

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 26 June 12, 112 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 Network Rail 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 12 December 12, 192 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 Network Rail for inclusion within the track monitoring plan.

IFC scope of works anticipated completion date is 13 October 11, 139 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.

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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 15 March 12, 136 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 31 January 12, 100 weeks later than indicated on Programme Rev 1.

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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 15 February 12, 160 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 15 February 12, 160 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 15 February 12, 160 weeks later than indicated on Programme Rev 1.

Balgreen Bridges

East Abutment

Progress

No activities carried out during the period.

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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 22 June 12, 127 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 30 May 13, 129 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 7 November 12, 178 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 August 11, 113 weeks later than indicated on Programme Rev 1.

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**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

IFC scope of works anticipated completion date is 25 May 11, 112 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 May 11, 110 weeks later than indicated on Programme Rev 1.

Stenhouse Drive Retaining Wall

Progress

No activities carried out during the period.

Issues and Concerns

Commencement is dependent on agreement of changes BDDI to IFC.

Track work Guided Busway

Progress

No activities carried out during the period.

Issues and Concerns

None

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Saughton 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 21 June 11, 105 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 4 April 12, 157 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 June 11, 150 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.

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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 2 December 11, 149 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 21 June 11, 110 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 4 June 12, 160 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 7 December 11, 148 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.

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IFC scope of works anticipated completion date is 31 March 11, 93 weeks later than indicated on Programme Rev 1.

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 27 January 12, 147 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 6 December 11, 112 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 20 December 11, 105 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 20 March 12, 154 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 3 August 11, 160 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 25 April 12, 153 weeks later than indicated on Programme Rev 1.

Depot Access Bridge

North Abutment

Progress

Structural backfilling has continued in the period.

Issues and Concerns

None

South Abutment

Progress

Structural backfilling has continued in the period.

Issues and Concerns

None

Centre Pier

Progress

None works complete

Issues and Concerns

None

Superstructure

Progress

Erection of falsework has been completed in the period.
Fixing of deck reinforcement has continued in the period.

Issues and Concerns

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

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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 21 June 12, 150 weeks later than indicated on Programme Rev 1.

Track work Gyle Centre to Depot Stop

Progress

No activities carried out during period.

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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 24 October 12, 109 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 9 August 11, 87 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 March 11, 120 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 13 April 11, 81 weeks later than indicated on Programme Rev 1.

Depot Building

Progress

Internal fit out has continued in the period.
Electrical testing/ commissioning has continued in the period.
Gas testing/ commissioning has continued in the period.

Issues and Concerns

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 March 11, 75 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.

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Issues and Concerns

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

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

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

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

IFC anticipated completion is 9 January 12, 88 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 October 11, 91 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 9 January 12, 88 weeks later than indicated on Programme Rev 1.

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

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

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

NEL future proofing changes have yet to be agreed.

Incorporation of future proofing works at NEL may delay completion

IFC anticipated completion is 10 January 12, 88 weeks later than indicated on Programme Rev 1.

Ingliston Tram Stop

Progress

No activities carried out during the period.

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Issues and Concerns

Commencement is dependent on agreement of change from BDDI to IFC.
IFC scope of works completion date is 9 November 11, 90 weeks later than indicated on Programme Rev 1.

Ingliston 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 21 June 11, 70 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

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

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

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

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 2 May 12, 104 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.

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

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

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

IFC anticipated completion is 2 May 12, 104 weeks later than indicated on Programme Rev 1.

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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 14 December 11, 144 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.

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

IFC anticipated completion is 13 June 12, 102 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 November 10.

Approvals and Consents

Next submission (Atholl Place – Haymarket) is planned for 25 February 11. 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.

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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 drawings Section 1C (#055841, #055842, #055851 , #055852) Rev.B (#055861 , #055862) Rev.D
- Track layout drawings Section 1D (#055871) Rev.D (#055872) Rev. E (#055881, #055882) Rev.C
- Track Layout Section 1B (#055821, #055822, #055831 , #055832) Rev.B
- System Wide: Generic Track Type Transitions Ballast to Rheda City / Direct Fixation Track (#055771) Rev.B

Approvals and Consents, RoR's

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

Basic Design:

- Transitions to Ballastless Track on Structures (#055630) Rev.B

Detailed Design:

- Track layout drawing Section 2A (#055883) Rev.D
- Turnout Layout – Haymarket Yards Turnback East/West Crossover (#058080 - #058083) Rev.A
- Fishplated Rail Joint Details Depot (#055773) Rev.C

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.
- The design for locations as listed below cannot be finalised unless the as-built documentation of the underground utilities is available::

275 kV cable - Arthur Street to Dalmeny Street
Scottish Power Tunnel - Leith Walk
Culvert on North Street Section of Constitution Street

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

- 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.
- 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 working towards a permanent 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. (pending on weather condition)
- Workshop: Trackwork construction track 2, 3 and 4 west side and track 4 east side including aprons,, preparation of trackwork construction track 1 east and west side and 2 and 3 east side including aprons
- Preparation of area 2c for track installation
- Installation crossing area 1 with 2nd stage pouring has been finished
- Carry on with completion area 1, 2a and 2b (placing 2nd stage ballast and fishplating)
- Carry on with delivery of turnouts area 4

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

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- 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.
- Preparation of track installation Section 2.

4.2.4 DWE (Depot Workshop Equipment)

Design

The status remains unchanged compared to period report 3-11.

Approvals and Consents

The status remains unchanged compared to period report 3-11.

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 Maintenance equipment is required.

Delays to Site Availability

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

Production

The status remains unchanged compared to period report 3-11.

Installation

Installation of shelving within the storage areas has started.
Next installation activities will be the compressor station and the crane.

4.2.5 Signalling, Communication, SCADA, PIS, PA

Design

Signalling

Status Design Close Out:

- SPM-RA-SIG-0301 Detailed Design TPDS Onboard Computer => Letter issued 8/10/2009
- SPM-RA-SIG-0302 Detailed Design TPDS Transmission System IMU 100 => re-submission until 19. Feb
- SPM-RA-SIG-0303 ETN - SIG: Detailed Design Sicas S7 Interlocking => re-submission until 19. Feb
- SPM-RA-SIG-0304 Detailed Design Vicos OC100 => re submission until 14. Feb
- SPM-RA-SIG-0305 Detailed Design Vicos OC100 Archive => Level A
- SPM-RA-SIG-0307 Detailed Design Vicos OC100 Views => re-submission until 14. Feb

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- SPM-RA-SIG-0308 Detailed Design Point Heater Controller=> Submitted

Status CEC Informatives SIG

- Earth boxes located in on-street section have to fulfil load of 40 tons equivalent to EN124 D400. Certificate has to be provided.
- Colours of Interlocking Cabinets are not in line with Appendix 19, Revision 13 that is not released by CEC. However, cabinets are already purchased. Clarification is essential especially with regard to installation of Depot East and West.

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.

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 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.

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Production

FAT testing:

No FAT test completed or additional tests planned compared to previous reporting period.

Gogar UPS equipment installed, commissioned and SAT tested

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.

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

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4.3 TRAMS

See CAF programme update Planning_Edinburgo_27Tram_300408_act 080211 (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 2008.

The manufacturing status is detailed on document “Estado de fabricación Edimburgo 08-02-2011.

- Bodysell manufacturing for the complete fleet has been achieved.
- Bodysell painting for the complete fleet has been achieved
- The remaining bodysells (from Tram No 22 to Tram No 27) 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 21 tram units available for delivery, upon request. This amount of trams is enough to achieve the contractual milestones.

The total number of trams to be delivered is 27.

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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 21 has been achieved and testing for Tram No 22 shall be achieved before mid-February 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 11 and UT2, having satisfactorily performed all its dynamic tests, was sent to Edinburgh in April 10.

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 2, 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 Inspector. Unit 19, unit 20 and unit 21 should have their certificate delivered soon. The proposed date for inspection of Tram No 22 is 17 February 11.

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.

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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 moment the finished trams are located at the following places:

- Tram Unit 2 in Edinburgh under MoV of *tie* Change Order 152 and Minute of Variation dated 23 April 10.
- Tram units at CAF Irun. UT 7, 8, 9, 11, 19, 20 and 21.
- 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)
 - Signalling CfS – document updated to comments and re-submitted to *tie*.
 - Track Work CfS – comments received from *tie*, Level B Acceptance, *tie* comments reviewed and response provided *tie* accept document in it's current form does not require updating further in the project phase. Outstanding *tie* comments will be handled in next phase of project.
 - COM CfS - comments received from *tie*, Level B Acceptance, *tie* comments reviewed and response provided *tie* accept document in it's current form does not require updating further in the project phase. Outstanding *tie* comments will be handled in next phase of project.

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- Tram VSCS – issued to BSC for internal review.
- 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.
 - PSCC Sub-Committee report responses supplied to PSCC Sub-committee chairman. Meeting arranged with PSCC Sub-committee chairman to review responses.

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.

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

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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 40 Preliminaries (BB)
 Month 40 Preliminaries (S)

Construction Milestones Achieved in the Period

144e	Depot Access Bridge (S32)	South Abutment - FRC to bases and stems	268,611.26
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CAF

VBN-11011235	Delivery of 21st Tram	110,083.25
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7.2 Change Management

7.2.1 The Infraco Change Register is presented in Appendix 10.7.

809 Changes have been notified to 10 February 11 - 102 by *tie* and 707 by Infraco.

131 of these Changes have been superseded by further Changes or withdrawn therefore there are 678 current Changes.

Of the 678 notified Changes, 344 have been accepted in principle, 135 have been rejected and 199 have neither been accepted nor rejected by *tie*.

88 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 590 Changes requiring Estimates.

Infraco has submitted Estimates for 537 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 £148,057,713 including £12,714,398 for non-scope work on Bernard Street and St Andrew Square.

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210 of the 530 submitted Estimates have been agreed by issue of a *tie* Change Order. The value of Change Orders issued by *tie* is £25,453,925.

There are 27 Design Estimates that require to be formally submitted which are the subject of ongoing discussions.

There are 63 remaining notified Changes for which Construction Estimates are required. It is not possible to prepare 13 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 25 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.

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 Infraco 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.

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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 4 September 09
Adjudicator awarded redress sought by Infraco.
- Dispute 06 – Delays Arising from MUDFA Programme Rev 8
Referred by Infraco 4 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* 9 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
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*.

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- 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 – commenced 11 February 2011.
- Dispute 22 – Bankhead Drive Retaining Wall
Referred by *tie* 3 December 10
Parties agreed to mediation.
Settlement reached during Internal DRP
- Dispute 23 – South Gyle Access Bridge
Referred by *tie* 3 December 10
Parties agreed to mediation.
Settlement reached during Internal DRP
- Dispute 24 – MUDFA 2 - Delays and Additional Costs arising from incomplete Utilities Works
Referred by Infraco 18 January 11.
- Dispute 25 – Section 5B – Roads, Street Lighting and Roads Drainage (INTC 204) – Referred by *tie* 01 February 2011.
- Dispute 26 – Section 5C – Roads, Street Lighting and Roads Drainage (INTC 205) – Referred by *tie* 01 February 2011.
- Dispute 27 – Section 2A – Roads, Street Lighting and Roads Drainage (INTC 212) – Referred by *tie* 01 February 2011.
- Dispute 28 – Section 5A – Roads, Street Lighting and Roads Drainage (INTC 528) – Referred by *tie* 01 February 2011.
- Dispute 29 – Section 5C – A8 Underpass W28 – Referred by *tie* 14 February 2011.

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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)
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 APPENDICES

10.1 Contractor Period HS&E Return

Contractor Period H.S. & E. Return



To be completed and returned to tie Ltd (Pauline Goldie Pauline.goldie@tie.ltd.uk) by the Thursday of week 1 for each period (a period is 4 weeks, for dates of start and finish please contact Pauline)

RETURN DATA

Contractor –

BSC

Date completed –

29/01/2011

Year –

10/11

Period –

3-11

PEOPLE DATA

Average number of direct employees on ETP –

112

Hours worked of direct employees on ETP –

19042

Average number of subcontract / others inc visitors on ETP –

115

Hours worked of subcontract / others inc visitors on ETP –

16280

Number of work sites –

3

INCIDENT DATA (leave blank if none)

	DIRECT	SUBCON	M.O.P.
Fatal			
Major			
Over 3 day			
Dangerous Occurrence			
Reportable Disease			
Injury – Non RIDDOR			
Near Miss/ Unsafe Condition		1	
Service Damage		1	
RTA (in and around ETP)			
Positive intervention (if measured)			
Environmental Incident			

ENFORCEMENT NOTICE / VISIT DATA

	NOTICE	VISIT
H.S.E Enforcement		
SEPA		
Local Authority		
Other		

CONTRACTOR AUDIT / INSPECTION DATA

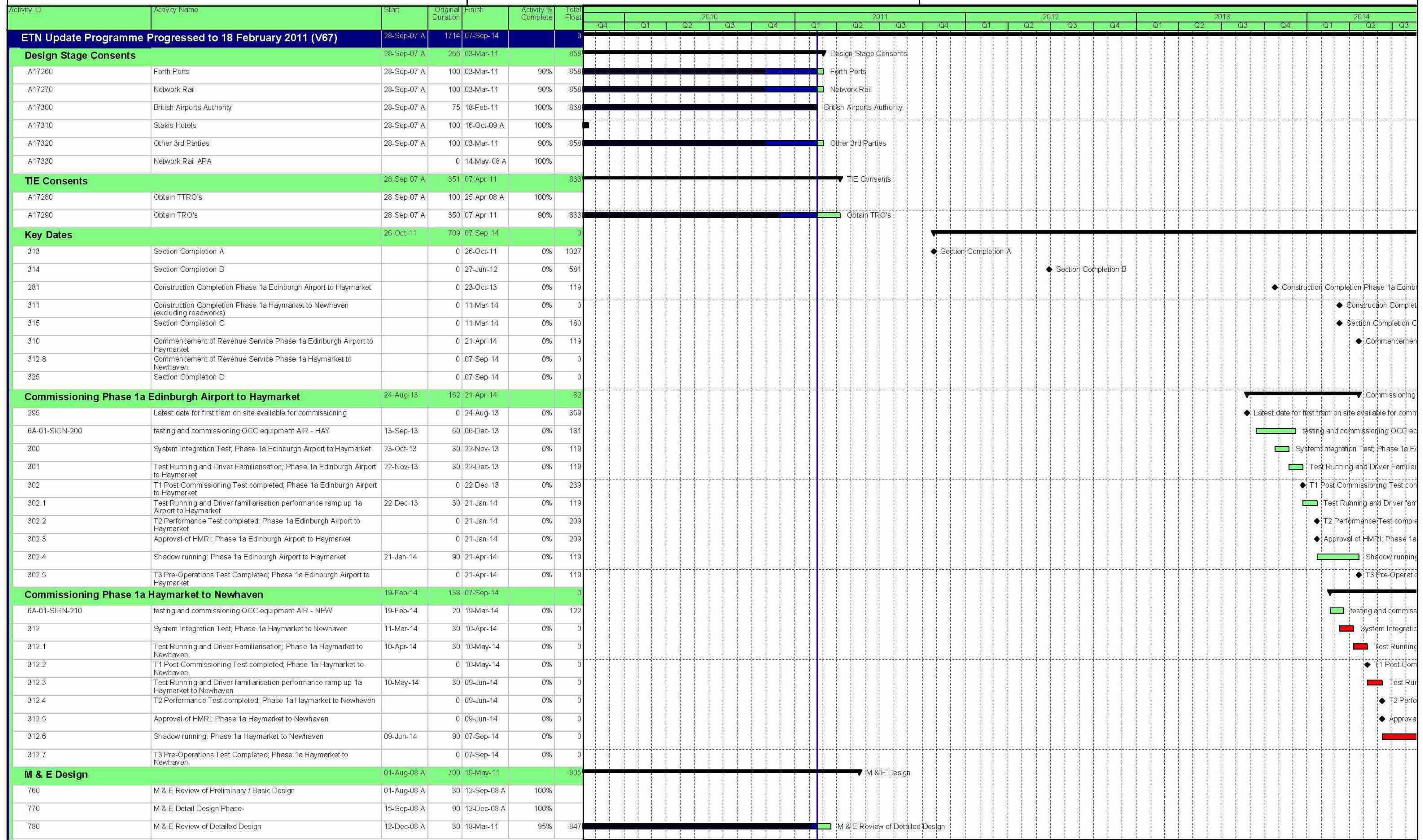
	PLANNED	ACTUAL
Inspections	10	9
Audits	-	-

Please supply supporting data for all RIDDORs, Service Damages and ENF visits if not previously submitted – Rev0

10.2.1 Progressed Programme

Update Programme
 Updated for V67 Design Programme,
 and progress to 18 February 2011 .

EDINBURGH TRAM NETWORK



Date	Revision	Checked	Approved
11-Feb-11	ETN Updated Programme - Progress to 18 Feb 11	JAC	

█ Actual Work █ Critical Remaining Work % Complete
█ Remaining Work ◆ Milestone Summary

BFB00003289_0071

Update Programme
 Updated for V67 Design Programme,
 and progress to 18 February 2011 .

EDINBURGH TRAM NETWORK



Activity ID	Activity Name	Start	Original Duration	Finish	Activity % Complete	Total Float	2010												2011				2012				2013				2014		
							Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3			
1A-24-5A-W1A-370	LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 UNITS) COMPLETE		0	06-Jun-11	0%	794	◆ LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 UNITS) COMPLETE																										
RW Structure							RW Structure																										
1A-24-W1A-120	RW Foundation	17-Dec-09 A	205	19-Apr-11	50%	794	RW Foundation																										
1A-24-W1A-130	RC Wall	20-Apr-10 A	13	11-Apr-11	50%	794	RC Wall																										
1A-24-W1A-140	Coping	10-Nov-10 A	8	19-Apr-11	50%	794	Coping																										
Lindsay Road Retaining Wall W1D							Lindsay Road Retaining Wall W1D																										
Preliminary works & excavation							Preliminary works & excavation																										
1A-24-5A-W1D-100	Mobilisation and site installation	02-Aug-10 A	2	09-Aug-10 A	100%																												
1A-24-5A-W1D-110	Excavation	04-Aug-10 A	1	09-Aug-10 A	100%																												
RW Structure							RW Structure																										
1A-24-5A-W1D-120	RW Foundation	24-Aug-10 A	15	10-Sep-10 A																													
1A-24-5A-W1D-130	RC Wall	24-Aug-10 A	7	01-Sep-10 A	100%																												
1A-24-5A-W1D-130	RC Wall	25-Aug-10 A	8	10-Sep-10 A	100%																												
RW Finishing Works and Backfilling							RW Finishing Works and Backfilling																										
1A-24-5A-W1D-140	Waterproofing	09-Sep-10 A	117	04-Apr-11		278																											
1A-24-5A-W1D-150	Drainage	09-Sep-10 A	1	21-Sep-10 A	100%																												
1A-24-5A-W1D-160	Stone drainage trench	14-Sep-10 A	1	14-Sep-10 A	100%																												
1A-24-5A-W1D-160	Stone drainage trench	15-Sep-10 A	1	15-Sep-10 A	100%																												
1A-24-5A-W1D-180	Brickwork	15-Sep-10 A	1	18-Mar-11	20%	189																											
1A-24-5A-W1D-170	Backfill and compact	16-Sep-10 A	1	16-Sep-10 A	100%																												
1A-24-5A-W1D-190	Vehicle Parapets + Crash Barrier	18-Mar-11	1	21-Mar-11	0%	288																											
1A-24-5A-W1D-200	Kerbing	18-Mar-11	1	21-Mar-11	0%	189																											
1A-24-5A-W1D-210	Footway and Road Surfacing	21-Mar-11	10	04-Apr-11	0%	278																											
1A-24-5A-W1D-220	LINDSAY ROAD RW W1D COMPLETE		0	04-Apr-11	0%	278	◆ LINDSAY ROAD RW W1D COMPLETE																										
Lindsay Road Retaining Wall W1C							Lindsay Road Retaining Wall W1C																										
Preliminary works & excavation							Preliminary works & excavation																										
1A-24-5A-W1C-100	Mobilisation and site installation	11-Mar-10 A	3	19-May-10 A																													
1A-24-5A-W1C-110	Excavation	11-Mar-10 A	1	12-Mar-10 A	100%																												
1A-24-5A-W1C-110	Excavation	15-Mar-10 A	2	19-May-10 A	100%																												
RW Structure							RW Structure																										
1A-24-5A-W1C-120	RW Foundation	20-May-10 A	172	05-Nov-10 A																													
1A-24-5A-W1C-130	RC Wall	20-May-10 A	9	04-Jun-10 A	100%																												
1A-24-5A-W1C-130	RC Wall	02-Jun-10 A	14	14-Jun-10 A	100%																												
1A-24-5A-W1C-140	Coping	11-Oct-10 A	6	05-Nov-10 A	100%																												
RW Finishing Works and Backfilling							RW Finishing Works and Backfilling																										
1A-24-5A-W1C-150	Waterproofing	14-Jun-10 A	137	08-Apr-11		189																											
1A-24-5A-W1C-160	Drainage	14-Jun-10 A	1	09-Nov-10 A	100%																												
1A-24-5A-W1C-160	Drainage	02-Sep-10 A	1	03-Sep-10 A	100%																												
1A-24-5A-W1C-170	Stone drainage trench	02-Sep-10 A	3	20-Sep-10 A	100%																												
1A-24-5A-W1C-180	Backfill and compact	02-Sep-10 A	1	17-Sep-10 A	100%																												
1A-24-5A-W1C-190	Brickwork	21-Mar-11	3	24-Mar-11	0%	189																											
1A-24-5A-W1C-200	Vehicle Parapets + Crash Barrier	24-Mar-11	1	25-Mar-11	0%	199																											
1A-24-5A-W1C-210	Kerbing	24-Mar-11	1	25-Mar-11	0%	189																											
1A-24-5A-W1C-220	Footway and Road Surfacing	25-Mar-11	10	08-Apr-11	0%	189																											
1A-24-5A-W1C-230	LINDSAY ROAD RW W1C COMPLETE		0	08-Apr-11	0%	189	◆ LINDSAY ROAD RW W1C COMPLETE																										
Design							Design																										
12000	Issue Construction Drawings (Lindsay Road Ret. Wall)	30-Sep-08 A	357	24-May-10 A	100%																												
11990	Issue Construction Drawings (Newhaven Tram Stop)		0	16-Feb-09 A	100%																												
11970	Issue Construction Drawings (Road & Track Works)		0	22-Apr-09 A	100%																												
1A-24-3-DSG-TRMS-110	IFC Drawings - Ocean Terminal Tram Stop		0	01-Mar-10 A	100%		◆ IFC Drawings - Ocean Terminal Tram Stop																										

Date	Revision	Checked	Approved
11-Feb-11	ETN Updated Programme - Progress to 18 Feb 11	JAC	

█ Actual Work █ Critical Remaining Work █ % Complete
█ Remaining Work ◆ Milestone ▾ Summary

BFB00003289_0074

