



4 Week Period Reporting Pack 11/12

Project Title:
Edinburgh Tram Project

Reporting Period:
Period 4 – 2011/12

Transport Scotland Project Manager:
John Ramsay

Progress Meeting Date: 27 July 2011

Report authorised by: ^{JB} **Steven Bell**
Project Director

Signature: [Redacted]

Date: 22 July 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

Contents

Page

1	Executive Summary	3
2	Progress.....	9
3	Headline cost report.....	19
4	Time schedule report.....	21

1 Executive Summary

Council Meeting on 30 June 2011

Following mediation talks with the Infraco Consortium, which were held from 8-12 March 2011 at Mar Hall Hotel, Renfrewshire, the terms of a framework, timetable and process for commercial settlement of the disputes and differences between the parties were agreed in outline.

Following the Council meeting held on the 30th June 2011, the Members approved the completion of the project as far as St. Andrew Square/York Place subject to funding availability to provide a revenue generating service and realisation of the investment to date.

Further, the Chief Executive was authorised to enter into a Settlement Agreement which is conditional on funding, substantively on the terms set out in the Settlement summary contained in the Council Paper submitted for consideration on 30 June 2011, with such amendments as may be considered appropriate.

Progress

tie's assessment of the cumulative progress achieved to the end of Period 4 for the Post Mediation Programme MOV4 Prioritised Works Rev.3A is 38.4% against a plan of 42.1%. Details of how this is broken down can be found in the progress section of the report.

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. 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 for the entire route (Airport to Newhaven) is 29.0% at end of Period 04.

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.04 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	Estimated delta to Rev.3A Programme
2A - Haymarket to Roseburn Jnc	42.4%	32.2%	28.6%	-2W
5A - Roseburn Jnc to Balgreen Rd	9.7%	0.0%	N/A	-2W
5B- Balgreen Rd to Edinburgh Park Stn	0.0%	0.0%	N/A	N/A
5C-Edinburgh Park Stn to Gogarburn	48.1%	38.6%	35.9%	-2W
6A -Gogar Depot	36.6%	42.6%	39.7%	-1.5W
7A - Gogarburn to Airport	100.0%	100.0%	100.0%	N/A
Off-Street Section	42.1%	38.4%	35.5%	

Design

IFC Design

BSC submitted SDS V70 programme to **tie** on 09th May 2011. Although **tie** are aware that later versions of the SDS Design Programme are available, v70 is the last formal issue to **tie**.

tie have used the SDS v70 programme to update the live programme which has a progress date of 11 April 11.

v70 Design Approval Summary:

phase 1a only	Numbers Required											Number		Number		Number	
	V26	V31	V58	V59	V60	V61	V62	V63	V64	V66	V67	Granted	V68	Granted	V70	Granted	
Prior Approvals	44	49	56	56	56	56	60	60	60	60	62	56	60	57	60	57	
Technical Approvals	53	71	92	92	92	92	63	63	63	63	63	55	63	56	63	56	
IFC	71	81	233	230	227	230	230	229	229*	234	238*	192	240	201	241	204	

V70 data has been used to inform the programme updates.

Design and consents reviews are being progressed as a post mediation escalated workstream.

Tramworks (INFRACO)

(%) Infraco Construction Progress Period 04

Period 04 2011-12	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 04 PROGRESS (Contract Rev.01 Programme)							
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%	1.3%	1.3%	100.0%	37.1%	-62.9%	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%	0.6%	0.6%	100.0%	28.8%	-71.2%	7.2%
Section 6 Gogar Depot	0.0%	2.4%	2.4%	100.0%	84.0%	-16.0%	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-5A 7A (Off-Street) Haymarket to Edinburgh Airport	0.0%	0.7%	0.7%	100.0%	41.9%	-58.1%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.0%	0.4%	0.4%	100.0%	29.0%	-71.0%	100.0%

Progress Points to note in Period 04:

- A8 Underpass progressing fairly well, however traffic change over now delayed till 6th August.
- Virgin work ahead of programme which will allow temporary connections to be made to Depot.

- Depot access bridge finishing's progressing well
- Civils priority works would appear to be on programme in the depot area.
- Licence for Plots 96 and 101 executed.
- Trackwork commenced on Haymarket Viaduct

Issues in the Period

- Lack of engagement by BSC staff on Stakeholder management giving cause for concern
- Network Rail Construction Health and Safety Plan still not approved. This has now been submitted and we await Network Rail's response following planned meeting to discuss same.
- Track Monitoring Action Plan still outstanding.
- Postponement of Princes Street remedial works has resulted in additional inspection and repair regime to be stepped up.

Tramco

Period 04 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	All 27 trams have been completed and tram 27 is completing factory acceptance testing.
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	Dynamic testing planning for testing in Edinburgh is now being finalised and integrated into the BSC test and commissioning plan, the first draft version of which has been received for review.
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 of which has been delayed until August 2011.
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	First 26 trams have successfully completed factory testing to date. 96% of trams now completed and tested.
9	Testing regime	Factory Static Testing completed on Trams 1 through 26 tested and 27 is completing factory testing. Preparations are underway 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 started to be made again by the Contractor and in particular the drainage and hard standing areas are now underway. Overhead line equipment is due to be installed in September starting with the Depot Workshop and the trackwork on the tram delivery road is well underway and both shed aprons are now taking shape to allow the completed workshop tracks being connected to the stabling tracks.

The operations mobilisation supervisor has taken part in some initial control room system factory acceptance test and two of the secondees from Lothian Buses will also be involved in Factory Testing of the control room SCADA equipment in late July as part of their familiarisation process prior to starting the formal training programme. We expect to carryout induction training in the last week of August prior to sending them to Nottingham tram system for a 4 week course in September in order for them to be ready for the delivery of the trams to the Depot and the availability of the test track for testing.

Work continues with the preferred bidder for the supply of ticketing equipment for the tram system, to progress the preparation of the contract documentation. Some exploratory testing of the existing Lothian Buses back office has taken place which has allowed a scope and specification of what is required to be prepared. 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.

Cost

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 £49.9m have been made via tie Ltd to the Infraco to the end of Period 4. 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.

The 'AFC' (£545m) in this report does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects the best view of the spend profile of the funding currently available for the delivery of phase 1a. Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process. It should also be flagged that the profile of the forecast for 2011/12 is likely to

differ significantly from the original cashflow forecast following the agreement in execution of an MOV4 prioritised works schedule.

On 25th August 2011 The City of Edinburgh Council will meet to confirm if funds for the St Andrew Square / York Place option will be purified. Until all key issues are resolved through the contractual and legal process, it will not be possible to accurately forecast a revised budget outturn.

Key cost related items to note in Period 4 are:

- COWD to date is £478.3m, with funding to date split to TS (£438.8m) and CEC (£39.5m).

Period 4 (four week) COWD was £10.3m. The £10.3m can be split into the following constituent parts:

- £9.4m payments to the Infraco in line with MOV4 payment schedule
- £0.9m relating to Resources and Other Cost items

YTD 2011/12 COWD is £66.8m for P4.

- The budget for ETP in 2011/12, established in Period 1 2011/12 was £133.5m (£142.2m 09/10). Transport Scotland funding for 2011/12 was £122.5m for ETP, with £11.0m funding available from CEC. This is subject to revision dependent upon the final mediated settlement between the Infraco, CEC and tie Ltd.

Risk & Opportunity

Drawdowns on risk and contingency to the end of Period 4 2011/12 now total £75.7m. The remaining risk balance based upon the original funding agreement and additional funding for items put 'on-hold' (£12.7m) is now £0.3m.

Stakeholders and Communications

Media / Press Activity

The majority of media attention centred around first two weeks of Period 4 in the run up to the Full Council Meeting on the 30th June. The report which was discussed at the Council meeting was made publicly available a week prior to the meeting and generated a large number of enquires in advance of the meeting itself.

Much of the coverage before and after the meeting included commentary from various political figures - MSPs, MPs, Local Councillors - and as a result a number of articles were published which noted the political divide over the project, especially within the Council. A number of these stories focussed on the idea that the lack of political leadership had resulted in the project running over budget and behind schedule.

Partner and Stakeholder Communications

Notifications were delivered to stakeholders and key partners during the past month regarding on street work which was due to be carried out in their area. This included:

- Palmerston Place/West Maitland Street Scottish Water Abandonments x 400
- Annandale Street pedestrian crossing remedial works x 300
- Baird Drive Sewer Lining Works x 300

In addition to written notifications face to face meetings took place with retailers citywide. Engagement took place with businesses owners on Clifton Terrace regarding works at the Haymarket junction and with retailers on Shandwick Place regarding upcoming site investigation works.

Freedom of Information Requests

Freedoms of Information (FOI) requests have increased over the last four weeks from a total of 14 requests at the end of Period 3 to 19 being carried over to next month. The majority of these requests have been submitted by journalists.

2 Progress

BSC are no longer providing 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.

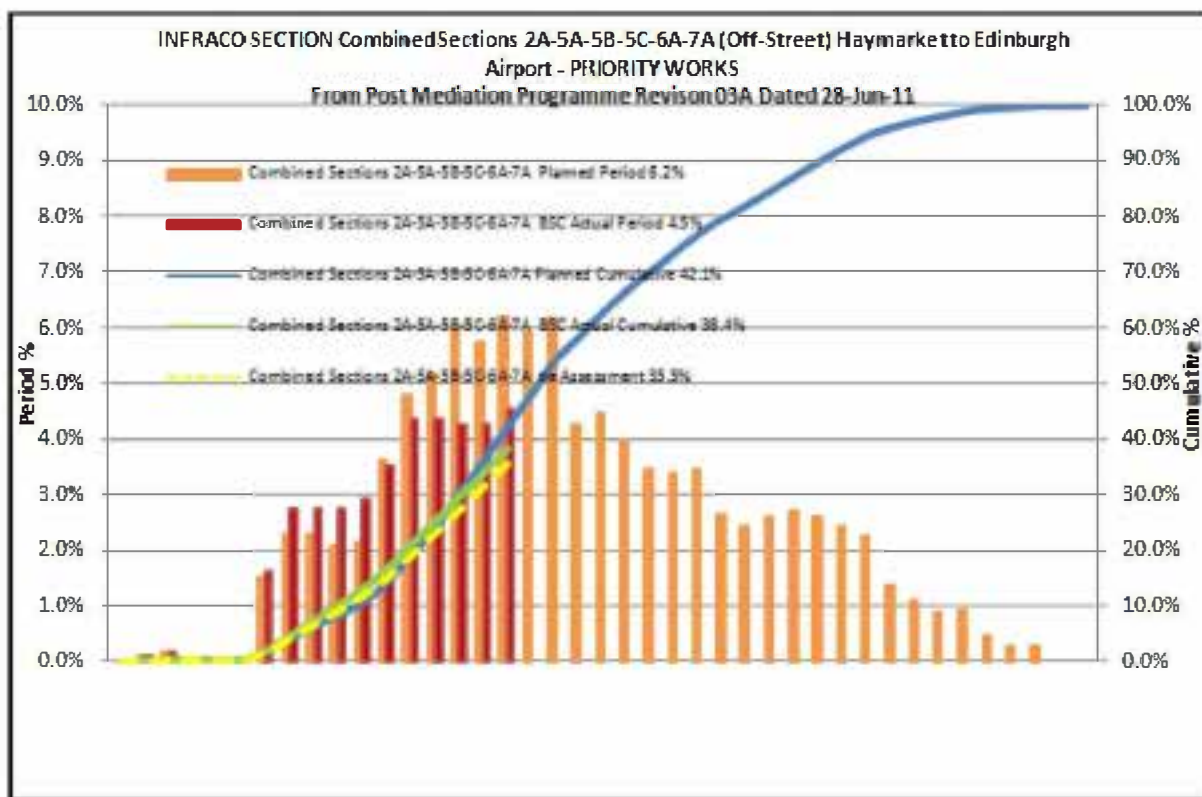
Post Mediation Programme (MOV4) Revision 03A

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.04 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	Estimated delta to Rev.3A Programme
2A - Haymarket to Roseburn Jnc	42.4%	32.2%	28.6%	-2W
5A - Roseburn Jnc to Balgreen Rd	9.7%	0.0%	N/A	-2W
5B- Balgreen Rd to Edinburgh Park Stn	0.0%	0.0%	N/A	N/A
5C-Edinburgh Park Stn to Gogarburn	48.1%	38.6%	35.9%	-2W
6A -Gogar Depot	36.6%	42.6%	39.7%	-1.5W
7A - Gogarburn to Airport	100.0%	100.0%	100.0%	N/A
Off-Street Section	42.1%	38.4%	35.5%	

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. 2.0 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. 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 is 29.0% (between the Airport and Newhaven) at end of Period 04. 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 ▪ 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>	<p>100%</p>

<ul style="list-style-type: none"> ▪ Ingliston Park & Ride Phase 2 complete 100% ▪ Burnside Road Bridge relocation at Edinburgh Airport complete 100% ▪ Murrayfield Training Pitches relocation complete 100% ▪ Murrayfield Wanderers Club House complete 100% ▪ Murrayfield Turnstiles relocation complete 100% ▪ South Gyle sewer tunnel: (Site Contract works 100% completed) 100% complete <p>Additional works -TM switchover completed November 10</p>	
<p><u>Tram Vehicles</u></p> <p>At the end of period 03 Trams 1-26 inclusive are now complete and ready for delivery, with all Factory Acceptance Routine Test Certificates issued.</p>	96%
<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>	88%

The cost, programme and risk information in this Period 04 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. 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

BSC submitted SDS V70 programme to **tie** on 09th May 2011. Although **tie** are aware that later versions of the SDS Design Programme are available, v70 is the last formal issue to **tie**.

tie have used the SDS v70 programme to update the live programme which has a progress date of 11 April 11.

v70 design approval count:

phase 1a only	Numbers Required											Number		Number		Number	
	V26	V31	V58	V59	V60	V61	V62	V63	V64	V66	V67	Granted	V68	Granted	V70	Granted	
Prior Approvals	44	49	56	56	56	56	60	60	60	60	62	56	60	57	60	57	
Technical Approvals	53	71	92	92	92	92	63	63	63	63	66	55	63	56	63	56	
IFC	71	81	233	230	227	230	230	229*	234	238*		192	240	201	241	204	

V70 data has been used to inform the programme updates.

- IFCs – Phase 1a: 204 issued out of 241 (85%)
- 60 Prior Approvals are included in v70 – 57 of which have been granted – those remaining include Canopy & Boundary Treatment at Edinburgh Airport and Roseburn Viaduct Value Engineering option
- 56 Technical Approvals out of 63 have been granted in V70
- Roads approvals - One area remains outstanding from the V31 Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);

Design and consents reviews are being progressed as a post mediation escalated workstream.

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 to complete Aug-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 Aug-11.

Tramworks (INFRACO)

The progress achieved in Period 04 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. 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 04

Period 04 2011-12	Period		Delta	Cumulative		Delta	Projec
	Plan	Actual		Plan	Actual		
INFRACO PERIOD 04 PROGRESS (Contract Rev.01 Programme)							
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%	1.3%	1.3%	100.0%	37.1%	-62.9%	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%	0.6%	0.6%	100.0%	28.8%	-71.2%	7.2%
Section 6 Gogar Depot	0.0%	2.4%	2.4%	100.0%	84.0%	-16.0%	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%	0.7%	0.7%	100.0%	41.9%	-58.1%	58.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	0.0%	0.4%	0.4%	100.0%	29.0%	-71.0%	100.0%

ON-STREET

Item	Period 02 % Comp	Period 03 % Comp	Period 04 % 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 continued or commenced at the following locations: Note that the (%) completion estimates relate to the full structure.

Item	Period 02 % Comp	Period 03 % Comp	Period 04 % Comp
Section 02 Haymarket to Roseburn Junction			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	79.7%	80.5%	81.1%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	14.1%	20.3%	28.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	4.0%
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)	48.1%	48.9%	48.9%
S32 Depot Access bridge	96.2%	97.0%	97.0%
Trackwork Civils and Earthworks Gyle to Depot Stop	11.8%	19.8%	24.3%
Trackwork Track Laying Gyle to Depot Stop	0.0%	0.0%	0.0%
Trackwork Civils and Earthworks Depot Stop to Gogarburn	66.9%	66.9%	66.9%
Trackwork Track Laying Depot Stop to Gogarburn	0.0%	0.0%	0.0%

Item	Period 02 % Comp	Period 03 % Comp	Period 04 % Comp
Section 06 Gogar Depot			
Depot Earthworks & drainage	99.1%	99.7%	99.7%
Depot Trackworks Civils	86.7%	89.8%	91.1%
Depot Trackworks - Track Laying	35.2%	43.6%	45.6%
Depot building (Total)	83.0%	84.9%	87.8%
Building Services	87.7%	94.4%	96.4%
Fitting Out and Finishes	98.0%	98.0%	98.5%
E&M Workshop Equipment Installation	16.0%	33.3%	44.9%
Depot Sub-station	91.4%	91.4%	91.4%
Depot Access Roads	71.1%	73.8%	75.3%
Depot E&M Works	18.0%	18.0%	18.0%
Depot in totality	80.4%	81.6%	83.6%
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	78.2%	78.2%	78.2%
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	Prioritised works continue in the Haymarket Yards area with rail now being installed on the viaduct.
Section 5a Roseburn Junction to Balgreen Road	No agreed programme for recommencing in this section
Section 5b Balgreen Road to Edinburgh Park Central	No agreed programme for recommencing in this section
Section 5c Edinburgh Park Central to Gogarburn	<p>Prioritised works programme now available for this area.</p> <p><u>Depot Access Bridge</u> Works completed by Expanded. Finishes (road works) now with Barr to complete along with Depot access road.</p> <p><u>A8 underpass</u> Phase 1 and 2 finishes completed ready for traffic switch 6th August 2011. Phase 4 deck slab and portal completed in Period</p> <p><u>Trackwork</u> Blinding concrete 50% complete from Depot Access Bridge to Gogarburn Tramstop (east). Trackwork to commence in next Period.</p>

Section	Commentary
Section 6 Gogar Depot	<p><u>Depot Building works:</u> DWE and building snagging works completed in Period. Date to be confirmed for BSC to connect water main</p> <p>Virgin work ahead of programme which will allow temporary connections to be made to Depot</p> <p><u>Depot Externals:</u> Area 4 handed over to Siemens for track laying. Track laying completed to area 1, 2 and 3. Second stage ballast completed to area 1 and 2.</p>
Section 7a Gogarburn to Edinburgh Airport	<p>Letter issued to EAL to close BRR Bridge flooding levels issue.</p> <p>EAL have agreed in principle to route of HV cable to IPR substation. SP are negotiating wayleave directly with BAA.</p> <p>EAL approval obtained for Airport Kiosk and Canopy building warrant application. BSC to prepare details of finishes in the area of the Kiosk and Canopy to close out final EAL design approval.</p> <p>EAL/BSC are finalising construction methodology for Gogarburn RTW. Meeting arranged with EAL 19th July 2011 to close out. Land requirements (out with LOD) being negotiated with CEC/tie and EAL. EAL reluctant to grant in advance of progress on EAL/CEC compensation issue for Burnside Road Diversion land.</p> <p>SGN/NIL: No progress to close out wayleave. Needs to be resolved urgently to ensure MOV5 cost includes realistic programme to divert gas main.</p>

Progress Points to note in Period 04:

- A8 Underpass progressing fairly well, however traffic change over now delayed till 6th August.
- Virgin work ahead of programme which will allow temporary connections to be made to Depot.
- Depot access bridge finishing's progressing well
- Civils priority works would appear to be on programme in the depot area.
- Licence for Plots 96 and 101 executed.
- Trackwork commenced on Haymarket Viaduct

Issues in the Period

- Lack of engagement by BSC staff on Stakeholder management giving cause for concern
- Network Rail Construction Health and Safety Plan still not approved. This has now been submitted and we await Network Rail's response following planned meeting to discuss same.
- Track Monitoring Action Plan still outstanding.
- Postponement of Princes Street remedial works has resulted in additional inspection and repair regime to be stepped up.

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.

Period 04 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	All 27 trams have been completed and tram 27 is completing factory acceptance testing.
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	Dynamic testing planning for testing in Edinburgh is now being finalised and integrated into the BSC test and commissioning plan, the first draft version of which has been received for review.
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 of which has been delayed until August 2011.
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	First 26 trams have successfully completed factory testing to date. 96% of trams now completed and tested.
9	Testing regime	Factory Static Testing completed on Trams 1 through 26 tested and 27 is completing factory testing. Preparations are underway 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 started to be made again by the Contractor and in particular the drainage and hard standing areas are now underway. In the period the wheel lathe has been finished along with the lifting jacks which have been load tested, as expected the tramwash equipment is due to be fitted and completed by the end of June. Work has now been completed in the control room until the Factory Acceptance Tests are completed at Siemens Ashby plant during July whereafter the software and remaining CCTV monitor screens will be installed.

Overhead line equipment is due to be installed in September starting with the Depot Workshop and the trackwork on the tram delivery road is well underway and both shed aprons are now taking shape to allow the completed workshop tracks being connected to the stabling tracks.

Good progress is also being made with the Test track with the rheda green sleepers being delivered ready for setting out and track installation between the Gogar Church area at Gogarburn to the Gogar Castle access road and earthworks well progressed between the Gogar Castle road and the East side of the Depot Access bridge.

The operations mobilisation supervisor has taken part in some initial control room system factory acceptance test and two of the secondees from Lothian Buses will also be involved in Factory Testing of the control room SCADA equipment in late July as part of their familiarisation process prior to starting the formal training programme. We expect to carry out induction training in the last week of August prior to sending them to Nottingham tram system for a 4 week course in September in order for them to be ready for the delivery of the trams to the Depot and the availability of the test track for testing.

A weekly commissioning and integration meeting is being held with all parties to ensure that a coordinated and integrated approach is followed and this has helped to deliver the draft Testing and Commissioning Plan from BSC, which is now under review.

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.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives continues, we have recently received the latest update of the installed asset register and have discussed how this process can be improved with BSC.

Support is being provided to the MOV5 discussions reviewing and making appropriate revisions to the Employers Requirements to reflect the reduced scope and the novation back of CAF's Tram Supply and Tram Maintenance obligations.

Work continues with the preferred bidder for the supply of ticketing equipment for the tram system, to progress the preparation of the contract documentation. Some exploratory testing of the existing Lothian Buses back office has taken place which has allowed a scope and specification of what is required to be prepared. 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 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	10.319	12.045	-1.726	66.775	19.251	47.524	133.501	133.501	-0.000	478.274	66.726	545.000
Other Funding	0.852	0.995	-0.142	5.513	1.590	3.924	11.023	11.023	-0.000	39.490	5.510	45.000
Demand on TS	9.467	11.050	-1.583	61.262	17.662	43.600	122.478	122.478	-0.000	438.784	61.216	500.000

See the Executive Summary Cost Report for an overview of the payments made this period.

The 'AFC' figure of £545m (table above) **does not** reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project. Rather, the forecast presented reflects our best current view of the spend profile of the funding currently available for the delivery of the entirety of phase 1a.

Given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process. It should also be flagged that the profile of the forecast for 2011/12 is likely to differ significantly from the original cashflow forecast following the execution of an MOV4 prioritised works schedule.

COWD to date is £478.3m, with funding to date split to TS (£438.8m) and CEC (£39.5m).

Actual YTD P4 & forecast P5-13 FY11/12

£m	COWD to P4	Forecast P5-P13	FY 2011/12
Infrastructure and vehicles	63.6	53.1	116.7
Utilities diversions	0.0	-4.7	-4.7
Design	0.0	0.8	0.8
Land and compensation	0.0	0.0	0.0
Resources and insurance & risk	3.2	17.5	20.7
Total Phase 1a	66.8	66.7	133.5

Period 4 (four week) COWD was £10.3m. The £10.3m can be split into the following constituent parts:

- £9.4m payments to the Infraco in line with MOV4 payment schedule
- £0.9m relating to Resources and Other Cost items

YTD 2011/12 COWD is £66.8m for P4.

The full-year 2011/12 outturn forecast is currently £133.5m. 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	27.0	35.8	116.7
Utilities diversions	0.0	-4.7	0.0	-4.7
Design	0.0	0.0	0.8	0.8
Land and compensation	0.0	0.0	0.0	0.0
Resources and insurance	2.6	2.2	15.6	20.4
Base costs	56.5	24.5	52.2	133.2
Risk allowance	0.0	0.0	0.3	0.3
Total Tram	56.5	24.5	52.5	133.5

- 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 FY07/08	Actual 08/09	Actual 09/10	Actual 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.3	38.9	116.7	314.7
Utilities diversions	18.4	33.4	10.6	8.0	-4.7	65.7
Design	24.4	4.7	2.1	1.7	0.8	33.7
Land and compensation	16.8	1.7	1.6	0.1	0.0	20.2
Resources and insurance	42.9	16.0	16.2	14.9	20.4	110.4
Base costs (inc 1b)	133.1	101.0	113.8	63.6	133.2	544.7
Risk Allowance	0.0	0.0	0.0	0.0	0.3	0.3
Total	133.1	101.0	113.8	63.7	133.5	545.0

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

Per the note in 3.1 the 'AFC' figure of £545m does not reflect an approved and reliable Anticipated Final Cost for the Edinburgh Tram Project, but points to 'our best view' of the spend profile of the funding currently made available for the delivery of the entirety of phase 1a.

The TEL board have approved a risk allowance within the current funding arrangements of up to £63.3m, which takes the current agreed budget up to £545.0m.

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	14Dec07A	10-Dec-07A
Approval of FBC by TS – approval and funding for INFRACO / Tramco	09 Jan 08	Dec 07A
Princes Street closed	03-Feb-09	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	Aug-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	Nov-11
All demolition work complete (S21C)	22-Aug-08	Dec-11
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Jan-12
Haymarket viaduct complete	08-Dec-08	Sep-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	Feb-12
A8 underpass complete	14-Jul-09	Feb-12
Roseburn viaduct commences	20-Jan-09	Sep-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	Dec-11
1 st section (other than depot) complete ready for energisation (Section 2)	25-June-10	Jul-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	Dec-11
Roseburn viaduct complete	20-Apr-10	Oct-12
Test track complete (Ready for tram testing)	23-Apr-10	Aug-12
Commission Section 7 (Gogar to Edinburgh	25-June-10	May-12 to Sep-12

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

It is unlikely there will be any changes to the information until the post mediation agreements are concluded.

Milestones	Actual / current forecast date
2A – Road and track works Haymarket Yards	18-Jul-11C
5C – A8 Underpass	18-Jul-11C
5C - S32 Depot Access bridge	18-Jul-11C
5C – Civil & Track works Depot Stop to Gogarburn (Mini Test-track)	18-Jul-11C
6 - Depot Building (Installation of workshop equipment)	18-Jul-11C
6 – Depot Trackworks -Track Laying	18-Jul-11C
6 – Depot Access Roads	18-Jul-11C
6 – Depot OHL Bases	18-Jul-11C
1C – Princes Street (Waverley bridge to Princes Street TS)	03-Sep-11S
1D – Princes Street (Princes Street TS to Lothian Rd Junction)	03-Sep-11S

Key: A=Actual; C=Continues in period; S=Start; F=Finish,

Appendix A – Detailed Cost Report

Headline Financial Information	Edinburgh Trams	FY 11/12	Period Nr: 4
--------------------------------	-----------------	----------	--------------

FY 11/12: Demand on TS 122.478

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

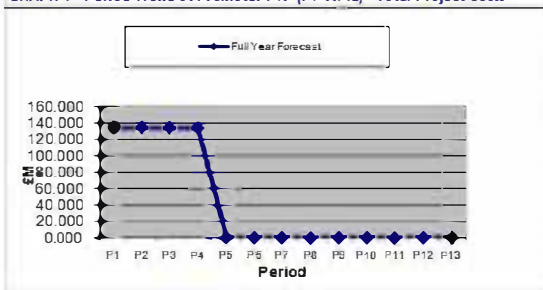
FULL YEAR FORECAST (FYF):
See Section 3 of the TS report for further commentary

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

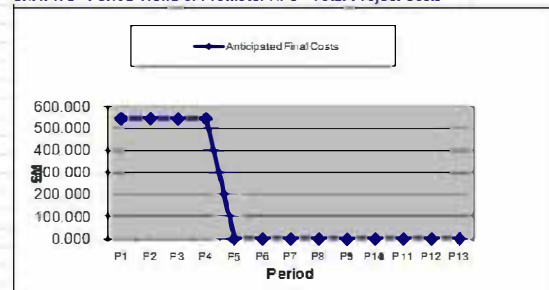
2: SUMMARY

	FY 11/12 COWD Period			FY 11/12 COWD Year To Date			FY 11/12 COWD Full Year Forecast			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	10.319	12.045	-1.726	66.775	19.251	47.524	133.501	133.501	0.000	478.274	66.726	545.000
Other Funding	0.852	0.995	-0.142	5.513	1.590	3.924	11.023	11.023	-0.000	39.490	5.510	45.000
Demand on TS	9.467	11.050	-1.583	61.262	17.662	43.600	122.478	122.478	-0.000	438.784	61.216	500.000

GRAPH 1 - Period Trend of Promoter FYF (FY 11/12) - Total Project Costs



GRAPH 2 - Period Trend of Promoter AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

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

ANTICIPATED FINAL COST:
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 AFC v ELE
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
<i>Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline data to be known as original estimate.</i>							
Relevant Baseline date	01/01/2000						
General Overall	28.233	28.233	29.977	29.038	0.940	29.977	0.000
Procurement Consultant	68.173	68.173	93.051	81.104	11.957	93.061	0.000
Design	26.646	26.646	33.747	32.915	0.832	33.747	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.659	2.654	0.016	2.659	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	321.786	284.344	37.442	321.786	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	0.000	0.000	0.000	0.000	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	545.000	478.273	66.727	545.000	0.000

Detailed Financial Information		Edinburgh Trams													FY 11/12	Period Nr:	4
£m																	
6: Current Year 11/12 - Baseline Budget		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total		
1	Total Project COWD - Budget	1,535	2,741	2,931	12,045	22,926	16,788	24,857	20,515	23,065	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	6,519	10,319	9,788	-4,416	-14,846	12,310	25,366	0,000	0,000	0,000	-0,000	133,501		
7	Other Funding + Revised Forecast	0,127	3,996	0,538	0,862	0,808	0,366	1,226	1,016	2,094	0,000	0,000	0,000	-0,000	11,023		
10	Total Demand on TS	1,408	44,406	5,981	9,467	8,980	-4,051	-13,620	11,294	23,271	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											0,000	-0,000	Financial Commentary - FY 12/13 Onwards
13	Variance Line 2 to Line 7 - Oth Funding Actual vs Budget	0,000	37,70	0,296											0,000	-0,000	
14	Variance Line 3 to Line 10 - Demand on TS vs Budget	0,000	41,651	3,292											0,000	-0,000	
9: Next Year 12/13 - Forecast (Updated 4 weekly)		Q1	Q2	Q3													
18	Total Project COWD	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		
21	Other Funding	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		
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)		PRIOR	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FUTURE	TOTAL		
26	Total Project COWD	133,051	100,979	113,813	63,656	133,501	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	545,000		
29	Other Funding	10,985	8,338	9,397	5,266	11,023	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	45,000		