



4 Week Period Reporting Pack 11/12

Project Title:
Edinburgh Tram Project

Reporting Period:
Period 6 – 2011/12

Transport Scotland Project Manager:
John Ramsay

Progress Meeting Date: 21 September 2011

Report authorised by: **Steven Bell**
Project Director

Signature: [Redacted]

Date: 16 September 2011

For and on behalf of tie Limited

Report approved by: **Dave Anderson**
Director of City Development

Signature:

Date:

For and on behalf of the City of Edinburgh Council

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



Commercially Confidential

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1 Executive Summary

Progress

During March 2011 the Infraco, CEC and tie Ltd held constructive mediation discussions. Transport Scotland were party to those discussions. During mediation, heads of terms in a possible way forward were agreed by the Principals representing each party. A number of workstreams then flowed from those 'heads of terms' which included a proposed Minute of Variation (4) to the Infraco Contract which governs Prioritised Works and the vesting of materials with CEC.

In the early hours of 11th May, CEC and the Infraco agreed the wording of a draft minute of variation (MOV4) to allow the Infraco to progress works on Prioritised and Auxiliary workstreams. CEC's commercial advisor (Colin Smith of Hg Consulting) negotiated the payment schedule on behalf of CEC. During mid-April the Infraco contractor began to remobilise on a number of sites in-line with the priority works payment schedule. Payments of £57.9m have been made via tie Ltd to the Infraco to the end of Period 5. These payments were made by tie Ltd to the Infraco as instructed by CEC, in accordance with Hg Consulting's Certification of works and materials. MOV4 was formally executed on 10th June 2011.

On 25th August 2011 Members of CEC voted to complete the first phase of the Tram route to Haymarket.

A Special Council meeting was convened on 2nd September 2011 to discuss the recent decision to build the route to Haymarket. A motion was subsequently passed to build the first phase of the tram route to St. Andrew Square. The motion passed also instructed the Chief Executive Officer of CEC to enter into a full settlement with the Infraco contractor.

Post Mediation Programme (MOV4) Revision 03A

tie's assessment of the cumulative progress achieved to the end of Period 6 for the Post Mediation Programme MOV4 Prioritised Works Rev.3A is 58.9% against a plan of 77.1%. Details of how this is broken down can be found in the progress section of the report.

Comparative Reported and Assessed Percentage Complete Per.06 2011-12				
Section	Rev.03A Dated 28- Jun-11 Planned %	Rev.03A Dated 28- Jun-11 BSC Reported Actual %	Rev.03A Dated 28- Jun-11 tie Assessment of Progress	tie Estimated delta to Rev.3A Programme
2A - Haymarket to Roseburn Jnc	81.9%	62.3%	67.4%	-2W
5A - Roseburn Jnc to Balgreen Rd	100.0%	62.7%	N/A	-3W
5B- Balgreen Rd to Edinburgh Park Stn	0.0%	0.0%	N/A	N/A
5C-Edinburgh Park Stn to Gogarburn	76.5%	63.7%	58.1%	-6W
6A -Gogar Depot	74.3%	56.0%	56.0%	-5W
7A - Gogarburn to Airport	100.0%	100.0%	100.0%	N/A
Off-Street Section	77.1%	60.3%	58.9%	-5W

The total cumulative completion for Infraco Works for the entire route (Airport to Newhaven) is 30.5% at end of Period 06.

Design

IFC Design

The latest programmed availability of an IFC package is for “*Edinburgh Gateway RW and MX Model Edinburgh Gateway*” both of which are forecast to be issued on 03-Jan-12

The information below indicates the movement between the SDS v70 Design Programme and the SDS v74 Design Programme information:

Slippage	Location
2 x 168 days	Issue For Construction Drawings - DCR0278 Picardy Place Redesign and Issue for Construction Drawings - DCR0276 Elder Street Change
1 x 106 days	Issue For Construction Drawings - DCR0240 Fence Alterations
1 x 97 days	Issue For Construction Drawings - DCR0226 Special OLE Base at Airport TS/Canopy
1 x 94 days	Issue For Construction Drawings - Depot Tracks/Slab for Turnouts East
1 x 66 days	Issue For Construction Drawings - DCR0261 Roseburn St Curtain Walls
2 x 47 days	Issue For Construction Drawings - DCR0095 Edinburgh Airport Kiosk and Issue For Construction Drawings - DCR0146 Canopy Structure at Airport Kiosk
2 x 34 days	Issue For Construction Drawings - Edinburgh Gateway RW and Issue For Construction Drawings and MX Model Edinburgh Gateway

Currently the only outstanding SDS Detailed Design contained in v74 that is forecast to delay programmed Rev. 1 Infraco works (Airport to York Place) are as follows

- Issue Construction Drawings-Murrayfield RW (S21B)
- Issue Construction Drawings-South Gyle Access bridge re-design

Utility & Cabling Works

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

- Telecoms continue to progress their re-cabling activities on-street – with works in St Andrews Square due to complete during Sep-11.
- Cabling in Torphichen St could be protected to allow tramworks to commence as crossings are perpendicular to Tram route.
- All Cabling between Haymarket – Foot of the Walk due to complete during Sep-11.

Tramworks (INFRACO)**(%) Infraco Construction Progress Period 06**

Period 06 2011-12	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 06 PROGRESS (Contract Rev.01 Programme)							Wtg
Section 1a Newhaven to Foot of the Walk	0.0%	0.0%	0.0%	100.0%	8.6%	-91.4%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	0.0%	0.0%	0.0%	100.0%	0.0%	-100.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	0.0%	0.0%	0.0%	100.0%	11.2%	-88.8%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	2.8%	2.8%	100.0%	43.5%	-56.5%	4.2%
Section 5a Roseburn Junction to Balgreen Road	0.0%	0.0%	0.0%	100.0%	10.0%	-90.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.1%	2.1%	100.0%	36.0%	-64.0%	7.2%
Section 6 Gogar Depot	0.0%	0.7%	0.7%	100.0%	89.5%	-10.5%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.3%	-52.7%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off Street) Haymarket to Edinburgh Airport	0.0%	0.6%	0.6%	100.0%	44.4%	-55.6%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.0%	0.3%	0.3%	100.0%	30.5%	-69.5%	100.0%

Progress Points to note in Period 06:

- Assembly Street abandonment works due for completion by 11 September (Barhale).
- Only 2no abandonments outstanding which should be concluded by month end (Clancy Docwra).
- Most of the tracks tamped within the depot during 2 week period. This has drastically improved visible quality, however final checks still to be verified.
- Progress on the A8 underpass ahead of programme, Expanded doing well.
- Tenders for outstanding utility work concluded which should allow works to commence in the next period.
- Draw down Agreement reached with BAA in the period.

Issues in the Period

- Clarity still required on the way forward in section 1A.
- All works scheduled to start on the 5th Sept were suspended following the Council meeting on 25th August.
- Ongoing discussion continue with all parties regarding utility conflicts and best solution going forward.
- Track monitoring plan still to be concluded by BSC before works in the railway corridor can commence where NR Infrastructure effected.
- Tie have concern over the quality of works being produced at both the depot and Haymarket Yards. NCR register being monitored with visibility of close outs actions requested.
- Following an all party meeting regarding the required diversion of the IP gas main in section 7, SG have now instructed that no works should commence within 5metres of this main until the raised issues are concluded . BSC's intervention appears to have had a negative effect with SGN.
- Staff morale very low following the 2nd briefing regarding further changes to the Organisation going forward and the possibility of Compulsory Redundancy, but duties continue to be executed professionally.

Tramco**Period 06 Summary – Tramco**

No	Planned	Activities in current Period
1	Fabrication of the trams	All 27 trams have been completed.
2	Enhanced passenger information upgrade	Plan to fit additional latest equipment (if any enhancement is required) when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	ETL's testing & commissioning plan is now being finalised and integrated into the BSC test and commissioning plan, the first version of which has been reviewed and discussed with BSC.
4	Depot Equipment	CAF are continuing progress, delivery of the sand filling plant is scheduled for September 2011, Siemens have now completed installation of their plant with the exception of the Tram wash plant fitment which is currently underway.
5	Finalisation of external branding	Application of final branding to be applied whilst trams are stored at the factory prior to shipping to Edinburgh.
6	Tram O&M Manuals	Update (if required) after experience of the trams in the field.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	All 27 trams have successfully completed factory testing to date. 100% of trams now completed and tested.
9	Testing regime	Preparations are being finalised for the testing in Edinburgh which is planned to start with static testing at the Depot commencing in October and dynamic testing between the Depot and Gogarburn commencing in December.
10	Programme progress	90% of scheduled activities completed.

Preparing for Operations

The Operational Readiness team are continuing to work closely with the **tie** and BSC programme teams to coordinate progress at the Depot, good progress in this area has been made. Work has now been started again in the control room after the successful Factory Acceptance Tests were completed at Siemens Ashby plant during July.

Overhead line equipment has now started to be installed in the Depot Workshop and the trackwork on the tram delivery road is completed as well as both shed aprons with the completed workshop tracks now connected to the stabling tracks. Siemens are now using a tamper to set the line and level of all of the trackwork.

Good progress is also being made with the Test track with the laying of sleepers and placement of rails between the Gogar Church area at Gogarburn to the Gogar Castle access road with the concrete slab well progressed between the Gogar Castle road and the East side of the Depot Access bridge.

The operations mobilisation supervisor and two of the secondees from Lothian Buses attended and participated in the Factory Acceptance Testing of the control room SCADA equipment in

late July as part of their familiarisation process prior to starting the formal training programme, and the team are attending tramway training at Nottingham tram system for a 4 week course during September. They will then be ready for the delivery of the trams to the Depot (planned October 2011) and the availability of the test track for testing.

Cost

The 'AFC' figure of £776m has been updated to match the figures which CEC presented to the Special Council meeting on 2nd September 2011. The funding for Transport Scotland has been capped at £500m in this report, with the remaining £276m anticipated to be funded by CEC.

Key cost related items to note in Period 6 are:

- COWD to date is £503.0m, with funding to date split to TS (£461.4m) and CEC (£41.5m).

Period 6 (four week) COWD was £16.6m. The £16.6m can be split into the following constituent parts:

- £13.3m payments to the Infraco in line with MOV4 payment schedule
- £2.2m for Advanced Purchases Land (accrued in-line with latest CEC forecast profile)
- £1.1m relating to Resources and Other Cost items

The Year to Date 2011/12 COWD is £91.5m up to the end of P6

Per item 3.1 of the cost report the 'AFC' figure of £776m has been updated to match the figures which CEC presented to the Special Council meeting on 2nd September 2011.

The profile above does not reflect an accurate forecast profile, and has not been agreed with the Infraco. The spend profile will be fully revised on final agreement of programme and price with the Infraco contractor.

Risk & Opportunity

Spend to date plus known commitments now exceeds the approved budget amount of £545m, as such a paper was presented and approved by The City of Edinburgh Council, increasing the approved funding to £776m. The Council also confirmed that it will honour all commitments necessarily entered into by tie Ltd in pursuance of the Edinburgh Tram Project.

The current risk amount approved and included within the accounts is £34m.

2 Progress

BSC have, since April 2011, declined to provide period updates against the Revision 01 Contract programme but are providing information against the revised Post Mediation Prioritised Works (MOV4) programme Rev.3A.

This report below continues to provide progress figures based on **tie** determinations against the Revision 01 Programme.

There is also some further opinion on progress made against the *Post Mediation Programme (MOV 4) Prioritised Works Rev.03A dated 28-Jun-11* using the actual percentage completes reported by BSC.

Following finalisation of the settlement agreement, a revised full programme will be reported against.

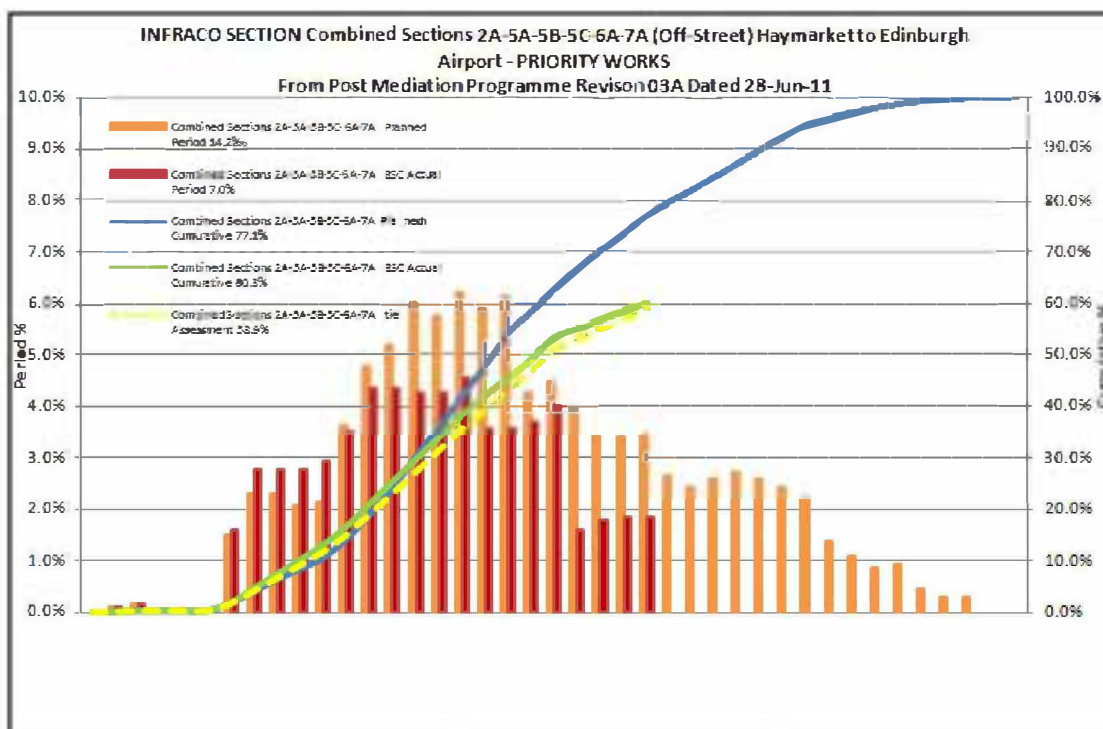
Post Mediation Programme (MOV4) Revision 03A

tie have made their own assessment of progress against the MoV4 Prioritised works programme by comparing the progress figures reported by BSC, with those reported by **tie**'s own construction team. The output of this assessment can be seen in the table below:

Comparative Reported and Assessed Percentage Complete Per.06 2011-12				
Section	Rev.03A Dated 28- Jun-11 Planned %	Rev.03A Dated 28- Jun-11 BSC Reported Actual %	Rev.03A Dated 28- Jun-11 tie Assessment of Progress	tie Estimated delta to Rev.3A Programme
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7A - Gogarburn to Airport	100.0%	100.0%	100.0%	N/A
Off-Street Section	77.1%	60.3%	58.9%	-5W

Note that as the electronic Primavera files have not been supplied by BSC, **tie** can only make an assessment against the work content / activities that were programmed to be undertaken in the period since the *Post Mediation Programme (MOV4) Revision 03A* commenced on 3rd May 2011, with those reported to have been progressed. With the limited information available, **tie** are unable to make any determination on the effects of this progress on critical paths, nor confirm the impact on forecast Sectional completion dates.

The graph below indicates, how **tie** view the BSC reported progress in the Section between Haymarket and the Airport and **tie**'s own assessment of the progress made by BSC against the *Post Mediation Programme (MOV 4) Prioritised Works Rev.03A dated 28-Jun-11*.



This **tie** assessment suggests that BSC are currently approx. 5.0 weeks adrift of the *Post Mediation Programme (MOV 4) Prioritised Works Rev.03A* dated 28-Jun-11.

There were no productive works executed On-street during the period following BSC'S decision to demobilise from active worksites at Lindsay Road and Tower Place bridge. Whilst it is noted that there are currently On-street auxiliary works taking place such as trial bore holes, **tie** do not have a baseline programme from which to assess progress. Progress Off-street has continued in Section 2A at Haymarket Yards, and in a few discreet areas within Sections 5c and 6.

The total cumulative completion for Infraco Works (Rev.01 Contract Programme Scope) is 30.5% (between the Airport and Newhaven) at end of Period 06. A summary of progress on various project elements can be found below:

<p>Utilities <i>The % complete is a physical measure of the progress against the forecast final volume of diversions across the route. It does not take cognisance of cabling, testing and transfers from the Telecom Providers (BT etc.)</i></p> <ul style="list-style-type: none"> ▪ ~ 50,000m of diversions; ~48,300m completed to date. ▪ Airport - Haymarket complete ▪ Haymarket – Newhaven complete save for: <ul style="list-style-type: none"> ▪ Some telecoms cabling and transfers (due for completion Aug11) ▪ Testing / commissioning / abandonments of transferred services (underway) ▪ Baltic Street Diversions (1500m) ▪ 250mm water main extension at the Depot is complete 	<p>97%</p>
<p>Tram Project Ancillary Works <i>Equal weighting is applied to the physical progress % complete for all six work packages, irrespective of value.</i></p> <ul style="list-style-type: none"> ▪ Ingliston Park & Ride Phase 2 	<p>100%</p> <p style="text-align: right;">100%</p>

<ul style="list-style-type: none"> complete ▪ Burnside Road Bridge relocation at Edinburgh Airport 100% complete complete ▪ Murrayfield Training Pitches relocation 100% complete complete ▪ Murrayfield Wanderers Club House 100% complete complete ▪ Murrayfield Turnstiles relocation 100% complete complete ▪ South Gyle sewer tunnel: (Site Contract works 100% completed) 100% complete Additional works -TM switchover completed November 10 	
<p><u>Tram Vehicles</u></p> <p>At the end of period 06 Tram manufacturing is complete at the CAF Irun premises and the Test Certificate is outstanding for only Tram No.27.</p>	99%
<p><u>Construction Off Street</u></p> <p><i>The % complete is a physical measure of the proportion of the section from Haymarket to Edinburgh Airport. Some typical elements of sections provide a more granular view.</i></p> <p><i>As has been reported, the on street work is subject to significant dispute and this is excluded in the summary table. Current % complete for the on street Infrastructure construction works is ~11%.</i></p> <p><u>Depot</u></p> <ul style="list-style-type: none"> ▪ Stabling area Phase 1 & 2 under construction, completion Dec '11 <p><u>Structures</u></p> <ul style="list-style-type: none"> ▪ Bridges 8 out of 16 under construction ~44% complete ▪ Culverts 3 out of 3 completed 100% complete ▪ Retaining Walls 6 out of 17 under construction ~ 24% complete <p><u>Systems</u></p> <ul style="list-style-type: none"> ▪ Track 1400m installed & now starting in depot ~12% complete ▪ Substations 2 out of 4 under construction ~20% complete ▪ Overhead Line Work has commenced at the depot with 100 out of 124 poles in depot erected. 	42%
<p><u>Overall Progress as a Financial Metric</u></p> <p><i>This is a summary financial metric, aggregating the current expenditure on the whole project as a % of the currently authorised funding (£545m).</i></p>	92%

The cost, programme and risk information in this Period 06 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme.

A post mediation agreement has been reached between CEC/tie and BSC regarding the recommencement of particular priority works which commenced during Period 2 2011-12. Additionally, BSC had agreed to carry out remedial works on Princes Street and plans were being made to divert traffic from 2nd July 2011 to allow these works to commence. However, following consultation with stakeholders and Businesses these works have been postponed to September 2011.

The priority works areas are:

- Haymarket Yards
- A8 Underpass
- Depot Access Bridge
- Depot Building & External Trackworks
- Mini-test track between Depot & Gogarburn

Design

IFC Design

Note that having not received any Design Programme Updates since v70 on 9th May, BSC unexpectedly issued tie with the SDS v74 Programme on 23rd August 2011.

The SDS v74 Programme is progressed to a data date of 01-Aug-11.
The latest programmed availability of an IFC package is for “*Edinburgh Gateway RW and MX Model Edinburgh Gateway*” both of which are forecast to be issued on 03-Jan-12

The information below indicates the movement between the SDS v70 Design Programme and the SDS v74 Design Programme information:

Slippage	Location
2 x 168 days	Issue For Construction Drawings - DCR0278 Picardy Place Redesign and Issue for Construction Drawings - DCR0276 Elder Street Change
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1 x 94 days	Issue For Construction Drawings - Depot Trackslab for Turnouts East
1 x 66 days	Issue For Construction Drawings - DCR0261 Roseburn St Curtain Walls
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2 x 34 days	Issue For Construction Drawings - Edinburgh Gateway RW and Issue For Construction Drawings and MX Model Edinburgh Gateway

Currently the only outstanding SDS Detailed Design contained in v74 that is forecast to delay programmed Rev. 1 Infraco works (Airport to York Place) are as follows

- Issue Construction Drawings-Murrayfield RW (S21B)
- Issue Construction Drawings-South Gyle Access bridge re-design

Against the original programme that saw the route built to Newhaven there would have been delays encountered through late delivery of design at

- Issue For Construction Drawings - DCR0304 Lindsay Rd Temp Tie ins

There are however various areas where the Consortium Integrated Design is delaying the tie Live programme (Rev.1) – see Section 2.8 for details

Utility & Cabling Works

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

- Telecoms continue to progress their re-cabling activities on-street – with works in St Andrews Square due to complete during Sep-11.

- Cabling in Torphichen St could be protected to allow tramworks to commence as crossings are perpendicular to Tram route.
- All Cabling between Haymarket – Foot of the Walk due to complete during Sep-11.

Tramworks (INFRACO)

The progress achieved in Period 06 for INFRACO works was 0.4% against a plan of 0.0% as against the contractual Rev.1 programme all construction activities for both the On and Off-street sections should now be complete with the route in total planned to be 100.0% complete.

There were no productive works executed On-street during the period following BSC'S decision to demobilise from active worksites at Lindsay Road and Tower Place bridge. Whilst it is noted that there are currently On-street auxiliary works taking place such as trial bore holes, **tie** do not have a baseline programme from which to assess progress Progress Off-street has continued in Section 2A at Haymarket Yards, and in a few discreet areas within Sections 5c and 6.

(%) Infraco Construction Progress Period 06

Period 06 2011-12	Period		Delta	Cumulative		Delta	Project
INFRACO PERIOD 06 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual		Wtg
Section 1a Newhaven to Foot of the Walk	0.0%	0.0%	0.0%	100.0%	8.6%	-91.4%	16.2%
Section 1b Foot of the Walk to McDonald Road	0.0%	0.0%	0.0%	100.0%	1.3%	-98.7%	7.4%
Section 1c McDonald Road to Princes Street West	0.0%	0.0%	0.0%	100.0%	0.0%	-100.0%	10.8%
Section 1d Princes Street West to Haymarket	0.0%	0.0%	0.0%	100.0%	42.1%	-57.9%	7.6%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	0.0%	0.0%	0.0%	100.0%	11.2%	-88.8%	42.0%
Section 2 Haymarket to Roseburn Junction	0.0%	2.8%	2.8%	100.0%	43.5%	-56.5%	4.2%
Section 5a Roseburn Junction to Balgreen Road	0.0%	0.0%	0.0%	100.0%	10.0%	-90.0%	13.9%
Section 5b Balgreen Road to Edinburgh Park Central	0.0%	0.0%	0.0%	100.0%	43.4%	-56.6%	13.2%
Section 5c Edinburgh Park Central to Gogarburn	0.0%	2.1%	2.1%	100.0%	36.0%	-64.0%	7.2%
Section 6 Gogar Depot	0.0%	0.7%	0.7%	100.0%	89.5%	-10.5%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.3%	-52.7%	7.6%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	0.0%	0.6%	0.6%	100.0%	44.4%	-55.6%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.0%	0.3%	0.3%	100.0%	30.5%	-69.5%	100.0%

ON-STREET

Progress On-street remains "Suspended" with works commenced in the following locations (%'s are for full structure)

Item	Period 04 % Comp	Period 05 % Comp	Period 06 % Comp
Section 1 Newhaven Road to Haymarket			
Lindsay Rd RW's	66.0%	66.0%	66.0%
S17 Tower Place bridge	73.0%	73.0%	73.0%
1B Leith Walk (Foot of the Walk – McDonald Rd)	1.3%	1.3%	1.3%
1D Princes Street to Haymarket	42.1%	42.1%	42.1%

OFF-STREET

Progress Off-street has re-commenced in Section 2A at Haymarket Yards and continued in only a few discreet areas within Sections 5c and 6. (%'s are for full structure)

Item	Period 04 % Comp	Period 05 % Comp	Period 06 % Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	81.1%	81.1%	81.1%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	28.1%	37.3%	59.2%
Trackwork Track Laying Haymarket to Roseburn junction	4.8%	4.8%	12.5%
Haymarket Station TS	1.8%	1.8%	1.8%
Section 05A Roseburn Junction to Balgreen Road			
Network Rail Haymarket Sprinter Depot Carpark	100.0%	100.0%	100.0%
Russell Road Retaining Walls	22.7%	22.7%	22.7%
Murrayfield Wanderers Clubhouse Demolition	100.0%	100.0%	100.0%
Murrayfield SRU Accommodation Mods	100.0%	100.0%	100.0%
Section 05B Balgreen Road to Edinburgh Park Central			
S23 Carricknowe bridge	79.5%	79.5%	79.5%
Trackwork Civils and Earthworks Balgreen to Saughton	42.7%	42.7%	42.7%
Trackwork Track Laying Balgreen to Saughton	11.3%	11.3%	11.3%
Trackwork Civils and Earthworks Saughton to Bankhead (includes Guided Busway)	100.0%	100.0%	100.0%
Trackwork Track Laying Saughton to Bankhead (includes Guided Busway)	63.7%	63.7%	63.7%
Trackwork Civils and Earthworks Bankhead to Edinburgh Park	31.0%	31.0%	31.0%
Trackwork Track Laying Bankhead to Edinburgh Park	0.0%	0.0%	0.0%
Edinburgh Park Station TS	6.4%	6.4%	6.4%
Trackwork Civils and Earthworks Edinburgh Park Station to Edinburgh Park Central	43.4%	43.4%	43.4%
Trackwork Track Laying Edinburgh Park Station to Edinburgh Park Central	0.0%	0.0%	0.0%
S27 Edinburgh Park viaduct	94.2%	94.2%	94.2%
Section 05C Edinburgh Park Central to Gogarburn			
Trackwork Civils and Earthworks Edinburgh Park Central to Gyle Centre	20.6%	20.6%	20.6%
Trackwork Track Laying Edinburgh Park Central to Gyle Centre	0.0%	0.0%	0.0%
A8 underpass (Excluding utilities works)	46.9%	53.6%	81.1%
S32 Depot Access bridge	97.0%	97.0%	97.0%
Trackwork Civils and Earthworks Gyle to Depot Stop	24.3%	29.9%	29.9%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	66.9%	70.1%	81.2%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	1.1%

Item	Period 04 % Comp	Period 05 % Comp	Period 06 % Comp
Section 06 Gogar Depot			
Depot Earthworks & drainage	99.7%	99.7%	100.0%
Depot Trackworks Civils	91.1%	94.4%	97.7%
Depot Trackworks - Track Laying	45.6%	54.7%	69.1%
Depot building (Total).	87.8%	91.6%	96.2%
Building Services	96.4%	100.0%	100.0%
Fitting Out and Finishes	98.5%	100.0%	100.0%
E&M Workshop Equipment Installation	44.9%	85.1%	83.8%
Depot Sub-station	91.4%	91.4%	91.4%
Depot Access Roads	75.3%	82.7%	84.3%
Depot E&M Works	18.0%	18.0%	18.0%
Depot in totality	83.6%	88.9%	89.5%
Section 07 Gogarburn to Edinburgh Airport			
Gogar Landfill	91.5%	91.5%	91.5%
Gogarburn Bridge	98.5%	98.5%	98.5%
S30 Gogar Culvert No.1	100.0%	100.0%	100.0%
Trackwork Civils and Earthworks Gogarburn to Ingliston P&R	76.2%	76.2%	76.2%
Trackwork Track Laying Gogarburn to Ingliston P&R	0.0%	0.0%	0.0%
Hilton Hotel Carpark Phase 1	100.0%	100.0%	100.0%
Ingliston Park and Ride Sub-station	1.4%	1.4%	1.4%
W14A&B / W15C&D Gogarburn RW's	57.5%	57.5%	57.5%
S31 Gogar Culvert No.2	100.0%	100.0%	100.0%
S34 Gogar Culvert No.3 (Remedial works to be done)	97.2%	97.2%	97.2%
Trackwork Civils and Earthworks Ingliston Park & Ride to Edinburgh Airport	85.9%	85.9%	85.9%
Trackwork Track Laying Ingliston Park & Ride to Edinburgh Airport	0.0%	0.0%	0.0%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing the main works in this section.
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	<p><u>Haymarket Viaduct</u> Remedial works to correct the level of the tramstop track improvement layer continued during the period. Siemens/Bam Rail commenced installation of sleepers on the viaduct on 06 July 2011. Track installation continued during the period. The first track slab pour on the viaduct was carried out on 23 July 2011. The second track slab pour was carried out on 30 July 2011 in the tramstop area. The inbound track pour at the tramstop is planned for completion on 03 August 2011.</p> <p><u>Haymarket Yards</u> Prioritised works continue in the Haymarket Yards area. Graham's progressed construction of the OLE bases in the section throughout the period. Grahams continued excavation to formation and replacing unsuitable material with imported fill. Construction of the track improvement layer continued during the period. Installation of track drainage and service ductwork continued during the period.</p>

Section	Commentary
Section 5a Roseburn Junction to Balgreen Road	<p>No agreed programme for recommencing in this section</p> <p><u>JB McLean/Murrayfield Indoor Sports Club</u> Damp issue - site visit by a specialist waterproofing / 'tanking' company carried out during the period. Details of the proposed repair methodology awaited from BSC.</p> <p><u>Plots 96, 97</u> BSC commenced the alteration works on 25 July 2011.</p> <p><u>Plot 101/102</u> No works planned or carried out by BSC. Demolition of 101 is to be carried out and the area reinstated with black-top in accordance with the request of the landowner, Mr Kelly. Licence signed on 21/07/2011, copy issued to BSC 28/07/2011. Start date to be confirmed by BSC.</p> <p><u>Murrayfield Corridor Ground Improvements – INTC 625</u> Ground Investigation - BSC/SDS/GMEC meeting held on Tuesday 19/07/2011 to discuss the proposed technical solution for the ground improvement. Details awaited from BSC.</p>
Section 5b Balgreen Road to Edinburgh Park Central	<p>No agreed programme for recommencing in this section</p>
Section 5c Edinburgh Park Central to Gogarburn	<p>Prioritised works programme now available for this area.</p> <p><u>Depot Access Bridge</u> Opened for site access from 6th August 2011</p> <p><u>A8 underpass</u> 450 water main diversion and communication duct slewing sufficiently progressed to allow traffic switch to be planned for 9th September 2011. This will allow access to critical phase 3 with piling works mobilisation due to commence 26th September 2011.</p> <p><u>Trackwork</u> Mini Test Track: Depot Access Bridge to Gogarburn TS: Blinding concrete 95%. Track installation (Rheda Green) continued in Period. (Gogar Castle to Gogar Church Road). BSC encountering design delays in completion of ductwork/blinding in area of Depot West Entry/Exit</p>
Section 6 Gogar Depot	<p><u>Depot Building works:</u> Tramwash installation completed in Period.</p> <p><u>Depot Externals:</u> Track installation completed to Sections 2, 3 and 4. Installation commenced to Section 1 West Apron in period. Tamping machine completed all available areas in Section 1,2,3 and 4. Significant areas still to be completed by machine and hand tamping due to inaccessibility of tamper.</p> <p>Virgin Media: IT connection completed and PABX SAT scheduled for 7th September 2011.</p>
Section 7a Gogarburn to Edinburgh Airport	<p>EAL have agreed in principle to route of HV cable to IPR substation. BAA provided draft wayleave to SP in Period. EAL have requested rental for SP in Period for which they are currently objecting.</p> <p>IP Gas Main: Estimate received and discussions with BSC in</p>

Section	Commentary
	<p>Period. CEC to consider position and confirm.</p> <p>Building warrant submitted to CEC and to EAL for approval for Kiosk and Canopy. BSC have had to revise proposed outfall from CESS pit to biological treatment plant.</p> <p>NIL have queried latest design. Meeting held 6th September 2011 to close out. Following this close out of commercial settlement will be critical. Meeting scheduled 13th September 2011 to close out agreement on quantities.</p>

Progress Points to note in Period 06:

- Assembly Street abandonment works due for completion by 11 September (Barhale).
- Only 2no abandonments outstanding which should be concluded by month end (Clancy Docwra).
- Most of the tracks tamped within the depot during 2 week period. This has drastically improved visible quality, however final checks still to be verified.
- Progress on the A8 underpass ahead of programme, Expanded doing well.
- Tenders for outstanding utility work concluded which should allow works to commence in the next period.
- Draw down Agreement reached with BAA in the period.

Issues in the Period

- Clarity still required on the way forward in section 1A.
- All works scheduled to start on the 5th Sept were suspended following the Council meeting on 25th August.
- Ongoing discussion continue with all parties regarding utility conflicts and best solution going forward.
- Track monitoring plan still to be concluded by BSC before works in the railway corridor can commence where NR Infrastructure effected.
- Tie have concern over the quality of works being produced at both the depot and Haymarket Yards. NCR register being monitored with visibility of close outs actions requested.
- Following an all party meeting regarding the required diversion of the IP gas main in section 7, SG have now instructed that no works should commence within 5metres of this main until the raised issues are concluded . BSC's intervention appears to have had a negative effect with SGN.
- Staff morale very low following the 2nd briefing regarding further changes to the Organisation going forward and the possibility of Compulsory Redundancy, but duties continue to be executed professionally.

Tram Construction (Tramco)

The CAF contract programme is incorporated in the Master Tram project Programme. We receive electronic submission of the CAF programme to allow analysis of the programme.

No	Planned	Activities in current Period
1	Fabrication of the trams	All 27 trams have been completed.
2	Enhanced passenger information upgrade	Plan to fit additional latest equipment (if any enhancement is required) when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	ETL's testing & commissioning plan is now being finalised and integrated into the BSC test and commissioning plan, the first version of which has been reviewed and discussed with BSC.
4	Depot Equipment	CAF are continuing progress, delivery of the sand filling plant is scheduled for September 2011, Siemens have now completed installation of their plant with the exception of the Tram wash plant fitment which is currently underway.
5	Finalisation of external branding	Application of final branding to be applied whilst trams are stored at the factory prior to shipping to Edinburgh.
6	Tram O&M Manuals	Update (if required) after experience of the trams in the field.
7	Key sub-contract placement	Collateral warranties – 3 signed warranties have been received, remaining continue to be progressed.
8	Factory Based Acceptance Testing complete	All 27 trams have successfully completed factory testing to date. 100% of trams now completed and tested.
9	Testing regime	Preparations are being finalised for the testing in Edinburgh which is planned to start with static testing at the Depot commencing in October and dynamic testing between the Depot and Gogarburn commencing in December.
10	Programme progress	90% of scheduled activities completed.

Preparing for Operations

The Operational Readiness team are continuing to work closely with the tie and BSC programme teams to coordinate progress at the Depot, good progress in this area has been made. Work has now been started again in the control room after the successful Factory Acceptance Tests were completed at Siemens Ashby plant during July.

Overhead line equipment has now started to be installed in the Depot Workshop and the trackwork on the tram delivery road is completed as well as both shed aprons with the completed workshop tracks now connected to the stabling tracks. Siemens are now using a tamper to set the line and level of all of the trackwork.

Good progress is also being made with the Test track with the laying of sleepers and placement of rails between the Gogar Church area at Gogarburn to the Gogar Castle access road with the concrete slab well progressed between the Gogar Castle road and the East side of the Depot Access bridge.

Induction training for the Lothian Buses operations staff transferring to Tram was undertaken in the last week of August, and the team are attending tramway training at the Nottingham tram system for a 4 week course during September. They will then be ready for the delivery of the trams to the Depot (planned October 2011) and the availability of the test track for testing.

A weekly commissioning and integration meeting is continuing to ensure that a coordinated and integrated approach is followed.

The monthly Operational Readiness Workshop meetings are working through the detail of the forthcoming tram delivery, testing, commissioning and mobilisation tasks identifying the facilities required for each activity.

Work continues with the preferred bidder for the supply of ticketing equipment for the tram system, to progress the preparation of the contract documentation. Further testing of the existing Lothian Buses back office is required to take place. We hope that this work will be undertaken in the coming period.

Regular meetings are taking place with Lothian Buses senior management to discuss the proposed transfer of ETL to Lothian Buses.

3 Headline cost report

3.1 Current Financial Year

	FY 11/12			FY 11/12			FY 11/12			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	COWD Period			COWD Year To Date			COWD Full Year Forecast					
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	16.635	16.788	-0.153	91.486	58.965	32.521	222.497	133.501	88.996	502.985	273.015	776.000
Other Funding	1.374	1.386	-0.013	7.554	4.869	2.685	100.019	11.023	88.996	41.531	234.469	276.000
Demand on TS	15.261	15.401	-0.140	83.932	54.096	29.836	122.478	122.478	0.000	461.454	38.546	500.000

The 'AFC' figure of £776m (table above) has been updated to match the figures which CEC presented to the Special Council meeting on 2nd September 2011. The funding for Transport Scotland has been capped at £500m in this report, with the remaining £276m anticipated to be funded by CEC.

The profile of the forecast will be updated following confirmation by the Infraco of an agreed programme.

COWD to date is £503.0m, with funding to date split to TS (£461.5m) and CEC (£41.5m).

Actual YTD P6 & forecast P7-13 FY11/12

£m	COWD to P6	Forecast P7-P13	FY 2011/12
Infrastructure and vehicles	83.5	124.1	207.6
Utilities diversions	0.6	-4.7	-4.2
Design	-0.1	0.5	0.4
Land and compensation	2.2	1.0	3.3
Resources and insurance & risk	5.2	10.1	15.4
Total Phase 1a	91.5	131.0	222.5

Numbers in the table above are subject to rounding (+/- £0.1m)

Period 6 (four week) COWD was £16.6m. The £16.6m can be split into the following constituent parts:

- £13.3m payments to the Infraco in line with MOV4 payment schedule
- £2.2m for Advanced Purchases Land (accrued in-line with latest CEC forecast profile)
- £1.1m relating to Resources and Other Cost items

The Year to Date 2011/12 COWD is £91.5m up to the end of P6

The full-year 2011/12 outturn forecast is currently £222.5m. This is subject to revision dependent upon the final mediated settlement between the Infraco, CEC and tie Ltd.

Current Financial Year Profile**Profile for FY2011/12**

£m	Q1 (p1-3)	Q2 (p4-6)	Remaining (p7-13)	Total FY11/12
Infrastructure and vehicles	53.9	29.6	124.1	207.6
Utilities diversions	0.0	0.5	-4.7	-4.2
Design	-0.1	0.0	0.5	0.4
Land and compensation	0.0	2.2	1.0	3.3
Resources and insurance	2.6	2.6	10.1	15.4
Base costs	56.5	35.0	131.0	222.5
Risk allowance	0.0	0.0	0.0	0.0
Total Tram	56.5	35.0	131.0	222.5

Numbers in the table above are subject to rounding (+/- £0.1m)

- According to the current spend profile for 2011/12 we anticipate that TS share of spend will be £122.5m.

Phase 1a Profiling

£m	Cum FY07/11	FY 11/12	FY 12/13	FY 13/14	FY 12/13	FY 13/14	AFC
Infrastructure and vehicles	198.0	207.6	88.3	0.0	0.0	207.6	493.8
Utilities diversions	70.4	-4.2	0.0	0.0	0.0	-4.2	66.3
Design	32.9	0.4	0.4	0.0	0.0	0.4	33.7
Land and compensation	20.2	3.3	0.0	0.0	0.0	3.3	23.5
Resources and insurance	90.0	15.4	24.8	24.9	3.6	15.4	158.7
Base costs (inc 1b)	411.6	222.5	113.5	24.9	3.6	222.5	776.0
Risk Allowance	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	411.6	222.5	113.5	24.9	3.6	222.5	776.0

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

Per item 3.1 the 'AFC' figure of £776m (table above) has been updated to match the figures which CEC presented to the Special Council meeting on 2nd September 2011.

The profile above does not reflect an accurate forecast profile, and has not been agreed with the Infraco. The spend profile will be fully revised on final agreement of programme and price with the Infraco contractor.

4 Time schedule report

4.1 Report against key milestones

The table below reflects the milestones set out against the Rev1 programme. This will be rebaselined when a new programme is agreed as part of the Settlement Agreement.

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

Milestones	Baseline programme date	Actual / current forecast date tie live prgm
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	Nov-12 to Jul-13
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Jul-12 to Jul-13
Driver training commences (excludes depot)	Nov 2010	Jan-13
Construction Line 1a complete	17-Jan-11	Sep-13
System testing complete off street	09-Dec-10	Oct-13
System testing complete on street	16-Feb-11	Oct-13
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	Oct-13
Shadow running starts	18-Apr-11	Dec-13
Shadow running complete	July 2011	Mar-14
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Mar-14
Open for revenue service	July 2011	Mar-14

* CAF revised programme to reflect availability of Depot for Tram delivery

Guidance for Completion:

Legend for colouring of Actual / forecast date text

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

12-Week Look-Ahead

Until a revised programme is agreed and is in place, the forecast for the next 12 weeks is now generated from the Post Mediation Programme Rev.3A including latest updated information from both BSC and tie Project Managers. Note that due to the uncertainty surrounding the On-street section of the Infraco works, and the recent demobilisation from site by BSC that these works have been removed from the 12 week forecast. Similarly, as BSC have now demobilised worksites where there is an outstanding disagreement regarding an estimate, these works have also been removed from the table.

Milestones	Actual / current forecast date
2A – Road and track works Haymarket Yards	12-Sep-11C
5C – A8 Underpass	12-Sep-11C
5C - S32 Depot Access bridge	12-Sep-11C
5C – Civil & Track works Depot Stop to Gogarburn (Mini Test-track)	12-Sep-11C
6 - Depot Building (Installation of workshop equipment)	12-Sep-11C
6 – Depot Trackworks -Track Laying	12-Sep-11C
6 – Depot Access Roads	12-Sep-11C
6 – Depot OHL Bases	12-Sep-11C
1A – Lindsay Road RW's	10-Oct-11RC
1A – S17 Tower Place bridge	10-Oct-11RC
2A – S19 Haymarket viaduct Finishes	10-Oct-11S
2A – Haymarket Station Tram Stop	10-Oct-11S
5A – W4 Russell Road RW's	10-Oct-11RC
5B – S23 Carricknowe bridge	10-Oct-11RC
5B – Balgreen Rd to Saughton Road North Trackworks	10-Oct-11RC

Milestones	Actual / current forecast date
5B – Bankhead to Edinburgh Park Stn Trackworks	10-Oct-11RC
5B – Edinburgh Park Stn to Edinburgh Park Central Trackworks	10-Oct-11RC
5B – S27 Edinburgh Park bridge	10-Oct-11RC
5C – Edinburgh Park Central to Gyle Centre Trackworks	10-Oct-11S
5C – W16 Gyle Centre RW	10-Oct-11S
7 – Gogarburn to Ingliston Park and Ride Trackworks	10-Oct-11RC
7 – Ingliston Park and Ride to Airport Trackworks	10-Oct-11RC
7 – W14/W15 Gogarburn RW's	10-Oct-11RC
5A – S22A Balgreen Rd bridge	11-Oct-11S
5A – W18 Murrayfield TS RW	01-Nov-11S
5A – S21E Water of Leith bridge	04-Nov-11S
5A – S21A Roseburn Street viaduct	05-Nov-11S
5B – S26 South Gyle Access bridge	07-Nov-11S
5A – S20 Russell Road underbridge	11-Nov-11S
5A – S21B Murrayfield Stadium RW	21-Nov-11S

Key: A=Actual; C=Continues in period; S=Start; RC=Re-commence, F=Finish,

Appendix A – Detailed Cost Report

Headline Financial Information	Edinburgh Trams	FY 11/12	Period Nr: 6
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FY 11/12: Demand on TS	122.478
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1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD):
See Section 3 of the TS report for further commentary

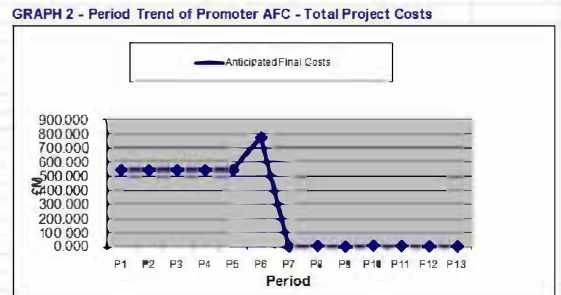
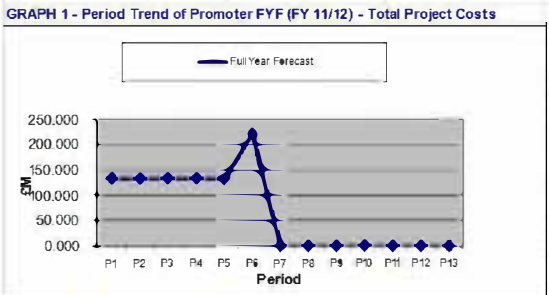
YEAR TO DATE (YTD):
See Section 3 of the TS report for further commentary

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

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

2: SUMMARY

	FY 11/12 COWD Period			FY 11/12 COWD Year To Date			FY 11/12 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance	Actual	Forecast	Forecast
Total Project COWD	16.635	16.788	-0.153	81.486	58.965	32.521	222.497	133.501	88.996	502.885	273.015	776.000
Other Funding	1.374	1.386	-0.013	7.554	4.869	2.685	100.019	11.023	88.996	41.531	234.468	276.000
Demand on TS	15.261	15.401	-0.140	83.932	54.096	29.836	122.478	122.478	0.000	461.454	38.546	500.000



3: RISK AND OPPORTUNITIES TO

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

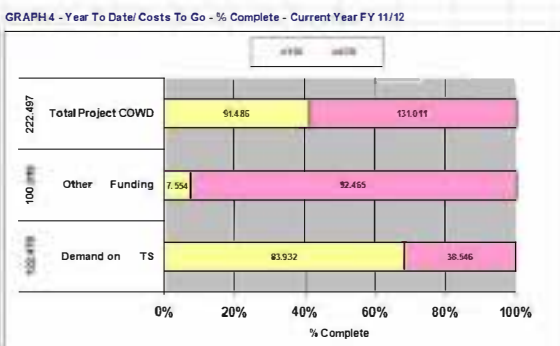
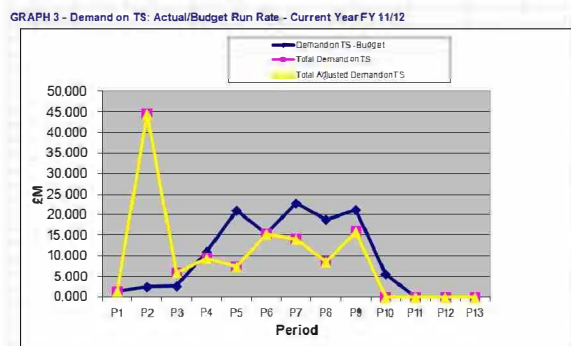
ANTICIPATED FINAL COST:
See Section 3 of the TS report for further commentary

4: ACCRUALS COMMENTARY

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

PLANNED/EMERGING/FORECAST	Estimated Cost Total Project Costs			Actual Cost/Forecast Total Project Costs			Variance
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline data to be known as original estimate							
Relevant Baseline date	01/01/2000						
General Overall	28.233	28.233	34.715	31.419	3.286	34.715	0.000
Procurement Consultant	66.173	66.173	105.441	82.904	22.536	105.441	0.000
Design	26.646	26.646	33.747	32.515	0.832	33.747	0.000
Financial Issues/Funding/Procurement Strategy	2.254	2.258	2.754	2.654	0.100	2.754	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	501.884	304.874	197.010	501.884	0.000
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	63.141	47.900	15.241	63.141	0.000
Risk	48.974	48.974	34.000	0.000	34.000	34.000	0.000
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	776.000	502.984	273.016	776.000	0.000

Detailed Financial Information		Edinburgh Trams											FY 11/12		Period Nr:		Em	
		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total			
6: Current Year 11/12 - Baseline Budget																		
1 Total Project COWD - Budget		1,535	2,741	2,831	12,045	22,826	16,788	24,857	20,515	23,085	6,079	0,000	0,000	0,000	133,501			
2 Other Funding - Budget		0,127	0,226	0,242	0,995	1,893	1,386	2,052	1,694	1,906	0,502	0,000	0,000	0,000	11,023			
3 Demand on TS - Budget		1,408	2,515	2,689	11,050	21,033	15,401	22,805	18,821	21,179	5,577	0,000	0,000	0,000	122,478			
7: Current Year 11/12 - Actuals (Updated 4 weekly)																		
4 Total Project COWD + Revised Forecast		1,535	48,402	6,518	10,319	8,076	16,635	15,289	9,407	17,559	21,627	25,818	24,064	17,247	222,487			
7 Other Funding + Revised Forecast		0,127	3,996	0,538	0,852	0,867	1,374	1,262	0,777	1,670	21,627	25,818	24,064	17,247	100,019			
10 Total Demand on TS		1,408	44,406	5,981	9,467	7,409	15,261	14,027	8,630	15,889	0,000	0,000	0,000	0,000	122,478			
8: Variance Tracker																		
12 Variance Line 1 to Line 4 - Project Actual vs Budget		0,000	45,661	3,589	-1,726	-14,850	-0,153	9,506	-11,108	-5,525	15,548	25,818	24,064	17,247	88,996			
13 Variance Line 2 to Line 7 - Other Funding Actual vs Budget		0,000	3,770	0,295	-0,142	-1,225	-0,013	-0,790	-0,917	-0,236	21,125	25,818	24,064	17,247	88,996			
14 Variance Line 3 to Line 10 - Demand on TS vs Budget		0,000	41,891	3,292	-1,583	-13,624	-0,140	-8,778	-10,191	-5,289	-5,577	0,000	0,000	0,000	0,000			
9: Next Year 12/13 - Forecast (Updated 4 weekly)																		
18 Total Project COWD		53,410	24,283	26,578	9,208	113,457	113,457	24,931	3,615	0,000	0,000	0,000	0,000	0,000	778,000			
21 Other Funding		53,410	24,283	26,578	9,208	113,457	113,457	24,931	3,615	0,000	0,000	0,000	0,000	0,000	276,000			
24 Total Demand on TS		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000			
10: All Years (Escalated) (Updated 4 weekly)																		
26 Total Project COWD		133,051	100,979	113,813	63,656	222,487	113,457	24,931	3,615	0,000	0,000	0,000	0,000	0,000	778,000			
29 Other Funding		10,986	8,338	9,397	5,256	100,019	113,457	24,931	3,615	0,000	0,000	0,000	0,000	0,000	276,000			
32 Total Demand on TS		122,065	92,641	104,416	58,400	122,478	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	500,000			



11: Other Funding		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
Budget (Current Year 11/12)															
RAB Funding (if Applicable)		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,127	0,226	0,242	0,995	1,893	1,386	2,052	1,694	1,906	0,502	0,000	0,000	0,000	11,023
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Budget Other Funding		0,127	0,226	0,242	0,995	1,893	1,386	2,052	1,694	1,906	0,502	0,000	0,000	0,000	11,023
Actual (Current Year 11/12)															
RAB Funding (if Applicable)		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,127	3,996	0,538	0,852	0,867	1,374	1,262	0,777	1,670	21,627	25,818	24,064	17,247	100,019
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Funding Stream		0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Actual Other Funding		0,127	3,996	0,538	0,852	0,867	1,374	1,262	0,777	1,670	21,627	25,818	24,064	17,247	100,019

12: Promoter Full Year Forecast Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of Full Year Forecast (Current Year 11/12)														
Full Year Forecast		133,502	133,502	133,502	133,502	133,502	222,478	0,000	0,000	0,000	0,000	0,000	0,000	0,000

13: Promoter AFC Run Rate (Total Project Costs)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of AFC														
Anticipated Final Cost		545,000	545,000	545,000	545,000	545,000	776,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000