

EDINBURGH TRAMS (1)

The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government. The costs of the inquiry are entirely dependent on the scale and scope of its activities and the legitimate costs that it needs to incur.

TOP LINES:

The Inquiry continues to progress in dealing with a huge volume of documents

- The Scottish Ministers have stated that the Inquiry should be **quick, efficient and cost effective**.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £5 million projected for the year ending 31 March 2018.
- Any projected costs in excess of the 2017-18 budget provision of £1.5 million published in Scottish Budget will need to be contained within the overall transport budget
- At the point of setting the 2017-18 budget it was not possible to determine the remaining scale, timing and scope of the Inquiry given the stage it was at. The remaining costs are still subject to a degree of potential movement and will be contained within the overall transport budget.
- Officials maintain an on-going engagement with the inquiry team. To ensure appropriate financial control and monitoring arrangements are in place

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to **compel production of evidence and the participation** of witnesses.
- **Costs and timeframe would not increase** as a consequence of the change of status.
- A brief Preliminary Hearing was held on Tuesday 6 October 2015 announcing details of core participants.

EDINBURGH TRAMS (2)

The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government. The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate costs that it needs to incur.

TOP LINES:

The Inquiry continues to progress in dealing with a huge volume of documents

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be **quick, efficient and cost effective**.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £4.9 million projected for the year ending 31 March 2018.
- At the point of setting the budget for the following year it is not possible to determine the remaining costs that are still subject to a degree of potential movement and will be contained within the overall transport budget. Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.
- Officials maintain an on-going engagement with the inquiry team. To ensure appropriate financial control and monitoring arrangements are in place.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to **compel production of evidence and the participation** of witnesses.
- **Costs and timeframe would not increase** as a consequence of the change of status.
- Oral hearings commenced on Tuesday 5 September 2017.

EDINBURGH TRAM INQUIRY (3)

ISSUE: The commencement of **Oral Hearings on 5 September** has prompted further interest in the **Tram Inquiry**. The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur.

TOP LINES:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective.
- The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government. Officials maintain an on-going engagement with the inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The Inquiry continues to progress in dealing with a huge volume of documents.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £4.9 million projected for the year ending 31 March 2018.
- At the point of setting the budget for the following year it is not possible to accurately determine the remaining costs that are still subject to a degree of potential movement. Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to compel production of evidence and the participation of witnesses.
- Costs and timeframe should not increase as a consequence of the change of status.

EDINBURGH TRAM INQUIRY (4)

ISSUE: The **Oral Hearings** continue to progress and have highlighted significant **criticisms of TIE** from several participants, prompting further interest in **the role of Transport Scotland**.

TOP LINES:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur.
- The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government. Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The Inquiry continues to progress, managing a huge volume of documents.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £4.6 million projected for the year ending 31 March 2018.
- At the point of setting the budget for the following year it is not possible to accurately determine the remaining costs that are still subject to a degree of potential movement. Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to compel production of evidence and the participation of witnesses.
- Costs and timeframe should not increase as a consequence of the change of status.

Edinburgh Tram Inquiry (5)

ISSUE: The Oral Hearings continue to progress and have highlighted significant criticisms of TIE from several participants, prompting further interest in the role of Transport Scotland.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective.
- The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur.
- The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government.
- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The Inquiry continues to progress, managing a huge volume of documents.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £4.6 million projected for the year ending 31 March 2018.
- At the point of setting the budget for the following year it is not possible to accurately determine the remaining costs that are still subject to a degree of potential movement.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to compel production of evidence and the participation of witnesses.
- Costs and timeframe should not increase as a consequence of the change of status.

Edinburgh Tram Inquiry (6)

ISSUE: The Oral Hearings continue to progress and have highlighted significant criticisms that the Inquiry will consider further. Former relevant Ministers have been invited to attend in January.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective.
- The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur.
- The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government.
- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The Inquiry continues to progress, managing a huge volume of documents.
- The amount spent to the year ended 31 March 2017 is £6 million with a further £4.6 million projected for the year ending 31 March 2018.
- At the point of setting the budget for the following year it is not possible to accurately determine the remaining costs that are still subject to a degree of potential movement.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to compel production of evidence and the participation of witnesses.
- Costs and timeframe should not increase as a consequence of the change of status.

Edinburgh Tram Inquiry (7)

ISSUE: The Oral Hearings have now completed and final submissions have been made by core participants. The next stage will be for Lord Hardie to consider the findings and prepare the final report and recommendations.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective.
- The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur.
- The Tram Inquiry is being progressed on a statutory basis and is independent of the Scottish Government.
- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The Inquiry continues to progress in line with the planned approach, having considered a huge volume of documents and undertaken oral hearings and now reviewing evidence to inform a written report and recommendations.
- The amount spent to the year ended 31 March 2018 is £9 million with a further £1 million projected for the remaining period to complete the Inquiry.
- At the point of setting the budget for the following year it is not possible to accurately determine the remaining costs that are still subject to a degree of potential movement.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

The Inquiry was converted to a Statutory Basis due to resistance external to CEC

- Resistance from individuals or organisations prompted agreement that the Inquiry would be made statutory to compel production of evidence and the participation of witnesses.
- Costs and timeframe should not increase as a consequence of the change of status.

Edinburgh Tram Inquiry (8)

ISSUE:

- There has been previous criticism from individual members of the public routinely reported in the media regarding the length of time and cost to conduct the inquiry.
- Following completion of the Oral Hearings and final submissions from core participants around the middle of 2018, Lord Hardie has been considering the findings and is preparing his report and recommendations.

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The projected cost of the Inquiry is between 1 to 2 % of the overall cost of the initial project.

The Inquiry is independent and it's time and cost cannot be influenced by Ministers

- The costs of the inquiry are dependent on the scale and scope of its activities and the legitimate expenditure that it needs to incur and the Scottish Government will provide the funding necessary to complete this work.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial control and monitoring arrangements are in place.
- The amount spent to 31 March 2019 was £10 million with a further £1 million projected for 2019-20.
- Further work will be required to review the large volume of documents and transfer those appropriate to the National Records of Scotland. Funding required for this is not significant.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (9)

ISSUE:

- The Scotsman - **Edinburgh tram inquiry cost rises to nearly £12m** Scottish Government funding for the long-running inquiry into the Edinburgh tram line fiasco is to be increased because it had been expected to have finished by now. The inquiry under Lord Hardie was announced in 2014 and its evidence sessions were completed more than two and-a-half years ago, but it has given no indication as to when the findings will be completed. Further funding of £500,000 has been included in the budget.
- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry is independent and it's time and cost cannot be influenced by Ministers

- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is almost £12 million with a further £0.5 million projected for 2021-22.
- Further work will be required to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (10)

ISSUE:

- The Scotsman - **Edinburgh tram inquiry cost rises to nearly £12m**
Scottish Government funding for the long-running inquiry into the Edinburgh tram line fiasco is to be increased because it had been expected to have finished by now. The inquiry under Lord Hardie was announced in 2014 and its evidence sessions were completed more than two and-a-half years ago, but it has given no indication as to when the findings will be completed. Further funding of £500,000 has been included in the budget.
- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry is independent and it's time and cost cannot be influenced by Ministers

- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £11.6 million with a further £0.5 million projected for 2021-22.
- Further work will be required to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (11)

ISSUE:

- The Scotsman - **Wait for tram inquiry report now longer than for Chilcot on Iraq**. It was meant to put to bed all the questions and concerns surrounding a major construction project which disrupted the daily life of the city and saw Scotland's capital become the butt of many jokes. The inquiry led by former Lord Advocate Lord Hardie into Edinburgh's behind-schedule and over-budget tram scheme would identify what had gone wrong and spell out the lessons to be learned so the same mistakes would not be made again.
- The Scotsman - **Edinburgh tram inquiry cost rises to nearly £12m**
Scottish Government funding for the long-running inquiry into the Edinburgh tram line fiasco is to be increased because it had been expected to have finished by now. The inquiry under Lord Hardie was announced in 2014 and its evidence sessions were completed more than two and-a-half years ago, but it has given no indication as to when the findings will be completed. Further funding of £500,000 has been included in the budget.
- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry is independent and it's time and cost cannot be influenced by Ministers

- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £12 million with a further £0.5 million projected for 2021-22.
- Further work is being undertaken to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (12)

ISSUE:

- The Sun (Scotland) - **7½ years for trams inquiry** The probe into the Edinburgh Trams fiasco has now taken 7½ years— longer than the Iraq War investigation. Lord Hardie's inquiry into the capital's late and over-budget airport link was announced by Alex Salmond in June 2014. But the report has still not been published. Sir John Chilcot's inquiry into the 2003 Iraq War took seven years.
- The Times (Scotland) - **Tram fiasco report taking longer than the Iraq war inquiry** The inquiry into Edinburgh's controversial tram scheme has taken longer to conclude than the Chilcot inquiry into the Iraq War. Lessons that need to be learnt from the project, which was completed three years late and at twice the price for just half the route, are still not known despite promises from Alex Salmond when he started the inquiry in 2014 that it would be "swift and thorough".
- The Scotsman - **Wait for tram inquiry report now longer than for Chilcot on Iraq.** It was meant to put to bed all the questions and concerns surrounding a major construction project which disrupted the daily life of the city and saw Scotland's capital become the butt of many jokes. The inquiry led by former Lord Advocate Lord Hardie into Edinburgh's behind-schedule and over-budget tram scheme would identify what had gone wrong and spell out the lessons to be learned so the same mistakes would not be made again.
- The Scotsman - **Edinburgh tram inquiry cost rises to nearly £12m** Scottish Government funding for the long-running inquiry into the Edinburgh tram line fiasco is to be increased because it had been expected to have finished by now. The inquiry under Lord Hardie was announced in 2014 and its evidence sessions were completed more than two and-a-half years ago, but it has given no indication as to when the findings will be completed. Further funding of £500,000 has been included in the budget.
- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines:

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Scottish Ministers have stated that the Inquiry should be quick, efficient and cost effective. The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry is independent and it's time and cost cannot be influenced by Ministers

- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £12 million with a further £0.5 million projected for 2021-22.
- Further work is being undertaken to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (13)

ISSUE:

23 Nov: Various media reports that the inquiry into Edinburgh's tram scheme has taken longer to conclude than the Chilcot inquiry into the Iraq War. Lessons that need to be learnt from the project, which was completed three years late and at twice the price for just half the route, are still not known despite promises from Alex Salmond when he started the inquiry in 2014 that it would be "swift and thorough".

Feb 21: Scotsman reports Edinburgh tram inquiry cost rises to nearly £12 million.

SG funding for the long-running inquiry into the Edinburgh tram line fiasco is to be increased because it had been expected to have finished by now. The inquiry under Lord Hardie was announced in 2014 and its evidence sessions were completed more than two and-a-half years ago, but it has given no indication as to when the findings will be completed.

- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Inquiry is independent and its time and cost cannot be influenced by Ministers.
- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.
- The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses.

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required.

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £12 million with a further £0.5 million projected for 2021-22.
- Further work is being undertaken to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (14)

ISSUE:

16 Dec: Various media reports on the further £500k allocated for the Edinburgh Tram Inquiry in the draft budget for 2022-23. The reports highlight that this will take the total funding provided to £12.5 million and point out the Inquiry was announced in 2014 and evidence sessions completed three and a half years ago.

23 Nov: Various media reports that the inquiry into Edinburgh's tram scheme has taken longer to conclude than the Chilcot inquiry into the Iraq War. Lessons that need to be learnt from the project, which was completed three years late and at twice the price for just half the route, are still not known despite promises from Alex Salmond when he started the inquiry in 2014 that it would be "swift and thorough".

- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Inquiry is independent and it's time and cost cannot be influenced by Ministers.
- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provide the funding necessary to complete this work.
- The budget allocated relates to additional expenditure projected to complete the Inquiry.
- The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses.

- A statutory inquiry compels production of evidence and the participation of witnesses.
- The basis of the inquiry should not influence the costs and timeframe.
- The Inquiry continues to progress in line with the planned approach, reviewing evidence to inform a written report and recommendations.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required.

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £12 million with a further £0.5 million projected for 2021-22.
- Further work is being undertaken to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.

Edinburgh Tram Inquiry (15)

ISSUE:

16 Dec: Various media reports on the further £500k allocated for the Edinburgh Tram Inquiry in the draft budget for 2022-23. The reports highlight that this will take the total funding provided to more than £12.5 million and point out the Inquiry was announced in 2014 and evidence sessions completed three and a half years ago.

23 Nov: Various media reports that the inquiry into Edinburgh's tram scheme has taken longer to conclude than the Chilcot inquiry into the Iraq War. Lessons that need to be learnt from the project, which was completed three years late and at twice the price for just half the route, are still not known despite promises from Alex Salmond when he started the inquiry in 2014 that it would be "swift and thorough".

- There has been previous criticism in the media regarding the length of time and cost to conduct the inquiry, following completion of the Oral Hearings and final submissions from core participants in mid-2018.

Top Lines

- The Inquiry aims to establish why the Edinburgh Trams project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected.
- The Inquiry is independent and its time and cost cannot be influenced by Ministers.
- We understand that the Inquiry is working towards conclusion and Ministers look forward to that.
- The costs of the inquiry are dependent on the scale and scope of its activities and the Scottish Government provides the funding necessary to complete this work.
- The budget allocated relates to additional expenditure projected to complete the Inquiry.
- The cost of the Inquiry is less than 2% of the overall cost of the initial project.

The Inquiry was converted to a Statutory Basis due to lack of co-operation from some key witnesses.

- A statutory inquiry compels production of evidence and the participation of witnesses.
- Clearly that has had an impact on timelines and cost.

The costs of the inquiry are monitored on a monthly basis and forecasts updated as required.

- Officials maintain an on-going engagement with the Inquiry team to ensure appropriate financial management and monitoring arrangements are in place.
- The amount spent to date is £12.2 million with a further £0.5 million projected for 2021-22 and an additional £0.5 million provided in the draft 2022-23 budget to enable completion.
- Further work is being undertaken to review the large volume of documents and transfer those appropriate to the National Records of Scotland.
- Any difference between the published budget provision and the subsequent forecast is managed within the overall transport budget.