

Privileged and confidential – prepared in contemplation of mediation FOISA exempt





Our ref: 25.1.201/EKi/6338

29 July 2010

tie limited CityPoint 65 Haymarket Terrace Edinburgh EH12 5HD Bilfinger Berger-Siemens-CAF Consortium

BSC Consortium Office 9 Lochside Avenue Edinburgh Park Edinburgh EH12 9DJ United Kingdom

Phone:

ax: +44 (0) 131 452 2990

For the attention of Steven Bell - Project Tram Director

Dear Sirs,

Edinburgh Tram Network Infraco Project Carlisle – Guaranteed Maximum Price Proposal

As you are aware, under an initiative known as "Project Carlisle", Infraco has been requested by tie to develop a Guaranteed Maximum Price Proposal based upon a reduced scope and accelerated programme in an effort to allow tie to obtain a cost effective and revenue generating tram network.

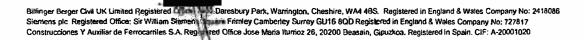
While we believe the attached Proposal and Programme are both comprehensive and achievable, we are fully cognizant that not every tie desire has been incorporated, and as a matter of clarity, not every Infraco cost has been included in the price.

For the purpose of audit and transparency, and as already in place, we are fully prepared to enter into discussion with Mr Jim Molyneux of Gordon Harris Partnership in an effort to transfer the necessary knowledge of how this Guaranteed Maximum Price was prepared so that he can subsequently discuss this detail with you.

Infraco recognises that due to the time constraints placed upon it and it's Sub Contractors, with regard to the Project Carlisle pricing effort, that the prices provided have not been fully reviewed and it would be reasonable to expect that the Sub Contractor prices may be able to be reduced after further discussion. Infraco would be happy to work with you to achieve this aim.

The Guaranteed Maximum Price, as developed and pertaining to the attached scope and Programme is outlined in the attached Proposal. For the avoidance of doubt this Proposal relates solely to the scope and corresponding programme of the Project Carlisle initiative and to that extent shall supersede all estimates and proposals provided in relation with the Edinburgh Tram Network (ETN) once implemented by a tie Change Order.

This proposal is submitted without prejudice to Infraco's whole rights and remedies and no party may rely on any statement, declaration or representation contained within this proposal, whether express or implied, in any court proceedings, arbitration, adjudication, mediation or other form of determination or negotiation without the express written consent of Infraco. This proposal shall not constitute an offer or create any legally binding obligation on Infraco.







As always, we will avail ourselves to meet at your convenience to discuss this Proposal.

Yours faithfully,

M Foerder
Project Director
Billinger Berger Siemens CAF Consortium

cc: M.Foerder M.Berrozpe

Enc: Guaranteed Maximum Price Proposal

Billinger Beiger Civil UK Limited Registered Diffice: 7480 Deresbury Park, Warrington, Cheshire, WA4 485. Registered in England & Water Company No. 2418088. Stemens ptc. Registered Diffice: Sir William Stemens Square Frintey Combertey Surrey GU16 800 Registered in England & Water Company No. 727817. Constructiones Y Auditar de Ferrocardies S.A. Registered Office Jose Maria Burrioz 28, 2020 Beesein, Gipuzkon, Registered in Spein, CIF: A-20001020

INFRACO "PROJECT CARLISLE" PROPOSAL 29 JULY 2010

INFRACO CONSIDERS THIS PROPOSAL TO BE CONFIDENTIAL INFORMATION AND SUBMITS IT WITHOUT PREJUDICE

INFRACO RESERVES THE RIGHT TO REVISE, RESUBMIT, AND/OR WITHDRAW THIS PROPOSAL AT ITS CONVENIENCE

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 1 of 33

CONTENTS

Preface

Executive Summary

Appendices

Appendix 1

Guaranteed Maximum Price

Appendix 2

Valuation of tie Changes

Appendix 3

GMP Drawings

Appendix 4

Scope

Appendix 5

Programme

Attachments

Supplemental Information D:

Appoidix 1.1

BBUK GMP Breakdown

Appendix 1.2

Siemens GMP Breakdown

Appendix 1.3

CAF OMP Breakdown

Appendix 1.4

SDS GMP Breakdown

Appendix 2.1

Prolongation Calculation Worksheet

Appendix 3.1a

GMP Drawing Register 1

Appendix 3:16

GMP Drawing Register 2

Appendix 3.1

GMP Drawings Register 3

Appendix 5.1

GMP Programme

Project Carlisle BBUK GMP CD

Appendix 3.1

GMP Drawings

Carlisle Siemens Appendix 3 CD

Appendix 3.2

Siemens Submissions

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 2 of 33

CEC02084560_0004

PREFACE

Through an iterative and joint process, under an initiative known as "Project Carlisle", tie has resolved to utilise the public purse to obtain "best value" to construct a reduced scope of the Infraco. To this extent, Infraco has developed this Guaranteed Maximum Price Proposal based upon its assumed scope and programme that it believes is both comprehensive and achievable.

The purpose of Project Carlisle is to set aside existing contractual problems by allowing the Parties to agree an amicable solution which will permit the Project to move forward for the benefit of the City. The key to the success of this initiative will be a forward looking perspective and a commitment by both Parties to work in mutual co-operation to fulfil their agreed roles and responsibilities, and agreement to minimise the escalation of any dispute beyond the Senior Representatives of each of the Parties.

Infraco recognises that tie is in the process of drafting a Change Order to execute the Project Carlisle initiative therefore the purpose of this Proposal is to identify the requirements necessary to incorporate this initiative into the Infraco Contract.

Infraco commits to work with tie to expeditiously develop the output of the Project Carlisle Change Order to reflect the final negotiated terms. However, in view of the adoption of Project Carlisle and the Guaranteed Maximum Price, we believe Provisional Sums, Value Engineering, Incentivisation, and terms regarding Uninsured Economic Losses, included in the Infraco Contract, would no longer be applicable or appropriate.

We would welcome further discussion with you on these areas as well as the various other terms of the Infraco Contract which we believe will require to be reviewed. We would expect such discussions to extend to the performance security package, and a simplified, effective and efficient, Change mechanism to facilitate the uninterrupted progression of the Infraco Works.

As part of Project Carlisle, Infraco is committed to providing a fully functional tram system. We appreciate that this will not be possible without a Terminus at a suitable location, however, at this stage Infraco does not have sufficient information to provide a Guaranteed Maximum Price for works between the Terminal Point and Terminus. As such this proposal does not include works east of the Terminal Point. Both civil and systems works have been excluded from this proposal for the following issues:

- 1. Agreement on the location of a Terminus
- 2. System functionality and /or reliability
- 3. Contract conditions for the works to be performed east of the Terminal Point
- 4. Modification of the Infraco Contract with regard to risk allocation, warranties, indemnities, and performance security in relation to tie's executions and management of the civil work.

Once we have an understanding of tie's proposed arrangements for execution of the civil works east of Princes Street and how the interface with systems and trackwork for this section will be managed we will be better able to provide a Guaranteed Maximum Price for Terminal Point to the Terminus. The preferred solution is for BSC to undertake the civil works east of Princes Street and we invite tie's constructive response to this proposal.

For the avoidance of doubt this Proposal relates solely to the scope and corresponding programme of the Project Carlisle initiative and to that extent shall supersede all estimates and proposals provided in relation with the Edinburgh Tram Network (ETN) once implemented by a tie Change Order. This proposal is submitted without prejudice to Infraco's whole rights and

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 3 of 33

remedies and no party may to rely on any statement, declaration or representation contained within this proposal, whether express or implied, in any court proceedings, arbitration, adjudication, mediation or other form of fletenmination or negotiation without the express written content of intraco. This proposal shall not constitute an offer or create any legally binding obligation on burney.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 4 of 33

EXECUTIVE SUMMARY

Introduction

Further to your request, we are pleased to enclose our proposal to carry out the Infraco Works within the existing Infraco Contract, as modified under the Project Carlisle initiative.

The Scope

We have prepared our proposal based on the scope set out in this Proposal. In essence, we will carry out the works shown on the GMP Drawings, which offer a buildable design meeting the Project's aspirations.

Given that the design is now in an advanced state, we would expect that any future changes to design will be minimal. We believe that our proposal in this regard will help to remove some of the obstacles which have hampered progress of the Project to date.

Our Pricing Assumptions

As a result of the above, we are able to offer our Guaranteed Maximum Price on the basis of a minimal number of Pricing Assumptions. We would like to take this opportunity to assure you that we have looked to minimise the number of Pricing Assumptions to provide greater certainty to both Parties and for the benefit of the Project as a whole.

A shortened list of Pricing Assumptions can be found at Appendix 4. The main items be summarised as follows:

- 1. Infraco will build to the GMP Drawings. The GMP Drawings will not be amended other than by way of a tie Change
- 2. CEC will approve the GMP Drawings in expedient fashion.
- 3. Infraco will not take the risk of dealing with contaminated ground (including by invasive species)
- 4. Infraco will not take any risk associated with the discovery and/or replacement of utilities
- 5. Infraco has accepted the risk to remove and replace soft materials to the extent identified on the GMP Drawings
- 6. Infraco will not take the risk on obstructions or voids being discovered below the original ground level
- 7. Infraco and tie shall agree a revised Milestone Payment Schedule acceptable to both Parties
- 8. CEC will grant all consents and technical approvals for the Integrated Trackform design shown on the GMP Drawings
- 9. No work will be carried out beyond the Terminal Point.

In addition we anticipate that the majority of the existing Pricing Assumptions will no longer be required. Those remaining are of a less contentious nature than the existing design related ones eg. PA 33 which provides that third parties shall not carry out works which impact upon the

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 5 of 33

Infraco Works. Pricing Assumptions such as 3.4.1 which have been more problematic to date would be removed. We look forward to discussing this with you.

The Programme

Our proposed Programme is set out at Appendix 5. This shows Sectional Completion Dates of:

- 1. Section A 24 May 2011
- 2. Section B 15 September 2011
- 3. Section C End of construction 22 May 2012 End of Testing & Commissioning 20 August 2012
- 4. Section D 19 November 2012

The Programme which was exclusively set up for the implementation of Project Carlisle is challenging but achievable and Infraco is fully committed to delivering it.

The Guaranteed Maximum Price

In light of the above, we are able to offer a 'Guaranteed Maximum Price' of £433,290,156 and €5,829,805, less amounts previously paid. We believe this is a fair and reasonable offer which we hope, when seen as part of this Proposal, will prove acceptable to tie.

A detailed breakdown is provided at Appendix 1.

Revised tie Change Mechanism

We believe that Project Carlisle offers an excellent opportunity to remedy what has previously been a major source of contention on the Project - namely Clause 80. Our proposal will commit Infraco to working whilst Estimates are agreed subject to payment being received for works carried out during that period.

The revised mechanism would operate as follows:

- 1. tie will be required to issue a tie Notice of Change upon the occurrence of a change event, or upon Infraco notifying it of such an occurrence.
- 2. Failure to issue a tie Notice of Change will result in the matter being referred to DRP.
- 3. Infraco to prepare an Estimate within existing contractual timescales, following receipt of a tie Notice of Change.
- 4. A finite period to be allowed for agreement of the Estimate failing which the matter will be refierred to DRP.
- 5. Infraco will commit to carrying out the works associated with the tie Change in advance of agreement or determination of the Estimate, and where necessary, in advance of the production of an Estimate in accordance with the Programme.
- 6. Infraco to be paid, on an interim basis in line with the Estimate.
- 7. Note that as set out above, Infraco will continue to build the design set out in the GMP Drawings until it receives a tie Notice of Change instructing otherwise.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 6 of 33

It is our firm belief that the above changes offer an equitable solution for both Parties, allowing uninterrupted progress of the Works to continue and a swifter delivery of the ETN.

Priority of Project Carlisle

Given the innovative nature of Project Carlisle and the impact of our Proposal on the existing Infraco Contract, both Parties would be required to accept that the product of this Proposal will take precedence over any conflicting existing Infraco Contract obligation.

Conclusion

We believe that our proposal provides an excellent opportunity for both sides to move forward in a positive direction. The key aspects of our proposal can be summarised as follows:

- 1. A Guaranteed Maximum Price based on a well-developed design
- 2. A fully optimised Programme providing the most sensible and expedient method of delivering the Project
- 3. A significantly reduced number of Pricing Assumptions
- A simplified Change mechanism which allows progress to continue while Clause 80 runs its course.

Whilst we anticipate that much time and work will be required to align the Infraco Contract with the changes brought about by Project Carlisle, not least to the Employer's Requirements and Infraco Proposals, there is an immediate need to resolve outstanding issues relating to the approval of form to Sub Contract for key Sub-Contractors and the Permits to Commence work in order to demonstrate the benefit of Project Carlisle to the general public.

We also believe that the success of the Project could be ensured by the appointment of a full time mediator to resolve differences, and continually engage both Parties in constructive dialogue.

We look forward to discussing the Proposal in further detail with you in the coming weeks and hope that a satisfactory outcome can be achieved for both Parties.

CONFIDENTIAL - Project Carlisle Initiative Proposal

1 , 3

CEC02084560_0009

DEFINITIONS USED IN THIS PROPOSAL

- "Project Carlisle Change Order" for the purposes of this Proposal refers to the issue by tie of a Change Order to incorporate the 'Project Carlisle' initiative.
- "GMP Drawings" means the GMP Drawings, Specifications and Schedules, listed in Appendix 3 of this Proposal.
- "Guaranteed Maximum Price" means, on the basis of the scope and assumptions referenced in this Proposal, the sum set out in Appendix 1 as the same may be varied in accordance with the principles set out in this Proposal and the remaining terms of the Infraco Contract.
- "Actual Cost" means all direct and indirect cost/expenditure incurred whether on or off Site including overheads, finance, and other charges and allowances allocable thereto.
- "Estimated Actual Cost" means, a reasonable estimate of Actual Costs, based upon the available information, terms, and conditions known at the time of estimation. It is anticipated that Estimated Costs may vary from the Actual Costs.
- "Programme" means the Programmes contained in Appendix 5
- "Terminal Point" is defined at the East end of Princes Street (Inbound track Chainage 121382 and Outbound Chainage 121377)

"Terminus" is the location required to reverse trams for the proposed service operation.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 8 of 33

APPENDIX 1

GUARANTEED MAXIMUM PRICE

The Guaranteed Maximum Price is comprised of the following Infraco Prices (further detailed in Appendix 1.1-1.4 respectively), exclusive of Value Added Tax and in Pounds Sterling:

Bilfinger Berger Civil UK Ltd.	£234,331,022
Siemens	£126,901,621
CAF	£55,781,634
and	€5,829,805
SDS*	£16,275,879
Total	£433,290,156
and	65,829,805

^{*}SDS GMP Price is included in Bilfinger Berger UK Ltd. Price, however it is broken out for presentation purposes.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 9 of 33

APPENDIX 1.1

Bilfinger Berger UK Ltd - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.1 - BB - GMP Breakdown

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 10 of 33

Project Carlisle: "Guaranteed Maximum Price"



Bil	inger Ber	ger Civil UK Limited : GMP Summary											Appendix 1.1 Page 1 of 15
4	lrect Cos		1				,						
المنت			a a	Me	Prelims and thod Related Charg	es	, Tourne order desired	and the second s	Construction Works		Continue (102) manusum:		
		-	·					a Na an	Change				
	Item	Description	Original SubContract Order	to 30 June 2010	to Completion		Originali Subcontract Work	Aiready Submitted* and Agreed	Aiready Submitted* and Not Agreed	New Submission	Construction Works Total	Risk/ Opportunity	Grand Total
	ļú		Ďi –	(4	iń.	grants:	m	. #A	et.	(10)	(10+0=10)	DE T	LIN HANGEHOLD.
	Total for D	Prect Cost	56,110,114	9,930,754	25,940,080	35,870,844	50,483,975	3,898,445	30,883,523	39,789,536	125,055,480	4,147,224	165,073,548
2.9		Rh June 2010	1	· • · · · · · · · · · · · · · · · · · ·		Materiani paraturia da la	· · · · ·	<u></u>	ikeningan panikangga ganisan k	Arten er an eine de tres de trade en en en el		s (Chamadharanna) dh	Funis un negromentie.)
Succession								\$cope				-	[manual desiration of the control o
	Item	Description	Original Order				Original Work	Aiready Submitted* and Agreed	Change Already Submitted and Not Agreed	New Submission	Total (exc) Risk & Opportunity)	Rlak / Opportunity	Grand Total
	(1)		134				(P).	, si	(4)	íψį	(मन्दरक्षण	<u> </u>	(10)=(5)+(0)
	Total for S	DS Provider:	4,983,815				4,983,815	4,806,924	1,787,081	4,698,059	16,275,879	* 1	16,275,879
	* At the 30	th June 2010											er en
3. 1	Direct Co	ात <u>क</u>	Į.	<u> </u>									
				Indirec	t Cost								
	-		•								1	Risk/ Opportunity	Grand Total
	Item	Description Pi		in the second								Opportunity (4	Decisions.
	Total for in	Direct Cost		41,43	5,029	:				*		3,040,000	46,475, 029
-	L		· -					تېتېپ ئىسىدىنى سىد	and the second of the second	ing grown agains	an angles of the second	<u> </u>	**************************************
4,	ummary	of Direct, SDS and Indirect Costs	1.77		1965		- 1		10		and the state of		777/974/4551672
											Overheads	7%	15,947,711.88
											Profit	3%	6,834,733.66
									-		c.M	P Grand Total	250,606,900.96
										**************************************	GIVI	, Grandi Totali	

1/1

Edinburgh Tram Network
Project Carlisle: "Guaranteed Maximum Price"

Direct Costs: GMP Summary

				L			The same					
				Prelims and M	1	·	c	onstruction Works		100		
			T			Original		Change.		Construction	Risk/	Grand Total
Item	Description		Original SubContract Order	to 30 June 2010	to Completion	Subcontract Work	Aiready Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Works Total	Opportunity	
		-[2]	- 01	181	15)	[8]	iŋ	Di.	isi	(8 to 9)=(10)	(ii)	Novas-(seeps)
1A	McKean & Co		2,620,066	671,292	1,423,140	1,628,075	879,730	42,003	2,927,350	5,477,159	447,000	8,018,591
18	Crummock (Scot	land) Ltd		184,430	12,500		433,230		5,313	438,543		635,473
10	Not Required											79,912,397
	7.5	MacKenzie Construction Ltd					44,779	7,707,463		9,913,397		
	Princesi	Crummock (Scotland) Ltd	1,977,106			1,977,106		2,451,198 345,950	4,917	31:2 456,115 375,248		2,456,115
244	Street Supplemental	Class Orie								The second second		
10/10	Agreement	Others				.977,106		(i) ₄ 57.) (i)7	47.671	69,796		100 m
		Totals	11077010[-1		g. graper if some			2,015,812
	Other Work in 1	C/1D (non P5SA)	447,095		-72-01-72-72-72-72-72-72-72-72-72-72-72-72-72-	447,095		1,668,717	F-100 100 100 100 100 100 100 100 100 100	2,115,812 14,930,368	1.75	14,930,368
		1C/1D Totals	2,424,201			2,424,201		12,243,124	263,043	7.7.7.7		
10	McKenzie Const	ruction Ltd	3,871,941	40,144	4,309,981	3,355,254		(490,128)	5,385,510	 	302,750	12,903,510
On	Other On Street	Works	3,327,111	1,295,098	<u> </u>	1,618,345		146,343	erice and	735,991	72,620	3,486,901
ON Stree	et Summary	The second of th	12,243,319	2,190,96	-7,128,812	9,025,876	284 26	11,941,341		29,832,696	822.170	39/5/4243
2A	John Graham (I	oromore) Ltd	15,853,507	1,678,000	8,057,305	9,683,666	85,790		 	1	480,182	25,369,859
5	Expanded Ltd		12,207,596	2,462,97	3,259,938	9,198,688	73,794		}		2,378,972	31,891,613
6	Barr Limited		12,588,218	1,643,98	1,110,014	10,451,035	1,337,245			<u> </u>	305,700	
7A	Farrans Ltd		5,583,816	1,198,65	2,232,519	4,291,048	2,117,35:	3,342,167			160,000	20,633,765
Off	Other Off Stree	t Warks	7,833,658	756,18		7,833,65			16,688,24	Company of the Company	Total Control	225.08778
	et Summary		54.066.795	7 739 79	49,000,768	(4, 15, 102)		69000		A STATE OF THE PARTY.	2.00 m	
	e pintran	Service Control of the Control of th	17,210,414	e ejle <i>il</i>	513(21)30(3)	1001.50	i yeoku	2011)(4)	35700	15012		

^{*} At the 30th June 2010

	T				PRO	GRAMME INFORMAT	rion			
Item	Description	Subcontract Order Start Date	Subcontract Contract Period (wh)	Subcontractor Mobilised and On Site	Actual Start Date on Site	Programme Status at 30/6/10	Subcontract Contract Period Revised (wa)	Additional Duration (wks)	Carlisle Programme Subcontract Completion	Weeks from 01/07/10
1A	McKean & Co	19-Jun-09	96	23-Nov-09	09-Mar-10	9 wks BH	103	7	13-Jun-11	49
18	Crummock (Scotland) Ltd	06-Oct-08	n/a	01-Oct-08	13-Oct-08	n/a	n/a	n/a	n/a	n/a
1C	Not Required	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1D	McKenzie Construction Ltd	05-Jan-09	88	05-Jan-09	05-Jan-09	n/a	172	84	20-Apr-12	93
2A	John Graham (Dromore) Ltd	01-Feb-10	65	23-Nov-09	23-Nov-09	21 wks BH	111	46	20-Mar-12	88
5	Expanded Ltd	27-Oct-08	85	27-Oct-08	27-Oct-08		152	67	27-Sep-11	64
6	Barr Limited	03-Nov-08	68	02-Feb-09	17-Aug-09	On Prog	110	42	16-Dec-10	24
7A	Farrans Ltd	08-Sep-08	56	11-Sep-08	11-Sep-08	· · · · · · · · · · · · · · · · · · ·	150	94	25-Jul-11	55
		,				E F		Principal Commence (1) (2) commence (1) (2) commence (1) (2) commence (1) (2) (2) (2) (2) (2) (2) (2) (2) (2)		aleman ya karani ina manana na palayayaya a a a a a a a a a a a a a a a
								-		na dininà na glassica de la completa de
										A A A A A A A A A A A A A A A A A A A
						-	`			



Appendix 1.1 Page 4 of 15

GRAND TOTAL

Edinburgh Tram Network

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor: McKean & Co (Glasgow) Ltd

	ractor : McKean & Co (Glasgow) L 1A : Enabling Works	iu			Prelims and M	ethod Related rges			Construction Worl	(S			
		Original SubContract	De-Scope for	Balance of Original	to 30 June 2010	to Completion	Original Subcontract Work		Change Already Submitted* and	Naw Submission	Construction Works Total	Risk / Opportunity	Grand Total
item	Description	Order	Project Carlisie	SubContract Order				and Agreed	Not Agreed	(ii)	(3 to 11)-(12)	(13)	
(1)	[7]	.[2].	ांग	(5)	(6)	17)	iaj	(1)	(101	200	30.00.00		
1	Preliminaries & General Items	1,679,780	587,790	991,990	671,292	1,423,140						567,000	2,661,432
2	Method Related Charges	18,800	18,800	w i		į	100		W. A.	y*450	-		
3	Track and Formation	1,063,265	1,014,910	48,355			48,355			- Administration and a single-	48,355		48,355
4	Tramstops	448,537	448,537	Ÿ			.						-
5	Accommodation Works	2,050	200	1,850			1,850		8,300	59,224	69,374	<u> </u>	69,374
5	Highways	841,184	841,184	•					1,866	1,529,100	1,530,966		1,530,966
7	Buildings - Substation	26,276	25,276	4							*		
8	Structures	1,777,120	199,249	1,577,872			1,577,872	879,730	25,921	320,739	2,804,262		2,804,262
9	OHLE	88,214	88,214	•					5,916		5,916		5,916
10	Undsay Road Realignment		*	¥			•			953,286	953,286		953,286
11				•									-
12				•									<u> </u>
13	Risk Review Transfer / Deletion			*						65,000	65,000	- 120,000	55,000
14		1	1										
3	Total	5,945,227	3375,161	12,520,056	1, 3671297	#16.3.423.140	1,21,01	179.78 179.78	47.00	2,927,990	25,477,03	47,000	3,008,50

^{*} At the 30th June 2010

A. F

Appendix 1.1 Page 5 of 15

Edinburgh Tram Network Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Item Description Subcontract Corder Subcontract Corder Subcontract Corder Subcontract Subc	tion 1	B: Leith Walk		Prelims and Me Char		^	(Construction Works				
Order 14 19 19 19 19 19 19 19	em	Description				Subcontract	Submitted*	Submitted* and		Works		Grand Tota
1 Preliminaries & General Items			Order		1			tanaanina ja				(4)+(5)+(10)+(11
2 Method Related Charges 3 Track and Formation 433,230 5,313 438,543 5 6 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	(1)		. (3)	[6]	[5]	(0)	(7)			. fe the alution		1
2 Method Related Charges 3 Track and Formation 4 433,230 5 5 6 5 7 7 8 6 9 7	1	Preliminaries & General Items		184,430	12,500	18 20 2					Va/	196,9
3 Track and Formation 4	2	Method Related Charges								*.		
4 5 6 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	3	Track and Formation			2		433,230		5,313	438,543		438,
5 6 7 8 9	4								Leavening ophysicanometering	100 - D. COMMON STATE OF THE PARTY OF THE PA		
6 7 8 9 9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5											
7 8 9 9	6								1	•		
9	7				4					*		inspirants.
9	8				; ,	1					The second second	
	9									*		
	10									-		
11	11								· ·			

^{*} At the 30th June 2010



GRAND TOTAL

Edinburgh Tram Network

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Various

Princes S	treet Supplemental Agreement	· · · · · · · · · · · · · · · · · · ·	Prelims and M Char	. £		Ç	onstruction Work				
							Change		. [Grand Total
Item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	33
(1)	. [2]	[3].	M :	(\$)	(4)	, Dk	, A	in	(5 to 9)=(10)	(A)	MHAHIMHIN
1	Preliminaries & General Items		٠.	.	- 27.0			nge e			
2	Method Related Charges	-	•						**		.7
3	MacKenzie Construction Ltd	•		1		•	7,707,463	228,828	9,913,397		9,913,397
4	Crummock Scotland Ltd	*				*.	2,451,198	4,917	2,456,115		2,456,115
5	Peek Traffic	-	1,977,106		1,977,106	*:	57,135		57,135		57,135
8	Siemens Traffic Controls	₹2.					12,661	*	12,561		12,561
9	Class One Traffic Management						345,950	29,298	375,248		375,248

						*					
		1				¥	9.	*	*		*
	. Torsa	14.00	1,977,106		(97/506		10)-74;407	265025	298036		(\$107,656)

^{*} At the 30th June 2010



Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor: MacKenzie Construction

Appendix 1.1 Page 7 of 15

GRAND TOTAL

							** ** *** ********	The second of the second		-A 15 15-70	
Section	1C/1D Princes St(Non PSSA work)			lethod Related rges			Construction Work		1		100
*	-		1				Change		Ì		Grand Total
ltem	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	U ant. (ctal
(2)	ju ju	jaj.	(e)	(5)	(0)	G G	-00-		[5 to 3]=(10)	lm .	(e)-(t)-(ta)-(z)
1	Preliminaries & General Items	¥	-	•			11.00			-1	•
2	Method Related Charges	-						All (III)	-		
3	MacKenzle Enabling Works						420,000	*	420,000		420,000
4	MacKenzle Site Investigation			Ŷ			187,500		187,500		187,500
5	Crummock Surfacing	447,095			447,095		1,061,217	1	1,508,312		1,508,312
								111.0			
				a ¹							
					:						
						•					
	Total	447,095		4 	(41) (93)		1000000		2000		Second Second

^{*} At the 30th June 2010



Appendix 1.1 Page 8 of 15

Edinburgh Tram Network Project Carlisle: "Guaranteed Maximum Price" Subcontractor GMP Summary Subcontractor: MacKenzie Construction

Section 1D reduced to West End of Princes St

Item	Description	Original SubContract Order	to 30 June 2010
111	SPI CONTRACTOR	ja j	(6)
1	Preliminaries & General Items	516,687	40,144
2	Method Related Charges	7	
3	Accommodation Works	•	
4	Highways	1,584,666	
5	Landscaping	-	
6	Overhead Electrics	110,047	
7	Sub-stations		
8	Trackwork	1,054,934	
9	Tramstops	158,803	
10	Drainage	156,500	
11	Traffic Signal Ducting	111,068	:
12	Street Lighting Ducting (less original bill Items)	104,572	
13	Tactile Paving at Crossings	22,833	
14	Bus Stop Shelters	25,421	
15	CBR Testing on Trackbox	26,410	
16	Deduct - 380m completed under PSSA	•	
17	Risk Review Transfer / Deletion		
10.7	[30]	Section (Co.)	115 7680

							1	14 × 50 + 4
Prelims and M		1	(Construction Works				
Char	rges						r=====================================	
		1 3	<u> </u>	Change	, , , , , , , , , , , , , , , , , , , 	Construction		Grand Total
to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Works Total	Risk / Opportunity	
(a)	181	(4)	і іл		99	(8 to 9)=(10)	(10)	((#H-(\$)-(\$)-(\$3)
40,144	4,309,981						652,750	5,002,875
•						*	realization	*
						*		*
		1,584,666			1,949,398	3,534,065		3,534,065
		•						
		110,047			213,357	323,404		323,404
,					.	*		*
		1,054,934			2,258,292	3,313,226		3,313,226
<u> </u>		158,803			*	158,803		158,803
	***************************************	156,500			168,386	324,885		324,885
		111,068			45,305	156,372		156,372
		104,572		The state of the s	22,513	127,086	and the same and t	127,086
		22,833			*	22,833	S=-40	22,833
		25,421			378,259	403,679		403,679
		26,410	Collection of the state of the secretary		Company of the Compan	26,410		26,410
		•		(490,128)		(490,128)		(490,128)
					350,000	350,000	(350,000)	•
(0)	i zynośći	onge		(0)/49	GORREGO	(pEpAfe	109-77-55	\$525,550

GRAND TOTAL

At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor : Various

Appendix 1.1 Page 9 of 15

Other O	n Street Works		Prelims and M Cha	ethod Related rges			Construction Work		1		
item	Description	Original SubContract Order	ta 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Change Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk/ Opportunity	Grand Total
[1]	(2)	р.	[4]	ßi .	(4)	iri	М	- 66	[6 to \$]4(10)	(13)	14)48)410(411)
1	RD Anderson				A Service Control of the Control of	1,441			1,441		1,441
2	Lothian and Borders Police					2,845			2,845		2,845
3	Hunter Demolotion					14,500			14,500		14,500
4	Raeburn	4				368	\$100		368		368
5	Harper Generators					330		d Are or or	330		330
6	Daver Steels (Bar & Cable Syst					2,412		and the same of the same of	2,412		2,412
7	Scottish Water					755			755		755
8	Harper Generators					1,800			1,800	aga a sa	1,800
9	Gallagher Groundworks Ltd/					1,110			1,110		1,110
10	Instalcom Ltd				:	4,550		2	4,550	The construction of the co	4,550
11	Stanger Testing Services Limit					1,510	M Sec copyright		1,510	10.25	1,510
12	Beattle Chalmers Limited/					8,854			8,854		8,854
13	Traffic Signs under estimate Section 1A						16,067		16,067		15,067
14	Traffic Signs under estimate Section 1C3/1D						130,276		130,276		130,276
15	On Street TM	1,646,163	1,206,410	1,333,862			,a		ų.	59,120	2,599,392
16	Substation Housing Design (Portastor)	37,337	37,337		74,517	A. A. Maria Maria Maria			74,517		111,854
17	Tram Stop Shelter and Ancilliary Equipment Design (RWS)	51,351	51,351	897					*-		52,248
18	Street Lighting	1,592,260		48,433	1,543,828	(1,069,172)			474,656	13,500	536,589
11/13	de dos	3.327,515	21,295,098	1 381 192	1619.45	S. Worker	0140		7.5,993	72,6210	3k9760

GRAND TOTAL

of 7

^{*} At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor: John Graham (Dromore) Ltd

Section 2A and 5A (part)

Section	ZA and 5A (part)		Char	ges		,			1	1	34224
			<u> </u>		:		Change				Grand Total
item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	
(1)	Pf.		14)	. [5]	(9)	(7)	μ	tel .	[6 to 9]=(10)	(11)	(वीन्इनियाणन)।1
1	Preliminaries & General Items	6,169,841	1,678,000	8,057,305			100	Market 1	**************************************	480,182	10,215,487
Z	Method Related Charges				- 10		****				
3	Section 1D - All Works	64,076			64,076			(64,076)			
4	Haymarket Viaduct	1,139,067			1,139,067	41,790	86,936	146,276	1,414,068		1,414,068
5	2A Trackwork inc Drainage etc	1,083,745			1,083,745	44,000	575,015	687,241	2,390,000		2,190,000
6	Haymarket Terrace Sub-Station	116,191			116,191	MAINER PROPERTY.		21,964	138,156		138,156
7	Haymarket Station Tramstop	174,548			174,548		-	27,900	202,448		202,448
8	S20 - Russell Road Underbridge	828,643			828,643		396,533	296,931	1,522,107		1,522,107
9	Russell Road Sub-Station	73,459			73,459				73,459		73,459
10	W18 Retaining Wall	790,597			790,597		320,014	327,985	1,438,596		1,438,596
11	5A Trackwork inc Drainage etc	523,008			623,008			840,861	1,463,869		1,463,869
12	Murrayfield Tramstop	284,529		:	284,529		134,310	75,900	494,739		494,789
13	Roseburn Viaduct	2,853,229	2.2		2,853,229		1	123,447	2,976,676		2,976,676
	S21B - Murrayfield Ret Walls	1,462,165			1,462,165			615,128	2,077,293		2,077,293
14		190,409	1		190,409		280,357	12,014	482,780		482,780
15	521C - Murrayfield Underpass	270,403						480,182	480,182		480,182
16	Schedule 4 Notified Departures			.es 8,057,305	9,683,666	8579	1793 (6)	31,34 3,591,753	15,154,372	480,182	26,569,859
	Total	15,853,507	1,678,000	200 6 V5/19V3	2,003,000			Marian de la companya della companya della companya de la companya de la companya della companya			Establish Activities

Prelims and Method Related

GRAND TOTAL

Construction Works

0/2

* At the 30th June 2010

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Expanded Ltd

Appendix 1.1 Page 11 of 15

			Prelims and M	ethod Related		and the second s					7.1
Section	5 : Structures		Cha		ļ	· : : : : : : : : : : : : : : : : : : :	Construction Wor	KS			
Item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Change Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
(1)	(c)	(\$)	14)	. (5)	(4)	(7)	3 8	(9)	[616 \$]#[10]	in in	(4)-(3)-(30)-(33)
1	Prelims Section 5	1,521,273	376,281	3,129,421					i		3,505,702
2	Prelims Edinburgh Pk Bridge	891,811	1,618,258								1,618,258
3	Prelims Carrick Knowe	427,285	316,754	110,531	A STATE OF THE STATE OF				:		427,285
4	Prelims W4	168,539	151,686	19,986					-		171,672
5	Risk									2,378,972	2,378,972
6	Structures S27 Edinburgh Park Bridge	3,388,189			3,388,189		460,456	384,772	4,233,417		4,233,417
7	Structures 523 Carrick Know Bridge	789,453			789,453	a 3	160,567	154,560	1,104,580		1,104,580
8	Structures W3 Russell Rd RW				1		1,736,747	5,685	1,742,432		\$,742,432
9	Structures W4 Russell Rd Phase 1					;	430,590	123,675	554,265		\$\$4,265
10	Structures W4 Russell Rd Phase 2						3,453,820	187,875	3,641,695		3,641,695
11	Structures S2Za&b Balgreen Rd Bridges					San Jan Jan Jan San Ja	1,228,944	105,184	1,334,128		1,334,128
• 12	Structures S32 Depot Access Bridge	1,554,606	21,740, 1	Á	1,554,606	7.	1,412,146	407,984	3,374,736		3,374,736
13	Structures A8 Underpass	1,034,444		1	1,034,444		788,674	61,809	1,884,927		1,884,927
14	Structures S26 South Gyle Access Bridge	632,202			632,202		803,516	157,332	1,593,050		1,593,050
15	Structures 521E Water of Leith Bridge	717,787			717,787		41,767	111,583	871,137		871,137
16	Structures 21DMurrayfield Tp RW	415,965			415,965	, ,	462,244	65,061	943,270		943,270
17	Structures W8 Baird Drive RW	479,832			479,832		586,866	203,239	1,269,937		1,269,937
18	Structures W9 Balgreen Rd	32,722			32,722	ì	220,117	36,841	289,680		289,680
19	Structures W11 bankhead Dr RW	81,334			81,334		423,711	40,141	545,186		545,186
20	Structures W19 Tramstop RW	209,110			209,110		192,663	111,597	513,370		513,370
21	Service Diversion/support					73,794		229,665	303,459		303,459
22	Discount Exc S27&523	(136,956)			(136,956)		(235,636)	(36,953)	(409,546)		(409,546)
	Section A-Total	12,207,596	2,462,979	3,259,938	9,198,588	73,794	12,167,192	2,350,050	23,789,723	2,378,972	31,891,613
* At the 30	th June 2010			7		,,,				» — — — — — — — — — — — — — — — — — — —	2.

GRAND TOTAL

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor: Barr Construction

Section	6 : Depot		Prelims and Me Char			C	onstruction Works		· •
••••							Change		
Item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted® and Not Agreed	New Submission	Construction Works Total
111	la la	įsį	[4)	(4)	(6)	,tr)-	(i):	t)	[\$25 3]+(10f
1	Preliminaries & General Items	2,137,178	1,643,983	1,110,014		7			
2	Method Related Charges					and the same of th			200,903
3	Earthworks	92,000			92,000	58,457	50,446		1,428,356
4	Sub-structure - Depot Building	1,116,433			1,116,433	90,385	221,538		57,983
5	Sub-structure - Sub Station Building	57,983			57,983		4	4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	57,983 55,155
6	Sub-structure - Power Building	55,155			55,155	<u> </u>			1,380,221
7	Frame	1,160,334			1,160,334	219,887			
8	Upper Floors	102,651			102,651	<u></u>			102,651
9	Cladding	1,206,649			1,206,649	78,790	3,657	4	1,289,096
10	Stairs	8,800			8,800		22,403,		31,203
11	External Blockwork	108,406			108,406	<u> </u>	81,390		189,796
12	Internal wall and Partitions	241,098			241,098				241,098
13	Internal Doors	146,900			146,900		46,402		193,307
	Wall Finishes	117,785			117,785				117,78
14	Floor Finishes	202,247	1		202,247				202,247
15	Ceiling Finishes	93,242			93,242		3,391	1	96,63
16	Decoration Decoration	35,926			35,926	Man Curat			35,926
17		62,182			62,182		13,278		75,460
18	Fittings and Furnishings	2,302,000			2,302,000	j	225,767		2,527,76
19	M&E	25,000	1		25,000				25,00
20	BWIC Services	2,880,802			2,880,80	635,53	826,094		4,342,43
21	Site Work	123,035	 	<u> </u>	123,03	36,40			159,43
22	Sub Station Building	109,846	-	+	109,840	5	763		110,60
23	Power Building	202,565			202,56	217,79	144,529		564,88
24	Sundries	202,505.		+	1	1	1	1	
25	Risk Register			 	1	1		1,286,243	1,286,24
26	Risk Review Transfer / Deletion		(Sealessee			0.000	51.017.01	(5) (5)	77 107(0)
	All the State of the State of	otal 757 12,588,217	1,540,98	2.20001	0,014-03	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4		

Prelims and Method Related

GRAND TOTAL

Construction Works

Risk / Opportunity 903 356 983 155 221 651 096 203 796 098 302 785 247 633 926 460 ,767 ,000 ,431 438 ,509 ,887 [11] 2,753,997 200,903 1,428,356 57,983 55,155 1,380,221 102,651 1,289,095 31,203 189,795 241,098 193,302 117,785 202,247 96,633 35,926 75,460 2,527,767 25,000 4,342,431 159,438 110,509 564,887 1,658,943 1,658,943 67,000 1,353,243 Water

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor : Farrans Ltd

Appendix 1.1 Page 13 of 15

Section !	5C(part) and 7A		Prelims and M Cha				Construction Work				
Item	Description	Original SubContract Order	to 30 June 2010	to Completion	Original Subcontract Work	Aiready Submitted* and Agreed	Change Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	Grand Total
(1)	(5)	[10]	[4]	(5)	(6)	. in	(á)	(9)	(6 to 9)=(1,0)	<u>uu</u>	[4]+(5)+(12)+(11)
1	Preliminaries & General Items	524,460	477,638	804,565						96,000	1,378,203
2	Method Related Charges	768,308	721,015	1,427,954							2,148,969
3	Enabling Works	112,091			112,091	593,681	1,223,310	4	1,929,082	24,000	1,953,082
4	Track and Formation	1,661,460			1,661,460	253,766	1,619,733	66,310	3,601,269	80,000	3,681,269
5	Tramstops	363,026		<u> </u>	363,026				363,026		363,026
6	Tramstop Equipment	30,209			30,209				30,209		30,209
7	Drainage					1,011,137	127,226	18,868	1,157,231		1,157,231
8	Ducting	379,295			379,295		69,391		448,686		448,586
9	Highways	101,853			101,853		233,054		334,907	209,000	543,907
10	7A Ingliston P&R Substation	50,586	<u> </u>		50,586	1,430			52,016		52,016
. 11	7A Gogarburn Bridge 529	885,140			885,140	123,010	48,772	36,670	1,093,592	45,000	1,138,592
12	7A Gogarburn Culvert 1 530	54,653			54,653	21,145	15,931		91,729		91,729
13	7A Retaining Walls	337,396			337,396		4,750	6,699,179	7,041,325	531,000	7,572,326
14	7A Culvert 2 S31	113,053			113,053	(22,294)			90,759		90,759
15	7A Culvert 3 S32	73,408			73,408	6,345	and the second		79,753		79,753
16	OHLE	128,878			128,878	129,131			258,009		258,009
17	Risk Review Transfer / Deletion							471,000	471,000	(825,000)	(354,000)
	улові	5,583,816	1,198,653	2,232,519	4,291,048	2,117,351	3,342,167	7,292,027	17,042,594	160,000	20,633,766

GRAND TOTAL 2-9

J. J.

^{*} At the 30th June 201

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary Subcontractor : Various

Subcontractor: Other Off Street Works

ltem	Description	Original SubContract Order
14	R	.(1)
1	Preliminaries & General Items	
2	Method Related Charges	
3	Track and Formation	2,908,517
4	Tramstops	1,414,483
5	Utilities works	
6	Highways	2,837,172
7	Buildings	291,299
8	Accommodation Works	
9	OHLE	382,187
10	S27 Edinburgh Park	
11	A8 Underpass	
12	S26 Sth Gyla Access Bridge	
13	S21E Water of Leith	
14	W4 Russell Rd RTW	
15	Other Structures	
16	Miscellaneous	
17	Off Street TM	
18	Depot	
19	Depot to Airport	
1	Total	7,833,658

Prelims and M			C	onstruction Works	A CONTRACTOR OF THE PARTY OF TH			
				Change				Grand Total
to 30 June 2010	to Campletion	Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Construction Works Total	Risk / Opportunity	
IA	(5)	[6]:	th.	, di)	(0)	[6 26 9]a(10)	(31)	(Anti-Holela)
	1,871,557							1,871,557
	50,000	46.24	10000					50,000
		2,908,517	,		3,926,939	6,835,456		6,835,456
		1,414,483		j	4,320	1,410,163		1,410,163
					279,660	279,660		279,660
	some?	2,837,172			3,470,878	6,308,050		6,308,050
		291,299			52,959	344,258		344,258
				6. m	79,331	79,331		79,331
		382,187			75,662	457,849		457,849
					1,164,295	1,164,295		1,164,295
					1,773,699	1,773,699		1,773,699
					125,456	125,456		125,456
·					441,000	441,000		441,000
· 					1,061,011	1,061,011		1,061,011
					391,844	391,844		391,844
	 				2,276,042	2,276,042		2,276,042
756,184	2,229,935					2		2,986,119
	1				1,350,497	1,350,497		1,350,497
	 				223,298	223,298		223,298
71.6518	45151(492	7/833/658		2000	6658,248	7A,521,906		02790678

GRAND TOTAL

F. MC

* At the 30th June 201

Project Carlisle: "Guaranteed Maximum Price"

Subcontractor GMP Summary

Subcontractor: Parsons Brinkerhoff

Design

ltem	Description	Original SubContract Order
1	PH III Detailed Design Deliverables	2,204,792
2	PH IV Construction Phase	1,104,023
3	Extended Construction Support	1,000,000
4	Design Support Team	675,000
5	Changes	
6	Additional Technical Resources (ATRs)	•
7	incentivisation	
8	Prolongation	
9	Design Coordination and Support	
10	Disruption Claim	
	Total	4,983,815

Appendix 1.1 Page 15 of 15

		Scope Works				
		Change	<u> </u>	i i i i i i i i i i i i i i i i i i i		Grand Total
Original Subcontract Work	Already Submitted* and Agreed	Already Submitted* and Not Agreed	New Submission	Scope Works Total	Risk / Opportunity	
2,204,792				2,204,792		2,204,79
1,104,023			466,926	1,570,949		1,570,94
1,000,000	672,897		2,180,425	3,853,322		3,853,32
675,000	41,423		141,912	858,335		858,3
	3,189,303	271,977	1,082,493	4,543,772		4,543,77
*	158,301		150,000	308,301		308,30
		973,214	12	973,214		973,21
	250,000	541,890	176,302	968,192		968,19
	495,000			495,000		495,00
			500,000	500,000		500,00
4,983,815	4,806,924	1,787,081	4,698,059	16,275,879	4	16,275,87



* At the 30th June 2010

APPENDIX 1.2

SIEMENS - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.2 - Siemens GMP Breakdown

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 11 of 33

ETN - Edinburgh Tram Network Project Carlisle - Pricing

Overall Summary

Original Contract Value - Original CPA Split	£96.917.006,78
Deductions Project Carlisle - Airport to Terminal Point	-£3,704.441,04
Additional Costs Project Carlisle - Airport to Terminal Point	£26.005.861,69
CPA Project Carlisle - Airport to Terminal Point	£119.218.427,43
Change Orders	£5.308.309,69
Additonal GMP Carlisle components	£2.374.883,46
Total GMP Project Carlisle ²	£126,901.620,58

²) We reserve the right to adjust the total GMP Project Carlisle should the payment schedule to be agreed between the parties result in additional / unanticapated capital financing costs and / or charges.



¹) Total amount of the Offshore Euro price is: € 3'822.327,56.
Offshore Euro rates are converted to GBP at the rate: 0,83333 (GBP/EUR).
We reserve the right to adjust the exchange rate (Euro to GBP) on the issue date of the Change Order

ETN - Edinburgh Tram Network

al Contract Value - Original CPA Split	/ Dedu	uctions Project Carlisie - Airport to Terminal Poli	10
Wide	SVIV	mwion was a second	10 march 10
Amount of		Amount of>	The state of the s
Amount 4t3			
Preliminaries	£24,602,164,69	Proliminaries Design	
Oesign.	£11,605,508,01	Accomodation-Works	
Accomodation Works	£1.05£.276.98	Tram StigeN	
Tram Supply Testing & Commissioning	£40.751,37	Testing & Commissioning	4
Supervisory Control & Comms Systems	£3,492,980.08	Supervisory Control & Comms Systems	<u> </u>
Spares	£45,878,46 £27,509,21	Spores: Tilks Path Works	
Third Party Works	E451073.068.00	Amount of System Wide and weather the feet of the second state	Commence of the Commence of th
Amount of Bystem Mide			
	Section 1 Section 1	on AAhportko Haymarket	
A - Airport to Haymarkels		Amount of:-	
Amount of 2			
Promodes	15/9/277.73	Preservication Control	
Design	£15157.764(69	7/sck and Folmstion	
Track and Formation	£18-328-200-65 £6,00	Trimploos & Equipment	
Translops & Equipment	I&330.520.41	Depail	
- Dep6i	£0,00	- HOWEVE	
Highways Buildings		3(aldrigs	The state of the s
Interchanges	E0,000	Interchanges Sprigit See	
Structures:	£0,00 £1,981,699,44	Supervisory Control & Commis Systems 2	The state of the s
Supervisory Control & Coroms Systems	£84\840.27	Trainatop Equipment	- Annie
Tramslog Equipment OPL 4 Sub-Mailons	E(0.03fi.478;91)	OHE & Sub-trailibrit	
Spares	1000	Sparies:	The second secon
		Amount of Section Asyl (rept) to \$14 years (acceptable)	and the second second second
Amount of Seption A - Allboth is (III) matralia			
	Source Source Source	marga ayman Octo Nawneyen costs a seed a seed	
B. Haymarker to Navinaven		Amount w.	
Amount of:			
Preliminaries	£125.608.91	Prelimination .	
Design.	£0,00 £9,287,200,22	Design	-EL
Track and Formation	£0.00	Trametopa & Edulpment	
Translops & Equipment	00003	'Highways	
Highways Buildings	E0.00	Buddings	
Interchanges	10,00	Injerchanges Structures	
Binetures	£0,00 £1,612,056,20	Supervisory Control & Comms Systems	
Supervisory Central & Comms Systems	£1,812,058,20 £758,498,84	Transion Equipment	
Translop Equipment	£5.684.889.80	OHL'& Sub-stellons	
OHL & Sub-stations Spores	£0,00	75 30448°	inggini open ji 🏚 pinga i ili ila
	10,00	Risk . Amount of Section B. Haymarket to Newhaven (2002)	and the second second
Amount of Saction II's Haymarket to Newhaven	E17.453.561.55	Children of the Control of the Contr	



page 2 of 5

ETN - Edinburgh Tram Network

ional Costs Project Carlisle - Airport to Terminal	Point GP	A Project Carlisle - Airport to Terminal Point	
n/Wige		iainWidenterassee	
Amount at-		Amounted	
Preliminaries	£18.990.133,6)	Prisminaries	23831
Design	£1,298,539,83	Deakle	£1290-
(Accomposition Works Train Supply		Accomodision Works Train Syaphy	£1,081
Testing & Commissioning		Trian Supply: Tealing & Commissioning	
Supervisory Cantrol & Comms Systems Spares		Supervisory Centrol & Comms Systems Spares	£3),49; E4
Third Pany Works	A Committee of the comm	. Dird Purk Works	l' tz
Amount of System Wide &	\$162BE3153B	Amount of System Widty	
A - A irportito, Flaymarkéte		tion A = Airpoint to Haymarket	LINE CONTRACTOR
Amount at-		Amburit of:	
Preliminaries:	57,858,271,111	Pielimonies	28,47
Design	£2,309,566,94	Cast and Formalion	Elils
Track and Formation Translops & Entifement	£2304,088,881	Translops & Equipment	F21,33
Depoi		Depair	
Highwaya		Historys: Busidogs:	
Buildings Interchanges		Interchangus	
Siruction		Structures	7.2.1
Supervisory Control & Comms Systems Transtop Englipment		Supervisor-Control & Convert Systems: Transition Equipment	H AN
OHLE Gub-stations	The second secon	OFIL & Sub-stations	€10.03
Spares.			
Amount of Security Art Amount of Saymontals	\$2,045,747,010,101,101,101,101,101,101,101,101,10	Amendical Section is a Aliport for Layrent of the section was	27.5.184
	The state of the s	Committee of the commit	A CONTRACTOR OF THE CONTRACTOR
B. Haymarket to Newhaven, 1988, 1988, 1988, 1988	Sec.	tion B.: Haymorketilo Newhavan	earlies de la company de
Amount of		Amount 65/	
Preliminarios	627,706,64	Projection	
Design	50,00	Design	
Track and Formation Tramstops & Equipment	£190,298;70	Track and Formation Transpost & Equipment	[829
Highways		Yomayr 23	
Buildings		Buildings:	
Frierchanges Structures		Interphangos Sifucturos	
Supervisory Control & Comms Systems		Supervisory Control & Commit Systems	\$1,4%
Tramatop Equipment	6331:425,05	Tramslog Equipment OHL & Sub-stations	1634 6434
OHL & Sub-stations Sources	F031/453/83	Spares	27.27
Risk			
Amount of Section 8 - Haymarket to Newtagen 2000 19	**************************************	Amount of Section Best By market to Newhave its market and	Property of the Control of the Contr

K W

page 3 of 5

ETN - Edinburgh Tram Network

Project Carlisle - Pricing

Change Orders

Change Orders		a language of the second second second
Topic	someonidans.	Bate Filico
Various Traffic Signal requirements	INTG-0050	£30,550,32
Noise & Vibration survey	INTC-0438	£146,128,00
Substation Quotations Scottish Power / Core connections	TNC-0014	£1.312.830,68
Guided Busway (Rheda City vs. Direct Fixation)	INTC-0421	£550,000,00
HV/LV Works -egreed variation	TNC-0014	£324.683,32
TS works (Urban Traffic Control)	TNC-0016	£270.740,00
EoT#1	INTC-0001	£1,299,000,02
TS works - Mobilisation and Jct 41	INTC-0505	£252,900,00
VE-0015: Roseburn Street Viaduct- Impact from OLE	VE-0015	£12.063,00
VE-0014: A8 Underpass (height reduction 5m -> 4.5m)	VE-0014	£140,010,96
Depot Turntable (design)	INTC-0412	£26,435,00
E&B Checking Impact on: Gogarbum-Bridge	INTC-0111	£3,394,88
E&B Checking Impact on Edinburgh Park Station Bridge	INTC-0160	£3.394,88
New Ingliston Limited (design)	INTC-0258	£36.784.00
New Ingliston Limited (design) BAA Dualling Proofing > abortive costs	INTC-0417	£8.136,00
EAB Checking Impaction: Baird Drive RTW	INTG-0104	£3,394,88
E&B Checking Impact on: Carricknowe Bridge	(NTC-0115	£3.394,88
Airport canopy (OLE (mpact)	INTC-0277	£30.216,76
Sub Station Cathedral Lane: Design-Support	INTC-0281	£27.192,60
Crawley Turnel (Princes St.) - Aboritive coats for TRW	INTC-0305	£10,144,00
Gogar Landfill, Trackform Rheda G to Ballast (design)	INTC-0374d.	£101.509,16
Floating Slab Design	INTC-0515	£121,847,31
Reinforced Rheda Track instead of BB Improvement layer; (Shallow depth location) - design.	INTG-0588	£45,381,00
OLE related planning consents	INTC-0612	£66.704,00
Trackwork works disruption due to Princes Street works	SV-0112	£138,820,21
PSSA-TLC disruption costs	SV-0100a	£15.000,00
Design Change Edinburgh Park Station / section 7A	INTC-0152	£10.847,86
Roseburn Street Viaduct-Impact from TRW	VE-0015	£50,982,64
Depot Turntable (construction)	INTC-0412	£17.165,78
HV Scotish Power Connections (Gogar-Depot Change); Maybury Road Overbreak	INTC-0547	£47.203,58
HV Scotish Power Connections: Switching Station location change at Gogar Depot	INTC-0643	£90,492,00
HV Ingleston Wayleave Problems	INTC-0644	£35,547,00
HV Jenners Add Reinforcement	INTC-0645	£65.414,00
Total Change Orders		£5.308.309,59

oll.

M

ETN - Edinburgh Tram Network

date: 29-07-2010

Project Carlisle - Pricing

Additional GMP Carlisle components

Gran Traine Eight Control scope firmles to Airport distriction on the Control scope firmless	m inan amangparen
Urban Traffic Light Control scope limited to Airport until Terminal Point £2.087,0	.086,79



APPENDIX 1.3

CAF - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.3-: CAF GMP Breakdown

Note: The CAF GMP is based on GBP and Euro values.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 12 of 33

CAF cost associated with Project Carlisle

Assumptions:

- The Delay Costs below are generated by delays incurred by the project and fomalized with Project Carlisle. They include the claims presently held by CAF for other delay claims (MUDFA, ETN, etc.). There would be no double recovery, so if Project Carlisle would be retained by Tie, the other claims for delay generated costs would be settled with these amounts.
- To obtain the total amount that would be due to CAF, we add two components: Delay Costs, as
 explained above, and normal Contractual Payments pending as of 23 July 2010 (certified
 milestones or not, all payments until completion of TSA).
- CAF has assumed Tie will continue to pay Tram Delivery Milestones as it is doing today. CAF
 has assumed the Comissioning Milestones will not be payed until the infrastructure allows
 Comissioning tests to occur, and therefore they will be delayed, incurring Delay Costs.
- CAF has analized the Infrastructure availability during the Comissioning, and presently understands that the rate in the Contractual Programme (three trams per month commissioned) cannot be sustained under the precarious conditions associated with Infrastructure availability at the first stages of Project Carlisle. We understand that the rate must be a maximum of 2 tramways per month, and the Programme would need to be updated to reflect that rate. Nevertheless we estimate that enough trams can be commissioned so no delay is introduced in the start of service for that reason. As required by the Consortium in P. Carlisle, these delays in tram commissioning should not generate LDs to CAF (as the tramways are being delivered to date and are available for commissioning as contractually required).
- The cost of the maintenance of tramways will decrease due to less kilometres of service per year, while the line is not completed. We estimate the number of kilometres will amount to a quantity smaller that what is foreseen in the TMA, and therefore needs to be agreed, logically the cost per kilometre will be higher than the costs agreed, although the total Maintenance Cost according to the TMA will be smaller. CAF has not the information to estimate that TMA price reduction (year kms targeted by Tie under P. Carlisle), and it is not included in the amounts below.
- The Delay costs have been estimated according to the Programme Project Carlisle Revision 00, (100729).

Delay costs:

OVERALL COST	COSTS	
Warranties	22,12698.317,75	euros
Technical office	212 \$2 104,000,00	euros
Consultancy firms	77.328,00	euros
Project Management		euros
Maintenance		euros
Financial impact	600:991,79€	euros
Foreign Exchange	67,199,51	euros
Legal Department	46:800,00	euros
Comercial Department	46.800,00	euros
TOTAL 1	2.344.058,67	euros
Cost at CAF IRUN for UT3-UT14	COSTS	
Parking at CAF IRUN	813.713,27	euros
Security for the trams	21.276,00	euros

de F

Insurances	45:742,40	euros
Additional Couplings & Uncoupling	0.00	euros
Normal Maintenance	4 520,00	euros
Long Term Maintenance	297.428.00	euros
Total 2	1 (1777, 67.9),677	euros
Costs at RENFE IRUN for UT3-UT14	COSTS	
Parking at RENFE IRUN	2 622 079 58	euros
Security for the trams	217 618,46	euros
Insurances	258.956,34	euros
Additional Couplings & Uncoupling	48.738.00	euros
Normal Maintenance	25 588,57	euros
Long Term Maintenance	0.00	euros
Total 3	1 1772 980,95	euros
COST at CAF IRUN for UT15-UT27	COSTS	
Parking at CAF IRUN	0.00	euros
Security for the trams	69.738.00	euros
Insurances	324476;11	euros
Additional Couplings & Uncoupling	0,00	euros
Normal Maintenance	32/062/86	euros
Long Term Maintenance	562252316797.00	euros
Total 4	743.073,97	euros

Grand Total (1+2+3+4) Delay Costs

5.437.793,27 Euros

TSA Pending payments:

TSA pending payments as of 27th July 2010: £13.074.780,34

Cle. F

APPENDIX 1.4

SDS - Guaranteed Maximum Price Breakdown

See Attached Supplemental Information CD:

Appendix 1.4 - SDS GMP Breakdown

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 13 of 33

CEC02084560_0037

Summary

SDS ref:	Туре	Description	Comments	Fe	e to Complete	the second secon	Overall Fee
ULE90390A	Core Scope			2	220,013.00		£ 2,204,792.00
ULE90390A	Changes			£	1,892,768.34		٤ 4,543,772.40
ULE90485A	DC - Design Coordination		2	3	141,428.57		
ULE90391A	Phase IV			٤	875,961.43		£ 1,570,949.43
ULE90393A	DS - Design Support			£	141,911.57		£ 858,335.20
ULE90392A	ECS - Extended Construction Support			3	2,180,425.00		£ 3,853,322.00
ULE90392A	ATR			£	150,000.00	£ 158,301.00	
ULE90390A	Disruption			£	500,000,00		£ 500,000.00°
ULE90474A	Prolongation			€.	768,192.46	£ 200,000.00	£ 968,192.46
ULE90390A	Incentivisation			E	973,214.28	Έ :	£ 973,214.28
OLESOSSON	THEOTHER I BARROTT						
		 					·
		1					
					Antonio di la Comprende del Como de Compre		Same of the same o
		 					The state of the s
		+					
		<u> </u>					1
					The second secon	o years for the same and the same of	
		 					
		_					
l		1	the second second second				

7,843,914.65 £ 8,431,964,12 E 16,275,878.77 Total £

Assumptions:

* Certified on 13/07/10 for works up to 19/06/10

Fee for MUDFA/Utility works associated with the Collateral Warranty in favour of tie from the SDS Provider is not included 1 in this Summary and is not therefore considered to be included in the 'Overall Fee' for this scope of works.



1 of 15

SDS ref: ULE90390A Core Scope

Date from	Date to	Description	Comments	Value	!	
			10% of late deliverables - secured			
15 May 2008	.01 November 2010	Phase III works outstanding	when DAS issued	£	36,000.00	
15 May 2008	01 November 2010	Phase III works outstanding	Systems Assurance deliverables	£	193,011.00	
15 May 2010	to and the first		Adjustment for MUDFA contract	-£	14,603.00	
15 May 2010		and the same of th	Adjustment for DCR0114	£	5,605.00	
•						
			<u>, </u>			
		Name and the second sec			****	
				*, rrut, ramani		
	<u> </u>			/		
	(,		
				: :-	**************************************	
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
				-	 	
		:			-	
		***************************************		<u> </u>		

Total £ 220,013.00

Dates above relate to V 60 of the SDS Design Delivery Programme

A D

2 of 15

SDS ref: ULE90390A Changes

Date from	Date to	Description	Comments	Value	
15 May 2008		BSC Change Instructed (DCO)	Remainder of fee for instructed changes	£ 866,246.09	
15 May 2008	01 June 2010	BSC Change Estimated	Changes not yet instructed	£ 1,032,127.25	
15 May 2010			Adjustment for DCR0114	-£ 5,605.00	
13 May 2010	<u> </u>				
	and the second section of the second section section of the second section sec				
	<u> </u>				
	*				
	<u> </u>			7, Anna 11 arrivat ear	
			5 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1		
			A STATE OF THE STA	5. A. A. 2022-24-15. A.	

	1			ــــــــــــــــــــــــــــــــــــــ	

Total £ 1,892,768.34

& M

SDS ref: ULE90485A DC - Design Coordination

		Description	Comments	No. of Weeks	Rate	Value
17 January 2010	31 January 2010	Remainder of DC monies	Period 4 & Period 5			£ 141,428.5
		America de la companya della companya della companya de la companya de la companya della company	***************************************			
	·					
		the second section of the second section is a second section of the			ant Spanierp	
			A CONTRACTOR OF A DESCRIPTION OF	A COMMON CONTRACTOR SERVICES CONTRACTOR SERVIC	- 10 12 11 11 11 1	
			**************************************	econs consistences		
				Mind Sals Willes to make the last of the same	Country of the second	
reactivities 1907 Palace				THE PARTY OF THE P		1
						E.*
					المرا المراجعة المرا	
	. 4		L.,	the second second second second		The state of the s

Total

£ 141,428.57

Shi A

4 of 15

SDS ref: <u>ULE90391A</u> <u>Phase IV</u>

Date from	Date to	Description	Comments	No. of Weeks	Rate	Value
		· ·	Pro Rata 25.6k per period		The American	decrees. Sections on \$7.00.
			Plus £50k Post Construction		S. Janes	
18 June 2010	15 July 2011	Fee for Phase IV - As Builts	Surveys	or its and the	Î	£ 409,035.00
19 July 2010	01 November 2010	Jason Chandler	37.5		£95.00	
02 November 2010	31 May 2012	Jason Chandler	7.5		£95.00	
	01 November 2010		37.5		And the second second second	£ 53,437.50
	21 December 2011			£	£ 95.001	
19 July 2010	01 November 2010	Claire Paterson	37.5		£.38.00	
19 July 2010	30 May 2012	Pauline Benn	37.5		£38.00	
15 July 2011		Colin Cromar	37.5		£ 49.00	£ 84,000.00
19 July 2010	26 November 2010	Martin Alexander	4			€ 5,794.29
19 July 2010	26 November 2010	Brian McCrear	24	19	£ 95.00	£ 42,342.86
	rawings Yet to Be Co				53	£ 75,000.00
				les granes A term com		
		•			*	
				<u> </u>		
		V				
	:					100000
	,					
4-1-1-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-						
				Description of the second section of		
						<u> </u>
	1			1	ıl .	

Total £ 875,961.43

Jason Chandler

Kate Shudall

Pauline Benn

Colin Cromar

Claire Paterson

Full time Project Management during completion of the detailed design and then 1 day per week until the end of the commission

Full time commercial suppport during completion of the detailed design and then 2 day per week until the end of the commission

preparing invoices, ATRs, change estimates.

Secretarial and office management support to the completion of the SDS detailed design

Document control support until the end of the SDS commission

As built drawing preparation and CAD support

Updating of Design Programme until end of detailed design completion

Martin Alexander Updating of Design Programme until end of del Brian McCrear Halcrow PM cover until end of detailed design.

5 of 15



SDS ref: ULE90393A DS - Design Support

		Description	Comments	No. of Weeks	Rate	Total
01 July 2010		Alan Dolan	9.5	Control of the contro	£ 95.00	I
01 July 2010		Mike Coupe	37.5		£ 95.00	47
01 July 2010	01 November 2010	Claire Ferguson	9.5		A STATE OF THE PARTY OF THE PAR	£ 6,343.29
01 July 2010			15		The state of the s	
01 July 2010			37.5	18	With the second second second	£ 25,039.29
21 June 2010	30 June 2010	See Latest Application				£ 11,514,00
					Table State Control of the Control o	
			day a same a	Control of the contro	:	Annual Control of the
	The second secon		gas Miller dan san it			
· 100 100				· · · · · · · · · · · · · · · · · · ·		
			99. 864-365	Caracter of the second of the	e profess samen redeficie (c. a. a. come management	
			194	Nine and the second	ar someonist make trac	
						
		:		not and		

Total £ 141,911.57



SDS ref: ULE90392A ECS - Extended Construction Support

Date from	Date to	Description	Comments	No. of Weeks	Rate	Total
		Alan Dolan - Time split with Design Support until 1/11/10	28	. 18	£ 95.00	£ 46,740.00
01 July 2010 01 July 2010	01 November 2010	Claire Ferguson - Time split with Design Support until 1/11/10	28	18	£ 38.00	£ 18,696.00
		Alan Nolan	37.5	82	£ 95.00	£ 290,598.21
01 November 2010 01 November 2010		Claire Ferguson	37.5		£ 38.00	£ 116,239.29
		Chris Bold	37.5		£ 95.00	£ 353,196.43*
01 July 2010	The state of the s	Tom Kelly	37.5	47	£ 95,00	£ 167,946.43
01 July 2010		Scott Kelland	37.5	56	£ 78,00	£ 164,217.86
01 July 2010		Jacek Stachowiak	37.5	. 113	£ 49.00	£ 207,900.00
01 July 2010		Steve Anderson	37.5	26	£ 78.00	£ 76,885.71
01 July 2010		Stephen Surtees	37.5	96	£ 95.00	£ 340,982.14
01 July 2010			37.5	. 17	£ 78.00°	£ 49,725.00
01 July 2010		Kevin McGinty	37.5	43	£ 78,00	£ 127,028.57
01 July 2010		Roads Engineer - Lindsey Road and Depot access road	37,5		£ 95.00	£ 28,500.00
7 10 10 0 0 0 0 0		Structures Engineer	37,5		€ 78.00	£ 164,217.86
01 July 2010		See Latest Application			:	£ 27,551.50
21 June 2010	30 June 2010	Sea ratest whhicetion		t.		
		Land the state of		I.	The state of the s	

Total £ 2,180,425.00



SDS ref: ULE90390A Disruption

		Description	Comments	Value
01 January 2008	30 December 2008	Net of EOT		£ 316,902
01 January 2009	30 December 2009	Net of EOT		£ 503,149
01 January 2010	30 June 2010	Net of EOT		£ 125,000
· i ii				
	·			
***************************************		de la comunicación de la comuni		

				Management of the Control of the Con
	en e			
		the second secon		
				The state of the s
		·		
		A CONTRACTOR OF THE CONTRACTOR		
				2 2
				N

Total £945,051.00

REDUCED CLAIM FOR EARLY SETTLEMENT THROUGH THIS EXERCISE

500,000

Sh. F

Prolongation SDS ref: ULE90474A

Date from	Date to	Description	Comments	Value
		PB and Halcrow Prolongation Claim		
15 May 2008	26 September 2009	Up to 26th Sept '09 only	£50k of £250k oustanding as per MoU	€ 50,000.00
		PB and Halcrow Prolongation Claim	t and the second	
15 May 2008	26 September 2009	Up to 26th Sept '09 only	£792k of total Claim minus £250k accetped under MoU	£541,890.00
<u></u>		PB and Halcrow Prolongation Claim		
26 September 2009	02 November 2009	Up to 02nd Nov '09 only	EOT bewteen 26th Sept '09 and 02 November '09	€ 60,252.00
		PB and Halcrow Prolongation Claim		
28 February 2010	16 July 2010	Up to 16th July '10 only	EOT bewteen 28th Feb '10 and 16th July '10	£ 116,050.46
				<u> </u>
				4
				-
				
				ļ
				
				
				
				1

Total £ 768,192.46

Summary of supporting information 15 May 2008 to 28 February 2009

Detailed in SDS Contract Additional Managament and Supervision Document of 31 May 2009 Detailed in e mail from Steve Reynolds to martin Foerder on 29/09/2009 13:25

02 March 2009 to 25 September 2009

Total of above £791,890 for the period May 2008 to 25 September 2009

26 September 2009 to 2 November 2009

Detailed on Tab labelled Prolongation 26-9-09 to 2-11-09 Detailed on Tab labelled Prolongation 28-2-10 to 16-7-10

28 February 2010 to 16 July 2010



9 of 15

SDS ref: ULE90390A Incentivisation

	Description	Comments	Value
Present	Incentivisation	Issued on time	£ 508,928.57
Present	Incentivisation	Delayed due to tie/CEC Delay	£ 464,285.71
****		A CONTRACTOR OF THE CONTRACTOR	
		400 The Control of th	
		Company of the compan	
			Programme and the second secon
		(
		nan ees	
	Present	Present Incentivisation	Tesent Incentivisation Delayed due to tie/CEC Delay

Total £ 973,214,28

A.B

The state of the s	ئىلىن ئىلىنى دىنىدىدىلىكى .	And Brown Land	بنيون ورين
EDWINNIA TRAD	NETWORK - DEC	CNANGE NOU	WCZEO

	MIC (BSC)	Short Title	Change Enlin			From 285 Change Order				. 1				
	Market I								1. Ac. a. 2. 2. 19 8 . 1	Acheelines Aut				
	MITTER ASSETS		Patribus	Daw	y alca	Number	Dales	Value	OC Change?	10 DC				District Control
ar ice	name of	Short Title	Marriser	Olas	Value (A)	Marsher	Cale C	Yalon	occasion	ب برید در				Cecre ite.
OCH0024	VE.	Parishing Sirent Visit of YE	DCR0024	03/09/2009	216,819	DCCDH:	06/02/2000	2 316,619	,	1	284	957,30	Z 31,661,90	Anna Contra management
DCHO082	. 76	Congractical (sentes) Congractical	SCROOM	1.1/03/05	e manie	DEDOSS	16/06/2004	£ 340,338			€ 262	522,78	g. 70,415.74	
CROUNZA		Copp Andrew Temps Futer any Secure This copy Rossers	DCR0082A	25/03/10	£101 £14.35	000121	24/08/2010	E 100,877	ristor and		£ 62	928 90	£ 37,937.9S	E 631
DC BB102	279 145	Claracycomet	DCR0101 DCR0102	23/09/2006		DCD082	98912010	4,875		- Wil	£	875.00	1,625,00	
DCR0104	143	C Service y community C TEL comment to make Lactheds up to adoptable through	DCR0104	10/07/2009	£ 34,132	DC0071	2205/6000	£ 34,102		i .	£ 30,	718.80	E 3,413.28	
ocnoi25	269	Trackiture - ground improviousit : hid vibration midpation	DCR0125	25/01/2009	⋣ 274,696	DCO018	23900000	274,586	****		2 239	965,10	£ 34,720.45	
DCR0127	244	Building Fields Owner Agreements	DCR0127	29/01/2009	ÌC 14,265	DCD086	by through	1 14,265	35.00.00	*		10	ž 14,265,00	
PER 120	250	P.A. Surface Makes properly Fitteds construction savelysts of	DCR0134	24/02/2009	\$		08/13/2022	r10,542		JE	A	72.72	F5,091,22.	*
DC/90140	271	Carrier Value Concessing	DCR0140	29/01/2009	£ 299,440	DCO028	2302-2009	بدبيه يستحصدها	بتنابضينين	1		815,20	t 200,624.80	
DCR0141	286		DCA0141	11/09/2009		000001	10/12/2000	أبث المستحدث المستحدث	المستشرية وتكتم	-	٠٠٠٠	769,90	t 3,174,70	
DCR0145	277	Design of Carpey and bearing relationers of Argont (Coal)	DCR0146	25/02/2009	E 42,574	DC0038	1505.0000	t 42,574	وينجونب وسديهما	I	34	059.20	B 8,514,60	و حمور و مرود به مودود او مودود است
DCR0147	297	Porti Ports Access ed traffic signal	DCA6147	26/02:2005	E. 7,778	000062	22/27/2000	7,778		<u> </u>	The second of the	000.20	¢ 777.80	
CROSO		West-Dept Tuent Pressor Extend Defects Newtral Good	DCR0151 DCR0150	10/07/2009 17/04/2009	1,763 1,4632	OCDG79 DCG058	1205/2509	C 1,205 E 14,632				832.00	f 3,204 50	
بنايجيب		Carrel of Land relation	-			سريره التهابات بياب	Samuel Co.	-	***********	1				
DCR0167	281	photodra design - Normania Crobal Corocci	DCR0167	30/10/2005	119,171	DCOOM	· leribrace	¢ 119,171	Land have	*	E 20	00,000	£ 59,171,00	£ 5,625
DCR0168		The opposite COS & National and Statement	DCR0168	23/04/2005	£ 41,365	DCD044	05067009	1 41,304		•	g . 33	95.69	£ 8,260,40	CARLE COLLEGE CAPTURE
DCR0170	270	PRIS THEMED ENGINE (NR)	DOMESTA	02/09/2009		DCO078	1021247009	£ 1,665				333.00	t 1,332.00	A CONTRACTOR
OCR0177 OCR0178	377	OL Greenway working of Ole Greenway Company of Company	DCR0177	01/05/2009		OCCOST	28/18/2060 08/28/2007	6.260	****	J		859.90 585.00	65) 10 4,695.00	*****
OCP0179	379 203	A Extragalactic states	DCR0179 DCR0181	01/05/2009 09/06/2009	(1) D	0CD074 0EX00100	3909-2006 06-01/2010	47,262		1	\$ 42	535.80 138.00	£ 4,726.20	
DCR0181 DCR0181	319	Capital Section News	DCR0191	05/08/2009		DC0083	10/12/2001	X 15.284	.2	1		\$55,60	t 1,528.40	monto de gio de servicio.
DCR0193	ئىدىنىدىدىد ا	Sines Liberto I Swenster Terrore	DCR8193	09/12/2009	2,129	DC0105	0601/2010	280	A CONTRACT OF S	2	YIELDS.		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	بالتناف والمستعدد
OC 10193	455	Challen		30/07/2009	£ 1733	DC0064	3001/2009	£ 28,000		10.007	17	113.00		نوبومونونونونونونونونونونونونونونونونونو
DC R0198	417	CAN COMPOST SERVICES IN CONTROL OF SERVICES I	DCR0196	27/08/2005	£ 1,112	DCD000	remandige	t 1,112		£	2	750,52	€ 353,48	
OCROZOO	450	BAA New Surrance Floor Assurance	DCR0200	03/16/2009	To have	DCDons	10/12/2005	£ 5,819			1 3	409.25	£ 2,534.25	£ 87
DCR0202 DCR0203	467	First Peris Dramage Apprecials First Ports dubitation in design	DCA0202 DCR0203	10/12/2009 10/13/2009	t 11,773 t 11,750	DCD085 DCD086	10/12/2009	t 4.500 t 10.000		1,750	. 9	00,000	£ 4,500.00 £ 2,749.50	C 38
CR0205	465	Condesign of course jap and stops one by DAA/COMC province	DCR0205	10/12/2002		DC0007	14/13/2000	E 2,000		1,262		00,000	£ 1,261,50	£
XCR0209	305	Canalty Turpet United to A	DCR0208	05/01/2010	£ 20,164	DCO105	0501-2016	E 19,750	~	B 1,414	2 18	750,00	2 1,414.06	in a single single single single
CR0212A	476	Train Stops Development	DCR0212A	22/02/2010	£. 116,773	DCD108	0601000	£ 26,250	-	r 90,521	É., 23	625 00	£ 93,148,00	È. 3,57
CH0213A	477	School of Novel	DCR0213A	13/11/2000	139,950	000111	· ibatapa			ž 72,450	\$ 57	735.00	£ 82,215.00	t 30
CR0214	F222-4	Primaries of 1104 Scopy to	DCR0214	11/09/2009		000101	08012910	£ 8,518	*******	£ 2,839	2 7	566,20	z 3,690,86	
OC#0216	430	Contract Development V/book on	- DCHOZIA	2410000	T. 19205	DCO109	OS UN CONT	18,750		1	K TS	937.50	23,397,50	2,00
OCROZIO	499 512	Firetyrick Same now crossing Compressional Supply	DCR6218	2500/2010	I 16,007	000100 000100	06/01/2016	11,250 3,750	ká	1		500.00 750.00	E 3,854.50 E 5,256.50	55
OCR0227	376	Cita is design to the Sector's Cita octor	DCF0227	Mar Sus	Ž, 137,948	DC0114	16722018	£ 50,000		¥ 77,946	t 54	000 000	E 83,947,50	B 4,25
		Park Saran Saran Saran Saran		200000	¢ 2,310,254		1	£		10 77748139	6 7.057	200	6 904,744,08	£ 13,43

11 of 15

Cle. 8

20/07/2010

EDHOUNGH TRAM NETWORK- BSG CHAMDE ESTHATED

	NIC (BSC)	Sections:	Section	Change Fair	nane		From BIS Change Order				200
	RECEIBRE	Section 1	10000	Nurth page 2	Defi	Value 2	Horston Dece	Vent 11 Co			BATEGE ::
DCR0082	61	Copy Surcharge Utilication	L.	DCHOOSE	ŏ1/682001	r 1,09	parameter Dank			E 1,994,00	Exhibition by the
DCI10198	***************************************	ROPPHIN CASH RANGE THEO	SW SW	DCR0196	31/825000	t 77,940	 		······	***************************************	
DCR0228		Chappes	7A	DCA0226	31/03/201	مستنب وسيسيه بيان				E 77,940,00	
DCR0229		يناه والمنافقة والمنافقة والمنافقة	بدينوسين	***********		X AMOUNT AND A STATE OF A	Harris Benedic	·	5,578,00	E 22,311,50	£ 297
-	-	OLD: Plinibs on Sinctures	500	OCH0226	08/04/2010	119,528	L			£ 115,525,75	
DCR0233	529	Togur Landill profile re design	ZA.	DCR0233	10/03/2016	19,675		E.	19,674.50	E .	C 263
DCR0233	بيبحبحب	Special Trackberr on Lein, Man. Platent Bridge	98	DCR0235	08/04/2018	£ 8,229				E 8,228,75	The state of the s
DCR0237		Mathy Track Design	sw	DCR0237	08/04/2010	£, 68,510				E 68,510,00	يندو سياست سديد المديدة
DCR023a		Hydraulit Model of Gogarburn Retaining Wats	M	OC39238	10/03/2010	Š 57.960			- And Second	£ 57,960.00	desire franciscos
DCR0241		Tope Survey ScotRail Depot	5A	DCR0241	02/03/2010	£ 1,543		1	1,542,80	e di e	بنسيو ينتهم أستو وسأناه سندويت
DCR0242	167	Changes is sauriumed Accempidation Works - Wanderers Calo House	1	DCR0212	15/03/2010	£ 692				£ 592,00	
DCR0248		Special Transfer Construction at Sheker Draft Shelt values	K	DCR0248	1445/2010	£ 61,693	And the second s	-		E. 61,694,50	
DCR0250		Plather to DCR0113 amendments are required to Internal Retaining Wall for Haymarket Vladuct	24	OC90250	121652010	ž 3,606		,	3,606,00	(1966 (m. 1882) - 1 1 1964 (m. 1 884) 1
DCR0251	1000 - 10	Hericiale And Calarid on Princes	18	DCR0251	04/95/2010	K: 1,140		·		فرنينين	بديد بشروب بيان
DCR0253	الودر زيد محدده	Rubred Road Relaining Wall	iden en e	DCH0253		***********		(Nedanina) ja		1,340,00	والمناس والمساورة
DCR0255	بتبحصين	massiation Enor	<u> </u>	Section 1	24/05/2010	E 23,757	بته تبنين والمستحددة	عيدية بيحديثها	الندينين	23,757,00	
DCR0256	بمستجنب	Greenor Street 2 Way Change Collector Lane Substation	50	DCR0256	04453016	والمستوجب والماد ببدلات	يديدن أستجيدات	ناعير فبريز والتركيم	المتونيس	49,980,00	Ě 850
يبرد المناولية شكلا	أعيد ويؤويشون	Madignines	lic	DCHOSS	25.75.2010	£ 23,114		E.	20,000,00	3,113,50	
DCR0257		Suspending Wast selforage on ground conditions W3	SA	DCR0257	04/85/2016	E 7,411				7,411.00	
DC#0259		Special Trackform Combruction at: Station Occils obsinacions	ŀ	OCHO259	2045/2016				1	18,720,25	ر دونزم ندنستان دونزم در نمیستانی
DCR0134A	258	HA, Nativer Is have proceeding - CALE	7A	ř – – – – – – – – – – – – – – – – – – –	asimiliad but n	of year formally subsection 2 4,378	Hitedrawlessed by BSC	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			
DCR0245		charges.		المستعدد		t 105,438	بنائد والمنافعة المستخدمة	تتشنأ أعاستناها		4,378,00	
DCR0281		FOIRSON Update 58 MX Re	58			المدندست				105,437,50	-
DCR0265	485	Triin Tumback Strategy	sw.							3,832,50	
		DISE switchers of GAF from Close	L			E- 80,000		ين أحد الما		80,000,00	Laurent Min
DCR0271		No more free resident 2000 to the	500			7,733			· ·	7,732,50	
DCR0272		Baymanna OLE Plintes	2A	ننج		t 1,883			, ,	1,882.50	
DCR0274		Markefield Stadkum Hotzenog Walls Ground Improvement Change - TO1800	SA			£ 52,400			2	52,400,00	بعوسه مناوي خاله مرتوب مريد
ОСЯ0222		Straet sighting new comment : conicel permission:	1D	***************************************		£ 5,583				6,682.50	والمساوم والمارية
DCA0230		Opcong incon Structures - Stemples additional tenulinments	Γ'''''			£ 57,500				57,500,00	
DCR0231		Deliving and Beholing Development Workshop Development	św			¢ 73,157		t			
DCR0264		Licina Building Commiss to Doban	ıc			È 11,250				11,250,00	aje da maje sanjenski kasiju,
DCR0267		Depot Tram Wash Equipment				£ 25,343		 		26,343,00	وسيد مسيدسه مناسم
DCR0258	h	Depot Portled layout shouling sidnice total assettons]			k 10,005		T	,	10,005,00	-
DCR0259	B	Septil Carthing and Bambing and Special Schmidtons				£ 14,105			1	14,105,00	era deli arrene a este di assentinzia a el
OCR0270		Friendlog Layout Changes Lection of the Mound, Princes 51	5W			E 23,868			1	23,887,50	بسيد وقيد ويدو بشاريسودي مسالات سيسادات
DCR0273	386	ing Handyor Br CRC reality Eaching and	10			£ 4,556			Ė	4,556,00	
DCR0277		Condress Controls for	7A			£ 10,000		L	12	10,000.00	
		Someone Cross Sections for Septe Formstion Design	В			E 8,000			1	8,000.00	ه فالمهر عبيها أو منها أو ميها أو منها
OCR0262		den Annie Committee	<u></u>		1						
	k	With and the for subact and at	S.V			£ 12,000			£		مريد بديد بالمداة لعدية بعدسة

Only Changes isled above (plus previously instructed) are included in the GMP fee

12 of 15

de F

9/07/2010

Programme than intended I painted may and he account must excee yet to be compared for the function of chance estimating and distinguished.

Like was graden	أستناه والمستوانية	THE RESIDENCE AND A STREET OF THE PARTY OF T	of approprie consensation and beauty to be provided that the second seco	and the second	arrivar arrentment.		A care in the course order		arati cular y asc y no	As a second of the	Carrie Manager Conference and Carrie Conference Confere
					į					100	
49. j.		Same of the same o		Natural Co.	Desir	No.	Cale:	Value (i)	AMA N		Land Control of the
DCR0144	فعدسوس	Cargo & Larras Capa Drivangs	As per CEC into making and meeting Sept		بنبين		وترجي وتنصيته			!	Schame Michigan
DCN0228			Charges w S25 and W17 detailed design	pierkana rei	****		1 xx - 12 - 12 - 1		•	fr.	Street Street Control of Control
DC#0232		Towar Place Bridge - Remove Bamp, Remove concrete Sownstand, Revise O.E Baseplate	640 ROC154	(10C154 (10C154A	21/01/2010 02/07/2010				ŧ,	t ,	Scope not yet confirmed - currently thought to be unapproveable. No Estimate included its GMP
DC#0248	Andrew Control	Forth Ports Section 1A - Force Abstrations	Additional constituents in Casino area						2	Tr	Scote net percendined to Companion despirator
CR0243		Advanced Directional Signing for Constitution St	Specific Communication of the sales of the s						Ē.	į.	Scope not yet continued, No Estimate included in GASP.
DCR0284		Dictions' Rid phone proof	Philip of their states conflicts conflicts: oath proposed their states divings						ê		And California Procession of CASE
CP10252		Mounting of sign plates on buildings or milings	Salth request to review all possibilities			*			*	*	Scool and yet contined. No Entirest reconst in Oute
DC90281	,	Southern St Vindact corning water	Design of curtain walta required at Planshard St in Neu of current fencing Designate in the vicinity of each abusinent	R0C167	20/05/2010		,		£ .	*	Scope not yet continued. No Estimate included in GMP
ocaozas		Murrayfield Transclop Layout Changes	Sphole, Fence and Turnsille Changes						8		Security a colonia to consequence operation
OCR0276	2	Elder Street Junction	Naturally Junesky at requested by CEC	F10C170	06/07/2016				E .		Son Charles and March (MOD)
OCRO278		Pleasily Place Detailed Design	F(400) 35 DCR0173 & DCR0221					in a later and a later and the second	ž ,		Scope (procedured W Extension school to (USP)
OCR0200	Early had Bank	Pedestrian Guardrad Change	Tagairinia ama in pasanais	. ده هسته سبب	منت سندن	بمعددهم		والمناف والمناوس	2	4	Successive processed Joseph State of the State of State
DCR0281		Doger Interchange - Name Change	Constitution Galeway		<u></u>				2		Contracts produced in GOAP
DCR0282		Gogat Interchange - A8 Drainage	Percent scrabbant sever		بتنسيب	مند المرامد الم		فيدنون فندنية	e	عبدين	Store delyel controls to i proper stored of the
				L.,	I			2		The same of the sa	The state of the s

13 of 15

de. F

9267/2010

EOT bewteen 26th September '09 and 2nd Nov '09

20/07/2010

Employee/Supplier	Data	Week					Total
OUANDIED MOON DOM		28/09/2009	05/10/2009	12/10/2009	19/10/2009	26/10/2009	
CHANDLER, JASON ROY	Sum of Quantity	35.5	34.5	37.5	37.5		
	Average of Contract Rate	95	95		95	The second secon	***************************************
	Sum of Contract Estimate	3372.5	3277.5		3562.5	2850	
CHANDLER, Mrs. CARLA (CARLA)	Sum of Quantity	11.5	29		33.5	· · · · · · · · · · · · · · · · · · ·	
	Average of Contract Rate	78	78	78		***************************************	CONTRACTOR OF THE PARTY OF THE
	Sum of Contract Estimate	897	2262		78	78	78
SHUDALL, KATE	Sum of Quantity	7.5	11.5		2613	2535	11232
	Average of Contract Rate	95	***************************************	12.5	12.5	12.5	56.5
	Sum of Contract Estimate	712.5	95 1092.5	95	95	95	And the Plane of
	Sum of Quantity	712.3	1092.5	1187.5	1187.5	1187.5	5367.5
\mathbf{v}	Average of Contract Rate	95		12.5	12.5	12,5	57,5
•	Sum of Contract Estimate		95	95	95	95	95
	Sum of Quantity	855	1045	1187.5	1187.5	1187.5	5462.5
	Average of Contract Rate	8.5	11	12.5	12.5	12.5	57
	Sum of Contract Estimate	95	95	95	95	95	95
	Com or Contract Estimate	807.5	1045	1187.5	1187.5	1187.5	5415
	Total Sum of Quantity			and the second second	and the second s		:

 Total Sum of Quantity
 72
 97
 112.5
 108.5
 100
 490

 Total Average of Contract Rate
 93.45454545
 91.6
 91.6
 91.6
 92.34375
 92.10077519

 Total Sum of Contract Estimate
 6644.5
 8722
 10050
 9738
 8947.5
 44102

Halcrow

Brian McCrear	85	
L	95	
	8075	8075
Laurie Mentiplay	85	7
	95	
	8075	8075

Total

€ 60,252.00

14 of 15

EOT bewieen 28th Fab '10 and 15th July '10

Enithoyen	Data	Work			1 2 2 2 2 2 2 2 2	2	t	7	Trans or the	1		The second		Street,		ACCOUNTS OF	* CHECKIA	31452316	Sent SA	a 05/07/201	Note:
	1	01/03/2010	08/03/2010	15632910	2103/2010	22034000	usomora	12704/2010	18/04/2010	46/04/2010	02/05/2010	10/05/2019	17/05/2010	24/05/2010	O THORSEN IN	Awarmin	HANDOWN IN	20002030	TORSING THE PARTY OF	# JOY 07 1 20 1	6394 A
HANGLER JASON ROY:	Stan at Calamay.	36.0	38.5	37.	34	30	. 10	15	A	1	23.0	. 30	37.5	305	22.0			7 7 7 2	PARTITION AND THE PARTY OF		
	Alemae of Contract Pare	185	25	1 18		1/2	1 92	*95						3	1, 2,54,5		1562.5	2000	1362	-	1
	Son of Contact Estimate	3372.5	3562.5	5 3562.5			2890	1425	1	1	21145	12850		3887.5	137	annous and	- Algozo	16		51, *** 13	
HIJCAUL KATE	Similal Charmy	19.5	418 3	12.5	19:5		10	12.5		19.5	25		12.5		FV-48 46	12.5	10	210		31	
	ANNINGS OF CONTRACT FIRST	. 30	. 05	¥.	0.5		100	25		95	3	395	1/2	145	20	1187.5	950			3 -118)	18162
	Sum of Contract Extension	9972		· athre			960	4157,5	50	11875	* 2075	478	3187.5	300	100	1704.7	230				
	Sum of Ouncilly	10.1		128	12.5	·		3 72.5	3.	18.5	2.0		134		<u> </u>	153		e 35			
	Average of Contract Rate	98			95		395	35		95	×	92			30	1173		950	22397	K	381
	Sum of Contract Exposure	VIIIT.		1187.5	11073		1950	1182.5	8975	(1975)		4/0	31873	1 100	950						
	Spen of Observey	12.5	12.5	12:	123	Y	10	12.5		723			L. manufactural de la constantial de la constant		2	1,600					60
	Average of Countries Flate:	34	160		93		1			100	2324	- 22	0.00	<u> </u>	-	11222		450	410		
	Sum of Compact Estimate	1107.5	1187.5	1187	11873	473	3	1167.5	40	Haza			74260	230		3,747-2	1226.23	731,38			· 8525
	Plumpin Scoon		2		1	1	نستنسبت					177	74260	-	1		1725.21		***************************************	1	2031 1533
	Pleasing Supplied	-	1 ,			13	1			ونسنستا			3428.0				1724.3			TO THE WAY	
	Planning Suspen	-					1	4			1	* No. 200 A . 1			Library 1	4.3	VIEANC DA	300014		i manag	8085
Islan Sum of Disprity		3		7.	Yt.5	- 49	- 50	327	17.		30	12	7601.0	9/2	1 26	20	ALEX DECCES	Assessant		XI.	12,120
Total Average of Contract Folia		5.5				1 19	95	95		85	95		444,0900474	64173		74.13	19//2200001	- 6821.15			
Tacal Street of Comment Secretary	1	674	7) 23	713	6790.5		5,200	4987.0	18524	3662.5	2050	₹4375	14537.08	1 6612.5	4983.5	(1,000,00	ID-SPIC	37 - 000037401			of Consum.

Management of completion os SDS Phase III works:

& &

15 of 15

APPENDIX 2

VALUATION OF TIE CHANGES AND PROLONGATION

1 TIE CHANGES

- 1.1 We propose that amendments to the existing Schedule Part 4 Appendix G would be appropriate to simplify the rules concerning valuation of tie Changes and to establish rates for valuation of prolongation.
- 1.2 The valuation of any tie Change will continue to be made in accordance with Clause 80.6.
- 1.3 Where Clause 80.6.3 and/or 80.6.4 applies and to the extent that they apply to a tie Change then the valuation shall be on the basis of Actual Cost or Estimated Actual Cost.
- 1.4 In respect of a valuation of any work under 1.3 above the tie Representative shall apply head office overheads and profit percentages to the appropriate elements of Actual Cost or estimated Actual Cost as follows:
 - (a) Civil Engineering works

10%

(b) Systems and Track works

17%

- 1.5 In all cases where a tie Change is being valued in accordance with Clause 80.6, Site related overhead (Preliminaries) shall be valued and added as follows:
 - 7.4% to be added to the net valuation of the tie Change to cover the Consortium Preliminaries.

17.5% to be added to the net valuation of the tie Change to cover any other Preliminaries with regard to any tie Change associated with Civil Engineering Works, provided that this calculation shall in no case apply to Systems and Trackwork or claims for other Preliminaries in relation to prolongation costs arising from extensions of time or delay.

Site related overhead (Preliminaries) in respect of Systems and Trackwork and in respect of Tram Supply Obligations shall be valued in accordance with paragraph 2 (Prolongation) below.

2 PROLONGATION

- 2.1 Infraco acknowledges that the principle of valuation of prolongation costs arising from extensions of time granted has been established through the mediation process leading to agreement of the Estimate for Infraco Notification of tie Change number 1. tie Change Order number 116 reflects the basis of this agreement. Infraco proposes that:
 - (a) Prolongation costs including Preliminaries elements relating to Systems and Trackwork shall be based on Actual Cost or Estimated Actual Cost of the resources and/or labour employed by Infraco or its sub-contractors.
 - (b) In respect of the valuation of cost elements relating to Systems and Trackworks, 17% is to be added to the Actual Cost or Estimated Actual Costs in respect of related head office overheads and profit percentages.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 14 of 33

che F

- Preliminaries elements in relation to prolongation costs which relate to Civil Engineering Works arising from extensions of time or delay, valued in accordance with the rates set out in Appendix 2.1 hereto.
- (ii) In all cases where prolongation is being valued in accordance with Clause 80.6 costs which relate to the Tram Supply Obligations shall be valued on the basis of Actual Cost or estimated Actual Cost.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 15 of 33

APPENDIX 2.1

PROLONGATION CALCULATION WORKSHEET

See Attached Supplemental Information CD:

Appendix 2.1 - Prolongation Calculation Worksheet

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 16 of 33

Edinbusch Tram Network

Project Carilsie: "Guaranteed Maximum Price"

Billinger Berger - Projongation Calculation Sheet

Appendix 2.1 Page 1 of 1

r Berger Preliminaries		The control of the same of the		The second secon	ataga ay sang pagagana Sang Sang Sang Sang Sang sang sang	tande managasteria participana n English La Santananan addis	
Section of Works	Description of Works	Contractor	Start Date	er Carillaio Finish Dato	(Delay (Wks)	Weekly Fate	ัสท
	BB - Overhead cost (Staff, Office, Business Cost)	Billinger Berger	01 July 2010	20 August 2012	0,00	£ 117,030.87.	£
, , , , , , , , , , , , , , , , , , , ,					Consortium Offic	e/Overhead Subtolet .	And the same and the same of the same
Section of Works	Description of Works	Contractor	Project Start Date	ct Carlisia Finish Date:	Delay (Wks)	Weekly Rate	Total
1A .	Enabling Works Ch 0-550 to Tower Place Bridge	Bilfinger Berger	01 July 2010	13 June 2011	0.00	£ 5,852.94	\$
1A	Traffic Management	Billinger Berger	01 July 2010	06 May 2011	0.00	ξ .	£ .
1D .	Haymarket to Lothian Road Junction Ch 350 - 1250	Bilfinger Berger	01 July 2010	20 April 2012	0.00	£ 11,596.48	£
1D .	Traffic Management	Bilfinger Berger	01 July 2010	05 April 2012	0.00	٤	2
						'On Street' Subtotal	, C
2A / 5A (partly)	Häymärket to Mürrayfield Underpass	Bilfinger Berger	01 July 2010	20 March 2012	0,00	£ 13,279.90	ε - 3
5	Section 5 overall	Bilfinger Barger	01 July 2010	20 March 2012	0.00	£ 35,560.03	£
6	Depot Area.	Billinger Berger	01 July 2010	16 December 2010	0.00	£ 5,352.73	3
7A / 5C (partly)	Depot to Edinburgh Airport	Bilfinger Berger	01 July 2010	25 July 2011	0.00	€ 8,259,43	€ -
						'Off Street' Subtotal	2
					Bliffinger Berger Pr	reilminaries Subtotal	
	Section of Works 1A 1A 1D 1D 2A / 5A (parity) 5	BB - Overhead cost (Staff, Office, Business Cost) Bection of Works Description of Works 1A Enabling Works Ch 0-550 to Tower Place Bridge 1A Traffic Management 1D Haymarket to Lothian Road Junction Ch 350 - 1250 1D Traffic Management 2A / 5A (partly) Haymarket to Murrayfield Underpass 5 Section 5 overall 6 Depot Area.	Section of Works BB - Overhead cost (Staff, Office, Business Cost) Billinger Berger Bescription of Works Description of Works Contractor 1A Enabling Works Ch 0-550 to Tower Place Bridge Billinger Berger 1A Traffic Management Billinger Berger 1D Haymarket to Lothian Road Junction Ch 350 - 1250 Billinger Berger 1D Traffic Management Billinger Berger 2A / 5A (partly) Häymarket to Murrayfield Underpass Billinger Berger 5 Section 5 overall Billinger Berger 6 Depot Area. Billinger Berger	Section of Works Description of Works BB - Overhead cost (Staff, Office, Business Cost) Billinger Berger O1 July 2010 Section of Works Description of Works Contractor Froje (Contractor Staff Date Proje (Contractor Staff Date (Contractor Taffic Management IA Enabling Works Ch 0-550 to Tower Place Bridge Billinger Berger O1 July 2010 1A Traffic Management Billinger Berger O1 July 2010 1D Haymarket to Lothian Road Junction Ch 350 - 1250 Billinger Berger O1 July 2010 D1 Traffic Management Billinger Berger O1 July 2010 D2A / 5A (partly) Häymarket to Murraylield Underpass Billinger Berger O1 July 2010	Section of Works Description of Works BB - Overhead cost (Staff, Office, Business Cost) Billinger Berger Contractor Billinger Berger O1 July 2010 20 August 2012 Project Carilate Staff Date Finish Date F	Section of Works Description of Works BB - Overhead cost (Staff, Office, Business Cost) BB - Overhead cost (Staff, Office, Business Cost) Billinger Berger Of July 2010 Project Carliste Contractor Contractor Traffic Management Delay (W(s)) Billinger Berger Of July 2010 Depot Area Billinger Berger Of July 2010 Depot to Edinburgh Airport Billinger Berger Of July 2010 Depot to Edinburgh Airport Delay (W(s)) Delay (W(s)) Project Carliste Finish Dates W/ Finish Dates W/ Finish Dates W/ Safart Date Contractor Contractor Safart Date Saf	Section of Works Description of Works Contractor Staff, Office, Business Cost Billinger Berger 01 July 2010 20 August 2012 0.00 £ 117,030.87

S	ection of Works	Description of Works	Contractor	Proje	ct Carlisie	Delay (Wks)	Weakly Rate	Total
4.60	an danak kemendikabbat 19 Kes		Control of the Contro	Start Date	Finish Date	And the State of t	Company of the Company of the	199
n Street	1A	Enabling Works Ch 0-550 to Tower Place Bridge	McKean & Co	01 July 2010	13 June 2011	0.00	€ 35,774.08	2
4	1A	Traffic Management	Class One	01 July 2010	13 June 2011	0.00	£ 9,401.43 £	
	1D	Haymarket to Lothian Road Junction Ch 350 - 1250	McKenzie Construction Ltd	01 July 2010	20 April 2012	0.00	£ 42,661.45	g .
- Jan 1987	1D	Traffic Management	Class One	01 July 2010	20 April 2012	0.00	£ 16,037.73	2 -
		7. A	The second of the second secon				'On Street' Subtotal 1	* ***********************************
Off Street	2A / 5A (partly)	Haymarket to Murrayfield Underpass	John Graham (Dromore) Ltd	01 July 2010	20 March 2012	0.00	£ 99,976,97 E	Ε
	5 (S)	All Structures (only)	Expanded	01 July 2010	27 September 2011	0.00	£ 76,025.45 £	ž .
	5 (O)	All Other works (excl. structure).	Other Sub-Contractors	01 J uly2010)	20 March 2012	0.00	€ 27,600.37	ž.
	6	Depot Area	Barr Limited	01 July 2010	16 December 2010	0.00	£ 33,210.26 £	2
	7A / 5C (partly)	Depat to Edinburgh Airport	Farrans Ltd	01 July 2010	25 July 2011	0,00	£ 44,093,79 £	2
	Off Street	Traffic Management	Class One	01 July 2010	27 September 2011	0.00	£ 38,158.73 E	2
	- war						'Off Street' Subtated	
	process and the second				فأستسنانا أستها فكالمساخلات المتالية	7	-Contractor Subtotal E	The section of the section of the section

Printed: 29/07/2010

APPENDIX 3

GMP DRAWINGS

3.1 BSC GMP Drawings

See Attached Project Carlisle BBUK GMP CD:

See Attached Supplemental Information CD:

Appendix 3.1a - GMP Drawing Register 1

Appendix 3.1b—GMP Drawing Register 2

Appendix 3.1v - GMP Drawing Register 3

3.2 Siemens Design Submissions

See Affached Carlisle Stemens Appendix 3 CD:

CONFIDENTIAL - Project Carlisle Initiative Proposal

age 17 of 35

CEC02084560_0057

APPENDIX 4

PROJECT CARLISLE SCOPE

The design, construction, installation, commissioning, tram procurement and supply, system integration, infrastructure maintenance, tram maintenance and supply of related equipment, spares and materials, warranties, information, licences and related infrastructure in respect of those parts of the Edinburgh Tram Network as defined in this Proposal:

Off-Street Works to the following Sections from Haymarket to Edinburgh Airport:

- 1. Section 2A Haymarket to Roseburn Junction;
- 2. Section 5A Roseburn Junction to Balgreen;
- 3. Section 5B Balgreen to Edinburgh Park Central;
- 4. Section 5C Edinburgh Park Central to Gogar;
- 5. Section 6 Gogar Depot;
- 6. Section 7A Gogar to Edinburgh Airport.

On-Street Works to the following Sections from Haymarket to Princes Street East:

- 1. Section 1D Princes Street West to Haymarket;
- 2. Princes Street West to the east end of Princes Street East (i.e. Terminal Point).

Enabling Works in Section 1A are as follows and as detailed in the electronic record of "GMP Drawings"

- 1. Newhaven Tramstop to Retaining Wall 1A fill to underside of trackslab;
- 2. Lindsay Road Retaining Walls 1A, 1B, 1C and 1D design and construction;
- 3. Lindsay Road Link Road to Ocean Drive removal of retaining wall and footpath, removal of trees and ground preparation, placing of earthworks fill and re-grading of profile;
- 4. Lindsay Road lowering works;
- 5. Tower Place Bridge works to be completed, including the final roadway and the track as per shallow track design completed by SDS;
- N.B. No systems-related works required.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 18 of 33

In General

The Guaranteed Maximum Price is for the construction and delivery of the design shown on the drawings, specifications, schedules and submissions contained in the electronic record of "GMP Drawings". Changes in Procurement Laws, Tax Rates, Design Standards or Specifications, or changes in the Code of Construction Practice shall be considered a tie Change.

For the avoidance of doubt and further reference below to the Guaranteed Maximum Price being based on the GMP Drawings in the individual localities, is simply for added emphasis. Infraco shall not be obliged to build anything other than the design shown in the GMP Drawings unless instructed otherwise by tie through a tie Change Order, or as negotiated between the Parties.

Roseburn Viaduct

The Guaranteed Maximum Price is based on the drawings, specifications and schedules contained in the electronic record of "GMP Drawings".

Gogarburn Landfill Site (Section 7A)

The Guaranteed Maximum Price is based on tie's recommendation, which is included in the electronic record of "GMP Drawings", which amends trackform to ballast and includes a track retaining structure in the vicinity of the 50m radius curve to the east of Gogarburn Bridge and an element of earth retention. The GMP Programme assumes that a maximum three month surcharge period is required and that access will thereafter be available to Infraco in accordance with its the GMP Programme.

Outstanding Approvals etc.

Consents from Third Parties, in so far as it is required to obtain agreement of approval, have been identified when possible in the Programme. In the event other Consents or Third Party Approvals are required they shall be procured by tie in accordance with the GMP Programme, and in the event of a delay or additional cost Infraco shall be compensated by tie Change Order.

Trackform Type Confirmation

The trackform type at each location is based on the actual design as defined in the electronic record of "GMP Drawings" (SPM-TRW-GEN-0018)

Murrayfield Stadium Accommodation Works

These works are being carried out by others with an expected completion date of 31 October 2010. The GMP Programme is based upon this completion date and assumes that access will be available thereafter in accordance with the GMP Programme.

South Gyle Access Bridge - sewer clash at [Structure Number 26]

The sewer is being diverted by others with an expected completion date of 31 October 2010. The GMP Programme is based upon this completion date and assumes that access will be available thereafter in accordance with the GMP Programme.

The Guaranteed Maximum Price will be based on the Drawings as included in the electronic record of "GMP Drawings".

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 19 of 33

Gogar Interchange

The Guaranteed Maximum Price does not include for the Gogar Interchange. The Guaranteed Maximum Price is based on the GMP Drawings.

New Ingliston Limited ('NIL')

The Guaranteed Maximum Price is based on the Drawings as included in the electronic record of "GMP Drawings".

Airport Retaining Walls W14 & W15

The Guaranteed Maximum Price is based on the Drawings as included in the electronic record of "GMP Drawings". Any changes required to accommodate the outcome of the flood modelling works are not at the risk of Infraco save for alterations required to the weir within Culvert No.3.

Airport Kiosk Design

No further future proofing is allowed in the Guaranteed Maximum Price.

The Guaranteed Maximum Price is based on the current developed elliptical design which is included on the drawings as included in the electronic record of "GMP Drawings".

Tramstop Design

The Guaranteed Maximum Price is based on the Drawings as included in the electronic record of "GMP Drawings".

Substation Design

The Guaranteed Maximum Price is based on the Drawings as included in the electronic record of "GMP Drawings".

Protection of Services

The protection and support of services are excluded from the Guaranteed Maximum Price.

Landscaping

In respect of landscaping works, Infraco shall be deemed to have met all requirements relevant to landscaping which are necessary to enable the issue of a Certificate of Sectional Completion provided that the only outstanding works relate to planting. Infraco shall then carry out the planting works at the beginning of the next planting season.

Section 2A at Haymarket: Phase 1a/1b Interface Design

The Guaranteed Maximum Price is based on the Drawings as included in the electronic record of "GMP Drawings". The Guaranteed Maximum Price does not include any work within Section 3A as part of Phase 1a or Phase 1b.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 20 of 33

CEC02084560 0060

Network Rail: Form C Submissions

The Guaranteed Maximum Price is based on the standard requirements for Form C submissions and on approvals being given in line with the Programme. tie shall assist the Infraco in obtaining all relevant approvals.

Third Party Agreements at Edinburgh Park and Airport

The timetable constraints as detailed in the Third Party Agreement licence with Edinburgh Airport Ltd. (EAL), other than agreeing respective completion dates for the approved packages are not applicable in executing the scope of Project Carlisle.

The existing New Edinburgh Ltd. (NEL) license has deadlines of 18 months (excluding Edinburgh Park Viaduct) and 24 months (at the viaduct), which are about to expire. For the purposes of the Guaranteed Maximum Price Infraco has assumed that the required timeframes can be agreed with NEL by tie / CEC to allow Infraco to construct, test and commission in accordance with the GMP Programme.

Any impact of these dates on the GMP Programme shall be dealt with separately as a tie Change and an appropriate tie Change Order will be issued.

Overall Traffic Management Model Approval

The Guaranteed Maximum Price is based on the drawings, specifications and schedules ("GMP Drawings"). The Infraco shall comply with the requirements of the Employer's Requirements. Any required Change to the Employer's Requirements or any preferential or other design changes required by CEC will be dealt with separately as a tie Change and an appropriate tie Change Order will be issued.

OLE Vehicle Impact Report

Infraco is responsible for obtaining CEC's acceptance and agreement. To date, CEC has not responded within the Approval Period as specified within the Infraco Contract. Any required Change due to late comments by CEC will be dealt with separately as a tie Change and an appropriate tie Change Order will be issued.

Lochside Avenue Junction

The Guaranteed Maximum Price is based on the drawings, specifications and schedules approved by CEC on 20 May 2010 and included in the electronic record of "GMP Drawings". The Guaranteed Maximum Price assumes no further comments or Informatives raised by CEC beyond those comments provided with the Approval of this design.

Changes to Traffic Regulation Orders (TROs)

tie is responsible for promotion and making of all necessary TROs to meet the PC Programme. tie confirms that Infraco have provided all necessary documentation and support required to support TRO I (defined as necessary for tram operations) for all onstreet (Line 1) and off street (Line 2) sections. Further, Infraco is not responsible for the cost of any changes or amendments to any TRO documentation (drawings, schedules or reports) or to the design as a result of the TRO process or for any delays to the PC Programme due to a delay in the TRO process. Infraco is not responsible for the cost of any abortive works or delays due to the final "made" TRO impacting on the IFC design or changes to the GMP Drawings.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 21 of 33

Drainage Alignment Drawings (Off-Street)

Any changes required to the current design on the drawings, specifications and schedules ("GMP Drawings), including both the impact on design and in construction, shall be dealt with separately as a tie Change and an appropriate tie Change Order will be issued.

OLE Interface at Tower Place Bridge

The Guaranteed Maximum Price is based on the drawings, specifications and schedules ("GMP Drawings").

OLE Interface at Russell Road Retaining Walls 3 & 4

The Guaranteed Maximum Price is based on the drawings, specifications and schedules ("GMP Drawings").

Interface with Scottish Power at Depot

Meter arrangements and Local Power supply provider shall be in place by 12 July 2010.

Way-leave clarification shall be finalised and approved by tie by 12 July 2010.

Washing Plant

The Guaranteed Maximum Price is based on the Siemens proposal and the actual status of design. Any additional arrangements shall be subject to a tie Notice of Change and an appropriate tie Change Order will be issued.

Combined Poles

The Guaranteed Maximum Price includes all pole extensions required to allow for the implementation of the street lighting integrated with the OLE poles for the original scope of work as indicated on the IFC drawings. The installation of the extensions and provision / installation of the street lighting beyond east end of Princess Street have to be performed by others.

Cable ducts

Cable duct connections between ETN and the Urban Traffic Control (UTC) and the City in View CCTV Control in a size of 150 mm diameter are not allowed in the Guaranteed Maximum Price due to an outstanding clarification on the right of way and the related design.

Noise & Vibration

Due to outstanding issues, the design and construction of the Floating Slab (Floating Track) as a Noise & Vibration protecting measures, no allowance has been made in the Guaranteed Maximum Price.

HV/LV Supplies

The Guaranteed Maximum Price includes the value confirmed in TNC 014. (INF CORR 2304/RB). Any modification required for the HV / LV supply shall be subject to additional TNC.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 22 of 33

Utilities / Utility Works

The Guaranteed Maximum Price does not include for any Utilities, utilities or any Utilities Works that will be required to accommodate the Infraco Works other than those that have already been implemented through a tie Change Order.

Contaminated Materials

The Guaranteed Maximum Price does not include for dealing with contamination other than that which has been implemented through a tie Change Order. tie will be responsible for the risk associated with contaminated land, including contaminated materials and plants.

Below ground obstructions/voids

The Guaranteed Maximum Price does not include for any occurrence of archaeological findings, obstructions or voids below the original ground level other than those that have been implemented through a tie Change Order.

Trackbed & Foundation to Section 1D - Princes Street West to Haymarket

The Guaranteed Maximum Price is based on the "GMP Drawings".

Road Reconstruction to Section 1D - Princes Street West to Haymarket

The Guaranteed Maximum Price is based on the "GMP Drawings".

Duct Bank to City Chambers

No civil works have been allowed in the Guaranteed Maximum Price for any construction work from Princes Street to the City Chambers.

Design Assurance Statements

Infraco will carry out all necessary assurance statements, approvals and consents for the design, construction, testing and commissioning of the Edinburgh Tram Network in respect of those parts defined in this Proposal, with respect to the Safety Assurance Plan to enable tie to comply with ROGS and other key statutory requirements.

tie Change Orders

Infraco and tie are in the process of negotiating numerous tie Change Orders, however it is unlikely and unnecessary that they will be finalised prior to submission of this Proposal, in so far as the estimated amounts of these tie Change Orders have been incorporated in the GMP. Since Change Orders may have been issued after 30 June 2010 the GMP will require minor adjustment, as that the GMP only makes allowances for tie Change Orders issued prior to this date. However, in the instances where tie has issued Change Orders which contain qualifications, the qualifications remain valid and have been utilised in the development of the GMP.

Siemens' Materials and Equipment regarding the sections east of Terminal Point

The Guaranteed Maximum Price includes the value of all materials and equipment which Siemens has already ordered for the scope east of Terminal Point. The Guaranteed Maximum Price includes for delivery of all said materials and equipment, DDP (incoterms 2000) up to the defined projects warehouse in Edinburgh area. Arrangements

CONFIDENTIAL - Project Carlisle Initiative Proposal.

Page 23 of 33

have to be made by the for taking over the project warehouse after completion of construction works for the initial phase or the transport of materials and equipment to other suitable locations.

An itemised and priced material schedule will be provided for the sections east of the Terminus.

The Guaranteed Maximum Price is based on Infraco providing irrevocable vested ownership of these materials and equipment in favour of CEC, including transfer of title, risk and custody at a date which shall not exceed the Section C, Sectional Completion Date identified on the Programme, Revision 1- refer to activity ID 1000 of the Programme. For clarity, this is the latest date at which the last material or equipment should have been incorporated into the Works under the Programme, Revision 1.

The Guaranteed Maximum Price is predicated on the "Project Carlisle Change order allowing the immediate payment, per the itemised material schedule and within 60 days after physical delivery to the projects warehouse, of each and every such material and equipment for the sections east of Terminal Point.

The Guaranteed Maximum Price includes for warranty for all the above materials and equipment, for a warranty period expiring on 10 March 2013, i.e. two years after the Section C, Sectional Completion Date identified on the Programme, Revision 1.

Due to missing timeframes, cost for storage of the materials and equipment after providing irrevocable vested ownership as defined above is excluded from the Guaranteed Maximum Price. Siemens do not have long term arrangements beyond the Section C, Sectional Completion Date identified on the Programme; Revision 1 for its outsourced storage facilities in the Edinburgh area, the Guaranteed Maximum Price only includes cost for storage of the materials and equipment at Siemens' own or subcontracted onshore and/or offshore facilities, for the above, until that date.

Tram Supply;

The Guaranteed Maximum Price includes for all costs incurred by CAF in storing trams at their factory in Spain (Option 1), and all other related costs (insurance, warranties etc) in accordance with Project Carlisle (See Appendix 1.3).

Designs Services (SDS)

Included in the Guaranteed Maximum Price is the cost for the preparation of all known works that the SDS Provider is currently aware of to complete the current scope. This includes the outstanding works relating to the original SDS design, design that has been subject to changes due to the alignment workshop process, changes requested by Infraco and changes driven by revised requirements from third party stakeholders and approvals bodies such as City of Edinburgh Council, tie, BAA, Forth Ports etc.

Also included in Appendix 1.4 CD, is a schedule of potential tie Changes that have been initiated, but for which, at the time of preparation of the Guaranteed Maximum Price, the scope was undefined. In these areas no instruction has been issued by tie. In most cases these tie Changes impact on a design that is complete, and compliant with the Employer's Requirements and the requirements of the Tram Design Manual, Third Party Agreements, CEC Standards and other core reference materials. These changes, if instructed, will result in changes to the GMP Drawings.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 24 of 33

For the sake of clarity, these tie Changes have been excluded from the Guaranteed Maximum Price scope as it is recognised that it is entirely within the gift of tie to choose not to amend the current design presented and thereby mitigating cost and programme impact. Having reviewed the potential tie Changes for cost and programme savings we can see no added benefit in adopting the changes proposed in this schedule.

In preparing the Guaranteed Maximum Price, SDS has assumed that there will be no further changes required to the design, above and beyond those identified on the attached change schedules and as noted above. Given the exhaustive consultation approach that has been adopted with the relevant approvals bodies and the number of iterations of design that have been produced, comments received and subsequently incorporated, SDS believe the design to be robust and that all outstanding Technical and Prior Approvals could and should be granted by the relevant departments of the Approvals bodies without further change to the design. As such no allowance has been made for further design change in the production of the Guaranteed Maximum Price.

Specifically excluded from the Guaranteed Maximum Price are the following issues that at one point or another have been discussed, but not formalised or progressed by the Parties:

- 1. Stage E Landscape Drawings as per CEC Informative and Meeting held in September 2009;
- 2. South Gyle Access Bridge Detailed Design beyond Changes in S26 and Wl1 detailed in design as per DCR0133 feasibility report;
- 3. Tower Place Bridge design to reflect the removal of the ramp, concrete downstand, or revisions to the OLE, as per RDC154;
- 4. Forth Ports Section 1 A fence alterations due to additional constraints in the Casino area;
- 5. Advanced Directional Signing for Constitution Street to address additional signs;
- 6. Lindsay Road phone mast construction conflicts;
- 7. Mounting of sign plates on buildings and railings;
- 8. Roseburn Street Viaduct curtain walls in lieu of the current fencing proposal at each abutment;
- 9. Murrayfield Tramstop Layout Changes to bollards, fence, and turnstiles;
- 10. Elder Street Junction redesign;
- 11. Picardy Place Detailed Design as per DCR0173 and DCR0221
- 12. Pedestrian Guardrail Changes;
- 13. Gogar Interchange name change to Edinburgh Gateway;
- 14. Relocation of the combined sewer at Gogar interchange.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 25 of 33

Completion Dates and Liquidated Damages

Liquidated Damages will apply at the Infraco Contract rates and as per the terms of the Infraco Contract. However, the Planned Sectional Completion Dates are as identified in GMP Programme in Appendix 5 and are defined in the Executive Summary.

Liquidated Damages associated with tram delivery / tram commissioning in the Tram Supply Novation Agreement, the Tram Supply Agreement, and the Infraco Contract shall not apply any more, since the necessary progress of the tram delivery and tram commissioning has been included in the revised dates for the Planned Sectional Completion. The agreed commissioning dates for the Trams should be linked in the completion dates.

Schedule Part 4 Pricing Assumptions

We believe that a joint review of the existing Specified Exclusions and Pricing Assumptions in Schedule part 4 is required to enable agreement to be reached on a substantially reduced list.

Maintenance

The maintenance GMP is based on the current design as detailed in the GMP Drawings. If this is later subject to a Change Order, including any change to the agreed split of responsibilities within Schedule Part 2, then this shall be valued in accordance with clause 80.6.

The GMP is based on the assumption that the total maintenance period does not exceed 10 years starting with the service commencement date for Section D (as described in Appendix 5.2).

In view of the Project Carlisle revisions, we do not believe that certain conditions remain appropriate and we therefore we would like to review and to discuss the incorporation of the following points with respect to the Maintenance Services:

- 1. Removal of the voluntary termination by tie clause (89), which leads to a 10 year maintenance contract period.
- 2. Removal of the cap applicable to indexation on Spare Parts and infrastructure mobilization amounts, currently capped at a maximum aggregate amount of 50,000GBP.
- 3. Indexation: shall be for the full scope of maintenance, including mobilisation and initial spares.
- 4. Introduction of a Benchmarking point (at 5 years) regardless of whether there is any change in applicable law.
- 5. Renegotiation of Liability caps, as defined in Schedule Part 1, in the Maintenance Cap.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 26 of 33

Maintenance Pricing

To reflect the Maintenance programming modifications required by Project Carlisle the Maintenance Pricing requires adjustment. The following Table identifies the Maintenance Pricing categories and Revised Amounts. Tram Maintenance and Mobilisation is included in the price provided by CAF, see APPENDIX 1.3 -CAF - Guaranteed Maximum Price Breakdown.

Maintenance Pricing

litifaco	Value
Infraco Maintenance limited to scope as defined in Infraco "Project Carlisle" Proposal	£25,133,013.00
Infraco Maintenance Mobilisation	£1,782,292.00
Infraco Maintenance	£26,915,305.00
Infraco Spare Parts	£1,013,090.00
Total Infraco	£2 7 ,928,395.00
CAF	Value
Tram Maintenance	TBA
Maintenance Mobilization	£2,275,806.00
Total CAF	TBA

TBA = To Be Adjusted by CAF/Tie when Km/year of operation is decided (it is presumed that the total amount will be below the minimum foreseen in Tram Maintenance Agreement table for price adjustment according to distance and will therefore require an agreement of the price per kilometre. If that is not the case, TMA prices will be applied)

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 27 of 33

APPENDIX 5

INFRACO PROJECT CARLISLE PROGRAMME

- 5.0 Narrative
- 5.1 GMP Programme
- 5.2 Sectional Completion Dates

5.0 Narrative

General

The start date (data date) of the programme is 12 July 2010. For work activities currently under construction their actual progress at 12 July 2010 is taken as the start point of the programme.

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. Assumptions and factual statements upon which the Programme has been prepared are as set out in this document. General assumptions are as follows.

Version 59 of the SDS design programme has been used to establish milestone dates for the Issue for Construction drawings. We have assumed that there will be no amendments to the SDS design programme.

The programme is based on MUDFA having completed all works and all utilities being diverted that would conflict with INFRACO operations.

The scope of work considered is that for and set out in this Proposal. Therefore, this programme as set out in Appendix 5 was set up only with regard to the Project Carlisle Proposal and based upon the scope provided herein.

Section Completion Dates

Section 1A

The programme for the enabling works at Newhaven which includes Lindsay Road Retaining Wall and the lowering of Lindsay Road is an extract of the relevant sections of the proposed Programme Revision 3A. The construction sequence therefore relies upon the availability of the Forth Ports diversion road. This diversion route permits the simultaneous construction of Lindsay Road Retaining Wall W1A and the lowering of Lindsay Road whilst still maintaining traffic flows.

The GMP Programme assumes a commencement of work on 16 August 2010 for the lowering of Lindsay Road, any late commencement may impact the sectional completion date.

The Programme assumes that all necessary Utility diversions have been completed in this area prior to the Infraco Works commencing.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 28 of 33

The GMP Programme assumes that all 3rd Party approvals / licences will be in place for these works to commence in accordance on 3 August 2010, any late commencement may impact the sectional completion date.

The programme for Tower Place Bridge enabling works is extracted from the Programme Revision 3A and progressed to 12 July 2012. The programme only accounts for the tie relocation of utilities from North to South. Any delay in relocating the utilities, or additional works undertaken by tie may impact the sectional completion date.

Section 1C / 1D

The GMP Programme assumes that the terminal point for the works is the east end of Princes Sweet where the tracks are currently constructed to.

The programme for the track works from Lothian Road to Haymarket is extracted from the OSSA programmes.

The GMP Programme assumes commencement of the on street works between Lothian Road and Haymarket work on 6 September 2010, any late commencement may impact the sectional completion date.

The programme assumes that the all necessary utilities will be diverted and all approvals/ licences in place to enable these works to commence on 6 September 2010.

Work scope now allows for:

- Additional excavation and construction to full depth including a 600mm capping layer and disposal of surplus material.
- Traffic Management and access issues related to the loss of working street width as a result of increased excavation depth.
 - Support to excavations due to adjacent live traffic.
 - Ground improvements beneath the track slab.
 - Protection of existing ductwork exposed as a result of the increased depth of excavation.
 - · Addition of an RC Improvement Slab.
 - Additional traffic management constraints, parking bays, bus stops, and taxi bays within working areas.

Pedestrian traffic will be catered for by controlled crossing points at specified locations, yet to be mapped.

The works are scheduled with no risk allowances for the condition of the street handed over after MUDFA/Utility Works.

Full construction depth is allowed for in the programme, but issues with services conflicts as a result are not allowed for in the plan.

The Works are also not scheduled with any risk allowances for unforeseen issues e.g. below ground obstructions, voids, soft or contaminated material

The programme is planned using a 5 day effective working week and the phasing of the works is in accordance with current approved traffic management schemes. Calendars include August and Christmas Embargo periods together with site holidays, but no shutdown for summertime trades holidays (2 weeks).

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 29 of 33

ch 7

CEC02084560 0069

No demobilization and remobilization periods have been incorporated into the GMP Programme around embargo dates, as that the work areas will be secured utilizing the protective fencing and security services.

All the construction programmes assume that all MUDFA/Utility Works within the Works Areas are complete by the planned Commencement Dates. We understand that a "Utilities Conflict Schedule" is available; however no allowance for these activities is included. Any delays resulting from this may have a considerable effect on construction periods.

Section 2A

The GMP Programme assumes a commencement date of 9 August 2010 for the removal and replacement of soft ground, any late commencement may impact the sectional completion date.

Section 5A

Detailed programmes are available for all structures. The GMP Programme shows summaries of these programmes.

The construction works in general are subject to Network Rail approval. An eight week (plus three week "cooling off period") has been assumed for all Network Rail form C approvals. A four week (plus three week "cooling off period) has been allowed for the approval of all Works Package plans. The programme generally shows the latest dates for these approvals.

The GMP Programme assumes hie will procure all necessary approvals to allow the commencement of demolition in Plots 96, 97, 101 & 102, before 9 August 2010, any late commencement may impact the sectional completion date.

Section 5B

The GMP Programme assumes a commencement date of 30 August 2010 for the track drainage works in Section 5B, any late commencement may impact the sectional completion date.

Section 5C

The GMP Programme assumes a commencement date of 30 August 2010 for the track drainage works in Section 5C, any late commencement may impact the sectional completion date.

The completion of the track and M & E works at the depot is dependent on the completion of the depot access bridge superstructure. The Programme assumes that the works to the depot access bridge will be accelerated to 7 days a week working from the 1 September 2010.

Section 6A

No comments.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 30 of 33

Section 7A

The Programme assumes that the settlement period for the Gogar Landfill Site will be limited to 3 months.

The Programme also assumes that BAA will grant a licence for works on their land to recommence on 24 August 2010.

Revisions to the W14 Retaining Wall, received on 16 July 2010, have required re-pricing by BSC, Sub Contractors, and Material Suppliers. At this time we believe the responsible response to this change is to include in the GMP the Conceptual Price provided by one Sub Contractor who is experienced in piling operations, of approximately £7MIO. This price is contingent upon the redesign of the piling components (Jumbo 610x36 pipe) to incorporate a more commonly available piling product (762x20 pipe). Additionally, the material will require delivery from Turkey. As such, the GMP shall be based upon these assumptions and risks, however should any of the assumptions change, Infraco reserves the right revise the costs associated with this area of work.

Immediate Action Items

There are a number of time critical activities which require procurement of authorizations as well as procurement of long lead time materials. We propose to meet with tie to discuss this particular issue, as well as similar issues, within the next few days in an effort to find an agreeable solution to avoid unnecessary impacts to the Programme. The following list is not all inclusive:

- 1. Commencement of work at Lindsay Road in Section 1A by 9 August 2010.
- 2. Removal and replacement of soft ground in Section 2A by 9 August 2010.
- 3. Permit to begin demolition in Section 5A by 9 August 2010.
- 4. Commencement of track drainage work in Section 5B and 5C by 30 August 2010.
- 5. Recommencement of work on BAA lands in Section 7A by 24 August 2010.
- 6. Finalisation of design to allow procurement of piling materials for Wall 14 C no later than 9 August 2010 to facilitate a 12 week fabrication and delivery requirement.

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 31 of 33

CEC02084560_0071

APPENDIX 5.1

INFRACO GMP PROGRAMME

See Attached Supplemental Information CD:

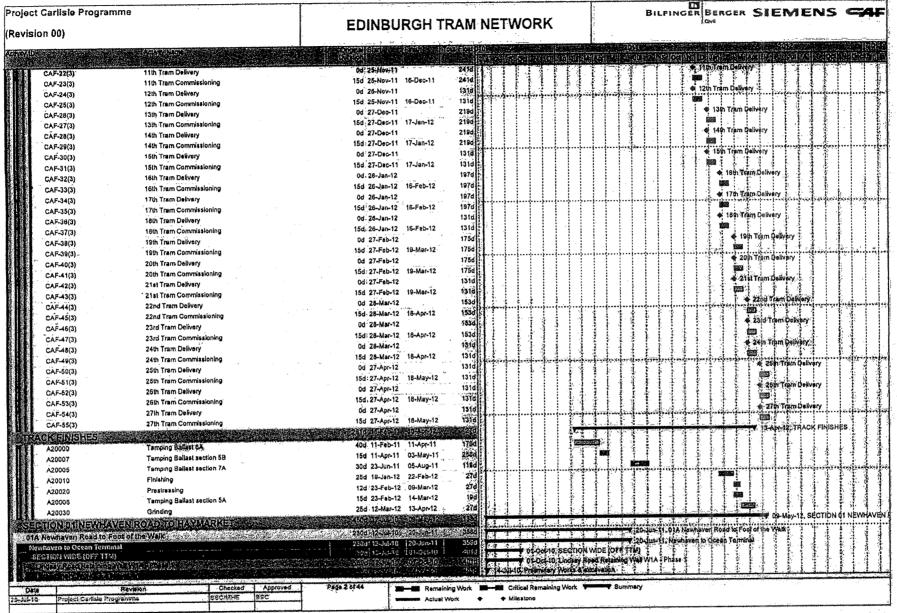
Appendix 5.1 – GMP Programme. Project Carlisle Revision 00 (100729) EDINBURGH TRAM NETWORK Date 29-Jul-10 Pages 1 to 44

CONFIDENTIAL - Project Carlisle Initiative Proposal

Page 32 of 33

CEC02084560_0072

Ch F



F. Bo

1A-24-W1A-130 RC Wall 7d 26-Jul-10 1A-24-W1A-140 Coping 8d 09-Aug-10 1A-24-W1A-150 Waterproofing 2d 25-Aug-10 1A-24-W1A-150 Brickwork 3d 27-Aug-10 1A-24-W1A-150 Drainage 2d 01-5ep-10 1A-24-W1A-150 Drainage 2d 01-5ep-10 1A-24-W1A-170 Stone drainage trench 3d: 07-5ep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-5ep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-SA-W1A-370 LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 UNITS) COMPLETE 1A-24-SA-W1D-100 Mobikspion and site instributed 1d 26-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-120 RW Foundation 7d 30-Aug-10 1A-24-SA-W1D-130 RC Wall 8d 12-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 24-Aug-10 1A-24-SA-W1D-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-180 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-180 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crash Barrier 1d' 30-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crash Barrier 1d' 30-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 24-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 25-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 20-Aug-10 1A-24-SA-W1D-200 LINDSAY ROAD RWWID COMPLETE 0d 17-Aug-10 1A-24-SA-W1D-210 Footway and Road Surfacing 1d: 20-Aug-10	2 **Jul-10	01-Oc 6 4 LINDS 13-S-9-1 05-Jul-10: Praisi	DSAY ROAD F 197 Libersy F Whitely Wilds	Inishing Works RWWIA - PHU Read Retaining	SE (4 OF	G	MPLETE						
1.A.24-W1A-120 RW Foundation 55746-Joi-10 1.A.24-W1A-13D RC Wall 7d 26-Jul-10 1.A.24-W1A-14D Coping 8d 09-Aug-10 1.A.24-W1A-14D Coping 8d 09-Aug-10 1.A.24-W1A-150 Waterproofing 2d 25-Aug-10 1.A.24-W1A-150 Drainage 2d 01-Sep-10 1.A.24-W1A-150 Drainage 2d 01-Sep-10 1.A.24-W1A-170 Stone drainage trench 3d 07-Sep-10 1.A.24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1.A.24-W1A-200 Vahicle Parapets 2d 30-Sep-10 1.A.24-W1A-370 LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 Drainage 10-10-10-10-10-10-10-10-10-10-10-10-10-1	2 **Jul-10	01-Oc 6 4 LINDS 13-S-9-1 05-Jul-10: Praisi	Joé 10, RW Fir SSAY ROAD R 10: Likeusy r 18/mina y wyte	Inithing Works RWWIA-PHU ROSS Retaining	SE (4 OF	G							
1A-24-W1A-120 RW Foundation 55715-Joi-10 1A-24-W1A-120 RC Wall 7d 25-Jul-10 1A-24-W1A-140 Coping 56** 1A-24-W1A-150 Waterproofing 2d 25-Aug-10 1A-24-W1A-150 Waterproofing 2d 25-Aug-10 1A-24-W1A-150 Drainage 2d 01-5ep-10 1A-24-W1A-150 Backfill and compact (inc demo. of exist. (.w.) 11d 15-Sep-10 1A-24-W1A-120 Vehicle Parapets 2d 30-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-W1A-370 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS) COMPLETE 1A-24-SA-W1D-100 Mobilisation end site inatigitation 1d: 26-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-130 RC Wall 8d: 12-Aug-10 1A-24-SA-W1D-130 RC Wall 8d: 12-Aug-10 1A-24-SA-W1D-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 28-Aug-10 1A-24-SA-W1D-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-170 Backfill and compact 1d: 26-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crush Barrier 1d: 30-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crush Barrier 1d: 30-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crush Barrier 1d: 30-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 32-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 32-Aug-	2 **Jul-10	01-Oc 6 4 LINDS 13-S-9-1 05-Jul-10: Praisi	Joé 10, RW Fir SSAY ROAD R 10: Likeusy r 18/mina y wyte	Inithing Works RWWIA-PHU ROSS Retaining	SE (4 OF		MPLETE						
1A-24-W1A-130 RW Foundation 1A-24-W1A-130 RC Wall 1A-24-W1A-14D Coping 8d 109-Aug-10 1A-24-W1A-14D Coping 8d 109-Aug-10 1A-24-W1A-150 Waterproofing 2d 25-Aug-10 1A-24-W1A-190 Brickwork 3d 27-Aug-10 1A-24-W1A-190 Brickwork 3d 07-8-p-10 1A-24-W1A-190 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-SA-W1A-370 LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 UNITS) COMPLETE 0d UNITS) COMPLETE 0d UNITS) COMPLETE 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-130 RC Wall 8d 12-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 24-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 25-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 25-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 25-Aug-10 1A-24-SA-W1D-150 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-150 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-150 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-150 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Cresh Barrier 1d: 30-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Cresh Barrier 1d: 30-Aug-10 1A-24-SA-W1D-200 Kepting 1d: 30-Aug-10 1A-24-SA-W1D-210 Footway and Road Surfacing 1d: 31-Aug-10 1A-24-SA-W1D-210 Footway and Road Surfacing 1d: 30-Aug-10 1A-24-SA-W1D-210 Footway and Road Surfacing 1d: 30-Au	04-Aug-10 4016	01-Oc 6 4 LINDS 13-S-9-1 05-Jul-10: Praisi	Joé 10, RW Fir SSAY ROAD R 10: Likeusy r 18/mina y wyte	Inithing Works RWWIA-PHU ROSS Retaining	SE (4 OF		MPLETE				The control of the co	State of State of Angelogical State of the State of State	
1A-24-W1A-14D Coping Sd : 09-Aug-10	18-Aug-10 4019 131-Aug-10 4019 131-Aug-10 4019 102-Sep-10 4019 102-Sep-10 4019 101-Oct-10 4019	0 Oc Oc Oc Oc Oc Oc Oc O	DSAY ROAD F 197 Libersy F Whitely Wilds	RWWIA-PHA Road Retaining his & excavilion	SE (4 OF		MPLETE						
1A-24-W1A-150 Waterproofing 2d 25-Aug-10 1A-24-W1A-150 Brickwork 3d 27-Aug-10 1A-24-W1A-150 Drainage 2d 101-Sep-10 1A-24-W1A-170 Stone drainage trench 3d: 07-Sep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-SA-W1A-370 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS) COMPLETE 1A-24-SA-W1D-100 Mobilisation and site installation 1d: 29-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-130 RC Wall 8d: 12-Aug-10 1A-24-SA-W1D-130 RC Wall 8d: 12-Aug-10 1A-24-SA-W1D-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-W1D-190 Verticle Parapets + Cresh Barrier 1d: 30-Aug-10 1A-24-SA-W1D-190 Verticle Parapets + Cresh Barrier 1d: 30-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 32-Aug-10 1A-24-SA-W1D-200 LINDSAY ROAD RWWID COMPLETE 0d: 31-Aug-10 1A-24-SA-W1D-220 LINDSAY ROAD RWWID COMPLETE 0d: 31-Aug-10 1A-24-SA-W1D-240 Cipping 6d: 12-Jul-10 0d: 31-Aug-10 1d: 32-Aug-10 1d: 3	28-Aug-10 4019 31-Aug-10 4019 02-Sep-10 616 02-Sep-10 616 01-Oct-10 4016 01-Oct-10 4016 01-Oct-10 4016 01-Oct-10 3016 13-Sep-10 3256 30-Jul-10 3256 11-Aug-10 3256 12-Aug-10 3256 12-Aug-10 3256 12-Aug-10 3256 13-Aug-10 3256	0 Oc Oc Oc Oc Oc Oc Oc O	DSAY ROAD F 197 Libersy F Whitely Wilds	RWWIA-PHA Road Retaining his & excavilion	SE (4 OF		MPLETE						
1A-24-W1A-190	28-Aug-10 4019 31-Aug-10 4019 22-Sep-10 4016 29-Sep-10 4016 01-Oct-10 4016 01-Oct-10 4016 01-Oct-10 4016 13-Sep-10 3256 13-Sep	LINOS 13-589-1 05-04-10; Prev	DSAY ROAD F 197 Libersy F Whitely Wilds	RWWIA-PHA Road Retaining his & excavilion	SE (4 OF)MPLETE						
1A-24-W1A-190 Brickwork 3d 27-Aug-10 1A-24-W1A-160 Drainage 2d 01-5ep-10 1A-24-W1A-170 Stone drainage trench 3d-07-5ep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-5ep-10 1A-24-W1A-200 Vehicle Parapets 2d-30-5ep-10 1A-24-SA-W1D-1370 LINDSAY ROAD RW W1A - PHASE 1 (4 OF 21 UNITS) COMPLETE dday Road Resenting (Wall W1D 1A-24-SA-W1D-100 Mobilisation end site instellation 1d-29-Jul-10 1A-24-SA-W1D-110 Excavation 1d-30-Jul-10 1A-24-SA-W1D-120 RW Foundation 7d) 3d-Aug-10 1A-24-SA-W1D-130 RC Wall 8d-12-Aug-10 1A-24-SA-W1D-150 Orainage 1d-24-Aug-10 1A-24-SA-W1D-150 Drainage 1d-24-SA-W1D-150 Brickwork 1d-24-Aug-10 1A-24-SA-W1D-180 Brickwork 1d-24-SA-W1D-190 Vehicle Parapets + Crash Barrier 1d-30-Aug-10 1A-24-SA-W1D-190 Vehicle Parapets + Crash Barrier 1d-30-Aug-10 1A-24-SA-W1D-200 Kerbing 1d-34-Aug-10 1A-24-SA-W1D-200 Kerbing 1d-32-Aug-10 1A-24-SA-W1D-200 Kerbing 1d-32-Aug-10 1A-24-SA-W1D-200 Kerbing 1d-30-Aug-10	31-Aug-10	LINDS 13-519-10 (Jul-10) Print	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITSIC)MPLETE						
1A-24-W1A-160 Drainage 22 01-Sep-10 1A-24-W1A-170 Stone drainage trench 3d 07-Sep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11d 15-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-W1A-270 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS)COMPLETE 1A-24-SA-WID-370 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS)COMPLETE 1A-24-SA-WID-100 Mobilisation and site installation 1d: 30-Jul-10 1A-24-SA-WID-110 Excavation 1d: 30-Jul-10 1A-24-SA-WID-120 RW Foundation 76: 03-Aug-10 1A-24-SA-WID-130 RC Wall 8d 12-Aug-10 1A-24-SA-WID-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-WID-160 Stone drainage trench 1d: 26-Aug-10 1A-24-SA-WID-180 Brickwork 1d: 26-Aug-10 1A-24-SA-WID-180 Brickwork 1d: 26-Aug-10 1A-24-SA-WID-190 Vehicle Parapets + Crash Barrier 1d: 30-Aug-10 1A-24-SA-WID-200 Kerbing 1d: 31-Aug-10 1A-24-SA-WID-200 Kerbing 1d: 32-Aug-10 1A-24-SA-WID-200 Kerbing 1d: 30-Aug-10 1A-24-SA-WID-200 Kerbing 1d: 31-Aug-10	02-Sep-10	LINDS 13-Sp-1 0-Jul-10; Přev 23-Aug-10, J	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITS)CI)MPLETE						
1A-24-W1A-170 Stone drainage trench 3d-07-Sep-10 1A-24-W1A-180 Backfill and compact (inc demo. of exist, r.w.) 11d 15-Sep-10 1A-24-W1A-200 Vehicle Parapsis 2d 30-Sep-10 1A-24-SA-W1A-370 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS)COMPLETE 1S4Y, Rgad Retaining Wall WID 1A-24-SA-W1D-100 Mobifsation and site installation 1d: 28-Jul-10 1A-24-SA-W1D-110 Excavation 1d: 30-Jul-10 1A-24-SA-W1D-120 RW Foundation 7d 03-Jul-10 1A-24-SA-W1D-130 RC Wall 8d 12-Aug-10 1A-24-SA-W1D-130 RC Wall 8d 12-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 25-Aug-10 1A-24-SA-W1D-150 Drainage 1d: 25-Aug-10 1A-24-SA-W1D-150 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-180 Brickwork 1d: 26-Aug-10 1A-24-SA-W1D-190 Vericle Parapsis + Crash Barrier 1d: 30-Aug-10 1A-24-SA-W1D-190 Vericle Parapsis + Crash Barrier 1d: 30-Aug-10 1A-24-SA-W1D-200 Kerbing 1d: 31-Aug-10 1A-24-SA-W1	09-Sep-10	LINDS 13-Sp-1 0-Jul-10; Přev 23-Aug-10, J	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITS)CI	MPLETE						
1A-24-W1A-180 Backfill and compact (inc demo. of exist. r.w.) 11.4 15-Sep-10 1A-24-W1A-200 Vehicle Parapets 2d 30-Sep-10 1A-24-SA-WIA-370 LINDSAY ROAD RW WIA - PHASE 1 (4 OF 21 UNITS) COMPLETE ESTY Read Restaining Wall WID Sent Parapets 2d 30-Sep-10 1A-24-SA-WID-100 Mobilisation and site installation 1d: 25-Jul-10 1A-24-SA-WID-110 Excavation 1d: 30-Jul-10 1A-24-SA-WID-120 RW Foundation 76 03-Aug-10 1A-24-SA-WID-130 RC Wall 8d; 12-Aug-10 1A-24-SA-WID-130 FC Wall 8d; 12-Aug-10 1A-24-SA-WID-150 Oranage 1d; 25-Aug-10 1A-24-SA-WID-160 Stone drainage trench 1d; 26-Aug-10 1A-24-SA-WID-180 Brickwork 1d; 26-Aug-10 1A-24-SA-WID-190 Vehicle Parapets + Crash Barrier 1d; 30-Aug-10 1A-24-SA-WID-210 Footway and Road Surfacing 1d; 31-Aug-10	29-Sep-10 401d 01-Oct-10 401d 01-Oct-10 401d 13-Sep-10 32-5d 13-Sep-10 32-5d 13-Sep-10 32-5d 11-Aug-10 32-5d 23-Aug-10 32-5d 24-Aug-10 32-5d 125-Aug-10 32-5d 126-Aug-10 32-5d 126-Aug-10 32-5d 127-Aug-10 32-5d 128-Aug-10 32-5d	LINDS 13-Sp-1 0-Jul-10; Přev 23-Aug-10, J	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITS)CO	MPLETE						
1A-24-SA-WID-100 Vehicle Parapets 2d 30-Sep-10 1A-24-SA-WID-100 Mobilisation and site instellation 1d: 30-Jul-10 1A-24-SA-WID-100 Mobilisation and site instellation 1d: 30-Jul-10 1A-24-SA-WID-110 Excavation 1d: 30-Jul-10 1A-24-SA-WID-120 RW Foundation 76: 03-Aug-10 1A-24-SA-WID-130 RC Wall 8d: 12-Aug-10 1A-24-SA-WID-130 RC Wall 8d: 12-Aug-10 1A-24-SA-WID-130 RC Wall 1d: 24-Aug-10 1A-24-SA-WID-150 Drainage 1d: 25-Aug-10 1A-24-SA-WID-150 Drainage 1d: 25-Aug-10 1A-24-SA-WID-150 Brickwork 1d: 26-Aug-10 1A-24-SA-WID-170 Backfill and compact 1d: 27-Aug-10 1A-24-SA-WID-190 Vehicle Parapets + Crash Barrier 1d: 30-Aug-10 1A-24-SA-WID-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-SA-WID-220 LINDSAY ROAD RWWID COMPLETE 0d 1A-24-SA-WID-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-SA-WID-150 Waterprobling 1d 20-Jul-10	01-Oci-10 40 td	LINDS 13-Sp-1 0-Jul-10; Přev 23-Aug-10, J	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITSXX	DMPLETE						
1A-24-5A-WID-100 Mobilisation and site installation 1d; 26-Jul-10 1A-24-5A-WID-100 Mobilisation and site installation 1d; 26-Jul-10 1A-24-5A-WID-110 Excavation 1d; 30-Jul-10 1A-24-5A-WID-120 RW Foundation 76; 03-Aug-10 1A-24-5A-WID-130 RC Wall 8d; 12-Aug-10 1A-24-5A-WID-130 RC Wall 8d; 12-Aug-10 1A-24-5A-WID-150 Oratinage trench 1d; 26-Aug-10 1A-24-5A-WID-150 Stone drainage trench 1d; 26-Aug-10 1A-24-5A-WID-180 Brickwork 1d; 26-Aug-10 1A-24-5A-WID-190 Verticle Parapets + Cresh Barrier 1d; 30-Aug-10 1A-24-5A-WID-200 Kerbing 1d; 30-Aug-10	01-Oci-10 401d 325d 325d 325d 325d 325d 325d 325d 325	7 (3-54p-1 0 Jul-10: Press 23-Aug-10: 1	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	23 UNITS)C	MPLETE						
International Complete	33 op 10 32 52 29 30 Jul-10 32 54 55 30 Jul-10 32 55 30 Jul-	7 (3-54p-1 0 Jul-10: Press 23-Aug-10: 1	-10: Lindsay F Lindraly weight RW Structur	Road Retaining his & excavillion	WestWID	ZI UNITS)C	DMPLETE						
### Company Note	29-Jul-10 2756 20-Jul-10 2756 20-Jul-10 2756 20-Jul-10 2756 28-Jul-10 2756 28-Jul	0, Jul 10, Press	Winitary water	ks & sucavition									
1A-24-5A-W1D-100 Mobilisation and site installation 1d, 28-Jul-10 1A-24-5A-W1D-110 Excavation 1d; 30-Jul-10 1A-24-5A-W1D-120 RW Foundation 76; 03-Aug-10 1A-24-5A-W1D-130 RC Wall 8d; 12-Aug-10 1A-24-5A-W1D-130 RC Wall 1d;	29-Jul-10 2756 20-Jul-10 2756 20-Jul-10 2756 20-Jul-10 2756 28-Jul-10 2756 28-Jul	0, Jul 10, Press	Winitary water	ks & sucavition									
1A-24-5A-W1D-120 RW Foundation 78 03-Aug-10 RW Foundation 78 03-Aug-10 RW Foundation 78 03-Aug-10 RW Foundation 78 03-Aug-10 RC Wall 8d 12-Aug-10 RC Wall 8d	30-Jul-10 325d 11-Aug-10 325d 23-Aug-10 325d 25-Aug-10 325d 25-Aug-10 325d 26-Aug-10 325d 30-Aug-10 325d				d Backfilling								
1A-24-5A-W1D-120 RW Foundation 76 03-Aug-10 1A-24-5A-W1D-130 RC Wall 8d 12-Aug-10 1A-24-5A-W1D-130 Interest 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11.Aug-10				d Backfilling				***************************************		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
1A-24-5A-W1D-130 RC Wall BdT 12-Aug-10 1A-24-5A-W1D-130 RC Wall BdT 12-Aug-10 1A-24-5A-W1D-130 RC Wall BdT 12-Aug-10 1A-24-5A-W1D-140 Waterprofing 1d; 24-Aug-10 1A-24-5A-W1D-150 Orainage 1d; 25-Aug-10 1A-24-5A-W1D-160 Stone drainage trench 1d; 26-Aug-10 1A-24-5A-W1D-180 Brickwork 1d; 26-Aug-10 1A-24-5A-W1D-170 Backfill and compact 1d; 27-Aug-10 1A-24-5A-W1D-190 Verticle Parapets + Crash Barrier 1d; 30-Aug-10 1A-24-5A-W1D-200 Kerbing 1d; 30-Aug-10 1A-24-5A-W1D-200 Footway and Road Surfacing 10d; 31-Aug-10 1A-24-5A-W1D-200 LINDSAY ROAD RWWID COMPLETE 0d; 1A-24-5A-W1D-200 RWWID	11-Aug-10 325d E 23-Aug-10 325d E 24-Aug-10 325d 1 25-Aug-10 325d 1 26-Aug-10 325d 1 26-Aug-10 325d 1 27-Aug-10 325d 1 30-Aug-10 325d 1 30-Aug-10 325d 1				d Backfilling						6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
10-24-5A-W1D-130 RC Wall 8d 12-Aug-10 Company Compa	23-Aug-10 328d B 25-Aug-10 328d V 25-Aug-10 328d I 25-Aug-10 328d I 26-Aug-10 328d I 28-Aug-10 328d I 30-Aug-10 338d I 30-Aug-10 338d I 30-Aug-10 328d I 30-Aug-10 328d II 30-Aug-10 328d II 30-Aug-10 328d II		-10, RW Finis	ishing Works an	d Backfilling								
1A-24-5A-W1D-140 Waterproofing 1d; 24-Aug-10 1A-24-5A-W1D-150 Drainage 1d; 25-Aug-10 1A-24-5A-W1D-150 Stone drainage trench 1d; 26-Aug-10 1A-24-5A-W1D-160 Brickwork 1d; 26-Aug-10 1A-24-5A-W1D-170 Backfill and compact 1d; 27-Aug-10 1A-24-5A-W1D-190 Verticle Parapets + Crash Barrier 1d; 30-Aug-10 1A-24-5A-W1D-200 Kerbing 1d; 30-Aug-10 1A-24-5A-W1D-210 Footway and Road Surfacing 1d; 30-Aug-10 1A-24-5A-W1D-200 LINDSAY ROAD RWWID COMPLETE 0d; 31-Aug-10 1A-24-5A-W1D-140 Cepting 1d; 31-	26-Aug-10 325d 1 26-Aug-10 325d 1 26-Aug-10 325d 1 26-Aug-10 325d 1 27-Aug-10 325d 3 30-Aug-10 325d 3 30-Aug-10 325d 3		-10, RW Finisi	ishing Works an	d Backfilling					1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			
A-24-5A-WID-140 Waterproofing	24-Aug-10 328d 25-Aug-10 328d 1 28-Aug-10 328d 1 28-Aug-10 328d 1 28-Aug-10 328d 1 30-Aug-10 338d 1 30-Aug-10 338d 1	13-Sap-1	-10, RVV Finisi	ishing Works an	d Backfilling					5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			
1A-24-5A-WID-150 Orainage 1d; 25-Aug-10 1A-24-5A-WID-160 Stone drainage trench 1d; 25-Aug-10 1A-24-5A-WID-180 Brickwork 1d; 26-Aug-10 1A-24-5A-WID-170 Backfill and compact 1d; 27-Aug-10 1A-24-5A-WID-190 Vehicle Parapets + Crash Barrier 1d; 30-Aug-10 1A-24-5A-WID-200 Kerbing 1d; 30-Aug-10 1A-24-5A-WID-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-5A-WID-220 LINDSAY ROAD RWWID COMPLETE 0d; 31-Aug-10 1A-24-5A-WID-200 LINDSAY ROAD RWWID COMPLETE 0d; 31-Aug-10 1A-24-5A-WIC-140 Cipping. 6d; 12-Jul-10 1A-24-5A-WIC-150 Waterprobing 1d; 20-Jul-10	25-Aug-10 325d 1 26-Aug-10 325d 1 28-Aug-10 325d 1 28-Aug-10 325d 1 30-Aug-10 335d 1 30-Aug-10 335d 1												
1A-24-5A-W1D-160 Stone drainage trench 1d 26-Aug-10 1A-24-5A-W1D-180 Brickwork 1d: 26-Aug-10 1A-24-5A-W1D-170 Backfill and compact 1d: 27-Aug-10 1A-24-5A-W1D-190 Vehicle Parapets + Crash Barrier 1d: 30-Aug-10 1A-24-5A-W1D-200 Kerbing 1d: 30-Aug-10 1A-24-5A-W1D-210 Footway and Road Surfacing 10d: 31-Aug-10 1A-24-5A-W1D-220 LINDSAY ROAD RW W1D COMPLETE 0d: 22-24-24-24-24-24-24-24-24-24-24-24-24-2	25-Aug-10 325d i 28-Aug-10 325d i 27-Aug-10 325d i 30-Aug-10 335d i 30-Aug-10 326d i								: :				***
1A-24-5A-W1D-180 Brickwork 1d: 25-Aug-10 1A-24-5A-W1D-170 Backfill and compact 1d: 27-Aug-10 1A-24-5A-W1D-190 Verticle Parapets + Crash Barrier 1d: 30-Aug-10 1A-24-5A-W1D-200 Kerbing 1d: 30-Aug-10 1A-24-5A-W1D-210 Footway and Road Surfacing 10d: 31-Aug-10 1A-24-5A-W1D-220 LINDSAY ROAD RW WID COMPLETE 0d: 12-JUL-10 1A-24-5A-W1C-140 Coping 5d: 12-JUL-10 1A-24-5A-W1C-140 Coping 5d: 12-JUL-10 1A-24-5A-W1C-150 Waterprobling 1d: 20-JUL-10	28-Aug-10 325d 1 27-Aug-10 325d 1 30-Aug-10 335d 1 30-Aug-10 325d 1				1 1 1	: : :			4 4	, ,	; ;		
1A-24-5A-W1D-170 Backfill and compact 1d 27-Aug-10 1A-24-5A-W1D-190 Verticle Parapets + Crash Barrier 1d 30-Aug-10 1A-24-5A-W1D-200 Kerbing 1d 30-Aug-10 1A-24-5A-W1D-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-5A-W1D-220 LINDSAY ROAD RWWID COMPLETE 0d 135 Road First hing Wall W1C 20d 12 Tur-10 1A-24-5A-W1C-140 Coping 5d 12-Jul-10 1A-24-5A-W1C-150 Waterprobing 1d 120-Jul-10	27-Aug-10 325d 80-Aug-10 335d 30-Aug-10 325d					1 : :					4 3		***
1A-24-5A-W1D-190	30-Aug-10 335d 30-Aug-10 325d		1 1 1		ļ	·	·	ļļ	ļļ		l		4
1A-24-5A-WID-200 Kerbing 1d 30-Aug-10 1A-24-5A-WID-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-5A-WID-220 LINDSAY ROAD RWWID COMPLETE 0d 1A-24-5A-WID-220 LINDSAY ROAD RWWID COMPLETE 2d 1A-24-5A-WID-220 Edge 1 1A-24-5A-WIC-140 Coping 6d 12-Jul-10 1A-24-5A-WIC-150 Waterproofing 1d 20-Jul-10 1A-24-5A-WIC-	30-Aug-10 325d I	4 ()			1 1	医基 建	111		4.1			*	
1A-24-5A-WID-210 Footway and Road Surfacing 10d 31-Aug-10 1A-24-5A-WID-220 LINDSAY ROAD RWWID COMPLETE 0d 1A-24-5A-WID-220 LINDSAY ROAD RWWID COMPLETE 0d 1A-24-5A-WIC-140 Copping 6d 12-Jul-10 1A-24-5A-WIC-150 Waterprobing 1d 20-Jul-10 1A-24-5A-WIC-150 Waterprobing 10d 20-Jul-10 1A-24-5A-WIC-150 Wate	and the second s			3 1 1 8									4
1A-24-5A-W1D-220 LINDSAY ROAD RW WID COMPLETE 0d: 143-78-964-Resignor-W31(W1C 24-72-10-10) 14-24-5A-W1C-140 Coping 5d: 12-10-10 15-10-10-10-10-10-10-10-10-10-10-10-10-10-	13-Sep-10 325d									*	1 4	*	1
14) Scient Freshing Wall Wife 14-24-5A-WIC-140 Coping 56/12-Jul-10 14-24-5A-WIC-150 Waterprecing 1d/20-Jul-10	13-Sep-10 325d	in harries	wan no	NWID COMPL				1	k 4		1	2 1	4
	ZANGIONE NACESTO 💳			d Returning Wal		}····}··	+	****	-	Acres (See			
9722-00-05 1A-24-5A-W1C-150 Waterproofing 1d! 20-Jul-10	SCHOOL WILLIAM WITH	JA-10, RWSI	Structure								1 1	4 1	
1A-24-6A-W1C-150 Waterproofing 1d 20-Jul-10	19-Jul-10 325d 21								1 4		1 1	1 1	- 3
was became a commence of the figure of the commence of the com		12-Aug-10, RV	RW Fielshing \	Vyorks and Bac	kfilling			1.				3.1	4
1A-24-5A-W1C-150 Drainage 1d: 21-Jul-10.	20-Jul-10 325d 1	.jļļļ	.jjt			llt				1.1.	1.1.		
make the control of t	21-Jul-10 325d 1											1	
	26-Jul-10 325d 0	1 1 1								1 `			•
	26-Jul-10 325d 8		111										
The control of the co	27-Jul-10 325d										1		ì
	28-Jul-10 357d	ب تنه ند أ أ			ļļ	ļļ <u>.</u>					ļļ		
The mail of the control of the contr	28-Jul-10 325d 1 12-Aug-10 347d 23		1 1 1					-	£ L				į
ျခင်းတည်သည်။ ကိုသည်။ ကိုသည်။ ကိုသည်။ ကိုသည်များသည်။ ကိုသည်များသည်။ ကိုသည်။ ကိုသည်။ ကိုသည်။ ကိုသည်။ ကိုသည်။ ကို					1 1			#C			1 1		4
PHASE 58 (LINDSAY ROAD WEST SOUND)		HUMAT KO		COMPLETE		IND AVIO					1 1	1 1	4
14-24-TTM-058-1000 TTM-PHASE 38-Lindsay Road EB closed 0d 18-Aug-10		TTM-PHARE	E 5B - Linds	A June 1, TTM	Lingue du (r	HOUBAT RC	NO WES	BOUNE	2				
1A-24-TTM-05B-01 Commence TTM Works 0d: 16-Aug-10*				say Road ER ch	na ci		4 1 1		<u> </u>		ļ.:.j		
	230₫(7:1- 1 ♠ (Commence To		say Road EB clo	8 8 0	<u> </u>	ŢŢ	. 24 4			1		Ž.
PORARY AND PRELIMINARY WORKS	230d ♦ (/3-Jan-11 230d	Commence T	TTM Works	say Road EB clo	sad					1 6		1 P	

Ch X