



# Edinburgh Tram Project

1 – 31 January 2006

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# Project Name: Edinburgh Tram

## Progress Report No. 6: 1 – 31 January 2006

### 1. Executive Summary

#### 1.1 Costs and Funding

A detailed tabulation of costs to date, commitments not yet spent and the forecast outturn for 05/06 is included at Appendix i.

#### Implementation

Outturn costs on Tram Implementation activities during the year to March 2006 have been re-estimated at £12.2m (previously £14.8m), the decrease being primarily due to a further reappraisal of the latest SDS providers programme resources and cost profile. Details of this variance, amounting to a reduction of £1.9m to financial year end, are contained in section 1.3 of this Executive Summary.

Further reprofiling of the Technical Support Services contract (TSS) has also contributed to the decrease to March 2006. Details of this reduction, which amounts to £289k is contained in Section 4.3 Project Spend – Tram Implementation, of this report.

#### Parliamentary

The Tram Line 1 budget is £2,933k, and the anticipated year-end spend against this budget is £2,456k. This represents a 16.2% under-spend of £476k.

The Tram Line 2 budget is £1,981k, and the anticipated year end spend against this budget is £1,702k. This represents a 14.0% under-spend of £279k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Events of the past few weeks means that this eventuality looks unlikely, and subsequently the year-end spend forecast has been amended accordingly.

#### 1.2 Programme

The parliamentary programme is continuing as planned with major objection withdrawals achieved prior to Christmas.

On the SDS contract, Parsons Brinkerhoff (PB) delivered the Requirements Definition Phase (RDP) deliverables on-time (19 December 2005). However, upon review, these documents were not considered to be up to the required standard, and a further period was required for the issues to be addressed. The revised documents (47 in number) are being re-submitted to tie in 3 batches between 8<sup>th</sup> & 17<sup>th</sup> February 2006. Subsequently, this represents a 8-week delay on the anticipated programme.

During January 2006, following two previous rejections by tie of the SDS design programme, PB informed tie that it was not satisfied with the development of it's own programme, and as a result, it would be re-worked. SDS assembled a new programme management team on 23<sup>rd</sup> January, and progress in the short period since, is significantly better than in the four months previously. TIE and SDS now expect to have a workable design programme in place by mid-February. This programme will be developed further thereafter, but this development will not affect project progress in other areas. However, at this stage, progress on the RDP and

survey work, together with a significant under-spend against the budget forecast, indicates strongly that SDS is circa 2 months behind schedule. tie is working together with SDS to confirm how this delay will be rectified. The development of the design programme, and its place within the Master project programme, is a primary focus this month, and tie will report on progress in this area in next month's report.

MUDFA – following PQQ process four bidders approved to receive ITN documentation, which tie shall issue following funding approval agreements (SE/CEC) in Feb.

Confidentiality agreements have been concluded with all PU companies and progress continues with Heads of Terms agreements.

Final Approval of MUDFA Tender Documents being closed out with CEC in w/c 13<sup>th</sup> February 2006.

Infraco – the OJEU was issued w/c 27 January 06 following approval from SE/TPB. Responses are due to be returned by 6th March 06.

The MOI/PQQ is now in advanced draft and will be available for tie management review w/c 13 February 06.

Tramco – 7 responses to the Tramco PQQ were received by 3-rd February 06. Evaluation and recommendation of 4 successful candidates due w/c 13 February 06. A verbal report to be given to TPB on 20<sup>th</sup> February 2006 by TPD.

A joint tie/SDS procurement team has been set up to ensure SDS deliverables will support the Tramco and Infraco ITN development. A detailed programme is expected on 17th February.

Daily meetings have been established to ensure all facets of the Tramco/Infraco ITN preparation (technical, programme, legal, land, etc.) are fully briefed and coordinated.

Land Acquisition – work continues on developing the programme activities, priorities and resources required for the acquisition of all land and rights in land. In particular, a high level programme is being developed, identifying key linkages with the design and construction processes, including utilities diversions and pre-construction surveys.

### 1.3 Issues that have/will affect Cost or Progress

The SDS provider has been continuing to develop its programme and associated spend profile. Last month, SDS estimated its projected year-end spend to be £5.6m. The programme issues reported in section 1.2, have manifested itself in the spend profile, as SDS is now reporting that its year-end spend will now be £3.8M. This is attributable to a number of factors, comprising:

- Re-working of the RDP deliverables, therefore, SDS were not able to claim the associated milestone payment.
- Delay in the commencement of the site investigation works due to quality issues relating to its preferred subcontractor.

### 1.4 Decisions required re Governance

Progress has been made with regard to the design of the processes for dialogue and agreement for the Tram project (between CEC and tie) which will precede the final presentation of matters to the Tram Project Board. It is now critical with the commencement of SDS that these processes are completed. The position regarding Change Requests is included at Appendix iii.

## 2. Parliamentary Progress

- There are no (Priority 1 – 3) objectors remaining to the Parliamentary Bills. The BAE /Selex objection was removed last month. Work now continues to conclude negotiations with Secondsite, Stanley Casinos, SRU, & Clerical Medical.
- The Parliamentary process is now drawing to a close.
- Tram Line 2 Committee has completed its consideration of amendments and the only remaining step is the Final Stage debate in Parliament.
- Tram Line 1 Committee questioned the Transport Minister, the Leader of the City of Edinburgh Council and the Chief Executive of **tie** on the questions of funding and phasing at its meeting on 7 February 2006.
- Tram Line 1 Committee has now decided that it wishes to question Her Majesty's Railway Inspectorate. This will take place on 21 February 2006.
- It is envisaged that Tram Line 1 Committee will publish its Consideration Stage report on 3 March 2006.
- Tram Line 1 Committee will consider Bill amendments on 10 March 2006.
- Amendments to both Bills have been drafted with significant consultation and negotiations necessary between **tie** and the PBU. The two issues which have caused most concern for Tram Line 1 Committee are tram speeds and permitted working hours during construction.
- It is understood that the Final Stage debates on the floor of the House will take place on 22 and 29 March 2006.

## 3. Public Relations & Media

### Tram Press

Statements have been issued in the last month on:

- Scottish Executive Funding and Indexation
- CEC funding paper
- TRAMCO prequalification
- Bus routes post tram (via Neil R)
- Trips to other cities with Trams.

In addition:

- MH attended CEC Evening News briefing session
- FOI request on correspondence with Lothian Buses
- FOI request on correspondence with NHS Lothian

### Community

The tram exhibition stand has been to the following companies:

- Scottish Gas
- BT
- Oracle/Convergys/WSP
- Bank of Scotland
- Telewest

Work on a paper to recommend the future approach to CLG's and Community Council meetings is ongoing. This is based on our requirements and the vast amount of feedback received from a questionnaire sent to all groups involved in Liaison.

#### Political

A briefing paper on the CEC funding paper was issued.

Briefing papers on phasing were provided for Sarah Boyack MSP, Margaret Smith MSP and Cllr Burns prior to their attendance at the Friends of the Roseburn Wildlife Corridor meeting held on 8 February.

#### Newsletters

A stakeholder communication email is due to be issued by mid February and will cover the SE indexation of funding.

#### Strategy

The draft strategies for communications at Royal Assent and through 2006/07 are ready and will go through the approval process over the coming weeks. The 2006/07 Strategy includes the detailed communications needed for the Public Utility work and construction, meetings have taken place with existing utility companies to ascertain their approach and best practice on customer information and call centers.

A meeting will be held with CEC Comms w/c 13<sup>th</sup> February 2006 to talk through the initiatives.

#### Stakeholder Strategy

Work on Primary, Secondary and Political Stakeholders is ongoing and a detailed matrix of all contact has been delivered and is being developed and updated daily. Regular reporting will take place to ensure all parties are kept informed as to progress.

A meeting requested by the Scottish Executive to discuss Stakeholders took place on 19 January and was attended by Suzanne Waugh, Sam Kelly and John Ramsay. Cyril Sweet representatives were also in attendance, looking specifically at the stakeholder work as part of their major project reviews.

Tram fact sheets (modules) continue to be developed to answer many of the questions being asked. These will support the Stakeholder work that is ongoing. The first set are going through the approval process at the moment.

### **4. Project Spend: Actual Versus Budget & Anticipated Cost to Year End**

*Note: January month end costs, where applicable, are based on estimates and these will be confirmed upon receipt of invoices.*

A tabulation of the costs, commitments and forecasts for both Implementation and Parliamentary activities is included at Appendix i.

#### 4.1 Line 1 Parliamentary

The Tram Line 1 budget is £2,933k, and the anticipated year-end spend against this budget is £2,456k. This represents a 16.2% under-spend of £476k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Events of the past few weeks means that this eventuality looks unlikely, and subsequently the year-end spend forecast has been amended accordingly.

Appendix ii shows a graphical representation of actual spend against the forecast.

#### 4.2 Line 2 Parliamentary

The Tram Line 2 budget is £1,981k, and the anticipated year end spend against this budget is £1,702k. This represents a 14.0% under-spend of £279k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Events of the past few weeks means that this eventuality looks unlikely, and subsequently the year-end spend forecast has been amended accordingly.

Appendix ii has a graphical representation of actual spend against forecast and original budget. The original budgets for both Line 1 & 2 Parliamentary were increased, following Scottish Exec. approval, at the end of 2005, to fund Bill Amendment support and the impact of the delay of Royal Assent to the end of March 2006. The funds required were effected by a transfer from approved Implementation funding to avoid impacting the overall project budget.

#### 4.3 Tram Implementation

Costs to end January 06 amount to £7.3m compared to the forecast costs to in the original budget of £18.7m. The underspend being mainly due to the delayed award of SDS and JRC (planned for end of May when the budget was prepared) together with the consequential rephasing of related activities.

Forecast outturn costs for the year to March 2006 have been re-appraised as £12.2m (December £14.8m) including a required contingency of £0.4m.

Details of the individual sub elements of the outturn forecast that present a significant variance with the sub elements of the outturn forecast presented at the end of December are as follows:

- SDS (Bud Ref 4) – a reduction of £1,870k in forecast expenditure to the end of March 2006 giving a revised outturn of £3.8m. Details of this variance are contained in section 1.3 of the Executive Summary attached to this report.
- JRC (Bud Ref 5) - a reduction of £134k in forecast expenditure to the end of March 2006. Despite sufficient progress, project costs are down compared to previous expectations. A revised spend profile is currently under review, the findings of which shall be reported next month.
- TSS (Bud Ref 6) – a reduction of £289k in forecast expenditure to the end of March 2006. Tie has reviewed its requirements of TSS and agreed upon a set of resources providing full time support to the project going forward. The TSS team is scoped on the basis of providing a reduced, flexible full time resource service as opposed to greater numbers on a part time basis, which had previously been proposed. Tie's requirements for TSS shall be subject to ongoing

review, however it is believed that the reduced dedicated team, shall provide best value to the project.

Appendix ii has a graphical representation of actual spend against the forecast.

## 5. Programme

### 5.1 Planned versus Actual

Key Activities / Deliverables	Original Completion Date	Actual Completion Date	Projected Completion Date	Status
Appointment of TSS	27 <sup>th</sup> June 2005	18 <sup>th</sup> July 2005		Slippage due to delayed funding.
Appointment of SDS	27 <sup>th</sup> June 2005	19 <sup>th</sup> September 2005		Slippage due to delayed funding and SDS signatories.
Appointment of JRC	27 <sup>th</sup> June 2005	6 <sup>th</sup> September 2005		Slippage due to delayed funding.
TL1: Achievement of Royal Assent	31 <sup>st</sup> December 2005		31 <sup>st</sup> March 2006	Anticipated to be completed end of Mar '06
TL2: Achievement of Royal Assent	31 <sup>st</sup> December 2005		31 <sup>st</sup> March 2006	Anticipated to be completed end of Mar '06
Design Requirements Definition	31 <sup>st</sup> December 2005		17 <sup>th</sup> February 2006	Info not suitable - reworked
Submission of Outline Business Case	28 <sup>th</sup> February 2006		28 <sup>th</sup> February 2006	On target
Completion of preliminary design (critical sections)	31 <sup>st</sup> December 2005		October 2006	Delay in award of SDS contract – no impact on tender issue for MUDFA, Infracore or Vehicles contract. Also, design has been staged by



Key Activities / Deliverables	Original Completion Date	Actual Completion Date	Projected Completion Date	Status
				geographical sections to dovetail with construction and commissioning programme.
Completion of Detailed Design (crucial sections)	31 <sup>st</sup> March 2006		30 <sup>th</sup> October 2006 (all)	Co-ordinates strategy with Infraco preferred bidder(s) selection
MUDFA Award	31 <sup>st</sup> December 2005		1 <sup>st</sup> June 2006	On target subject to funding
Infraco Award	29 <sup>th</sup> June 2007		29 <sup>th</sup> June 2007	On target
Vehicles Award	29 <sup>th</sup> June 2007		29 <sup>th</sup> June 2007	On target

## 5.2 Programme Summary

The parliamentary programme is continuing as planned.

The implementation programme has been re-phased to account for the delay in the approval of the project budget.

The next key milestones relate to:

- ITN for MUDFA to be issued 17/02/06 (pending funding approval from SE/CEC).
- PQQ for Tram – evaluation/recommendation of 4 candidates due w/c 13/2/06.
- PQQ for INFRACO to be issued Mar 06.

The Master Summary Programme is unchanged from last month and is attached – the scheduled opening date remains at 1<sup>st</sup> July 2010.

## **6. Change Control**

### 6.1 Approved Changes this Month

tie's internal change process is continuing. The changes are tabulated at Appendix iii.

There is no material increase in capital cost to report.

### 6.3 Disputes, Claims and Early Warnings

Nil.

## **7. Risk Management**

### 7.1 Completed Activities

The following key activities have been carried out on risk matters in the past month.

- Reviewed and Issued comments and instructions to SDS regarding their Risk Management documentation. This included formal review of the Risk Management Plan, Risk Register and Assumptions Register.
- Held a Risk meeting with TSS and SDS to further discuss what was required for SDS to improve in the Risk Management Plan. The Plan is still not at a fully acceptable standard. Also, held a Risk Cost Workshop with SDS.
- Reviewed and accepted the JRC Risk Management Plan, although slight amendments have been suggested to JRC. The review was assisted by SDS and TSS.
- The insurance sections of the questionnaire responses to the prequalifications for the Tramco contract have been reviewed and queries have been issued to all bidders. Awaiting responses to be returned for the evaluation process to be completed.
- Finalised and submitted the MUDFA Risk Remit, with the assistance of DLA Piper.
- Due to initiate the procurement procedure for the Owner Controlled Insurance Programme (OCIP) through OJEU publication to be posted within the European Journal.
- Investigating the possibility of including Lothian Buses and TEL under tie's Professional Indemnity cover.
- Reviewed the MUDFA Insurance Drafting and are continuing to seek assistance and advice from Heath Lambert and DLA Piper.

### 7.2 Planned Activities

The following key activities are ongoing throughout next month(s).

- Meet with TSS, with SDS in attendance, to review the latest draft QRA documents.
- Review and evaluate responses to the queries issued for the Tramco prequalifications questionnaire.
- Review latest risk report issued by JRC and pass comments and any suggestions back to JRC.
- Review SDS Risk Management Plan version 4, which has recently been resubmitted. Issue comments and possible suggestions back to SDS if required.

- Review SDS risk register and Assumptions Register when they are issued later in February. Develop a timetable with SDS for when Active RM will go “live”.
- Issue Risk Management Plan and Register to Scottish Executive, once SDS provide suitable versions.
- Development of detailed procurement plan for Tram and Infraco following recent market soundings including increased procurement resources.
- Finalise Insurances requirements within remit for the MUDFA Contract.
- Hold a Cost Estimate Risk Workshop with SE Programme Managers, tie, SDS and TSS.
- Resolution of funding for ongoing Parliamentary Committee commitments in 2006 and consequences to date of Royal Assent, commencement of utility diversions and issue of ITT documentation for vehicles, infrastructure contractor and insurances.
- TSS to continue to support tie working on risk management issues including allocating specific risks within the risk register to relevant owners – TSS role in due diligence appraisal of SDS to be reviewed.

## 8. Safety Management & Quality Management

The following points provide a summary of the main items being undertaken:

- Induction process for Tram Project is continuing with the induction of SDS personnel.
- The method statements that have submitted for review has been limited to topographical and laser survey works.
- The process for notification by SDS of method statement submissions has been agreed with SDS. This includes a 28 day look ahead programme for work activities to be issued to tie. No information has been received to date.
- The pre-construction health and safety plan for the MUDFA works has been developed.
- A document entitled “Technical Requirements for Contractors” has been developed for the MUDFA contract. This document develops the information included within the Code of Construction Practice into a more applicable and specific document for use on the project, without relaxing or conflicting with the commitments given in the Code of Construction Practice.
- The process of Access Permits and Handback Certificates has been developed for use within the MUDFA contract.
- A process for documenting Nonconformances has been developed and agreed with SDS.
- A meeting was held with SDS to progress the structuring of information within the various management plans which SDS have to produce. The objective was to ensure that topics were addressed in one document and there was no conflict of information between documents.

Item	No	kpis
Method statements reviewed.	1	
Inductions undertaken.	9	

## 9. Decisions Required

As noted in the Tram Project Director's Executive Summary for the Tram Project Board.

## 10. Business Case and Finance

### 10.1 Funding and Business Case Documents

#### a) **Support paper for Leith to Airport Tram**

Information on the prospective economic costs and benefits of the Leith to Airport network was provided to SE on 25 January. The information was supported by and consistent with the work carried out by LB for the TEL Board to examine the prospective financial viability of a Leith to Airport network.

#### b) **In principle agreement on phase 1 and funding package**

On 26 January the City of Edinburgh Council approved an in principle funding contribution of £45m towards the development of first phase of Leith to the Airport with the addition of the Roseburn to Granton section if it proves affordable. On 7 February the Transport Minister announced that in principle the Executive's grant will be indexed to bring their contribution to capital costs to approximately £450m to £500m. Again this was for a Leith to Airport network and no guarantees were given with regard to the Roseburn to Granton section.

In the case of both the Council and the Executive the funding commitment is subject to the delivery of a Final Business Case for Tram which demonstrates economic value for money (STAG BCR) and is financially viable (will not require subsidy) both separately and when integrated with Lothian Buses under TEL.

Further CEC, and SE have both stated that there will be no approval to commence utilities diversions until the delivery of the Final Business Case. The commencement of utility diversion, currently programmed for 1st November 2006, is on the critical path to maintain a programme for award of Infraco and Tramco at the end of June 2007 and the commencement of Tram operations in July 2010. The timing of delivery and endorsement of the Final Business Case for tram is therefore more than ever a critical element of the programme for procurement and delivery of the project – see 10c) below.

Following the in-principle agreements on funding outlined above, it is now critical to move quickly (by end of February 2006) towards an understanding of how that funding will be applied to the project and in particular:

- Elimination of a long-term PFI arrangement as an option.
- Structure of payment mechanisms for Infraco / Tramco contracts which incentivise the private sector to deliver.

- Nature and extent of construction finance facilities which may be required to manage the actual timing of cash inputs to the project by CEC and SE – includes consideration of whether such facilities represent value for money and sources of funding for the associated finance costs.

Clarity in each of these areas is required to maintain a programme to issue tenders for Infraco and Tramco in April 2006 and for inclusion in the 'Outline Business Case' programmed for delivery at the end of Feb 06.

**c) 'Outline Business Case' (to be delivered by end Feb 06)**

The principle content of this document is:

- The outputs from items a) and b) above
- Detailed description of the procurement process and programme to financial close, including risk analysis
- Funding requirements for the period April 06 to Sept 06 (ie for the continuation of Implementation activities but excluding commencement of utility diversions works and land acquisitions).

Approval to issue tenders for Infraco and Vehicle contracts, award of MUDFA and approval of funding for April to October 2006 would follow endorsement of the OBC (Royal Assent to the Bills being the other condition precedent) has been achieved.

**d) Draft 'Final Business Case' or TEL Business Plan (to be delivered at end Oct 06)**

The Tram Final Business Case is conceived as an intergral sub-set of the TEL Business Plan. A presentation on the methodology and process for preparation of the TEL Business Plan will be given to the TEL Board on 20 February 2006. **tie** expect to show that a sustainable business case exists for both tram and TEL.

The delivery of the Draft Final Business Case (TEL Business Plan) by the end of October 2006 is critically dependent upon the prior completion of the following procurement activities:

- Detailed assessment of financial viability and economic case with outputs from JRC modelling scheduled to be completed in Aug 06; and
- Preliminary confirmation of affordability of phase1 tram system based upon appraisal of first tender prices received for Infraco (return in Sep 06) and Vehicles (return in 06).

A detailed programme of staged review and endorsement by CEC and SE of outputs from the TEL Business Planning process will be required to achieve this very challenging target. A dialogue on this programme will be a matter of priority in the coming month.

**10.2 JRC Modelling and Revenue Stakeholders Group (MRSG)**

As previously reported, the modelling work of the JRC is overseen by contract and has incorporated the establishment of a Modelling and Revenue Stakeholders Group (MRSNG) comprising representatives of tie (and its advisors), TEL, Lothian Buses, Transdev, CEC Transport and the SE. The MRSNG meets once per month and has so far been focussed on working with the JRC contractor to define a base set of data inputs to the modelling process and the scenarios (e.g. different scope of the tram network, and service patterns for both Tram and Bus) and sensitivities to be tested.

In the coming months the role of the MRSNG will be to:

- Further refine the input parameters including the assumptions for fares and ticketing structures
- Assist in the calibration and validation of the JRC models as representing a credible and robust view of Edinburgh's public transport
- Examine and validate as a group the forecasts of tram and bus patronage, revenue, and economic costs and benefits derived from each defined scenario (Leith to Airport now being the core scenario) and the sensitivities tested for each scenario (e.g. different combinations of integrated tram and bus service patterns).

**Sensitivities will be modelled as business plan scenarios in due course prior to final decisions being taken.**

The testing and outputs from the JRC are programmed to be completed by the end of August 2006. Given the criticality of this activity to the delivery of the Final Business Case / TEL Business plan, this programme is being kept under close scrutiny to ensure its continued deliverability.

Appendix i  
ETN PROJECT PROGRESS REPORT - PROJECT SPEND

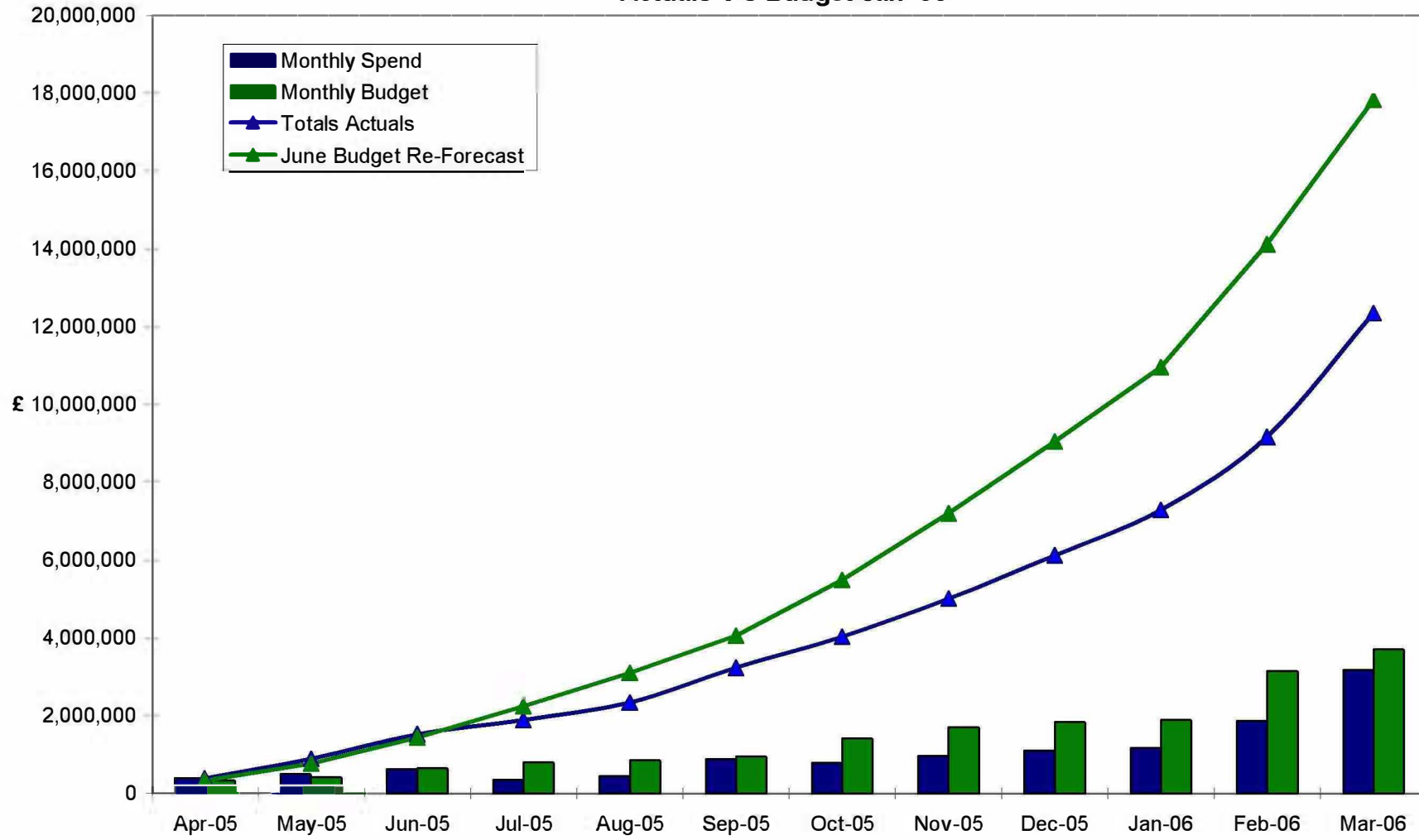
Ref	This Month					Last Month	Original Budget		Variances		
	Costs Month	Costs to date	Committed not spent	Not Committed	Forecast 05/06	Forecast 05/06	Costs to date	Budget 05/06	Forecast this month v. last	Actual costs to date v. budget	
	1	2	3	4	5=2+3+4	6	7	8	9=5-6	10=7-2	
<b>IMPLEMENTATION</b>											
1	tie RESOURCES	235	2,208	330	560	3,098	2,867	2,212	2,656	232	4
2	DPOF	30	322	75	5	402	407	532	600	(5)	210
3	LEGALS	86	492	162	119	773	796	1,006	1,278	(24)	515
4	SDS	371	1,800	1,080	920	3,800	5,670	6,475	8,000	(1,870)	4,675
5	JRC	66	420	135	62	617	751	1,090	1,148	(134)	670
6	TSS	235	870	567	88	1,525	1,814	828	1,086	(289)	(42)
7	UTILITIES		21			21	21	450	2,700		429
8	DESIGN SUPPORT	8	285	18	(0)	303	334			(31)	(285)
9	3RD PARTY NEGOT							407	577		407
10	LAND & PROPERTY	51	387	160	37	584	604	518	617	(20)	130
11	TROs		1			1	1	195	213		194
12	COMMS / MKTG	8	87	7		94	92	93	48	2	6
13	TEL	3	17	5	1	23	23	60	68		43
14	SERVICE INTEGRATION	40	80	30		110	110	471	597		391
15	PUK	5	71	10		81	102	1,044	109	(21)	973
16	FINANCIAL ADVISORS	30	189	20	32	241	241	734	282		545
17	INSURANCE	2	29			29	27	287	54	2	257
18	UTILITIES/INFRACO/TRAM					50	150			(100)	
99	OTHER SPECIFIED CONTINGENCY	5	19	10	(1)	28	28	988	2		969
					448	448	791	1,300	1,838	(343)	1,300
	<b>SPECIFIED COSTS</b>	<b>1,173</b>	<b>7,297</b>	<b>2,609</b>	<b>2,271</b>	<b>12,227</b>	<b>14,829</b>	<b>18,690</b>	<b>21,873</b>	<b>(2,602)</b>	<b>11,393</b>
	<b>SCOPE / PROGRAMME CONTINGENCY</b>					<b>4,023</b>	<b>1,421</b>			<b>2,602</b>	
	<b>FUNDED COSTS</b>	<b>1,173</b>	<b>7,297</b>	<b>2,609</b>	<b>2,271</b>	<b>16,250</b>	<b>16,250</b>	<b>18,690</b>	<b>21,873</b>		<b>11,393</b>

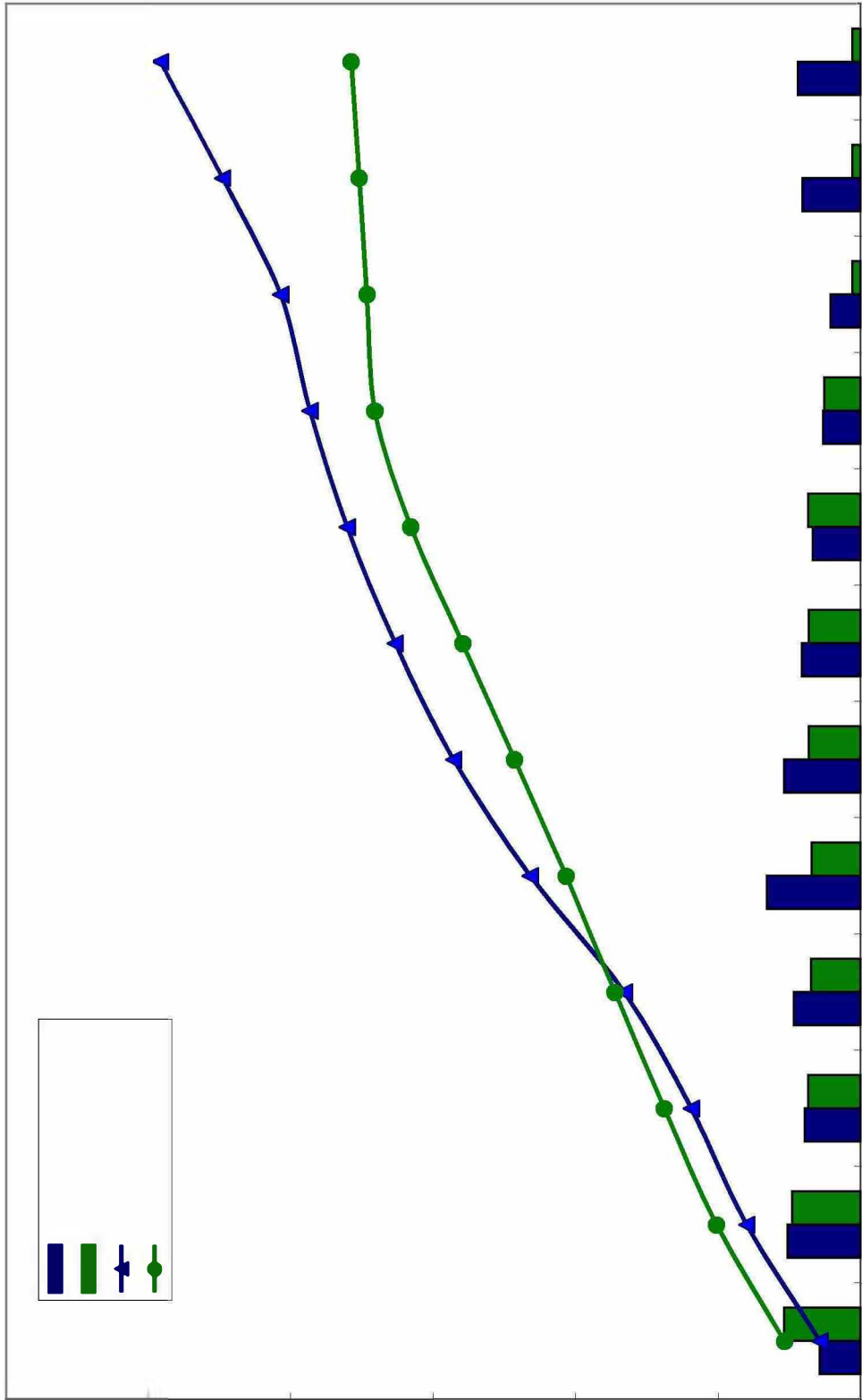
Appendix i (contd)  
**ETN PROJECT PROGRESS REPORT - PROJECT SPEND**

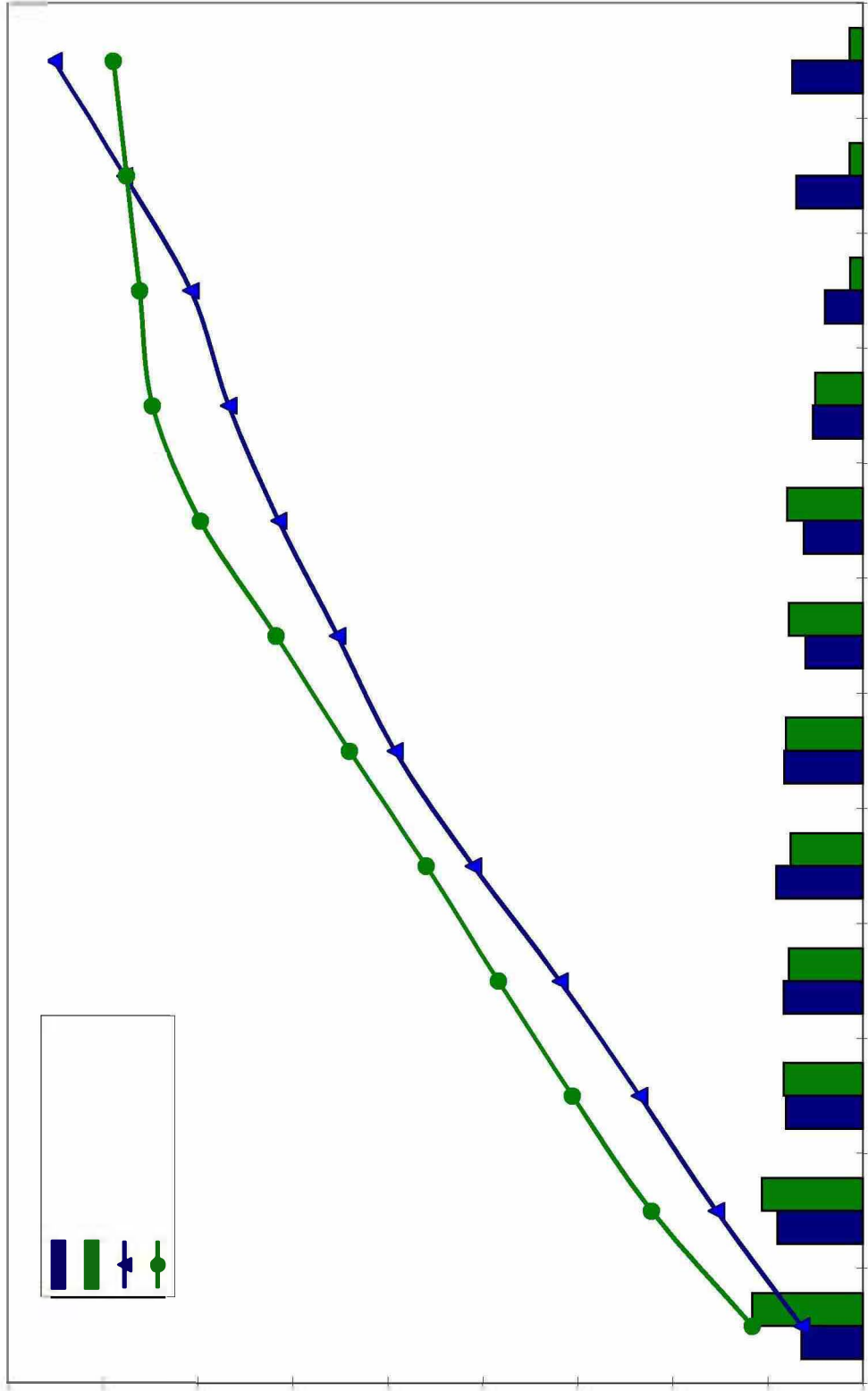
Ref		This Month				Last Month	Original Budget		Variances		
		Costs Month	Costs to date	Committed not spent	Not Committed	Forecast 05/06	Forecast 05/06	Costs to date	Budget 05/06	Forecast this month v. last	Actual costs to date v. budget
		1	2	3	4	5=2+3+4	6	7	8	9=5-6	10=7-2
<b>PARLIAMENTARY - TL1</b>											
1	tie RESOURCES	13	172	36	0	208	212	168	203	(4)	(4)
2	TECHNICAL ADVISORS	48	1,282	158	0	1,440	1,724	835	855	(284)	(446)
3	LEGAL	40	581	107		688	761	618	618	(73)	37
99	OTHER										
	SPECIFIED CONTINGENCY				121	121	121	109	110		109
	<b>SPECIFIED COSTS</b>	<b>101</b>	<b>2,034</b>	<b>301</b>	<b>121</b>	<b>2,456</b>	<b>2,818</b>	<b>1,731</b>	<b>1,787</b>	<b>(362)</b>	<b>(304)</b>
<b>PARLIAMENTARY - TL2</b>											
1	tie RESOURCES	15	172	38	0	210	212	166	201	(3)	(5)
2	TECHNICAL ADVISORS	34	722	79	(0)	801	901	643	663	(100)	(79)
3	LEGAL	28	520	64		584	701	618	618	(117)	98
99	OTHER										
	SPECIFIED CONTINGENCY				107	107	107	95	96		95
	<b>SPECIFIED COSTS</b>	<b>77</b>	<b>1,414</b>	<b>181</b>	<b>107</b>	<b>1,702</b>	<b>1,921</b>	<b>1,522</b>	<b>1,578</b>	<b>(219)</b>	<b>108</b>
	<b>TOTAL SPECIFIED COSTS</b>	<b>178</b>	<b>3,449</b>	<b>482</b>	<b>228</b>	<b>4,158</b>	<b>4,739</b>	<b>3,253</b>	<b>3,364</b>	<b>(581)</b>	<b>(196)</b>
	SCOPE/PROG CONTINGENCY					806	225			581	
	<b>FUNDED COSTS</b>	<b>178</b>	<b>3,449</b>	<b>482</b>	<b>228</b>	<b>4,964</b>	<b>4,964</b>	<b>3,253</b>	<b>3,364</b>		<b>(196)</b>



Implementation  
Actuals V's Budget Jan '06





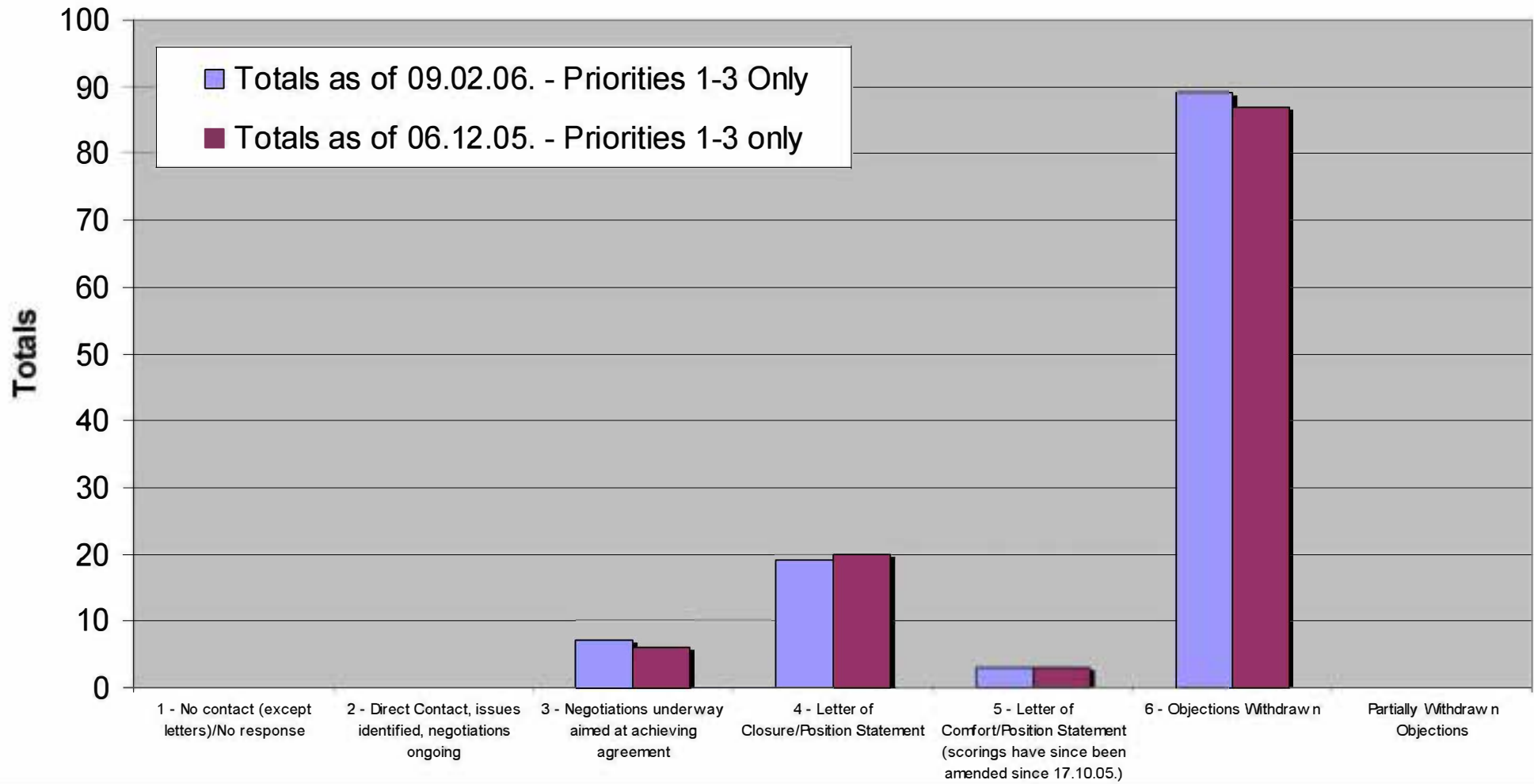


**Appendix iii  
Change Requests**

CR No.	Description	tie Approval	TPB Approval	SDS Issued
1	Haymarket Yards	Yes	Approved	Using
2	Gyle Re-alignment	Yes	Approved	Using
3	Baird Drive	Yes	Approved	Using
5	Leith Docks	Yes	Approved	Using
8	Ancient monuments	Yes	Approved	Using
9	Cycles on trams	Yes	Submitted	
10	Partial low floor	Yes	Approved	Using
13	Safety zone	Yes	Approved	Using
14	Wireless Traction	Yes	Submitted	
18	Segregated Princes Street	Yes	Approved	Using
19	Ditto 9 Leith Walk	Yes	Approved	Using
23	Gogar Depot/ BAA	Yes	Approved	Using
27	NHS worksite	Yes	Not req'd	Using
28	Stop locations Princes St.	Yes		Developing
32	Crewe toll interchange	Yes	Approved	Developing
33	Traffic signal priority	Yes	Approved	Using
37	Leith Walk interchange	Developing		Developing
41	Utilities Construction	Yes	Approved	Using
43	Scotrail Car parking	Yes	Current Needed	Using
46	CGM side agreement	Yes	Catch-up	Using
47	Elphinstone agreement	Yes	Approved	Using
48	Stray current	Yes	Approved	Using
50	Tram length	Yes	Approved	Using
51 (b,d)	EARL/TL2 modelling	Yes	Approved	
54	St Andrews Square	Developing		Using
56	PU Budget	Yes	Approved	Using
57, 58	FM model	Yes	Approved	Using
61	TL1 parl	Yes	Approved	
62	TL2 parl	Yes	Approved	
66	Advertising on trams and stops (stops 6-sheet, on-board & all-over wraps)	Yes – OBC fundamental	Approved	Using
67	Ticketing	Developing		
68	Replica	Yes	Approved	
69	TL2 model	Yes	Approved	
70	Land compensation part 1	Yes	Approved	

<b>CR No.</b>	<b>Description</b>	<b>Tie Approval</b>	<b>TPB Approval</b>	<b>SDS Issued</b>
73	Turnback @ Haymarket Yards	Yes	Approved	Using
74	BAe alignment/parking	Developing	Approved	Using
76	TL2 model	Yes	Approved	
78	Future proofing TL3	Developing	Approved	Using
79	Additional Modelling (Mgt) - TL1	Yes	Approved	-
80	TL1 Parliamentary - contingency drawdown to balance overspend	Yes	Approved	-
81	TL2 Parliamentary - Additional modelling req'd by MVA.	Yes	Approved	-
82	Instruction to SDS to set-up Project Office for SDS / Tie / TSS	Yes	Pending TPB meeting 23/1/6	-
83	Tram Modules - Instruction to McLean Hazel for Prep of factsheets on need for Tram.	Yes	Not req'd	-
85	Modelling – SDG Programme Acceleration costs	Submitted		-
86	SDS – Scope reduction (ref CNS001)	Yes	Pending financial resolution	

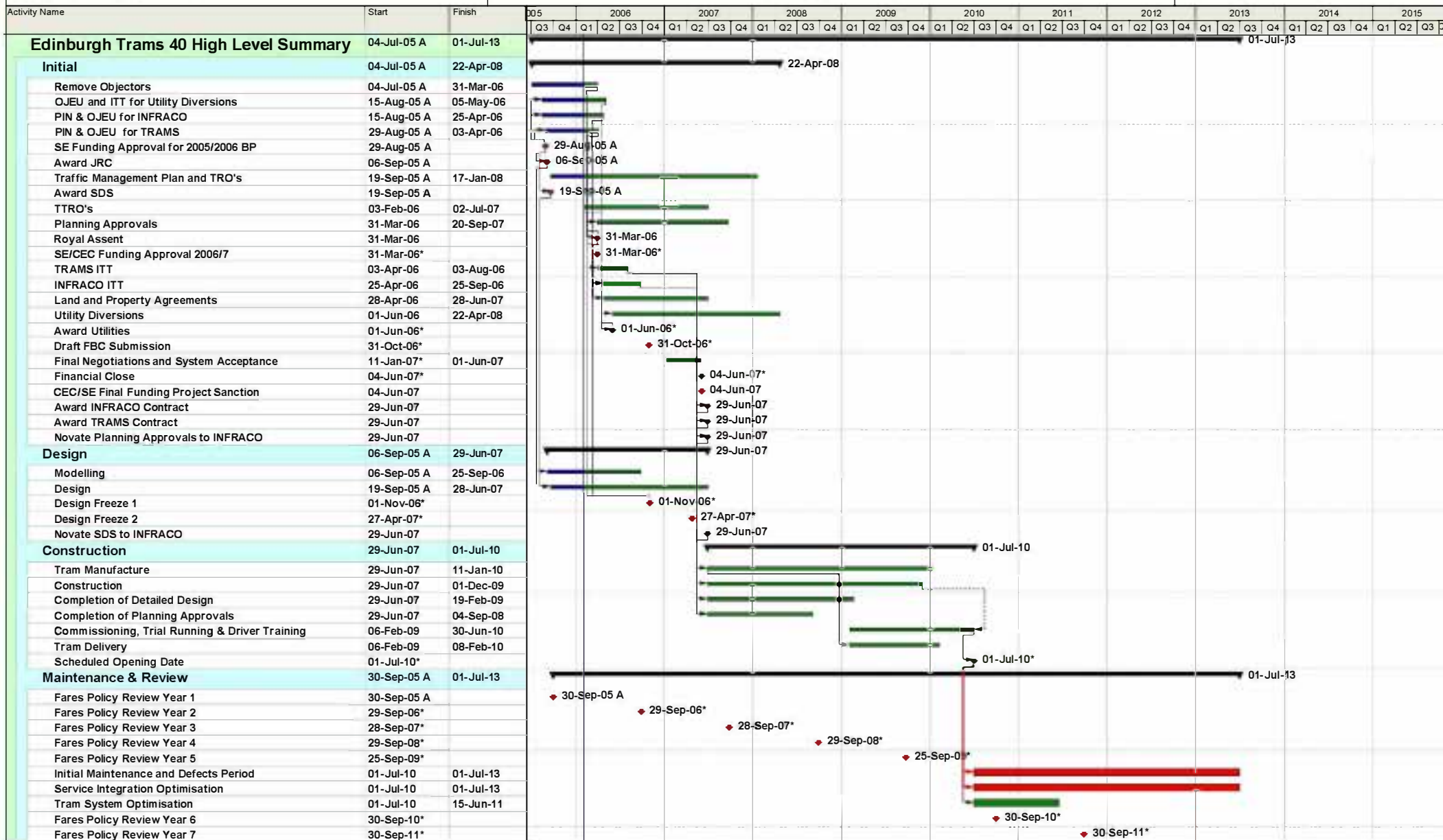
### ETL One and Two Objections: Summary of Progress



**Appendix v  
Programme**







High Level Summary Schedule

Progress to 3rd february 2006

