



## 4 Week Period Reporting Pack 11/12

**Project Title:**  
Edinburgh Tram Project

**Reporting Period:**  
Period 1 – 2011/12

**Transport Scotland Project Manager:**  
John Ramsay

**Progress Meeting Date: 4 May 2011**

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

Signature: [Redacted]

Date: 28/4/11

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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Appendix 'A' Detailed cost report

## 1 Executive Summary

***On Friday 1<sup>st</sup> October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor regarding contractual obligations. tie continue to undertake site monitoring on both active and inactive worksites.***

***During March, positive mediation discussions were held between the parties. Transport Scotland were party to these discussions.***

***From mid April, some initial remobilisation has commenced at the Depot as part of the post mediation workstreams.***

***Edinburgh Gateway is now reported in a standalone report.***

### Progress

The progress achieved in Period 01 for INFRACO works was 0.1% against a plan of 0.0% as against the contractual Rev.1 programme all construction activities both On and Off-street should now be complete with the route in total planned to be 100.0% complete.

As BSC have now demobilised from previously active on-street worksites in the Leith Docks area at Lindsay Road and Tower Bridge, the only progress achieved in the period has been at the Depot Access Bridge and in the Depot itself.

The total cumulative completion for Infraco Works is 28.3% at end of Period 1.

#### Progress Comparison Period 13 vs Period 1 – Infraco

Period	Cumulative Progress (Actual)	Rev 1 Target
2010/11 Period 13	28.2%	100%
2011/12 Period 1	28.3%	100%

BSC continue to report progress against the agreed Rev.1 contractual programme, although for information only they also include an update against the "Updated Programme".

This shows for progress up to and including 15<sup>th</sup> April 2011 an OFRS date of 02 August 2014 which has slipped against the contractual Rev.1 programme date of 06 Sep 11 and a period 13 OFRS date of 25 February 2014 resulting in a **158 calendar day slippage during the period.**

This appears to be primarily attributable to the issue of IFC drawings for road/track works in Section 1C2 Picardy Place to St Andrew Square which are forecast in the period to be issued on 06-Dec-11 slipping from the 18-Apr-11 reported in Period 13, **a slippage of 33 weeks**, tie have formally corresponded on both matters with BSC. There has been no explanation of this slippage and this is being picked up as part of the post mediation workstreams.

It should be noted that as a result of the current rates of BSC progress and cessation of works across the site, that it is likely that slippage will continue to be reported on a period by period basis, until such time as a re-baselined programme can be agreed with the Contractor.

## Dispute Resolution

In total, 30 items have now been referred to the formal dispute resolution process – 20 by **tie** and 10 by Infraco. Of the 30 disputes raised 7 still remain to be resolved. However following the Mediation discussions with BSC both parties agreed that the Dispute Resolution Procedures set out in the Contract should be 'frozen' until early September 2011. As a result of the agreement to suspend the DRP process no new decisions have been received during the period.

## Design

### IFC Design

Following the mediation talks, a fast-track approach to reviewing and closing out CEC consents has been implemented. **tie** are still to see the outcome of this exercise in the SDS programme, as **tie** have yet to receive V69 from BSC.

As **tie** are unable to provide a robust analysis of SDS V69, for the purpose of the below analysis, **tie** have maintained the use of v68 information (submitted to **tie** on 17 March 2011 with a progress date of 14 February 11).

### V68 design approval count at Period 1 2011/12:

Phase 1a only	Numbers Required											Number		
	V26	V31	V58	V59	V60	V61	V62	V63	V64	V66	V67	Granted	V68	Granted
Prior Approvals	44	49	56	56	56	56	60	60	60	60	62	56	60	57
Technical Approvals	53	71	92	92	92	92	63	63	63	63	63	55	63	56
IFC	71	81	233	230	227	230	230	225	225*	234	230	192	240*	201

\* Additional IFC activities added V68

v68 data has been used to inform the programme updates. However, where possible, **tie** have included Draft V69 information from BSC programme into the live programme.

- IFCs – Phase 1a: 201 issued out of 240 (84%)
- 60 Prior Approvals are included in v68 – 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 V67
- Roads approvals - One area remains outstanding from the V31 Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);
- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square) & 1C1 (McDonald Rd to Picardy Place).
- Sections 1A1, 1A2, 1A4, 1B, 1D, 5A, 5B, 5C & 6 close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

All technical informatives have been closed. Only 32 technical approval comments remain open.

## Utility & Cabling Works

Clancy Dowcra are due to commence Water Abandonment works in various locations in 1A1 & 1B in Period 2.

Telecoms continue to progress their re-cabling activities on-street – with works in St Andrews Square to complete Q3 and York Place & Torphichen St due to complete in Q2 2011. Cabling in Torphichen St could be protected to allow tramworks to commence as crossings are perpendicular to Tram route. The pulling of remaining BT cables on the northbound carriageway

between MacDonald Rd – Jane St has been achieved and works are now nearing completion with the intermediate jointing of the cables now progressing.

### Tramworks (INFRACO)

The progress achieved in Period 1 for INFRACO works was 0.1% although it should be noted that against the contractual Rev.1 programme Off-street construction should now be complete with the route in total planned to be 100% complete.

#### (%) Infraco Construction Progress Period 01

Period 01 2011-12	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
<b>INFRACO PERIOD 01 PROGRESS (Contract Rev.01 Programme)</b>							
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%
<b>Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	<b>11.2%</b>	<b>-88.8%</b>	<b>42.0%</b>
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	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%	0.3%	0.3%	100.0%	27.2%	-72.8%	7.2%
Section 6 Gogar Depot	0.0%	0.2%	0.2%	100.0%	79.2%	-20.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.3%	-52.7%	7.6%
<b>Combined Sections 2A-5A-5B-5C-5A-7A (Off-Street) Haymarket to Edinburgh Airport</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>100.0%</b>	<b>40.6%</b>	<b>-59.4%</b>	<b>58.0%</b>
<b>FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	<b>28.3%</b>	<b>-71.7%</b>	<b>100.0%</b>

#### Progress Points to note in Period 01:

- BSC completed rail interface remedial works westbound from South St David Street to the Mound, across the Mound junction and across part of the Frederick Street junction.
- BSC completed rail interface remedial works east and westbound between South Charlotte Street and Lothian Road.
- SGN temporary diversion in 2A remains to be completed. tie have requested a programme from SGN for completing works. Temp diversion works were paid in advance in full in September 2010. Further email correspondence and telephone conversations with SGN during w/c 18th April 2011, updated price expected in early May 2011.
- Depot Access Bridge 100% of planned progress achieved in Period.
- Depot Building Accommodation area fit out and finishes planned progress achieved in Period. Siemens track installation continues with planned progress achieved in Period within Workshop and tram wash areas.
- Manhole Works – SW have written to confirm their position re IFA to IFC progression – tie to review in Period 02.
- 250 water main at Depot – works commenced.
- Assembly Street Water Connection – works planned to commence 08/05/11.
- Water Abandonment works in various locations on street due to commence in Period 2.
- 800 Watermain Valve Chamber - IFA drawings is with SW for approval. Expected to be received 29/04/11.

Issues in the Period

- Infraco lack of progress and subsequent delay at Tower Place Bridge and RW1A particularly on panels A3-A6.
- Works on the Princes Street snagging list yet to be programmed and carried out by BSC, along with the reinstatement of the water supply for Princes Street East Gardens.
- Final proposal for remedial works / design change for Princes Street still not approved.
- Still no progress being made from Haymarket Viaduct through to the A8 Underpass due to the ongoing dispute over change although A8 underpass works due to recommence in early Period 02, along with works at Haymarket Yards.

**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.

CAF is progressing well to deliver trams to Edinburgh according with its contractual programme but there is currently no access available to the depot to receive the trams. Tram 252 is stored in Broxburn and is checked on a regular basis, trams 251 and 253 to 274 are stored at the factory in Irun.

**Period 01 Summary – Tramco**

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and painting is completed on all the body-shells for the twenty-seventh tram. Internal fit-out and wiring of the modules of the twenty-fifth, twenty-sixth and twenty-seventh trams are continuing in the finishing area. The first 24 trams are completed and tram 25 is completing testing.
2	Enhanced passenger information upgrade	Plan to fit additional latest equipment (if required) when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	Dynamic testing in Edinburgh under discussion and finalisation of the protocols now that the scope of the test track infrastructure has been agreed.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot, Siemens have started installation of their plant after which the CAF supplied equipment will be delivered and fitted on site subject to detailed sequencing with construction plan.
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 24 trams have successfully completed factory testing to date. 89% of trams now completed and tested.
9	Testing regime	Factory Static Testing completed on Trams 1 through 24 tested and 25 is completing factory testing, dynamic Factory and Dynamic Test Track Testing programme completed on Trams 1 & 2.
10	Programme progress	89% 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 installed along with other plant and equipment, as well as work has continued to fit out the control room equipment.

Notification has been given to the preferred bidder for the supply of ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system and the team are progressing preparation of the contract documentation.

With the support of CAF, TEL are assisting CEC with an Invitation to Negotiate (ITN) to lease some tram vehicles to Croydon. Tender documentation is being developed with CEC.

## Cost

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 change dependent upon the outcome of mediation.

Until the 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 1 are:

- COWD to date is £413.0m, with funding to date split to TS (£378.9m) and CEC (£34.1m).
- 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. Given the continuing commercial uncertainties, the current year budget is likely to change upon the outcome of mediation.
- Key sensitivities to the reforecast are identified in the main report.

**tie spend for 2010/11 fell within the range presented to TS on 4<sup>th</sup> November 2010.**

### Actual YTD P1 & forecast P2-13 FY11/12

£m	COWD to P1	COWD F'cast P2-P13	FY 2011/12
Infrastructure and vehicles	0.4	112.5	112.9
Utilities diversions	0.0	-4.7	-4.7
Design	0.1	1.1	1.2
Land and compensation	0.0	0.0	0.0
Resources and insurance	1.1	23.0	24.1
<b>Total Phase 1a</b>	<b>1.6</b>	<b>131.9</b>	<b>133.5</b>

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As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £14.3m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2011/12 and future years.



## 2 Progress

***On Friday 1<sup>st</sup> October 2010, BSC began to demobilise and cease works on certain sites across the route (over Sections 2A, 5A, 5B and 5C), this reflecting an escalation in the contractual dispute between BSC and tie. In response to this action, tie has entered into formal correspondence with the contractor regarding contractual obligations. tie continue to undertake site monitoring on both active and inactive worksites.***

***During March, positive mediation discussions were held between the parties. Transport Scotland were party to these discussions.***

***From mid April, some initial remobilisation has commenced at the Depot as part of the post mediation workstreams.***

***Edinburgh Gateway is now reported in a standalone report.***

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As BSC have now demobilised from previously active on-street worksites in the Leith Docks area at Lindsay Road and Tower Bridge, the only progress achieved in the period has been at the Depot Access Bridge and in the Depot itself.

The total cumulative completion for Infraco Works is 28.3% at end of Period 01. A summary of progress on various project elements can be found below:

<p><b>Utilities</b></p> <p><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"> <li>▪ ~ 50,000m of diversions; ~48,300m completed to date.</li> <li>▪ Airport - Haymarket complete</li> <li>▪ Haymarket – Newhaven complete save for:               <ul style="list-style-type: none"> <li>▪ Some telecoms cabling and transfers</li> <li>▪ Testing / commissioning / abandonments of transferred services (underway)</li> <li>▪ Baltic Street Diversions (1500m)</li> <li>▪ 250mm water mainextension at the Depot Commenced</li> </ul> </li> </ul>	<b>97%</b>
<p><b>Tram Project Ancillary Works</b></p> <p><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"> <li>▪ Ingliston Park &amp; Ride Phase 2 complete 100%</li> <li>▪ Burnside Road Bridge relocation at Edinburgh Airport complete 100%</li> <li>▪ Murrayfield Training Pitches relocation complete 100%</li> <li>▪ Murrayfield Wanderers Club House complete 100%</li> <li>▪ Murrayfield Turnstiles relocation complete 100%</li> </ul>	<b>100%</b>

<ul style="list-style-type: none"> <li>▪ South Gyle sewer tunnel: (Site Contract works 100% completed) 100% complete</li> <li>Additional works -TM switchover completed November 10</li> </ul>	
<p><b><u>Tram Vehicles</u></b>  <i>Weighting is applied to the physical completion of trams with a Factory Acceptance Test (FAT) signed off and accepted. All others are under manufacture so this is a conservative measure of progress.</i></p> <ul style="list-style-type: none"> <li>▪ 24 out of 27 completed and factory tested with 3 manufacturing process.</li> <li>▪ On programme</li> <li>▪ Tram 252 relocated to secure compound in Broxburn</li> </ul>	<b>89%</b>
<p><b><u>Construction Off Street</u></b>  <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>  <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><b><u>Depot</u></b></p> <ul style="list-style-type: none"> <li>▪ Stabling area Phase 1 &amp; 2 under construction, completion May '11</li> </ul> <p><b><u>Structures</u></b></p> <ul style="list-style-type: none"> <li>▪ Bridges 8 out of 16 under construction ~44% complete</li> <li>▪ Culverts 3 out of 3 completed 100% complete</li> <li>▪ Retaining Walls 6 out of 17 under construction ~ 24% complete</li> </ul> <p><b><u>Systems</u></b></p> <ul style="list-style-type: none"> <li>▪ Track 1400m installed &amp; now starting in depot ~12% complete</li> <li>▪ Substations 2 out of 4 under construction ~20% complete</li> <li>▪ Overhead Line Work has commenced at the depot with 100 out of 124 poles in depot erected.</li> </ul>	<b>40%</b>
<p><b><u>Overall Progress as a Financial Metric</u></b>  <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>	<b>76%</b>

The cost, programme and risk information in this Period 01 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.

BSC continue to report progress against the agreed Rev.1 contractual programme, although for information only they also include an update against the "Updated Programme". This shows for progress upto and including 15<sup>th</sup> April 2011 an OFRS date of 02 August 2014 which has slipped against the contractual Rev.1 programme date of 06 Sep 11 and a period 13 OFRS date of 25 February 2014 resulting in a **158 calendar day slippage during the period.**

This appears to be primarily attributable to the issue of IFC drawings for road/track works in Section 1C2 Picardy Place to St Andrew Square which are forecast in the period to be issued on 06-Dec-11 slipping from the 18-Apr-11 reported in Period 13, **a slippage of 33 weeks.**

(Note that BSC reported SDS v67 information for both periods 12 and 13 and are now using SDS v69 Design Programme.

**tie** has formally corresponded with BSC in relation to both of these programme matters. There has been no explanation of this slippage and this is being picked up as part of the post mediation workstreams.

It should be noted that as a result of the current rates of BSC progress and cessation of works across the site, that it is likely that slippage will continue to be reported on a period by period basis, until such time as a re-baselined programme can be agreed with the Contractor.

Overall the relationship with BSC continues to suffer in a number of key areas and progress remains behind the master programme:

- Contractual obligations not met to allow works to commence on street;
- Design slippage since novation of design to INFRACO (now recorded in v68 of the design programme) - *BSC have used draft information from SDS v69 but this programme has not yet been shared with tie.*
- Consortium integrated design programme, assured and validation;
- Finalisation of the agreement of change delaying the commencement of work even though instructed to progress by **tie**;
- Remaining small pockets of incomplete utility diversions in the On-Street sections, and
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place.

Section	Description	Contract Programme Rev.01	BSC Forecast (P13) Rev.01	BSC Forecast (P01) Rev.01	BSC Movement in Period Cal Days (c) – (b)	tie Live Forecast (P13) Rev.01**	tie Live Forecast (P01) Rev.01**	tie Movement in Period Cal Days (f) – (e)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
Section A	Depot completion	01-Jun-10	10-Oct-11	28-Oct-11	-18	18-Jan-12	22-Mar-12	-61
Section B*	Test Track Available	01-Jul-10	11-Jan-13	19-Apr-13	-98	24-May-12	25-Jun-12	-32
Section C	All Phase 1a Construction complete	10-Mar-11	29-Aug-13	03-Feb-14	-158	25-Apr-13	11-May-13	-16
Section D	Open for Revenue Service	06-Sep-11	25-Feb-14	02-Aug-14	-158	22-Oct-13	05-Nov-13	-16

\*The interpretation is that Sectional Completion "B" means that Test Track is available for Tram movements.

\*\* v68 SDS Programme information used, alongside draft SDS v69 data from BSC construction programme although SDS v69 not yet issued to tie.

**tie** continue to monitor progress against their "**live**" programme which is based on the contractual Rev.1 Programme logic, although progress recorded against this programme considers the currently known work-scopes including approved changes with recognised programme impact. This indicates a Sectional D completion of 05-Nov-13, which represents a 16 calendar day slippage from Period 13.

## Contractual Strategy & Dispute Resolution

In total, 30 items have now been referred to the formal dispute resolution process – 20 by **tie** and 10 by Infraco. Of the 30 disputes raised 7 still remain to be resolved. However following the Mediation discussions with BSC both parties agreed that the dispute Resolution Procedures set out in the Contract should be 'frozen' until early September 2011. Letters and emails between the parties have been exchanged confirming this position. Therefore on each of the live disputes the current position is as follows:-

- Payment for Princes Street Works – Adjudication Hearing cisted,
- Lindsay Road – Mediation cisted
- Extension of Time due to Utility Works (Mudfa 2) – referral to mediation deferred

- Notified departures (4No) re Highways/street lighting – Chief Executive's meetings deferred.

As a result of the agreement to suspend the DRP process no new decisions have been received during the period. It is important to note that the application of DRP to disputed matters has reduced BSC's claims for additional payment from £25.0m to £11.4m in relation to those DRPs which have actually reached a financial settlement.

### Summary of Live DRP @ Period 1 2011/12

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
22	Princes St	Payment	√	√	√	√	On hold	
26	Delay due to Mudfa works	Extend contact period & costs	√	√	√	√	On hold	
23	Lindsay Road	Costs	√	√	√	√	On hold	
27 - 30	Street Lighting/highways x 4	BBDI / IFC	√	√	√	√	On hold	
Launched by tie								
Launched by BSC								

## Design

### IFC Design

Following the mediation talks, a fast-track approach to reviewing and closing out CEC consents has been implemented. **tie** are still to see the outcome of this exercise in the SDS programme, as **tie** have yet to receive V69 from BSC. Although, BSC have used **Draft v69** information in their Period report 4-1. This information shows considerable change to the IFC for 1C2 roads (Picardy place) which is forecasting an issue date of 06/12/11 compared to 18/04/11 last period – BSC are claiming that the delay to this IFC has led to a 158 day delay to the completion of Sections C & D.

As **tie** are unable to provide a robust analysis of SDS V69, for the purpose of the below analysis, **tie** have maintained the use of v68 information (submitted to **tie** on 17 March 2011 with a progress date of 14 February 11).

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\* Additional IFC activities added v68  
v68 data has been used to inform the programme updates. However, where possible, **tie** have included Draft V69 information from BSC programme into the live programme.

- IFCs – Phase 1a: 201 issued out of 240 (84%)

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- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square) & 1C1 (McDonald Rd to Picardy Place).
- Sections 1A1, 1A2, 1A4, 1B, 1D, 5A, 5B, 5C & 6 close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

All technical informatives have been closed. Only 32 technical approval comments remain open.

**tie** has implemented an extensive programme of site based monitoring to validate & verify the installation of works in line with an integrated design assured construction. 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.

Clancy Dowcra are due to commence Water Abandonment works in various locations in 1A1 & 1B in Period 2.

Telecoms continue to progress their re-cabling activities on-street – with works in St Andrews Square to complete Q3 and York Place & Torphichen St due to complete in Q2 2011. Cabling in Torphichen St could be protected to allow tramworks to commence as crossings are perpendicular to Tram route. The pulling of remaining BT cables on the northbound carriageway between MacDonald Rd – Jane St has been achieved and works are now nearing completion with the intermediate jointing of the cables now progressing.

### Tramworks (INFRACO)

The progress achieved in Period 01 for INFRACO works was 0.1% against a plan of 0.0% as against the contractual Rev.1 programme all construction activities both On and Off-street should now be complete with the route in total planned to be 100.0% complete.

As BSC have now demobilised from previously active on-street worksites in the Leith Docks area at Lindsay Road and Tower Bridge, the only progress achieved in the period has been at the Depot Access Bridge and in the Depot itself.

Milestone	Period 01		Cumulative (Achieved to date)	Contract Planned to P01
	Planned	Actual	Actual	
Prelims	0	0	69	96
Construction	0	0	170	1229

**Contract Milestones**

Works are currently not being carried out in line with the original Contract Programme and subsequently cannot be achieved as originally forecast.

**Prelim Milestones**

Prelim Milestones are no longer being forecast as BSC are not applying for these milestones in accordance with the Infraco Contract. It is also the case that a number of BSC's key subcontractors have not commenced in certain areas of the site therefore the milestones are not being achieved in full at this stage.

**(%) Infraco Construction Progress Period 01**

Period 01 2011-12	Period		Delta	Cumulative		Delta	Project
	Plan	Actual		Plan	Actual		
<b>INFRACO PERIOD 01 PROGRESS (Contract Rev.01 Programme)</b>							
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%
<b>Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	<b>11.2%</b>	<b>-88.8%</b>	<b>42.0%</b>
Section 2 Haymarket to Roseburn Junction	0.0%	0.0%	0.0%	100.0%	35.1%	-64.9%	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%	0.3%	0.3%	100.0%	27.2%	-72.8%	7.2%
Section 6 Gogar Depot	0.0%	0.2%	0.2%	100.0%	79.2%	-20.8%	11.9%
Section 7a Gogarburn to Edinburgh Airport	0.0%	0.0%	0.0%	100.0%	47.3%	-52.7%	7.6%
<b>Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>100.0%</b>	<b>40.6%</b>	<b>-59.4%</b>	<b>58.0%</b>
<b>FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	<b>28.3%</b>	<b>-71.7%</b>	<b>100.0%</b>

**ON-STREET**

Item	Period 12 % Comp	Period 13 % Comp	Period 01 % Comp
<b>Section 1 Newhaven Road to Haymarket</b>			
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	Period12 % Comp	Period13 % Comp	Period 01 % Comp
<b>Section 02 Haymarket to Roseburn Junction</b>			
Caley Alehouse Demolition	100.00%	100.00%	100.00%
S19 Haymarket viaduct	79.7%	79.7%	79.7%
Trackwork Civils and Earthworks Haymarket to Roseburn junction	14.1%	14.1%	14.1%
Trackwork Track Laying Haymarket to Roseburn junction	0.0%	0.0%	0.0%
Haymarket Station TS	1.8%	1.8%	1.8%
<b>Section 05A Roseburn Junction to Balgreen Road</b>			
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%
<b>Section 05B Balgreen Road to Edinburgh Park Central</b>			
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%
<b>Section 05C Edinburgh Park Central to Gogarburn</b>			
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)	45.4%	45.4%	45.4%
S32 Depot Access bridge	77.4%	78.2%	75.2%
Trackwork Civils and Earthworks Gyle to Depot Stop	4.2%	4.2%	4.2%
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	Period12 % Comp	Period13 % Comp	Period 01 % Comp
<b>Section 06 Gogar Depot</b>			
Depot Earthworks & drainage	99.1%	99.1%	99.1%
Depot Trackworks Civils	82.2%	82.2%	82.9%
Depot Trackworks - Track Laying	28.1%	28.1%	32.2%
Depot building (Total).	80.8%	81.8%	82.0%
Building Services	84.8%	84.8%	84.8%
Fitting Out and Finishes	95.0%	95.0%	98.0%
E&M Workshop Equipment Installation	0.0%	0.0%	12.0%
Depot Sub-station	85.8%	91.4%	91.4%
Depot Access Roads	68.5%	68.5%	68.5%
Depot E&M Works	13.2%	18.0%	18.0%
Depot in totality	77.3%	78.9%	79.1%
<b>Section 07 Gogarburn to Edinburgh Airport</b>			
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
<b>Section 1a Newhaven to Foot of the Walk</b>	No agreed programme for recommencing the main works in this section.
<b>Section 1b Foot of the Walk to McDonald Road</b>	No agreed programme for recommencing in this section
<b>Section 1c McDonald Road to Princes Street West</b>	No agreed programme for recommencing in this section
<b>Section 1d Princes Street West to Haymarket</b>	No agreed programme for recommencing in this section
<b>Section 2 Haymarket to Roseburn Junction</b>	No agreed programme for recommencing in this section
<b>Section 5a Roseburn Junction to Balgreen Road</b>	No agreed programme for recommencing in this section
<b>Section 5b Balgreen Road to Edinburgh Park Central</b>	No agreed programme for recommencing in this section
<b>Section 5c Edinburgh Park Central to Gogarburn</b>	No agreed programme for recommencing in this section other than:  <u>Depot Access Bridge</u> Water-proofing, backfill at abutments and finishes left to do.  <u>A8 underpass</u> works to A8 due to recommence on 03/05/11
<b>Section 6 Gogar Depot</b>	<u>Depot Building works:</u> Accommodation area fit out and finishes planned progress achieved in Period. Siemens track installation commenced 13 <sup>th</sup> January 2011 with planned progress achieved in Period within Workshop and tram wash areas.



Section	Commentary
	<p><u>Depot Substation:</u> HV Energisation achieved 10<sup>th</sup> March 2011</p> <p><u>Depot Externals:</u> Area 2C was handed over to Siemens during Period 13. Remaining civils works no progress in Period due to Change issues. Siemens external track installation no progress in period as limited resource completing Depot Building trackwork prior to completing external areas.</p> <p>TNC issued in Period for Depot Access Road turning head</p>
Section 7a Gogarburn to Edinburgh Airport	<p><u>Gogarburn Bridge:</u></p> <p>Remedial works to track plinths hydro-demolition carried out in Period.</p> <p><u>Design</u> BSC provided electronic flood model to EAL. EAL removed flooding objection in Period. EAL have agreed in principle to route of HV cable to IPR substation. Planning approval achieved for EAL Kiosk and Canopy in Period.</p>

Progress Points to note in Period 01:

- BSC completed rail interface remedial works westbound from South St David Street to the Mound, across the Mound junction and across part of the Frederick Street junction.
- BSC completed rail interface remedial works east and westbound between South Charlotte Street and Lothian Road.
- SGN temporary diversion in 2A remains to be completed. tie have requested a programme from SGN for completing works. Temp diversion works were paid in advance in full in September 2010. Further email correspondence and telephone conversations with SGN during w/c 18th April 2011, updated price expected in early May 2011.
- Depot Access Bridge 100% of planned progress achieved in Period.
- Depot Building Accommodation area fit out and finishes planned progress achieved in Period. Siemens track installation continues with planned progress achieved in Period within Workshop and tram wash areas.
- Manhole Works – SW have written to confirm their position re IFA to IFC progression – tie to review in Period 02.
- 250 water main at Depot – works commenced.
- Assembly Street Water Connection – works planned to commence 08/05/11.
- Water Abandonment works in various locations on street due to commence in Period 2.
- 800 Watermain Valve Chamber - IFA drawings is with SW for approval. Expected to be received 29/04/11.

Issues in the Period

- Infraco lack of progress and subsequent delay at Tower Place Bridge and RW1A particularly on panels A3-A6.
- Works on the Princes Street snagging list yet to be programmed and carried out by BSC, along with the reinstatement of the water supply for Princes Street East Gardens.
- Final proposal for remedial works / design change for Princes Street still not approved.
- Still no progress being made from Haymarket Viaduct through to the A8 Underpass due to the ongoing dispute over change although A8 underpass works due to recommence in early Period 02, along with works at Haymarket Yards.

**Tram Construction (Tramco)**

The CAF contract programme is incorporated in the Master Tram project Programme.

**tie** continue to receive an electronic submission of the CAF programme to allow analysis of the programme.

At the end of period 01 CAF reported that Trams 1-25 inclusive are now complete and ready for delivery, though Factory Acceptance Routine Test Certificates for Trams 23-25 are still to be issued.

### Period 01 Summary – Tramco

No	Planned	Activities in current Period
1	Fabrication of the trams	Fabrication and painting is completed on all the body-shells for the twenty-seventh tram. Internal fit-out and wiring of the modules of the twenty-fifth, twenty-sixth and twenty-seventh trams are continuing in the finishing area. The first 24 trams are completed and tram 25 is completing testing.
2	Enhanced passenger information upgrade	Plan to fit additional latest equipment (if required) when trams arrive in Edinburgh.
3	Review of Test Protocols and test results	Dynamic testing in Edinburgh under discussion and finalisation of the protocols now that the scope of the test track infrastructure has been agreed.
4	Depot Equipment	CAF are continuing progress, delivery schedule under discussion in conjunction with civil works programme for depot, Siemens have started installation of their plant after which the CAF supplied equipment will be delivered and fitted on site subject to detailed sequencing with construction plan.
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 24 trams have successfully completed factory testing to date. 89% of trams now completed and tested.
9	Testing regime	Factory Static Testing completed on Trams 1 through 24 tested and 25 is completing factory testing, dynamic Factory and Dynamic Test Track Testing programme completed on Trams 1 & 2.
10	Programme progress	89% of scheduled activities completed.

### Preparing for Operations

The Operational Readiness detailed programme information is also incorporated into the Master Tram Project Programme.

Regular meetings are held to review the programme and the potential impact of the infrastructure delivery dates to the commissioning process and the associated operational staff recruitment and training programme based on a set of assumptions surrounding incremental opening.

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.

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In the period the wheel lathe has been installed along with other plant and equipment, as well as work has continued to fit out the control room equipment.

The first three stages of preparation for the Testing & Commissioning are planned in detail with all associated procedures, training material and safety management system arrangements in place ready. The Benefits Realisation & Operational Readiness Sub-Committee of the TEL Board provides the governance overview and monitors the progress of the tasks and decisions required to deliver the Operational Readiness programme.

Lloyds Register Rail have continued with their independent auditing process of our preparations.

Notification has been given to the preferred bidder for the supply of ticketing equipment for the tram system, to integrate with the existing Lothian Buses ticketing system and the team are progressing preparation of the contract documentation.

The maintenance of completed infrastructure assets continues to be developed with BSC maintenance representatives, notably the tram vehicle O&M and Operator Manuals and the asset management system for the tram vehicles, but also more recently there has been some progress with the infrastructure systems maintenance preparations, a meeting to discuss concerns over BSC's arrangements being in place soon enough for the Depot E&M assets has been scheduled with the maintenance representatives of BSC.

With the support of CAF, TEL are assisting CEC with an Invitation to Negotiate (ITN) to lease some tram vehicles to Croydon. Tender documentation is being developed with CEC.

### 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	1.535	1.535	0.000	1.535	1.535	0.000	133.501	133.501	0.000	413.034	131.966	545.000
Other Funding	0.127	0.127	0.000	0.127	0.127	0.000	11.023	11.023	0.000	34.104	10.896	45.000
Demand on TS	1.408	1.408	0.000	1.408	1.408	0.000	122.478	122.478	-0.000	378.930	121.070	500.000

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 change dependent upon the outcome of mediation.

**tie outturn for 2010/11 fell within the spend ranges and sensitivities presented to TS on 4<sup>th</sup> November.**

COWD to date is £413.0m, with funding to date split to TS (£378.9m) and CEC (£34.1m).

#### Actual YTD P1 & forecast P2-13 FY11/12

£m	COWD P1	COWD P2-P13	FY 2011/12
Infrastructure and vehicles	0.4	112.5	112.9
Utilities diversions	0.0	-4.7	-4.7
Design	0.1	1.1	1.2
Land and compensation	0.0	0.0	0.0
Resources and insurance	1.1	23.0	24.1
<b>Total Phase 1a</b>	1.6	131.9	133.5

YTD 2011/12 COWD is £1.6m for P1, and the full-year 2011/12 outturn forecast is £133.5m.

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

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY11/12
Infrastructure and vehicles	3.8	53.7	64.9	-9.5	112.9
Utilities diversions	0.0	-4.7	0.0	0.0	-4.7
Design	0.3	0.2	0.4	0.3	1.2
Land and compensation	0.0	0.0	0.0	0.0	0.0
Resources and insurance	3.0	2.5	9.3	5.5	20.3
<b>Base costs</b>	7.2	51.8	74.5	-3.8	129.7
Risk allowance	0.0	0.0	0.0	3.8	3.8
<b>Total Tram</b>	7.2	51.8	74.5	0.0	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	112.9	310.8
Utilities diversions	18.4	33.4	10.6	8.0	-4.7	65.7
Design	24.4	4.7	2.1	1.7	1.2	34.2
Land and compensation	16.8	1.7	1.6	0.1	0.0	20.3
Resources and insurance	42.9	16.0	16.2	14.9	20.3	110.3
<b>Base costs (inc 1b)</b>	133.1	101.0	113.8	63.7	129.7	541.2
Risk Allowance	0.0	0.0	0.0	0.0	3.8	3.8
<b>Total</b>	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.

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	Jun-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	Aug-11
All demolition work complete (S21C)	22-Aug-08	Sep-11
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Jun-11
Haymarket viaduct complete	08-Dec-08	Aug-11
All consents and approvals granted	18-May-09	Jun-11
Design assurance complete	20-Jan-09	Jun-11
1 <sup>st</sup> Tram delivered	09-Apr-10	25-Apr-10A
Carrick Knowe bridge complete	11-May-09	Sep-11
A8 underpass complete	14-Jul-09	May-12
Roseburn viaduct commences	20-Jan-09	Aug-11
TRO1 process complete	01-Dec-09	Nov-10A
Recruitment commences for Operations	July 2010	Jul-11
1 <sup>st</sup> OHL installed (Section 6 Depot)	11-Dec-09	Oct-11
1 <sup>st</sup> 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	May-12
Final tram delivered to Depot*	17-Jan-11	Jul-12
Commission Section 6 (depot)	25-Mar-10	Mar-12
Roseburn viaduct complete	20-Apr-10	Aug-12
Test track complete (Ready for tram testing)	23-Apr-10	May-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Jan-12 to Jun-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	Feb-12 to May-13
Commission Section 5 (Roseburn junction to	09-Nov-10	Dec-11 to Feb-13

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

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

#### Guidance for Completion:

#### Legend for colouring of Actual / forecast date text

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

#### Key Issues Affecting Schedule

- Contractual issues between **tie** and Infraco.
- Lack of agreement with BSC regarding on-street construction programme;
- Completion of a fully integrated and assured design.

#### 12-Week Look-Ahead

Until a revised programme is agreed and is in place, the forecast for the next 12 weeks continues to be generated from the **tie** Live programme 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 advised that they are demobilising 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 mediation talks are concluded.

Milestones	Actual / current forecast date
5C - S32 Depot Access bridge	25-Apr-11C
6 - Depot Building (Siemens Internals Only)	25-Apr-11C
6 – Depot Trackworks -Track Laying	25-Apr-11C
6 – Depot Access Roads	25-Apr-11C
6 – Depot OHL Bases	25-Apr-11C

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: 1
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<b>FY 11/12: Demand on TS</b>	<b>122.478</b>
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**1: HEADLINE FINANCIAL COMMENTARY**

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

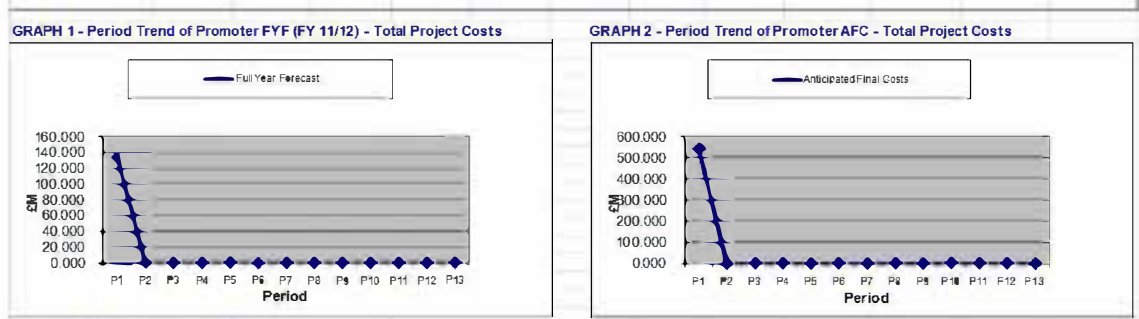
**YEAR TO DATE (YTD):**  
See Section 3 of the TS report for further commentary

**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	1.535	1.535	0.000	1.535	1.535	0.000	133.501	133.501	0.000	413.034	131.966	545.000
Other Funding	0.127	0.127	0.000	0.127	0.127	0.000	11.023	11.023	0.000	34.104	10.896	45.000
Demand on TS	<b>1.408</b>	<b>1.408</b>	<b>0.000</b>	<b>1.408</b>	<b>1.408</b>	<b>0.000</b>	<b>122.478</b>	<b>122.478</b>	<b>-0.000</b>	<b>378.930</b>	<b>121.070</b>	<b>500.000</b>



**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

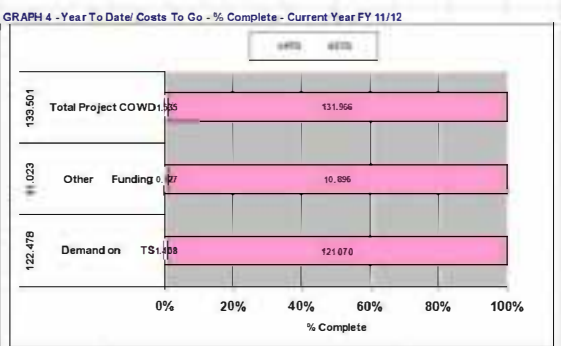
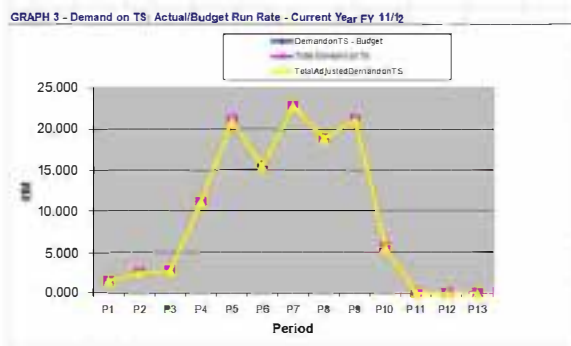
**4: ACCRUALS COMMENTARY**

**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)	
<i>Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline data to be known as original estimate</i>							
<b>Relevant Baseline date</b>	<b>01/01/2000</b>						
General Overall	28.233	28.233	29.793	28.769	1.024	29.793	0.000
Procurement Consultant	68.173	68.173	93.125	79.194	13.931	93.125	0.000
Design	26.646	26.646	34.220	33.072	1.147	34.220	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.668	2.653	0.016	2.669	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	322.586	221.126	101.460	322.586	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	58.534	47.900	10.634	58.534	0.000
Risk	48.974	48.974	3.755	0.000	3.755	3.755	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
<b>Total</b>	<b>504.270</b>	<b>504.270</b>	<b>545.000</b>	<b>413.033</b>	<b>131.967</b>	<b>545.000</b>	<b>0.000</b>

Delivery Organisation Period Progress Report

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			
<b>6: Current Year 11/12 - Baseline Budget</b>																		
1	Total Project COWD - Budget	1,535	2,741	2,931	12,045	22,926	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	<b>Demand on TS - Budget</b>	<b>1,408</b>	<b>2,515</b>	<b>2,689</b>	<b>11,050</b>	<b>21,033</b>	<b>15,401</b>	<b>22,805</b>	<b>18,821</b>	<b>21,179</b>	<b>5,577</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>122,478</b>			
<b>7: Current Year 11/12 - Actuals (Updated 4 weekly)</b>																		
4	Total Project COWD + Revised Forecast	1,535	2,741	2,931	12,045	22,926	16,788	24,857	20,515	23,085	6,079	0,000	0,000	0,000	133,501			
7	Other Funding + Revised Forecast	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			
10	<b>Total Demand on TS</b>	<b>1,408</b>	<b>2,515</b>	<b>2,689</b>	<b>11,050</b>	<b>21,033</b>	<b>15,401</b>	<b>22,805</b>	<b>18,821</b>	<b>21,179</b>	<b>5,577</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>122,478</b>			
<b>8: Variance tracker</b>																		
12	Variance Line 1 to Line 4 - Project Actual vs Budget	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			
13	Variance Line 2 to Line 7 - Oth Funding Actual vs Budget	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			
14	Variance Line 3 to Line 10 - Demand on TS vs Budget	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			
<b>9: Next Year 12/13 - Forecast (Updated 4 weekly)</b>																		
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	<b>Total Demand on TS</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>			
<b>10: All Years (Escalated) (Updated 4 weekly)</b>																		
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	10,986	8,338	9,397	5,256	11,023	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	45,000			
32	<b>Total Demand on TS</b>	<b>122,065</b>	<b>92,641</b>	<b>104,416</b>	<b>58,400</b>	<b>122,478</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>500,000</b>			



11: Other Funding															Total		
Budget (Current Year 11/12)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total		
	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		
	<b>Total Budget Other Funding</b>	<b>0,127</b>	<b>0,226</b>	<b>0,242</b>	<b>0,995</b>	<b>1,893</b>	<b>1,386</b>	<b>2,052</b>	<b>1,694</b>	<b>1,906</b>	<b>0,502</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>11,023</b>		
<b>Actual (Current Year 11/12)</b>																	
	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		
	<b>Total Actual Other Funding</b>	<b>0,127</b>	<b>0,226</b>	<b>0,242</b>	<b>0,995</b>	<b>1,893</b>	<b>1,386</b>	<b>2,052</b>	<b>1,694</b>	<b>1,906</b>	<b>0,502</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>11,023</b>		

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

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