



4 Week Period Reporting Pack 10/11

Project Title:
Edinburgh Tram Project

Reporting Period:
Period 08 – 2010/11

Transport Scotland Project Manager:
John Ramsay

Progress Meeting Date: 17 November 2010

Report authorised by: **Steven Bell** Director

Signature

Date: 17 November 2010

For and on behalf of **tie Limited**

Report approved by: **Dave Anderson** Director

Signature

Date: 18/11/10

For and on behalf of the **City of Edinburgh Council**

I can confirm that the Council has expenditure controls in place and that all resources are used economically, effectively and efficiently within the eligible capital costs of the grant agreement.

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THE CITY OF EDINBURGH COUNCIL

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Appendix 'A' Detailed cost report

1 Executive Summary

On Friday 1st October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor regarding contractual obligations. tie continue to undertake site monitoring on both active and inactive worksites.

Progress

Against the background that BSC have ceased works at a number of worksites across the route, the level of progress at those operational sites was 1.2% against a plan of 1.1% although it should be noted that against the contractual Rev.1 programme construction targets should be coming to a close.

BSC are undertaking very limited on-street works in the Leith Docks area at present, with the other progress achieved primarily at the Depot Access bridge and the Depot area itself.

The total cumulative completion for Infraco Construction Works is 26.9% at end of Period 8, and the total Project completion as a financial metric estimated at circa 70%.

Progress Comparison with Period 7 – Infraco

Period	Cumulative Progress (Actual)	Rev 1 Target
2010/11 Period 7	25.7%	97.2%
2010/11 Period 8	26.9%	98.3%

BSC continue to report progress against the agreed Rev.1 contractual programme, although for information only they also include an update against the “*Updated Programme – previously known as Rev 3A*”.

This shows for progress up to and including 29th October 2010 an OFRS date of 11 November 2013 against the contractual Rev.1 programme date of 06 Sep 11 and reports a 75 day slippage in the 28 day period. This slippage appears to be due to BSC not incorporating the City Centre embargo periods in their programme calanders, post 2012, until now.

tie continue to monitor progress against their “*live*” programme which is based on the contractual Rev.1 Programme logic, although progress recorded against this programme considers the currently known work-scopes including some changes. This indicates a Sectional D completion of 19-May-13, which is a 28 calendar day slippage from Period 7. Note that the *live* programme does not make any assumptions regarding BSC restarting on site.

Dispute Resolution

In recent weeks, **tie** has adopted a strategy of not launching further DRP’s but has instead focussed on the assertive management of the Infraco Contract. However, in line with the contractually assertive approach, **tie** is preparing to submit several other topics into the DRP process during Period 9. Since August, BSC have increased the intensity of referral to DRP.

In total, 20 items have now been referred to the formal dispute resolution agreement process – 11 by **tie** and 9 by Infraco. In total five have been resolved through negotiation, two through external mediation, nine were decided through adjudication, and four still remain to be resolved. It is important to note that overall, the application of DRP to disputed matters has reduced BSC’s

claims for additional payment from £21.9m to £9.6 in relation to those DRPs which have actually reached a financial settlement.

During the period, Landfill Tax was heard at mediation - no agreement was reached. This is now progressing through Adjudication with a decision due on 3/12/10. Two of the three outstanding DRP's have been through mediation where no agreement was reached and one of these has been referred to adjudication. The final DRP is planned for mediation on 19 November.

The mediation with Carillion on the utility diversions MUDFA contract took place early in Period 9 and agreement was reached through this process.

tie has continued with the contractually assertive approach to management of the contract. From Period 7 this has taken the cumulative issue of Contract Notices to : 10 Remedial Termination Notices (RTN's) and 3 Underperformance Warning Notices (UWN's) - Rectification plans have been received for 4 RTN's due from 7 by the end of Period 9. All 4 have been rejected by **tie** as they do not address the defaults identified with satisfactory proposals. For the other 3 due, BSC has provided rectification plans for 2 RTN's and these are under review by **tie**.

Design

The final scheduled IFC remains as "*Connection to Path/Ramp & Ocean Drive*" and is now forecast for delivery on 17 February 2011.

Design approvals status in Period 08 is summarised below:

phase 1a only	Numbers Required								Number
	V26	V31	V58	V59	V60	V61	V62	V63	Granted
Prior Approvals	44	49	56	56	56	56	60	60	54
Technical Approvals	53	71	92	92	92	92	63	63	55
IFC	71	81	233	230	227	230	230	229*	185

* reduction in IFC no due to removal of IFC in 1C1 - Application of Generic Void Filling Design to Support Tramway - Leith Wk Cable Tunnel (DCR 0172)

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect. However, **tie** is testing through audit the management of SDS by BSC.

Design performance by Infracore and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

tie and the Technical Support Services Contractor (TSS) are undertaking a design status review, and the results of this assessment will be available in early Period 9.

Utility & Cabling Works

Utility work to the 12-way and 2-way BT at Elder St were completed during Period 8, minimal other utility work occurred during the period.

BT continue to progress their telecom re-cabling activities on-street, with cabling works in St Andrews Square, Torphichen St and York Place is ongoing.

Tramworks (INFRACO)

INFRACO progress is primarily focussed on the off-street section between Haymarket and the Airport. Progress in Period 8 is summarised as follows:

Period 08 2010-11	Period		Delta	Cumulative		Delta	Project
INFRACO PERIOD 08 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual		Wtg
Section 1a Newhaven to Foot of the Walk	1.8%	3.0%	1.1%	95.0%	8.4%	-86.6%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	4.2%	0.0%	-4.2%	92.2%	0.0%	-92.2%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.8%	1.1%	-0.6%	96.1%	11.1%	-85.0%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	2.2%	0.1%	-2.1%	99.1%	9.9%	-89.2%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.1%	2.1%	100.0%	23.9%	-76.1%	7.2%
Section 6 Gogar Depot	0.0%	4.9%	4.9%	100.0%	70.2%	-29.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.2%	0.2%	100.0%	47.0%	-53.0%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.5%	1.3%	0.8%	99.8%	38.3%	-61.5%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	1.1%	1.2%	0.2%	98.2%	26.9%	-71.3%	100.0%

Issues in the Period

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Tower Place bridge, Depot Access Bridge, drainage in Section 7 and some M+E works in Depot due to alleged non payment of items relating to changes. **tie** disputes this.
- BSC has formally advised **tie** of 99no. individual Infraco Notice of **tie** Change (INTC) items and the validity and content of these are under review. **tie** will respond to each item under the existing contractual mechanisms available.
- Track laying at the depot is going very slowly. Several issues have been highlighted that could result in rework being required.
- Accommodation works at Murrayfield AFC has increased in period; this is due to additional utilities and additional scope for security cameras.

Non INFRACO Works

Other Progress Points to note in Period 8:

- The SRU Accommodation Work was completed in the period.
- The South Gyle Access bridge sewer diversion tunnel work was completed in the period.

The above non INFRACO works were completed to programme and budget.

TRAMCO

The first 18 trams are completed and tram 18 is undergoing testing. Internal fit-out and wiring of the modules of the nineteenth, twentieth, twenty-first, twenty-second and twenty-third trams are continuing in the finishing area.

CAF have completed final internal tests to verify and calibrate computer design tools using Tram 251 at Wildenrath on the 12th October 2010, report awaited. CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot.

Discussions with CAF on application of the final branding have started and any commercial issues will be flagged in due course.

Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed. First 17 trams have successfully completed factory testing to date. Factory Static Testing completed on Trams 1 through 17 tested and 18 is undergoing factory testing. Dynamic Test Track Testing programme completed on Trams 1 & 2.

Preparing for Operations

TEL have been planning in detail the first three stages of preparation for the Testing & Commissioning. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme. Good progress is being made in all activities except those that are dependent upon progress with the infrastructure works.

Lloyds Register Rail have been appointed to provide a review of the plans and procedures for managing the safety of the tram system and provide audit report at the key stages of the testing and commissioning process. The quarterly meeting with the ORR (HMRI) went very well with a visit to the depot and presentation of the operational preparations.

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where we have shortlisted to two suppliers who will be invited to submit formal tenders at the end of October. We expect to select a preferred bidder by November.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives.

Edinburgh Gateway

Progress on the Edinburgh Gateway Project in Period 8 2010/11 is summarised as follows:

- Prior Approval was granted on 28th July 2010. Work on the detailed design to achieve Technical Approval has continued, however the anchoring of the main retaining wall and extent of wall required will require alteration. This will require an amendment to the Prior Approval, although the variation has been determined as non-material. Joint NR/tie meeting held with CEC on 28th October 2010 agreed to a delegated fast track variation determined by planning officers.
- The programme will require adjustment following resolution of the Prior Approval issues and to reflect the delay in commencing the diversion of the 33kV cable by NR.
- This work commenced on 2 November 2010. Receipt of a final estimate will require the design to have achieved IFC and completion of the Design Assurance process.
- Construction Staging meetings with tie, TS, Network Rail and BSC. NR have agreed to work to a predetermined set of ETN night time possessions to construct the recirculation tower and over-bridge. All parties have discussed the preferred construction sequence which can only be verified following receipt of an Estimate and Programme from BSC.

- Following meetings between the parties on 25th and 29th October, it was agreed not to progress the drafting of the legal agreements at the moment. This work will be picked up in the new year.

BSC now include a narrative on Gogar Interchange (Design and Construction staging activity) within their period report. The content and quality of reporting is improving, but still unsatisfactory.

Cost

The 'AFC' (£545m) in this report does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects the best view of the spend profile of the funding currently available for the delivery of phase 1a. Given the commercial uncertainties with Infraco and continuing delays to the project it is now considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m.

Until the key issues are resolved through the contractual and legal process, it will not be possible to accurately forecast a revised budget outturn.

Key cost related items to note in Period 8 are:

- COWD to date is £390.4m, with funding to date split to TS (£358.1m) and CEC (£32.3m).
- The budget for ETP in 2010/11, established in April 2010 is £142.2m (£153.3m 09/10). Transport Scotland funding for 2010/11 is £130.5m for ETP, with £11.7m funding available from CEC. See detailed cost report (section 3.1) for an explanation of budget and reforecast differences.
- The original TS share of the budget (£130.5m) has been reduced to a forecast of £79.5m (£110.3m Q1).
- Key sensitivities to the reforecast are identified in the main report.
- tie presented an updated forecast for 2010/11 on Tuesday 19th October with Sharon Fairweather & John Ramsay attending on behalf of TS. A follow up meeting took place on 4th November where spend ranges and sensitivities for 2010/11 & 2011/12 were presented by tie/CEC to TS.**

Actual YTD P8 & forecast P9-P13 FY10/11

£m	2010/11 to P8	Forecast P9-P13,10/11	Forecast FY10/11
Infrastructure and vehicles	32.9	37.2	70.1
Utilities diversions	-0.3	0.0	-0.3
Design	1.1	0.8	1.9
Land and compensation	0.3	0.0	0.3
Resources and insurance	8.5	6.2	14.7
Base costs	42.5	44.2	86.7
Risk allowance	0.0	0.0	0.0
Total Phase 1a	42.5	44.2	86.7

- ETP COWD in FY10/11 to Period 8 is £42.5m (P7 - £39.4m)

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases,

have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

Stakeholder & Communications

Media / Press Activity

Period 8 media coverage has centred around several key issues over the last four weeks, mainly the October Council Report, David Mackay the Chairman of Edinburgh Trams, Lothian Buses and TEL tendered his resignation on 03 November 2010, and subsequent court action taken and then withdrawn by Bilfinger Berger against David Mackay on allegations of defamation.

The October Tram Report to Councillors noted several points:

- The TEL business case will be profitable from year 1 under the option to construct the tram route in phases from Edinburgh Airport to St Andrew Square, in the first instance.
- The appointments of Richard Jeffrey as Chief Executive and Ian Craig as Chief Operating Officer of TEL the integrated operating company for Lothian Buses and Edinburgh Trams.

The coverage surrounding the report was mixed, with some coverage wrongly suggesting that the plan was to build to St Andrew Square and no further. In each case we stated that the commitment remains to build the entire route from Edinburgh Airport to Newhaven.

The resignation of our Chairman, David Mackay was announced on Wednesday 3rd November along with a press statement released to local newspapers and broadcast media.

Mr Mackay gave an interview to the Scotsman prior to announcing his resignation in which a comment was made about the contractor as "delinquent". The contractor, Bilfinger Berger, responded with allegations of defamation and proceeded to initiate legal action against Mr Mackay on Friday 5th November over the meaning of the word delinquent, which in German infers criminality. In advance of the case being heard in the Court of Sessions on Monday 8th November Bilfinger Berger pre-emptively released a statement claiming Mr Mackay had backed down on his comments to which we issued another robust response clarifying that in fact we had been successful in defending Mr Mackay, which led to the contractor withdrawing their case.

2 Progress

On Friday 1st October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor regarding contractual obligations. tie continue to undertake site monitoring on both active and inactive worksites.

Given that the above action took place at the end of Period 7, the progress achieved in Period 8 for INFRACO works was 1.2% against a plan of 1.1% although it should be noted that against the contractual Rev.1 programme construction targets should be coming to a close.

BSC are undertaking very limited on-street works in the Leith Docks area at present, with the other progress achieved primarily at the Depot Access bridge and the Depot area itself.

The total cumulative completion for Infraco Works is 26.9% at end of Period 8. A summary of progress on various project elements is summarised below:

<p>Overall Progress as a Financial Metric <i>This is a summary financial metric, aggregating the current expenditure on the whole project as a % of the currently authorised funding (£545m).</i></p>	72%
<p>Utilities <i>The % complete is a physical measure of the progress against the forecast final volume of diversions across the route. It does not take cognisance of cabling, testing and transfers from the Telecom Providers (BT etc.)</i></p> <ul style="list-style-type: none"> ▪ ~ 50,000m of diversions; ~48,300m completed to date. ▪ Airport - Haymarket complete ▪ Haymarket – Newhaven complete save for: <ul style="list-style-type: none"> ▪ Some telecoms cabling and transfers ▪ Testing / commissioning / abandonments of transferred services ▪ Baltic Street Diversions (1500m) 	97%
<p>Tram Project Ancillary Works <i>Equal weighting is applied to the physical progress % complete for all six work packages, irrespective of value.</i></p> <ul style="list-style-type: none"> ▪ Ingliston Park & Ride Phase 2 complete 100% ▪ Burnside Road Bridge relocation at Edinburgh Airport complete 100% ▪ Murrayfield Training Pitches relocation complete 100% ▪ Murrayfield Wanderers Club House complete 98% ▪ Murrayfield Turnstiles relocation complete 100% ▪ South Gyle sewer tunnel: (Site Contract works 100% completed) 100% complete Additional works -TM switchover will be completed by 8th November 10 	99%
<p>Tram Vehicles <i>Weighting is applied to the physical completion of trams with a Factory Acceptance Test (FAT) signed off and accepted. All others are under manufacture so this is a</i></p>	67%

<p><i>conservative measure of progress.</i></p> <ul style="list-style-type: none"> ▪ 18 out of 27 completed and factory tested with 9 under manufacture. ▪ On programme ▪ Tram 252 on Princes Street 	
<p>Construction Off Street</p> <p><i>The % complete is a physical measure of the proportion of the section from Haymarket to Edinburgh Airport. Some typical elements of sections provide a more granular view.</i></p> <p><i>As has been reported, the on street work is subject to significant dispute and this is excluded in the summary table. Current % complete for the on street Infrastructure construction works is ~11%.</i></p> <p><u>Depot A</u></p> <ul style="list-style-type: none"> ▪ Occupation commences in November 2010 complete ~70% ▪ Stabling area Phase 1 & 2 under construction, completion Nov '10 <p><u>Structures</u></p> <ul style="list-style-type: none"> ▪ Bridges 8 out of 16 under construction complete ~44% ▪ Culverts 3 out of 3 completed complete 100% ▪ Retaining Walls 6 out of 17 under construction complete ~ 24% <p><u>Systems</u></p> <ul style="list-style-type: none"> ▪ Track 1400m installed and now starting in depot complete ~12% ▪ Substations 2 out of 4 under construction complete ~15% ▪ Overhead Line Work has just commenced at the depot 	38%

The cost, programme and risk information in this Period 08 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme.

BSC continue to report progress against the agreed Rev.1 contractual programme, although for information only they also include an update against the "*Updated Programme – previously known as Rev 3A*".

This shows for progress up to and including 29th October 2010 an OFRS date of 11 November 2013 against the contractual Rev.1 programme date of 06 Sep 11 and reports a 75 day slippage in the 28 day period. This slippage appears to be due to BSC not incorporating the City Centre embargo periods in their programme calendars, post 2012, until now.

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Overall the relationship with BSC is suffering in the following key areas:

- Refusal by BSC to progress works under **tie** instruction in relation to Clauses 80/34/22/65
- BSC de-mobilising all worksites where an INTC estimate remains to be agreed.

- Work unable to start on-street where sites are available and accessible as BSC's contractual obligations are not satisfied;
- Resolution of the contractual interpretation on BDDI-IFC (pricing assumption 1, development and completion of design), and

Linked to all of the above is the provision of a programme to completion capable of acceptance.

Progress remains behind the master programme, primarily due to:

- Contractual obligations not met to allow works to commence on street;
- Design slippage since novation of design to INFRACO (now recorded in v63 of the design programme);
- Consortium integrated design programme, assured and validation;
- Finalisation of the agreement of change delaying the commencement of work even though instructed to progress by **tie**;
- Remaining small pockets of incomplete utility diversions in the On-Street sections;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;

Section	Description	Contract Programme Rev.01	BSC Forecast (P07) Rev.01	BSC Forecast (P08) Rev.01	BSC Movement in Period Cal Days (c) – (b)	tie Live Forecast (P07) Rev.01**	tie Live Forecast (P08) Rev.01**	tie Movement in Period Cal Days (f) – (e)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
Section A	Depot completion	01-Jun-10	21-Jul-11	02-Aug-11	-12	24-Jun-11	22-Jul-11	-28
Section B*	Test Track Available	01-Jul-10	09-Aug-12	05-Sep-12	-27	14-Mar-12	20-Mar-12	-6
Section C	All Phase 1a Construction complete	10-Mar-11	01-Mar-13	15-May-13	-75	23-Oct-12	20-Nov-12	-28
Section D	Open for Revenue Service	06-Sep-11	28-Aug-13	11-Nov-13	-75	21-Apr-13	19-May-13	-28

*The interpretation is that Sectional Completion "B" means that Test Track is available for Tram movements.

Contractual Strategy & Dispute Resolution

Dispute Resolution (Infraco)

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In total, 20 items have now been referred to the formal dispute resolution agreement process – 11 by **tie** and 9 by Infraco. In total five have been resolved through negotiation, two through external mediation, nine were decided through adjudication, and four still remain to be resolved. It is important to note that overall, the application of DRP to disputed matters has reduced BSC's claims for additional payment from £21.9m to £9.6 in relation to those DRPs which have actually reached a financial settlement.

During the period, Landfill Tax was heard at mediation - no agreement was reached. This is now progressing through Adjudication with a decision due on 3/12/10. Two of the three outstanding DRP's have been through mediation where no agreement was reached and one of these has been referred to adjudication. The final DRP is planned for mediation on 19 November.

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
50	Depot Access Bridge	BDDI to IFC	√	√	√	√	√	Adjudicator made decision on smaller scope and valued works at a saving of £1.24m compared to BSC claim.
	Landfill tax	Liability for paying landfill tax	√	√	√	√	√	Adjudication decision expected by 3 rd December.
	Sub-contracts	Approval of BSC sub-contractors	√	√	√	√	√	No agreement reached at mediation – referred to adjudication.
	Preliminary payments	Method for applying for preliminary payments	√	√	√	√	√	No agreement reached at mediation – awaiting referral to adjudication.
	Section 7 drainage	BDDI - IFC	√	√	√	√	x	Agreement reached without resorting to mediation
	Princes St	Payment	√	√	√	√		Mediation being held on 19 th November.
Launched by tie								
Launched by BSC								

A strategic review of commercial and contractual options is underway and is reported to the Tram Project Board and Transport Scotland each period.

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Commercial Update (MUDFA)

The mediation with Carillion on the utility diversions MUDFA contract took place early in Period 9 and agreement was reached on all areas included in the dispute through this process. Details on the commercial outcome will be provided to Transport Scotland during Period 9..

Design

IFC Design

V63 was submitted to **tie** on 19 October 10 with a progress date of 27 September 10. Note that this is 32 calendar days earlier than the reported construction progress to 29th October.

There are 22 IFC's with a slippage of 28 Calendar days or more in the period

The final scheduled IFC remains as “*Connection to Path/Ramp & Ocean Drive*” and is now forecast for delivery 17 February 2011.

Design approvals status in Period 08 is summarised below:

phase 1a only	Numbers Required								Number
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IFC	71	81	233	230	227	230	230	229*	185

* reduction in IFC no due to removal of IFC in 1C1 - Application of Generic Void Filling Design to Support Tramway - Leith Wk Cable Tunnel (DCR 0172)

V63 data has been used to inform the programme updates. **tie** have included these into the live programme.

- IFCs – Phase 1a: 185 issued out of 229 (81%)
- 60 Prior Approvals are included in V63 – 54 of which have been granted – those remaining include the Edinburgh Gateway & Canopy & Boundary Treatment at Airport Kiosk (90%)
- 55 Technical Approvals out of 63 have been granted in V63 (93%)
- Roads approvals - One area remains outstanding from the V31 Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);
- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square) & 1C1 (McDonald Rd to Picardy Place).
- Sections 1A1, 1A2, 1A4, 1B, 1D, 5A, 5B, 5C & 6 close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

Reasons for design slippage are being reviewed and recorded monthly at the design taskforce meeting, which is focused on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage. It should be noted that this is a consortium issue to manage, and **tie** will provide support in this respect.

tie has implemented an extensive programme of site based monitoring to validate & verify the installation of works in line with an integrated design assured construction.

tie undertook an audit on management of design by BSC/SDS during periods 3-4. This has been hampered for a number of weeks now with resistance encountered and contractual correspondence is in place in respect of this matter to try and re-start the audit process. A response is awaited from BSC.

Design performance by Infracore and their designer is the subject of the RTN's mentioned in the section above and is being vigorously pursued through the Design Task Force sessions held weekly with BSC.

tie and the Technical Support Services Contractor (TSS) are undertaking a design status review, and the results of this assessment will be available in early Period 9.

Utility & Cabling Works

Utility work to the 12-way and 2-way BT at Elder St were completed during Period 8, minimal other utility work occurred during the period.

The remaining on-street Utility, remedial & snagging works are under programme development by **tie**.

The tender process for Utility work at Baltic street remains on hold until **tie** receive the required IFC drawings from SDS - which remain outstanding with no delivery schedule in place from SDS.

BT continue to progress their telecom re-cabling activities on-street, with cabling works in St Andrews Square, Torphichen St ongoing and cabling work at York Place commence in Period 8.

The completion of BT Cabling on the northbound carriageway between MacDonald Rd – Jane St is compounded by delays to the duct work at York Place; however the Southbound carriageway is available to BSC.

Tramworks (INFRACO)

The progress achieved in Period 8 for INFRACO works was 1.2% against a plan of 1.1% although it should be noted that against the contractual Rev.1 programme construction targets should be coming to a close. This rate of progress, when compared to the expended site man-hours would appear to mark a reduction in productivity as similar progress has been achieved in previous periods. BSC are undertaking very limited on-street works in the Leith Docks area at present, with the other progress achieved primarily at the Depot Access bridge and the Depot area itself.

Progress continues to be monitored against the Revision 1 programme. The summary milestones against the agreed INFRACO contract and the short term Rev 1 programme milestones are shown in the table below.

Milestone	Period 08		Cumulative (Achieved to date)	Contract Planned to P08
	Planned	Actual	Actual	
Prelims	0	0	69	77
Construction	6	1	170	1133

Contract Milestones

Works are currently not being carried out in line with the original Contract Programme and subsequently cannot be achieved as originally forecast.

Prelim Milestones

Prelim Milestones are no longer being forecast as BSC are not applying for these milestones in accordance with the Infraco Contract. It is also the case that a number of BSC's key subcontractors have not commenced in certain areas of the site therefore the milestones are not being achieved in full at this stage.

(%) Infraco Construction Progress Period 8

Period 08 2010-11	Period		Delta	Cumulative		Delta	Project
INFRACO PERIOD 08 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual		Wtg
Section 1a Newhaven to Foot of the Walk	1.8%	3.0%	1.1%	95.0%	8.4%	-86.6%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	4.2%	0.0%	-4.2%	92.2%	0.0%	-92.2%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	1.8%	1.1%	-0.6%	96.1%	11.1%	-85.0%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	4.2%
Section 5a Roseburn Junction to Balgreen Road	2.2%	0.1%	-2.1%	99.1%	9.9%	-89.2%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.1%	2.1%	100.0%	23.9%	-76.1%	7.2%
Section 6 Gogar Depot	0.0%	4.9%	4.9%	100.0%	70.2%	-29.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.2%	0.2%	100.0%	47.0%	-53.0%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.5%	1.3%	0.8%	99.8%	38.3%	-61.5%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	1.1%	1.2%	0.2%	98.2%	26.9%	-71.3%	100.0%

ON-STREET

Item	Period06 % Comp	Period07 % Comp	Period08 % Comp
Section 1 Newhaven Road to Haymarket			
Lindsay Rd RW's	40.0%	53.3%	62.0%
S17 Tower Place bridge	34.2%	56.0%	65.7%
1B Leith Walk (Foot of the Walk – McDonald Rd)	1.3%	1.3%	1.3%
1D Princes Street to Haymarket	42.1%	42.1%	42.1%

OFF-STREET

Progress Off-street has continued or commenced at the following locations: Note that the (%) completion estimates relate to the full structure.

Item	Period06 % Comp	Period07 % Comp	Period 08% Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	78.6%	79.7%	79.7%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	6.2%	14.1%	14.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	0.0%
Haymarket Station TS	1.8%	1.8%	1.8%
Section 05A Roseburn Junction to Balgreen Road			
Network Rail Haymarket Sprinter Depot Carpark	76.0%	100.0%	100.0%
Russell Road Retaining Walls	22.7%	22.7%	22.7%
Murrayfield Wanderers Clubhouse Demolition	100.0%	100.0%	100.0%
Murrayfield SRU Accomodation Mods	75.0%	95.0%	98.3%
Section 05B Balgreen Road to Edinburgh Park Central			
S23 Carricknowe bridge	75.3%	78.5%	79.5%
Trackwork Civils and Earthworks Balgreen to Saughton	42.7%	42.7%	42.7%
Trackwork Track Laying Balgreen to Saughton	11.3%	11.3%	11.3%
Trackwork Civils and Earthworks Saughton to Bankhead (includes Guided Busway)	100.0%	100.0%	100.0%
Trackwork Track Laying Saughton to Bankhead (includes Guided Busway)	63.7%	63.7%	63.7%
Trackwork Civils and Earthworks Bankhead to Edinburgh Park	0.0%	31.0%	31.0%
Trackwork Track Laying Bankhead to Edinburgh Park	0.0%	0.0%	0.0%
Edinburgh Park Station TS	4.1%	6.4%	6.4%
Trackwork Civils and Earthworks Edinburgh Park Station to Edinburgh Park Central	43.4%	43.4%	43.4%
Trackwork Track Laying Edinburgh Park Station to Edinburgh Park Central	0.0%	0.0%	0.0%
S27 Edinburgh Park viaduct	94.1%	94.2%	94.2%
Section 05C Edinburgh Park Central to Gogarburn			
Trackwork Civils and Earthworks Edinburgh Park Central to Gyle Centre	10.2%	19.8%	20.6%
Trackwork Track Laying Edinburgh Park Central to Gyle Centre	0.0%	0.0%	0.0%
A8 underpass (Excluding utilities works)	39.6%	45.4%	45.4%
S32 Depot Access bridge	39.1%	45.2%	65.2%
Trackwork Civils and Earthworks Gyle to Depot Stop	4.2%	4.2%	4.2%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	61.9%	61.9%	61.9%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	0.0%

Section 06 Gogar Depot			
Depot Earthworks & drainage	97.1%	98.0%	99.1%
Depot Trackworks Civils	70.0%	72.7%	77.2%
Depot Trackworks - Track Laying	9.0%	12.0%	16.0%
Depot building.	64.3%	68.8%	74.7%
Depot Sub-station	44.8%	50.4%	66.2%
Depot Access Roads	48.1%	63.1%	63.6%
Depot E&M Works	0.0%	0.0%	11.1%
Depot in totality	59.4%	65.3%	70.2%
Section 07 Gogarburn to Edinburgh Airport			
Gogar Landfill	90.0%	91.5%	91.5%
Gogarburn Bridge	98.5%	98.5%	98.5%
S30 Gogar Culvert No.1	100.0%	100.0%	100.0%
Trackwork Civils and Earthworks Gogarburn to Ingliston P&R	24.6%	69.0%	71.1%
Trackwork Track Laying Gogarburn to Ingliston P&R	0.0%	0.0%	0.0%
Hilton Hotel Carpark Phase 1	100.0%	100.0%	100.0%
Ingliston Park and Ride Sub-station	0.0%	1.4%	1.4%
W14A&B / W15C&D Gogarburn RW's	50.0%	57.5%	57.5%
S31 Gogar Culvert No.2	100.0%	100.0%	100.0%
S34 Gogar Culvert No.3 (Remedial works to be done)	97.2%	97.2%	97.2%
Trackwork Civils and Earthworks Ingliston Park & Ride to Edinburgh Airport	42.1%	82.8%	85.9%
Trackwork Track Laying Ingliston Park & Ride to Edinburgh Airport	0.0%	0.0%	0.0%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing main works in this section Works are progressing slowly on Lindsay Road RWs (1A, 1C & 1D). Tower Bridge – Works progressing slowly - Pours completed in Period 8 and works commenced on stripping off Falsework
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	<u>Haymarket Viaduct</u> There have been no productive works in this section since BSC cleared site on 1 st October 10. Attendance on site continued until 7 th October 10 to ensure the site was safe. Scottish Power worked adjacent to the BSC site from 1 st to 3 rd November 10 to repair a fault on a Pilot cable. This was not directly related to the Tram works however there were issues with the fence line being removed without permission. <u>Haymarket Yards</u> There have been no productive works in this section by BSC since they cleared site on 1 st October 10. Attendance on site continued until 7 th October 10 to ensure the site was safe. SGN commenced laying the temporary gas main on 28 th September 10 however had to stop due to the lack of BSC presence on 1 st October 10.
Section 5a Roseburn Junction to Balgreen Road	Temporary & permanent works re-design along with commercial resolution is delaying various structures. All required consents in place for track installation. <u>Russell Road Bridge</u> No works carried out during the period. Temporary works design

Section	Commentary
	<p>for the soil nailing has been signed off by Network Rail, as well as WPP with no qualifications. Scheme for protection of the 24" gas main during the soil nail works submitted to SGN by BSC and is agreed. Details of protection to the gas main during the piling works waited from BSC. Road /Footpath/Cycleway closure was planned for 04/10/10, however this remains on hold and the signs removed.</p> <p><u>Russell Road Retaining Wall W4</u></p> <p>No piling work carried out during the period. No work carried out by Expanded during the period. The proposal to install an additional barrier to ensure Scotrail move into the new car park has been rejected by tie and Scotrail to be advised in writing. Pile caps for units 1-9 300mm out with the LOD – BSC/SDS to resolve.</p> <p><u>W18 – Murrayfield Tram Stop RW</u></p> <p>BSC claim Plot 101 is within the LOD and clashes with the foundations of W18 R. tie has received the structural engineers report for review.</p> <p><u>W8 – Baird Drive RW</u></p> <p>Site clearance work stopped and site cabins removed week commencing 1st November. Form C for works was signed off by Network Rail w/e 08/10/10 with the condition that the track monitoring action plan was to be agreed.</p>
<p>Section 5b Balgreen Road to Edinburgh Park Central</p>	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p><u>Balgreen Road to Carrick Knowe Bridge</u></p> <p>No work in the period.</p> <p><u>Carrick Knowe Bridge</u></p> <p>Construction of the run-on slab on the north side continued up to w/e 08/10/10. Construction of the south approach ramp was carried out during the week ending 23/10/10 only. No other works have been carried out during this period.</p> <p><u>Edinburgh Park Bridge North Ramp to Edinburgh Park Central</u></p> <p>There has been no work carried out in this section during this period. The route was to be used for the access to Section 5C earthworks, however, there is no resolution to the OLE base conflict with the coarse material installed by BSC to replace the organic material.</p> <p><u>Bankhead Drive Ch 522850 to 523500</u></p> <p>There has not been any works in this section during the period. BSC submitted WAC test results however the information was incomplete and insufficient, therefore returned.</p> <p><u>Edinburgh Park Bridge</u></p> <p>No works carried out during the period. Issues with the DKE/OLE plinths/Robust kerbs still not resolved by BSC. Colour of cladding at the north approach ramp also not resolved by BSC.</p> <p><u>Busgate</u></p> <p>Work on the site was stopped by BSC on 8th October 10 due to the outstanding Change issues affecting drainage, HRL, earthworks and the Tram Halt.</p> <p>There are a number of technical issues that have been ongoing</p>

Section	Commentary
	<p>for some time affecting the site and urgently require BSC/SDS solutions including; OLE clash with an existing (known) sewer, drainage conflict with SP insurance ducts, trackform drainage review/re-design and CEC approval of the latest street lighting design. A potential clash between the existing SGN IP gas main and one of the OLE bases has been reported and is being investigated.</p>
<p>Section 5c Edinburgh Park Central to Gogarburn</p>	<p><u>Section 5C Edinburgh Park Central to Gyle Tram Stop (Inclusive)</u></p> <p>The section is broken down into a number of areas due to the issues associated with each.</p> <p>CH 530 450 to 600 - Earthwork replacement was completed by 27/09/10 and the site cleared. Further works will not be progressed by BSC until ongoing Change issues are resolved.</p> <p>CH 524 490 to 530 420 – BSC replaced the pedestrian footpath with a concrete slab on 9th October 10 to enable site vehicles to cross for the earthworks. BSC carried out trial holes on 11th October 10 and highlighted the potential problem with the existing utilities being within the depth for replacement of soft material or requiring protection during the earthworks. The top soil strip was carried out between 12th and 14th October 10 and no progress has been made since. No further work will be carried out by BSC until a Change has been issued.</p> <p>Following PM safety inspection on 20/10/10 BSC mobilised plant on 22/10/10 to pull the bunds of excavated top soil off the site hoarding which was likely to collapse at a number of locations. This work was temporarily suspended but completed by 29th October 10.</p> <p>CH 524 490 to 524 555 – there is currently no technical change to the earthworks in this section. The 1130mm dig and replace affects from the start of 5C. The area up to 524 490 requires only 200mm capping and 150mm starter layer. tie has issued a letter issued to BSC advising this area is available to them to proceed on this basis.</p> <p><u>A8 Underpass</u></p> <p>There have been no works carried out by BSC on the A8 Underpass since 01/10/10 due to the contractor's decision to stop work until all outstanding INTC's have been closed out.</p> <p><u>Depot Access Bridge</u></p> <p>North Abutment: No Works during period.</p> <p>Central Pier: All shuttering and scaffolds have now been removed and construction work has been completed to bearing plinth level</p> <p>South Abutment: All abutment and wing wall bases are now poured, as are all gravity walls and fill is currently being placed behind the walls. Shuttering and steelwork are being erected on the south abutment with a view to concrete being poured during w/c 08/11/10</p>
<p>Section 6 Gogar Depot</p>	<p>Depot Building works: Accommodation area: Building fit out ongoing – internal partitions, suspended ceilings, doors, flooring, kitchens, toilet fittings, lockers, etc installed. Building envelope completed with external doors, canopies, etc substantially completed. Internal brickwork painting ongoing. Workshop area floor painting ongoing. M&E works and Power Energy Building and Sub-station fit-out progressing – LV power supply now operational with lighting etc now available inside building. Gas connection scheduled for 05/11/10.</p>

Section	Commentary
	<p>External works: No further external works, i.e. platforms, drainage, access road and footpaths, etc carried out by Barr since 01/10/10 due to contractor's decision re outstanding INTC's</p> <p>Track Laying: Siemens have taken access to area 2B where they are taking forward ballast, sleeper and rail works. On completion they plan to move into part of Area 2C. During the period in excess of 80 OLE poles have also been installed around the depot area. Siemens have also commenced work inside the depot building to place sleepers and lay track.</p>
<p>Section 7a Gogarburn to Edinburgh Airport</p>	<p>Gogarburn Bridge: Area available for Siemens track laying. No works in period.</p> <p>IPR to EAL: Drainage is now substantially completed and testing is being carried out. No further ductworks, OLE found, sub-base or track slab works have taken place since 01/10/10.</p> <p>Gogarburn to IPR: Drainage is now substantially completed and testing is being carried out. No further ductworks, OLE found, sub-base or track slab works have taken place since 01/10/10.</p> <p>Gogar Landfill: No further surcharge materials have been removed during the period although monitoring is continuing.</p> <p>No works to NIL crossings in period although BSC are planning to commence the drainage crossing work at Gogar Farm Crossing on either 05/11/10 or 08/11/10.</p>

Other Progress Points to note in Period 8:

- The SRU Accommodation Work was completed in the period.
- The South Gyle Access bridge sewer diversion tunnel work was completed in the period.

Issues in the Period

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Tower Place bridge, Depot Access Bridge, drainage in Section 7 and some M+E works in Depot due to alleged non payment of items relating to changes. **tie** disputes this.
- BSC has formally advised **tie** of 99no. individual Infraco Notice of **tie** Change (INTC) items and the validity and content of these are under review. **tie** will respond to each item under the existing contractual mechanisms available.
- Track laying at the depot is going very slowly. Several issues have been highlighted that could result in rework being required.
- Accommodation works at Murrayfield AFC has increased in period; this is due to additional utilities and additional scope for security cameras.

Tram Construction (Tramco)

The CAF contract programme is incorporated in the Master Tram project Programme. **tie** are now receiving an electronic submission of the CAF programme to allow analysis of the programme.

CAF is progressing well to deliver trams to Edinburgh according with its contractual programme but there is currently no access available to the depot to receive the trams. A suitable location to locate tram 252 is expected to be available during Period 9 as the tram is scheduled to be removed from Princes Street on 21st November.

Period 8 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and primer painting is completed on all the body-shells for the twenty-seventh tram. Internal fit-out and wiring of the modules of the nineteenth, twentieth, twenty-first, twenty-second and twenty-third trams are continuing in the finishing area. The first 18 trams are completed and tram 18 is undergoing testing.
2	Enhanced passenger information upgrade	Plan still to fit final equipment when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	CAF have completed final internal tests to verify and calibrate computer design tools using Tram 251 at Wildenrath on the 12 th October 2010, report awaited.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot.
5	Finalisation of external branding	Discussions with CAF on application of the final branding have started and any commercial issues will be flagged in due course. We intend to use the fact that they are stored at the factory to undertake this work prior to shipping to Edinburgh.
6	Preliminary Tram O&M Manuals	Revised manuals now received and under review. ROR expected to be completed by the 8 th November 2010.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	First 17 trams have successfully completed factory testing to date.
9	Testing regime	Factory Static Testing completed on Trams 1 through 17 tested and 18 is undergoing factory testing, dynamic Factory contractual Dynamic Test Track Testing programme completed on Trams 1 & 2.

Preparing for Operations

The first **draft** of the full Operational Readiness detailed programme information is now in the Master Tram Project Programme.

Regular meetings are held with TEL (A.Richards) and indicative dates supplied to TEL to allow a review of the programme and the potential impact to their driver recruitment and training programme based on the current **tie** live programme.

A full update will be put in place at the conclusion of the Recovery Programme exercise. The Operational Readiness team are working closely with both programme teams to monitor progress at the Depot.

We have been planning in detail the first three stages of preparation for the Testing & Commissioning. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme. Good progress is being made in all activities except those that are dependent upon progress with the infrastructure works.

Lloyds Register Rail have been appointed to provide a review of the plans and procedures for managing the safety of the tram system and provide audit report at the key stages of the testing

and commissioning process. The quarterly meeting with the ORR (HMRI) went very well with a visit to the depot and presentation of the operational preparations.

The procurement of the ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system has progressed to the stage where two suppliers who will be invited to submit formal tenders. We expect to select a preferred bidder during Period 9.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives.

3 Edinburgh Gateway

Progress on the Edinburgh Gateway Project in Period 8 2010/11 is summarised as follows:

- Prior Approval was granted on 28th July 2010. Work on the detailed design to achieve Technical Approval has continued, however the anchoring of the main retaining wall and extent of wall required will require alteration. This will require an amendment to the Prior Approval, although the variation has been determined as non-material. Joint NR/tie meeting held with CEC on 28th October 2010 agreed to a delegated fast track variation determined by planning officers.
- The programme will require adjustment following resolution of the Prior Approval issues and to reflect the delay in commencing the diversion of the 33kV cable by NR.
- This work commenced on 2 November 2010. Receipt of a final estimate will require the design to have achieved IFC and completion of the Design Assurance process.
- Construction Staging meetings with tie, TS, Network Rail and BSC. NR have agreed to work to a predetermined set of ETN night time possessions to construct the recirculation tower and over-bridge. All parties have discussed the preferred construction sequence which can only be verified following receipt of an Estimate and Programme from BSC.
- Following meetings between the parties on 25th and 29th October, it was agreed not to progress the drafting of the legal agreements at the moment. This work will be picked up in the new year.

BSC now include a narrative on Gogar Interchange (Design and Construction staging activity) within their period report. The content and quality of reporting is improving, but still unsatisfactory.

Forecast Cost to Complete Design

Forecast outturn is now at £1,162k against an original £880k:

£880k Breakdown

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

£1,162k Breakdown

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

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

Period 8 Design progress

At the end of Period 8 **tie** assessed the design phase as 88% complete. The work carried out in the Period involved resolution of the Prior Approval issue and did not contribute significantly to progress on the overall design.

Cost of work done to date is £1,000k versus the £880k originally forecast and the £1162k revised AFC.

The Prior Approval application for Edinburgh Gateway was approved on 28th July 2010. Work on the detailed design to achieve Technical Approval has continued, however the anchoring of the main retaining wall and extent of wall will require alteration. This will require an amendment to the Prior Approval, although the variation has been determined as non-material. Joint NR/**tie** meeting held with CEC on 28th October 2010 agreed to a delegated fast track variation determined by planning officers. The BSC low level retaining wall design results in a realignment being required to the SW sewer. This was discussed with NR and SW at a review meeting on 1st November 2010 and SW are expected to confirm approval by 9th November 2010. **tie** issued Change order 195 to BSC on 13th October 2010 for the design of the Edinburgh Gateway A8 road drainage.

Tram Design Issues

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

A meeting was held on 2nd September 2010 between **tie**, TS and NR with ETN ICP John Dolan. The meeting discussed the design interface issues that require to be addressed to satisfy ETN ICP John Dolan. These will be addressed through detailed design and final confirmation sought during the Design Review carried out in accordance with the Infraco Contract. Further discussions will be required with NR to close out the specific interface issues. These will be addressed through the regular Design Managements meetings between **tie**, TS and NR and the fortnightly conference calls.

Tram Patronage Modelling & Business Case

tie were scheduled to meet with Transport Scotland on 9th November 2010, to finalise any issues or queries identified by the Transport Scotland modelling team arising from the JRC report. This meeting was postponed pending a final internal Transport Scotland review.

Programme Milestones

Discussions are continuing between **tie** and Transport Scotland to agree Key Milestones. Transport Scotland has sought to agree these milestones with **tie** in the period. **tie** consider it to be inappropriate to agree all of these milestones at the moment due to the lack of agreement with BSC and the number of outstanding issues with Transport Scotland/Network Rail. **tie** have updated the forecast dates in the Period.

Master Project Milestone Schedule

PERIOD Ending	08/10/2010
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ALL DATES ARE INDICATIVE ONLY UNTIL BASELINE PROGRAMMES ARE AGREED

Progress against milestones in programme					
		Baselined	Forecast	Status / Completion Date	Master Project Milestones
Edinburgh Gateway - Tram Works					
Milestone G1	Completion of Detail Design	30-Aug-10	22-Nov-10		
Milestone G2	Completion of Cost Estimate (Including Risk & Value)	30-Sep-10	07-Dec-10		
Milestone G3	Completion of Technical Approvals	30-Sep-10	30-Nov-10		
Milestone G4	Completion of Statutory Approval & Consents (Prior Approval)	28-Jul-10	22-Nov-10		
Milestone G5	Completion of Issue for Construction (IFC) Information	18-Oct-10	01-Dec-10		
Milestone G6	Completion of Tram/Business Case Modelling	22-Jun-10	TBC		
Milestone G7	Completion of Construction Staging and Programme	30-Sep-10	07-Dec-10		
Milestone G8	Provision of CEC/tie Proposal to TS (Price & Programme)	08-Oct-10	07-Dec-10		
Milestone G9	Completion of Grant Funding Arrangement	15-Oct-10	10-Jan-11		
Milestone G10	Complete Design & Development Stage 1		TBC		
Milestone G11	Confirmation of Scope of Legal Agreements/Heads of Terms	05-Aug-10	05-Aug-10		
Milestone G12	Completion of Heads of Terms/Draft Legal Agreement	19-Aug-10	15-Nov-10		
Milestone G13	Completion of Legal Agreements	01-Oct-10	14-Dec-10		
Milestone G14	Commencement of Tram Construction Phase 1	18-Oct-10	10-Jan-11		
Milestone G15	Completion of Tram Construction Phase 1	31-Mar-11	10-Jun-11		
Milestone G16	Access to Tram Area 1 for NR Works (Ref.252960/CIV/6001/001)	01-May-11	01-May-11		
Milestone G17	Access to Tram 2 for NR Works (Ref.252960/CIV/6001/002)	01-Jul-11	11-Jun-11		
Milestone G18	Commence Tram Construction Phase 2	01-Jul-11	10-Sep-11		
Milestone G19	Completion Tram Construction Phase 2		24-Feb-12		
Milestone G20	Commencement of Operational Tramway Restrictions		TBC		
Milestone G21	Access to Tram Cutting for NR Works Around Operational Tram	01-Dec-11	TBC		
Milestone G22	Commence Tram Commissioning	01-Jan-12	01-Mar-12		
Milestone G23	Completion of Tram Commissioning	30-Jun-12	30-Aug-12		
Milestone G24	Completion of Implementation Stage & Commencement of Operation		TBC		
Milestone G25	Entry into Service	01-Jul-12	31-Aug-12		

Item Complete	Strikethrough			
Item due for completion on time	Green		Green	
Overrun, not yet critical - low risk to 'Final Delivery'	Amber		Amber	
Significant risk to 'Final Delivery' unless addressed	Red		Red	
Milestone also reported in PDG Section 4.1	Grey		Grey	

Legal Agreements

Following meetings between the parties on 25th and 29th October, it was agreed not to progress the drafting of the legal agreements at the moment. This work will be picked up in the new year. The current status of these agreements is understood to be as follows:

- Licence to occupy land from CEC to NR, also incorporating transfer of land to NR from CEC. This agreement will require to be in place in time for entry in April 2011.
- Construction Interface Agreement. No drafting has progressed on this agreement to date
- Operational Interface Agreement. No drafting has progressed on this agreement to date
- Bridge Agreement. No drafting has progressed on this agreement to date.

Long-lead Items / Abortive Works

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. There is no option that does not involve some abortive cost if Edinburgh Gateway goes ahead as foul and surface water drainage works need to be installed to allow completion of the Depot and Section 5C test track. BSC are at present only progressing the critical works to allow commissioning of the Depot and Test Track.

The full extent of the abortive works will not be known until the drainage design for the Edinburgh Gateway has been designed and approved. The BSC design is being progressed to maximise reuse of the existing IFC drainage systems.

Construction Staging

Construction Staging meetings with tie, TS, Network Rail and BSC. NR have agreed to work to a predetermined set of ETN night time possessions to construct the recirculation tower and overbridge. All parties have discussed the preferred construction sequence which can only be verified following receipt of an Estimate and Programme from BSC.

tie met with Transport Scotland and BSC on to review the requirements for commissioning of the tram system test track and the impact of Edinburgh Gateway project on 1st September 2010. Edinburgh Gateway does not appear to have a significant impact in this respect, however a number of minor issues were identified as requiring consideration. **tie** issued TNC letter to BSC on 10th September 2010 to cover this scope of works. No response has been received to date.

Network Rail commenced on site on 2nd November 2010 to divert the Scottish Power 33Kv cable diversion. They have indicated the works will take 5 weeks to complete. No significant issues were identified in the Period. **tie** issued a small works Change order EG 001 on 2nd November 2010 to BSC to clear the route of the 33kV cable for NR.

4 Headline cost report

4.1 Current Financial Year

	FY 10/11			FY 10/11			FY 10/11			COWD To Date	Costs To Go	Total AFC
	COWD Period			COWD Year To Date			COWD Full Year Forecast					
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	3.149	9.767	-6.618	42.508	81.633	-39.125	86.674	142.245	-55.571	390.350	154.650	545.000
Other Funding	0.260	0.806	-0.546	3.510	6.740	-3.230	7.157	11.745	-4.588	32.231	12.769	45.000
Demand on TS	2.889	8.961	-6.072	38.998	74.892	-35.894	79.518	130.500	-50.983	358.119	141.881	500.000

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

Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process

tie presented an updated forecast for 2010/11 project spend to TS on Tuesday 19th October. Forecast spend ranges and sensitivities for 2010/11 & 2011/12 were presented to TS on 4th November.

The review of spend for 2010/11 has resulted in a tuning down of forecast from £142.3m (budget) and a Q1 forecast of £120.2m to our latest forecast of £86.7m. Sensitivities to the £86.7m are highlighted below. **tie** are committed to keeping TS and CEC updated as to the progress of our commercial engagement and any material impacts on the Projects spend profile.

COWD to date is £390.4m, with funding to date split to TS (£358.1m) and CEC (£32.3m).

Actual YTD P8 & forecast P9-P13 FY10/11

£m	2010/11 to P8	Forecast P9-P13,10/11	Forecast FY10/11
Infrastructure and vehicles	32.9	37.2	70.1
Utilities diversions	-0.3	0.0	-0.3
Design	1.1	0.8	1.9
Land and compensation	0.3	0.0	0.3
Resources and insurance	8.5	6.2	14.7
Base costs	42.5	44.2	86.7
Risk allowance	0.0	0.0	0.0
Total Phase 1a	42.5	44.2	86.7

YTD 2010/11 COWD is £42.5m in period 8, in-line with the forecast for P7.

- The Full year forecast for 2010/11 is £86.7m (£120.3m Q1).

Key Risks and sensitivities to the £86.7m forecast for are:

- Tramco – Non Tram vehicle related costs forecast (-£5.6m)
- Infraco related prelims – currently under DRP (+£8.6m)
- Infraco Main works progress up to (-£20.4m)
- Commercial engagement – structure of outcome will influence spend profile

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases,

have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2010/11 and future years.

Current Financial Year Profile

Profile for FY10/11

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY10/11
Infrastructure and vehicles	16.7	9.6	12.8	30.9	70.0
Utilities diversions	-0.4	0.1	0.0	0.0	-0.3
Design	0.5	0.4	0.5	0.5	1.9
Land and compensation	0.2	0.1	0.0	0.0	0.3
Resources and insurance	3.2	3.3	4.3	4.0	14.7
Base costs	20.2	13.5	17.6	35.4	86.7
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	20.2	13.5	17.6	35.4	86.7

- Costs for 2010/11 are forecast at £86.7m (£120.2m Q1). *Note: This forecast is sensitive to the key risks as identified above.*
- The latest forecast is based upon **tie** Project Managers view as at the end of period 8, updated and amended in-line with the assumptions presented to TS on 19th October.
- The original TS share of the budget (£130.5m) has been reduced to a forecast of £79.5m (£110.3m Q1).**

Project Cashflow Forecast

Re-baselined Phase 1a Cash Profiling

£m	Cum FY07/08	Actual 08/09	Actual 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.5	70.0	104.4	333.7
Utilities diversions	18.4	33.4	10.6	-0.3	-3.9	58.2
Design	24.4	4.7	2.1	1.9	1.1	34.2
Land and compensation	16.8	1.7	1.6	0.3	0.0	20.5
Resources and insurance	42.9	16.0	15.9	14.7	8.9	98.4
Base costs (inc 1b)	133.1	101.0	113.8	86.7	110.5	545.0
Risk Allowance	0.0	0.0	0.0	0.0	0.0	0.0
Total	133.1	101.0	113.8	86.7	110.5	545.0

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

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

The TEL board have approved a risk allowance within the current funding arrangements of up to £58.2m, which takes the current agreed budget up to £540.0m.

5 Time schedule report

5.1 Report against key milestones

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

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

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Driver training commences (excludes depot)	Nov 2010	Oct-12
System testing complete off street	09-Dec-10	Aug-12
Construction Line 1a complete	17-Jan-11	Nov-12
System testing complete on street	16-Feb-11	Dec-12
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	Dec-12
Shadow running starts	18-Apr-11	Feb-13
Shadow running complete	July 2011	May-13
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	May-13
Open for revenue service	July 2011	May-13

Guidance for Completion:**Legend for colouring of Actual / forecast date text**

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

Key Issues Affecting Schedule

- BSC have ceased works in all areas with the exception of Lindsay Road RWs, Tower place bridge, Depot Access bridge and the Depot area due to alleged non payment of items relating to changes. BSC has formally advised **tie** of 99no. individual Infraco Notice of **tie** Change (INTC) items and the validity and content of these are under review. **tie** will respond to each item under the existing contractual mechanisms available.
- Lack of agreement with BSC regarding on-street construction programme;
- Completion of redesign of the permanent works to allow commencement of the construction of structures from Baird Drive through to Balgreen Road.(this section is affected by the cessation of BSC works at present).

12-Week Look-Ahead

Until the revised programme is in place the forecast for the next 12 weeks continues to be generated from the **tie** Live programme including latest updated information from both BSC and **tie** Project Managers.

Note that due to the uncertainty surrounding the On-street section of the Infraco works, that these works have been removed from the 12 week forecast other than for areas that are currently underway.

Similarly, as BSC have now advised that they are demobilising worksite where there is an outstanding disagreement regarding an estimate, these works have also been removed from the table.

Milestones	Actual / current forecast date
5A – Complete SRU Accomodation Works	04-Nov-10A
5B – Complete South Gyle Access bridge Sewer Diversion	04-Nov-10A
1A4 - Lindsay Rd Retaining Wall A+C	08-Nov-10C
1A3 – S17 Construction Works Tower Place bridge	08-Nov-10C
5C - S32 Depot Access bridge	08-Nov-10C
6 - Depot Building (Siemens Internals Only)	08-Nov-10C
6 – Depot Trackworks -Track Laying	08-Nov-10C
6 – Depot Access Roads	08-Nov-10C
6 – Depot OHL Bases	08-Nov-10C

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

Appendix 'A' Detailed cost report

Headline Financial Information	Edinburgh Trams	FY 10/11	Period Nr: 8
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FY 10/11: Demand on TS 79.518

1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD):
Period is for Phase 1a, which now includes £6.2m of lost economies of scale opportunities following the cancellation of 1b. See Section 3 of the TS report for further commentary.

YEAR TO DATE (YTD):
See Section 3 of the TS report for further commentary.

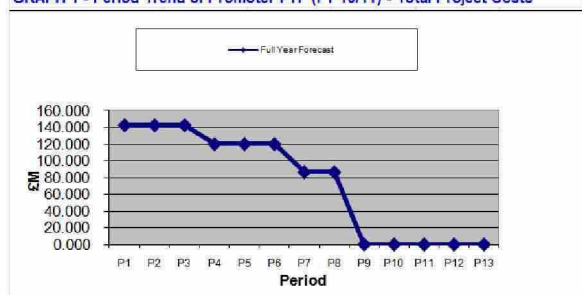
FULL YEAR FORECAST (FYF):
See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST (AFC):
See Section 3 of the TS report for further commentary.

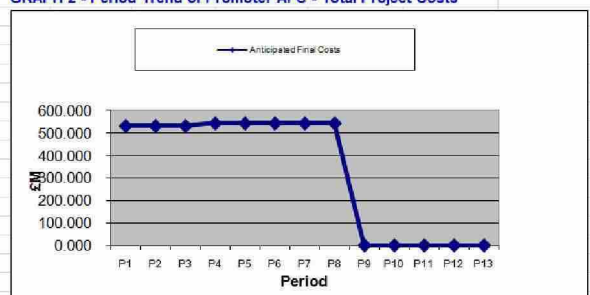
2: SUMMARY

	FY 10/11 COWD Period			FY 10/11 COWD Year To Date			FY 10/11 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance	Actual	Forecast	Forecast
Total Project COWD	3.149	9.767	-6.618	42.508	81.633	-39.125	86.674	142.245	-55.571	390.350	154.650	545.000
Other Funding	0.260	0.806	-0.546	3.510	6.740	-3.230	7.157	11.745	-4.588	32.231	12.789	45.000
Demand on TS	2.889	8.961	-6.072	38.998	74.892	-35.894	79.518	130.500	-50.983	358.119	141.861	500.000

GRAPH 1 - Period Trend of Promoter FYF (FY 10/11) - Total Project Costs



GRAPH 2 - Period Trend of Promoter AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

FULL YEAR FORECAST:
See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST:
See Section 3 of the TS report for further commentary.

4: ACCRUALS COMMENTARY

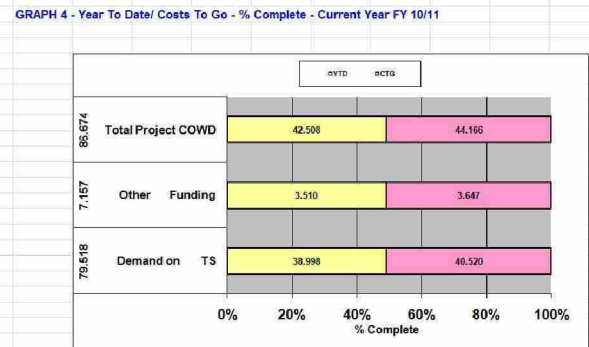
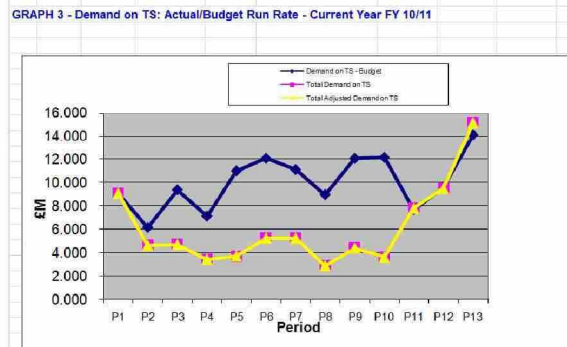
5: TOTAL PROJECT ELEMENT SPEND BREAKDOWN (Total Project Costs)

PLANNED/EMERGING/FORECAST
Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline date to be known as original estimate.

	Estimated Cost			Actual Cost/Forecast			Variance
	Total Project Costs			Total Project Costs			
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
Relevant Baseline date :	FBC 20/12/2007						
General Overall	28.233	28.233	30.006	28.452	1.554	30.006	0.000
Procurement Consultant	68.173	68.173	85.853	72.324	13.529	85.853	0.000
Design	26.646	26.646	34.219	32.392	1.827	34.219	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.665	2.610	0.055	2.665	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	333.445	207.838	125.608	333.445	0.000
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	58.493	46.416	12.077	58.493	0.000
Risk	48.974	48.974	0.000	0.000	0.000	0.000	0.000
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	545.000	390.350	154.650	545.000	0.000

Detailed Financial Information		Edinburgh Trams										FY 10/11		Period Nr:		8
£m																
6: Current Year 10/11 - Baseline Budget																
1 Total Project COWD - Budget		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total	
		9,920	6,714	10,220	7,767	11,984	13,153	12,106	9,767	13,148	13,246	8,362	10,459	15,378	142,245	
2 Other Funding - Budget		0.819	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.692	0.864	1.270	11,745	
3 Demand on TS - Budget		9,101	6,160	9,376	7,126	10,995	12,067	11,107	8,961	12,063	12,152	7,690	9,595	14,108	130,500	
7: Current Year 10/11 - Actuals (Updated 4 weekly)																
4 Total Project COWD + Revised Forecast		9,920	5,055	5,122	3,751	4,048	5,732	5,730	3,149	4,789	3,954	8,521	10,370	16,533	88,674	
7 Other Funding + Revised Forecast		0.819	0.417	0.423	0.310	0.334	0.473	0.473	0.260	0.395	0.326	0.704	0.856	1.365	7,157	
10 Total Demand on TS		9,101	4,638	4,699	3,441	3,714	5,259	5,257	2,899	4,394	3,627	7,818	9,513	16,168	79,518	
8: Variance tracker																
12 Variance Line 1 to Line 4 - Project Actual vs Budget		0.000	-1,659	-5,098	-4,016	-7,937	-7,420	-6,377	-6,618	-8,359	-9,292	0.139	-0,089	1,155	-55,571	
13 Variance Line 2 to Line 7 - Oth Funding Actual vs Budget		0.000	-0,137	-0,421	-0,332	-0,655	-0,613	-0,527	-0,546	-0,690	-0,767	0,011	-0,007	0,095	-4,588	
14 Variance Line 3 to Line 10 - Demand on TS vs Budget		0.000	-1,522	-4,677	-3,684	-7,281	-6,808	-5,850	-6,072	-7,669	-8,525	0,128	-0,082	1,080	-50,983	
9: Next Year 11/12 - Forecast (Updated 4 weekly)																
18 Total Project COWD		57,207	44,753	8,523	-0,000	110,484	Financial Commentary - FY 11/12 Onwards									
21 Other Funding		4,724	3,695	0,704	-0,000	9,122										
24 Total Demand on TS		52,483	41,058	7,820	-0,000	101,361										

10: All Years (Escalated) (Updated 4 weekly)		PRIOR	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FUTURE	TOTAL
26 Total Project COWD		133,051	100,979	113,813	86,674	110,484	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	545,000
29 Other Funding		10,986	8,338	9,397	7,157	9,122	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	45,000
32 Total Demand on TS		122,065	92,641	104,415	79,518	101,361	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	600,000



11: Other Funding		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total	
Budget (Current Year 10/11)																
RAB Funding (If Applicable)		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.819	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.692	0.864	1.270	11,745	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Budget Other Funding		0.819	0.554	0.844	0.641	0.990	1.086	1.000	0.806	1.086	1.094	0.692	0.864	1.270	11,745	
Actual (Current Year 10/11)																
RAB Funding (If Applicable)		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.819	0.417	0.423	0.310	0.334	0.473	0.473	0.260	0.395	0.326	0.704	0.856	1.365	7,157	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Funding Stream		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Actual Other Funding		0.819	0.417	0.423	0.310	0.334	0.473	0.473	0.260	0.395	0.326	0.704	0.856	1.365	7,157	

12: Promoter Full Year Forecast Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of Full Year Forecast (Current Year 10/11)														
Full Year Forecast		143,011	143,011	143,011	120,236	120,236	120,236	86,674	86,674	0,000	0,000	0,000	0,000	0,000

13: Promoter AFC Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of AFC														
Anticipated Final Cost		533,309	533,309	533,309	545,000	545,000	545,000	545,000	545,000	0,000	0,000	0,000	0,000	0,000