

Our ref: 25.1.201/KDR/4888

3 March 2010

tie limited
CityPoint
65 Haymarket Terrace
Edinburgh
EH12 5HD

| Bilfinger Berger Civil-EDI | |
|----------------------------|----------------|
| Date Sent | 3 - MAR 2010 W |
| File Number | |
| Action | |
| Distribution | |

Bilfinger Berger-Siemens- CAF Consortium

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For the attention of Steven Bell - Tram Project Director

Dear Sirs,

**Edinburgh Tram Network Infraco
Infraco Contract: BSC Proposal to Progress the Construction Works**

The current difficulties which beset the project are well documented. The Infraco does not herein intend to restate its position regarding the ongoing delay to the regular progress of the Infraco Works, or otherwise.

After careful and detailed discussion, and in the interests of Project Partnering, the Infraco wish to propose a strategy designed to progress the Infraco Works. During the 2 March 2010 meeting between Infraco (Walker, Flynn, Campos) and tie (Jeffrey, McGarrity), Infraco provided an outline of the proposal for the Stage 1 in particular the "Off Street" Works proposed being that from Edinburgh Airport to Edinburgh Park Bridge with 25 No. outstanding agreement of INTC Estimates valued at circa £12 Million. The finalised Proposal enclosed with this letter extends the Stage 1 "Off Street" Works to the start of Bankhead Drive Tram Stop and has increased the number of INTC's associated with this area which is detailed in the Proposal. This proposal is fully documented in the attached report entitled 'BSC Proposal to Progress the Construction Works' [the Proposal]. This Proposal is expressly made strictly without prejudice to the respective rights and entitlements of the Infraco.

In essence the Proposal involves the completion of the Infraco Works in 3 distinct stages:-

- Stage 1 'Off Street' works between Edinburgh Airport to but not including Bankhead Drive Tram Stop and the 'On Street' works between Haymarket Viaduct and Lothian Road (including completed Princes Street Works);
- Stage 2 Completion of remaining 'Off Street' works between Bankhead Drive Tram Stop and Haymarket Viaduct, and extension of the 'On Street' works to York Place ; and
- Stage 3 'On Street' Works between Picardy Place and Newhaven Tram Stop.

These stages are more fully described in the Proposal, including the associated mitigated summary programme and programming assumptions. The Infraco propose that the mechanism and terms of undertaking the Stage 1 "On Street" Works be those contained in our offer for the overall On Street Supplemental Agreement (OSSA) provided to tie under cover of Infraco letter reference 25.1.201/KDR/4740 dated 19 February 2010.

The Infraco believe that the Proposal will provide considerable benefit to tie, not least the ability to run Trams between the Edinburgh Airport and the crossover at Bankhead Drive

To take this proposal forward we would seek to find an agreement on the following:-

1. Mitigated summary programme and programming assumptions described in the Proposal;
2. Agreement by tie to the 'Stage 1 OSSA Credit' in the sum of £9,075,084 as detailed in the Proposal by way of commercial settlement;

3. Agreement to all Construction Change Estimates in excess of £100K detailed in the Proposal in the sum of £17,321,681;
4. Agreement that the Proposal expressly excludes any prolongation costs due to the Infraco and that the same shall be reimbursed separately; and
5. Agreement of the mechanism and terms as per the OSSA.

We firmly believe that subject to agreement of the above, the Proposal offers the best way forward in terms of programme and price and would permit the programming and execution of work in a manner that benefits the parties, the Project and the City of Edinburgh. The Infraco remains committed to the execution and completion of the Infraco Works and trusts that you will accept the Proposal in good faith and as evidence of that commitment.

We trust that the Proposal will be of interest and we welcome the opportunity to discuss the same with you at your earliest convenience.

Yours faithfully,


M Foerder
Project Director
Bilfinger Berger Siemens CAF Consortium

Encl: BSC Proposal to Progress the Construction Works

cc: M. Berrozpe
A. Urriza
A. Campos
R. Walker
M. Flynn

EDINBURGH TRAM NETWORK

BSC PROPOSAL TO PROGRESS THE CONSTRUCTION WORKS

Stage 1

Stage 1 of this proposal comprises the off street works between Edinburgh Airport Tram Stop and, but not including, Bankhead Drive Tram Stop and the on street works between Haymarket Viaduct and Lothian Road junction. This includes all works in Intermediate Sections 7A, 6A, 5C and 5B as far as but not including Bankhead Drive Tram Stop and the completion of Intermediate Section 1D.

The attached programme for these construction works assumes that a commercial agreement has been reached to allow the works, not already under construction, to commence no later than 15 March 2010.

This proposal could allow the employer to run a revenue service between Edinburgh Park Station and Edinburgh Airport. Hence a rail & tram link could be established at an early stage between Edinburgh City Centre and Edinburgh Airport. The works would be constructed from Ch 52 3111, which is the start of the catenary wire which provides power to the track cross over at Ch 52 3650. Drainage works are proposed to be taken as far as South Gyle Access Road where they outfall.

These works could be completed by 13 April 2012 assuming that a commercial agreement has been reached to allow those works to commence. However it should be noted that this can only be achieved if instruction is received to allow works to commence on 15 March 2010.

In addition tie has challenged the drainage design in section 5B which detrimentally affects the start of track work construction between Edinburgh Station Tram Stop and Bankhead Drive Tram Stop. This issue would also have to be resolved by 15 March 2010 to achieve the attached programme.

Stage 2

Stage 2 of the proposal comprises the remainder of the off street works between Bankhead Tram stop and Haymarket Viaduct and the extension of the on street works to the track cross over in York Place. This includes all remaining works in Intermediate Sections 5B, 5A and 2A and 1C works as far as but not including the Picardy Place junction.

These works could be completed by 19 October 2012 assuming that a commercial agreement has been reached to allow those works, not already under construction, to commence no later than 17 May 2010.

Stage 3

Stage 3 of the proposal comprises the on street works between Picardy Place and Newhaven Tram Stops. This includes all remaining works in Intermediate Sections 1C, 1B and 1A.

These works could be completed by 15 July 2013 assuming that a commercial agreement has been reached to allow those works, not already under construction, to commence no later than 12 July 2010.

It should be noted that the above dates apply to the completion of the construction works only and do not include for the delivery and commissioning of the trams or the time taken to commission the tram system that extends from the Section C milestone date to Section D completion.

Programming Assumptions

The assumptions and factual statements that have been made to compile the mitigated summary programme attached to this proposal and to calculate the construction completion dates stated above are set out as follows:

- Our programme for the works recognises the allowed working hours stated in the Code of Construction Practice of 0700 to 1900 Monday to Friday and 0800 to 1300 on a Saturday. However a 40 hour effective working week has been used to calculate the duration of activities to take account of rest breaks, un-exceptional weather delays and travel between work sites. However construction work will be required outside the hours stated in the Code of Construction Practice for Rail Possessions, work on busy road junctions, works associated with piling at the A8 underpass, stringing catenary cables etc. Prior approval will be sought for such works in accordance with the tender documents and the programme assumes that such approval will be granted as necessary to maintain the programme.
- Allowance has been made for the August and Christmas embargoes, through a "moth balling" of the works during these periods. There is no allowance for demobilisation and re mobilisation of the effected works.
- The phasing of the works is in accordance with the currently approved traffic management schemes.
- The baseline date for this programme is 31 October 2009, which is the same as that agreed to by tie in drafting the "Programme Revision 3". All information that became available after this date has not been considered. The scope of the works comprises that which was envisaged by the IFC drawings issued up to and including 31 October 2009. Provisional construction periods have been allowed for activities that do not have IFC drawing status at 31 October 2009. Hence a detailed programme for the section London Road to St Andrews Square has not been developed at this stage.

- Access to the various worksites is dependant upon the completion of the MUDFA and Utilities works. The programme assumes that the dates stated in the matrix of access dates received by e mail on 13 February 2010 will be achieved.
- We understand that a "Utilities Conflict Schedule" is currently being prepared by tie; however no allowance for these activities is currently included. Any delays resulting from these works may have a considerable effect on construction periods.
- The scope of work includes for;
 - Excavation and full depth reconstruction of the roads including a 600mm capping layer.
 - Traffic Management and access issues related to the loss of working street width as a result of increased excavation depth.
 - Support to excavation due to adjacent live traffic.
 - Ground improvements beneath the track slab.
 - Addition of an R.C. Track Improvement Slab.
 - Additional traffic management constraints which include parking bays, bus stops and taxi bays within working areas.
- There is no allowance for unforeseen issues e.g. below ground obstructions, voids, soft or contaminated material.
- There is no allowance for noise and vibration measures for the track work.
- A decision regarding the extent of the Infraco construction works at South Gyle Access Bridge will be made prior to 17 May 2010 to allow works to commence on that date.
- V51 of the SDS design programme has been incorporated as the source document of the IFC dates.
- The programme reflects the progress of works under construction at 31 October 2009.
- The programme is resourced levelled for the ability to lay track in 3 areas and erect OHLE posts and string cables in two areas.
- In section 7 the design of the Airport Canopy and other objections raised by BAA will be resolved to allow the works to progress as programmed.
- There is no programme allowance for the proposed Gogar Interchange works (GRIP)
- Gogarburn Tram Stop does not include for the proposed Royal Bank of Scotland improvements.
- Traffic Management constraints in the Morrison's third Party agreement have been ignored.

- Other off street Utility works yet to be completed and which have not been transferred to Infracore will be undertaken to allow the works to progress as planned.
- There is no allowance for the public realm works at St Andrews Square and Bernard Street.

| ID | Task Name | Start | Finish | 2010 | | | | | | | | | | | | 2011 | | | | | | | | | | | | 2012 | | | | | | | | | | | |
|----|--|--------------|--------------|-------------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|--|--|--|--|
| | | | | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | | | | |
| 1 | ETN Stage 1 | Mon 02/11/09 | Fri 13/04/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | SECTION 01 Princes Street to Haymarket | Mon 15/03/10 | Fri 13/04/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | E & M Installation | Mon 14/02/11 | Fri 13/04/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Princes Street West Tram Stop | Mon 15/03/10 | Tue 09/08/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Traffic Management | Mon 15/03/10 | Mon 12/04/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Shandwick Place, Ch. 130,960 - 130,380 (Palmerston Place - Princes Street) | Mon 12/04/10 | Wed 07/03/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Shandwick Place Tram Stop | Mon 27/09/10 | Fri 04/11/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Section Wide | Mon 12/04/10 | Fri 25/11/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Phase SP1 - Inbound Ch.130,670 - 130,380 (Crescents to Princes Street) | Thu 22/04/10 | Tue 21/09/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Phase SP3 - Outbound Ch.130,670 - 130,380 (Crescents to Princes Street) | Wed 22/09/10 | Thu 07/07/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | Phase SP7 - Outbound Ch.130,660 (East Athol Crescent) | Thu 09/02/12 | Wed 07/03/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | Phase SP4 - Ch.130,613 - 130,667 (Coates Crescent / Athol Crescent) | Wed 28/07/10 | Thu 10/03/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | Phase SP5 - Outbound Ch.130,850 - 130,813 (Palmerston Place - Crescents) | Fri 08/07/11 | Fri 23/09/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Phase SP6 - Inbound Ch.130,960 - 130,813 (Palmerston Place - Crescents) | Mon 26/09/11 | Wed 02/02/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | Phase SP2 - Outbound Ch.130,860 - 130,850 (Palmerston Place - Crescents) | Thu 29/04/10 | Tue 27/07/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | Haymarket Ch.131,250 - 131,050 | Tue 23/03/10 | Fri 30/09/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | Phase H1 - Main Area - Eastbound Side | Tue 23/03/10 | Thu 06/09/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | Phase H2 - Haymarket Station frontage and approach to Viaduct | Fri 17/09/10 | Tue 22/05/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | Phase H3A - Ch.131,100 - 131,000 (West Maitland Street) | Fri 17/09/10 | Fri 15/10/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | Phase H3B - Ch.131,100 - 130,980 (West Maitland Street) | Mon 18/10/10 | Wed 06/07/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | Phase H4 - Haymarket Terrace Westbound | Wed 23/03/11 | Fri 01/04/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | Phase H5 - West Maitland Street / Grosvenor Street | Thu 07/07/11 | Fri 22/07/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | Phase H6/1 - Dalry Road (central island) | Thu 07/07/11 | Tue 27/09/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | Phase H6/2 - Dalry Road Eastbound | Mon 18/07/11 | Tue 26/07/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | Phase H6/3 - Morrison Street - Westbound Lane | Wed 27/07/11 | Thu 04/08/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | Phase H6/4 - Morrison Street - Dalry Road | Fri 05/08/11 | Fri 30/09/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | Phase H6/5 - Complete Memorial Island | Tue 13/09/11 | Wed 28/09/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | SECTION 05 Bankhead To Gogar | Mon 23/11/09 | Fri 06/04/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | E & M Installations | Thu 30/09/10 | Fri 06/04/12 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | Bankhead (exc.) to Edinburgh Park Station (inc.) | Mon 15/02/10 | Wed 16/02/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | Trackwork (790m) | Mon 15/02/10 | Wed 29/09/10 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | Edinburgh Park Station Tram Stop | Wed 11/08/10 | Wed 16/02/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | Edinburgh Park Station (exc.) to Edinburgh Park Central (inc.) | Mon 23/11/09 | Fri 13/05/11 | [Gantt bar] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Date: Wed 03/03/10

Task: [] Milestone: [◆] External Tasks: []

Split: [] Summary: [▬] External Milestone: [◆]

Progress: [▬] Project Summary: [▬] Deadline: [◆]

CEC00655822_0007

03/03/2010

Edinburgh Tram Network
Stage 1 - OSSA Credit Summary - 1C/1D

| | tie | BSC | Difference | Commercial Proposal |
|---------------------|------------|-----------|------------|---------------------|
| Proposed Credit | 7,247,899 | 7,247,899 | - | 7,247,899 |
| PA12 Calculation | 1,272,812 | 103,152 | 1,169,660 | 636,406 |
| PA14 Calculation | - | - | - | - |
| PSSA based Credits | | | | |
| Bus Shelters | 299,622 | 98,850 | 200,772 | 299,622 |
| Central Reserve | | | | |
| Prince Street | 192,458 | 192,458 | - | 192,458 |
| Site Clearance | 11,823 | 11,823 | - | 11,823 |
| Piling to OLE Bases | 221,494 | 221,494 | - | 221,494 |
| OLE Bases | - | - | - | - |
| Trackwork | 315,706 | 150,436 | 165,271 | 233,071 |
| Traffic Management | 199,100 | 199,100 | - | 199,100 |
| Cable Ducts | 255,697 | 255,697 | - | 255,697 |
| Drainage | 222,485 | 222,485 | - | 222,485 |
| Planning Drawings | 846,888 | - | 846,888 | - |
| | 10,641,013 | 8,258,423 | 2,382,591 | 9,075,084 |

BSC amount Nil, but offering 50% to obtain Commercial Settlement

tie values are BSC's assessment based on the submitted OSSA proposal submitted to tie under cover of letter ref: 25.1.201/KDR/4740 dated 19 February 2010

CEC00655822_0009

ETN Contract Price - Proposed Credit for On-Street Works
 Stage 1 - OSSA Section 1D and Section 1C (part)

This proposed credit reflects the On Street Works from Haymarket to Waverley Bridge (refer attached sketch for exact location)

For the purposes of this calculation we have included 100% of Section 1D and to the end of the work as carried out on Princes Street (approx Waverley Bridge) in Section 1C (approx 31% by length)

| <u>Total Construction Costs</u> | <u>Total</u> | | <u>OffStreet</u> |
|---------------------------------|--------------------|--------------------|--------------------|
| | | pro-rata | |
| Section A | £55,926,084 | £55,177,108 | £55,177,108 |
| Section B | £27,313,650 | £26,947,869 | £26,947,869 |
| Total Construction Costs | £83,239,714 | £82,124,977 | £55,177,108 |

On Street
Applicable

The Construction Works Costs credit would be as follows

| | pro-rata | | |
|--------------------------------------|------------|------------------|-----------|
| Section 1A | 11,553,993 | 11,399,169 | 0 |
| Section 1B | 4,213,750 | 4,157,286 | 0 |
| Section 1C | 7,689,869 | 7,586,824 | 2,375,672 |
| Section 1D | 3,856,038 | 3,804,367 | 3,804,367 |
| Applicable Construction Costs | | 6,180,039 | |

Prelims

| | | | |
|---------------------|--------------------|--------------------|--------------------|
| Prelims - Section A | £33,146,481 | £33,146,481 | £33,146,481 |
| Prelims - Section B | £19,608,542 | £19,608,542 | |
| | £52,755,023 | £52,755,023 | £33,146,481 |

Total Contract Price / Applicable Credit

| | | | | |
|--|--------------|--------------|-----------|-------------|
| | £136,994,737 | £134,880,000 | 6,180,039 | £88,323,589 |
|--|--------------|--------------|-----------|-------------|

On Street Credit

Construction Costs

| | |
|---|-------------------|
| Construction Costs - Section B | 6,180,039 |
| Value Engineering (Items 10, 19 & 20) | -£24,283 |
| Further Value Engineering | £0 |
| VE (35% of Item 22) & FVE (35% of Item 1) | -£84,989 |
| <i>sub-total</i> | £6,070,768 |
| Construction Works carried out (1C & 1D) | -£510,229 |
| Total Construction Credit | £5,560,539 |

**ETN Contract Price - Proposed Credit for On-Street Works
Stage 1 - OSSA Section 1D and Section 1C (part)**

Prelims

Contractual Requirements - Section B

| | | |
|---|-------|--|
| Contractor's Bond | - | |
| All other insurance required by the Contract | - | |
| Accommodation for the Engineer's and Client's Staff; establish and remove offices | - | |
| Accommodation for the Engineer's and Client's Staff; maintain and operate offices | - | |
| Services for Engineer's and Client's Staff; maintain and operate transport vehicles | - | |
| Equipment for use by the Engineer's and Client's Staff; maintain and operate photogrammetry | - | |
| Consortium Supervision | - | |
| Consortium Office Hire | - | |
| Consortium Office Maintenance | - | |
| Consortium Surveying Instruments Maintenance | - | |
| Consortium IT Equipment | - | |
| Consortium Testing | - | |
| Consortium Establish/Remove Offices | - | |
| Consortium Establish/Remove Surveying Equipment | - | |
| | <hr/> | |
| | <hr/> | |

Method Related Charges

| | | |
|---|-------------------|-----|
| BB Section B Preliminaries (Fixed) | - | |
| BB Section B Preliminaries (Time Related)) | - | |
| SC2 Section B Preliminaries (Fixed) | - | |
| SC2 Section B Preliminaries (Time Related) | £1,330,906 | 58% |
| SC3 Section B Preliminaries (Fixed) | - | |
| SC3 Section B Preliminaries (Time Related) | - | |
| SC3 Section B Supervision (Time Related) | - | |
| High Level Section B Establish Sections & Sites (fixed) | - | |
| High Level Section B Packages Supervision | £356,454 | 24% |
| High Level Section B Maintain Section Offices(Time Related) | - | |
| | <hr/> | |
| | <hr/> | |
| Total Prelims Credit | £1,687,360 | |
| | <hr/> | |
| | <hr/> | |

Total On Street Credit

£7,247,899

Notes:

1. Credit inclusive of Princes Street works including all surfacing works
2. Total Credit is based on the presumption that the recovery shall be on the basis of fully demonstrable cost.
3. S/C prelim credit assessed as 1870m / 3230 m (58%) of Section 1C/1D Subcontractor Prelims
4. High Level Section B Packages Supervision based on 1870m / 7701m (24%)

| Ref | Description | Submitted Value | Submitted Date | Assessed Value | Section | Days with tie |
|-------|--|-----------------|----------------|----------------|---------|---------------|
| 107 | IFC drawing Change Bankhead RTW | 718,756 | 13/08/2008 | | 5B | 567 |
| 160 | IFC Drawing changes - Edinburgh Park Bridge | 286,063 | 07/05/2009 | | 5B | 300 |
| 204 | IFC Drawing changes - Roads, Streetlighting, Drainage Section 5B | 260,508 | 03/06/2009 | | 5B | 273 |
| 262 | IFC Drawing Changes - Section 5B Track Drainage | 489,743 | 27/07/2009 | | 5B | 219 |
| 346 | Edinburgh Park Bridge Structural Fill | 106,527 | 15/07/2009 | | 5B | 231 |
| 402 | Additional Starter and capping layers in Section 5B | 356,372 | 01/02/2010 | | 5B | 30 |
| 471 | IFC Drawing changes - Section 5B Ducting and Cable Routes | | | 250,000 | 5B | |
| 53a | TNC004 : Water Main diversion only | 126,513 | 31/10/2008 | | 5C | 488 |
| 103 | IFC Drawing Changes - A8 Underpass | 764,805 | 07/09/2009 | | 5C | 177 |
| 108 | IFC Drawing Change Gyle Stop RTW | 230,995 | 23/11/2009 | | 5C | 100 |
| 154 | IFC Drawing changes OLE Section 5 sheets 1 to 13 | | | 100,000 | 5C | |
| 198 | Gogar Roundabout Lighting. Full re-lighting required by CEC - a portion of the works is outside the Limits of Deviation. | 150,263 | 19/10/2009 | | 5C | 135 |
| 205 | IFC Drawing changes - Roads , Streetlighting , Drainage Section 5C | 578,005 | 03/06/2009 | | 5C | 273 |
| 267 | Carry out Scottish Water Diversion at Gogar Roundabout | 102,170 | 20/05/2009 | | 5C | 287 |
| 335 | IFC Drawing Changes - Track Drainage Section 5C | 421,052 | 12/01/2010 | | 5C | 50 |
| 403 | Addition of starter and capping layers in Section 5C | 936,544 | 09/09/2009 | | 5C | 175 |
| 495 | IFC drawing changes - Section 5C - Ducting and Cable Routes | | | 100,000 | 5C | |
| 203c | Hard Landscaping | 196,717 | 02/06/2009 | | 6 | 274 |
| 203f | Soil Nailing and Soil Reinforcement Works | 458,788 | 22/05/2009 | | 6 | 285 |
| 203h2 | Drainage - BDDI to IFC Change | 142,712 | 16/10/2009 | | 6 | 138 |
| 203k1 | Piling to OLE poles - IFC Drawings | 390,629 | 19/01/2010 | | 6 | 43 |
| 203k2 | Increase on number of OLE bases - BDDI to IFC | 69,245 | 19/01/2010 | | 6 | 43 |
| 203s | IFC drawing Change - revised specification for Kaba Doors | 152,505 | 04/02/2010 | | 6 | 27 |
| 66b | Revised Specification (RBS) Gogarburn Tramstop version 2 (66A 26/02/10) | 2,049,589 | 25/02/2009 | | 7A | 371 |
| 111 | IFC Drawing Change Gogarburn Bridge | 235,958 | 07/05/2009 | | 7A | 300 |
| 258 | Accommodation Works Future Proofing on behalf of New Ingliston Limited and Highland Properties Limited (Scotland). | 1,248,022 | 25/09/2009 | | 7A | 159 |
| 313 | IFC Drawing Changes - Section 7 Soft Landscaping | | | 600,000 | 7A | |
| 314 | IFC Drawing Changes - Section 7 Track Vertical and Horizontal Alignment Drawings | 345,593 | 30/07/2009 | | 7A | 216 |
| 315 | IFC Drawing Changes - Section 7A Track Drainage | 1,024,443 | 19/01/2010 | | 7A | 43 |
| 399 | Addition of starter and capping layers in Section 7A | 1,139,306 | 09/09/2009 | | 7A | 175 |
| 417 | BAA Dualling Future Proofing (Eastfield Avenue) | 46,431 | 03/09/2009 | | 7A | 181 |
| 540 | Edinburgh Airport Platform changes | | | 900,000 | 7A | |
| 374b | Gogar Landfill Area - Surcharge and Monitoring | 458,002 | 26/02/2010 | | 7A | 5 |
| 374c | Gogar Landfill Area - Soil Nailing and Reinforced Earth | 524,034 | 26/02/2010 | | 7A | 5 |
| 153 | IFC Drawing changes Soft Landscaping Section 5 Sheets 1 to 26 | | | 200,000 | 5W | |

OVERALL TOTAL

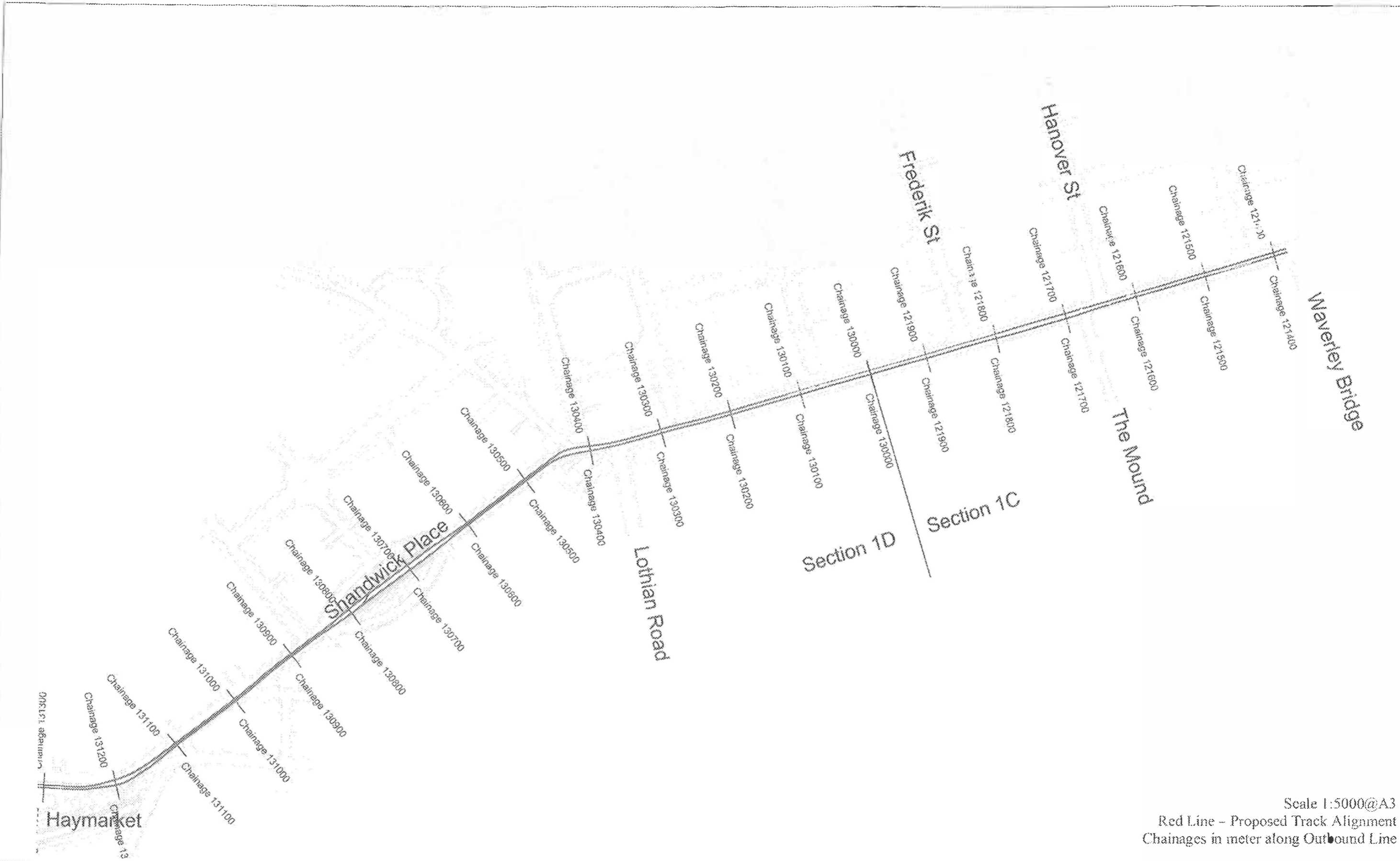
17,321,681

There are 64 other Estimates totalling £1.49 Million which are all valued less than £100,000


This report has been prepared based on information at the end of February 2010 and there may be more Change Estimates in the future.

Area of the site where we are proceeding at risk highlighted in

The value of certain INTC's reflect the Stage 1 area ONLY and are not reflective of the actual value submitted which may also cover an area out with that of Stage 1



Scale 1:5000@A3
 Red Line - Proposed Track Alignment
 Chainages in meter along Outbound Line

| | | | |
|--|--|----------------------|--|
|  Civil | Title: Section 1C / 1D - Overview Haymarket to Waverley Bridge | | |
| | No: BSC-SK-01-081 | Rev: 1 | |
| | Date: 02/03/2010 | Issued by: C. Mieves | |