



## Monthly Progress Report

### Edinburgh Tram Network Project

Reporting Period: 1 – 28 February 2006

<b>Prepared by:</b> Silviu Rosu, Project Controls Manager	<b>Approved by:</b> Barry Cross, Deputy Tram Project Director
<b>Date:</b>	<b>Date:</b> 15-03-06
<b>Signature:</b>	<b>Signature:</b>
<b>Approved by:</b> G. HENDERSON FOR Stewart McGarrity, Project Finance Director	<b>Approved by:</b> Ian Kendall, Tram Project Director
<b>Date:</b> 15/3/06	<b>Date:</b>
<b>Signature:</b>	<b>Signature:</b>

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-PRO-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	1 of 29



# Monthly Progress Report – Feb. '06

<b>1. EXECUTIVE SUMMARY .....</b>	<b>3</b>
1.1 COSTS AND FUNDING .....	3
1.2 PROGRAMME .....	3
1.3 ISSUES THAT HAVE AFFECTED / WILL AFFECT COST OR PROGRESS .....	4
1.4 GOVERNANCE ISSUES .....	5
<b>2. PARLIAMENTARY PROGRESS .....</b>	<b>5</b>
<b>3. PUBLIC RELATIONS AND MEDIA .....</b>	<b>6</b>
3.1 TRAM PRESS .....	6
3.2 COMMUNITY .....	6
3.3 POLITICAL .....	6
3.4 NEWSLETTERS .....	7
3.5 STRATEGY .....	7
3.6 STAKEHOLDER STRATEGY .....	7
3.7 CONSULTATION .....	7
<b>4. PROJECT SPENT: ACTUAL VERSUS BUDGET &amp; ANTICIPATED COST TO YEAR END .....</b>	<b>8</b>
4.1 LINE 1 PARLIAMENTARY .....	8
4.2 LINE 2 PARLIAMENTARY .....	8
4.3 TRAM IMPLEMENTATION .....	8
<b>5. PROGRAMME .....</b>	<b>9</b>
5.1 PLANNED VERSUS ACTUAL .....	9
5.2 PROGRAMME SUMMARY .....	10
<b>6. CHANGE CONTROL .....</b>	<b>11</b>
6.1 CHANGES ISSUED THIS MONTH .....	11
<b>7. RISK MANAGEMENT .....</b>	<b>11</b>
7.1 COMPLETED ACTIVITIES .....	13
7.2 PLANNED ACTIVITIES .....	13
<b>8. SAFETY MANAGEMENT AND QUALITY MANAGEMENT .....</b>	<b>14</b>
<b>9. DECISIONS REQUIRED .....</b>	<b>15</b>
<b>10. BUSINESS CASE AND FINANCE .....</b>	<b>15</b>
10.1 SUPPORT PAPER FOR LEITH TO AIRPORT TRAM .....	15
10.2 FUNDING .....	15
10.3 BUSINESS CASE .....	16
10.4 TEL BUSINESS PLAN .....	16
10.5 JRC MODELLING .....	17
<b>11. LAND AND ACQUISITION .....</b>	<b>17</b>
<b>12. APPENDICES .....</b>	<b>18</b>

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	2 of 29



# Monthly Progress Report – Feb. '06

## 1. Executive Summary

### 1.1 Costs and Funding

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

#### 1.1.1 Implementation

Outturn costs on Tram Implementation activities during the year to March 2006 have been re-estimated at £11.8m (previously £12.2m), the decrease of £0.4m being primarily due to a reappraisal of the TSS providers resources and the non-expenditure of project contingency for February 2006. Details of this variance, are contained in Section 4.3 Project Spend – Tram Implementation, of this report.

#### 1.1.2 Parliamentary

The Tram Line 1 revised budget is £2,933k, and the anticipated year-end spend against this budget is £2,374k. This represents a 19% under-spend of £559k.

The Tram Line 2 revised budget is £1,981k, and the anticipated year end spend against this budget is £1,659k. This represents a 16% under-spend of £322k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Favourable Committee reports has signalled the downturn of work in support of the Parliamentary progress, and subsequently the year-end spend forecast has been amended accordingly.

### 1.2 Programme

The parliamentary programme is continuing with final debates scheduled for 22<sup>nd</sup> and 29<sup>th</sup> March, 2006.

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

During January 2006, following two previous rejections by tie of the SDS design programme, PB informed tie that it was not satisfied with the development of it's own programme, and as a result, it would be re-worked. SDS assembled a new programme management team on 23rd January. Progress has been much better, and to date, SDS has produced an acceptable programme covering the Preliminary Design phase of it's commission. SDS will now submit the entire programme (covering Detailed Design) on 17th March, and thereafter, the entire programme will resource loaded, and submitted to tie, on 7th April. In summary, progress on the RDP and survey work, together with a significant under-spend against the budget forecast, indicates strongly that SDS is circa 2 months behind schedule. tie has been working together with SDS to confirm how this delay will be rectified. As a result, tie has required of SDS a comprehensive corrective action plan and PB have made substantial new commitments within it to reducing completely the inadequate programme performance by 1<sup>st</sup> November, 2006. The revised SDS programme will show

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	3 of 29



## Monthly Progress Report – Feb. '06

that lost time will be recovered, however this cannot be validated until the full programme is submitted, and then reviewed. tie will report on progress in this area in next month's report.

MUDFA - ITN documents were finalised, (with the exception of the Line 2 Bills of Quantities) and issued to the MUDFA Bidders 25 February.

SDS are finalising the Line 2 Bills of Quantities for the route between Edinburgh Park & Gyle and from Gogar to Ingliston Park & Ride, these will be available mid to late March.

A meeting was held on the 8 March between ETN; TSS & SDS to review the interfaces between EARL and the Tram on BAA land, a follow up meeting is to take place on the 14<sup>th</sup> March which will include the EARL team.

A presentation to the Bidders to explain ITN documentation & methodology took place at DLA offices followed by a site tour from Haymarket to Ocean Terminal on the 10<sup>th</sup> March, all bidders were present and the presentation was viewed a success.

A presentation to the Utility Companies/Stakeholders to explain ITN documentation & Methodology took place at the Grosvenor Hilton Hotel on the 13 March the presentation was followed by a question and answer session.

TSS are working up a substantial new proposal to enhance utility diversions management including EARL diversions.

Infraco – the MOI/PQQ will be issued w/c 06th March 06 following approval from SE/TPB. Responses are due to be returned by 31st March 06. A bidder conference with potential Infraco bidders will be held on 15<sup>th</sup> March, 2006.

Work is now in progress to assemble a first complete draft of the Infraco ITN on April 5<sup>th</sup> for issue on April 25<sup>th</sup> 2006.

Tramco – The four Tramco pre-qualified candidates have been notified. Unsuccessful candidates are being de-briefed. The production of the ITN documents is progressing towards a release date of the 3<sup>rd</sup> April.

A joint tie/SDS procurement team has been set up to ensure SDS deliverables will support the Tramco and Infraco ITN development. A detailed programme is now available and is co-ordinated with the output from DLA.

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

Land Acquisition – Further details of the programme developed. The programme will be incorporated into the master programme during March. Assumptions register initiated.

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

The SDS provider has been continuing to develop its programme and associated spend profile. Last month, SDS estimated its projected year-end spend to be £3.8m, when previously it had been \$5.6m. This forecast has been held this month.

The programme issues reported in section 1.2, have manifested itself in the spend profile, with a number of contributing factors, namely:

- Re-working of the RDP deliverables, therefore, SDS were not able to claim the associated milestone payment.

DOC.ND.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	4 of 29



## Monthly Progress Report – Feb. '06

- Delay in the commencement of the site investigation works due to quality issues relating to it's preferred subcontractor.

### 1.4 Governance issues

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

## 2. Parliamentary Progress

- The Parliamentary process is drawing to a close.
- Tram Line 1 Committee published its Consideration Stage report on 1<sup>st</sup> March 2006.
- The report offered comprehensive support by “not upholding” any of the objections put forward by individuals and groups. This positive outcome was the result partly of:
  - The preparation and submission of a number of policies and commitments and the linking of them to the Bill. These included:
    - Noise and Vibration Policy;
    - Noise Insulation Policy;
    - Code of Construction Practice;
    - (Roseburn Corridor) Landscape and Wildlife Habitat Management Plan.
  - The Committee supported none of the numerous alternative alignments put forward by objectors, including those routed via the Western General Hospital and Crewe Road South. The outcome was based crucially on the commitment to link the WGH to the Crewe Toll tram stop with a feeder bus service.
- After lengthy consideration the Committee did not recommend the imposition of a speed limit on the Roseburn Corridor (or elsewhere). The Committee does however “recommend that the promoter considers reducing the maximum required speed limits operating for tram line 1 along the length of the Roseburn Railway Corridor.”
- Whilst accepting the Promoter's arguments for Monday to Friday working hours, the Committee did not accept the arguments put forward for Saturdays. Construction is therefore restricted to between the hours of 08:00 and 13:00.
- The Committee is however content to allow work to take place outwith these restricted hours “by prior agreement with the local authority” where “working is either agreeable with affected property owners or necessary”.
- Tram Line 1 Committee then considered Bill amendments on 10<sup>th</sup> March 2006.
- The final stage debates in Parliament will take place on 22<sup>nd</sup> March and 29<sup>th</sup> March, subject to the availability of a debating chamber.

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	5 of 29



## Monthly Progress Report – Feb. '06

### 3. Public Relations and Media

#### 3.1 Tram Press

Coverage has been achieved and statements have been issued in the last month on:

- Tram Line 1 Bill Committee Report
- Phasing
- MUDFA Tender
- TRAMCO qualification
- CEC Household survey
- CEC Key Sector report
- Roseburn Environmental Position
- NET Patronage figures
- Public Relations Spend (via FOISA)
- Frontager Survey.

In addition:

- FOI request on public relations spend since 2002, direct to tie from Kenny Macaskill and via CEC from the Evening News.
- FOI request on TEL minutes
- FOI request on tree felling in the Roseburn Corridor.

#### 3.2 Community

A paper has been finalised recommending the future approach to CLG's and Community Council meetings. The approach is based on our requirements, the vast amount of feedback received from the questionnaire sent to groups involved in Liaison and the tram programme. The recommended approach has been worked on with CEC and we will be contacting all parties to inform them of the changes and to set up meetings.

#### 3.3 Political

Briefing sent to MSP's on the ETL1 consideration stage phase one report 1 March 2006.

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

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	6 of 29



## Monthly Progress Report – Feb. '06

### 3.4 Newsletters

A stakeholder communication email was issued 24 February covering the SE indexation of funding and the CEC contribution.

An email was issued to all stakeholders following the Tram Line 1 Committee Report.

An email is due to be sent in the next fortnight to all stakeholders regarding the updated Noise and Vibration Policy.

### 3.5 Strategy

The Communication strategy for 2006/07 will go to the TEL board meeting on 20 March for approval.

### 3.6 Stakeholder Strategy

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

Date	Subject
23/02/06	Leith Townscape Initiative
24/02/06	Youth Services Meeting
02/03/06	Smith Scott Mullan – Architects
06/03/06	Pilrig Residents Association
08/03/06	St Georges School Reception
10/03/06	Meeting with Derek Walk - student
13/03/06	Meeting with Councillor Trevor Davies
13/03/06	Meeting with Isabella Miller (City Centre Retail Forum)
13/03/06	Meeting with Ron McAuley – Network Rail
20/03/06	Meeting with John Yellowlees – First Scotrail
22/03/06	Meeting with Simon Fairclough – ESPC
29/03/06	Lunch meeting with John McClellan – Evening News

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

### 3.7 Consultation

Formal consultations are currently ongoing with representatives of the Emergency Services ( fire, ambulance, police and CEC emergency planning) and cycling groups (Spokes, Sustrans and CTC). Two meetings of each group have taken place, and SDS are currently leading the programme for future meetings. The response from both groups has been extremely positive and constructive – the most recent Spokes newsletter makes a point of praising tie for these efforts, and notes that support for trams amongst cyclists is 95% providing that integration is achieved, and neither on-road provisions nor the Roseburn cycle path are threatened.

Two further consultations are about to begin. In line with the commitments required in the Line Two Bill Committee's final report, we are planning a formal, ongoing consultation process with the residents of Baird Drive. An initial meeting was held last week with WERTAG to discuss the most effective means of engaging the residents, and plans are underway for a meeting with all residents around the end of March.

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	7 of 29



## Monthly Progress Report – Feb. '06

Work has been ongoing to convene a representative forum for consultation on Disability and Access issues. We have met with the Council's Equalities Transport Forum twice, attended a day-long event on disability issues, met with Communities Transport Providers, disabled members of Edinburgh Youth Council, and consulted separately with Capability Scotland, the UK Public Health Association and MACS (Mobility and Access Committee for Scotland). All groups have input into the Draft Disability and Access Consultation Strategy, and we now have a suitable number of volunteers representing a range of disability issues, to take the consultation process forward. Again, the response to this initiative has been extremely positive. We intend to hold the first meeting of the consultation forum in April.

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

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

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

#### 4.1 Line 1 Parliamentary

The Tram Line 1 budget is £2,933k, and the anticipated year-end spend against this budget is £2,374k. This represents a 19% under-spend of £559k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Favourable Committee reports has signalled the downturn of work in support of the Parliamentary progress, and subsequently the year-end spend forecast has been amended accordingly.

#### 4.2 Line 2 Parliamentary

The Tram Line 2 budget is £1,981k, and the anticipated year end spend against this budget is £1,659k. This represents a 16% under-spend of £322k.

Both parliamentary budgets were predicated on being able to respond to Parliamentary enquiries and request for further work to support the parliamentary process. Favourable Committee reports has signalled the downturn of work in support of the Parliamentary progress, and subsequently the year-end spend forecast has been amended accordingly.

Completion activities for works by MM & FM on TL1 & 2 respectively.

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

#### 4.3 Tram Implementation

Costs to end February 06 amount to £8.8m compared to the corresponding forecast costs in the original budget of £18.7m. The underspend being primarily due to the delayed award of SDS and JRC (planned for end of May when the budget was prepared) together with the consequential rephasing of related activities.

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	8 of 29





## Monthly Progress Report – Feb. '06

Forecast outturn costs for the year to March 2006 have been re-appraised at £11.8m (January £12.2m) including a required contingency of £0.3m.

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

- Legal (Bud Ref 3) – an increase of £504k in expenditure to the end of March 2006. This comprises a transfer of funds of £461k for D&W legal costs/forecast to the end of March 2006. This financial data was previously reported in Land & Property (Bud Ref 10), where a corresponding reduction is reflected to balance the funds transfer. The net addition of £43k is primarily due to increased legal advice requirements during the Infraco procurement process.
- JRC (Bud Ref 5) - a reduction of £55k in forecast expenditure to the end of March 2006. The development of the network matrix for high level model development is now behind programme. Tie has required a mitigation action plan for recovery of this slippage from SDG (JRC contractor).
- TSS (Bud Ref 6) – a reduction of £217k in forecast expenditure to the end of March 2006. The TSS resource requirements are dependent primarily on SDS deliverables and therefore the programming and progress issues encountered on the SDS contract have significantly impacted TSS performance to date. Ongoing refinement of the requirements of key resources remains ongoing.
- Land & Property (Bud Ref 10) – a reduction of £461k in expenditure to the end of March 2006. Details are contained in this section referenced 4.3 – Legals (above).

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

### 5. Programme

#### 5.1 Planned versus Actual

Key Activities / Deliverables		Original Completion Date	Actual Completion Date	Projected Completion Date	Status
Appointment of TSS	of	27 <sup>th</sup> June 2005	18 <sup>th</sup> July 2005		Slippage due to delayed funding.
Appointment of SDS	of	27 <sup>th</sup> June 2005	19 <sup>th</sup> September 2005		Slippage due to delayed funding and SDS signatories.
Appointment of JRC	of	27 <sup>th</sup> June 2005	6 <sup>th</sup> September 2005		Slippage due to delayed funding.
TL1: Achievement of Royal Assent		31 <sup>st</sup> December 2005		31 <sup>st</sup> March 2006	Anticipated to be completed end of Mar '06
TL2: Achievement of Royal Assent		31 <sup>st</sup> December 2005		31 <sup>st</sup> March 2006	Anticipated to be completed end of Mar '06
Design Requirements		31 <sup>st</sup> December 2005		17 <sup>th</sup> February	Info not suitable - reworked

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	9 of 29



## Monthly Progress Report – Feb. '06

Key Activities / Deliverables	Original Completion Date	Actual Completion Date	Projected Completion Date	Status
Definition			2006	
Submission of Outline Business Case	28 <sup>th</sup> February 2006		8 <sup>th</sup> March 2006	On target
Completion of preliminary design (critical sections)	31 <sup>st</sup> December 2005		October 2006 Difficult to get accurate dates from SDS due to lack of schedule	Delay in award of SDS contract – no impact on tender issue for MUDFA, Infraco or Vehicles contract. Also, design has been staged by geographical sections to dovetail with construction and commissioning programme.
Completion of Detailed Design (crucial sections)	31 <sup>st</sup> March 2006		30 <sup>th</sup> October 2006 (all)	Co-ordinates strategy with Infraco preferred bidder(s) selection
MUDFA Award	31 <sup>st</sup> December 2005		1 <sup>st</sup> June 2006	On target subject to funding
Infraco Award	29 <sup>th</sup> June 2007		29 <sup>th</sup> June 2007	On target
Vehicles Award	29 <sup>th</sup> June 2007		29 <sup>th</sup> June 2007	On target

### 5.2 Programme Summary

The parliamentary programme is continuing as planned.

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

The next key milestones relate to:

- ITN for MUDFA was issued on 23<sup>rd</sup> February 2006.
- PQQ for Tram – evaluation/recommendation of 4 candidates completed on 24<sup>th</sup> February 2006.
- PQQ for INFRACO to be issued on 6<sup>th</sup> March 2006.

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

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	10 of 29



## Monthly Progress Report – Feb. '06

### 6. Change Control

A new change control process has been implemented on the project. According with this, whenever a need for a change is identified a Change Notice is issued to the contractor who will respond with a Change Estimate and if that is agreed, a Change Order is issued.

The Change Log indicating all changes initiated from the implementation of this new process is presented in appendix C and the Change Order Register indicating all approved Change Orders is presented in appendix D. Previous list of Change Requests will be followed until the closure of the last change and then archived.

#### 6.1 Changes Issued This Month

##### JRC Contract

CNJ002 – Project Darwin Analysis and Report was issued for the JRC Contract and the estimate has been received in due time. The Change Order has been issued on February 27<sup>th</sup>.

##### SDS Contract

CNS001 – Phasing of the Construction of the ETN Project was issued as well as later clarifications. The estimate was delayed by SDS due to the change complexity and is expected to be issued by the end of the third week of March.

CNS002 – Instruction to SDS to set-up Project Office for SDS / tie / TSS was issued to SDS. The change was rejected and closed.

CNS003, CNS004 and CNS005 – Change in scope of services – TRO's, Change in scope of services – TTRO's and respectively Omission of Provisional Additional Work, were issued and estimated are expected from SDS in due time.

### 7. Risk Management

Ref	Risk - Tram Network	Mitigation	Due Date	%age Complete	Owner
1.	If the long term funding for the Tram Project is not progressed to the stage required between the CEC and the SE then there may be significant difficulties in convincing SE that the scheme is viable.	CEC/SE to meet and discuss to agree the strategy and outcome reported by CEC. Develop supporting information on financial case for range of performance scenarios to allow CEC/SE dialogue on funding including construction inflation. Maintain flexibility for adapting the scheme within procurement strategy to suit funding, also continue flexibility for Revenue and Opex costs for truncated network. Closely monitor the outcome of SE Portfolio Review regarding potential delay or private finance requirements. SE/CEC continuing to liaise at high level. Prepare robust documentation for Parliamentary Committees. The funding must match the Projects needs. It shall require to be shaped around the timing of the stages within the Project.	Aug 2006	80%	CEC/SE
2.	If the project governance structure	Develop project governance to include	Mar	95%	CEC /

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	11 of 29



## Monthly Progress Report – Feb. '06

Ref	Risk - Tram Network	Mitigation	Due Date	%age Complete	Owner
	is uncertain then timely decisions and abortive costs may arise through the course of the project.	Project Board and the flow down of responsibilities within tie that includes CEC in approval chain. Seek clarification of delegated authorities of CEC liaison team. Ensure that empowered individuals are responsible for review. Review implications of TEL Agreement on project governance.	2006		tie (PM)
3.	If there is inadequate progress on the operational system including bus/tram integration, development of network service pattern and TEL Business Plan then the revenue may fall short of what is required for the project.	Seek clarity on the role and planned deliverables of TEL to bring about integration including development of ticketing strategies.  Produce alternative service integration plans to reduce bus opex in £1.5m p.a. increments to identify optimal tram/bus position. Provide TEL with the necessary information to progress design of integration. Seek clarity on TEL's main objectives. Model through JRC.	Aug 2006	15%	JRC/tie (Tram FD)
4.	If the impact of service integration on Lothian Buses is unknown then there could be significant operational issues to overcome.	Predict and forecast the impact of tram on Lothian Buses patronage and chart total revenue through JRC work. Liaise with Lothian Buses to develop viable Fares Policy. Seek Transdev review on reliability of analyses. TEL Business Plan co-terminus with Final Business Case.	Nov 2006	20%	JRC/tie (Tram FD)
5.	If the resources within tie are not managed accordingly then there is a risk of a shortage of resources occurring, or even overpay for resources.	Ensure that tie manage their own employee resource appropriately to utilise the resources available before undertaking TSS, or similar service providers, to fulfil a role that could be done in house. By making the most of tie's resources, the cost of resources could be reduced.	June 2007	40%	tie
6.	If the Parliamentary committee and the political support that has been previously built up alter dramatically then the Project could face unnecessary parliamentary pressure or lack of confidence, which could result in delays to the Project.	Continue to monitor the Parliamentary process so that positions of thought are not changed once the committee has broken up. Keep close liaison with CEC and SE. Also, keep internal communications team within tie on alert of such a situation occurring.	April 2006	80%	tie
7.	If the position on the TROs is not approved by the CEC, then there is a risk of a significant impact occurring to the Project, with specific effects on delaying the start of works.	Work between D&W and SDS has begun to improve on the current lack of knowledge and technical skills available to deal with TROs. Continue training programme to ensure that delays are minimised accordingly.	Apr 2006	60%	tie/SDS
8.	If there is a delay in initial JRC modelling then there is a risk that patronage figures will not be included in the Outline Business case and will not represent the proposed patronage plans for the Project.	The modelling that JRC is carrying out will not be completed in time for the finalisation of the Outline Business Case. Therefore the Outline Business Case will go out without the latest data.	May 2006	80%	tie/JRC

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	12 of 29



## Monthly Progress Report – Feb. '06

### 7.1

#### Completed Activities

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

- Reviewed the PQQ submissions for the Tramco contracts. A shortlist of bidders to progress to the next stage has been finalised.
- The indexation of funding has been completed, as has CEC contribution been agreed.
- Appointment of David Thornton as tie's corporate Safety Director
- Development agreements with Network Rail continue to progress
- CEC have confirmed that they are comfort to tie's approach to the media
- Input to the risk section of the draft OBC
- CEC have expressed that they are comfortable with the approach adopted for the advanced works and the procurement route of the MUDFA contract.
- Accepted SDS Risk Management Plan, still however awaiting improved Risk Register and Assumptions Registers to be received and accepted.
- Accepted latest JRC Risk Report, with comments passed to JRC for slight improvement to the document.
- Held internal risk meeting with Tram team members, to raise current risk concerns
- Raised concerns regarding SDS risk reporting.
- Provided financial templates for Heath Lambert's projected costs for the term of the Project, this shall aid the proposed budgets for the Project.
- Held a Capex workshop with members of the Tram team, TSS and SDS to discuss the QRA documents of the Project.
- Held meeting with D&W regarding land acquisition risks.
- Provided first draft risk remits for Tramco and Infracore, which shall be amended accordingly in due course.
- Investigating the possibility of including Lothian Buses and Transport Edinburgh Limited under tie's Professional Indemnity cover.
- Reviewed the MUDFA Insurance Drafting and are continuing to seek assistance and advice from Heath Lambert and DLA Piper.

### 7.2

#### Planned Activities

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

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	13 of 29



## Monthly Progress Report – Feb. '06

- Approval for the publications of OJEU publication to initiate the procurement procedure for the Owner Controlled Insurance Programme (OCIP).
- Progress Risk Remits, Insurance drafting and scope of services for Tramco, Infraco and MUDFA, with the assistance of D&W and Heath Lambert
- Review and evaluate responses to the Infraco prequalifications questionnaire (PQQ).
- Continue to progress with close discussions with SDS to improve risk register and assumptions register. Develop a timetable with SDS for when Active RM will go "live", and allow for other service providers to raise risks and assumptions.
- Issue Risk Management Plan and Register to Scottish Executive, once SDS provide suitable versions.
- Work closely with Heath Lambert to ensure that insurance for the City Point move planned for April 2006.
- Finalise insurance requirements for the next stages of the Tramco and Infraco procurement process, including coverage for TEL.
- Proceed with next stages of procurement procedures for Tramco, with Infraco to follow after the PQQ stage has been passed.
- Hold a Cost Estimate Risk Workshop with SE Programme Managers, tie, SDS and TSS.
- Resolution of funding for ongoing Parliamentary Committee commitments in 2006 and consequences to date of Royal Assent, commencement of utility diversions and issue of ITT documentation for vehicles, infrastructure contractor and insurances.
- TSS to continue to support tie working on risk management issues including allocating specific risks within the risk register to relevant owners – TSS role in due diligence appraisal of SDS to be reviewed.

### 8. Safety Management and Quality Management

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

- Induction process for Tram Project is continuing with the induction of SDS and Adien personnel.
- The following method statements have been submitted for review:
  - Adien survey of utilities.
  - SDS to topographical and non intrusive survey works.
- The process for notification by SDS of method statement submissions has been agreed with SDS. This includes a 28 day look ahead programme for work activities to be issued to tie. This process has been implemented, although information has not been received on a weekly basis.

DOC.NO.	VERSION	STATUS:	DATE	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	14 of 29



## Monthly Progress Report – Feb. '06

- The document entitled "Technical Requirements for Contractors" is being revised for inclusion within the Infraco contract
- The use of Access Permits is being implemented on the works being carried out by Adien on the survey of utilities.
- One non-conformance has been issued relating to Adien surveying at an incorrect location, with the result that a private car park was painted with the location of services. This was due to the use of a drawing which included a superseded alignment. Corrective actions have been initiated to avoid any repetitions.

Item	No	kpis
Method statements submitted.	7	6 accepted. 1 currently on hold.
Inductions undertaken.	43	100% pass.

### 9. Decisions Required

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

### 10. Business Case and Finance

#### 10.1 Support paper for Leith to Airport Tram

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

#### 10.2 Funding

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

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

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

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	15 of 29



## Monthly Progress Report – Feb. '06

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

- Elimination of a long-term PFI arrangement as an option.
- Structure of payment mechanisms for Infraco / Tramco contracts which incentivise the private sector to deliver.
- Nature and extent of construction finance facilities which may be required to manage the actual timing of cash inputs to the project by CEC and SE – includes consideration of whether such facilities represent value for money and sources of funding for the associated finance costs.

Meeting with SE & CEC provided sufficient clarity in each of these areas to maintain a programme for inclusion in the 'Outline Business Case' which was delivered on Friday 10<sup>th</sup> March, 2006.

### 10.3 Business Case

The principle content of this document is:

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

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

### 10.4 TEL Business Plan

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

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

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

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	16 of 29





## Monthly Progress Report – Feb. '06

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

### 10.5 JRC Modelling

As previously reported, the modelling work of the JRC is overseen by contract and has incorporated the establishment of a Modelling and Revenue Stakeholders Group (MRSG) comprising representatives of tie (and its advisors), TEL, Lothian Buses, Transdev, CEC Transport and the SE. The MRSG meets once per month and has good progress in establishing input requirements for model development. Option definition for testing is now clearer regarding the phasing of the construction, however priority will remain on the Network as a whole. Currently the MRSG is looking for views on the outputs required by each of the stakeholders.

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

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

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

### 11. Land and Acquisition

Activities completed last month

- Programme: Further details of various processes were developed, including the notification process and the buildings fixings consents.
- Budget: estimate for the compensation for land acquisition finalised with DV.
- Assumptions register initiated.
- Assumptions include:
  - General Vesting Declaration to be used rather than Notices to Treat;
  - Title in land to be taken by CEC;
  - Title in land not to be taken until financial close and appointment of Infraco;

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	17 of 29



## Monthly Progress Report – Feb. '06

- Details of the database structure developed and discussed with IT.

### Activities planned for next month

- Programme: integrate land acquisition activities into master programme.
- Budget: Develop methodology for refining budget estimates for Part 1 Claims including active dialogue with other promoters.
- Confirm further assumptions that emerge in considering details of the notification and acquisition processes.
- Acquire digital information on Books of Reference from advisers.
- Initiate updating of the Book of Reference – prioritising initially by requirements of the survey programme.
- Develop structure and population of the database.

## 12. Appendices

A.	ETN Project Progress Report – Project Spent
B.	Implementation – Actual Versus Budget – Feb. 06
C.	Change Log
D.	Change Order Register
E.	ETL One and Two Objections – Summary of Progress
F.	Master Project Programme
G.	Procurement Strategy Schedule

DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	18 of 29



tie Limited  
ETN PROJECT PROGRESS REPORT - PROJECT SPEND

Ref	This Month					Last Month	Original Budget		Variances		
	Costs Month	Costs to date	Committed not spent	Not Committed	Forecast 05/06 5=2+3+4	Forecast 05/06	Costs to date	Budget 05/06	Forecast this month v. last 9=5-6	Actual costs to date v. budget 10=7-2	
<b>IMPLEMENTATION</b>											
1	tie RESOURCES	216	2,425	330	358	3,113	3,098	2,434	2,656	14	10
2	DPOF	40	362	75	(35)	402	402	546	600		184
3	LEGALS	256	1,017	223	36	1,276	773	1,142	1,278	504	125
4	SDS	690	2,490	1,080	230	3,800	3,800	7,280	8,000		4,790
5	JRC	62	482	135	(55)	562	617	1,094	1,148	(55)	612
6	TSS	178	1,048	567	(307)	1,308	1,525	957	1,086	(217)	(91)
7	UTILITIES		21			21	21	1,350	2,700		1,329
8	DESIGN SUPPORT	5	290	9	(0)	299	303			(4)	(290)
9	3RD PARTY NEGOT							492	577		492
10	LAND & PROPERTY	2	120	20	(17)	123	584	567	617	(461)	447
11	TROs		1			1	1	204	213		203
12	COMMS / MKTG		87	20	(17)	90	94	44	48	(4)	(43)
13	TEL	3	19	5	(2)	23	23	64	68		44
14	SERVICE INTEGRATION	10	90	30	(10)	110	110	534	597		444
15	PUK	5	76	10	(5)	81	81	100	109		23
16	FINANCIAL ADVISORS	30	219	22	0	241	241	262	282		43
17	INSURANCE		29			29	29	50	54		20
18	UTILITIES/INFRACO/TRAM	13	13			50	50				(13)
99	OTHER	1	19	10	(5)	24	28	2	2	(4)	(18)
	SPECIFIED CONTINGENCY				275	275	448	1,544	1,838	(174)	1,544
	SPECIFIED COSTS	1,511	8,808	2,536	447	11,828	12,227	18,666	21,873	(399)	9,858
	SCOPE / PROGRAMME CONTINGENCY				3,815	4,422	4,023			399	
	<b>FUNDED COSTS</b>	<b>1,511</b>	<b>8,808</b>	<b>2,536</b>	<b>4,262</b>	<b>16,250</b>	<b>16,250</b>	<b>18,666</b>	<b>21,873</b>		<b>9,858</b>

40-92-REP-0000 B4	DOC NO.
02/06	VERSION
Approved	STATUS:
15 Mar. 06	DATE:
Edinburgh Tram Network	PROJECT:
19 of 29	SHEET



Monthly Progress Report – Feb. '06  
Appendix A

**tie Limited**  
**ETN PROJECT PROGRESS REPORT - PROJECT SPEND (CONTINUED)**

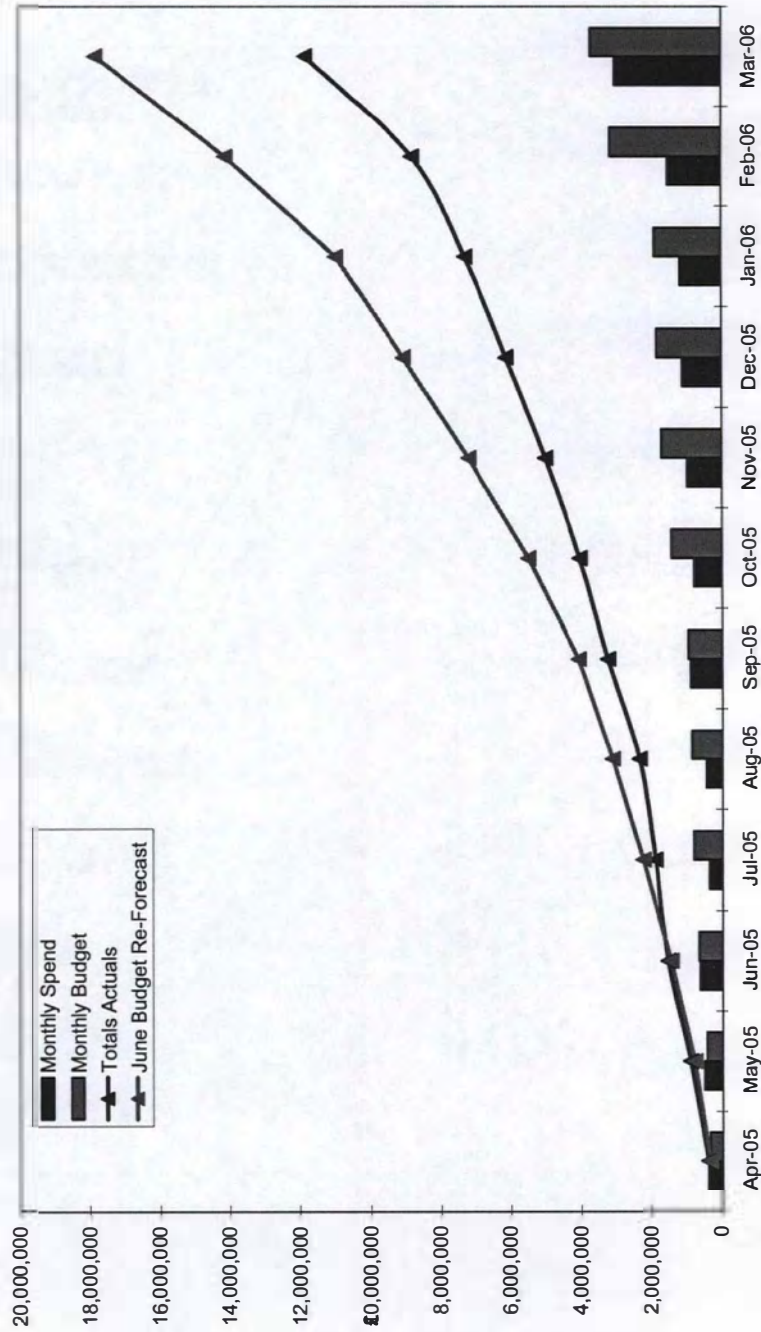
	This Month				Last Month	Original Budget		Variances		
<b>PARLIAMENTARY - TL1</b>										
1 tie RESOURCES	18	192	18	(0)	210	208	186	203	2	(7)
2 TECHNICAL ADVISORS	45	1,327	63	0	1,390	1,440	845	855	(50)	(482)
3 LEGAL	16	597	56		653	688	618	618	(35)	21
99 OTHER										
SPECIFIED CONTINGENCY				121	121	121	110	110		110
SPECIFIED COSTS	<u>79</u>	<u>2,116</u>	<u>137</u>	<u>121</u>	<u>2,374</u>	<u>2,456</u>	<u>1,759</u>	<u>1,787</u>	<u>(82)</u>	<u>(357)</u>
<b>PARLIAMENTARY - TL2</b>										
1 tie RESOURCES	17	192	21	(0)	213	210	184	201	3	(8)
2 TECHNICAL ADVISORS	29	751	24	0	775	801	653	663	(26)	(98)
3 LEGAL	7	527	37		564	584	618	618	(20)	91
99 OTHER										
SPECIFIED CONTINGENCY				107	107	107	95	96		95
SPECIFIED COSTS	<u>53</u>	<u>1,470</u>	<u>82</u>	<u>107</u>	<u>1,659</u>	<u>1,702</u>	<u>1,550</u>	<u>1,578</u>	<u>(43)</u>	<u>80</u>
TOTAL SPECIFIED COSTS	132	3,586	219	227	4,033	4,158	3,309	3,364	(125)	(278)
SCOPE/PROG CONTINGENCY					931	806			125	
FUNDED COSTS	<u>132</u>	<u>3,586</u>	<u>219</u>	<u>227</u>	<u>4,964</u>	<u>4,964</u>	<u>3,309</u>	<u>3,364</u>	<u>(0)</u>	<u>(278)</u>

DOC NO:	40-92-REP-000084
VERSION:	02/06
STATUS:	Approved
DATE:	15 Mar. '06
PROJECT:	Edinburgh Tram Network
SHEET:	20 of 29



# Monthly Progress Report – Feb. '06 Appendix B

Implementation  
Actuals V's Budget Feb '06

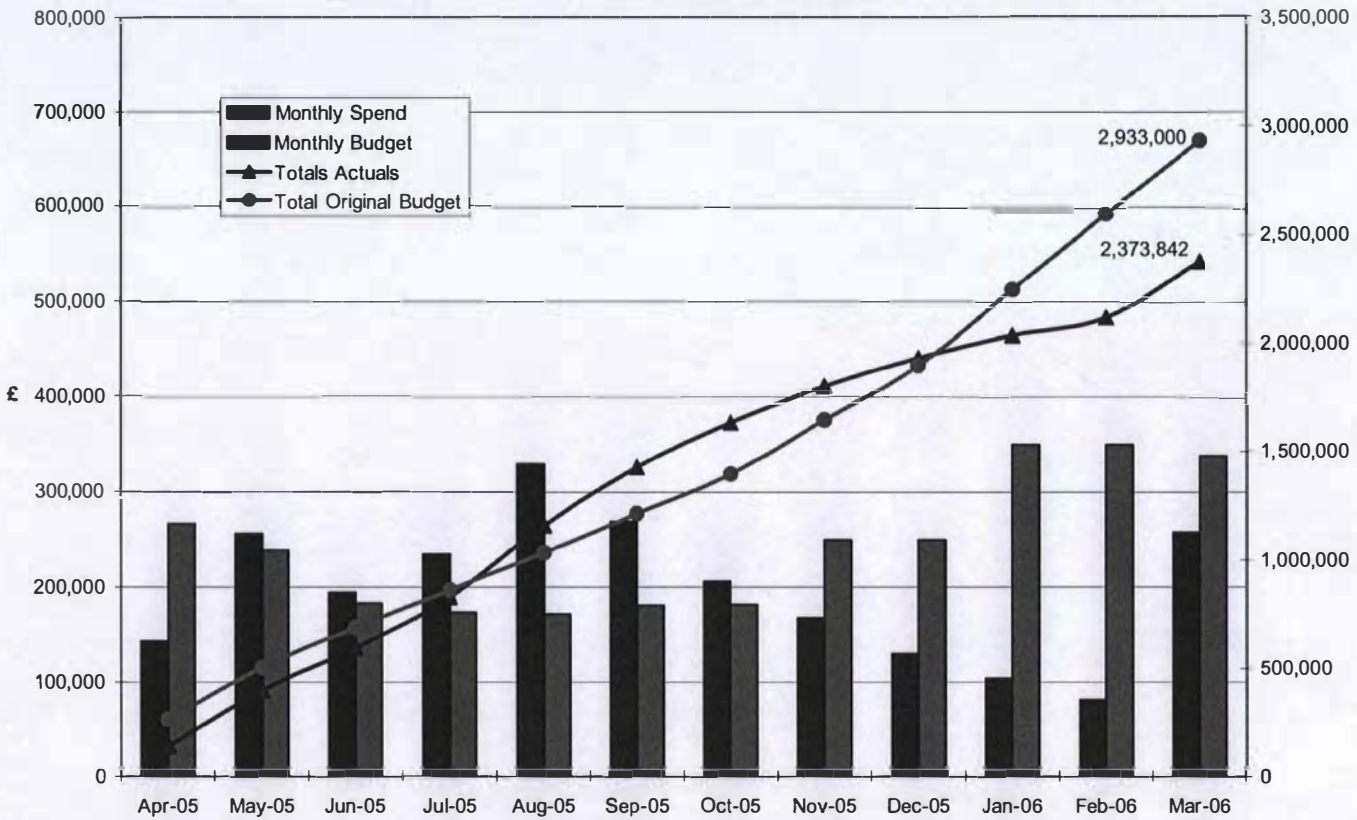


DOC.NO.	VERSION	STATUS:	DATE:	PROJECT:	SHEET
40-92-REP-000084	02/06	Approved	15 Mar. 06	Edinburgh Tram Network	21 of 29



Monthly Progress Report – Feb. '06  
Appendix B

Tram Line 1  
Actuals V's Budget Feb'06



DOC NO: 40-92-REP-000084

VERSION: 02/06

STATUS: Approved

DATE: 15 Mar. 06

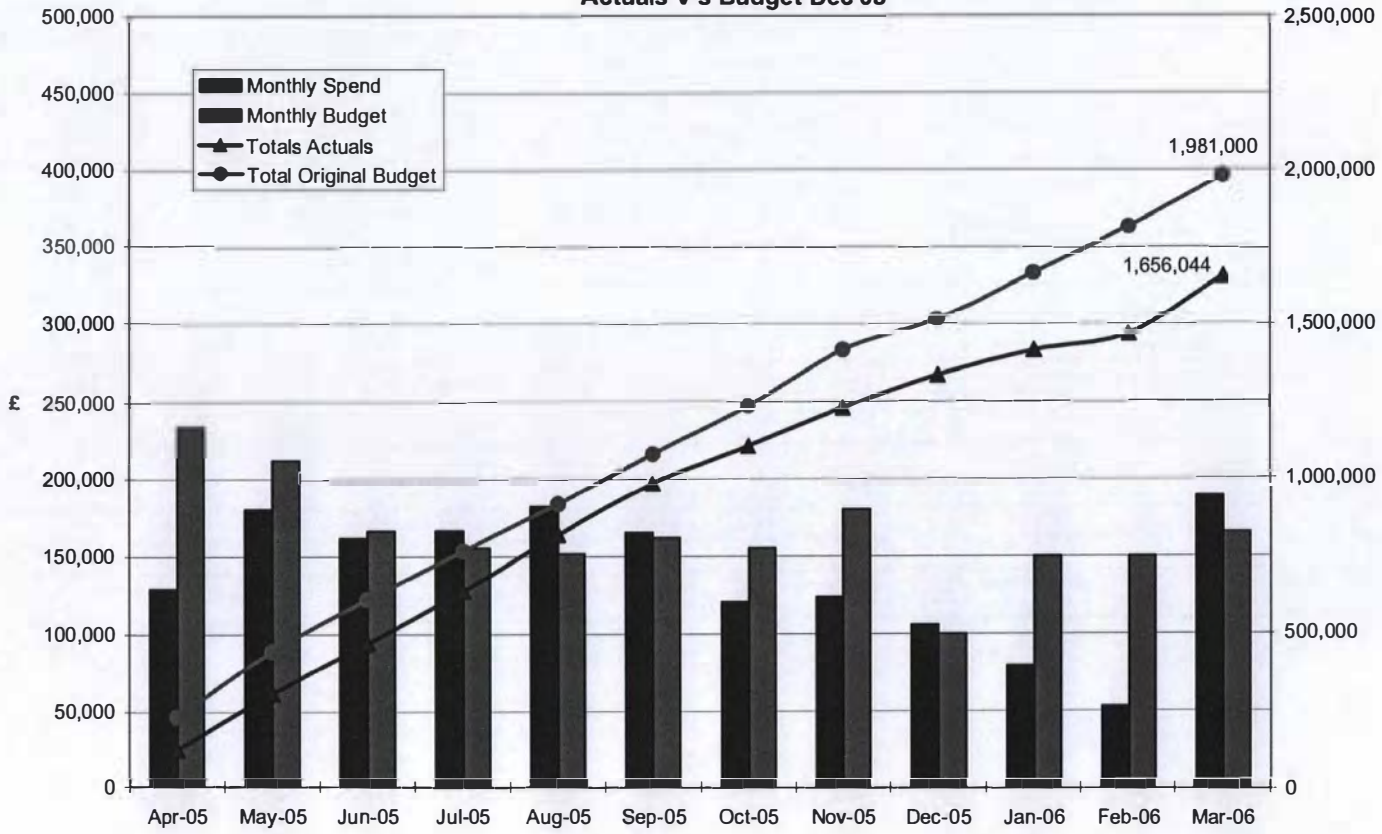
PROJECT: Edinburgh Tram Network

SHEET: 22 of 29



Monthly Progress Report – Feb. '06  
Appendix B

Tram Line 2  
Actuals V's Budget Dec'05



DOC NO:	40-92-REP-000034
VERSION:	02/06
STATUS:	Approved
DATE:	15 Mar. 06
PROJECT:	Edinburgh Tram Network
SHEET:	23 of 29



Project: Edinburgh Tram Network  
 Doc. Number: 40-92-REP-000093  
 Version: 1  
 Date: 07-Mar-2006



**CHANGE LOG  
 OVERALL PROJECT**

Change Description	Change Request			Change Notice			Change Estimate			Change Order			Remarks
	CRX Number	Issue Date	Status	CNX Number	Issue Date	Status	CEX Number	Issue Date	Status	COX Number	Issue Date	Status	
<b>TEL Board Changes - B</b>													
<b>TSS Changes - T</b>													
<b>JRC Changes - J</b>													
Interim Management Costs for January 2006				CNJ001	25-Nov-05	Issue 1	CEJ001	22-Dec-05	Approved	COJ001	11-Jan-06	Approved	
Project Darwin Analysis and Report				CNJ002	10-Feb-06	Issue 1	CEJ002	21-Feb-06	Approved	COJ002	27-Feb-06	Approved	Change Order issued
Economic Evaluation				CNJ003	22-Feb-06	Issue 1							Expected Change Order - Change Estimate to be received by 13 March
<b>SDS Changes - S</b>													
Phasing of the Construction of the Edinburgh Tram Project				CNS001	08-Feb-06 16-Feb-06	Issue 1 Issue 2							Expected Change Order - Issue 2 with clarifications sent on 16 February Change Estimate to be received by 27 Feb '06 - 10 Mar if counting Issue
Instruction to SDS to set-up Project Office for SDS / tie / TSS				CNS002	16-Feb-06	Issue 1							Change rejected with letter 001845 from 10 March 06
Change in Scope of Services - Traffic Regulation Orders				CNS003	27-Feb-06	Issue 1							Change Estimate to be received by 17 March
Change in Scope of Services - Temporary Traffic Regulation Orders				CNS004	27-Feb-06	Issue 1							Change Estimate to be received by 17 March
Omission of Provisional Additional Work				CNS005	27-Feb-06	Issue 1							Change Estimate to be received by 17 March
<b>MUDFA Changes - M</b>													
<b>INFRACO Changes - I</b>													
<b>DPDF Changes - D</b>													
<b>D&amp;W Changes - L</b>													

Monthly Progress Report – Feb, '06  
 Appendix C

DOC NO: <b>40-92-PRO-000094</b>	VERSION: <b>02/06</b>	STATUS: <b>Approved</b>	DATE: <b>15 Mar. 06</b>	PROJECT: <b>Edinburgh Tram Network</b>	SHEET: <b>24 of 29</b>
------------------------------------	--------------------------	----------------------------	----------------------------	---	---------------------------

TRS00000085\_0024





Project: Edinburgh Tram Network  
 Doc. Number: 40-92-REP-000094  
 Version: 1  
 Date: 07-Mar-2006

**CHANGE ORDER REPORT  
 OVERALL PROJECT**



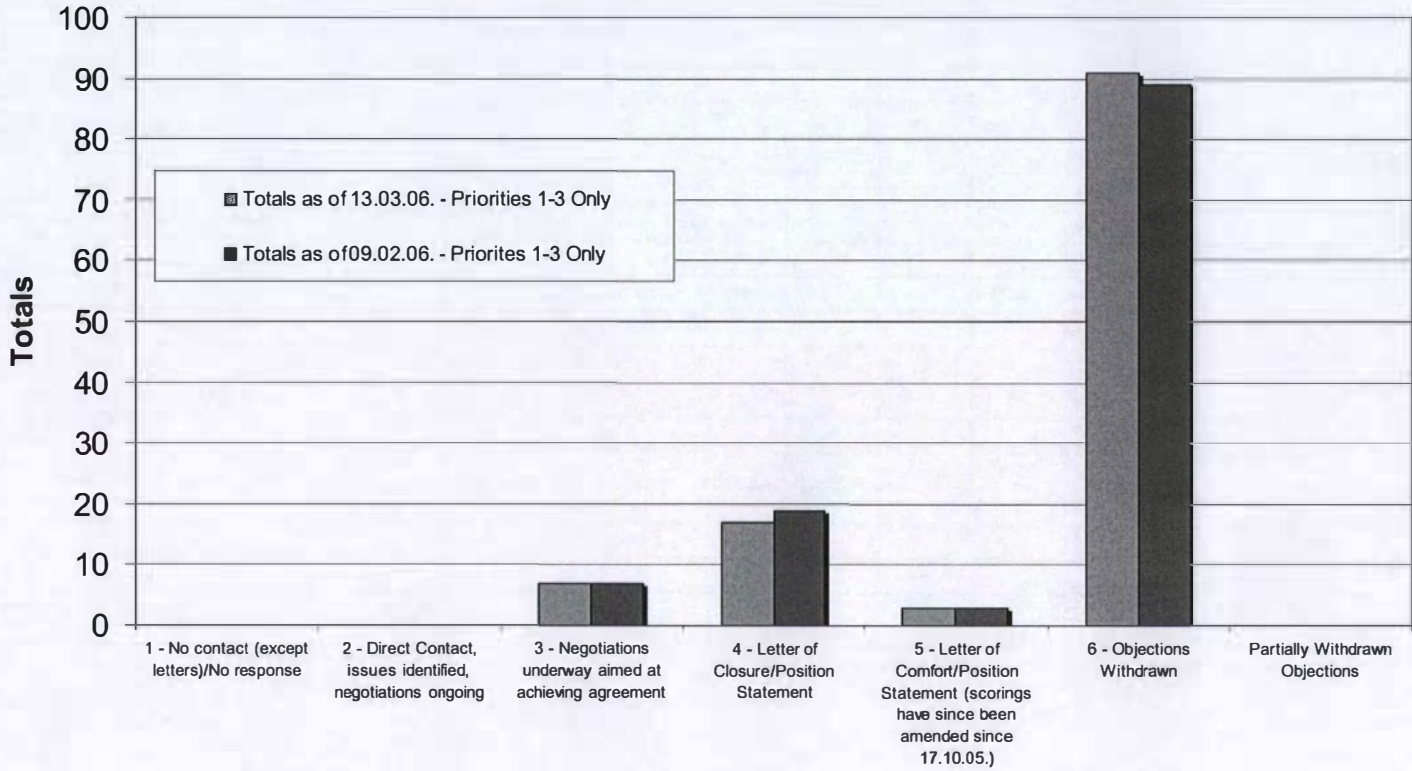
Change Order No	Description	Originator / tie Sponsor	Change Estimate No	Date of Change Estimate	Value of Change Estimate	tie Internal Estimated Value	Date of Change Order	Status	Value of Pending CO's	Value of Approved CO's	Risk Register Item	Comments
COB001												
<b>Total Approved Changes - TEL Board</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
COT001												
<b>Total Approved Change Orders - TSS Contract</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
COJ001	Interim Management Costs for January 2006	tie C.Reid	CEJ001	22-Dec-06	£15,000	£15,000	11-Jan-06	Approved	£0	£15,000	NA	CE Issued by JRC as JRC_Let_019 CO Issued previously as CR085
COJ002	Project Darwin Analysis and Report	tie C.Reid	CEJ002	21-Feb-06	£17,788	£20,000	27-Feb-06	Approved	£17,788	£0	NA	CO Issued, JRC endorsement expected
<b>Total Approved Change Orders - JRC Contract</b>					£32,788	£35,000			£17,788	£15,000		£32,788 <b>Total value of committed Change Orders</b>
COS001	Phasing of the Construction of the Edinburgh Tram Project	tie W. Fraser				-£1,400,000						Optimistic scenario: -£1.94 M Change Estimate and Change Order Expected
<b>Total Approved Change Orders - SDS Contract</b>						-£1,400,000			£0	£0		£0 <b>Total value of committed Change Orders</b>
COM001												
<b>Total Approved Change Orders - MUDFA Contract</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
COI001												
<b>Total Approved Change Orders - INFRACO Contract</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
COD001												
<b>Total Approved Change Orders - DPOF Contract</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
COL001												
<b>Total Approved Change Orders - D&amp;W Contract</b>						£0			£0	£0		£0 <b>Total value of committed Change Orders</b>
<b>Total Approved Change Orders - Overall Project</b>						-£1,365,000			£17,788	£15,000		£32,788 <b>Total value of committed Change Orders</b>

Monthly Progress Report – Feb. '06  
 Appendix D

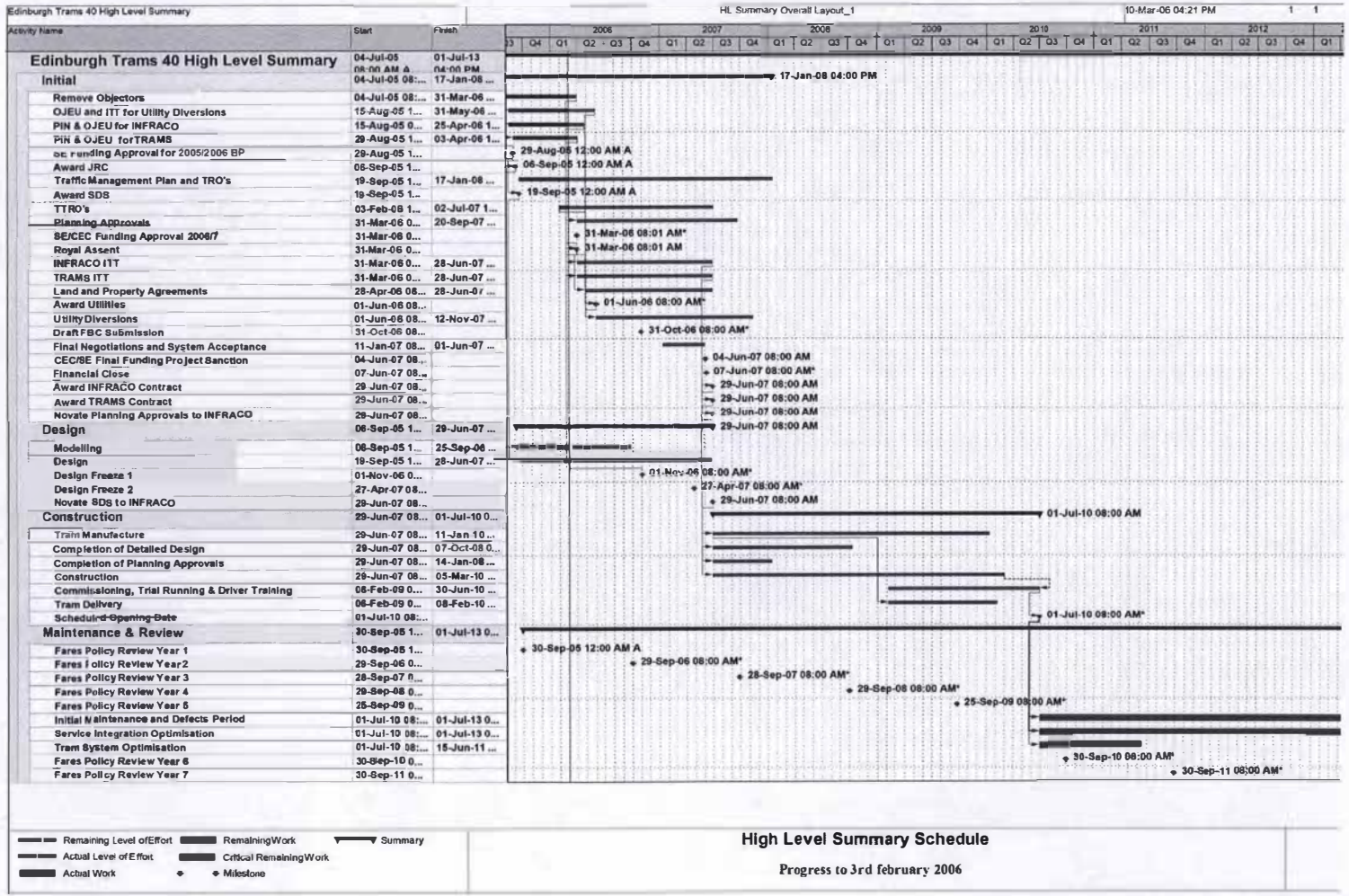
40-92-PRO-000094	DOCNO:	02/06	VERSION:	Approved	STATUS:	15 Mar. 06	DATE:	Edinburgh Tram Network	PROJECT:	25 of 29	SHEET:
------------------	--------	-------	----------	----------	---------	------------	-------	------------------------	----------	----------	--------



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



DOC NO: 40-92-FRO-000084	VERSION: 02/06	STATUS: Approved	DATE: 15 Mar. 06	PROJECT: Edinburgh Tram Network	SHEET: 26 of 29
-----------------------------	-------------------	---------------------	---------------------	------------------------------------	--------------------



DOC NO: 40-92-PRO-000084

VERSION: 02/06

STATUS: Approved

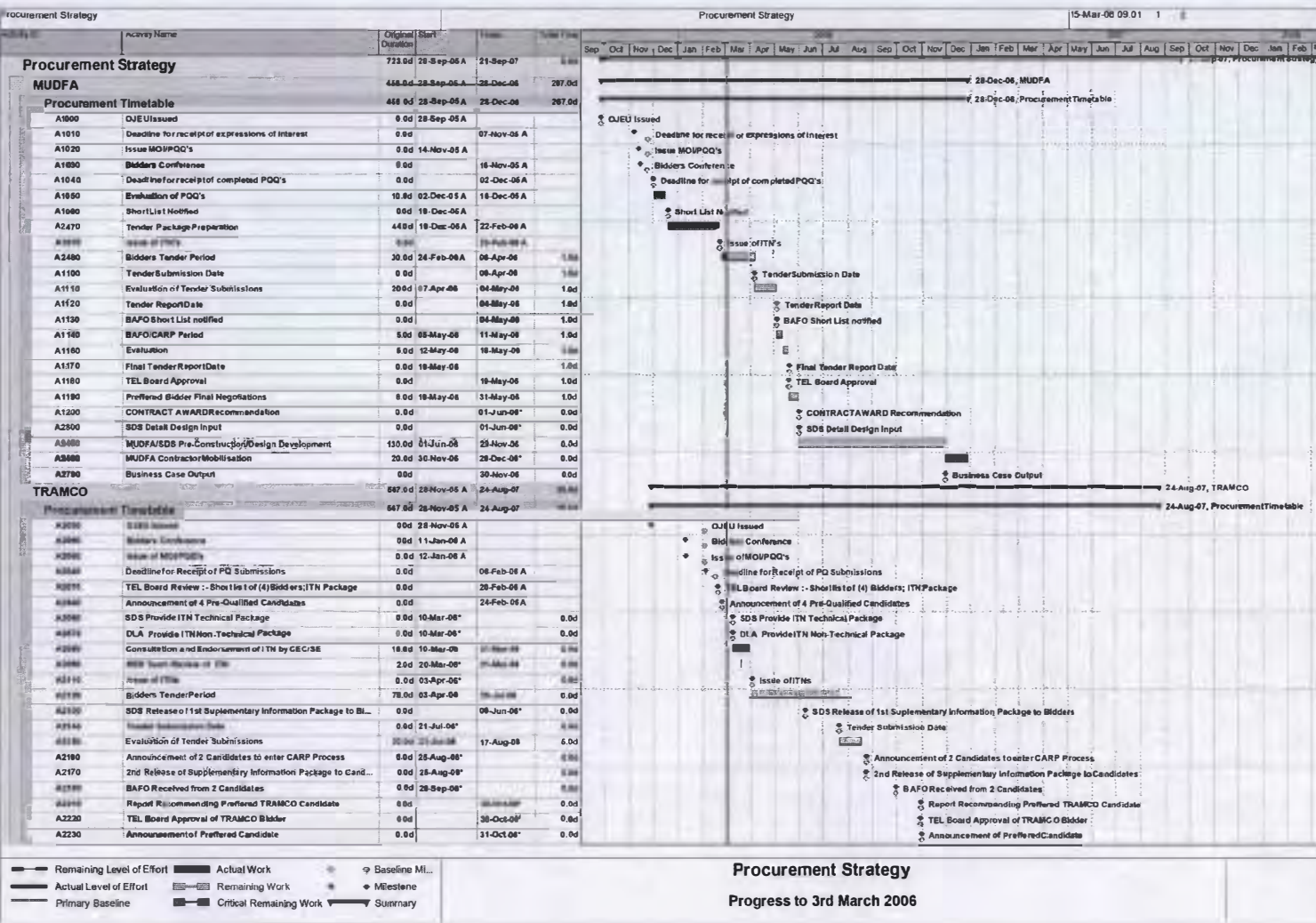
DATE: 15 Mar. 06

PROJECT: Edinburgh Tram Network

SHEET: 27 of 29



Monthly Progress Report – Feb. '06  
Appendix G

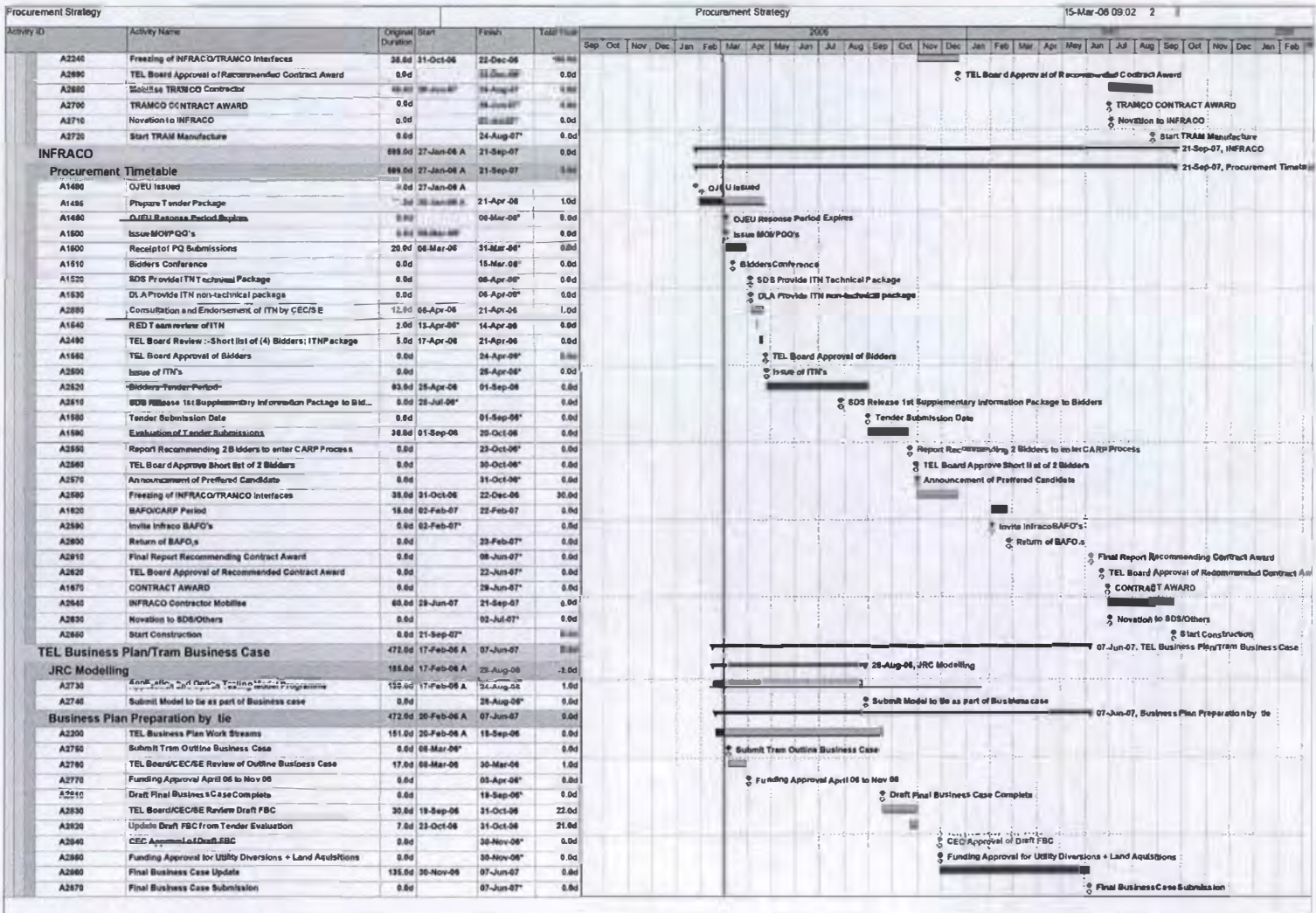


DOC.NO: 40-92-PRO-000084  
 VERSION: 02/06  
 STATUS: Approved  
 DATE: 15 Mar. 06  
 PROJECT: Edinburgh Tram Network  
 SHEET: 28 of 29

TRS00000085\_0028



Monthly Progress Report – Feb. '06  
Appendix G



DOCNO: 40-92-PRO-000084  
 VERSION: 02/06  
 STATUS: Approved  
 DATE: 15 Mar. 06  
 PROJECT: Edinburgh Tram Network  
 SHEET: 29 of 29