



4 Week Period Reporting Pack 09/10

Project Title:

Edinburgh Tram Project

Reporting Period:

Period 12 2009/10

Transport Scotland Project Manager:

John Ramsay

Progress Meeting Date:

Report authorised by: **Steven Bell**

Signature: [Redacted]

Date: 05/3/10

For and on behalf of **tie Limited**

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1 Executive Summary

Progress

The cost, programme and risk information in this Period 12 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. Work is ongoing to this end, and the current expectation is that the first outputs from this will be available during week 1 of Period 12.

Overall progress remains behind the master programme, primarily due to:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v51A of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation.

Dispute Resolution (Infraco)

One additional DRP was launched in the Period by BSC, a BDDI to IFC matter relating to Gogar Depot Access Bridge, and two further DRP matters; Section 7 Drainage and Tower Place Bridge were launched by **tie** on 10/2/10 and 25/2/10 respectively. Discussions and negotiations are ongoing through the formal process. Agreement on an acceptable On Street Supplemental Agreement with BSC has not been reached.

Commercial Update (MUDFA)

Agreement of the final account with Carillion is progressing and a summary of the items being address is below.

Changes - CUS have still to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. Discussions on these items are still ongoing with CUS. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a small proportion of that claimed by Carillion.

Design

tie were advised that v55 of the SDS Design Programme will be submitted by cob Friday 26th February 2010 subsuming the v52-v53-v54 programmes that have not been issued to **tie**. This programme was issued in pdf format, which is not suitable for detailed analysis and the Primavera files have been requested.

The latest issue of IFC design under v51A is programmed for issue on 19Aug10 (OLE Poles Section 7). V51A data has been used to inform the programme updates, however, due to the number of additional activities **tie** are still working on the inclusion of these into the live programme.

Utility works

A progress update on utilities works in the Period is as follows:

- Scottish Water are still to approve the protection proposals including the adoption of the sewer design at Ocean Drive.
- The way-leaves through ADM Milling are in the process of being finalised and these documents have been approved by Forth ports and are awaiting sign-off by ADM.
- The licence with ADM is in place and works commenced as of 30th November. The tender works exclude all diversions in plates 11-17 and there remains utility works in plates 14-17 to resolve, and design is expected to be finalised in P13.
- Clancy Docwra are progressing with the relocation of utilities out of Lindsay road. BT and GEO cable diversion works are due to commence in Period 13 and are expected to be completed in P1.
- Clancy Dowry commenced works on the private utility diversion works in Edinburgh Park area.
- Palmerston Place/Torphichen Street has opened to traffic after being closed due to utilities diversion works for more than 6 months. This traffic switch was completed without incident or significant disruption to traffic.



Utilities Diversions – West Maitland Street



Utilities Diversions at Broughton Street

Tram works (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 14.2%, an increase of 0.5% against a plan of 4.4%, reflecting the lack of progress from BSC for both on-street and off-street works.

The on-street works in progress are related to snagging items along Princes Street, demolition of the old Britannia building in Section 1A & Building Fixings on Constitution St and St Andrew Square. There has been no further Infraco works on-street due to a lack of agreement on programme going forward.

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

Item	% Comp Rev 1
Haymarket viaduct –	42%
Russell Road Retaining Wall (W4) (piling works)	17%
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Gogarburn bridge – bridge deck finishes and approach ramps	85%

- Works progressing at Haymarket viaduct with west abutment and internal retaining wall for completion of bridge piers and superstructure
- Site clearance and earthworks for Trackworks between Haymarket and Roseburn completed. CBR test has been carried out to determine the level of excavation depth that required for excavation to trackform.
- Trackworks continue to progress on the Guided Busway.
- Works continues off street on a number of sites Inc Russell Road Retaining wall, Edinburgh Park Bridge, Carrick Knowe Bridge, and the Depot.

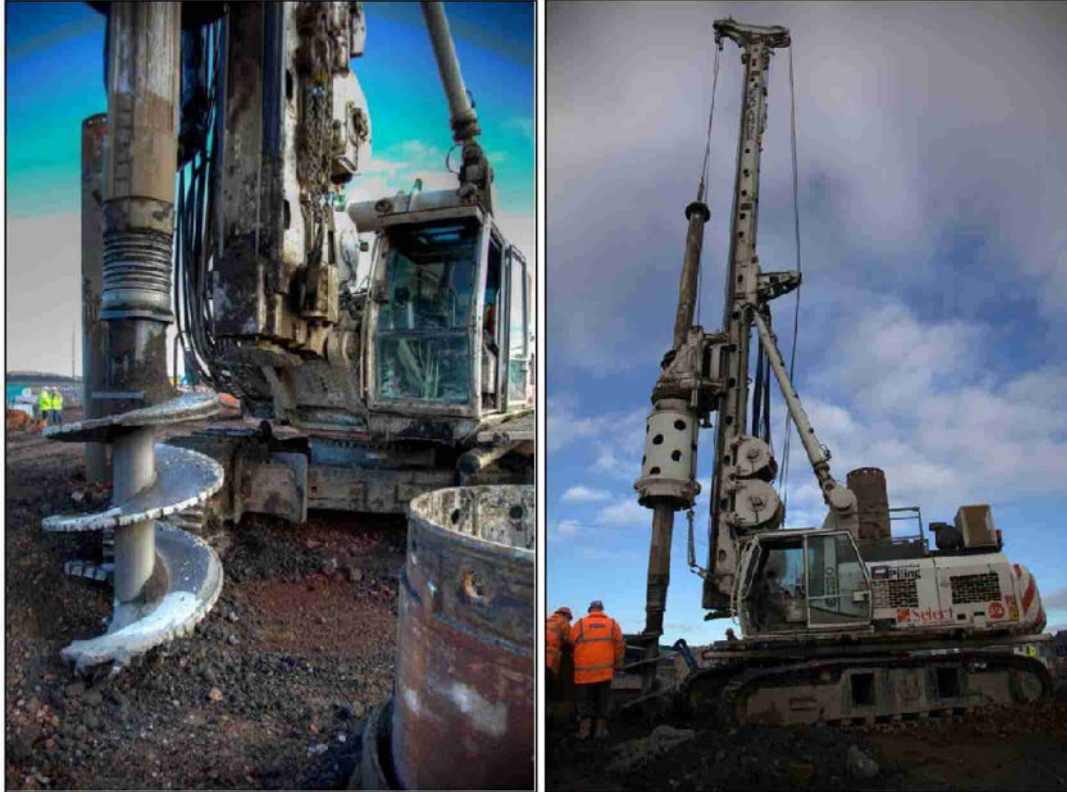
Success in the Period/Progress in Period 12

- TRO1 was put to Public Deposit on 22 February 2010, a period of 28 day public consultation is underway, scheduled to be completed on 22 March 2010.
- Following receipt of objections, a detailed report will be prepared for submission to the Council for consideration in July 2010, which will deal with responses of the objections, noting how particular issues may be addressed in subsequent TROs where appropriate and this report will seek authority for CEC to make TRO1, which will allow tram to operate in Edinburgh.
- Building Fixings on majority of identified buildings on Constitution St & St Andrews Square
- Works commenced on the Demolition of the Old Britannia Building in 1A
- Haymarket Viaduct works on going with start being made to Track work area towards Russell Road
- Wanderers Club house works on going
- Carricknowe Bridge progressing to programme with both abutment supports placed on the 20th February awaiting delivery of span beams. First beams arrive 25th with balance the following week for erection on 6th/7th March
- Guided Busway works progressing well with outline completed with 85% concreted (total length 1360m). Works commenced on inline sleepers and rails with completion anticipated before Easter for this section.
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- Earthworks for trackwork section from culvert 3 to Eastfield Ave at Hilton car park progressing well with capping layer placed. Works to retaining wall w15 also commenced.
- Burnside Road remedial works to surfacing completed allowing delayed items to commence. All works should be completed w/c 1st March with additional traffic lights to be installed on the 24th March following procurement period.
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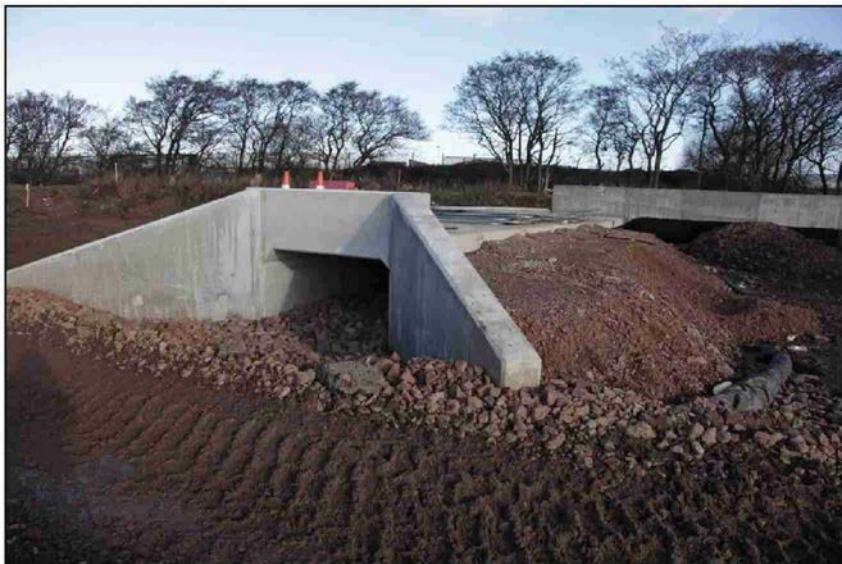
Issues in the Period:

- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by **tie** to construct as per IFC in Section 2A and to provide further detail on remaining sections.

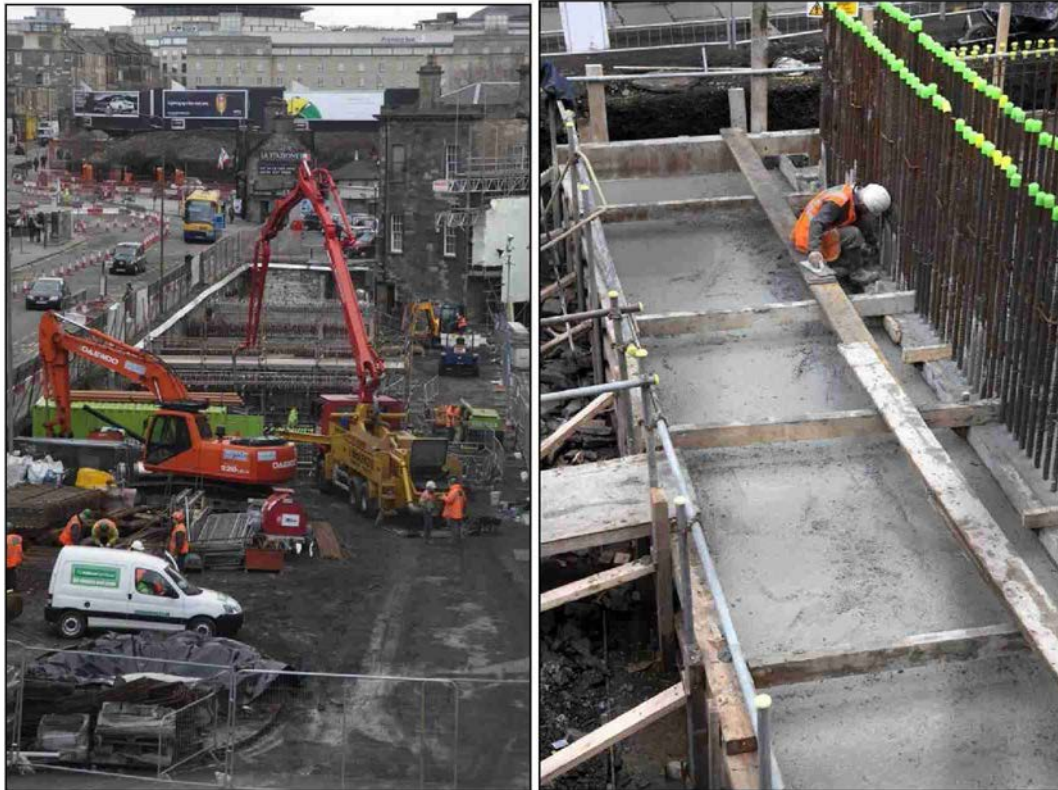
- A number of audits commenced under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement.
- BSC have failed to commence with On Street works, the requirement of OSSA is the stated reason.
- SGN restricted commissioning works at Lindsay Road until collateral warranty in place.
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports.



Piling Rig at A8 Gogar Underpass



Section 7 Gogar Culvert



Haymarket Viaduct

Tram works (TRAMCO)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule. The first two trams are at the Siemens test track at Wildenrath in Germany undergoing dynamic testing, the third and fourth trams are in the factory undergoing factory acceptance testing and work is progressing at various stages on the production line on the remaining trams up to the 17th tram.

Draft Operations and Maintenance manuals have been received and are being reviewed.



Preparing for operations

The BROR committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is an area that requires further improvement.

Cost

We continue to reflect an outturn estimate of £533.3m, including £6.2m for the cancellation of Phase 1b. However, 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.

A detailed costs and forecast briefing was presented to Transport Scotland on 18/01/10, and a further quarterly update will take place on 04/03/10.

Key cost related items to note in Period 12 are:

- The budget for ETP in 2009/10 established in April 2009 is £150.1m (£153.3m inc. 1b), which was produced linking the **tie** re-baselined programme to Infraco construction milestones. **tie** are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- The P12 forecast outturn figure for 2009/10 is £114.5m – unchanged from P11.
- The latest forecast (£114.5m) 2009/10 includes costs of £3.2m which relate to the demobilisation of Phase 1b Infraco construction contract. A payment of £3.2m was made to the Infraco Contractor in August.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£114.5m) is £105.0m, giving available headroom of £44.0m.

Actual YTD P12 & forecast P13 FY09/10

£m	YTD P12	Forecast P13,09/10	Total FY09/10
Infrastructure and vehicles	75.3	8.4	83.8
Utilities diversions	10.9	0.3	11.3
Design	2.0	0.2	2.1
Land and compensation	0.9	0.0	0.9
Resources and insurance	15.0	1.5	16.5
Base costs	104.0	10.5	114.5
Risk allowance	0.0	0.0	0.0
Total Phase 1a	104.0	10.5	114.5

Note: Base costs include £3.2m for ph1b in 2009/10.

- ETP COWD in FY09/10 to Period 12 is £104.0m (Period 11 - £94.6m) against budget £135.5m (excl 1b). The key drivers for the -£31.5m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.

- As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, 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 2009/10 and future years.

2 Progress

2.1 Overall

The cost, programme and risk information in this Period 12 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. Work is ongoing to this end, and the first outputs from this were issued during Period 12.

tie are currently analysing the content of these submissions with a conclusion expected in period 13.

Overall progress remains behind the master programme, primarily due to:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- No agreement in place for On-street works
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Failure of INFRACO to submit preparatory paperwork in a timely manner and of a suitable content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v51A of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

The **tie** live programme currently predicts an Open for Revenue Service date in mid January 2013. This has slipped 12 calendar days since the last period.

Progress continues at Haymarket viaduct although following site clearance activities during Period 10 between Haymarket & Roseburn further works for trackform has stalled. The remaining worksites are all off-street with works continuing at Russell Road RW's, Carricknowe Bridge, Edinburgh Park bridge, A8 Underpass, Depot and Gogarburn bridge. The most significant event during period 13 will be the installation of the bridge beams for Carricknowe Bridge.

There has been no further Infraco works on-street (with the exception of ongoing snagging works associated with Princes Street) due to a lack of agreement on programme going forward. Utility Diversions continue at Haymarket, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Section	Description	Contract Programme Rev.00	BSC Forecast (P12) Rev.01	BSC Movement in Period (Cal Days)	tie Live Forecast (P12) Rev.01**
Section A	Depot completion	25-Mar10	01-Jul-11	-28	29-Apr-11
Section B*	Test Track Available	23-Apr-10	30-Jan-12	-42	05-Feb-12
Section C	All Phase 1a Construction complete	17-Jan-11	12-Sep-12	-27	16-Jul-12
Section D	Open for Revenue Service	16-Jul-11	11-Mar-13	-28	12-Jan-13

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

** V51A information used.

As per previous period reporting **tie** retain an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012.

The table below remains as was previously reported and as well as the recalibrated baseline programme it also reflects a completely unmitigated programme as a control scenario only. This is an unapproved delay to the Open for Revenue Service date. On a section by section basis there are "swings and roundabouts" identified in terms of improvement / degradation of delivery dates.

Area	Description	Unmitigated Finish	Re-baseline Finish
Section 1A	Newhaven Road to Foot of the Walk	03-MAY-12	08-SEP-11
Section 1B	Foot of the Walk to McDonald Road	10-JAN-12	09-SEP-11
Section 1C	McDonald Road to Princes Street west	28-MAR-12	06-SEP-11
Section 1D	Princes Street west to Haymarket	19-OCT-11	17-MAR-11
Section 2A	Haymarket to Roseburn junction	14-FEB-11	28-JUL-10
Section 5A	Roseburn Junction to Balgreen Road	20-MAR-12	17-JUN-11
Section 5B	Balgreen Road to Edinburgh Park central	23-JUN-11	04-FEB-11
Section 5C	Edinburgh Park Central to Gogarburn	24-OCT-11	20-JAN-11
Section 6A	Gogar depot	28-MAR-11	15-OCT-10
Section 7A	Gogarburn to Ingliston Park and Ride	07-JUL-11	11-MAR-11
Section 7B	Ingliston Park and Ride to Airport	26-JUL-11	11-MAR-11
Section A	Depot (ready to receive trams)	21-JAN-11	15-OCT-10
Section B	Test track	07-JUL-11	27-DEC-10
Section C	All construction complete	20-APR-12	27-AUG-11
Section D	Open for Revenue Service	17-OCT-12	23-FEB-12

2.2 Dispute Resolution

Dispute Resolution (Infraco)

A summary on the DRP process at the end of Period 12 and outcomes is presented below:

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
5a	Gogarburn	BDDI to IFC	√	√	√	√	√	Decision made and under review
5b	Carrick Knowe	BDDI to IFC	√	√	√	√	√	
5c(B)	Russell Road	BDDI to IFC	√	√	√	√	√	Decision made and under review
A	MUDFA Rev 8	Programme	√	√	√	√	Mediation taking place 16/17 March 2010	
5e	Tower Bridge	BDDI to IFC	√	√	√			
5h	Bankhead Drive	BDDI to IFC	P13					Under Review
5m	A8 Underpass	BDDI to IFC	P13					
5l	Section 7 Drainage	BDDI to IFC	√	√	√			
5k	A8 Underpass Piles	Ground Conditions	P13					
5i	Baird Drive	BDDI to IFC	√	√	√	√		
5j	Balgreen Road	BDDI to IFC	√	√	√	√		

11	Phase 1b	Payment	P13				
	Depot Access Bridge	BDDI to IFC	√	√			
Launched by tie							
Launched by BSC							

We continue in this report to reflect an outturn estimate of £533.3m (including Phase 1b). However, given the commercial uncertainties with BSC 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 forecast accurately a revised budget outturn. It is also not possible at the present time to predict the conclusions of reviews of contingency option programme delivery options, including additional sources of funding.

tie instructs work to commence using Clause 80.15 when it has been put into dispute. During the period instructions have been issued under Clause 80.15 to commence work at Tower Bridge, Section 7 drainage and the Depot Access Bridge is under production.

A strategic review of commercial and contractual options is underway and will be reported to the Tram Project Board in March.

The contract with the BSC consortium prescribes a timetable for resolution of contractual disputes and it is expected that the budget and programme implications will become increasingly clear during early 2010.

Regular briefings will be provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters.

Commercial Update (MUDFA)

Agreement of the final account with Carillion is progressing and a summary of the items being address is below.

Changes - CUS still require to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. Discussions on these items are still ongoing with CUS. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a small proportion of that claimed by Carillion.

2.3 Design

IFC Design

V51A was submitted to **tie** on 25/01/10 approximately 12 weeks later than planned date of 02/11/09. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design. BSC issued a pdf version of the V51A programme to **tie** on 15 January 2010 however it was an additional 10 days before the primavera files were issued.

tie have carried out a detailed analysis of the programme for inclusion in this report. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design.

tie were advised that v55 of the SDS Design Programme will be submitted by cob Friday 26th February 2010 subsuming the v52-v53-v54 programmes that have not been issued to **tie**. This programme was issued in pdf format, which is not suitable for detailed analysis and the relevant Primavera files have been requested.

The latest issue of IFC design under v51A is programmed for issue on 19Aug10 (OLE Poles Section 7). V51A data has been used to inform the programme updates, however, due to the number of additional activities **tie** are still working on the inclusion of these into the live programme.

- IFCs – Phase 1a: 93 issued out of 235
- 58 Prior Approvals are included in V51a – 53 of which have been submitted, and 52 granted – these include the RBS Gogarburn Tramstop, Modifications to Murrayfield TS retaining Wall, Gogar Interchange, Canopy & Boundary Treatment at Airport Kiosk, Final Tram Stop location drawings and OLE pole locations.
- There has been an increase to the number of Technical Approvals granted (from an increased no. of TAA's), 11 remaining to be submitted 19 left to be granted;
- Roads approvals - One area remains outstanding for 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 1B, 1D, 1C3, 5B & 5C 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.

Design approvals status in Period 12 is summarised below:

Phase 1a only	Number Required			Number	
	V26	v31	v51A	Submitted	Granted
Prior Approvals	44	49	58	53	52
Technical Approvals	53	71	98	87	79
IFC	71	81	235		93

* The additional Approvals from V51A have been included in the above count, however, due to time constraints they are still being input into the Live programme.

There is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme only helps to strengthen this opinion coupled with the poor design performance. The approvals task force has been supplemented by a Design Progress and Design Issues meeting to provide additional management focus on design resolution.

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.

Reasons for design slippage are being reviewed and recorded twice monthly at the design taskforce meeting, which is focuses on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

2.4 Utility works

Utility works are progressing in York Place and Haymarket and programmes for these areas were received from Clancy Docwra in Period 11 and agreed with **tie** in period 12.

tie received an estimate from SDS for Utility design works at Baltic street in Period 12, which **tie** are currently reviewing. Utility work in Picardy Place is pending, due to outstanding design

information, this is due in period 13. The completion of the required remedial and snagging works in Leith Walk is ongoing have eased the delay caused to Telecoms re-cabling. The delay in completing telecoms work in St Andrew Square will also delay the commencement of Tram works which are due to start from June 2010. Detailed programme reviews continue, and a weekly Traffic Management Interface meeting is in place & tie are due to meet with BT mid period 13 to identify opportunities to hand-over part sections of the route to BSC for Infraco works.

Success in the Period/Progress in Period 12:

- Scottish Water are still to approve the protection proposals including the adoption of the sewer design at Ocean Drive.
- The way-leaves through ADM Milling are in the process of being finalised and these documents have been approved by Forth ports and are awaiting sign-off by ADM.
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- Depot concreting works have been badly hit by poor weather conditions which in turn has delayed block work to outer skin
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- Trial holes commenced adjacent to South Gyle Access Bridge to locate utilities in this area to confirm space for proposed tunnel working shaft.

Issues in the Period:

- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by tie to construct as per IFC in Section 2A and to provide further detail on remaining sections.
- A number of audits commenced under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement.
- BSC have failed to commence with On Street works, the requirement of OSSA is the stated reason.
- SGN restricted commissioning works at Lindsay Road until collateral warranty in place.
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports.

Overview of Works Ongoing:

Work has continued on a number of worksites including:

Section 1A: Newhaven to Foot of the Walk

- Commencement of Demolition of Old Britannia Building in period 12
- Building Fixing Works – Constitution St

Section 1C/1D: City Centre Princes Street

- Remaining Snagging progressing slowly in period 12
- Building Fixing Works – St Andrews Square

Section 2: Haymarket to Roseburn Junction

- Pier 1 and the west abutment base slab were poured on 09/02/10.
- East abutment works were delayed due to setting out errors on the IFC drawings. A revised IFC drawings was issued by SDS to BSC w/c 08/02/10.

Section 5A Roseburn to Balgreen Road

- Retaining Wall W4 retaining wall units 10 to 18 - piling completed. Piling works started for RW units 19 to 23.
- 13 loads of contaminated material removed from site to a licensed tip by BSC.
- Murrayfield Wanderers Clubhouse Accommodation works –continued during the period

Section 5B Balgreen Road to Edinburgh Park Central:Carrick Knowe Bridge

- North abutment - RW units C & F based slabs poured 08/02/10.
- South abutment - Backfill to underside of RW units B & G completed 12/02/10. RW units B & G blinding completed 12/02/10.

Guided Busway

- Track work well underway.
- BSC installed 1no. replacement pile [near the Siemens compound] to replace the defective pile.

Bankhead Drive

- Crummock started trial pit works at the Edinburgh Park Station Bus Gate on 09/02/10 and continued all week.

Edinburgh Park Bridge

- No work done at the south approach ramp w/e 12/02/10.
- Expanded continued to work on the robust kerb w/e 12/02/10.
- Expanded continue construction of the north Approach Ramp.

Section 5C Edinburgh Park Central to Gogarburn:

- A8 Underpass: Piling works commenced 10/2/10; 28 piles completed by close of period.

Section 6 Gogar Depot

- Depot Building works: Sanding plant slab pour completed.
- No further concrete pours completed due to cold weather. Work continuing in preparing pours GL A-C, 1-20 and E-F 10-20.
- Internal drainage works completed for slab pours.
- Wall cladding commenced 15th February 2010. Blockwork commenced 18th February 2010 although progress slow due to cold weather.
- External works: Drainage completed for rainwater system for building and SW attenuation tanks.

Section 7 Gogarburn to Edinburgh Airport

- Gogarburn Bridge: Works recommenced 15th February 2010 to east abutment ground beam. Hydro demolition commenced to bridge deck parapet insitu stitch.
- EAL Construction Phase A: Soft ground remediation and drainage completed by 12th February 2010. Retaining wall W14 commenced 15th February 2010.

Progress is being 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.

Milestones	Period 12		Cumulative (Short-Term)		Contract Planned to P12
	Planned	Actual	Planned	Actual	
Prelims	2	2	65	65	65
Construction	12	4	111	103	867

The Revision 1 programme incorporates the agreed 38 business days (seven weeks plus three days) EOT variation to the contract programme as in the table below. As had been the case in the contract programme progress, the common denominator in the Revision 1 programme remains that every activity in the programmes has a work content generated against it which translates into a weighting, allowing accurate reporting of progress.

Period 12 2009-10 INFRACO PERIOD 12 PROGRESS (Contract Rev.01 Programme)	Period		Delta	Cumulative		Delta
	Plan	Actual		Plan	Actual	
Section 1a Newhaven to Foot of the Walk	5.9%	0.0%	-5.9%	51.4%	0.0%	0.0%
Section 1b Foot of the Walk to McDonald Road	3.9%	0.0%	-3.9%	56.4%	1.4%	-0.1%
Section 1c McDonald Road to Princes Street West	8.5%	0.0%	-8.5%	49.2%	0.0%	-10.8%
Section 1d Princes Street West to Haymarket	2.0%	0.0%	-2.0%	91.2%	42.1%	-3.5%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	5.5%	0.0%	-5.5%	59.0%	8.0%	-4.2%
Section 2 Haymarket to Roseburn Junction	0.0%	0.9%	0.9%	100.0%	16.2%	0.0%
Section 5a Roseburn Junction to Balgreen Road	2.7%	0.7%	-2.0%	74.5%	5.0%	0.0%
Section 5b Balgreen Road to Edinburgh Park Central	5.7%	0.6%	-5.1%	89.2%	35.3%	0.0%
Section 5c Edinburgh Park Central to Gogarburn	2.9%	0.5%	-2.4%	84.3%	4.6%	0.0%
Section 6 Gogar Depot	1.9%	1.7%	-0.2%	98.5%	16.3%	0.0%
Section 7a Gogarburn to Edinburgh Airport	6.7%	0.0%	-6.7%	80.0%	32.8%	0.0%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	3.6%	0.8%	-2.8%	86.5%	18.7%	0.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	4.4%	0.5%	-3.9%	75.0%	14.2%	-3.4%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing in this section, but demolition works for the Britannia Storehouse are underway
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, but snagging works are ongoing
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	Pier 1 and the west abutment base slab were poured on 09/02/10. East abutment works were delayed due to setting out errors on the IFC drawings. A revised IFC drawings was issued by SDS to BSC w/c 08/02/10. CBR test completed. BSC are reviewing with SDS
Section 5a Roseburn Junction to Balgreen Road	Temporary & permanent works re-design along with commercial resolution delaying various structures. All required consents in place for track installation. Retaining Wall W4 retaining wall units 10 to 18 - piling completed - BSC preparing the piling platform for RW units 19 to 23. Piling works commenced. 13 loads of contaminated material removed from site to a licensed tip by BSC. Murrayfield Wanderers Clubhouse Accommodation works – works commenced w/c 05/01/10 and continued during the period
Section 5b Balgreen Road to Edinburgh Park Central	Temporary & permanent works re-design along with commercial resolution delaying various structures. Carricknowe Bridge : North abutment - RW units C & F based slabs poured South abutment - Backfill to underside of RW units B & G completed RW units B & G blinding completed . Progress in period is against S27 Edinburgh Park viaduct. All required consents in place for track installation. No work by Expanded w/e 08/11/2009, due to bad weather. South abutment wingwalls poured Thursday 21/01/10.

	<p>Guided Busway – Track installation commenced 24/11/2009 and continued during the period. BSC installed 1no. replacement pile [near the Siemens compound] to replace the defective pile. Concrete not poured and one week behind on the BAM works due to the weather.</p> <p>Bankhead Drive – No works by in this period.</p> <p>Edinburgh Park Bridge – No work done at the south approach ramp during the period. Expanded continued to work on the robust kerb and construction of the north Approach Ramp Progress in this section was associated with works to Carricknowe bridge North and South Abutment wing walls, track laying at guided busway, and Edinburgh Park viaduct North approach ramp.</p>
Section 5c Edinburgh Park Central to Gogarburn	A8 Underpass: Pile guides completed 3/2/10 for piling rig mobilisation 1 st February 2010. Piling rig mobilisation delayed to 8 th February 2010. Piling works commenced 10/2/10: 28 piles completed by close of period.
Section 6 Gogar Depot	Sanding plant slab pour completed 16/2/10. No further concrete pours completed due to cold weather. Work continuing in preparing pours GL A-C, 1-20 and E-F 10-20. Internal drainage works completed for slab pours. Wall cladding commenced 15 th February 2010. Blockwork commenced 18 th February 2010 although progress slow due to cold weather. Drainage completed for rainwater system for building and SW attenuation tanks. Progress in this section was associated with works to Depot drainage and building.
Section 7a Gogarburn to Edinburgh Airport	Gogarburn Bridge: Works recommenced 15 th February 2010 to east abutment ground beam. Hydro demolition commenced to bridge deck parapet insitu stitch. Retaining wall W14 :Soft ground remediation and drainage completed by 12 th February 2010. Retaining wall W14 commenced 15 th February 2010 Culverts 1,2and 3 have been completed. Hilton Hotel Car Park: Works completed

2.5 Tram construction (Tramco)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule. The first two trams are at the Siemens test track at Wildenrath in Germany undergoing dynamic testing, the third and fourth trams are in the factory undergoing factory acceptance testing and work is progressing at various stages on the production line on the remaining trams up to the 15th tram.

Draft Operations and Maintenance manuals have been received and are being reviewed.

2.6 Preparing for Operations

tie are working on a joint initiative with TEL and are focussed on getting ready for the Testing & Commissioning phases as well as the operational introduction of trams. As part of the process, a new Committee (Benefits Realisation & Operational Readiness) has been set up and is reporting to the TPB, and an integrated programme has been developed by tie with assistance from TEL.

The process for acceptance of the Edinburgh Tram Project is designed to ensure that it is delivered in an acceptably safe, compliant and efficient manner. The objectives of the process are to ensure that the system performance, integrity, reliability, availability and safety are rigorously tested and that throughout all stages of the delivery process the many sub-systems and the overall system are validated and verified against the requirements and applicable standards.

The BROR sub-committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is being raised as an area that requires focus for improvement.

2.7 Interface with other projects

The following table identifies the other projects ongoing within the city which may impact on the Tram project. This is reviewed on an ongoing basis both internally and in conjunction with TS to identify conflicts and mitigations. The most significant interface of concern is the Gogar interchange. **tie** has instructed the design change and this is underway.

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				Start	Finish	Start	Finish	
New Hotel adjacent Ocean Terminal	Ocean Points Development Limited	New build hotel	Potential conflict with Infracore dependent on timescales. To be monitored.	Sep-09	Apr-12	TBA	TBA	To be monitored.
Movement of Abnormal Loads	Sinclair Knight Merz	Transportation of turbines and 45 metre blade sections for <i>Fallago rig</i> wind farm via road transporters from Leith docks along Ocean Drive via Ocean Terminal frontage to Commercial Street, then East through Great Junction Street/Duke Street junction to Salamander Street	Conflict with tram works along required transportation route. Disruption to construction activities.	TBA	TBA	Jun-11	Dec-11	2 complete turbine movements expected each week for approx. 6 months
Former Bus & Tram Depot nr Shrub Place	Fraser & Neave	Transformation of former Tram and Bus Depot into 121 room serviced apartments.	None identified. Dependent on timescales.	Now		TBA	TBA	To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infracore proposals
Shrubhill House	Unite	Transformation of former council social work headquarters into 200 bed hotel	None identified. Dependent on timescales.	Now		TBA	TBA	Awaits planning consent. To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infracore proposals
Baxter Place Development	Fitzpatrick Hotel Group	Conversion of existing building adjacent Greenside Lane and with frontage onto Leith Street	Proposal to divert existing utilities through basement of building. Also potential TM interface issues with Picardy Place construction.	Oct-09	Oct-11	TBA	Dec-10	

St.James Centre Re-development	CEC / Henderson Global	Redevelopment of existing shopping centre.	Interface with Picardy Place junction re-construction and Cathedral Lane sub-station	Nov-10	Jun-12	2011	2016	Downgraded from red to amber as commencement of this project is now indicated towards the completion of Tramworks and therefore interfaces should diminish.
National Portrait Gallery		Major building construction and refurbishment. The renovation of the external facades, the overhauling of the existing windows, the renewal of the existing rooflights and roof covering. Additionally, it is proposed that an external ramp is formed to the front main entrance to allow disabled access.	Interface with Infraco works on St Andrew Street / York Place	Nov-10	Jun-11	Oct-09	Nov-11	Decant complete June 09 Lane closures (west bound) on Queen street, to allow space for a large hiab to be positioned full time outside the premises (October 2009 onwards). Also two, three week periods in January & February 2010, when further closures were required to allow a large crane in to remove/reinstate the roof. Conflict with the Tram traffic management team looking at making the section of Queen Street, between North St David Street and Broughton Street one-way (part of the Leith Street, Princes Street, South St David Street, North St David Street gyratory).
St.Andrew Square Development	CEC	Demolition of existing buildings bordering South Side St.Andrew Square, South St David Street and Meuse Lane	Infraco Programme	Apr-10	Jun-10	TBA	TBA	Infraco activities will not commence until Jan 2010
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	PRINCES STREET Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Complete	Complete	Jun-10	May-12	No conflicts expected.

Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	ST.ANDREW STREET Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Apr-10	Jun-10 (Oct-10)	Jun-10	May-12	No conflicts expected.
Waverley Station Re-roofing	Transport Scotland	New roof and general upgrade to station interior	May be Traffic Management issues	Apr-10	Jun-10	Apr-10	Apr-14	No conflicts expected.
New Hotel in Haymarket	Tiger Developments	New build hotel		Jul-10	Mar-12	ON HOLD	ON HOLD	No issue as Project cancelled as Planning Application rejected October 2009.
Haymarket Interchange	First Scotrail	Capacity Increase Project - Installation of new lifts and walkways from Haymarket Terrace	Utility diversions continue until late Jan.2010 Potential Interface with Infraco works at Haymarket junction commencing Jan.2010	Jul-10	Mar-12	Dec-11	Dec-12	No conflicts expected.
Haymarket Station Re-furbishment	Network Rail/Scotrail	Main Building refurbishment works	Any external works could conflict with TM for either or both MUDFA and Infraco and could conflict with Infraco construction works. Bridge to be installed from Haymarket terrace to Platform 0 to comply with DDA	Jul-10	Mar-12	Aug-09	Nearing completion	May Gurney programme received during Aug09. No conflicts expected. TM requirements being monitored. Remaining utility works are to the east of the station/haymarket junction. Infraco works not expected to commence until Jan 2010.
Haymarket Station	First Scotrail	Installation of new lifts and walkways from Haymarket Terrace	Construction of Haymarket viaduct	Jul-10	Mar-12	TBA	TBA	
Haymarket Terrace	DTZ Surveyors	Common Repairs to buildings at 2-4-6-8-68 & 74 Haymarket Terrace	Scaffolding and external repairs	Jul-10	Nov-11	May-09	ASAP	Scaffold erected and building repairs underway between Infraco TM phases.
Airdrie - Bathgate	Transport Scotland	New track installation	Tram possessions mainly "piggy-backed" on A2B possessions which could be altered / cancelled.	TBA	TBA	Mar-09	Mar-10	Various possessions and RotR workings
New Hotel	NEL (New Edinburgh Park Ltd) / Whitbread	120 Bedroom Premier Inn Hotel	Construction traffic TM Interface	TBA	TBA	TBA	TBA	The site, located at the southern end of Edinburgh Park, is opposite the Park's dedicated railway station and tram stop.

RBS Tramstop - Gogarburn	RBS	Design by RBS - Build by Infracore	Design and consents not in place in a timely manner to allow Infracore to build to programme	Nov-10	Mar-11	TBA	TBA	Design and approvals progressing to programme. Confirmed that this will now be a generic tram stop design
Gogar Surface Station	Transport Scotland	New station to east of Gogar Depot	Approvals and Consents	Dec-09	May-11	Jul-10	Jul-11	Gogar Interchange Programme reviewed and updated in conjunction with both NR and TS

Colour code

Green	No conflict anticipated but being monitored
Amber	Managing any conflict
Red	Conflict which causes programme concern / unknown effect on tram programme

This has been sent to TS for their input for projects they are sponsoring and will continue to be reviewed by **tie** to identify any potential impacts on the Tram programme as early as possible in order to manage them. A wash-up session of the TS projects was carried out late December09 with TS. The next session will be arranged for after Rev 3 Programme agreements are in place.

2.8 *Other*

Gogar Interchange

Key issues/Decisions Required

1. Scottish Water has accepted the sewer diversion route in principle subject to agreement on maintenance and repair regime that will need to be reflected in a formal legal agreement. **tie** has confirmed its acceptance in principle provided likelihood of failure is minimised and maintenance and renewal carried out with as little disruption as possible. Prior Approval application and detailed design of the retaining taken off hold on 4 March. **tie** now mitigating delay through prioritisation of structures approval by CEC. Design needs to be taken off hold by Monday 1 March to give realistic prospect of preventing further delay to IFC.
2. **tie** understands that the issues arising from the Network Rail planning application are now resolved. Council decision on the Network Rail planning application now scheduled for 29 April allowing tram Prior Approval application to be determined at that time also. IFC now forecast as 14 May 2010.
3. BSC has notified **tie** that the systems elements of the design will be complete in June 2010. **tie** accepts that there has been some change in scope for the systems design as a result of the circulation tower change option but is challenging June 2010 as a reasonable delivery date. **tie** will also consider potential mitigation measures if the systems design cannot be completed in line with the SDS design.
4. BSC has submitted a revised estimate for the Siemens design taking account of the central location of the Vertical Circulation Tower (VCT) which impacts on OLE and trackform design.
5. SDS has not yet submitted an estimate for the revised scope and is waiting for confirmation of the Retaining Wall location first.
6. Forecast outturn increased to £1.042m to reflect inclusion of construction staging support and receipt of quote from JRC provider for patronage modelling work. Forecast outturn will be revised in full on receipt of SDS revised estimate.
7. CEC will require an updated grant letter to allow **tie** to commit to the extra costs involved in completing the design. Commitment in writing to meet additional costs will be needed to coincide with the submission of the design for Prior Approval. An updated grant letter will be needed within 2 weeks of **tie** supplying a full revision of the cost estimate.
8. Network Rail has not yet tabled the promised draft list of agreements together with their scope following the meeting in December 2009. **tie** cannot accept responsibility for any delay associated with agreements not being reached in line with the needs of the construction programme given Network Rail's lack of positive engagement on this issue. The land transfer from CEC to Network Rail cannot proceed ahead of other agreements being substantially complete because the land transfer needs to include servitudes in favour of **tie**/TEL to allow access to and through this land for the operation and maintenance of the ETN.

Design progress

At the end of Period 12 **tie** assesses the design phase as 74% complete compared with 100% originally planned. Slippage arises primarily from the impacts on tram elements of the Gogar Interchange of the delays in Network Rail planning application and confirmation of sewer relocation.

Cost reporting

Cost of work done to date is £650k versus the £880k originally forecast.

The forecast outturn has been increased from £997k to £1.042m to reflect construction staging discussions and additional patronage modelling costs now that we have an estimate from JRC.

Period 12 progress and actions to recover slippage

Limited progress has been made on some aspects of the SDS elements of design. However, any significant design has effectively been on hold during finalisation of the sewer location that was reached in the first week of Period 13.

SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis has been reviewed by **tie** in Period 12 and will be used to support revised patronage calculations for the Edinburgh Tram Network.

BSC has continued the development of Overhead Line and other systems design. BSC has confirmed that work on systems design will not be complete until June 2010.

Earlier opportunities identified by **tie** to recover slippage have not been realised because of the continuing discussions on the final location of the sewer.

There are no further measures that **tie** can take to prevent slippage of the IFC date to 14 May 2010 as the critical path lies through actions that are the responsibility of Network Rail. **tie** has with CEC that they will prioritise the approval of the structures for the Gogar Interchange to mitigate the risk of further slippage beyond 14 May 2010.

Programme milestones

Activity	Planned	Period 6 forecast	P12 forecast / Actual
Complete prelim design of additional tram stop	10/8/09	18/9/09	30/9/09 (A)
Submit Structures Technical Approval application	19/11/09	8/1/10	19/3/10
Submit Prior Approval application	26/11/09	15/1/10	12/3/10
Receive Prior Approval	5/2/10	12/3/10	30/4/10
Receive Structures Technical Approval	5/2/10	8/3/10	30/4/10
IFC by SDS of civils design and outline systems design	26/2/10	22/3/10	14/5/10
IFC by Siemens of detailed systems design	-	-	June 2010

tie is challenging the June 2010 date for the completion of detailed systems design by Siemens. **tie** will also consider mitigation measures to reduce/eliminate impact of this on construction programme.

Integrated Programme Development

tie has reviewed the tram element of the programme and submitted a revised contribution to the Integrated Programme at the start of Period 12.

Overall design co-ordination

Project management meetings have continued between **tie**, TS and NR and fortnightly conference calls have taken place between **tie**, NR and the respective designers.

The significant outstanding design co-ordination issue is confirmation that all parties are prepared to accept the clearance between the 1500 mm sewer diversion and the retaining wall.

Tram design issues

BSC has identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person. BSC is arranging a meeting with the **tie** engineering team so that BSC can present a proposal to the ICP with the support of **tie**.

Other agreements

tie has highlighted the need for various operating and commercial agreements between **tie** and Network Rail and has asked Network Rail to arrange initial meetings to discuss the scope of these agreements. Network Rail arranged a useful first meeting in early December but has not issued the promised initial scoping document for agreements. This is closely related to any progress on land transfer as appropriate servitudes must be included in the land transfer.

Scope of tie works

Agreement has been reached with Transport Scotland on the inclusion of construction staging in a revised grant offer that was issued to CEC during Period 12.

The scope of **tie** works does not include any external legal costs in relation to land or agreements and it is likely that **tie** will need legal advice in relation to agreements with Network Rail. **tie** expects that the extent of this will become clearer once Network Rail tables some draft agreements for review.

Long-lead items / abortive works

tie has reviewed the long-lead items/abortive works previously identified against latest programme forecasts and has discussed a draft paper with Transport Scotland on options for dealing with long lead items and associated costs and risks.

BSC has notified **tie** that a decision was needed on the design of the switches & crossings for the east entry to the Depot by the end of February 2010. Discussions continued with BSC throughout Period 12 and **tie** will look to confirm approach to abortive works with BSC early in Period 13.

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. No date has been confirmed by BSC for drainage installation at the Gogar Interchange site east of the Depot Access Bridge. BSC undertook at the latest construction staging meeting to confirm the sequence of construction and the drop-dead date for a decision on construction in this area. **tie** will update Transport Scotland each period (or more urgently if necessary).

tie is continuing with the implementation of the existing ETN scheme unless otherwise instructed by Transport Scotland.

Other Reporting Streams Progress

The following sections describe progress on other areas of the project during Period 12.

Temporary traffic regulation orders (TTROs)

- Broughton Street at the junction with York Place is anticipated to reopen in March 2010. In parallel with which, Dublin Street will close to allow the next phase of utility work to commence.
- Palmerston place was successfully reopened to traffic in Period 12 and Manor place closed; this switch has allowed the next phase of utility work to commence.

Traffic regulation orders (TROs)

- TRO1 was put to Public Deposit on 22 February 2010, a period of 28 day public consultation is underway, scheduled to be completed on 22 March 2010.
- Following receipt of objections, a detailed report will be prepared for submission to the Council for consideration in July 2010, which will deal with responses of the objections, noting how particular issues may be addressed in subsequent TROs where appropriate and this report will seek authority for CEC to make TRO1, which will allow tram to operate in Edinburgh.

Network Rail

- The NR Immunisation development nears completion (91%).
- The Immunisation Calculations Study has now been reviewed by BSC ISA who has raised some comments. BSC are in the process of responding to the ISA comments. BSC has verbally informed **tie** that 9 off FETR will be required for the immunisation solution. Volker Rail scope has been reduced to 9 off FETR (Letter between Volker Rail and BSC).
- NR Signalling Immunisation (EMC) Test Plan will be developed to include all verification and validation tests that will evidence that there is no significant safety issue for NR assets failing 'wrong side'. Initial draft has been informally reviewed and commented. BSC has not yet given an indication of when formal issue of the plan will happen.
- These documents will be compiled into the Case for Safety – Signalling. Expected for delivery to ISRP on the 12/04/2010 for an ISRP on week commencing the 10/05/2010. BSC were working to bring this forward to week

Third party interfaces

- Forth Ports – Licences have been executed with Forth Ports to allow all tram and utilities works to proceed in the Leith Docks area. Discussions have not yet been concluded between CEC and Forth Ports regarding a renegotiated S75 arrangement.
- Haymarket car park compensation – **tie** have agreed compensation with NR. **tie** continue to discuss with TS the additional compensation payable to First ScotRail, as a result of the extension of the FSR franchise from Nov 2011 to Nov 2014. It is believed that this should have been allowed for in the franchise extension discussions between TS and FSR. **tie** have taken the matter up directly with TS and are awaiting a confirmed position from TS;
- Interfaces are being managed to ensure that the SRU accommodation works and events are cohesive. **tie** have now agreed an approach to the design and construction of the works with SRU.

Burnside Road Realignment

- The new road has been fully re-surfaced following the failure of the chippings in the original surface and the line marking reinstated.
- Asset Integration documentation (H&S File) is approximately 93% complete awaiting the final commissioning and as-built drawings on completion of the remaining works.
- Barrier commissioning will be complete and the card reader moved to the new main entrance during night shift on 24th February 10. On completion of this move the new road and barrier system will be put into operation.
- Site works are planned to be completed by 5th March 10. The installation of the new traffic lights will be the last activity to be completed, currently anticipated for 24th March 10.

MUD Works at Edinburgh Airport

- All assets have been completed and handed over to BAA.
- Final documentation has been issued to BAA.

Edinburgh Park Private Utility Diversions (EPPU)

- Works commenced on Monday 15th February 10 and a Letter of Intent was issued to cover the works for Week 1.
- NEC 3 Option A Contract was signed on 19th February 10.
- The site access and compound have been formed and trial holes on the existing assets have commenced.
- Design issues have affected procurement of the recirculation pipe (RP) and may impact the Critical Path by 4 days.
- Opportunities to recover the lost time are being reviewed. Further design issues remain that may result in slow progress on the RP diversion

Murrayfield Pitches (Souters)

- Handover documents completed and submitted to SRU with no adverse comments received to date.

Invasive Species

- Verbal confirmation that Japanese Knotweed at the Roseburn Junction has been eradicated. Final report awaited from TCM.

Cemetery Wall on Constitution Street

All relevant information passed on to CEC and the decision on how to proceed, lies with CEC. tie await response.

3 Headline cost report

3.1 Current financial year

	FY 09/10 COWD Period			FY 09/10 COWD Year To Date			FY 09/10 COWD Full Year Forecast			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	9.461	12.897	-3.437	104.046	135.486	-31.440	114.503	150.072	-35.569	338.076	195.233	533.309
Other Funding	0.781	1.065	-0.284	8.591	11.187	2.596	9.454	12.391	-2.937	27.914	16.120	44.034
Demand on TS	8.680	11.832	-3.153	95.456	124.299	-28.844	105.049	137.680	-32.631	310.162	179.113	489.275

Note: The FY09/10 "Budget" figures in the table above do not include £3.2m for ph1b costs in 09/10 but the "Actual" and "Forecast" figures do include this amount. These ph1b costs were budgeted as "below the line".

- We continue in this report to reflect an AFC outturn estimate of £533.3m. However, as previously reported, 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.
- **Regular briefings are being provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters.**
- The budget for ETP in 2009/10 established in April 2009 is £150.1m (£153.3m inc. 1b), which was produced linking the tie re-baselined programme to Infraco construction milestones. tie are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- The P12 forecast outturn figure for 2009/10 is £114.5m – unchanged from P11.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£114.5m) is £105.0m, giving available headroom of £44.0m.

Actual YTD P12 & forecast P13 FY09/10

£m	YTD P12	Forecast P13,09/10	Total FY09/10
Infrastructure and vehicles	75.3	8.4	83.8
Utilities diversions	10.9	0.3	11.3
Design	2.0	0.2	2.1
Land and compensation	0.9	0.0	0.9
Resources and insurance	15.0	1.5	16.5
Base costs	104.0	10.5	114.5
Risk allowance	0.0	0.0	0.0
Total Phase 1a	104.0	10.5	114.5

- ETP COWD in FY09/10 to Period 12 is £104.0m (Period 11 - £94.6m) against budget £135.5m (excl 1b). The key drivers for the -£31.5m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, 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 2009/10 and future years.

3.2 Current financial year profile

Profile for FY09/10

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY09/10
Infrastructure and vehicles	15.7	18.6	28.6	20.9	83.8
Utilities diversions	3.2	4.3	2.2	1.5	11.3
Design	0.7	0.4	0.6	0.3	2.1
Land and compensation	0.6	0.1	0.1	0.1	0.9
Resources and insurance	3.0	3.4	6.1	4.0	16.5
Base costs	23.2	26.9	37.6	26.8	114.5
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	23.2	26.9	37.6	26.8	114.5

- In the absence of any updated agreed programme from the Infraco contractor, the reforecast has been informed by linking the latest **tie** programme to Infraco construction milestones and taking a best view of what is likely to be achieved in the year. The realigned base costs and risk have then been linked against this programme.

3.3 Total project anticipated forecast cost

Re-baselined Phase AFC and profiling

£m	Cum FY07/08	Actual 08/09	FY 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.8	113.2	29.9	302.6
Utilities diversions	18.4	33.4	11.3	-3.7	0.0	59.3
Design	24.4	4.7	2.1	2.2	0.6	34.1
Land and compensation	16.8	1.7	0.9	0.7	0.0	20.1
Resources and insurance	42.9	16.0	16.5	13.8	11.9	101.0
Base costs (inc 1b)	133.1	101.0	114.5	126.2	42.5	517.1
Risk Allowance	0.0	0.0	0.0	16.2	0.0	16.2
Total	133.1	101.0	114.5	142.3	42.5	533.3

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

- The table above reflects the base costs and risks aligned to the **tie** re-baselined programme (Feb-12), and is informed by the re-alignment of the Infraco milestones schedule for 2009/10 in-line with the latest live programme and assessment of deliverables. The phasing of the £533.3m has been updated in period 12 by **tie**, and will be further updated when there is an updated agreed programme with the Infraco contractor.
- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18th Jan-10 at Buchanan House** following a full review of construction deliverables in 2010/11 with Infraco Project Managers, the Infraco Director and Tram Project Director.

4 Time schedule report

4.1 Report against key milestones

In advance of developing agreement with BSC, tie has developed an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012. A completely unmitigated programme as a control scenario only has also been produced which shows a date of 17 Oct 2012. However, the live programme has been used to generate the milestone data below and this is based on all current information fed into the master programme. This indicates an open for revenue service date of late December 2012.

(The agreed baseline programme reference for this project is that at Financial Close leading to revenue service in July 2011.)

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	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	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	Mar-10	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A	14 May 08A
Construction commences	14-Apr-08	14-May-08A	14-May-08A
First track installation commences – on street	03-Nov-08	09-Jun-09	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	31-Mar-09	19-Aug-08A
A8 underpass commences	08-Aug-08	12-Jan-09	28-Aug-08A
Haymarket viaduct commences	08-May-08	18-Jun-09	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	02-Dec-08	01-Sep-08A
Tram mock-up delivered	Oct 2008		Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	01-Jun-09	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	14-Oct-09	May-10
Princes Street re-opened	01-Aug-09	15-Jun-10	29-Nov-09A
NR immunisation complete	Nov 2009		Dec-10
Utilities works complete (including telecoms)	Nov 2008	Sep-09	Dec-10
All demolition work complete (S21C)	22-Aug-08	Sept-10	Aug-10
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	08-Oct-09 (not inc Gogar interchange)	Aug-10
Haymarket viaduct complete	08-Dec-08	07-Jan-10	Jul-10
All consents and approvals granted	18-May-09		Aug-10
Design assurance complete	20-Jan-09		Aug-10
1 st Tram delivered	09-Apr-10	09-Apr-10	09-Apr-10
Carrick Knowe bridge complete	11-May-09	24-Dec-10	Nov-10
A8 underpass complete	14-Jul-09	30-Sep-10	Jan-11
Roseburn viaduct commences	20-Jan-09	20-Oct-09	Jul-10
TRO process complete	01-Dec-09		Jul-10
Driver recruitment commences	July 2010		Oct-10
1 st OHL installed (Commence Section 2)	11-Dec-09	Dec-10	Nov-10
1 st section (other than depot) complete ready for energisation (2)	25-June-10	May-11	Feb-11
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Dec-11	Feb-11
Final tram delivered	17-Jan-11	May-12	17-Jan-11

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	Actual / current forecast date tie live prgm
Driver training commences (depot only)	Dec-10	Jun-11	Feb-11
Commission Section 6 (depot)	25-Mar-10	Jun-11	Sep-11
Roseburn viaduct complete	20-Apr-10	Jun-09	Jun-11
Test track complete	23-Apr-10	16-Aug-11	Feb-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Oct-11	Aug-11 to Feb-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	May-12	Jul-12 to Jan-13
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Feb-12	Apr-11 to Jul-12
Driver training commences (excludes depot)	Nov 2010	Aug-11	Aug-12
System testing complete off street	09-Dec-10	Mar-12	Aug-12
Construction Line 1a complete	17-Jan-11	05-Apr-12	Jul-12
System testing complete on street	16-Feb-11	May-12	Aug-12
Letter of “no objection” from Independent Competent Person to commence tram running	17-Apr-11	May-12	Oct-12
Shadow running starts	18-Apr-11	Jul-12	Oct-12
Shadow running complete	July 2011	Oct-12	Jan-13
Letter of “no objection” from Independent Competent Person to commence revenue service	July 2011	Oct-12	Jan-13
Open for revenue service	July 2011	October 2012	Jan-13

*BSC Rev 2 programme is not an agreed Contract programme

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.

4.2 Key issues affecting schedule

BSC have submitted the following programmes in the period

- Rev 3 Step 3 Programme – unmitigated
- Rev 3 Step 4 1st Iteration – BSC mitigation
- Rev 3 Step 4 2nd Iteration – Additional mitigation

The continued Utilities diversionary works are restricting access to on-street areas. The inability to agree a way forward for the On-street works is severely hampering the programme. BSC’s slow progress in available off-street sections is frustrating progress.

4.3 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.

Milestones	Actual / current forecast date
7 W14/W15 Gogarburn RW	22-Feb-10A
1A – Continue Utility Diversions Newhaven to Ocean Terminal	28-Feb-10C
1B – Telecoms Works Jane Street to McDonald road	28-Feb-10C
1B Complete Utility snagging between Foot of the Walk and Balfour Street	28-Feb-10F
1B Complete Utility snagging between Balfour Street and McDonald Road	28-Feb-10F
1C1 – Telecoms Works McDonald Rd to Picardy Place	28-Feb-10C

Milestones	Actual / current forecast date
1C2 Utility Diversions between Picardy Place and St Andrew Square continue	28-Feb-10C
1C3 – Telecoms Works St Andrew Square to Princes Street West	28-Feb-10C
2A – Haymarket viaduct	28-Feb-10C
5A W4 Russell Road retaining wall piling	28-Feb-10C
5A S23 Carricknowe bridge	28-Feb-10C
5A Demolition of Wanderers Clubhouse continue	28-Feb-10C
5B Trackworks Balgreen Rd Saughton Road North	28-Feb-10C
5C – A8 Underpass –Combined phase 1 an 2	28-Feb-10C
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Roadworks	01-Mar-10S*
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Trackworks	01-Mar-10S*
1A – Newhaven Road Tramstop	01-Mar-10S*
1D – Haymarket ch 1250-1125 – Roadworks Phase 1	01-Mar-10S*
2A –Trackworks Haymarket to Roseburn Junction -1135m	01-Mar-10S
5A Construct New Scotrail Carpark	01-Mar-10S
5C W16 Commence Gyle Stop RW	01-Mar-10S
5C S32 Commence Depot Access bridge	01-Mar-10S
5C Trackworks Depot Stop to Gogarburn	01-Mar-10C
6 Depot Earthworks	01-Mar-10C
6 Depot Building Pits	01-Mar-10C
1A3 Commence Temporary Platforms and Demolition Tower Place bridge	08-Mar-10S
6 Depot Building Steelwork	09-Mar-10F
1D - Shandwick ch 850-440 - Roadworks Phase 1	15-Mar-10S*
1B – Telecoms Works Jane Street to Foot of the Walk	31-Mar-10F
1C2 – Telecoms Works Picardy Place to St Andrew Square	01-Apr-10S
5B Bankhead Drive TS	01-Apr-10S
1A Lindsay Rd Retaining Wall B	05-Apr-10S
1C3 – Track works Waverley bridge junction to South St Andrew Square	05-Apr-10S
5A Murrayfield Stadium Accommodation Works (excludes clubhouse)	06-Apr-10S
7A S29 Gogar Underbridge	08-Apr-10F
1D Complete Utility diversions Haymarket to Shandwick Place	14-Apr-10F
5A W18 Murrayfield TS RW	16-Apr-10S
6 Depot Sub-station	20-Apr-10S
1B – Leith Walk – ch 350-100 – Roadworks	04-May-10S*
5C Complete S27 Edinburgh Park Station bridge	05-May-10F
5A S20 Russell Road bridge Piling	11-May-10S
5B Trackworks Saughton Rd to Bankhead (Guided Busway)	18-May-10F

* Subject to agreement on OSSA

A = Actual date

S = Forecast Start Date

F = Forecast Finish date

C = Continuing Works

Appendix 'A' Detailed cost report

Headline Financial Information **Edinburgh Trams** FY 09/10 Period Nr: **12**
£m

FY 09/10: Demand on TS **105.049**

1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD) RESULTS:

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) RESULTS:

See Section 3 of the TS report for further commentary.

FULL YEAR FORECAST (FYF):

See Section 3 of the TS report for further commentary.

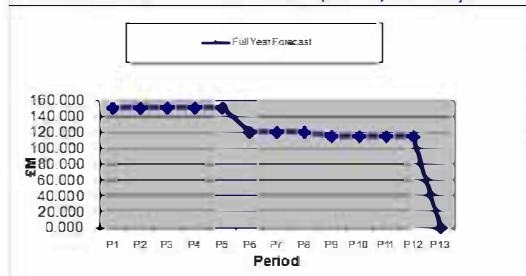
ANTICIPATED FINAL COST (AFC):

AFC includes an unapproved increase of £15M to the Project Risk allowance. See Section 3 of the TS report for further commentary.

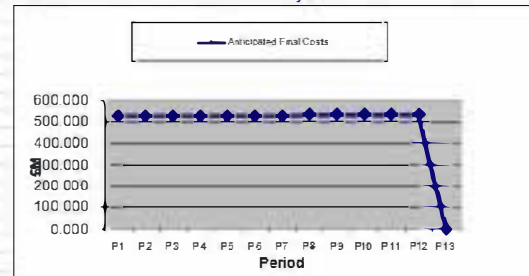
2: SUMMARY

	FY 09/10 COWD Period			FY 09/10 COWD Year To Date			FY 09/10 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	9 461	12 897	-3 437	104 046	136 486	-31 440	114 503	150 072	-35 569	338 076	195 233	533 309
Other Funding	0 781	1 065	-0 284	8 591	11 187	-2 596	9 454	12 391	-2 937	27 914	16 120	44 034
Demand on TS	8 680	11 832	-3 153	95 456	124 299	-28 844	105 049	137 680	-32 631	310 162	179 113	489 275

GRAPH 1 - Period Trend of Full Year Forecast (FY 09/10) - Total Project Costs



GRAPH 2 - Period Trend of 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:

AFC includes an unapproved increase of £15M to the Project Risk allowance. 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 the agreed baseline date to be known as original estimate

Relevant Baseline date: **FBC 20/12/2007**

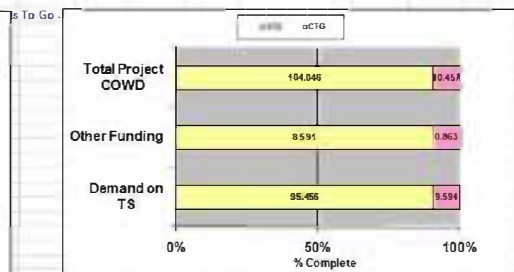
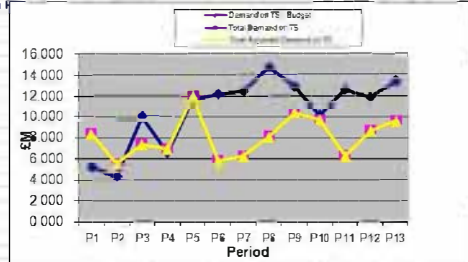
	Estimated Cost Total Project Costs			Actual Cost/Forecast Total Project Costs			Variance AFC v ELE
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
General Overall	28 233	28 233	29 653	26 467	3 185	29 653	0.000
Procurement Consultant	68 173	68 173	88 497	63 843	24 654	88 497	0.000
Design	26 646	26 646	34 089	31 094	2 995	34 089	0.000
Financial Issues/Funding/Procurement Strategy	2 258	2 258	2 630	2 541	0 089	2 630	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	303 466	175 234	128 231	303 466	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	38 578	19 916	58 493	0.000
Risk	48 974	48 974	16 163	0 000	16 163	16 163	0.000
Opportunity (Negative Value)	0 000	0 000	0 000	0 000	0 000	0 000	0.000
Br/Contingency	0 000	0 000	0 000	0 000	0 000	0 000	0.000
Total	504.270	504.270	533.309	338.076	195.233	533.309	0.000

Detailed Financial Information **Edinburgh Trams** FY09/10 Period Nr: 12 £m

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
6: Current Year 09/10 - Baseline Budget														
1 Total Project COWD - Budget	5,576	4,633	10,811	7,357	10,898	13,280	13,541	16,036	14,032	11,068	13,214	12,897	14,585	150,072
2 Other Funding - Budget	0.450	0.383	0.893	0.591	1.048	1.057	1.121	1.324	1.159	0.914	1.132	1.055	1.204	12.391
3 Demand on TS - Budget	5.115	4.251	9.921	6.566	11.649	12.104	12.459	14.712	12.873	10.154	12.582	11.832	13.381	137.680
7: Current Year 09/10 - Actuals (Updated 4 weekly)														
4 Total Project COWD + Revised Forecast	5,130	4,051	8,943	7,560	13,023	6,334	6,852	8,812	11,343	10,581	8,858	9,461	10,457	114,503
7 Other Funding + Revised Forecast	0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.781	0.863	9,454
10 Total Demand on TS	8,376	5,551	7,379	6,936	11,948	5,811	6,286	8,085	10,406	9,707	8,291	8,680	9,594	105,049
8: Variance tracker														
12 Variance Line 1 to Line 4 - Project Actual vs Budget	3,554	1,418	2,771	0,104	0,325	-6,947	-6,728	-7,224	2,689	-0,488	-6,657	-3,437	-4,129	-35,589
13 Variance Line 2 to Line 7 - Other Funding Actual vs Budget	0,293	0,117	-0,225	0,033	0,027	-0,574	-0,556	-0,556	-0,222	-0,040	-0,566	-0,264	-0,341	-2,937
14 Variance Line 3 to Line 10 - Demand on TS vs Budget	3,261	1,900	-2,542	0,370	0,299	-6,373	-6,173	-6,627	-2,467	0,428	-8,291	-3,153	-3,187	-32,631
9: Next Year 10/11 - Forecast (Updated 4 weekly)														
18 Total Project COWD	37,916	31,648	43,571	29,598	142,321									
21 Other Funding	3,131	2,630	3,598	2,393	11,751									
24 Total Demand on TS	34,785	29,218	39,973	26,594	130,570									
10: All Years (Escalated) (Updated 4 weekly)														
26 Total Project COWD	0.000	3.053	10.864	31.478	81.845	100.979	114.503	142.321	22.556	0.000	0.000			533.309
29 Other Funding	0.000	0.000	1.000	0.705	10.949	10.769	9.454	11.751	3.506	0.000	0.000			44.034
32 Total Demand on TS	0.000	3.053	9.864	31.373	77.366	93.210	105.049	130.570	38.950	0.000	0.000	0.000	0.000	489.275

Financial Commentary - FY 10/11 Onwards
All costs are included as an unapproved increase of £135M to the Project Risk allowance. See section 3 of the TS report for further commentary.

GRAPH 3 - Demand on TS: Actual/Budget Run



	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
11: Other Funding														
Budget (Current Year 09/10)														
RAB Funding (if Applicable)														0.000
Other Funding Stream	0.450	0.383	0.893	0.591	1.048	1.057	1.121	1.324	1.159	0.914	1.132	1.055	1.204	12.391
Other Funding Stream														0.000
Other Funding Stream														0.000
Other Funding Stream														0.000
Total Budget Other Funding	0.450	0.383	0.893	0.591	1.048	1.057	1.121	1.324	1.159	0.914	1.132	1.055	1.204	12.391
Actual (Current Year 09/10)														
RAB Funding (if Applicable)														0.000
Other Funding Stream	0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.781	0.863	9,454
Other Funding Stream														0.000
Other Funding Stream														0.000
Other Funding Stream														0.000
Total Actual Other Funding	0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.781	0.863	9,454

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
12: Promoter Full Year Forecast Run Rate (Total Project Costs)														
Period Trend of Full Year Forecast (Current Year 09/10)														
Full Year Forecast	150.084	150.084	150.084	150.084	150.084	119.728	119.728	119.728	114.503	114.503	114.503	114.503		

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
13: Promoter AFC Run Rate (Total Project Costs)														
Period Trend of AFC														
Anticipated Final Cost	627.099	627.099	627.099	627.099	627.099	627.099	627.099	627.099	633.309	633.309	633.309	633.309	633.309	633.309

Appendix 'B' Programme information

To be sent separately to TS by CD:

- **Milestone Schedule Summary (progress against baseline)**
- **Full Detailed Time Schedule (progress against baseline)**
- **Critical Path**
- **12 Week Look Ahead Extract from Schedule**