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**From:** Docherty C (Campbell)  
**Sent:** 01 February 2011 13:30  
**To:** zzzCabinet Secretary for Finance; Minister for Transport and Infrastructure  
**Cc:** Middleton DF (David); McLaughlin AC (Ainslie); Ramsay J (John); Hannaway K (Kenneth); Johnstone RR (Raymund) (TRANS); Reeve W (Bill); Gethins S (Stephen); Pringle K (Kevin); Nicolson S (Stuart) Special Adviser; McLeish W (Will); Communications Wealthier & Fairer; Press Transport Scotland; Adamson L (Lucy); Carmichael S (Steven)  
**Subject:** Media Handling - Audit Scotland Interim Trams Report

Cabinet Secretary  
Minister

This short note is to update you on Audit Scotland's proposed media handling around the publication of its Interim Report on Edinburgh Trams and to provide you with top lines and specific rebuttal for review. I understand TS Media Manager Steven Carmichael has already briefly discussed this with you today.

In a change to its normal practise of releasing under media embargo, Audit Scotland intends to fully issue the report and press release at **9.30am on Thursday morning**. Its communications team has committed to giving us an advanced copy earlier that morning.

Senior TS officials have liaised with Audit Scotland and have been successful in correcting potential difficulties in earlier drafts. Overall, the report does not appear to include anything unforeseen or unduly problematic from a Scottish Government/Transport Scotland perspective. Accordingly, we propose the following general line to take.

- **This is a useful review of where matters stand on Edinburgh's Trams at present and we welcome any contribution that helps bring about a swift resolution to the current difficulties faced by the project.**

However, we do not yet know what line Audit Scotland will advance in its news release and we have therefore prepared the attached top lines and rebuttal document to deal with potential issues. While the report makes no direct criticism of SG/TS, there is an inference that coming off the Project Board in 2007 has been somehow detrimental to the project, especially given the £500m SG funding. It also suggests that there may be merit for the project in TS becoming more actively involved, given its major infrastructure project expertise.

These issues, among some others, are dealt with in robust lines included in the attached, which we intend to hold reactively in the event of media enquiry.



Transport Scotland  
Communicati...

Can Ministers confirm they are content with our approach as set out above?

Campbell

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