

**Bilfinger Berger – Siemens – CAF Consortium**

**Trackwork Waverly Bridge to Castle Street**

**Progress**

Safety critical remedial works have been carried out during the period.

**Issues and Concerns**

Numerous elements of construction have yet to be completed.

**Princes St Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Completion date is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 11 November 11, 60 weeks later than indicated on Programme Rev 1.

**4.1.3.4 Section 1D Princes Street to Haymarket**

**Trackwork Castle Street to Lothian Road**

**Progress**

Safety critical remedial works have been carried out during the period.

**Issues and Concerns**

Numerous elements of construction have yet to be completed.

**Trackwork Lothian Road to Haymarket**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Change estimates on utility transferred by *tie* have not been agreed.  
Commencement date is dependent on agreement of change from BDDI to IFC.  
IFC scope of works anticipated completion date is 9 July 12, 96 weeks later than indicated on Programme Rev 1.

**Shandwick Place Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 12 January 12, 104 weeks later than indicated on Programme Rev 1.

**4.1.3.5 Section 2A Haymarket to Roseburn Junction**

**Haymarket Tram Stop**

**Progress**

No activities carried out during the period.



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 3 August 11, 119 weeks later than indicated on Programme Rev 1.

**Haymarket Station Viaduct**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

IFC scope of works anticipated completion date is 26 August 11, 128 weeks later than indicated on Programme Rev 1.

Completion is dependent on agreement of change to trackwork/roadworks on Haymarket Yards

Remedial solution on OLE foundations has been agreed.

**Haymarket Sub Station**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 2 September 11, 115 weeks later than indicated on Programme Rev 1.

**Trackwork Haymarket to Russell Road**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Completion is dependent on agreement of change BDDI to IFC

IFC scope of works anticipated completion date is 5 June 12, 136 weeks later than indicated on Programme Rev 1.

**4.1.3.6 Section 5A Roseburn Junction to Balgreen Road**

**Russell Road Bridge**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is also dependent on agreement of change for protection measures to existing gas main.

Commencement date is dependent on agreement of change to revised temporary works, soil nailing

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

Commencement is dependent on agreement of change to revised pile cap and pile construction

IFC scope of works anticipated completion date is 9 November 11, 137 weeks later than indicated on Programme Rev 1.



**Bilfinger Berger – Siemens – CAF Consortium**

**Russell Road Retaining Walls W3 & W4**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement of panels 1 - 9 is dependent on resolution of additional Scotrail requirements regarding specification of car park barrier system.

Commencement of panels 19 - 28 is dependent on agreement of change to Plot 97.

Commencement of panels 1 – 9 and 19 - 28 is dependent on agreement of change for alternative piling and pile cap construction.

Commencement is dependent on agreement of change for dealing with contaminated ground.

IFC scope of works anticipated completion date is 11 December 12, 163 weeks later than indicated on Programme Rev 1

**Murrayfield Tram Stop Retaining Wall**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on resolution of plot 101 issue.

Commencement is dependent on agreement of change for dealing with contaminated ground.

SW revised connection requirements may delay commencement of drainage

IFC scope of works anticipated completion date is 26 October 12, 182 weeks later than indicated on Programme Rev 1.

**Murrayfield Tram Stop**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 16 July 13, 157 weeks later than indicated on Programme Rev 1.

**Track work Russell Road to Murrayfield Stadium**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on agreement of change from BDDI to IFC.

IFC scope of works anticipated completion date is 29 April 13, 152 weeks later than indicated on Programme Rev 1.



**Bilfinger Berger – Siemens – CAF Consortium**

**Roseburn Street Viaduct**

Progress

No activities carried out during the period.

Issues and Concerns

IFC design incomplete. Planning issues with CEC on detailed design.

IFC scope of works anticipated completion date is 28 May 12, 108 weeks later than indicated on Programme Rev 1.

**Murrayfield Retaining Wall 21B**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for removal of additional soft material

Commencement date is dependent on agreement of change from BDDI to IFC.

Commencement is dependent on agreement of additional requirements required by Networkrail for inclusion within the track monitoring plan.

Preliminary redesign of soft ground treatment has been completed. Further GI required to allow detailed design to progress.

IFC scope of works anticipated completion date is 13 November 12, 188 weeks later than indicated on Programme Rev 1.

**Murrayfield Stadium Underpass**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for removal of additional soft material

Commencement is dependent on agreement of changes from BDDI to IFC.

Commencement is dependent on agreement of changes from BDDI to IF to structure 21B.

Commencement is dependent on agreement of additional requirements required by Networkrail for inclusion within the track monitoring plan.

IFC scope of works anticipated completion date is 26 July 11, 128 weeks later than indicated on Programme Rev 1.

**Murrayfield Retaining Walls 21D**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for removal of additional soft material

Commencement is dependent on agreement of changes from BDDI to IFC.

Preliminary redesign of soft ground treatment has been completed. Further GI required to allow detailed design to progress.



**Bilfinger Berger – Siemens – CAF Consortium**

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.  
IFC scope of works anticipated completion date is 10 February 12, 131 weeks later than indicated on Programme Rev 1.

**Water of Leith Bridge  
East Abutment**

Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on agreement of change for removal of additional soft material  
Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.  
Redesign of soft ground treatment to wall 21D may delay commencement of construction activities.

**Centre Pier**

Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on acceptance of revised sewer lining acceptance by Scottish Water  
Commencement is dependent on agreement of change to revised SW diversion.  
Commencement is dependent on agreement of change for protection of existing utilities.

**West Abutment**

Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on agreement of change for protection of utilities within existing underpass.  
Commencement is dependent on agreement of change for dealing with contaminated ground.  
Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

**Superstructure**

Progress  
No activities carried out during the period.

Issues and Concerns  
IFC scope of works anticipated completion date is 14 December 11, 93 weeks later than indicated on Programme Rev 1.



**Bilfinger Berger – Siemens – CAF Consortium**

**Baird Drive Retaining Wall**

**East Section**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for protection of utilities within existing underpass.

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

IFC scope of works anticipated completion date is 12 January 12, 155 weeks later than indicated on Programme Rev 1.

**Centre Section**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for protection of utilities within existing underpass.

Commencement is dependent on agreement of change for dealing with contaminated ground.

IFC scope of works anticipated completion date is 12 January 12, 155 weeks later than indicated on Programme Rev 1.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

**West Section**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change for protection of utilities within existing underpass.

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

IFC scope of works anticipated completion date is 12 January 12, 155 weeks later than indicated on Programme Rev 1.

**Balgreen Bridges**

East Abutment

Progress

No activities carried out during the period.



**Bilfinger Berger – Siemens – CAF Consortium**

Issues and concerns

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

West Abutment

Progress

No activities carried out during the period.

Issues and concerns

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

Superstructure

Progress

No activities carried out during the period.

Issues and concerns

IFC scope of works anticipated completion date is 24 May 12, 123 weeks later than indicated on Programme Rev 1.

**Trackwork Murrayfield Stadium to Balgreen Road**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of changes from BDDI to IFC.

IFC scope of works anticipated completion date is 29 April 13, 125 weeks later than indicated on Programme Rev 1.

**Balgreen Tram Stop**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 10 October 12, 174 weeks later than indicated on Programme Rev 1.

**Jenners Sub Station**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 15 July 11, 109 weeks later than indicated on Programme Rev 1.



**Bilfinger Berger – Siemens – CAF Consortium**

**4.1.3.7 Section 5B Balgreen Road to Edinburgh Park Central  
Trackwork Balgreen Road – Carrick Knowe**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change for below ground obstructions.

Track work changes from BDDI to IFC have yet to be agreed.

Earthworks changes from BDDI to IFC have yet to be agreed.

Completion date is dependent on agreement of changes from BDDI to IFC.

IFC scope of works anticipated completion date is 16 January 12, 141 weeks later than indicated on Programme Rev 1.

**Carrick Knowe Bridge**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Resolution of geometry at abutments track slab is still required. Works are now on hold pending resolution.

IFC scope of works anticipated completion date is 26 April 11, 108 weeks later than indicated on Programme Rev 1.

**Track work Carrick Knowe – Guided Busway**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change to W500.

Track work changes from BDDI to IFC have yet to be agreed.

Earthworks changes from BDDI to IFC have yet to be agreed.

Completion date is dependent on agreement of changes from BDDI to IFC.

IFC scope of works anticipated completion date is 4 April 11, 106 weeks later than indicated on Programme Rev 1.

**Stenhouse Drive Retaining Wall**

LOD issue has been resolved by the introduction of RC retaining wall.

**Track work Guided Busway**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

None

**Saughton Place Tram Stop**

**Progress**

No activities carried out during the period.



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 23 May 11, 101 weeks later than indicated on Programme Rev 1.

**Track work Guided Busway to South Gyle Access Bridge**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change for dealing with contaminated ground at Bankhead Drive/South Gyle Access Bridge.

Track work changes from BDDI to IFC have yet to be agreed.

IFC scope of works anticipated completion date is 7 March 12, 153 weeks later than indicated on Programme Rev 1.

**Bankhead Retaining Wall**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

IFC scope of works anticipated completion date is 6 May 11, 145 weeks later than indicated on Programme Rev 1.

**South Gyle Access Bridge**

**East Abutment**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.

**West Abutment**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change for dealing with contaminated ground.

Commencement is dependent on agreement of additional requirements required by Network Rail for inclusion within the track monitoring plan.



**Bilfinger Berger – Siemens – CAF Consortium**

Superstructure  
Progress  
No activities carried out during the period.

Issues and Concerns  
IFC scope of works anticipated completion date is 4 November 11, 145 weeks later than indicated on Programme Rev 1.

**Bankhead Sub Station**  
Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 23 May 11, 106 weeks later than indicated on Programme Rev 1.

**Bankhead Tram Stop**  
Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 3 May 12, 155 weeks later than indicated on Programme Rev 1.

**Track work South Gyle Access Bridge to Edinburgh Park**  
Progress  
No activities carried out during the period.

Issues and Concerns  
Commencement is dependent on agreement of change for dealing with contaminated ground at Bankhead Drive/South Gyle Access Bridge.  
Commencement is dependent on agreement of change for existing utilities which require diversion/protection.  
Track work changes from BDDI to IFC have yet to be agreed.  
IFC scope of works anticipated completion date is 27 October 11, 142 weeks later than indicated on Programme Rev 1.

**Edinburgh Park Bridge**  
Progress  
No activities carried out in the period.

Issues and Concerns  
Recommencement is dependent on agreement of changes from BDDI to IFC  
DKE issues at OLE foundations unresolved.  
Containment plinth level tolerance unresolved  
Colour finish to approach block work unresolved  
IFC scope of works anticipated completion date is 3 March 11, 89 weeks later than indicated on Programme Rev 1.



**Bilfinger Berger – Siemens – CAF Consortium**

**Edinburgh Park Tram Stop**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 5 December 11, 140 weeks later than indicated on Programme Rev 1.

**Track Work Edinburgh Park Station – Edinburgh Park Central**

Progress

No activities carried out during the period.

Issues and Concerns

Track work changes from BDDI to IFC have yet to be agreed.  
Earthworks changes from BDDI to IFC have yet to be agreed.  
Commencement is dependent on agreement of change to contamination / Hogweed.  
Commencement is dependent on agreement of change on clashes with existing utilities.  
IFC scope of works anticipated completion is 8 November 11, 108 weeks later than indicated on Programme Rev 1.

**Edinburgh Park Central Tram Stop**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 22 November 11, 101 weeks later than indicated on Programme Rev 1.

**4.1.3.8 Section 5C Edinburgh Park Central to Gogarburn  
Trackwork Edinburgh Park Central – Gyle Centre**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change to trackwork  
Commencement is dependent on agreement of change on clashes with existing utilities.  
Completion date is dependent on agreement of changes from BDDI to IFC.  
IFC scope of works anticipated completion is 21 February 12, 150 weeks later than indicated on Programme Rev 1.



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**Gyle Tram Stop Retaining Wall**

Progress

No activities carried out during period.

Issues and Concerns

Commencement is dependent on agreement of changes to Utility Diversions. IFC scope of works anticipated completion is 5 July 11, 156 weeks later than indicated on Programme Rev 1.

**Gyle Tram Stop**

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC. IFC scope of works completion date is 27 March 12, 149 weeks later than indicated on Programme Rev 1.

**Depot Access Bridge**

**North Abutment**

Progress

Structural backfilling has continued in the period. Progress has been disrupted by adverse physical conditions ie. prolonged heavy snow and low temperatures

Issues and Concerns

None

**South Abutment**

Progress

Structural backfilling has continued in the period. Progress has been disrupted by adverse physical conditions ie. prolonged heavy snow and low temperatures

Issues and Concerns

None

**Centre Pier**

Progress

None works complete

Issues and Concerns

None

**Superstructure**

Progress

Erection of falsework has continued in the period. Fixing of deck reinforcement has commenced in the period. Structural backfilling has continued in the period. Progress has been disrupted by adverse physical conditions ie prolonged heavy snow and low temperatures



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

IFC scope of works anticipated completion is 25 May 11, 69 weeks later than indicated on Programme Rev 1.

**A8 Underpass**

**Phases 1 & 2**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Recommencement is dependent on agreement of changes from BDDI to IFC.  
Recommencement is dependent on agreement of change order for unforeseen ground conditions ie. variable rock head has yet to be agreed.  
Recommencement is dependent on agreement of change order for dealing with existing utilities.

**Phase 3**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Commencement is dependent on agreement of change within Phases 1, 2 & 4.

**Phase 4**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Recommencement is dependent on agreement of changes from BDDI to IFC.  
Recommencement is dependent on agreement of change order for unforeseen ground conditions ie. variable rock head has yet to be agreed.  
Recommencement is dependent on agreement of change order for dealing with existing utilities.

**Tunnel Construction**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Commencement is dependent on agreement of change within Phases 1, 2 & 4.

IFC scope of works anticipated completion is 23 May 12, 146 weeks later than indicated on Programme Rev 1.

**Track work Gyle Centre to Depot Stop**

**Progress**

No activities carried out during period.



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

Commencement is dependent on agreement to drainage changes within Section 6 Depot

Track work changes from BDDI to IFC have yet to be agreed.

Earthworks changes from BDDI to IFC have yet to be agreed.

IFC anticipated completion is 26 September 12, 105 weeks later than indicated on Programme Rev 1.

**Track Work Depot Stop – Gogarburn**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Commencement is dependent on agreement to drainage changes within Section 6 Depot

Track work changes from BDDI to IFC have yet to be agreed.

IFC anticipated completion is 11 July 11, 83 weeks later than indicated on Programme Rev 1.

**Depot Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 12 September 11, 91 weeks later than indicated on Programme Rev 1.

**4.1.3.9 Section 6A Depot**

**Earthworks/Drainage**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Recommencement is dependent on agreement of hard standings changes from BDDI to IFC.

Interface with future Gogar Interchange (Network Rail/Tram) may delay completion.

Ongoing IFC works may have to be aborted, depending on details provided within Edinburgh Gateway design

Completion date is dependent on agreement of changes from BDDI to IFC.

IFC anticipated completion is 24 February 11, 116 weeks later than indicated on Programme Rev 1.

**Trackwork**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Recommencement is dependent on agreement to drainage changes within Section 6 Depot



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Recommencement is dependent on agreement of changes to track work.  
Recommencement is dependent on agreement of OLE foundation changes from BDDI to IFC  
IFC anticipated completion is 16 March 11, 77 weeks later than indicated on Programme Rev 1.

**Depot Building**

**Progress**

Internal fit out has continued in the period.  
Access gantry erection has been completed in the period.  
Erection of tram doors has continued in the period.  
Electrical testing/ commissioning has continued in the period.  
Gas testing/ commissioning has continued in the period.

**Issues and Concerns**

Progress has been disrupted by adverse physical conditions ie prolonged heavy snow and low temperatures  
Numerous Changes from BDDI to IFC have yet to be agreed.  
Non availability of water supply will delay commissioning.  
SW approval of revised water main route unresolved.  
As a consequence of non agreement of change the building has no foul or storm drainage outfall.  
IFC anticipated completion is 25 February 11, 71 weeks later than indicated on Programme Rev 1.

**Depot Substation**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Changes from BDDI to IFC have yet to be agreed.  
Substation is substantially complete. 85 weeks later than indicated on Programme Rev 1.

**Access Roads/Car Parks**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Recommencement is dependent on agreement of hard standings changes from BDDI to IFC.

IFC anticipated completion is 13 June 11, 92 weeks later than indicated on Programme Rev 1.

**4.1.3.10 Section 7A Gogarburn to Edinburgh Airport**

**Gogarburn to Ingliston Park & Ride**

**Trackwork Ch710000 – Ch710390**

**Progress**

No activities carried out during period.



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

Commencement of slope stability works is dependent on agreement of changes from BDDI to IFC.

Commencement is dependent on agreement of changes from BDDI to IFC.

IFC anticipated completion is 29 November 11, 82 weeks later than indicated on Programme Rev 1.

**Gogarburn Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 31 August 11, 82 weeks later than indicated on Programme Rev 1.

**Gogarburn Bridge**

**Progress**

Structure is substantially complete.

**Issues and Concerns**

Track containment specification with regard to level control has not been achieved. Remedial proposals have been agreed.

**Track work Ch710420 – Ch711600**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

IFC anticipated completion is 29 November 11, 82 weeks later than indicated on Programme Rev 1.

OLE & Duct and drainage changes BDDI to IFC are yet to be agreed

NEL future proofing changes have yet to be agreed.

Incorporation of future proofing works at NEL may delay completion

Recommencement is dependent on agreement of changes from BDDI to IFC.

IFC anticipated completion is 1 December 11, 82 weeks later than indicated on Programme Rev 1.

**Ingliston Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.

IFC scope of works completion date is 12 October 11, 86 weeks later than indicated on Programme Rev 1.

**Ingliston Sub Station**

**Progress**

No activities carried out during the period.



**Bilfinger Berger – Siemens – CAF Consortium**

**Issues and Concerns**

Commencement is dependent on agreement of change from BDDI to IFC.  
IFC scope of works completion date is 23 May 11, 66 weeks later than indicated on Programme Rev 1.

**Ingliston Park & Ride to Edinburgh Airport  
Trackwork Ch711600 – Ch712200**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Recommencement is dependent on agreement of change to OLE & ducts drainage changes BDDI to IFC are yet to be agreed  
NIL future proofing changes have yet to be agreed.  
Programme effect of NIL works have yet to be addressed  
Incorporation of future proofing works at NIL may delay completion  
Completion date is dependent on agreement of changes from BDDI to IFC.  
IFC anticipated completion is 17 April 12, 102 weeks later than indicated on Programme Rev 1.

**Track work Ch712200 – Ch712580**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

Redesign of Walls W14C may delay track completion.  
Recommencement is dependent on agreement of changes from BDDI to IFC.  
IFC anticipated completion is 17 April 12, 102 weeks later than indicated on Programme Rev 1.

**Gogarburn Wall W14C**

**Progress**

No activities carried out during period.

**Issues and Concerns**

Changes from BDDI to IFC have yet to be agreed.  
Redesign of walls W14C is incomplete.  
Construction of redesign will delay completion of trackwork  
Commencement is dependent on agreement of changes from BDDI to IFC.  
IFC anticipated completion is 29 November 11, 142 weeks later than indicated on Programme Rev 1.

**Edinburgh Airport Tram Stop**

**Progress**

No activities carried out during the period.

**Issues and Concerns**

CEC/BAA Planning approval outstanding.  
Changes from BDDI to IFC have yet to be agreed.  
Commencement is dependent on agreement of changes from BDDI to IFC.



**Bilfinger Berger – Siemens – CAF Consortium**

IFC anticipated completion is 2 April 12, 92 weeks later than indicated on Programme Rev 1.

**4.2 E&M SYSTEMS****4.2.1 OLE (Overhead Line Equipment)****Design**

No update since last report. Final design submission walk-through workshop was carried out successfully on 18.11.2010.

**Approvals and Consents**

Next submission (Atholl Place – Haymarket) is planned for 25 February 2011. Currently without impact on the construction programme, due to prioritisation of building fixing conflict resolution.

**Issues and Concerns**

Programme issues remain unchanged from last report.

**Production**

No update since last report.

**4.2.2 TPS (Traction Power Substations)****Design**

No update since last report. TPS E&M design is substantially complete. Final design submission walk-through workshop was carried out successfully on 18 November 2010.

**Approvals and Consents**

No update since last report.

**Issues and Concerns**

Same comments as in all previous monthly reports. Discontinuous work for installation of upcoming substations.

**Production**

All materials are in Edinburgh. Installation of traction power substation in depot completed. Pre-commissioning tests are completed.

**4.2.3 TRW (Trackwork)****Design, submittals to tie in the reporting period:**

- Track layout drawing Section 2A (#055883) Rev.D
- Turnout Layout – Haymarket Yards Turnback East/West Crossover (#058080 - #058083) Rev.A
- Layout Turnout Straight Depot Workshop East Entry (#058076 - #058079) Rev.A



**Bilfinger Berger – Siemens – CAF Consortium**

**Approvals and Consents, RoR's**

- Designs reviewed and endorsed by *tie* with Level A or B in the reporting period:

**Basic Design:**

Trackform Overview (#057156) Rev.E (RoR)

Trackwork Overview (#057156) Rev.G

Basic Design: Rheda City Floating Slab Report (#055632) Rev.B

Basic Design: Transitions to Ballasted Tracks on Structures Report (#055629) Rev.A

Basic Design: Rheda City Stations and Level Crossings (#055635) Rev.A

Basic Design: Rheda City Green Track Report (#055718) Rev.B

**Detailed Design:**

Tram Section on Guided Busway Gully Sump Grating Cover Fixing Details (RoR – #057117)

Drainage Boxes at Guided Busway adjustment to Existing Manholes (RoR - #055996)

Rheda City Floating Slab Track Drawing (#055722) Rev.B

**Issues and Concerns**

- Groundborne Noise and Vibration measures have been shown to be necessary and have been endorsed Level B by *tie*. Further design is necessary by SDS but the design estimate has been rejected by *tie*. This is the subject of ongoing correspondence with *tie*, but is causing delay to completion of design. Following agreement of the design, an estimate for the additional work will be submitted.
- According to current SDS design information a standard Rheda City track solution is not possible at the locations as listed below:

275 kV cable - Arthur Street to Dalmeny Street

Scottish Power Tunnel - Leith Walk

Culvert on North Street Section of Constitution Street

A specific design solution for the supporting layer of the track may be necessary.

There is still a remaining risk that the assumed locations and levels of the underground obstacles differ from the actual locations and levels. If this emerges during construction this could cause significant delays.

- Changes in Design and Change Orders may influence the TRW programme, impact is continuous and summarized e.g. in Programme Rev 3A (rejected by *tie*).
- Ground conditions and utilities that cannot be / have not been relocated to lower levels may influence the TRW design and programme.



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- Infraco records its concern at *tie's* mis-use of the Review Procedure as set out in Schedule Part 14. In particular:
  - Requiring responses or resubmissions on Level B endorsements, contrary to Schedule Part 14
  - Changing endorsements to a lower level sometimes after a significant period without contractual basis
  - Making level C endorsements with invalid grounds for objection
 This is frustrating Infraco's efforts to close out the design and will cause delays.
- The level of deterioration in Princes Street remains a matter of concern to Infraco. Notwithstanding *tie's* rejection of the Princes Street Rectification Plan, we continue to address the issues detailed in the Plan in accordance with our contractual obligations as quickly as possible in the interests of both the ETN Project and also the people of Edinburgh. We would remind *tie* that where dependencies are identified, in particular on *tie* actions, these must be carried out. Failure by *tie* to address and carry out its necessary actions will jeopardize the successful completion of the Plan and may amount to a breach of *tie's* obligations under the Infraco Contract. Given recent publicity, it is important that we are jointly seen to be working towards a solution in Princes Street. Additionally, temporary repairs being carried out do not have a long life and further deterioration increases the risk of an accident to members of the public.

**Production**

- Guided Busway: Works around the gully outlets (direct fixation) almost finished; grouting works ongoing.
- Depot: Trackwork construction Area 2b finished
- First 15 turnouts delivered on site
- 4 turnouts, ballast track and Rheda track installed (area 1)
- 7 turnouts, ballast track installed (area 2a)
- Workshop: Trackwork construction track 3 and 4 west side, preparation of trackwork construction track 1, 2, 3 and 4 east side
- Preparation of area 2c for track installation
- Carry on with completion area 1, 2a and 2b (placing 2<sup>nd</sup> stage ballast and fishplating)
- Delivery of sleepers and rails for off street sections finished

Following production activities are planned within the reporting period:

- Guided Busway Final works around the gully outlets;
- S&C production ongoing, subsequent delivery of depot turnouts
- Starting trackwork construction at the depot; Area 2c track installation. It is anticipated that disruption will be encountered, but no other sites are yet available due to MUDFA, lack of agreement on Estimates, and other reasons explained in all monthly reports and correspondence.
- Preparation Edinburgh Park Station Bridge and Edinburgh Park Station for track construction.
- Preparation of track installation at Gogarburn Bridge.
- Preparation of track installation Section 7.



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- Preparation of track installation Section 2.

**4.2.4 DWE (Depot Workshop Equipment)**

**Design**

The status remains unchanged compared to period report 3-9.

**Approvals and Consents**

The status remains unchanged compared to period report 3-9.

**Issues and Concerns**

In order to finish the outstanding DWE procurement on trackwork maintenance tools and measuring equipment, final confirmation by *tie* on the topic Value Engineering / Trackwork Tools is required.

**Delays to Site Availability**

For track work tools the procurement depends on *tie's* decision as mentioned above.

**Production**

The status remains unchanged compared to period report 3-9.

**4.2.5 Signalling, Communication, SCADA, PIS, PA**

**Design**

Signalling

Signalling System Case for Safety (Level C – Resubmit) will be updated.

The lack of a Traffic Light Controls interface partner is preventing conclusion of signalling design. This will affect all three interfaces; civils (ductwork etc), cabling and communication/ information.

*tie* is urged to instruct the TLC without further delay.

- Detailed Design:

- ROR-Meeting carried out, incorporation of comments open

SCADA, PIS, PA (RailCom Manager), PABX, Radio

All detailed designs have been submitted to *tie*, and all ROR comments have been responded. Review clarification meeting was held on RailCom Manager Design, several follow-up meetings were held as well, closeout of ROR comments is progressing.

Request to *tie* to work cooperatively with Lothian Buses to manage the changes in Ofcom allocated radio frequencies has been declined.

**Approvals and Consents**

Information for formal submissions for consent of PID, PA, PHP has been provided in support of overall Tramstop submission which has been



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incorporated in overall Infraco Tramstop submission. Tramstop informative workshops were expected to be held during the month of December 2010.

**Issues and Concerns**

Ticket Vending Machine details – Meeting held with *tie* to agree on the COM/SCADA requirements for LAN, SCADA & Power (19/10/10). From the meeting a proposal was submitted to *tie* for their review/acceptance.

COM have major concerns with regard to the revisiting of the previously approved (level B) detailed design for the PABX by *tie*. Based on this approval the equipment has been procured & FAT tested ready for delivery to site. The latest revision submitted addressing previous comments by *tie* has now been given a Level C rejection by *tie* on areas not previously commented upon by *tie*.

Still require planning approval for the Tramstop equipment from *tie* & CEC to enable the procurement of the related COM equipment e.g. PA Loudspeakers, PHP etc.

**Production**

The following FAT Tests have been completed:

Hardware Re-FAT of Onboard Radio System – 2 July 10  
Hardware FAT of the first tramstop - 9 February 10.  
Hardware FAT of the depot PABX - 10 March 10.  
Hardware FAT of Substation DC charger - 20 April 10.  
Hardware FAT of Control Centre UPS – 12 May 10.  
Hardware FAT of Point Machines - 28 April 10.  
Hardware FAT of Fixed Radio System – 7 October 09  
Hardware FAT of Onboard Radio System – 10 November 09

**Status FAT SIG:**

- Depot West, East and Haymarket carried out
- Airport, Ocean Terminal, Newhaven open
- TPDS IMU 100 – Vicos open
  
- Installation documentation:
  - nearly finished, expected completion until end of January

**Delivery Interlockings:**

- Interlockings Depot East, West and Haymarket delivered
- Interlockings Airport, Ocean Terminal, Newhaven open

SIG/COMS/SCADA workstations and control cabinets have been constructed and set up at Ashby site with associated sub-systems testing having commenced prior to the commencement of integration testing.

OLE Isolator Cabinet have been delivered to ETN Broxburn Stores



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All Point Machines have been delivered to ETN Broxburn Stores.

The first batch of Tramstop Cabinets were delivered to Ashby 20/10/10. The production of the first unit has commenced. A further batch of cabinets was delivered to Ashby on 17/11/10

All Substation COM Cabinets have now been delivered to the Broxburn Stores.

The three Radio Base Station Cabinets and associated UPS Cabinets have been delivered to Broxburn Stores.

All Radio Handheld Portable Units have been delivered to Broxburn Stores.

Gogar Substation Comms Cabinet has been installed at the depot substation during week commencing 25/10/10.

Gogar DC Charger Equipment has been installed and commissioned at the depot substation.

Note: Although procurement has been deliberately postponed as a cost mitigation measure, any residual risk of extended storage, expiration of manufacturer warranties, obsolescence of electronic items, risk of theft, loss or damage of the delivered equipment will be attributed to the ongoing EOT discussions.

**4.2.6 TLC (Traffic Light Control)****Issues and Concerns**

Infraco have received no further instructions or contract to proceed with any traffic signal installation on the ETN project other than works completed on Princes Street (December 2009). The corresponding Estimate is in negotiation with *tie* since months, but no *tie* Change Order has been issued.

**4.2.7 HV/LV – Supply****Design**

No comments

**Approvals and Consents**

Substation lease now concluded at Ingliston. Jenners Depository has all way-leaves in place. The solutions identified by Infraco have an extra costs for Scottish Power re-enforcement works. Scottish Power to provide further justification.

Bankhead way-leave is currently with the council and is expected to be completed by the end of January.

**Issues and Concerns**

Way-leaves still required on the remaining sites.



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**Production**

Trenching and cabling by Core has been completed for the Gogar HV power supply line.

The permanent LV supply at Gogar Depot was connected and tested on the 21/10/2010 by Scottish Power

**4.2.8 RFI Status (E&M)**

Total	47
Closed out	42
Responded by <i>tie</i> but require further clarification	05

**4.3 TRAMS**

See CAF programme update "Planning\_Edimburgo\_27Tram\_300408\_act 10011pdf" (Appendix 10.4).

**4.3.1 Design**

Detailed design is considered finished except for the free issue equipment system for which there is not enough information.

Free issue equipment to CAF, this definition refers to:

- TPDS and Radio supplied by Siemens, closed.
- Bus Tracker supplied by *tie*

**4.3.2 Procurement**

Procurement for the trams is going according to programme.

**4.3.2.1 Delivery of Materials**

All materials to complete the assembly of the full fleet have been delivered in CAF

For the materials that are not available CAF will evaluate the impact of not having the materials delivered and available as is necessary to meet manufacturing programme. Meanwhile, the trams will be assembled without those materials.

**4.3.3 Manufacturing**

CAF manufacturing process started at beginning of December 08.

The manufacturing status is detailed on document "Estado fabricación Edimburgo 11-01-2011.

- Bodyshell manufacturing for the complete fleet has been achieved.



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- Bodyshell painting for the complete fleet has been achieved
- The remaining bodysells are in the finishing area and testing area.

Due to the lack of depot in which to proceed with start delivering trams, CAF has modified its manufacturing rate as a mitigation measure to reduce the overall cost incurred due to delays on the project.

CAF has presently 20 tram units available for delivery, upon requested. This amount of trams is enough to achieve the contractual milestones.

The total number of trams to be delivered is 27.

**4.3.4 Testing in CAF Irun**

CAF intends to test all equipment on the different phases of the testing process (CAF premises, Test Track and Edinburgh Tram Network) according to the protocols agreed with the customer and in cooperation with the suppliers of each equipment, including Free Issue Equipment delivered by Siemens (TPDS and Radio) and *tie* (Bus Tracker).

With the material and information available today CAF will perform as many of the agreed tests as possible.

Testing for tram No 20 has been achieved and testing for tram No 21 shall be achieved before mid-January 2011.

**4.3.5 Dynamic testing at Wegberg-Wildenrath**

CAF performed static and dynamic tests for tram No1 and tram No 2 at the Wegberg-Wildenrath Test and Validation Centre of Siemens at the beginning of the year 2010. Since, UT1 has been moved back to CAF Irun where it was unloaded at the beginning of January 2011 and UT2, having satisfactorily performed all its dynamic tests, was sent to Edinburgh in April 2010.

Therefore, this dynamic test chapter is fully closed.

**4.3.6 Delivery of Trams to Edinburgh**

CAF was ready to deliver trams to Edinburgh according with its contractual programme but there was, and still there is, no depot available to receive the trams.

The first tram delivered (UT2) was unloaded on 25 April 10 at Princes Street according to the MoV of *tie* Change Order 152.

Presently, unit 1 has its Factory Acceptance Type Test Certificate delivered and unit 3, unit 4, unit 5, unit 6, unit 7, unit 8 unit 9, unit 10, unit 11, unit 12, unit 13, unit 14, unit 15, unit 16, unit 17 and unit 18 have their correspondent Factory Acceptance Routine Test Certificates delivered by the Tram



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Inspector. Unit 19, unit 20 and unit 21 should have their certificate delivered soon, as invitations for inspection have been forwarded to the Tram Inspector.

**4.3.7 Tram Storage**

CAF has no storage facilities available.

As the depot is not ready and CAF has received no instructions regarding storage, CAF has proceeded according to its contractual obligations in order to deal with the storage issue.

CAF has been forced to make some works inside CAF premises in Irun in order to prepare some parking facilities. The area available is able to park 12 trams. At the present moment, the finished trams are located at the following places:

- Tram Unit 2 in Edinburgh
- Tram units at CAF Irun. UT 7, 8, 9, 11, 19 and 20
- Tram units at RENFE Irun: UT1, 3, 4, 5, 6, 10, 12, 13, 14, 15, 16, 17 and 18

**4.4 SYSTEMS INTEGRATION**

**4.4.1 EMC**

**4.4.1.1 Earthing & Bonding**

Clarification of individual civil structures is ongoing.

Checking of SDS drawings against the requirements specified in the CVI's for IDR/IDC.

**4.4.1.2 Stray Current**

Investigation of possibly affected utilities started. Individual utilities are indicated and will be clarified whether a risk may exist.

**4.4.1.3 Network Rail Immunisation**

Draft test procedure for Immunisation measurements has been provided to NWR and *tie* informally.

Please refer to chapter 4.4.2.2 in addition.

**4.4.2 System Assurance**

**4.4.2.1 Deliverables / Documents Issued**

- Preliminary Case for Safety (CfS)
  - BSC System CfS – document updated to comments and re-submitted to *tie*.



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- Track Work CfS – comments received from *tie*, Level B Acceptance, document updated to comments and re-submitted to *tie*.
- COM CfS – comments received from *tie*, Level C Acceptance, document updated to comments and re-submitted to *tie*
- SCADA CfS – comments received from *tie*, Level C Acceptance, document updated to comments and re-submitted to *tie*
- Immunisation
  - See section 4.4.2.3

**4.4.2.2 Activities completed**

- Hazard Log Update –
  - Hazard Log mitigation arguments updated to PSCC Sub-Committee report to allow closure for Design Phase.

**4.4.2.3 Activities Ongoing and Planned:**

- Immunisation–
  - Hazard Mitigation - Design mitigation now being supplied with objective of being able to close hazards from a design perspective
- Hazard Log Management –
  - Update and manage Hazard Log based on Hazard owner's responses (ongoing). Based on mitigation provided by the Hazard owner the *tie* PSCC will review the hazard, rank the hazards' residual risk and confirm the if the hazard has been controlled so Far As Is Reasonably Practicable (SFAIRP) .
- Control Room HFI Assessment–
  - Manage HFI Issues Log as identified in HFI OCC Report (ongoing)

**4.4.2.4 Regular activities and attendances:**

- As well as the above a number of other activities are ongoing such as regular attendance at the following meetings; PSCC, PSCC Sub-Committee, ICP Liaison Meetings.

**4.5 TESTING, COMMISSIONING AND START-UP**

Siemens have carried the Pre-commissioning of the switchgear at Gogar Depot and are awaiting the HV to be connected by Scottish Power so testing can be completed.



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**5 NOT USED**

**6 STAKEHOLDER AND THIRD PARTY ISSUES**

No further Discussions have been held on the subject to agree how *tie's* existing Stakeholder Management and Communications team can be best used to mutual advantage. Infraco are willing in principle to contribute in kind or cost transfer to supplement this team, rather than duplicating resources to comply with the specific requirements of the Employer's Requirements as drafted.

**7 COMMERCIAL**

**7.1 Milestones**

Preliminaries Amounts Achieved in the Period:

Month 37/38 Preliminaries (BB)  
 Month 37/38 Preliminaries (S)

**Construction Milestones Achieved in the Period**

Snagging	Gogar Depot	Substation Snagging	2,490.92
1269	Gogar Depot	Depot Building - Fitting Out & finishes - first floor	185,376.33
TB7	Tower Place Bridge (S17)	Ocean Terminal (inc.) to ocean Drive (exec.) Parapet Rails South	78,902.50

**CAF**

VBN-10121340	Delivery of 18th Tram	110,083.25
VBN-10121341	Delivery of 19th Tram	110,083.25
VBN-10121342	Delivery of 20th Tram	110,083.25

**7.2 Change Management**

7.2.1 The Infraco Change Register is presented in Appendix 10.7.

798 Changes have been notified to 17 January 2011 - 102 by *tie* and 696 by Infraco.

127 of these Changes have been superseded by further Changes or withdrawn therefore there are 671 current Changes.



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Of the 671 notified Changes, 337 have been accepted in principle, 134 have been rejected and 200 have neither been accepted nor rejected by *tie*.

86 Changes have a delay only impact and will not require a design/construction Estimate (the impact of these is reflected in the various entitlement programmes submitted to *tie*).

Therefore there are 585 Changes requiring Estimates.

Infraco has submitted Estimates for 530 Changes for design only or for design and construction works to *tie* and 3 delay only Estimates

The total Consortium value of the submitted Estimates is £147,004,136 including £12,714,398 for non-scope work on Bernard Street and St Andrew Square.

207 of the 530 submitted Estimates have been agreed by issue of a *tie* Change Order. The value of Change Orders issued by *tie* is £25,448,047.

There are 28 Design Estimates that require to be formally submitted which are the subject of ongoing discussions.

There are 67 remaining notified Changes for which Construction Estimates are required. It is not possible to prepare 18 of those Construction Estimates until either an SDS design Estimate is received, validated by Infraco and approved by *tie*, and/or the required information is obtained from the SDS Provider.

There are a further 27 Changes which have been notified which are currently being reviewed as they may be included within other Construction Estimates already submitted.

Prioritisation of the remaining Estimates is aligned with the latest intended construction sequence.

A graphical pie chart is presented in Appendix 10.7.

Included in a number of *tie's* Change Order Pro-formas; "Relief required from compliance with Infraco obligations under the contract", "Programme impact and required Extension of Time", "Impact on Performance" remains unresolved for a number of the Changes.

The main reasons for not issuing Change Orders are: Change not agreed in principle, Estimates not yet submitted, figures in estimates not agreed, Base Date Design Information not agreed.

*tie* has responded to a number of submitted Estimates asserting that the identified Change is normal development and completion of design. Infraco generally rejects this assertion.



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The complexity, nature and amount of changes have overloaded the change mechanism included in the Infraco contract, because the Estimates cannot be submitted within the time frame requested in the contract and also due to the fact that the overall impact to the Programme from a given change cannot be assessed on an individual basis. It has been agreed between *tie* and Infraco that the estimates submitted by Infraco will only deal with direct related effects (costs) of each Change. Time related effect will be assessed separately.

#### Dispute Resolution Procedure (DRP):

- Dispute A – Princes Street Works  
Referred by *tie* 19 February 2009  
Settlement reached in Mediation (Princes Street Supplemental Agreement).
- Dispute B – 17.5% Uplift for Civil Engineering Works  
Referred by *tie* 19 February 2009  
Settlement reached in Mediation
- Dispute 01 – Valuation of EOT1 (INTC No.1)  
Referred by *tie* 11 August 09  
Settlement reached in Mediation for Valuation of Bilfinger Berger and Siemens Elements Only – Valuation of CAF element excluded from settlement.
- Dispute 02 – Hilton Car Park  
Referred by *tie* 11 August 09  
Adjudicator awarded redress sought by *tie*
- Dispute 03 – Gogarburn Bridge  
Referred by *tie* 24 August 09  
Adjudicator rejected redress sought by *tie*
- Dispute 04 – Carrick Knowe Bridge  
Referred by *tie* 24 August 09  
Adjudicator rejected redress sought by *tie*
- Dispute 05 – Russell Road Retaining Wall 4  
Referred by Infraco 04 September 09  
Adjudicator awarded redress sought by Infraco
- Dispute 06 – Delays Arising from MUDFA Programme Rev 8  
Referred by Infraco 04 September 09  
Adjudicator accepted the principle arguments put forward by Infraco however felt only able to award part of the redress sought by Infraco due to a perceived requirement for additional information.
- Dispute 07 – Haymarket Viaduct  
Referred by *tie* 09 October 09  
Settlement reached during Internal DRP
- Dispute 08 – Baird Drive Retaining Wall  
Referred by *tie* 15 January 10  
Settlement reached during Internal DRP
- Dispute 09 – Balgreen Road Retaining Wall  
Referred by *tie* 15 January 10  
Settlement reached during Internal DRP
- Dispute 10 – Section 7A Drainage  
Referred by *tie* 10 February 10



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- Adjudicator rejected redress sought by *tie*
- Dispute 11 – Depot Access Bridge  
Referred by Infraco 12 February 10  
Adjudicator awarded redress sought by Infraco
  - Dispute 12 – Tower Place Bridge  
Referred by *tie* 25 February 10  
Adjudicator awarded redress sought by *tie*.
  - Dispute 13 – Clause 80.13 Instruction  
Referred by Infraco 21 May 2010  
Adjudicator awarded redress sought by Infraco
  - Dispute 14 – Liability for Landfill Tax for Contaminated Material  
Referred by Infraco 18 August 10.  
Adjudicator awarded redress sought by Infraco
  - Dispute 15 – Approval of Key Sub-Contractor sub-contracts  
Referred by Infraco 26 August 10.  
Adjudicator rejected redress sought by Infraco
  - Dispute 16 – Payment of Preliminaries  
Referred by Infraco 1 September 10.  
Adjudication is ongoing.
  - Dispute 17 – Section 7A Drainage – (Notified Departures 6&7)  
Referred by Infraco 8 September 10  
Settlement reached during Internal DRP
  - Dispute 18 – Disputed Payment for Princes Street Works  
Referred by Infraco 17 September 10.  
Adjudication is ongoing.
  - Dispute 19 – Section 5B Drainage  
Referred by *tie* 12 November 10  
Settlement reached during Internal DRP
  - Dispute 20 – Section 5C Drainage  
Referred by *tie* 12 November 10  
Settlement reached during Internal DRP
  - Dispute 21 – Lindsay Road Lowering  
Referred by *tie* 30 November 10  
Parties agreed to mediation.
  - Dispute 22 – Bankhead Drive Retaining Wall  
Referred by *tie* 3 December 10  
Parties agreed to mediation.
  - Dispute 23 – South Gyle Access Bridge  
Referred by *tie* 3 December 10  
Parties agreed to mediation.
  - Dispute 24 – MUDFA 2 - **Delays and Additional Costs arising from incomplete Utilities Works**  
Referred by Infraco 18 January 11

**Remediable Termination Notices (RTN's)**

Tie has raised the following RTN's

1. Infraco Default (a): Defects on Princes Street (INF CORR 5764)
2. Infraco Default (a): Defects on Princes Street (INF CORR 5771)



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3. Infraco Default (a): Clauses 10.4 and 10.6 – Failure to Provide Extranet and Information in Respect of Infraco Claims (INF CORR 5770)
4. Infraco Default (a): Clause 60 (INF CORR 5819)
5. Infraco Default (a): Bilfinger Berger / SDS Provider Minute of Agreement (INF CORR 5959)
6. Infraco Default (a): Design: Trackworks (INF CORR 5995)
7. Infraco Default (a): Failure to Progress Demolition Works at plots 97 and 102 Russell Road (INF CORR 6254)
8. Infraco Default (a): Clause 80 – tie Changes (INF CORR 6316)
9. Infraco Default (a): Breaches Evincing Course of Conduct (INF CORR 6318)
10. Infraco Default (a): Failure to Manage Design at Gogarburn Retaining Wall W14C and W14D (INF CORR 6422)

Infraco has responded to RTN numbers 1 to 10 and have refuted their validity. tie has responded to Infraco's responses to RTN numbers 1 to 6 within the contractual time frames and tie has failed to respond to Infraco's responses to RTN numbers 7, 8 and 9 within the contractual time frames.

**Underperformance Warning Notices (UWN's)**

Tie has raised the following UWN's

1. Infraco Default (a): Defects on Princes Street (INF CORR 5765)
2. Infraco Default (a): Clause 60 (Programme) (INF CORR 5992)
3. Design: Trackworks (INF CORR 6421)

Infraco has responded to all the UWN's and have refuted their validity. tie has responded to Infraco's responses.

## **8 RESOURCES**

### **8.1 Organisation Charts**

Consortium and Systems organisation charts are included in this report.

See Appendix 10.8.

## **9 OTHER ISSUES**

No comments.



## **10.7 Change Register**



**INFRACO ESTIMATES SUBMITTED VS TIE CHANGE ORDERS ISSUED  
STATUS AT 17 JANUARY 2011**

