

# Building our future

Edinburgh has been through decades of development. The City's economy and encouraging inward investment now ensures that when a business comes to Edinburgh, it comes to stay. One of the contributory factors to this success has been the vision and strategy of the City's leaders; politically, economically and socially.

The City is now on the cusp of a monumental change – one which will drag it into the 21st century and place it as a leader in Europe in terms of its public transport infrastructure. The agent of this change is the Edinburgh Tram Project – which in April 2008 moved into a new phase, achieving a critical milestone in its delivery programme, with the signing of the contracts for the scheme's infrastructure and the manufacture of its rolling stock.

In my own experience, Edinburgh is no different to any other successful Capital City, where the knock-on effect of its successful and growing economy is that its current public

transport system, although one of the best in the country, is nearing capacity.

The City leaders understand the importance of public transport and it is clear to them that doing nothing is not an option. Hence the tram project, a solution supported by the Scottish Government and the business community.

Trams are renowned across the world as being the best carriers of people in busy cities, getting people where they want to go quickly and cheaply, and improving connections between people, their jobs and their leisure. They attract new development, investment and businesses along their routes.

Indeed, although we are only in the preliminary stages of construction on the Edinburgh Tram Project, we are already seeing development opportunities opening up. This is borne out by previous experience, with cities including Dublin, Nice, Nottingham and Strasbourg seeing rejuvenated city centres and business areas coupled with accelerated growth in residential and suburban areas, all driven by trams.

Edinburgh's scheme is based around two routes; Line 1(a) which links Edinburgh Airport

in the West with the port of Leith in the East via key business areas and the City's historic centre; and Line 1(b) which joins the emerging housing and business developments in the north of the city to Line 1(a) at an interchange at Haymarket.

To get to the position where we can award these contracts and move into the main construction phase of the project has taken many years of hard work. The scheme had to seek approval from the Scottish Parliament; a process which took two years, followed by a year spent finalising the business case. As part of this process, we've talked and listened to the experiences of other organisations that developed tram projects elsewhere.

This was one of the drivers behind the innovative procurement that assisted us in selecting the contractors now charged with delivering the scheme. The process was designed to manage delivery and cost and minimise the risks associated with both. Split into four main contracts – design, utilities, tram and infrastructure – the focus has been on delivering the best for Edinburgh balancing quality and price.



**Willie Gallagher**

*Executive Chairman,  
Transport Initiatives Edinburgh (tie)*

Willie Gallagher joined the Board of tie in February 2006, as a Non Executive Director and was appointed Executive Chairman in June 2006. He brings with him extensive engineering and transport experience and has held senior roles within Scottish Power Group, the Strategic Rail Authority, Scottish Legal Aid Board, Lothian Buses and Transport Edinburgh Limited (TEL).

Gallagher is a Board Member of the Scottish Legal Aid Board, a Non Executive Board Member of Lothian Buses and Transport for Edinburgh, and he is also the Director of Touchdown Services Ltd, which provides consultancy and engineering services to the utility and construction sectors.



The new tram infrastructure will allow safe and efficient travel around the City of Edinburgh

## UK PROFILE: TRANSPORT INITIATIVES EDINBURGH (TIE)

I firmly believe that we have an opportunity to deliver the best scheme in the UK and I truly believe that Edinburgh's tram system will be world class, built on solid foundations of safety, quality, innovation and value for money.

We have brought together a group of companies to partner us in achieving this goal. Procurement has taken two years and after

The trams are world class, matching Edinburgh's high expectations and providing the right 'fit' for the Capital. They will be the biggest in the UK at over 40m long and will be able to negotiate the city's tight curves and gradients. Each tram has a capacity of 250 and features a world class travelling experience – excellent ride quality, low noise, smooth acceleration and

champions and advocates for Lines 2 and 3 will become far more vocal as tram patronage on the first two lines exceeds forecasts.

The Tram-Rail-Airport interchange at Gogar in the West of Edinburgh will be built using trams to link Edinburgh Airport into Scotland's rail network.

If we want to keep Edinburgh as the best place to live and work in the UK, then we must invest in an infrastructure that will allow safe and efficient travel around the city. We have the vision and we now have the team in place to achieve it.

How will we measure our success? Well, in simple terms, if I can hear people in Edinburgh who were critics talking about what we would have done without the Edinburgh trams, then I know our job is done!

### The Tram Contractors

The Edinburgh Tram Project attracted the world's best tram and infrastructure organisations.

#### CAF:

Construcciones y Auxiliar de Ferrocarriles (CAF) is a Spanish specialist rolling stock company, which has enjoyed a strong period of growth over the last ten years. CAF is an independent company with 90 years experience and specialises in rolling stock and maintenance. The company had a turnover of €14 million in 2006 and boasts a broad portfolio of products from high-speed trains through to low floor trams. CAF are international specialists in urban transportation, having previously provided rolling stock for Amsterdam, Brussels, Rome, Helsinki, Madrid, Barcelona, Lisbon, Dublin and many others worldwide.

CAF also has a good track record in the UK, having supplied the rolling stock for projects including Heathrow Express (in Consortium with Siemens), the Class 333 - Northern Spirit (in Consortium with Siemens) and the Class 3000 DMUs (Northern Ireland).

CAF has developed a successful and rapidly growing maintenance business, including contracts for: RENFE, Metro Madrid, Metro Barcelona, Rome Metro, Bilbao, Seville, North Ireland Railways and many others worldwide.

CAF has a long track record in the light rail sector including projects which have been



CAF will provide the trams for Edinburgh

intensive negotiations, **tie** has appointed world class contractors in line with the ambitions of the scheme

The infrastructure component will be carried out by BBS (a consortium comprising Bilfinger Berger and Siemens Group). BBS will carry out the design, construction and maintenance of the Edinburgh tram network. Spanish provider CAF will provide the trams that run on it.

Both contracts could arguably be described as the largest of their kind in the UK and are unprecedented in Scotland.

The infrastructure contract has novated to it the design contract, delivered through SDS and the tram contract, delivered by CAF. Phase 1(a) comprises 18km of track, nine substations, 22 tram stops and a tram depot. Phase 1(b) comprises 6km of track, three substations and nine tram stops.

The tram contract involves the manufacture of 27 trams and their maintenance for 30 years.

braking, state of the art security features and information systems.

The signing of these contracts has allowed **tie** to commence with the main construction programme. Beginning on 1 June, it will run until January 2011, with full services running in Edinburgh in June of that year.

The preparation work involving the movement of utilities will overlap this work and finish in late 2008. This preliminary phase has gone smoothly, mainly due to the innovative Multi Utility Diversion Framework Agreement that was developed, allowing one contractor to move all existing public utility from under the line of the proposed tram route. This is indicative of our creative approach – it minimises disruption and ensures completion on time and on budget.

What does the future hold once Phase 1(a) is operational? The vision is clear. I believe that Phase 1(b) will follow quickly and

