		499	410	460.7%	70	19
09 Siemens		0	0		0	0		14			14		14	14		7	-7
12 Contributions (all companies)		0	0		0	0		-175			-175		-175	-175		-67	67
00 Legacy Works	1,100	-1,100	o	1,100	-1,100	0		900			900		900	900		90	-90

Co	m	m	e	nt	S	:

All values are in £k.

Risk

Refer to Risk register for risks identified against McNicholas

Actions

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Section 1 - Tramco Commercial Summary

		Buc	lget Informat	ion		Committed				Forecast				Party outions	Vari	ance	Acti	uals
		Α	В	C = A + B	D	E	F = D + E	G	н	Î.	j	K=F+G+H +I+J	L	M = K - L	N = M - C	N = M / C - 1	0	P
		Original Budget	Budget Variation	Current Budget	Original Contract Value	Approved Contract Changes	Current Contract Value	Changes in Progress	Anticipated Change	Opportunities	Risk / Provision	Anticipated Final Cost	Estimated Contribution Value	Anticipated Final Project Cost	Budget Variance (Value)	Budget Variance (%)	COWD to Date	Outstanding Amount
	Trams	62,400	5	62,405	63,645	5	63,650	35	150	0	o	63,835	-150	63,685	1,280	2.29%	60,826	2,824
	CAF	62,400	5	62,405	63,581	5	63,586	35	150	0	0	63,771	-150	63,621	1,216	2.19%	60,762	2,824
01	Trams	55,042	0	55,042	55,042	0	55,042	0	0			55,042	0	55,042	0	0.00%	52,290	2,752
02	Tram Maintenance Mobilisation	2,276	0	2,276	2,276	0	2,276	0	0			2,276	0	2,276	0	0.00%	2,116	160
03	Depot Equipment	740	0	740	740	0	740	0	0			740	0	740	0	0.00%	703	37
04	Miscellaneous	73	0	73	73	0	73	0	0			73	0	73	0	0.00%	73	0
05	Modification 1 - Interior Layout	300	0	300	300	0	300	0	0			300	0	300	0	0.00%	300	0
06	Modification 2 - Delivery First Tram	38	0	38	38	0	38	0	0			38	0	38	0	0.00%	38	0
07	Phoenix and Prioritised Works	3,931	0	3,931	5,112	0	5,112	0	0			5,112	0	5,112	1,181	30.04%	5,112	c
10	Post Mediation Change		5	5		5	5	35	150			190	-150	40	35	3700.00%	130	-125
	Non CAF	0	0	0	64	0	64	0	0	0	0	64	0	64	64	#DIV/0!	64	0
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Comments:

Miscellaneous costs were expended prior to mediation and have been allocated to this budget

Risk

Refer to Risk register for risks identified against infraco programme

All risk is held at programme level. This section of the cost report makes no allowance for risk.

Refer to the outputs of the QCRA/QSRA for further information $% \left(1\right) =\left(1\right) \left(1\right$

Actions



Appendix 4 – Change Log

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mate Date	H		970	A schedule N/A S	2 2	2 7	z	K/N	2	VASchedule N/AS		WE CHANGE N/A	ME CHARGE N/A	VE CHARGE N/A	WE CHARGE N/A		1740	Sept. Sec. 10.	hedule N/A	N N N N N N N N N N N N N N N N N N N	+	+		hedule N/AS			6	N/A	M/A	M/M		-	H	N/A	WE CHARGE N/A	A/N	N/A schedule N/As	7 SEET	N OO	z	, v	_
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ic Letter	2011 NF CORR 7980	2011 Pur CORR	NVA		2		_	2011 INF CORR 7998	-	2011 NF CORR 2017		2011 NF CORR SOLE	NA	N/A	N/M	2013 INF CORR		2011 INF CORR 2099	2012 INF CORR	2011 194 0088 8050		2011 INF CORR		2013 INF CORR	2011 195 CORR 8048	-	0 8013100	ZOLL INF CORR		DOLL INF CORR	-			ZOLL INF CORR	N/A	12	2012 INF CORR 2005	2012 NF CORR 8363	2012 PAF CORR 8644	2012 INF CORR	2012 INFCORR 8086	
r Date THC	21/11/2011	224/17/	N/A		80.15 TCO	80.15.700	80B	12/12/2011	/to/z:	13/13/2013		13/12/2011	N/A	N/A	N/A	1972	triki .	15/12/2011	ADJOS.	21/13/2011	06/01/2012	21/12/2011		21/12	20/12/00		8013700	/to/zr		/tota		H	-	12007	N/A	11/01/2011	102/10/21	19/05/2012	26/09/2012	/800/9C	18/01/2012	
Ounge Gitegory DC/UC/CR/58	3/0	υn	PAV	PAV	nic	o'n	8	D/c	o/o	o/lo	5	on .	o/n	on	offic			5 8	W 85	35	3/o	D/C		5	5	olo	3/0	5/g	3/a	N/a	3/0	D)C	3/G	3/g	3/0	5	3/0	55	C/R	5	8/5	
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On Street / Chause 80 / 181 Change Off Street Schodule 45. Owner Instruction	Clause 80	os asses	4	(A	Clause 80	Clause 80	08 9556	hedde 45	hedde 45	*	Chose 80	08 9500	Janse 80	Janze 80	OS asses	08 acce	9838 BO	08 850	hedule d5	Clause 80	OB asse	900 BD		4	00 aute		MS OE BOOM	the GD acres	ause 80 At	The CR asset	ause 80 Rt.	osese 80 Rt	Jacob St.	ante 80 Rt.	Dause 80 Rt.	S) (S) (S)	chedule 45 8t.	Classe 80 41, Classe 80 41,	9058 80 Rt	200 000	lause 80 ltt.	
On Street 5	On Street. O	On Street	On Street. N			On Street	On Street	On Street Sc	Sustrees St	On Street	100	On Street	On Street O	On Street O	On Street O	On Street. O	Ch Street O	On Street	On Street St	On Street	77	On Street		On Street N	Off Street O		Off Street O	Di Street	On Street O	On Street	On Street O	On Street O	On Street O	On Street O	On Street	Off Street O	On Street St	On Street	On Street O	On Street	On Street Id	_
Reason For Change	To avoid conflict with services	A number of stifty conflicts that can be addressed by utiliting a piled solution.	To allow Prices Street to be opened to pedestrians		To assist in the Unities design. To assist in the Unities design.	To assist in the Utilities design	To excit in the Utilities descri-	To facilitate early access	To facilitate early access		There is correctly no budget allowance to fund this		Utility Clarkes	Utility Clashes	Utility Clashes	To progress VE proposals in relation to conversed re-construction	To progress VE proposals in reliktorition preveneral re-construction	Terminal point accluded from the Sattlement Agreement	Value engineering ministre	Work not required at part of this	agreement To accommodate relocations of OLE bases due to the concline of acciding services	It reduces the size of the pile cap and by	default the local impact upon stillates, moreover it makes for more expedient/efficient verifies as the pile cop can be done without a requirement for any order a sharing as	Requested by Andy Conwwy of CEC	Works requested by Transport Scatland to assess and protect the current programme assumptions for bath the Edichurgh Trees project and Edichurgh Gateway proposals.	Extension of above to cover additional	Reworting of ECO 533A to align with acreed scope - no addition if value	To prevent delay by providing a solution for potential utilities conflicts in advance.	To prevent delay by providing a solution for provintial utilities conflicts in schance.	To prevent delay by providing a solution for potential utilities conflicts in advance	To prevent delay by providing a solution for potential utilities conflicts in advance	To prevent delay by providing a solution for potential stiff as conflicts in advance	To prevent delay by providing a solution for potential utilities conflicts in advance	To prevent delay by providing a jolution for potential stiffies conflicts in advance	To prevent delay by providing a solution for potential utilities conflicts in advance	To provide services for the office acterision instructed under TNC 544 and 5CO 512	It is considered more expedient for the contractor that is currently working in the area enryling out a make works to understance the works currently contracted to dissistic.	Log acy works following MUDFA Log acy works following MUDFA	Legacy works following MLIDFA	Legary works following MLIDFA	Steinvestigation Gows an unreinforced	retaining wall adjacent to the sub-diagon
Description	Amend the design of the St. Johns Gurth OLE bases	Shandwood CUE & Landiscape Design Revision	2011 Christmas Embargo - Temporary Surfacing of Track (uffili)	B7 diversion @ junction of Princes Street and South St. David Street	SDS to provide the services of Meth Fell until 17th August 2012. SDS to provide the services of Meth Fell until 17th August 2012.	SCS to provide the services of Matt Fell until 3Cth September 2012.	SUS to provide the services of Matt Pelifor remaining ricidental work, on the ETN	Traffic Management Requirements	Traffic Management Requirements	CLE 1968 design revision to avoid main server	Track Work Materials York Place to Newhaven - Price Floring for Rheida Oty C and D	OLE base Reforations	OLE Base Refocutions (Revised TCO to increase N/E Value)	OLE Braze Reliberations (Rewised TOO to in creaze N/5 Valve)	OLE Blaze Reforeitions (Revised TCO to increase N/E Value)	Provision of a CAD Technician	Provision of a CAD Technician	Detailed Decay of York Place Terminal	Comp. Etc. 7m of repairs curious persons and construction. Comp. Etc. 7m of repairs to road carface frontisms. (Revision for Street and	Traffic Lightney Court all works at the Forth Ports area	ion (PMC OGS) - SIEMENS			Worksite Modeling- TNC & TOO (53) WITHDRAWN 121.12	Advanced design words for Edinburgh Gatevey Minimum Coption	Ach an cald design works for Edinbugh Gateway Minimum Option	Advanced design works for Edinburgh Gateway Minimum Option	Ducting Design Changes Due to LARities Conflicts	Duting Design Granges Due to Utilities Conflicts	Drawage Design Changes Due to Utilities Conflicts	Dranage Despir Charges Due to Unibus Comficts	Drainings Design Phanges Dise to Utilities Certifica:	Draininge Design Changes Due to Utilated Conflicts	Desgr. charges due to Triodform canflicts	Design changes due to Tradition conflicts:	Additional Running Costs accounted with the extension to the Edinburgh Fark offices	Onet the Removal of Trees in Shandwick Place	Hope Street Junction Desgn Hope Street Junction Desgn	Hope Street Justian Design TNC 8 or 8 - Fulfiller design for Traffic sign sign, TOD 573 Rev A. agreement of estimate to date.	Hape Street Juntation Clesign. Rev. Citolia instrust Design for TNC 578. Rev. B.	Retaining Wall Design.	
tco No. Lousten	\$10521.2 Princes Street.	4021 2 Standard Place	N/A Princes Street	N/A Princes Street		Sig 3 Ste Wide	Sis4 Steward	St Andrew Square & Shandwork Place	56	529 Haymarkee	7,	522 Haymarket 1	521.1 Haymarest 1:	521.7 Haymarket 1	521.5 Haymaket I	W.		S45 York Place	5 56	12	74	4,522,2 On Street Generally		Sale OnStreet Generally	533 Edinburgh Gateway	533.1. Edinburgh Gatewayy	533.2 Edinburgh Gateway	5:25. On Street Generally	536.1 On Street Generally	536 On Street Generally	SS6.1 On Street Generally	536.2 On Street Generally	536.3 On Street Generally	537 OnStreet Generally	537.1 On Street Generally	538 Edinbugh Park	N/A. Shandwick Place	Hope Street 573 Hope Street	573.1 HopeStreet	573.2 Hope/weet	S40 Cathedral Lane Substation	
PMC No. to	38,45 510	314		-			88	C652		ONS		8	500	8	045				980			045 534		COS				910	oue o	090	900	990	000	200	240	69	56,133	990		28	062	
TNC PS	878	200	192			263.2	2032	354	254.1	355	39.6	192	567.1	2022	527.2	158		359		198		363		364		565.1	500.2	366	1999	367	567.1	567.2	267.2	368	568.1	363	5.078	57.1	571.2	571.2	372	

					Instruction	instruction								(Construction)	(lee			Rejected	Rejected Changes			Ino	
	ł	ı																				ı	
		Ï	Delete viaduct cladding	To interface with the Network Rail works.		Jacce 80 Sh			2012	14/02/201	64	22003/3	2000	0	SCIENT NOVE	19/01/20	79	N I	EE 700 5421	1901/2012	NF CORR 8091	N	
574.1 O63		ž		to interface with the Network Rail works	Offstrees	Cause 80 SA		DIC SEE THE	NC SEETING	DAL 138	SEE TNC	SEE TNC	SEETNC	SEE THE	None	03/03/20	2 080	08/02/2002	D.572.8	1607/2012	NF CORR BIDG	00	
900	N/M	Haymurket Station	Take Down Hymarket Station Vaduct Stancese and Parapet, TNC NOW T WITHDRAWN NETWORK RAIL CARRINGS OUT WORKS	To interface with the Network Rail works at Haymarket Station.	Offstreet	S 08 asset	4	C/A 139	OL/2012 IAS CORR B	092 14/02	72012 SEE	CAECARO SUA	N/A N/A	7019	W/W	02/10/61	N/A	N/W	NA	N/A		2	THICHOW WITHORAWM NETWORK RAIL WILL UNDERTAKE WORKS, ALTHOUGH WILL BE DESIGN COSTFORS DS
376 028	543	Arport to Gyle	Rentzitement to Zomm Waterman Remedal Works	foreistikethefrished works following veredial works undertaken by Clanty	Offstreet	Clause 80 SA		V9C 3/G	26/01/2012 INF CORK B108	12/05/20/	2002	IOR/ROFEZ	DIZ N/A	50,236	N/A N/A	26/01/2012	ORC .	27/01/2012	E36,787,61	2606/3052	NF CORR 8273	Z	VASSING INTO ON TO NAY, SEE THE EAST. HE CK WITH RESS & ESTABLISH WHY NOT RETURNED.
8	¥	Maymarket Vadbut	Deletion of Sub-Station Retaining Wall and Ploth	DOMYS To lockerface with the Network Rail works at Haymarket Station.	OffStreet	Januare 80 Sh		Visc 3/G	OL/ZOLZ INF CORE &	20/12 860	2007	C/EG/90	ons	0,58	16031	00/10/9U 00/10/9U	181	23/01/2012			NF CORK 8036		ESTIMATE REC'D FROM BES GTH MARCH 2012, REVISION REQUIRED FROM BES, SB TO GET AGREEMENT & RAISE
938 066	346	Site Wide.	Si Provisional Sam Alibratince	To remove unexpected provisor a sums	OnStreet	Dane 80 M	3	3/0						657,384.0	94.00	36/01/201	12 050	2,02/20/60	-67,394,00	02/02/2012	NF CORR 8119	N	CO (LINKED SEE TNC 575) HE OK WITH BBS & ES TABLISH WHY NOT RETURNED
- 12.0	_			TOTAL THE CONTINUE VALUE	Sec. Sec.	1	7,610	1000			17. 0			(0.1)		in a	CEC		100,000,000	To the second of	W100 00000 AV	Ĭ	FITTER PSCUED
381 075	200	Section 1A	and Victoria Dock bridges	Value engineering inclutive	On Street	Classe 20 SN		350 S	02/2012 INF CORE 83.91	191 06/03/20	7204.7			1002	0000	09/02/20	0000		00000000	0902/2012	NF CORR 8131	Z Z	EQURES REVIEW/CHECK
	_		ours yearest structures	vaue ergineering maative	on street	Sente en S		5	Ogranizare cores		2		_	_	300	Oshortan			ESOSTOR OF	UNION ADIL	79 TS 1/300 - 44		
383 077	N/A	ő.	Greening sets than an street works	Allue engineering inclutive	On street S	chedule 45 Rt	1000	cotto suco	02/2012 NF CORR 8128	128	N/A Schedule	dute N/ASchedule	ale N/AscheduledS	45 N/A Schedule 45	eds TBA	102/20/20	12 CEC			N/A - Schedule I	N/A-Schedule N/I	N/A - Schedule 65	
740 T	N/A	On Street Generally	Ordering setts for an street works	Value engineering instaltive	On Street	chedule 45 A		75 13V	03/2012 19/6 CORR 8	188 rVA+Sch	state N/A Sche	sule N/AScheds	te N/A Schedule	45 N/A Schedu	2 45 TBA	12/03/20	2 050	12/03/2012		1.9	V/A - Schedule N/V	A - Schedule	
583.2 077	N/A	On Street Generally	Ordering setts for on street works (Asinson details requirements for	Asiue engineering mitative	On Street	chedule 45 Ex			DRAIS/2012 INF CORR \$297	297 n/A-5chie	dole N/A Sche	N/e N/ASchedu	te N/ASchedule	saleris N/ASchedule 45	1 45 TBA	08/12/301	OEC CEC	08/08/2012		N/A-Schedule	VA- Schedule N/F	A - Schedule	
384 088	-	On Street Generally	han settled weak, and thinges bedding type for Setts) Road Resonstruction specification	Jalue engineering instative	On street 8	chedule 45 et	CT		15/09/2012 PAF CORR 8191	191 n/A-Schedule	45 sdule N/A Schedule	dule N/ASchedule	de N/ASchedule45	45 N/A Schedule 45	F45 TBA	19/03/201	230 650	19/03/2012		N/A - Schedule	N/A - Schedule N/A	N/A - Schedule	
17 0888	N/A	On Street Generally	Rosd Reconstruction specification (Revision following constitution in process with CEC and BibS)	Jahra angineering instative	On Street	chedule 45 Rt		C/R 18/C	ON/2012 INF CORK 8.	Zso nyA-Sch	idule N/A Scho	sule N/ASchedu	le N/ASchedule	45 N/ASchedu	45 TBA	34/04/20	2 000	34/34/2012		N/A - Schedule N	VA - Schedule N/I	A - Schedule	
0.00	20.00	On Street Clemerally	Drauf Bernoth methods and the Charles of Backston production described in data in	Albita amplicament or format both	Constrone	chartite 45.		200	SAME SECTION OF STREET		of the NA Series	N. S. Colonial	ile N. R. Collectide 45.	ATS. NAM Schaefalle dis.	AUT TRA	2007/2006	-	2 MAZZANEC		N/A. Schadude	O'A. Collectule No.	A. Crhedide	
			Hadro Necessary and an appropriate and a providing specific decays.	avison diseased anno	77	Cannon	LI.			45 CA	Sp. School Sp.	45	NA SCREON	-	2	calculate	3	- supplication		C)	5 65	S Suscession	
880	N/A	On Street Generally	Rouel Reconstruction specification. Rev C adving things to Foam. Vice-critic specification.	Jahre engineering instative	On Street	chedule 45 /k		N90 85	CS/2012 INF COSE 2	558 rVA-Sche 45	edule N/A Sche 45	dule N/ASchedu	ile N/AScheduk	45 N(A Schedu	145 TBA	cz/soko	22 CEC	2102/80/80		N/A-Schedule 1	N/A - Schedule N/A	A - Schedule -	
584. 088	N/A	On Street Generally	Road Reconstruction specification. Rev Distring de scope of footway.	Anne engineering in this kine	On Street	cheduled5 Ri	an an	278		N/A-Schi	edule N/A Schis	dule N/A Schedul	te N/A Schedule	e45 N/ASchedule 45	145 TBA	102/01/80	232 CEC	28/10/2012		N/A - Schedule 3	N/A - Schedule N/V	A - Schedule	
585 062	250	SteWide	Decrease of Service Vehicle	Jalue engineering inclusive	OffStreet	Section St.		37/0						SIG	E00	16/02/201	. 200 20	20/03/2012	\$21500 00	2		9 00	888 9700 naturn ad by 886 9,03/12
1	+	- 10	St Andrew Strates - Value Fromeering Desum Charges	anguation or property of the party of the pa		Operate 80		Ť	SE CE SECONO SINE COSE SE SE	08009200	V C005	1995 325	1 SEE 586.1	+	TRA	3603/201		2003/2012	SEE 5186.1	21/20/2013	NF CORR STOR		Am a skilling for the
		Y					18		-														
Q.	202	On Street Generally	St. Andrew Square - Value Engineering Dengin Changes (Resiston for Street and Traffic Lighting)	Alibe engineering in filiative	On Street	Januara 80 Ric	·	308	ACION/2012 INF CORR ES	250/90/92 022	7,200.7	102/92/10	18,222,813	I N/A	AST.	04/04/201	2000	04/04/2012	\$5E TC0567.1	SEE T00357.1	568 700 507.1	z	
2990	587.1	On Street Generally	St. Andrew Square - Value Engineering Design Changes . Up New of TCO . To agree Change.	Zálus engineseting initiativa	On Street	Dance SO Rt		Was 85	30/03/2012 INF CORE 82:20	220 25/04/201	7200.2 V	01/05/2012	2012 615,227.51	1 N/A	TBA	0608/201	27 080	06/08/2012	£15,227.51	20/08/2012	NF CORR 85.26	*	
7 71		On Street Generally	Edebugh Train Grante Setts Desgn	Zába enginestrig in Sizivia	On Street	Jaure 80 Kt.		DC 13/K	DOZZOLZ INF CORK B	50/50 66103	/2012 N/A	N/A	Nith	N/A	TBA							N	NCISSUED
12	98	On Street Generally	Edinburgh Tram, Grande Setts Design	Asis engineering in Bakine	On Street	Saure 80 Rt		DC 13/K	09/2012 INF CORR B.	187 06/04	72012 N/A	N/A	NA	N/A	TBA	12/03/20	75 (60	12/08/2012			NF CORR 8187		EVISED THE SSUED + TOO FOR PRIST TIME
282.2	2001	On Street Generally	Edicture Tram Grante Sets Design Revision details requirements for M	fillule enconeering in 5 2 km.	On Street	Clause 30 Rt		DC 10W	30405/2012 live cose 8807	907 01/06/201	2002	12407/201	012 61531215	2.15 N/A	THA	08/08/201	20 000	OBANAZORO		10/05/2012	NF CORR S207		
		7.5	non-settled areas, and changes bedding type for Setts)				G)																
287.2	2006.2	OnStreet Generally	Edicturgh Than Grante Setts Design (Rev 6 of TCC to doze ext Change)	date ergineering inflative	On Street	Clause 80 Rt	1000	20	see above see above	ave steel	avods ass avo	ave see above	E15,512.13	2.15 N/A	TBA	toz/sa/ko	75 080	2 100/80/01	F19,512.15	13/05/2012	NF CORR 85/77	8	
S JS		On Street Generally	Stafford St Return of Parking Spaces	To bring parking spaces back into operation		chedule 45 K		ACE NO	00/2012 146 CORK 8	147 N/ASchin	Sule N/A Sche	Sule N/A Schedu	ile N/ASchedule	45 N/A Schedu	45 TBA	octobs:	22 050	znazka/at	BOOL	20/22/2012		N/A 2	ord value change confirmed by BBS (email) TCO551 RA
88	22	Argort	Describing airport transition look and canday	Allue engineering milative	OffSmet	Javre 80 Sh		NE NE	OQ/2012 INF CORE II	80/0Z 991	73017	N/A	NAM	NSI2+	20.00 Nane	00/00/12	circ	27/03/2012	£150,000,0	29/02/2012	NF CORR 8166	8	ICO 589 RETURNED SIGNED BY 1855 167H MARCH 2012
590 73.108	N/A	The Mound	New sycleway from The Maundanta Princes Street	Works to enable Mound to reoper to traffi	S Day Street	chedule 45 Rt		n/c solv	20/02/2012 INF CORR 8345	SAS N/A Sche	Tule N/A Sche	Sule N/ASchedu	de N/Aschebile45	45 N/A Schedule 45	AS TBA	20/02/20	2 (50	20/02/20/02		N/A - Schedule	VA - Schedule N/A	A - Schedule	
391 85	563	Haymarket Vladuct	Diversion of Scottish Power Cable at Haymarket Visibled	Works for Network Aarl Station	OffStreet	Shurse 80 Sh		Nec 3/m	29/02/2012 INF CORR 8164	10C/E0/0Z #91	7 Z102	22/03/2012	SEENA	623.7	88.75 Linguist TN	ta 04/04/201	20 080	04/04/2013	271,788.76	02/802/2002	NF CORR 8225		CO ESLIED, NEGOTIATE WITH NETWORK BAIL ON
	1	X	ar Park Entrance	Widen access into car park	145 145	Choce 80 SA	-		970						avad5utu							N/A X	REFUND, AS NW REQUESTED CABLE MOVE NOTE - ALASDAIR SIM OF CECADVISED PUT ON HOLD
165 265	258	Secondary Phase 18	Cersation of Design Work North of York Place	Design Cessation	OnStreet	Sause 80 At		o/to od	DR/ZOLZ INF CORR R.	NO/22 841	72027 Y	04/08/2015	DIZ N/A	NA	Nane				SEE TCOSGREVA	01/03/2012	NF CORR 8173	03	
593.1	1990	Secondary Phase Lan	Cesation of Design Work-North of Trait Plats, Rev A extravingues infraco letter.	Design Gestation	On Street	Secret 80		OU.	01/03/2012 INF CORE 8173	173 27/09/20	72012	04/05/2012	KH Z M/M	N.	None	102/2,060	750 (80	09/07/2012	8000	13/07/2012	NF CORR 8451	8	
265	68	Edmbugh Gateway	Edinhugh Garensy stope option - DESIGN	Design Development	Offsnee	Sharre 80		DC 13K	13/03/2012 (NF CORE B)	189 04/04/201	72012 4	-2102/2015 03/03/2015	2+ See TNC 563	N/A	T8A	02/03/30	2 080	05/03/2012 Se	se TNC 563	1309/2012	NF CORR 8189	2	UPDATE ON GATEMAY RECEIVED 07/08/2012, THS REVISION INCLUDES HISTORIC COST APPLICATION
5%1		Edinburgh Gateway	Edistaugh cratemy stope action (revision to Add for complete Design (for Future Project) - DESIGN	Design Development	OffStreet	lause 80 S		DC SOV	30/03/2012 INF CORR 82	222 SELUTIES	25	See TNC 643	3 See Thc 643	N/A	TBA	04/04/201	22 CEC	ok/ON/2012 Se	ne TNC 643	N/A.	N/A	N/A	SEE 594.3 AND 559.1
596.2		Edinbargh Gateway	Edebugh Gateway stope option (revision requiring design of special in transform due to insufficent clearance between track and seweral	Design Development	Offstreet	Chuse 80 SA		Nto oth	01/05/2012 INF CORR R.	R299 25:05:12	z	See TNC 663	3 See TNC 643	NA	TBA	3004/201	200 20	30/04/2012 Se	See TNC 643	N/A	N/A	N/A S	SEE 504.3 AND 559.1
594.3	1893	Edinburgh Gateway	Edinburgi, Galeway stope option (Trenston requiring design of CLE due Et the sewer location) - DESIGN	Design Development	OffStreet	Shuse 80 Sh		00	11/06/2012 INF CORR 85	871 207.2012	N	See ThC 643	3. See TNC 663.	N/A	YEA	11/06/20	0	95	ar TNC 668	11/06/2012	NF CCRR 8371	y .	Clause 80.15 TC0 Issued. Estimate returned by BBS on 3rd July 2012, although excludes a number of the requirement as requested under revised TNCs.
2004	3893	Edinbargh Gateway	Editability Galeway stope option - supply the Edinburth Galeway Collegin dreeings in subbood formats	Design Development	Offsmee	As on a seed		DC DC	15/04/2012 INF OOR 8522	522 9092012	2			N/A	TBA	102/50/90	12 050	OGDB/ZNZ TC	TOO FOR APPROVAL AT CHANGE MEETING 6.8.12	15,06/2012	NF 0088 8522	*	
38		Haymarket Waduct	Detection of Crow Rebief Sectity	Design Development	OffStreet	Janse 80 SA			25/04/2012 (NF CORR 8275		N P	COSPANSOUS	DUZ N/A	N/A	TEA	06/02/30	200 000	0805/2012	-69,001.11	08/02/2012	NF CORR 8302	2	have up BBS on why TCO nutreturned.
596 68	N/A N/A	Section 1D Section 1D	Littles doubling with menhale LD/NO4/03 L	Jeinnes conflict Works carried out by McMicholas	On Street 5	Schedule 45 At Schedule 45 At		9AV 15/03	O3/2012 NF CORR 8195	N/A Schedu 195 N/A Schedu	dute N/A Sche	dule N/A Schedule dule N/A Schedule	ile: N/A Schedule 45 ile: N/A Schedule 45	45 N/A Schedule 45	AS TRA	1909/20	020 020	19/03/2012		N/A - Schedule N/A - Schedule N	VA - Schedule NV VA - Schedule NV	N/A - Schedule TI N/A - Schedule	NG to track PAV
69 889	N/A	Section 1D	Olitton Terrace Void	ntroduction of Georgadile Lines	On Street S	chedule 45 Kt	2	PAV		45 N/A Schedule	dule N/A Schedule	due N/ASchedule	ile N/ASchedule45	45 N/A Schedule 45	AE TEA					N/A - Schedule M	tyA - Schedule N/I	A - Schedule T	NCtatrickeAV
65		10	Hoating Track State - COASTRUCTION	Design Development	Onstreet	chedule 45 Rt		DC OILY	OS/2012 NF CORR ES	285 N/A Sched	25		-	-	AEL TBA	28/20/20	2 CEC	34/04/2012		N/A - Schedule N	VA - Schedule N/1	A - Schedule	
600 72,109,188	TRB N/A	Section 1D	Latitude affecting the construction of CHLE foundations (PLBN) on Authorities		On Street	chedule 45 Rt		SAV		N/A Sched	Sufe N/A Sche	dule N/Aschedul	te. N/A Schedule	date 45 N/A Schedule	e 45 TBA	N/A Schedu	te TBA			N/A - Schedule h	VA-Schedule NV	A. Schedule N	NOTE - PRINGNOW SPLITHL/10
601 89		200		RBS Requirement	OffStreet	Cleuza 80 Sh			15/03/2012 INF CORR 8190	190 104.12	A. C.	12/02/2017	0015 62,671.00		St. 60 None	19/03/20	23 (80	19/03/2012		15/03/2012	NF CORR 8130	A.C.	
601 83	2001	Section 5C - Gogier Tram Stop	Charge of Length of Shidter	RB Regulement	Off Street	Dayse 80 SA	-		SANSESCIZ NE CORR 81:90	130 104.12		12/20/20	cuz ezen.o.	1000	31.60 None	1903/20	25 050	19/09/2012	627,862.60	14/09/2012/	NF CORR 8512		ICO RETURNED BUT TYPO SHOULD BE TCO 540 BEY A
DD 200	-																						

ents		OF PILING FOR OTHER					IMATE		212 (12	mo triang		3_60		UNDER SCHEDULE 45	£	EED TO CLOSE OUT				still outstanding				9	iectrichy Charges, although taco as result separate visit			-14.912				SUE TNC						O 85 LE BY CEC	A
Comm	ı	NOTE - THRO AND FINAL PART OF PLINGFOR OTHER	AS SEE INCOME, AND SAS				INCLUDED PERIOD END SA ESTIMATE		Approved Classoc see	TO STATE OF THE PARTY OF THE PA				AGREED AS TH RELATED NOW UNDER SCHEDULE 45		NO.15 TCO RETURNED , STILL NEED TO CLOSE OUT	SEE TNC 667		see 617.1	Chave up BBS on why estimate still outsta					Potential saving of ELSM k on Electricity Charges, although will insure ELSK addition on infraco as result separate visal by Scottlish Fower.			ie agned, check work don		LATEST REVISION 626.2	EE LATEST REVISION 626.2	D TO CONCUDE SCOPE, S						SENT ISSUE - INSTRUCTED TO SSUE B	
TCO RETURNED N/Y/CLOSED OUT		N/A-Schedule NO	00	00	00		N/A - Schedule INC	/A - Schedule S	N O		6	N/A - Schedule - CS - Schedule - N/A - Schedule	A - Schedule	N/A - Schedule AG	N/A-Schedule 45	. y 80.	8	00			8	8	*	8	00	5	2	FA 00	1	28	N SE	N	8		A - Schedule	N/A Schedule	A. Schedule	N UR	*
TCO Letter Ref TCI	ı	N/A - Schedule N//	9	AF CORR 8339	NF CORR BARD		N/A-Schedule N/I	- Schedule 167	AND COOLE STORY	Common age.	0068 8449	N/A - Schedule N/I 45 45 N/A - Schedule N/I		- Schedule N/I	N/A-Schedule N/A	NF CORR 8300		NF CORR SECT			CORR 8396	CO68 8361	NF CORR S305		CORN BEAT	CO68 8457	W CORR SS SS	COKR BASO					CORR 8530		- Schedule N/A	N/A-Schedule N/A	Schedule N/O		CORR 8566
Date ECO FC Essued	ľ	/A - Schedule N/A	(S/O//2012	18-	10/07/2012 INF		- Schedule NV/	N/A - Schedule N/A 45	20002001	_	12/07/2012 NF	A Schedule N/A	8		N/A - Schedule N/A	06/05/2012 INF		08/05/2012 195			1906/2012 INF	12/06/2012/INF	10/02/2012 (ove		10/07/2012 INF	16/07/2012 INF	28/08/2012 INF	1807/2012/INF					21/09/2012 (6/6		4-Schedule N/A	N/A - Schedule N/A	N/A - Schedule N/A	16(15/2012	0609/2012 INF
144	wed to OEC on	N/N	0002919		0.0250	£16,250.00	20	20	20.00 (40.46)			202	9 2	W 2 4	2 4	12	TOO FOR CEC APPROVAL 25.9 2012	£10,797,88			TOO FOR CEC APPROVAL 18.6.12	14,420,00		C17,783.67	TCD FOR GC APPROVAL 3.7.12	N/A - CONFIRMATION OF AGRENMENT		TOO for CEC APPROVAL 3.7.12					000		AV.	N S	24		
Bute toured digrared BY Date Agreed Control to CEC GEC/TRET Approved or Approved Contract Rejected Changes	AOZYZDIZ TOO SE	04104	2102/10/10	28/09/2012	09/07/2012	08/10/2012		04/04/2013	04/04/2012		102/2012	08/AS/2012	3/05/2013	28/08/2012	24/04/2012	28/38/3002	APPRO	28/04/2012	24,524,228.2	08/08/2012	N .	30/04/2012	08/09/2013	09/09/2012 E	114	08/05/2012 CONF	14/05/2012 TO	T APP	-	702/2015	706/2012	N07/2012	21/08/2013	13/08/2012	PAV	PAV	PAV	23/05/2012	WON/2012
proved BY EC/TR1 App	030	4	080		282	000		-	200 .030			35 25			330	OEC 38		ORC 38		380		080	000	CEC 09	290	90 Jaj	OEC 34	080	#	393	CEC OF	333	CRC	200	PAV	PAV	PAV	GEC 22	292
	23/07/2012	V/A Schedule TB	Ce/De/2012	28/08/2012	09/07/2012	06/10/2012		04/04/2012	04/04/2012	and the same of th	09/07/2012	2474/2012	06/05/2012	34/04/2012	34/34/2012	34/04/2012		34/04/2012	24/04/2012	08/08/2012	3004/2012	30/04/2012	08/08/2012	03/08/2012	08/05/2012	04/05/2012	08/05/2012	08/05/2012	Harrison	2102/50/50	01/06/2012	ca/cz/zorco	21/02/2012	13/08/2012	PAV	PAV	PAV	21/05/2012	03/03/2012
Time Implications		TBA	None		None	None	TBA		TBA	anne.	None	TBA	BA		TBA	5					None	None		тва	None	None	Nane	None		TBA	TBA		Nane		TBA	TBA	TBA		
Estimate Change Value (Construction)	0035,113	N/A Schedule 45	616,2000	616,350,00	E16,25000	616,250,00	N/A Schedule 45		E36,851.41	The state of the s	_	N/A Schedule 45 N/A Schedule 45	-		N/A Schedule 45						EG17631	E14,420.00	N/A		6022501009	CF AGREEMENT	EL,867.ES	6,576.00					N/W		N/A Schedule 45	N/A Schedule 43,	N/A Schedule 45		
Estimate DateEstimate Estimate Clarge E Returned N/Y Received Value [Design]	W/W	N/A Schedule 45 N	8	N/A	100	4/4	N/A scheduleds N	Schedule 45	N/A	E (_	N/A Schedule 45 N			(A Schedule 45 N						WA	NA	SEE TOO SUPREM	617,788.87	N/A	5	N/A	惠					N COCH		(Aspectale 45	(Aschedule 45 N	/Aschedule 45 N		
Date Estimate E Received	-	N/A Schedule N	N/A		N/A	4/30	VASchedule 15	V/A Schedule:	N STOSYSOLS N		-	WASchedule N 45 WASchedule N	100	20	N/Aschedule N 45						24/02/2012	21/02/2015	SEE TCO SGS SE Tow A A	07/08/2012	z toz/90/60	21/08/301Z	31,03/2012 N	12/06/2012					11,07/2012		N/A5chedule N	V/Aschedule N	v/A Schedule N		
Estimate Returned N/Y	٨.	N/A Schedule	-		*	ħ	N/A Schedule N	V/A Schedule 15		-	N		45 N/A Schedule	20	VA Schiedule In							>	<i>></i>	SSUED AS	-	6	*	h		z	z		>	z	V/A Schedule IN	N/A Schedule 19	VA Schedule 15		
Date Estimate Due	24/08/2012	N/A Schedule	N/A	NA	N/A	N/A		100	30/04/2012	and forther	07/08/2012	N/A - Schedule	45 N/A - Schedule	18/05/2012	N/A - Schedule				19/05/2017	01/06/2012	2/02/2012	25/05/2012	01/08/2012	SSUED AS TOO	844'd 945/2012	12/06/2012	06/06/2012	12/06/2012			25/06/2012		12062012	08/09/2012	N/A Schedule 45	N/A Schedule 45	N/A Schedule	12/06/2012	N/A - Defetion
Letter Ref	MF CORR 8479		F CORR 8236	NF CORK 8330	NE CORR SEAD			NF CORR 8225	NF CORR 8234	and the latest	F CORR 5469	NF CORK SECS		NF COME 8281	NF CORR 6282	NF CORR 8276		TAP CORR 8277	F CORR R281	NF CORR 8304	F-0088 8292	F CORK 8290	NF CORR BBOD	SLED AS TOO	of CORE SS19	NF CORR 8320	INF CORR 8922	F CORR 8318	200 800	F 0088,8306	F CORR 8361		F 0088 8921	F 0068 8816				NF COAR 891.7	P CORT 25 66
Date TNC Issued	31/07/2012 (9		05/04/2012 #		10/01/2012			00	02/04/2012 18		27.	26/26/2012 8		(/2012	26/06/2012 in	26/04/2012 in				10/05/2012 in	02/05/2012 (8	01/05/2012 8	10/02/2015	SSUED AS 8 TOO	16/05/2012 9	16/06/2012 (0	16/05/2012 in	16/05/2012 9	-	10/05/2012 (9	01/06/2012 In		14/05/2012 #	15/08/2012 III				14/05/2012 #	06/09/2012 8
Change Category Dc/UC/CR/SR	90	PAV	3	on	200	980	PAV	8/0	CAR	5	90	200	5	C/R	*5	og .	26	90	C/A	5	on on	00	90	200	S	55	3	, nc		5	8	ă.	20	5	PAV	PAV	AVe	on	on
100												1																									705		_
On Street / Clause 80 / 181 Change Off Street Schedule 45 Owner Instruction	Clease 80 WD	Schedule 45 Kt.	lause 80 SN	Jacob 80 SN	Clause 80 Sh	Sesse 30	chedule 45 Kt.	chedule 45 Rt	Specia 80 Rt.		NS OB asset	chedule 45 KL	chedule 45 Rt.	chedde45 Rt	chedule 45 Kt	clause 80 SN	Jaure 80 SN	MS 08 asuab	dause 80 SN	Clause 80 Sfv	ause 30	Jause 80 SN	Janse 80 SN	Jaure 80 SA	Sauce 80 CC	Jacob St. Ct.	Charte 80 Ct.	Janze 80 Ct	# B 9500	Dause 80 SN	NS 08 assets	AS OB a SW	Sause 80 At	Saure 80 Rt	chedule 45 R.	chedule 45 RL	chessie 45 At	As Oil assure	Sause 80 SN
On Street / Off Street	ste Wde	Series (C)	Off Street		Off Street	Offsree	On Street	On Steel	OffStreet		~	On Street		ð	Se Street		Offstreet	Offstreet	OffStreet	Ciff Street	Off Street.	OffStreet	Off Street	OffStreet	Ste Wide	Ste Wide	OffStreet	OffStreet	10000	Off Street.	OffStreet	OffStreet	On Street	Site Wide	On Street	On Street	Ch Street	OffStreet	OffStreet
Reson for Charge	Exchange Data between the Bustraster	WIND DARK AND DISTRICT STREAMS DAMES APPORTUNI	full Operation Control Not Yet in Place	Full Operation Control Not Yet In Place	Full Operation Control Not Yethin Place	Full Operation Control Not Yet in Place.	Unities conflict	Sociats No Longer Required.	Sackets Na Langer Required.		Order For CLE Poles and Tumout	Address stilline dathes as they occur, and Wood disruption to infrace work. Accommodate branches chanses being	finalised by Operator. Accommodate branding changes being	finalised by Operator Required for the York Place phase of TM when full phases advant Optober 2017	Safety issues at Paimerston Place end of Rothes ay Place following implementation of traffic switch	Request by NW to block off vald	Request by NW to block off void	Request by NW to block off void	Accommodate brancing changes being finalised by Operator.	Accommodate branding changes being finalised by Coerator	Requirement by Scotts 3h Water	As track welding is specialize activity the Ormaletainer will not have the capabilities in house	Progress with Design for Amport Tram Stap	Progress with Design for Airport Train Stop	Swing to CEC Electricity charge paid direct to avoid scottish Power Capacity Charge unit) power needed from taking and commissioning. Will have unotitional appropriate as receil second with the 59 powers as receil second with the 59	Agree method of recovery as CEC paying power direct.	Reparts	Request from CAF	Goewevend communicate/coordinate	Enure Gatewy Transtop materials are identified and stored yeparately from other framstops on Project.	Ensure Sakeway Transitop materials are identified and stored separately from other Transitops on Project.	Enture Geteway Thamstop materials are identified and stored separately from other Themstops on Project.	Guardrafi no forger required	(DM requirements	Littins encountered whist excessing the Track Box	Utilities en countered whilst excivaling the Trace Box	ThirdPartnes	Residue water ingression around the tailifung door and impetition pits.	Delete requirement to provide Wet Vac., now to be provided by Lathian Bus
Description	- RailCon Interface	elities affecting the construction of CHLE foundations (PLLNG.)	obtation Switching (£100 TO 15TH APRIL 2012), WILL GO BETOND)	ab-station switching (NOW TO 15TH JULY 2012, WILL GO BEYOND)	abilitation switching (NOW TO 14TH OCTOBER 2012)	distance switching (NOW TO LETH JAMDARY 2013)	Works Deliyed and disrupted as result as result of workstarmed out by Third parties	sockets on Tram Stops	Mere LIOn sockers on Tram Stoppi	Ar uncon a notation for	ng Lead frems	acovariant for Track State state by Utilities Contractor mm Stock Scientist Charges - CASTREET		drew Square/Waterloo Place - DESLGN	otherse Place Traffic Management Amendment	for blocking cff, of the wall under the Haymarket Viaduct as a cross relief facility being omitted	Design wal for blocking off, of the wall under the Haymarkat visitlict as a result of the crew rated facility being omitted.	Construct wall for Bodong off, of the wall under the Hopm what visited as an arranged of the prowonless facility before comitted.	Branding Charges - OF STREET	ram Stops, Branding Oranges - OF STREET	ster Manhale - TG/36	ut Track Weiding Equipment	Amport Tram Stop Design	irport Train Stap Delign		Agreement on Michod of Recovery for LV power for sub-station and Trem stop.	goar minor dam age to Depot	Supply and its additional pipes and fittings to provide a compressed air supply to the Deptit gardry roads and the workshop.	gnering ditendance on situal Calhedral Lane	Adjust and procument of Edisbush Galency Adensis and Equipment.		Advanced procurement of Edisburgh Galleway Materials and Equipment. Rev & takes out Pratform Lighting.	Stranguardal in the area outside Studin's Church-	ng As Builts up to dike as result URRy diversions.	eting Track Excession at \$1	the affecting Track Eccivotion at 5.2	ind parties affecting staling to progress excending Track Box	opet Building water ingression recolubas	resido resolutios. Ray A Delete requirement.
touten	Ste Wide Bus Tracker - RailCon	York Place - Waverley Bridge Libitus affect	Sub-Station Sub-Station S	Sub-Station 8	Depot.	Sub-Station Sub-Station S	Tork Flace - Wayerley Bridge Works Delays	Age	Off Street Generally Delete LIDVs		5	On Street Generally Excession to On Street Generally.		ertoo Pi ece	On Straet - Roth etay Plate Rothers av Plate		Off Street - Section 2A Design wall't a result of the	Off Street - Section 2A Construct was		Off Street - Generally Tran Stops, 8		Off Street - Depot	off Street - Asport Tram Stop	Off Street - Airport Tram Stop	Ste Wide - Defending Triegisition Amending Services (Services Asy Colories with Colories with Commission)	Ste Wide: LV Power Skquirements for ETN Agreement or Trians.co.	Depot - Demige Kepairs Repair minor	Depot - Compressed Arr Supply to Depot Gantry Supply and fit Road and workphop supply to the	On Seesa, Cathesinal Lone—TNC with drawn now. Feli time-Engi covered under TNC SIGS and TCCS SIR Rev. A.		Off Street - Edniburgh Gutewwy Tramistop Advanced pro Equipment. E	Off Street - Edinburgh Gateway Transistop Advanced pro Equipment -	On Street - Pecketrian Countries Deletes pecketri	IAUDFA As Builts Bring As Built	On Street - Section 1.D East End of Shandwick S1 Limities affect (Lathlan Road Luistion)	5	On Street - Section 1D Shandwick 52 (Athal Place) Thing parties	Off Street - Depot Buildin	Off Street - Depot. Building water Ing. To provide Wet Visc. 10 provide Wet Visc.
tCO No.	819	N/A Yc	1961	S61.1 Di	561.2 Di	361.3 D	N/A YE	N/A 0	0 0		36A Ec	0 0	6	d		0	2681	267 01		5		5.5	268	1695	287	686	985	28.0	Ø. 3		0		88	2	N/N O C)	N/A	N/N	0.00	570.1
PMC No.	134	to .	28		28	8	2 2	77		1		102			108	30	-	35		199	70	901	911	SII .	п	711	750	911	en	141		2	611	188	28, 158, 15	100,127	101	118	118
No.	603	909	900	1929	809.2	909/3	900	400	808	3	319	513	652	623	6116	615	913	919	51.7	17.09	110	613	029	029	tzs	622	G .	ğ	8	929	1 909	E .	229	ŝ	2	089	S	692	632.1

					presisted by 885,					5			SS, CEC APPROVED		c				ass ThC)	NO SSUES, AUSE OF PROBLEMS	712, UNDER COVER						
Comments					polate 31.7.12. Estimate still to be su wating quote from Sub-contractor	ngert TNC instructed to issue by CEC		dwised to some by OCC		ROENT THE FOR YORK PLACE			COST TRANSFER BETWEEN CECAND B TCO.				Soure 80.15 Too Issued	Name 80.15 TCO Ispand	ow notable Design Cods from president	AGREED PROM TO ISSUE, ANTICOPATE ALTHOUGH WILLINED TO UP REV BEY ON CLASH WITH VEHITY HOUSE ROOF	AGÉNT SSUE THC, EMAL SSUED 1/4 ETTER 6/06/2012				SUED AS 80.15 TOO		
TCO RETURNED N/Y/CLOSED OUT	A - Schedule	A - Schedule	A. Schedule	8 .	>	A - Schedule 10	A - Schedule	A schedule A	A - Schedule	N/A - Schedule U	A - Schedule	A - Schedule	9	A - Schedule	A Schedule		*	, .	8	8	A Schedule U	N/A - Schedule 65	*	A	2	ž.	100
TO Letter Ref. T	A - Schedule N	A - Schedule N	A - Schedule N	COORN 8332	F CORR 8269	A - Schedule N	A Schedule N	A - Schedule N	N/A-Schedule N 85 65	Schedale	A - Schedule N	N/A-Schedule N	CORR BMS	A - Schedule N	A Schedde A		- CORR S384	F CORR S263	F 000R 85 85	F 0088 9411	A - Schedule N	A - Schedule N	F CORR 8378	COORR S436	COORN BARB	NF CORR (\$509	
Date ECO II	A - Schedule NV	A - Schedule NJ 45	A - Schedule NV	21/05/2012 IN	01,06/2012 IN	V/A - Schedule NV IS 45	N/A - Schedule N/	N/A - Schedule N/A 65 45	VA - Schedule N/	N/A - Schedule N/A AS 455	N/A - Schedule N/		11,07/2052 (19	A - Schedule NV	VA - Schedule NV 55		1306/2012 BN	S/OG/2012 IN	NI 2102/5013	23/06/2012 IN	A - Schedule NV	A - Schedule IV	13/06/2012 14	10,077,205,23161	04/04/2012 14	14/09/2012 (14	
Agreed Cost for Opened Contrast Changes	2.9	24	2.0			2.4	24	2.0	2.0	Zq	2.0		TOD FOR CEC APPROVAL 3.7.11	2.0	24		E 577 REV B	SEE 577 NEVS	£341&010.40	E25422.00	2.9	ZQ					
Approved BY Date Agreed GC/718.7 Approved on Approve Rejected On	21,755/2017	21/29/32/12	28/09/2015	21/08/2012	01/06/2012	28/02/2012	28/02/2012	2102/90/10	11,004,001.1	16/03/2013	13/06/2012		28/02/2013	11,05(2012	13/06/2015		18/06/2012/8	2/06/2012	23/86/22	28/06/2012	11/04/2013	11/06/2015	11,06/2012	202/2012	20/01/2012	06/06/2012	08/10/2015
Approved BY GC/TRT	090	995	030	393	350	090	ORC	380	95	39	OEC	935	OEC OEC	OEC CEC	380		ÇEC	CEC	395	36	525	080	ä	CEC	99	5	080
Date Issued to CFC	21/08/2012	21/22/22/12	29/05/2012	21/05/2012	03/06/2012	28/05/2012	28,05,201.2	01/06/2012	11/06/2012	16/07/2012	13/08/2012	03/09/2012	28/08/2012	11/06/2012	1305/2012		18/06/2012	5,06/2012	27/04/2012	25/06/2012	11/06/2012	11/06/2012	11,06/2012	09/07/2012	30,077,231.2	0408/2012	202/01/50
Time Implications	TBA	TBA	TBA	TBA	TBA	TBA	TBA TBA		тва	TBA	TBA	TBA	None	TBA	TBA		TEA	TBA	None	TBA	TBA	ТВА	TBA	TBA	A B	TBA	TBA
Estimate Change Value (Construction)	A Schedule 45	A Schedule 45	A Schedule 45			A - Schrödie 45	A - Schedule 45	A - Schidule 45	A - Schedule 45	A - Schedule 45	A - Schedule 45	A - Schedule 45	TBA				ES72 REV B	E 572 NEV B	E3,288,634.40	PS,42200	A - Schedule 45	A - Schedule 45	4	4	4	4	
Estinate DateEstinate Estimate Change Est Returned N/Y Rectived Value (Design)	/W.Schedule45 N/	/A Schedule 45 N/	(ASchedule 45 No			/A - Schedule 45 Nu	/A - Schedule 45 N/	/A - Schedule 45 N/	/A - Schedule 45 NJ	(A - Schedule 45 NJ)	/A - Schedule 45 N/	/A - Schedule 45 N/I	at .	/A	.		E572 NEV B SE	ESZZREVB AEI	6126,196.00	4.	/A - Schedule 45 No	(A - Schedule 45 Nu	E 647 NOV 8	EE 647 SEV 8 NJ	ro577.3	D D D D D D D D D D D D D D D D D D D	N M 288,523
Sate Estimate Received	VASchedule 6 5	N/A Schedule N	N/A Schedule >			s schedule h	v/A - Schedule 15 CS	N/A - Schedule >	N/A - Schedule A	N/A - Schedule N	N/A - Schedule D	N/A - Schedule 165	19/06/2012/9	ONEDULE 45	y A - Schedule S		EE 577 REV B. S	88.577.8EV 8.	20/08/2012	29/02/2012	s S	N/A-Schedule o	EE 647 SEV B S	EE GA7 REV 8	10	see 100577 s law 0	24,03/2012
Estimate C eturred N/Y	/A Schedule N	A Schedule N	N CA TINGSHO	z	z	N/A - Schedule/N	N/A - Schedule N 65	N/A - Schedule N 65	N/A - Schedule N 45	NA-Stredule N 65	Schedule	N/A - Schedule N	z	S SP TROOK	VA.		N N	z	*	-		N/A - Schedule N	-	*	5	5	
Date Estimate One R	N/A Schedule N	A Schedule N	×.	15/06/2012	25,006,220.2	adule	N/A - Schedule N 45	N/A - Schedule N	N/A - Schedule N 45	N/A - Schedule N 45	dule		06/06/2012	8	Scheduleds 5		08/03/2012	SUED AS TOO	SUED AS TOO	A - already twidled	N/A - Schedule 45	N/A - Schedule N	2102/2015	2102/9080	2002/30/08	07/09/2012	07/09/2012
etter Ref D.	M 6288 880	268 E331 N	DRR 6340	NF CORR 899.2	ORR 835-9	DRR 8336 45	N SHEE BACK	DRR 8346 N	N 068 8390	NR 8448 N 8			NF CORR 8342		N 9008 8500		DARK SIBIR	8 00 MS TOO	UED AS TOO	N 1118 8411	N 998 8964 N	288 8862 85	DHK 8978	DR8 8438	088 8489	NF CORR 85/09	Dek 8509
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Resson for Charge	mating on Princes St	dates whitnes dishes as they occur, and world disruption to fulfrico work.	identifies Orange now being carried out by Utilities Costructor and that riemaining with infrace	9	Proximity of red blac to anding piper and valves are within DIE+2hr envelope.	milt instruction	narchail no longer required.	M Dissign to all ow commencement of voir York Pisce.	M Design to allow commencement of vork York Place.	TM Design to all per continencement of work York Place.	M Design to blow construction to angress.	onk Place - Ray D TM implementation.	Memorina Premoun	estruction TNC	ange of Scope for York Place.		natraction TNC	instruction TCO	agrees with Edinburgh Guteway works	construction TCO. Finals are part of schedule E Exclusions	est instruction to meet 23th June adhine	scan Conga	ole Orige	eign Change	rigin Charge	seige Charge	okki Orange
Description	ction Frederick SL/Castle St	Sucaration and duct in stallation York Pisce to Cathedral Lane now by Adi Latitles Contractor	2.5	4.2	e Averyee, Rev. A includes signed TQ from 100.571 and TCO 571 Rev. A now withdrawn.	8	Celete pedestranguard all in the area outside St John's Church - Good TRUCHON.	York Pilce. Traffic Management Dengm. TAM		1	ngin 1	Hou	Agreement on Method of Recovery for Livinog Insurance. Me	Onit - Net ultishment and Change of Une to Tran sub-station of Existing Cs Tokies sto. Clinkesh Loss. Add - Following Demolation by Chhors of Existing Tokies at Cuth-edial Time, New Build of Trem sub-station.	6	uses interpreted to one management of the control of co	Constitution of december Constitution 1.1 resting laid Protoning Monitor the States (Monitor of the States) where Senter 2. Extendion from and placement of the Attribution Trail. 3. Expendion and Soundations for the permitted Nation Mater.	8	Dubert Net the Edinburgh Getwary works as per BBS regard dated Prot BANGAD2 dates once consistent on 20/8/2012 and the reviews Construction Works from recovered miles cover within 5%, 201/AA/39A4 dated 23/8/2012.	ajor	Out Banking, Works Out	9	Design work for VE on Camageses Reconstruction & Kerb. Designment	0	REV & Design work for VE on cansigning Reconstruction & Kerb Doe Separation of the Separation of Separation of Separation of Separation Separation Diple St to north of Week Register Street revised to include the Unity Trial ridge on cross sections.	Δ.	Roview of Road Design, west side of South St. And tew Street . TCO to De- gotee estimate stall to diffe.
No. Loution	CA. Cin Street - Princes St.	M. OnStreet: Cathedral Lane		100	Off Street: Lactivide Place	Cn Sweet.	OnStreet	Onstruct	OriStreet	On Street	On Street	OnStreet	Ste Wide-Insurance of Linting	On Street - Cuthedral Lane	On Street - Ton't Place Temporary Trem Stop		Off Street - Edin burgh Gateway	Off Street - Edinburgh Gateway	Off Street - Edinburgh Gateway	II On Street - On Street OLE poles	A Onstruct Princes st	Distribute Princes St.	OnStreet	On Street.	Onstreet	On Street	On Street
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Number				BBB PREPARING STINARTE		TNC+TCO to be with drawn, no longer a requirement.	DO NOT MALE THE SECOND PROPERTY.		RES PREPARING IST MATE.								ON HOLD, WEED FURTHER INFORMATION ON SEASON								TNG/TcOfar call Cff Service to deal with hetwork Rail Cearins, some tens incorrectly allocated, estimite a bould be reduced to if de, remainder ne allocated to TNC dtS.
N/Y/GOSED OUT	*		N/A Schedule 65	z	93	5	1	2	z	5		N/A	WA	N/A	N/A			*/	A.	*	N/A-Schedule	N/A - Schedule 45	N.A. schedule 45	*	A
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Transed Transed	19/06/2012		N/A- schedule 45		2606/2012	22006/2012				22/06/2012		N/A - Schedule 45	N/A - Schedule 65	N/A - Schedule 45	N/A - Schiedule 45			11,057,2012	16/03/2012	cace/ace/	N/A - Schedule 45	N/A - Schedule 45	N/A - Schedule	1967/2081	11/09/2012
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to CC CC/181 Aproved or Aproved Contract Rejected Charges	11/06/2012		19/06/2012	1806/2012	5/06/2012	18/06/2012	one some	03/07/2012	5/06/2012	2/06/2013	APPR	3,09/2012	2,06/2012	2 102/20/8	2102/90/9	01/10/2012		09/07/2012	3/02/2012	409/2012	3/06/2012	2,000,000,000	2102/60/01	5/07/2012	9,037,2012
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to GC	11/06/2012		18/06/2012	13/06/2012	5,06/2012	18/06/2012	- COOKSON	03/07/2012	2/06/2012	25,006/2012		13/06/2012	2/00/2015	03/07/2012	04/06/2012	01/310/2012	0407/2012	09/07/2012	03/07/2012	23/03/3012	13/08/2012	20/08/2012	10/00/2015	16/07/2012 (8	06/07/2012
inne Implications	BA		JA N		None			18.4		184	BA	IBA	York	N/A - Schedule 45	N/A - Schedule	N/A - Schedule		18A	None		TBA	TBA	TBA		IBA
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Date Estimate Estimate Change Received Value (Design)			Schedule N/A-	W.W	238	2302/2013			N/A	A SEE 3	2906/2012	- Schedule N/A	Schedult N/A-	- Schedule N/A	Schedule N/A	-Schedule N/A-			3012 N/A		Schedule N/A	- Schedule N/A	- Schedule N/A		21/08/2012
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Date Lydonice Cylinaste Due Returned N/Y	0607/2012		c schedule N/A	1707/3013		17/03/2012		2102/30/60	17/07/2012	17,027,2012	17/07/2012	N/A Schadule N/A	- Schedule NVA	- Schedule Nya	1. Schedule N/A	- Schedule N/A		09/08/2012		28/20/301/10	- Schedule Nya	C Schedule N/A	N/A	14/08/2012	WE CHARGE TNC
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Off Street Schedule 45 Owner Instruction	d.		ti.	N.	o o	ž.	1	8	u	ii ii	al .	18	ti o	al al	W.	ii e	MS	N	PNS	đ	d o	18	d o	18	718
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off Str.	On Street		On Street	Off Street		On Street	1	ated Off Street	On Street	On Street	On Street	On Street	On Street	On Street	oray On Street	orany On Street	Off-Street	Of Street	g Off Singe	aftery Off Street	ission on street	ission On Street	assum On Street	OffStree	ong Offstree
Reader For Charge	Diesgn Change		Overt instruction to mess 22tb June deadline	Reduce Risk of Damage	Depot Mantenance Services do not form part of the Infrastructure Maintenance Services	Planning Requirements	Avadante polanti il Mantenanto so	Politoxing mediation 2 Ne TVM's relocated Of from transitop platform to the ground floor requiring another CCTV to be placed to cover TVM.	Reduce Risk of Damage	Clent instrustion to need 20th fund deadline	Overtination to meet 23h Just dootline	Transfer Works to others	Road Closums Ahead	Traffic Management Update		Mainten eise Requirements for Temporary GNT posts.		Carry out check on levels.	Previer access to min text track during. Tram Texting and Commissioning.	Construction Warts following Road's Audt	Additional works required to decommission equipment required to fabilitate the plang.	Addronal works required to decembers or equipment required to facilitate the plug.	Additional works required to decommission equipment required to facilitate the plog.	Request to Provide Petentnan Access	Set up call off service to dies with origing. Network & all Technical Queries and Interface issues.
	Calanne Position For Street Lighting - Deagn		Contruction	Transcop shalter histilistics and Re aut determent	promit	Provide PC Drawings in DWG CAD formal.		Cost Only	Transcap Strater in classican and Fe out deferment	Scotch Water As Built Grawings	Scotton Water As Built Drawings, TOO 38Q Kee A. nased to spree estimate submitted under TNO.	Shanderck Risea Wall - De scopei	Roya'Sign yge ; sundton Manag Pisca/Mahalla si.	Process St. Traffic Lidensgeneed			Blank off the Trans Depoctors on all agroups associated with the Cagar- Normalsbook Adjition-bright Expass Interthange.	Eastfeld Avenue. Topgzaptical Survey	Purch see of Heras Ferning surrounding Min Test Track at Gagar Depok	Additional Area of High Freeton Surfacing	Removal of Princes Street "plug"	Remout of Princes Street Told," Rev A Adulary Giverson signage for the Counce of rock Street should be modified for effect but the agent result sofficer. Queen Street be via Abenth Scott St. David Steet and Princes St.	Annow at Present Street "plug". Rev B Futther works required east of plug.	Provide a Problemian Calar next to the Vehicle scools gate at the Scotnali Depot.	CALOR SERVICE TO TESPONDED NEWSYRIAN TECHNISK CLAYING AND INHER Assistance on the CTNs.
100000	573 Ch5treek-Princes 5t	Blank TNC, number not to be used in Future.	On Street, Princes St Blist er	Off Street. Transitions		583 On Steel - Tork Place	On these Prosects	Off Street - Murray-field Train Stop	On Street . Trainstops	SS2 On Street. Princes St.	582.1 On street - Printes s.	Christwee - Shandwick Place	On Street - Shandwick	On Street: Printing St.	On Street . Princer st	On Street: Princes \$4	Off Street - Gagar Roandabout Signage	550 Off Street - Section 7A	SS Off Street - Depart	59t. Off Street - Gagar Cattle Access Raid	On Street - Princes St.	Christieer - Princes St	On Street. Princes St.	599 Off Street - Seption S.A.	954 Off Street - Ste Wide
PROCESS.	151 57		195	ES1		156		18	154	282	382	991	e.	178	176	900	1		121	50E	81	181	188	173 59	170 594
			9	19		e e	1		98	7.8	6	18 18	5. B	088	1000	2000-2	18		Ĭ	750	g	198	2.00	8	199

No					Off Street Schedule 45 Owner Instruction	sedule 45 c	Names DC/UG/CR/SR	/AR Issued		Ba	Returned N/Y	UV Received	Value (Design)	Value (Construction)	Implications e)		CG/TRT	to GC GC/TRT Approved or Appr Rejected	Approved Contra Changes	panes)		N/Y/GOSED OUT		
120	2967	Off Street - St.e. Wide	01	Set uposil off service to deal with oxigorig. Network it all Technical Quenes and Indeface (source.	OffStreet	TS OR BEN	Si .	06/09/20	12 IMF CORR 856	TIME CHASE	N 30			N/A	IBA	03/03/20	090 27	2303/03/2015		107,760,760	INF CORR 2563	A	Not to exceed value increased to £155.	4
120	Silect	Off Street. Stie Wide	Call off Service to respond to Network faul Technical Custmer sind. Interface issues on the ETN, Rev B. Additional scope fam to move a truffic (B)N.	Clash with star access to Morgan Smitalis- ine office.	Off Street	15 OE asin	20			TIME CHARG	35			NA	TBA	100/60/52	22	2 to2/60/52				K//		
171	85	On Street, York Place	On-scoping of Infriest works for Theriffer to Commode.	Programma Mittig attor and Cod Engineering Proposals	ON STREET GA	136 SO RE.	5	22/20/23	11.2 INF CORR 844.	N/A - AGREE	<u>></u>	N/A - AGREE D	N/A	21,015,15	5:30 TBA	16/07/20	30	16/07/2012	-61,015,155	1207/201	INF CORR 9447	8	URGENT TNC/TCO FOR YORK PLACE, CE ISSUE	CECAPROVED TO
621		On Street - Section 2A	SGN Remedial Works - buckfill at New registers Land	Make good 5 GN Excavation	Off Street	15 08 atm	33	17/07/2012	12 NF COSS 8659	10/06/201	35.5 N				TBA	14/07/200	22 080	16/07/2012				z		
070	985	On Street - Princes St Road Safety Audit	SCS Response to RSA for Princes S1	Required to grabbe CEC to conclude Road Safety Audit	2) Street	15 OS 850	5	06/06/2012	12 INF CORR 6488	102/80/0E	7	SEE TOOSS2 See A	SEE TOOS92 Re	NA		12467/2002	75 (80	zacztokz		102/80/30	INF CORR SAISS	N	ISSUED AS CLAUSE IRCLB TOO.	
220 177	592.1	On Street - Princes St Road Safety Audit	SDR Response to RNA for Present St. TO 5900 Rev. A to agree estimate is an oust submitted under TWC.	Required to mable (EC in conclude Road Safety Audit.	2n Street	S esti	5	06/08/20	112 NF CORK 948	30/08/3	702	102/60/10	F1,810.	1/N/W			35		TCO for CEC Approv on 8 10.12	7				
129	297	Off Street - Statikal	ScotRal (new) Car Park Security Tence	prevent un-sufficiented access to car park	Off Street Ga	Seste 80 SM	3	22/10/22	42							102/10/62	12						THC AND TCO IN DRAFT CURRENTLY UNDER DISGUSSION	INDER DISCUSSION
202	ğ	On Street - Oraningre Design	Review and revise Digs's LEEXILEOGLOVE COOLE, 17,18, 22, 23 and 34' Sto show the lapost resolved to avidd utilities.	Significant utilities located within this area impacting the current proposed design.	On Street	10 Mar 80 Mil.	3	oz/so/bo	11.2 M/F CORR 2005	202/301/202	N CK			N/A	TBA	27/04/20	23 060	23/26/2012	100 for CEC Approv. on 10.912	102/606/201	NF 006R 8867	3		
	12	On Street - Drainage Design	Review and review Day's LLESSI; 80:01:LNE 00016, 17, 18, 12, 23, and 34' S to show that layout required to avoid utilities, Sev.A.TCO with rylesceed is valve of £ 8k.	Significant utilities located within this area impating the current proposed design.	2	75 08 851	3	06/09/2012	112 INF CORR 856.7			6		N/A	TBA				TOD for CEC Approv. on 8 1012	78	1	z		
E29	860	Stre Work	Clines Order for OLE poiles required for section Secondary Phase 3.8	Track no langer goes beyond York Place	Offstreet	35 CB access	80			232	N/A	287,2012	et/h	-641,783,00	300 Nane	29/03/20/2	200	29/02/2012	082789-	1908/3013	INF CORR 2502	8		
674 169		Off street,	Topographical survey at Eastfield wenue - DESIGN.	Provide CAD and pdf drawings	Off Street Cla	Tyrice 80 St.	UC- Usforesen Circumstances	2 to2/20/30	12 IMF CORE 8490	30/08/2013	18.2 N			NUA		30/03/2013	2000 21	30/03/2012				N		
522 1365		Scatral Dispot.	Remove the concrete ground the water meter at the Scotrali Depot.		Off Street Oa	75 08 asses	3	14/08/2012	12 NF CORR 2013	07/09/2012	18.2 N		NA			06/08/2012	080	06,09/2012				z		
679		On Street . Tork Place	7-7-1-1-1	CEC agreed remedial /triprovament works to Lord Bodos Sar	On Street Oa	12 OS asse	5	12/00/2012	6		162			N/A		102/50/50	23 CEC	2102/80/90			ATTENDED TO THE	2111011		
183		Buses on Lansdowne Orecont	Plans arrange to have Zöngh mandels placed on Lanadowne Cressent.	Achtsory 20 mph speed restriction		chedule 45 fit.	85	16/08/201				ule N/A - Schedul 45		-	-	06/08/201	es .	5 102/80/90		N/A - Scheduin 65	N/A - Schedule 45	N/A - Schedule 45		
281		York Pisce TM	Temporary Traffic Management Design to steep Bus Station Access Open	Assessing impact on Tram Project of keeping access to the Bus Skation open.	2n Straet Sch	chedule 45, 41.	5	24/09/2012				wie N/A - Schedule 45		-	18A	13/8/201	380	13/08/2012		N/A - Schedule 45		WA-Schedule		
182		York Place TM	Temporary Traffic Management Design to keep Bus Statom Access Open, Key A Two-way access for peak Christmas chapping period N	Assessing impact on Tram Project of keeping access to the Bus Station open.	On Street Sch	chedule 45 Rt.	8	21/08/2012	12 NF CORR 8525		bile N/A - SO edu 45	ule N/A - Scheduls 65	N/A - 3chedife 45	S N/A - Schedule 45	P TBA	20/90/20	300	20/06/2012		N/A - Scheduli 45	N/A-Smedule 45	N/A-Schedule 65		
281		York Flace TM	Temporary Traffic Management Design to keep Bus Station Access Come, Star & Commence with any traffic management enabling and implementation works.	Guiffy traffic modeling requrement	Se Street So	sedule 45 RL	đ.	07,80,W0	UZ INF CORR 255.		ule N/A - Stheo	ule N/A - Schedul es	N/A - Schedule	S N/A - Schedul	e 65 TBA	toz/sałko	, CEC	2102/60/80		NVA - Scheduk 45	N/A-Schodule 45	N/A - Schedule e5		
182		York Place TM	Temporary Traffic Management Design to keep Bus Shahon Access: S Open. Rev. Crebithes to suggestions received from Bus Shahon Manager.	Suggestions from Bus Station Manager,	Sin Street	secure 45 KL	5	13/co/20	12 NF CORR 8576	N/A - Scheck	sile N/A - Sched	Me N/A - Scheduli	N/A - Schedule	5 N/A - Schedul	a co TBA	102/60/01	230 CEC	10,099/2012		N/A - Scheduli 45	N/A - Schedule 45	N/A-Schedule 65		
181 249	100	Depot	Lib Non Compliance	Prevent Witter Stagnaung	Off Street Cha	MS OB asin	20	14/08/2012	12 NF CORR 8508	z/kolzo	N 22				Nane	13/08/2012	2 080	1308/2012		14/06/2012	INF CORR 2508	>		
180		On Street - Coates Crescent	Bus Ruining single iane	St ikeholder management	In Street Sci	adile 45 AL	8	02/90/65	12 NF CORK 2510	N/A - Schieds	ule N/A - Schad	inle N/A - Schedule 45	N/A - Schedule A	S N/A - Schedul	AS TRA	13/08/201	75 000	13/06/2012		N/A - Schedule	N/A - Schedule 45	N/A - Schedule 45		
199	200	On Sicet - Hourding Design	Provide Hoarding Design For York Place	Design for Orumnock to Construtt	-			S - 5			2-5				y-10	13/08/2012	-	13/08/2012					DRAFT WITH BBS, UNDER DISCUSSION.	,
173		On Street	Type 2 Diversions - Street Lighting, Road Signings & Traffic Signiss scope.	Avoid disruption to infrace as a result of Lifetime conflicts associated with the above scope.	On Street Sch	cheduleds at	on.	14/08/2012	12 NF CORE 2507	7 N/A - Schedule 45	ule N/A - Schedule 45	Aute N/A - Schedule 45	N/A - Schedule 45	5 N/A - Schedule 45	E CO TBA	13/80/20	22 020	13/06/2012		N/A - Schedule 45	N/A - Schedule 45	N/A · Schedule		
88	100	Off - Street	Trisi hales to locate 1,25 mm dismeter pipe at Depot		10.	Mass 80 SM	3		12 MF CORR 8582	-	15.2 N		N/A			13/08/201	250 55		TOD FOR CEC APPROVAL 20.8.12	18/09/201	28 S 885 3865	N.		
		-				Clause 80 Ct.	30				230		N/A		Nane	13/06/2012		13/06/2015		2000				
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Description	Remedais to Cliton Terrace kerb and footway	Semonal of Contaminated Meterial in SP4	adestrian walkway from Haymarkat Station.	Hape Street Construction Works	Renstatement works at the Auport	setheld Avenue Pedestrian Crossing	Repair Switch Rail at Depot	Redesign of St. Andrew Square East	Reckeys works due to NWR fence encroaching into the LGD		On Street Traffic Management - adjacent Apple store:	AulCon Software interface
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Appendix 5 – Risk Register

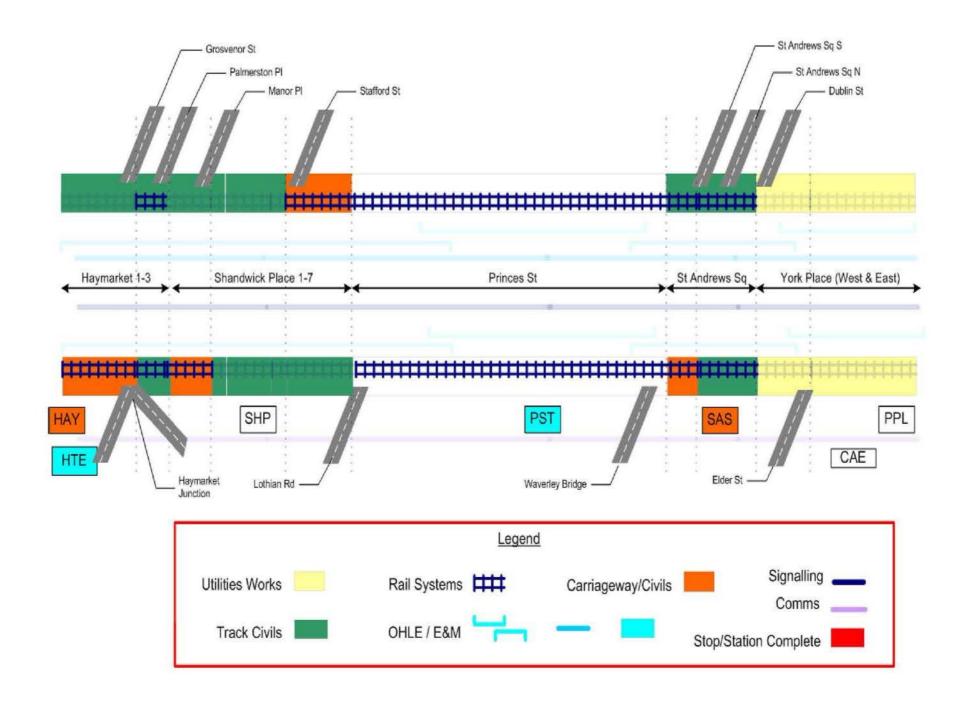
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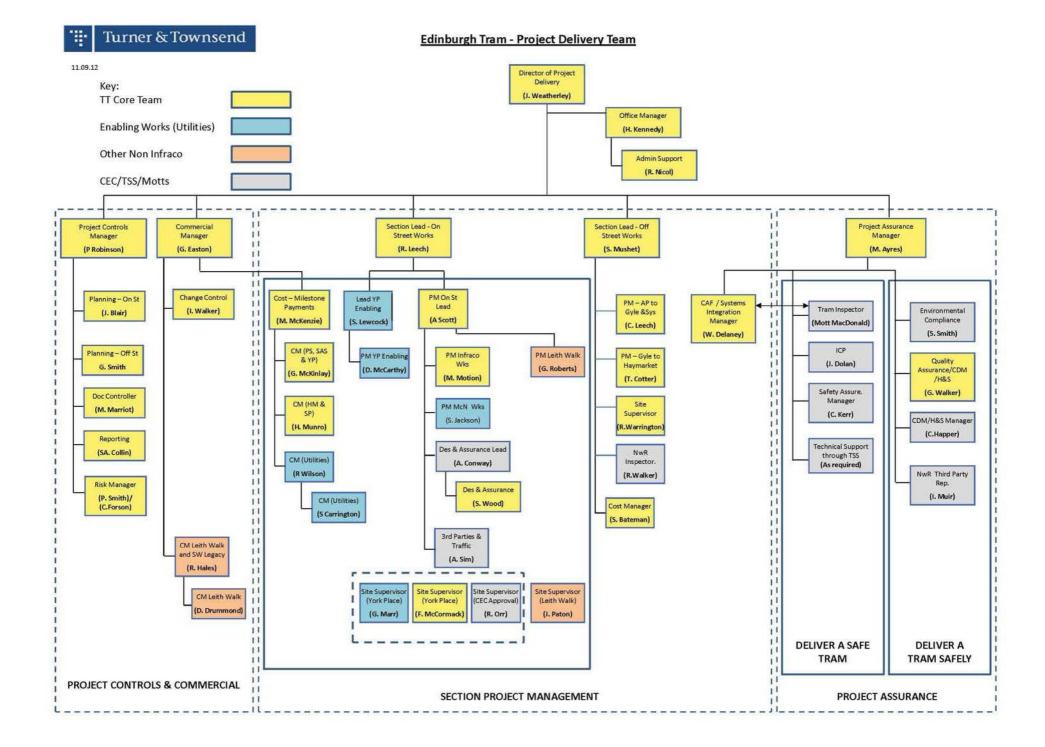


Appendix 6 – On Street Schematic



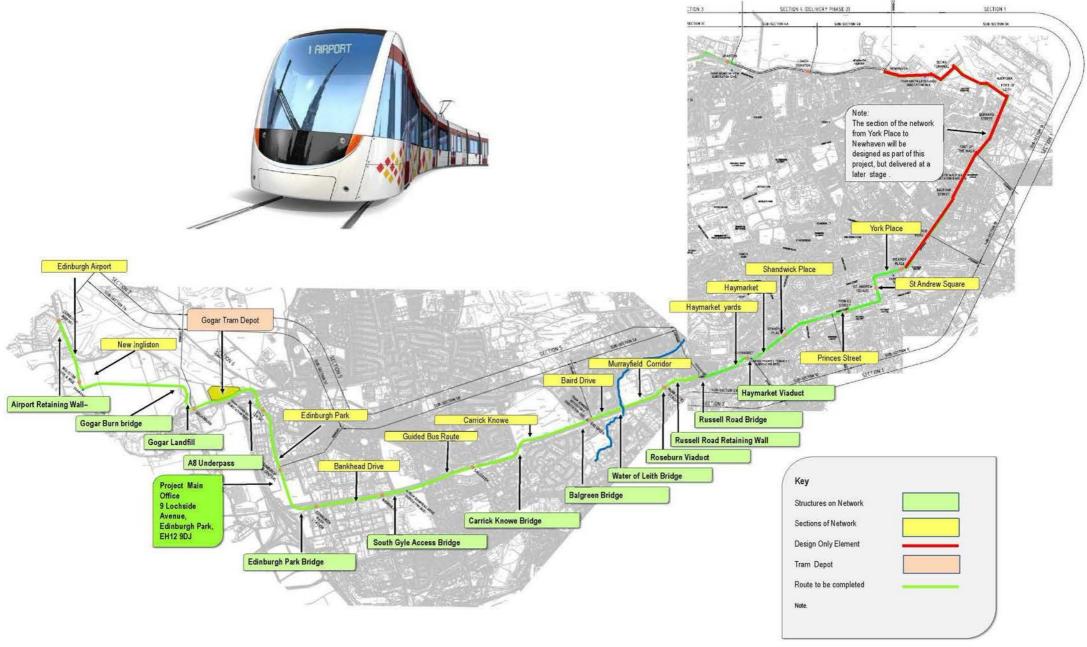


Appendix 7 – Organisation Chart





Appendix 8 – Route Map





Appendix 9 – Acronyms



ACRONYMS

ACCB	Accommodation and Boundary Works	
AiP	Approval in Principle	
ANC	Advice of Non Compliance	
APPP	Prior Approvals – Detail Design	
APPR	Approvals	
APPT	Technical Approvals – Detail Design	
ARCH	Architecture	
AUXI	Auxilliary Power	
BAA	British Airports Authority	
BBS	Bilfinger Berger Siemens	
BLDS	Buildings	
BRDG	Bridges	
BSC	Bilfinger Berger / Siemens / CAF - previous consortium	
CAF	Tram Provider - (Construcciones y Auxiliar de Ferrocarriles)	
CAR	Corrective Action Request	
CAR	Water Environment (Controlled Activities) Regulations 2011	
CDM	Construction (Design and Management) Regulations 2007	
CEC	City of Edinburgh Council	
CECS	CEC Services	
CfS	Case for Safety	
CHAR	Charette Changes	
COCP	Code of Construction Practice	
COMM	Commissioning	
CVI	Confirmation of Verbal Instruction	
DAS	Design Assurance Statement	
DASB	Design – As Builts	
DaST	Deliver a Safe Tram	
DDAP	Detailed Design Assurance Plan	
DEMO	Demolition	
DEPO	Depot	
DKE	Dynamic Kinetic Envelope	
DoC	Declaration of Conformity	
DRAN	Drainage	
DtTS	Deliver the Tram Safely	
E&M	Electrical & Mechanical	
EAL	Edinburgh Airport Limited	
EART	Earthworks / Embankments	
ELEC	Electricity	
EMC	Electromagnetic Compatability	
ENVI	Environmental	
ER's	Employers Requirements	
ESM	Engineering Safety Management	
FAT	Factory Acceptance Test	
FATs	Factory Acceptance Tests	
GASS	Gas	
GEOT	Geotechnical	
HAZID	Hazard Identification Study	
HAZOP	Hazard and Operability Study	
HIGH		
HIRA	Highways Hazard Identification and Risk Assessment	
HMRI	Railway Inspectorate	
HS	Historic Scotland	
HSE	Health and Safety Executive	
HV	High Voltage	
ICCO	Independent Certifiers Change Order	
ICP	Independent Competent Person	

IDC	Inter Disciplinary Check
IDR	Inter Disciplinary Check Inter Disciplinary Review
Infraco	Infrastructure contract
ISA	Independent Safety Assessor
ISRP	Infrastructure Safety Review Panel
ITP	Inspection and Test Plan
JNCS	Junctions
KPI	Key Performance Indicator
LAND	Landscaping
LIGH	Lighting
LOLER	Lifting Operations and Lifting Equipment Regulations 1998
MANA	Management Management
MECH	Mechanical
MILE	Milestones
MISC	Miscellaneous
MODL	Modelling
MUDFA	Multi-Utility Diversions Framework Agreement
MUDFA	Multi Utility Diversions Framework Agreement
MULT	Multi-Discipline
NCR	Non Conformance Report
NR	Network Rail
NWR	Network Rail
O&M	Operation and Maintenance
occ	Operational Control Centre
OCIP	Owner Controlled Insurance Policy
OCL OLE	Overhead Catenary Line Overhead Line Equipment
ORA	Operational Risk Assessment
ORR	Office of Rail Regulation
ORS	Operational Radio System
OTHW	Other Works
PHA	Preliminary Hazard Analysis
PLAT	Platforms
PM POWR	Planned Maintenance Power (Traction)
PSCC	Project Safety Certification Committee
QCRA	Quantified Cost Risk Analysis
QRA	Quantified Risk Analysis
QSRA -	Quantative Schedule Risk Analysis
RAIB	Rail Accident Investigation Branch
RAM	Reliability Availability Maintainability
REL RFI	Railway Electrification Request for Information
RFO	Request for Opinion
RIDDOR	Reporting of Injuries, Diseases and Dangerous Occurences Regulations 1995
ROGS	The Railway and other Guided Transport System (Safety) Regulations 2006
RSA	Road Safety Audit
RSAR	Road Safety Audit Report
S&T	Signalling and Telecoms
SAC SAT	Safety Application Condition System Acceptance Test
SATS	Site Acceptance tests
SCADA	Supervisory Control and Data Acquisition
SDS	System Design Services
SEPA	Scottish Environmental Protection Agency
SEWR	Sewerage
SFAIRP	So Far As Is Reasonably Practicable
SGN SI	Scotland Gas Networks Site Instruction
SIGN	Signalling
SIT	System Integration Test
SMS	Safety Management System
SNH	Scottish Natural Heritage
SP	Scottish Power
STAK	Stakeholder
STRL	Street Lighting
STRU SUBM	Structures / Retaining Structures
SUBS	Submissions Sub-Stations
SURV	Surveys
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SW	Scottish Water	
TPS	Traction Power Supply	
T&T	Turner & Townsend	
TCO	Tie Change Order	
TM	Traffic Management	
TNC	Tie Notice of Change	
TS	Transport Scotland	
TSS	Technical Support Services	
UCO	Utilities Change Order	
UNC	Utilities Notice of Change	