

AWPR – ARL/CJV Meeting with the Cabinet Secretary for Transport, Infrastructure and Connectivity and Transport Scotland

Date: 08/11/18

Attendees: Mr Matheson, Leo Quinn (Balfour Beatty) , Bill Hocking (Galliford Try) , Brian Love (Chair of ARL Board), Roy Brannen (TS), Michelle Rennie (TS)

1. Mr Matheson explained that he called the meeting to discuss progress on the opening of Phase 2B – Stonehaven to Craibstone and Charleston and to discuss progress on the section including the Don Crossing (Ph3), as he had been provided with inconsistent messages from Peter Truscott, Galliford Try the previous week.

2. LQ explained that due to a safety incident, which occurred on Oct 24th, 9 days “down time” had been incurred on site whilst discussions were ongoing with the relevant parties. He indicated that, had Peter Truscott been aware of this on the call with Mr Matheson, he would not have offered a commitment to a December 8th date for completing the works to the Don.

3. Mr Matheson queried whether it was still feasible to anticipate a December date and LQ confirmed that it was. However he indicated that there were still a number of risks associated with the remaining works, including technical issues which might occur during the stressing of the structure and weather. Consequently it was not possible to offer firm assurances about programme at this time. LQ suggested that a December date was “only one scenario”. Other scenarios would extend the timetable into 2019.

4. BH reassured the Cabinet Secretary that the site team are fully focussed on a December date and that is what they are currently targeting.

5. A robust exchange followed regarding LQ’s assertion about a 2019 date when compared with Galliford Try’s trading statement made the day before which said “the River Don, is now expected to be in December”. Mr Matheson sought to understand which was the most accurate forecasted date for completing the works and BH assured him that they believed a December date was achievable, save any unforeseen events and in the absence of severe winter weather, and that they will ensure all of their best endeavours to achieve a December opening date.

6. Mr Matheson moved the discussion on to Ph2B. [REDACTED]

[REDACTED] Lenders were content in principle with that version, although formal approval would still need to be obtained.

7. [redacted]
[redacted]
[redacted] Mr Matheson asked whether, in the event it was not possible to conclude each of these work streams simultaneously, Ph2B could proceed [redacted]
[redacted] and how ultimately, because it was a change, it was a reserved matter for the shareholders. [redacted]
[redacted]

8. RB reminded LQ of a letter he issued to the former Cabinet Secretary stating that he was "keen to progress Ph2B" and asked LQ to set out exactly what he needed in order to get the Ph2B variation agreed. [redacted]
[redacted]
[redacted] RB pressed LQ for a response and further robust discussion ensued.

9. Mr Matheson confirmed that he wanted the road open as soon as possible [redacted]
[redacted]
[redacted]
[redacted]
[redacted]

10. Mr Matheson indicated that he was content that TS progress this approach with whatever resource is necessary to deal with these issues as quickly as possible, but he reiterated his point on the need for public accountability. [redacted]
[redacted]
[redacted]

11. It was agreed that LQ and Mr Matheson would provide oversight to the process described above and they would convene a call on Monday, Nov 12th to ensure that matters were progressing. [redacted]
[redacted]
[redacted]