

Note on Supply Chain issues affecting infrastructure delivery

Purpose

1. This purpose of this note is to highlight to Committee members the issues around supply chains and the availability of construction materials, which is affecting the delivery of infrastructure projects. There are unprecedented increases in the cost of materials and delivery times for some materials are becoming prolonged. There is a greater risk of late projects and the quality of materials being reduced to maintain budgets or programmes and financial disputes along with a risk that public and private sector employers will reconsider when and how to bring construction contracts to the market.

Background

2. There has been an upsurge in construction sector activity following a global drive to stimulate economic recovery from COVID-19 and demand for some resources is greater than their supply or the rate at which they can be supplied. The availability of materials is being constrained by reduced productivity due to the COVID effects and mitigations, which has affected global supply chain logistics. In addition, within the United Kingdom, leaving the European Union (EU) has generated supplementary procedures for goods and materials inbound to the UK from the EU.

Materials / Imported Materials

3. There have been significant cost increases on the common construction materials utilised on construction projects. The likes of structural steel and steel reinforcing bars have increased by over 50%, imported plywood and sawn / planed timber have increased by 50-70%, and insulation by 15-17%. Other materials such as brick / masonry, metal partition products and cement have increased by at least 10%.

4. According to latest government statistics, building material prices have risen on average by nearly 15% over the past year, however it is widely reported that the actual figure could be closer to 20%. In order for there to be any reduction in price increases the industry is required to reach a point where supply is no longer being outstripped by demand i.e. stock levels of materials require to rise, however, with the situation around COVID, Brexit, reliance on imported materials and logistic issues, it is unclear when this may occur.

5. There are also reports warning that construction inflation of 5% year-on-year may become the norm and reports continue to circulate stating that further material price increases will continue in the short to medium term. As a consequence, clients bringing projects to market will have to review their available budgets and determine if they should proceed now and accept the increased prices which have occurred or delay projects until such times as the industry supply chain is better able to cope and the fluctuation in prices has settled. It is however unclear when this will occur.

6. The UK Construction industry imports circa 60% of the products required. Imports of construction materials decreased in Q1 2021 by 6% compared to the previous quarter. Initial pre-Brexit concerns saw manufacturers and suppliers building up stock levels during 2019. However, as the pandemic started to take hold and the UK entered into its first lockdown the flow of materials being imported and manufactured was drastically reduced and, in many cases, had dried up. This resulted in built up stocks being utilised to maintain project delivery

of those projects, which were not subject to lockdown conditions. This along with the increase in the demand for materials to support DIY projects has reduced and eliminated stock holding for many construction-related products.

7. Contractors are struggling to procure imported products, especially from China, such as copper and steel. Material supplies have seen a rise in shipping costs as a result of the pandemic, the lack of capacity in Chinese ports and the Suez Canal blockage. As a result, the cost of transporting a 40ft-container from China to northern Europe has risen from \$1,500 in May 2020 to \$13,000 in July 2021. The impact of the COVID pandemic has meant supply chains are stretched as a result of the drop in factory output across Europe. Delivery times have increased as a consequence, with ongoing difficulties at our ports due to Brexit.

Logistic Constraints / Labour and Staff Shortages

8. Construction businesses are one of the largest users of the UK road network and according to the Road Haulage Association, the UK has lost 15,000 European drivers this year due to Brexit exacerbating existing driver shortages. The Road Haulage Association has recently revealed that the UK has a shortage of around 60,000 delivery drivers across all sectors.

9. The sharp increase in infrastructure works as well as a surge in the house building market has resulted in a skills shortage in some areas. Labour shortages have been exacerbated by a sharp fall in the number of EU construction workers on site. Since January 2021, it has been more difficult for construction workers to come to the UK due to the points-based immigration system, with the associated cost and administration burden. To a certain extent, the lack of labour was also impacted by the furlough scheme. It is currently being reported that labour shortages could possibly last for as long as two years.

10. Research undertaken has recorded various press reports which highlight that vacancies in construction have risen to the highest level since 2001 and that qualified plumbers, heating engineers, plasterers, joiners and construction workers are all in short supply. A surge in demand for workers is being triggered by the unprecedented levels of infrastructure capital spending in Scotland and across the UK with major projects such as HS2 and Hinkley Point placing significant demands on workforce from across the country.

Product Certification Issues

11. A particular issue for the construction industry (and others) caused by Brexit has been around product conformity marking. Whilst the UK was in the EU this was undertaken using the European “CE marking” process. The new United Kingdom Conformity Assessment (“UKCA”) marking requires re-certification of many construction products for use in the UK. Industry concerns that testing capacity was insufficient to meet demand saw the UK Government delay the requirement for the new markings from January 2022 to January 2023. There remains significant concern both that UK manufactured products will not be re-certified under the new requirements due to insufficient testing capacity and that overseas suppliers may cease to supply to the UK given the need for separate conformity testing after January 2023. Whilst the additional year of transition has provided relief, it is anticipated that this issue will cause further materials constraints in the new year.

Steps Taken by the Scottish Government

12. As a result of the concerns being raised by industry, the Scottish Government's Minister for Business, Trade, Tourism and Enterprise established a Construction Materials Shortages Working Group, which ran for twelve weeks with the final meeting on 28 September 2021. The working group had representation from industry and the Minister made contact with several suppliers in an attempt to resolve issues with materials availability. The group's focus was on short terms issues and was effective in bring issues to the fore.

13. To assist alleviate issues arising, a [Construction Policy Note 3/2021](#) was issued by the Scottish Government in July 2021. The intention of this was to set out measures for contracting authorities to manage and mitigate market pressures affecting the availability and affordability of construction sector resources. A subsequent request by industry for a directive alleviating the application of liquidated damages for late delivery where the causation factor was material supply logistical difficulties was discussed. Following which, it was agreed that Scottish Government would publish further communications at [Scottish Procurement](#) to promote awareness and enhance the understanding of CPN 3/2021.

Conclusion

14. Committee members are invited to note that labour shortages, materials supply difficulties and material cost increases when combined with available budgets could result in a reduction of projects coming to market and of those that do, delivery may well take longer than was envisaged.

Annex A: Infrastructure Investment Plan 2021-22 to 2025-26 - Project Pipeline update [Note 1]

All planned dates going forward will be subject to the impact of the ongoing coronavirus (COVID-19) situation.

The following information has been extracted from the latest IIP Project Pipeline update published on the Scottish Government website.

Project Name	Project Description	Public Sector Procurement Body	Total Capital Investment (£) [Notes 2,3,4,5]	How is the project being Funded?	Procurement Route	Current Project Status	Project Advertised to Market (Planned / Actual Date) [Note 6]	Construction Start (Planned / Actual Date) [Note 6]	Operational / Service Start (Planned / Actual Date) [Note 6]
A90 Laurencekirk Junction Improvement Scheme	The project involves the design assessment and construction of grade separated junction improvement at Laurencekirk. To be delivered alongside the Aberdeen City Region Deal.	Transport Scotland	£24,700,000	Capital Funded	To be confirmed	In Preparation	09/01/2023	01/04/2024	07/09/2026
A720 Sheriffhall Junction Improvement Scheme	The project involves the design assessment and construction of a Grade Separated Junction at Sheriffhall Roundabout on the A720. To be delivered alongside the Edinburgh and South East Scotland City Region Deal.	Transport Scotland	£90,000,000 - £120,000,000	Capital Funded	To be confirmed	In Preparation	01/02/2023	01/06/2024	01/01/2027
A9/A82 Longman Junction Improvement Scheme	The project involves the design assessment and construction of a Grade Separated Junction at Longman Roundabout. To be delivered alongside the Inverness and Highland City-Region Deal.	Transport Scotland	£85,000,000 - £95,000,000	Capital Funded	To be confirmed	In Preparation	01/03/2024	02/06/2025	31/03/2027
A9/A96 Inshes to Smithton	Project involves the design, assessment and construction of link road between A9 Inshes Junction and the A96 Smithton Junction. To be delivered alongside the Inverness and Highland City-Region Deal.	Transport Scotland	£25,000,000 - £35,000,000	Capital Funded	To be confirmed	In Preparation	31/03/2025	30/03/2026	31/03/2027

Project Name	Project Description	Public Sector Procurement Body	Total Capital Investment (£) [Notes 2,3,4,5]	How is the project being Funded?	Procurement Route	Current Project Status	Project Advertised to Market (Planned / Actual Date) [Note 6]	Construction Start (Planned / Actual Date) [Note 6]	Operational / Service Start (Planned / Actual Date) [Note 6]
A737 Improvements at Beith	The design, assessment and construction of 1.8km improvements of the A737 at Beith to improve accessibility, provide safety benefits and promotes active travel with the inclusion of a Non-Motorised Users (NMU) facility.	Transport Scotland	£18,000,000	Capital Funded	Conventional Capital Procurement	Outline Business Case (or equivalent) Prepared But Not Yet Approved	03/12/2021	30/01/2023	29/07/2024
A801 Improvement project	The construction of a new 3.2 kms of the A801 at Avon Gorge (crosses the boundary between Falkirk and West Lothian). Falkirk Council are lead delivery partner for this project with West Lothian Council. The Scottish Government's commitment is to 50% funding of the project with the two local authorities providing the 25% each.	Transport Scotland	£44,000,000	Capital Funded	Conventional Capital Procurement	In Preparation	01/11/2022	01/08/2023	01/03/2025
A83 Access to Argyll and Bute	Creation of a long term and resilient trunk road into Argyll and Bute to address the issues associated with the existing A83.	Transport Scotland	£268,000,000 - £860,000,000	Capital Funded	To be confirmed	In Preparation	01/03/2028	01/09/2029	01/09/2031
Aberdeen to Central Belt Rail Enhancements	To utilise £200m, as pledged by SG Ministers, to reduce journey times and enhance capacity on the railway between Aberdeen and the Central Belt.	Transport Scotland	£200,000,000	Capital Funded	Other	In Preparation	31/03/2022	02/04/2023	13/12/2026
National Treatment Centre Programme - West of Scotland	Project will provide additional capacity that will deal with Orthopaedic backlog in the west of Scotland (forms part of the National Treatment Centres Programme).	NHS Ayrshire & Arran	£10,000,000	Capital Funded	Framework	In Preparation	n/a	28/03/2022	02/06/2023

Project Name	Project Description	Public Sector Procurement Body	Total Capital Investment (£) [Notes 2,3,4,5]	How is the project being Funded?	Procurement Route	Current Project Status	Project Advertised to Market (Planned / Actual Date) [Note 6]	Construction Start (Planned / Actual Date) [Note 6]	Operational / Service Start (Planned / Actual Date) [Note 6]
Lochgelly Health Centre	The design and construction of a new community health and wellbeing centre in Lochgelly, Fife.	NHS Fife	£8,500,000	Capital Funded	Hub	Outline Business Case (or equivalent) Prepared But Not Yet Approved	n/a	04/01/2023	01/05/2024
Monklands Replacement Project	To build a new hospital that will replace the existing University Hospital Monklands on a new site as a key enabler for Lanarkshire to deliver the clinical strategy programme.	NHS Lanarkshire	To be confirmed as part of OBC process	To be confirmed as part of OBC process	To be confirmed as part of OBC process	In Preparation	To be confirmed as part of OBC process	To be confirmed as part of OBC process	To be confirmed as part of OBC process
National Treatment Centre - Tayside	This project will create an elective care centre on the Perth Royal Infirmary site as per the Scottish Government national elective care strategy (forms part of the National Treatment Centres Programme).	NHS Tayside	£35,400,000 - £76,000,000	Capital Funded	Framework	In Preparation	n/a	27/11/2023	27/11/2025
Thrombectomy	This project will enhance the clinical strategy for stroke patients in the North region as per the Scottish Government directive.	NHS Tayside	£13,200,000	Capital Funded	Framework	Outline Business Case (or equivalent) Prepared But Not Yet Approved	n/a	01/05/2023	19/06/2024
Critical Care Centre	This project will create a dedicated Critical Care facility on the NW site to future proof critical care services to ensure adequate capacity.	NHS Tayside	To be confirmed at OBC stage	Capital Funded	Framework	In Preparation	n/a	07/07/2024	10/01/2027
Cancer Care Centre	This project will create a dedicated Cancer Care Centre on the NW site to include all oncology services (Radiotherapy and Chemotherapy).	NHS Tayside	To be confirmed at OBC stage	Capital Funded	Framework	In Preparation	n/a	16/06/2024	02/05/2027

Project Name	Project Description	Public Sector Procurement Body	Total Capital Investment (£) [Notes 2,3,4,5]	How is the project being Funded?	Procurement Route	Current Project Status	Project Advertised to Market (Planned / Actual Date) [Note 6]	Construction Start (Planned / Actual Date) [Note 6]	Operational / Service Start (Planned / Actual Date) [Note 6]
HMP Glasgow	By replacing an old and unfit prison, HMP Glasgow will provide a fit-for-purpose community facing prison, which supports the Government's objective of reducing the risk of prisoners reoffending on release from custody.	Scottish Prison Service	£400,000,000	Capital Funded	Conventional Capital Procurement	In Preparation	01/03/2022	01/11/2023	01/11/2026

Notes relating to the updated IIP Project Pipeline

1. The 'IIP 2021-22 to 2025-26 - Project Pipeline' relates to those projects with a capital value of £5 million or more where the Scottish Government has a lead role in procurement or funding and where an Outline Business Case (or equivalent) is not yet approved. The information relates to that as at 30 September 2021.

2. The Total Capital Investment estimates include the construction contract costs and any associated capital funded costs such as land acquisition and enabling works (e.g. demolition and utilities diversions).

3. Estimated costs for projects will change until the project has reached completion. Cost estimates for projects may rise or fall for a number of reasons. These include changes to the scope of the project, incurring unanticipated or additional costs for preparatory works, costs arising from unavoidable delay to projects, and increases in input costs and construction prices.

4. An estimate for inflation over the delivery period is included. How inflation is managed will vary between contracts and will depend on how far the project has progressed in its delivery.

5. All figures are rounded to the nearest £100,000.

6. Timescale estimates may be lengthened or shortened for a number of reasons. These include changes to the scope of the project, unanticipated or unavoidable delays to construction, unanticipated or unavoidable delays in the procurement process, and the impact of considerations around affordability for the procuring authority. Contracting and procurement processes vary for projects being delivered by way of the hub initiative and Frameworks and consequently these have 'n/a' (not applicable) for 'Project Advertised to Market'.

* Note that the 'Redevelopment of the Royal Edinburgh Hospital Campus Phase 2 and 3' project has been paused by NHS Lothian while it reconsiders the service model and consequently is now not included within the pipeline. In addition, 'HMP Greenock (R)' is also now not included as it is unlikely to commence for at least another 5 years due to other Scottish Prison Service priority commitments.

Annex B: Infrastructure Investment Plan 2021-22 to 2025-26 - Major Capital Projects Progress Update

The following information relates to projects with a capital value of £5 million or more which are at the Outline Business Case (or equivalent) approved stage or beyond. The information comprise projects included at Annex D of the Scottish Government's Infrastructure Investment Plan that was published in February 2021, ongoing projects included within the previous March 2021 update, as well as those projects with a capital value of less than £20 million that were previously not reported on due to the change in reporting threshold. The majority of information relates to that as at 30 September 2021. All projects are capital funded unless otherwise stated.

The progress of some projects within this report was subject to delay due to the continued impact of the coronavirus (COVID-19) pandemic and the associated ongoing restrictions and changes to working practices as well as issues around supply chains and the availability of construction materials. These related delays have already resulted in an increase in cost for projects and it is likely to result in further additional costs that are still being worked through. **All planned dates and costs are best estimates and may subsequently be subject to further impact of these ongoing situations.**

The progress update now includes an additional Annex which comprises a table of accompanying project information relating to climate change targets, strategic outcomes and contribution made to local economic development.

Transport

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
A77 Maybole Bypass	<p>The Outline Business Case (OBC) outlined that the total project cost was £43 million, of which the contract value was estimated at £30 million. It was expected that the project would be operational in 2020.</p> <p>The Full Business Case (FBC) outlines that the total project cost is £46 million with a contract value of £28.9 million. It is expected that the project will be operational in summer 2021, subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in March 2020 report).</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
A92/A96 Haudagain Junction Improvement	<p>The OBC outlined that the total project cost was £49.5 million, of which the contract value was £21 million (note that a significant proportion of the total cost was related to acquisition and demolition). It was expected that the project would be operational in 2020.</p> <p>The FBC outlines that the total project is £49.5 million, of which the contract value is £18 million. It is expected that the project will be operational in 2021 subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in March 2019 report).</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p>
A9 Luncarty to Pass of Birnam	<p>The OBC outlined that the total project cost was £103.6 million, of which the contract value was anticipated to be £70 million. It was expected that the project would be operational in 2020.</p> <p>The FBC outlines that the total project cost is £96 million with a contract value of £62 million including risk and contingency. It is expected that the project will be operational in 2021 subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in September 2018 report).</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p> <p>The project was opened to traffic in August 2021 and remains in construction as the contractor will continue with finishing and landscaping works until completion, which is anticipated in winter 2021.</p>
A9 Dualling Tomatin to Moy	<p>Third project phase of A9 Dualling programme involves approximately six miles (9.6km) of online widening of existing single carriageway to an all-purpose dual</p>	<p>N/A</p>	<p>The project is currently in procurement with construction estimated to commence December 2022.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	<p>carriageway, extending from existing dual carriageways to the south of Tomatin and to the north of Moy.</p> <p>The OBC outlines that the project is estimated to cost £197 million and that it is planned to be operational in December 2025.</p>		
<p>Edinburgh Glasgow Improvement Programme (EGIP)</p>	<p>Originally appraised as part of the overall EGIP Outline Business Case of December 2011 - AFC (Anticipated Final Cost) of £1.1 billion with delivery by December 2016.</p> <p>Stirling Dunblane Alloa Rail (SDA) was subsequently appraised within the EGIP FBC (January 2014) which was predicated at a £93 million AFC for SDA with completion by December 2018.</p> <p>Revenue funded but also included £40 million of associated capital costs.</p>	<p>Work on site is now substantially complete and site demobilisation activities are expected to be finished by April 2021.</p> <p>The Office of Rail and Road (ORR) confirmed to Network Rail that the key regulatory milestone for completion of work by 31 March 2020 was met and that the station was certified to enter service.</p> <p>Network Rail estimate that the AFC is £870 million. The Transport Scotland funded cost is estimated at £860 million.</p>	<p>Work on site is now complete and site was demobilised in August 2021.</p>
<p>Stirling Dunblane Alloa Rail Electrification (SDA)</p>	<p>Originally appraised as part of the overall EGIP OBC of December 2012 - AFC (Anticipated Final Cost) of £1.1 billion with delivery by December 2016.</p> <p>SDA was subsequently appraised within the EGIP FBC (January 2014) which predicated a £93 million AFC for SDA with completion by December 2016.</p> <p>Revenue funded</p>	<p>As confirmed in the March 2019 report, the programme completion date of December 2018 was achieved.</p> <p>Network Rail have now concluded commercial discussions with their principal contractors. Completion of outstanding physical works was expected by late 2020 but were delayed by COVID-19 and are now anticipated July 2021. Once these actions are complete, the final cost (which will reflect the additional</p>	<p>Completion of outstanding physical works were completed July 2021.</p> <p>Network Rail have declared final cost as £221 million, which represents an increase from the previously reported AFC of £159 million. This is due to a number of factors including re-estimation of project cost, increases in project scope, re-phasing of project programme, increase in the Contractor's contractually</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
		<p>commercial and other costs) can be closed out and confirmed.</p> <p>The AFC (Anticipated Final Cost) is £159 million (as stated in September 2017 report).</p>	<p>entitled costs and project prolongation costs.</p>
<p>Highland Main Line Phase 2</p>	<p>The Anticipated Final Cost (AFC) was £56.7 million with infrastructure use by March 2019.</p> <p>Revenue funded</p>	<p>No change to cost since the last report.</p> <p>Infrastructure works were completed by the regulated milestone of March 2019 (as stated in September 2019 report).</p> <p>Enhanced passenger services will now be implemented if and when it is feasible to do so. The reasons for the continuing delay to the introduction in full of enhanced passenger services include the late delivery of the refurbished high-speed trains, the COVID-19 pandemic and its impact on driver training and uncertainty over how quickly passenger demand will recover to its pre-COVID-19 level. In addition, there are also competing demands for enhanced freight services over the Highland Main Line.</p> <p>The AFC is £56.7 million (as stated in March 2020 report).</p>	<p>Due to the continuing uncertainty previously reported, a timeline for delivering the enhanced passenger services cannot be provided. Reporting on these services will now conclude and services will be implemented if and when it is feasible to do so.</p> <p>The project works were completed by the regulated milestone of March 2019 and primarily focussed on Aviemore and Pitlochry and delivered work to remodel and extend tracks and upgrade signalling. The works will help facilitate reduced journey times of around 10 minutes and also enable potential improvements to the times of the first and last trains between Inverness and the Central Belt.</p>
<p>Reston and East Linton Rail Stations</p>	<p>Delivery of two new fully accessible Rail Stations with car parks (Reston Station in the Scottish Borders and East Linton Station in East Lothian).</p>	<p>N/A</p>	<p>The project is in construction and progressing as per programme.</p> <p>Construction of Reston Station is underway and approaching completion</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	<p>The OBC outlines that project is estimated to cost £35 million and that it is planned to be operational in December 2022.</p>		<p>with the Station planned to become operational in March 2022.</p> <p>Construction of East Linton Station is due to commence in November 2021, with the Station planned to become operational in December 2022. We anticipate commencing the final FBC shortly following the recent granting of the planning consent for building East Linton Station.</p>
<p>East Kilbride Rail Enhancement</p>	<p>Project is part of the East Kilbride and Barrhead Rail Enhancement scheme. The scheme will make rail services reliable, efficient and attractive to passengers and support modal shift whilst progressing against the Scottish Government’s target to decarbonising the rail network.</p> <p>The OBC outlines that total project cost is estimated to be £100 million to £120 million and that it is estimated to be operational December 2024.</p>	<p>N/A</p>	<p>The project is progressing to programme and estimated to commence construction in July 2022.</p>
<p>Levenmouth Rail project</p>	<p>Scheme will re-open the disused rail line between Thornton junction and Leven in Fife, providing new passenger rail services to connect the Levenmouth area to Fife, Edinburgh, and the wider rail network.</p> <p>The OBC is predicated on a project cost estimate of £70 million and it is estimated to be operational by December 2023.</p>	<p>N/A</p>	<p>Network Rail has continued to progress the detailed design work of a double track for the Levenmouth rail line. The design will deliver the provision of a two train per hour passenger service, 50mph double tracked railway and two new modern accessible stations at Cameron Bridge and Leven.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
			The project design will continue to be developed to FBC and further details will be provided at that stage.
Dalcross Station	<p>Project will provide a greener method for people to travel to Inverness Airport and help to enable transition to Net Zero Emissions and Environmental Sustainability.</p> <p>The FBC outlines that the project is estimated to cost £39.6 million and that it is planned to be operational in December 2022.</p>	N/A	The project commenced construction in October 2021 and is progressing to programme.
Barrhead Rail Enhancement	<p>Project is part of the East Kilbride and Barrhead Rail Enhancement scheme. This scheme is to decarbonise the corridors and to provide improved access to the rail network for the communities along these corridors.</p> <p>The scheme will make rail services reliable, efficient and attractive to passengers and support modal shift whilst progressing against Scottish Government's target to decarbonising the rail network.</p> <p>The FBC outlines that the total project cost is estimated to be £63 million and that it is planned to be operational in December 2023.</p>	N/A	The FBC was approved on 7 September 2021. The project is estimated to commence construction in April 2022 and is progressing to programme.

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
<p>CMAL - Two new 100 metre ferries</p>	<p>Procurement commenced and Pre-Qualification Questionnaires were issued by CMAL (Caledonian Maritime Assets Ltd) on 15 October 2014 with tender returns on 31 March 2015 and the Preferred Bidder announced on 31 August 2015.</p> <p>The contract worth £97 million to build the two 100m 'dual-fuel' ferries for the Clyde and Hebrides Ferry Service (CHFS) was awarded on 16 October 2015. The first ferry was expected to be delivered in May 2018 with the second vessel following a few months later.</p>	<p>No change to cost or timing since the last report.</p> <p>The total estimated cost to complete the ferries remains at between £110.3 million and £114.4 million.</p> <p>The total additional public expenditure over and above the original contract price remains at between £94.8 million and £98.8 million.</p> <p>Delivery remains scheduled to be between April 2022 and June 2022 for the first vessel and between December 2022 and February 2023 for the second.</p>	<p>No change to cost since last report.</p> <p>The delivery of 801 is now scheduled to be between July 2022 and September 2022. The delivery of 802 is now scheduled to be between April 2023 and July 2023. This is later than previously reported. A shortfall in skilled labour and COVID-19 restrictions have resulted in a delay of approximately 15 weeks.</p>

Health

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
<p>NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre</p>	<p>The OBC outlined a cost of £163.7 million and indicated that the ANCHOR Centre was projected to be operational in 2021 and the Baird to be handed over in 2021 and be fully operational early 2022.</p> <p>The FBC outlines that the total project costs is £233.2 million as per FBC Addendum and that the operational date for ANCHOR Centre is estimated for May 2023 with Baird Family Hospital estimated for December 2023.</p> <p>(Frameworks Scotland is procurement route for project)</p>	<p>No change to cost since the last report.</p> <p>The FBC was approved in September 2020 and the project is now in construction. The estimated costs of £233.2 million are as per FBC Addendum. The approved FBC states that the operational date for the ANCHOR Centre is now estimated for May 2023 with the Baird Family Hospital now estimated for December 2023.</p> <p>This is later than previously reported due to a mutual agreement to extend the construction timetable to accommodate hydroseeding removal that had been put in place to manage an HAI (Healthcare Associated Infection) risk during the period between the completion of the enabling works contract and commencement of the main contract.</p>	<p>No change to cost or timing since the last report.</p>
<p>NHS Highland - Redesign of Services for Skye, Lochalsh & South West Ross</p>	<p>The FBC for the project outlines that the total cost of the project will be £28.5 million with the new £24.8 million Community Hospital in Skye to be operational by May 2021.</p> <p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. The overall completion of the full programme of service</p>	<p>No change to cost or timing since the last report.</p> <p>The operational date of the new Community Hospital in Skye which is in construction is estimated to be October 2021 with the overall completion of the full programme of service redesign, including reconfiguration of existing premises estimated at June 2023 (as stated in September 2020 report).</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Skye is now expected to be January 2022. This is 3 months later than previously reported and is due to COVID-19 related delays and impact of the forthcoming festive period.</p> <p>Completion of full programme of service redesign, including reconfiguration of</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	<p>redesign, including reconfiguration of existing premises is February 2023.</p> <p>The new hospital is being delivered under one contract in conjunction with Badenoch and Strathspey Community Hospital.</p> <p>(Hub North Scotland is procurement route for project)</p>	<p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.</p> <p>The remainder of the programme of work for north Skye is currently under review following the Sir Lewis Ritchie Report and the recent purchase of Home Farm Care Home and an option appraisal is ongoing with the local community. This is likely to affect the agreed scope of the FBC.</p>	<p>existing premises is still estimated at June 2023.</p> <p>As previously reported, potential additional costs are yet to be finalised and the remainder of the programme of work for north Skye is currently under review.</p>
<p>NHS Highland - Redesign of Services for Badenoch and Strathspey</p>	<p>The FBC for the project outlines that the total cost of the project will be £27.7 million with the £23.6 million new Community Hospital in Aviemore to be operational by May 2021.</p> <p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. Overall completion of the full programme of service redesign, including reconfiguration of existing premises is February 2022.</p> <p>Project is being delivered under one contract in conjunction with the Skye, Lochalsh & South West Ross Community Hospital.</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Aviemore, which is in construction, is expected to be October 2021, which is later than that previously reported. The delay is due to the ongoing impact of the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>However, the overall completion of the full programme of service redesign, including reconfiguration of existing premises, is still estimated at June 2022 (as stated in September 2020 report).</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1</p>	<p>No change to cost or timing since the last report.</p> <p>Construction of the new Badenoch & Strathspey Community Hospital in Aviemore is now complete and the hospital is operational as of 27 September 2021.</p> <p>The remaining infrastructure elements of the redesign include an extension to Kingussie Medical Practice and alterations to Ian Charles Health Centre in Grantown-on-Spey.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	(Hub North Scotland is procurement route for project)	million and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.	
NHS Greater Glasgow and Clyde - Clydebank Health & Care Centre	<p>The FBC for the project outlines that the total cost of the project will be £21.7 million (revenue funded element £20.4 million) and that it will be operational by June 2021.</p> <p>(Hub West Scotland is procurement route for project)</p>	<p>No change to cost since the last report.</p> <p>The project, which is in construction, will now be operational in November 2021, which is later than the July 2021 date (as stated in September 2020 report). This is due to the COVID-19 pandemic and the associated ongoing restrictions.</p>	No change to cost or timing since the last report.
National Waiting Times Centre Board - Hospital Expansion Programme - Phase 2	<p>The project is the second phase of the Golden Jubilee Foundation Hospital Expansion Programme, which forms part of the National Treatment Centres Programme.</p> <p>The FBC for project outlines that the total cost of the project will be £80.9 million and that it is estimated to be completed in December 2022 and operational on a phased basis up to end of March 2023.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>The project commenced construction in November 2020.</p> <p>The completion date is now June 2023 with the operational date now to August 2023. This later than at FBC and is due to two Endoscopy Rooms being added which have required a redesign of Level 2 of the building.</p>
NHS Grampian - National Treatment Centre	Development of elective care facilities in NHS Grampian including modern and fit for purpose outpatient and ambulatory care facilities, supporting a 'one-stop' model of outpatient provision. Forms part of the National Treatment Centres Programme.	N/A	Work on the FBC has been paused pending the outcome of a clinically led review of the scope of the project. Revised dates for the project plan will be confirmed following completion of this review.

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	<p>The OBC outlines that the total project cost is estimated at £52 million and that the project is planned to be operational in June 2024.</p> <p>(Frameworks Scotland is procurement route for project)</p>		
<p>NHS Lothian - National Treatment Centre</p>	<p>National Treatment Centre at St John's Hospital in Livingston, which forms part of the National Treatment Centres Programme.</p> <p>The OBC outlines that the total cost of the project will be £70.9 million and that it will be operational by spring 2023.</p> <p>(Frameworks Scotland is procurement route for project)</p>	<p>N/A</p>	<p>Following a pause to understand the impact of the re-provision of Eye Services on the project scope, the FBC is now under development including review of the service model and building design.</p> <p>Updates on revised costs and timeframe will be provided when fully understood as part of the FBC process.</p>
<p>NHS Lothian - Reprovision of Eye Services</p>	<p>Project to re-provide eye services including those currently being delivered from the Princess Alexandra Eye Pavilion, Edinburgh. Forms part of the National Treatment Centres Programme.</p> <p>The OBC outlines that the total project cost is £112.5 million and that project is anticipated to be operational by December 2026.</p> <p>(Frameworks Scotland is procurement route for project)</p>	<p>N/A</p>	<p>The OBC was approved in September 2021 the FBC is now under development.</p> <p>The project is estimated to commence construction in June 2024.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
NHS Highland – National Treatment Centre	<p>New National Treatment Centre providing orthopaedic elective care services and a complete ophthalmology service, which forms part of the National Treatment Centres Programme.</p> <p>The FBC outlines that the total project cost is £41.3 million and that project is anticipated to be operational by October 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>The project is in construction and is progressing to programme.</p> <p>Additional funding of £1.9 million has been approved, for design changes based on recommendations from the NHS Scotland Design Assessment Process.</p>
NHS Fife - Elective Orthopaedic Centre	<p>Reprovision of elective orthopaedic services at Victoria Hospital, Kirkcaldy that will provide a standalone all-encompassing elective orthopaedic service. Forms part of the National Treatment Centres Programme.</p> <p>The FBC outlines that the total project cost is estimated at £33.2 million and that the project is planned to be completed in September 2022 and operational in November 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>The project is in construction and is now planned to be completed in October 2022 and in light of December break, operational in January 2023.</p> <p>This is later than that at FBC and is due to services in the ground (contractor risk) and impact of COVID-19 (isolation of contractors and material availability).</p>
NHS Forth Valley - National Treatment Centre	<p>Project to increase Elective Care capacity. Forms part of the National Treatment Centres Programme.</p>	N/A	<p>Project is being progressed and Phase 1 Design Development is currently concluding. Contract sums and proposals are currently being reviewed.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
			The project to increase Elective Care capacity in NHS Forth Valley is scheduled to be completed by end of 2022.
<p>NHS Western Isles – Barra and Vatersay Community Campus (formerly called Barra Health and Social Care Hub)</p>	<p>The overall Campus project includes replacement of existing Castlebay Community School and St Brendan's Hospital with a multi-use campus that will also include social care housing and community facilities.</p> <p>The OBC outlines a cost of £18 million for the Health and Social Care element of the Campus and that it will be operational in 2024. The Scottish Government is funding the £18 million Health and Social Care element.</p> <p>(Hub North Scotland is procurement route for project)</p>	N/A	<p>The construction delivery partner has indicated that there will be an increase to the overall £54 million Campus costs that were agreed earlier in 2021 as well as the overall delivery of the project. This is due to an increase in key construction costs and inflation, location issues around supply chains and market conditions, as well as project scope changes.</p> <p>As a result, project development is currently on hold until Hub North Scotland undertake a review and report back to the Scottish Government.</p>
<p>NHS Greater Glasgow and Clyde - North East Hub</p>	<p>Provision of a new build community hub, which will replace 10 different buildings across Glasgow North east area. Hub will included a number of services including GP practices, pharmacy, podiatry, physiotherapy, speech therapy, adult mental health services, sexual health, social work, staff and community-training facilities, reprovision of Parkhead community library and wellbeing include health improvement.</p>	N/A	<p>The OBC was approved in February 2021. Project estimated to commence construction in March 2022.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	<p>The OBC outlines that the project is estimated to cost £67.3 million and that it is planned to be operational in June 2024</p> <p>(Hub West Scotland is procurement route for project)</p>		
<p>NHS Lothian - Oncology Enabling Projects, Edinburgh Cancer Centre</p>	<p>Project relates to upgrading the Edinburgh Cancer Centre at the Western General Hospital.</p> <p>The FBC outlines that the total cost of the project is £20.6 million and that the project will be operational by November 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>The project commenced construction in December 2020 and the expected operational date is now April 2023. This delay reflects the delay of governance approvals to FBC and resultant delay to construction commencing.</p>
<p>NHS Ayrshire & Arran - National Secure Adolescent inpatient Service</p>	<p>Project comprises 12 bedded medium secure adolescent inpatient facility for Scotland located in Irvine, North Ayrshire.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>FBC approval is pending the outcome of the NHS Scotland ASSURE process. The NHS Scotland ASSURE report is to be submitted to the Scottish Government Capital Investment Group (CIG) in October / November 2021.</p>
<p>NHS Tayside - Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block</p>	<p>Project will provide fully compliant primary electrical infrastructure, site resilience and dual unified supplies for the Radiotherapy, Maternity and West Ward block at Ninewells Hospital</p> <p>The approved FBC outlines that the total cost of the project is £7.9 million and that it will be operational by May 2021.</p>	N/A	<p>The project commenced construction in February 2021 and the expected operational date is now April 2022. The delay is due to the ongoing COVID-19 situation (this has affected both time and availability of construction materials) and onsite unknown operational issues with the existing Ninewells infrastructure.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
	(Frameworks Scotland is procurement route for project)		
<p>NHS Tayside - Children's Theatre Suite Project including the Multi Storey Plant Room</p>	<p>Project will create a dedicated Children's Theatre Suite (CTS) comprising a pre-assessment / waiting area, 2 operating theatres and a 10-bedded ward area. The Multi-Storey Plant Room will provide the CTS accommodation and provide plant room space for CTS, the Neonatal Intensive Care Unit and Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block.</p> <p>The FBC outlines that the total cost of the project is £11.5 million and that it will be operational by October 2020.</p> <p>(Frameworks Scotland is procurement route for project)</p>	N/A	<p>The project commenced construction in August 2019.</p> <p>The total cost of project is now estimated at £12.9 million, which is an increase to that as outlined at FBC. The revised contract completion date is now February 2022, which is later than that outlined in FBC. The delay is due to the interdependencies with the Zone 1 project delays, the ongoing COVID-19 situation (this has affected both time and availability of construction materials) and onsite unknown operational issues with the existing Ninewells infrastructure.</p>

Further Education

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
<p>Dunfermline Learning Campus (College element)</p>	<p>The OBC outlined that the total project cost would be £86 million, of which the NPD contract value (and Scottish Government contribution) was £70 million. It estimated that the project would be operational by August 2020.</p> <p>The College submitted a FBC in June 2017 for approval. However, due to the withdrawal of the NPD funding model and uncertainties on capital funding, approval was not given. Consequently, a decision was taken to put the project on hold pending assurances about funding.</p> <p>On 4 September 2019, the Scottish Government announced a commitment of £90 million to fully fund the College portion of the Dunfermline Education Campus.</p>	<p>Fife College and Fife Council have developed a shared vision for the joint campus and have agreed a clear view of the strategic and academic benefits of a shared campus.</p> <p>The project is at the planning stage and the Scottish Government commitment of £90 million to fund the College element remains unchanged.</p>	<p>In October 2021, Ministers agreed to Fife College continuing to progress up to Decision Point 4, pre-construction assessment (signature & financial close) recognising that this will be to deliver the proposed hybrid plus low carbon solution to enable Fife College to achieve net zero emissions.</p> <p>Final college costings will only be known at Decision Point 4 when the Scottish Funding Council will make a further recommendation to Ministers on whether the project is affordable, whether all risks are being managed and whether it is deliverable. Ministerial approval will be required at this point to allow the project to proceed to the final phase – construction. Decision Point 4 is expected to conclude around the middle of March 2022.</p>

Justice

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
HMP Highland	<p>The OBC outlines that the total project cost is £73.9 million and that the project will be operational in Spring 2021.</p>	<p>No change to timing since the last report.</p> <p>The total project cost is now being reported as a range of between £98 million to £110 million. This is an increase from the previously reported estimate of £92 million (as stated in March 2020 report).</p> <p>The revised cost takes account of uncertain market conditions following the COVID-19 pandemic and Brexit, requirements around net-zero and zero-direct carbon emissions, as well as the changing profile of the prison population.</p> <p>The earliest potential operational date remains February 2024 (as stated in September 2020 report).</p>	<p>No change to cost since the last report.</p> <p>The project has now been tendered and a contractor is in the process of being appointed. The construction start and completion dates are based on the tendered programme. It is anticipated that certain advance works may proceed the commencement of the main construction contract in May 2022.</p> <p>The earliest operational date has now been moved to July 2024, which is later than previously reported and reflects conclusion of the competitive tendering exercise and acceptance of the successful contractor's delivery programme.</p>
National Facility for Women Offenders	<p>New national facility, which forms part of the 'Transforming Scotland's care of women in custody' programme.</p> <p>The OBC outlined that the total cost was £53.2 million and that the project was to be operational in October 2020.</p> <p>The FBC for the project outlines that the total cost of the project will be £72.6 million and that it will be operational by February 2022.</p>	<p>No change to timing since the last report.</p> <p>The total project cost for the project which is in construction, is now £74 million, which is an increase in what was previously reported. This is due to additional costs associated with the impact of the COVID-19 pandemic.</p> <p>The operational date remains estimated for May 2022 (as stated in September 2020 report).</p>	<p>No change to cost since the last report at this stage.</p> <p>The operational date is now August 2022, which is later than previously reported. This is due to further delays to progress incurred due to the impact of COVID-19 on productivity and more recently, construction material availability.</p>

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
Community Custodial Unit D - Dundee	<p>Provision of a Community-based Custodial Unit (forms part of the 'Transforming Scotland's care of women in custody' programme).</p> <p>The FBC for the project outlines that the total cost of the project will be £11.6 million and that it will be operational in August 2021.</p>	N/A	<p>The project is in construction and the total cost is in accordance with the FBC. The operational date has moved out to April 2022 due to delays to progress arising from the impact of COVID-19 on productivity and more recently, issues with construction material availability.</p>
Community Custodial Unit E - Lillias Centre, Maryhill	<p>Provision of a Community-based Custodial Unit (forms part of the 'Transforming Scotland's care of women in custody' programme).</p> <p>The FBC for the project outlines that the total cost of the project will be £12.6 million and that it will be operational in September 2021.</p>	N/A	<p>The project is in construction and the total cost is in accordance with the FBC. The operational date has moved out to June 2022 due to delays to progress arising from the impact of COVID-19 on productivity and more recently, issues with construction material availability.</p>
HMP Barlinnie Programme of Works	<p>Refurbishment of Prisoner Reception and partial refurbishment of the existing Health Centre and additional works to improve healthcare facilities within the accommodation halls.</p> <p>The approved FBC outlines that the total cost of the project is £7.7 million and that it will be operational by November 2022.</p>	N/A	<p>The project is in construction and progressing in accordance with FBC.</p>

Rural and Environment

Project	Business Case Approved Stages	Progress at March 2021	Progress at September 2021
<p>RBGE - Edinburgh Biomes</p>	<p>Project will transform the current failing estate – home to Scotland’s national biodiversity research collections, to a create a world-class facility that will produce climate, economic, wellbeing and environmental benefits, as part of a green economic recovery for Scotland.</p> <p>The FBC outlines that the total cost of the project will be £89.9 million and the full programme will be completed by October 2027 with the public entrance Glasshouse the final planned phase of work.</p> <p>(Scottish Government funding amounts to £58 million 2021-2026).</p> <p>(Framework agreement is procurement route for project)</p>	<p>N/A</p>	<p>Advance works commenced on site in September 2021 with the main works estimated to start January 2022.</p>

SUMMARY OF CHANGES NOTE

This note summarises key points and changes within the report since the previous Scottish Government progress update published on 23 June 2021.

Projects no longer included within the report

The following projects were reported as being completed or operational within the last progress update and are therefore now no longer included:

- **NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences.**
- **NHS Greater Glasgow and Clyde - Greenock Health & Care Centre.**
- **Barony Campus (East Ayrshire Council).**
- **Inverurie Community Campus (Aberdeenshire Council).**
- **Alness (Highland Council).**
- **Lossiemouth High School (Moray Council).**

Notable events relating to major projects within the report since last update

A9 Dualling: Luncarty to Pass of Birnam

Project opened to traffic in August when all traffic management including lane and speed restrictions were removed allowing road users access to the 9.5 km of new dual carriageway. The opening of this section now provides 15 km of continuous dual carriageway from Inveralmond Roundabout to Birnam for the first time. Over next few months, work will continue to undertake finishing and landscaping works and project is expected to be fully completed winter 2021.

A9 Dualling: Tomatin to Moy

The publication of the Contract Notice for the project took place in August and this marks a significant step to drive forward the economic recovery of the north of Scotland. Project will result in nearly 20 miles of continuous dual carriageway south of Inverness once complete and will also improve greater connectivity for public transport, with upgrades to approximately 10 km of non-motorised user routes to encourage active travel such as walking and cycling.

Annex B1 - Major Capital Projects Progress Update

The following table includes accompanying project information relating to climate change targets, strategic outcomes and contribution made to local economic development.

Transport

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
A77 Maybole Bypass	<p>The project recently achieved an "Excellent" score in its latest CEEQUAL (Civil Engineering Environmental Quality Assessment & Award Scheme Manual) assessment. For domestic waste, the project is committed to zero waste going to landfill, which it is on track to achieve.</p> <p>The construction contract includes provision of an energy management plan, waste management plan, and both environmental and carbon management systems. Low-emission vehicles are being used by the site representatives and client, in line with the contract stipulation that this type of vehicle shall be provided by the contractor.</p>	<p>The inclusion of a positive Sustainable Drainage Systems (SUDs) will improve the drainage in the area thereby controlling the flow of water released into the existing drainage systems thus supporting the mitigation of potential flooding.</p> <p>The project also drives inclusive economic growth by strengthening connectivity; the bypass provides a key link between Scotland's ports and the central belt, enhancing the safety and resilience of Scotland's strategic transport network.</p>	<p>The local community will benefit from opportunities created for small and medium enterprises (SMEs) and 27 SMEs have been awarded contracts through the A77 Maybole Bypass, the total value of which is £4.3 million.</p> <p>Nine qualifications of SVQ2 and above have been gained with three site based work experiences placements achieved.</p> <p>During peak construction, the site employed 155 people. The economic assessment undertaken as part of the development of the proposed scheme shows that the scheme represents good value for money by generating a positive economic return for investment.</p>
A92/A96 Haudagain Junction Improvement	<p>The project has achieved an "Excellent" Interim Client and Design award from CEEQUAL in the design phase and the project team are seeking to achieve an</p>	<p>The project includes positive Sustainable Drainage Systems (SUDs) as described above for A77 Maybole Bypass.</p> <p>The project provides improved transport opportunities and enables the local area</p>	<p>The opportunity to secure wider benefits for the economy beyond the traditional project objectives linked to the procurement of transport infrastructure is</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<p>“Excellent” whole project award rating for the construction phase.</p> <p>Prior to the main works construction contract commencing, an advance works demolition contract resulted in the recycling of over 97% of the demolition material.</p> <p>The construction contract includes provision of an energy management plan, waste management plan, and both environmental and carbon management systems. Low-emission vehicles are being used by the site representatives, in line with the contract stipulation that this type of vehicle shall be provided by the contractor</p>	<p>to be regenerated supporting inclusive development.</p> <p>The new infrastructure provides relief and resilience to the local transport networks enabling people and communities to be better connected.</p>	<p>recognised, and community benefit requirements are included in this contract.</p> <p>Scottish Government works contracts are already being utilised where appropriate to secure training and employment opportunities through the use of targeted recruitment and training clauses. These clauses are incorporated into the contract documents for Haudagain. Project includes a Project Bank Account to improve payment timescales for the supply chain.</p>
<p>A9 Dualling: Luncarty to Pass of Birnam</p>	<p>The project will provide a new non-motorised user link between Luncarty and Bankfoot and is expected to encourage more active travel within the route corridor, providing safe, segregated routes for pedestrians, cyclists and equestrians.</p> <p>The contract includes provision of waste and carbon management plans on site with the aim of minimising the environmental impact of the construction process.</p>	<p>The project includes positive Sustainable Drainage Systems (SUDs), as described above for A77 Maybole Bypass.</p> <p>The project drives inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will improve the competitiveness of rural businesses.</p>	<p>During construction, the project provided the following:</p> <ul style="list-style-type: none"> • 44 sub-contracts awarded to Scottish businesses with value of £34.4m, (40 of them SME 40 – with a value of £17.25m). • 65 new job opportunities and 65 work experience placements. • Engagement with 4,046 school pupils and further education students. • 50 days of volunteering to support grass root community initiatives.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<p>The waste produced from the project was carefully segregated and recycled with huge volumes of materials reused onsite, meaning 99% of site waste was diverted from landfill.</p> <p>The project also used innovative environmentally friendly practices for items such as non-metal based coagulants for surface water treatments and non-plastic tree shelters, which further assisted in protecting the environment.</p>	<p>This project has helped improve the economic, social and environmental wellbeing of the surrounding communities, by providing training and employment opportunities, fair working practices, promotion of equality, supporting small to medium enterprises and charities.</p> <p>The project has maximised employment and work placements, delivered skills and training to support young people at school, colleges and universities, and has inspired and encouraged careers using science, technology, engineering and mathematics (STEM) within the next generation of engineers.</p>	<ul style="list-style-type: none"> • Donations of more than £13.6k to local good causes from Balfour Beatty and its sub-contractors. • Advanced Works Framework Agreement provided the opportunity for a local Perthshire firm to undertake site clearance works related to the project. • Sub-contractor roles more than £50k available on the main works contract are required to be advertised through Public Contracts Scotland Portal.
A9 Dualling Tomatin to Moy	<p>Every effort is being made to mitigate the environmental impacts of this programme. We value the environment we are working in and place emphasis on striking a balance between delivering projects and respecting the sensitivities of the area. Significant environmental assessment work and consultation has been undertaken to consider environmental impacts for this programme.</p> <p>Our National Transport Strategy is clear that we will not build infrastructure to cater for forecast unconstrained increases</p>	<p>The project will drive inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will improve the competitiveness of rural businesses using the A9</p> <p>The contract will include an emphasis on sustainability; economic growth and building resilient and sustainable places. It will include increased focus on decarbonisation, including increased carbon reduction measures, waste</p>	<p>Contract will include a significant emphasis on community benefits and social value. Such benefits are envisaged to include creation of employment and training opportunities</p> <p>Project also aims to provide educational benefits to local schools through training initiatives such as Academy 9 programme. It also aims to provide local communities with improved connectivity to public transport with upgrades to approximately 10km of non-motorised</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<p>in traffic volumes. The rationale for investment in this project is not based on facilitating increases in road traffic. We will continue to take bold action to reduce both car usage and the emissions of road vehicles. Contract requirements will include a focus on carbon reduction, use of renewable power sources, use of low emission vehicles and construction plant, emphasis on waste reduction and circular economy, exploration of innovative alternative design solutions.</p>	<p>management controls and material reuse (circular economy) proposals, particularly in relation to peat. The contract will also contain a provision for the site accommodation to be a "sustainable power hub", with the main source of energy coming from the national grid (i.e. renewable sources).</p> <p>The project will include the use of positive Sustainable Drainage Systems (SUDs) to improve the drainage in the area thereby controlling the flow of water released into the existing drainage systems, and providing treatment to water runoff. This will support the mitigation of potential flooding, treat water at source and provide ecological benefits.</p> <p>There will also be an emphasis placed upon opportunities generated for Small and Medium Enterprises and Supported Businesses, to help support economic growth in the region. It will also provide training opportunities, fair working practices and promotion of equality and wellbeing for all people working on the project. The appointed contractor will also propose a number of community enhancements in and around the project to provide lasting benefits for local communities.</p>	<p>user routes to encourage active travel such as walking and cycling.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>Edinburgh Glasgow Improvement Programme EGIP</p>	<p>Investment Objective 3 of the EGIP FBC published in October 2014 was to deliver a more sustainable, more efficient railway, which generates fewer carbon emissions and is less expensive to operate.</p> <p>The FBC identified an annual reduction, at 2019, of CO₂ emissions from the move from diesel to electric trains estimated at 2,000 tonnes, representing a 1% reduction in total emissions associated with passenger rail in Scotland, or a 0.003% reduction in total Scottish emissions. It is assumed, in line with DECC (Department of Energy and Climate Change) guidance, that CO₂ emissions from electricity generation fall over time as electricity is produced more cleanly.</p> <p>An assessment of the embodied carbon, i.e. CO₂ released in building the infrastructure and rolling stock, was also undertaken for EGIP. It should be noted that in 2014 assessment of embodied carbon emissions was at an early stage of methodological development. Embodied carbon emissions were estimated at 157,000 tonnes of CO₂.</p>	<p>The FBC identified that together with the Stirling Dunblane Alloa Rail Electrification (SDA) electrification, the project will contribute to a net reduction in CO₂ emissions from 2036 onwards.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by making connections between Scotland's two biggest cities better. The new rolling stock introduced as result of this project-improved journey times between the cities of Glasgow and Edinburgh and also provided an improved passenger experience.</p> <p>The new station at Edinburgh Gateway will also provide public transport access to new housing developments at Gogar by Edinburgh, thus contributing the theme of Building Resilient and Sustainable Places.</p>	<p>Strengthened connectivity between Edinburgh and Glasgow with a fastest journey time of 42 minutes.</p> <p>Seating capacity on the route increased by 26% following the introduction of 7 car trains and capacity increased further to 44% following the introduction of 8 car in December 2019 following completion of platform extension works at Queen Street station.</p> <p>Edinburgh Gateway Station provides effective linkage between rail network and Edinburgh Airport as well as surrounding area by connecting with Tram network.</p> <p>Electrification of Cumbernauld to Glasgow line has enabled new additional hourly services and new journey opportunities across the Glasgow North Suburban Electric network.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
Stirling Dunblane Alloa Rail Electrification (SDA)	<p>The introduction of the new electric services on the SDA routes has enabled cleaner lower emission electric trains. The related EGIP (Edinburgh Glasgow Improvement Programme) FBC identified an annual reduction, at 2019, of CO₂ emissions from the move from diesel to electric trains estimated at 2,000 tonnes, representing a 1% reduction in total emissions associated with passenger rail in Scotland, or a 0.003% reduction in total Scottish emissions. Embodied carbon emissions were estimated at 157,000 tonnes of CO₂.</p>	<p>The FBC identified that together with the Edinburgh Glasgow Improvement Programme (EGIP), the project will contribute to a net reduction in CO₂ emissions from 2036 onwards.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by making connections between Dunblane, Alloa, Stirling and Glasgow better. ScotRail advise that the electrification and the introduction of new class 385 trains has reduced Glasgow – Alloa journey times by five minutes and increased capacity by 3500 seats a day.</p> <p>By providing improved public transport connections, the project can be considered to be contributing towards the strategic outcome of Building Resilient and Sustainable Places.</p>	<p>Has delivered enhanced connectivity, faster journey times and more capacity on SDA routes. Enabled EGIP 42 minute fastest journey time and capacity objectives.</p> <p>Strengthened connectivity between lineside communities and Edinburgh and Glasgow delivering a reduction in journey times of up to 10 minutes and significantly increased capacity as well as more comfortable, efficient and reliable electric trains.</p>
Highland Main Line Phase 2	<p>The service changes and journey time improvements (if implement) facilitated by this project will encourage modal shift from private car to rail, especially for journeys within Perth – Inverness corridor.</p>	<p>By improving public transport options, the project supports the transition towards Net Zero Emissions and Environmental Sustainability.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by providing an opportunity for journey time reduction and service frequency increase</p>	<p>Improving public transport options thus strengthening connectivity between the Highlands and Central Belt. This completed phase (Phase 2) of Highland Main Line (HML) enhancements provided the infrastructure capacity for:</p> <ul style="list-style-type: none"> • an hourly service; • average journey times reduced by around 10 minutes; and • more efficient freight opportunities.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>between Inverness and Scotland's two biggest cities, Glasgow and Edinburgh.</p> <p>A contribution towards Building Resilient and Sustainable Places is made by the project, by the opening up of the opportunity for changes to service patterns. This in turn would allow better connectivity from intermediate stations between Perth and Inverness to the rail network.</p>	<p>It also provided the necessary capacity for potential improvements to the times of the first and last trains between Inverness and the Central Belt and to provide a better distribution of calls at stations between Perth and Inverness.</p>
<p>Reston and East Linton Rail Stations</p>	<p>The National Transport Strategy 2 (NTS2) was published in February 2020 and outlines the vision for Scotland's transport system over the next 20 years. One of the 4 priorities on NTS2 is taking climate action.</p> <p>The scheme encourages an increase in rail patronage within Reston, East Linton and the each of the surrounding areas and subsequently encourages more sustainable trip making. The project thus contributes towards Net Zero and Environmental Sustainability by enabling modal shift from road to rail.</p>	<p>The development supports the SPP (Scottish Planning Policy) overriding goal of achieving sustainable development by providing a high-quality rail connection to strategic locations such as Edinburgh (north) and Berwick-Upon-Tweed (south). This will contribute towards the policy of driving inclusive economic growth.</p> <p>Reston represents the most rural area within the Scottish Borders. The Scottish Index for Multiple Deprivation 2020 shows that nearby towns such as Eyemouth, Duns and Coldstream have small pockets of relative deprivation within their communities, which suggests that employment and further education opportunities for these communities are limited.</p>	<p>The project will be delivered by Network Rail, with BAM Nuttall as the main contractor. Both of these organisations employ graduate trainees and have extensive apprentice training programmes.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>The provision of a station at Reston would improve public transport access times to Edinburgh and open up work and study opportunities for the local population. This will subsequently enhance economic prosperity across Berwickshire and provide an impetus for community regeneration. Therefore, this new station has the potential to support Berwickshire in meeting the strategic priorities set out within NTS2.</p> <p>Each of the new stations will also facilitate new sustainable housing developments at East Linton and Reston, thus contributing the theme of Building Resilient and Sustainable Places.</p>	
East Kilbride Rail Enhancement	<p>The project aligns with Scotland's 2018-2032 Climate Change Plan update. It also takes climate action; helping to deliver the net-zero target, adapting to the effects of climate change and promoting greener, cleaner choices. Decarbonised corridors will help to deliver the net-zero target.</p>	<p>Delivering the East Kilbride project allows decarbonisation in the form of electrification on this region of the network, which will be enabled through the deployment of existing electric rolling stock.</p> <p>As well as delivering the full electrification of the East Kilbride corridor, the project will also deliver enhanced station facilities at East Kilbride and the construction of the new, relocated Hairmyres station with enhanced facilities, which will be transformational in providing a bus</p>	<p>To be confirmed following Network Rail's engagement with contractors.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		interchange, park and ride and active travel hub for passengers along this vital route. Step free access is to be provided at both these stations, and Giffnock station, enhancing accessibility for passengers.	
Levenmouth Rail project	<p>The project will contribute to the Transport Scotland's National Transport Strategy 2S target of a reduction in carbon emissions by 75% compared to the baseline by 2030 and decarbonisation by 2035, as well as towards net-zero greenhouse gas emissions by 2045.</p> <p>The project has the opportunity to encourage modal shift from private car to rail, especially for journeys within Levenmouth, contributing to reducing carbon emissions.</p>	<p>The project will provide opportunities to increase the sustainable mode share and support a reduction in carbon emissions.</p> <p>New opportunities for travel will be opened up to provide access to additional jobs, educational facilities and connectivity for leisure activities, accessibility and other local attractions.</p> <p>The project will also increase the attractiveness of Leven for increased economic activity and tourism through increased labour market participation and productivity uplift.</p>	<p>The reinstatement of Levenmouth Rail Line will provide the area with a major boost to economic sustainability and connectivity.</p> <p>It will deliver opportunities for local people - unlocking access to education, culture, entertainment and employment options, as well attracting new business and investment.</p> <p>This is further enhanced by the £10 million Levenmouth Reconnected Programme which seeks to maximise the economic and social opportunities presented by the new Levenmouth Rail Line.</p>
Dalcross Station	The project's outputs will enable airport passengers and employees to reach the airport via public transport with lower per capita CO ₂ emissions than by travelling to the airport by car.	<p>By providing a greener method for people to travel to Inverness Airport, the project will be helping to enable the transition to Net Zero Emissions and Environmental Sustainability.</p> <p>By helping to bring people to the</p>	<p>Network Rail and BAM, NR's principle contractor for the project, both employ graduate trainees and take on apprentices.</p> <p>Project will help bring people to Inverness Airport Business Park, driving inclusive</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>Inverness Airport Business Park, the project will be driving inclusive economic growth and boosting productivity and competitiveness.</p> <p>By providing a station for the nearby new town of Tornagrain, the project will be contributing to building resilient and sustainable places.</p>	economic growth and boosting productivity and competitiveness
Barrhead Rail Enhancement	<p>The project aligns with Scotland's 2018-2032 Climate Change Plan update. It also takes climate action; helping to deliver the net-zero target, adapting to the effects of climate change and promoting greener, cleaner choices. Decarbonised corridors will help to deliver the net-zero target. Achieving broader transport decarbonisation, through mode shift resulting from increased service frequency between Barrhead and Glasgow, will further help to deliver the net-zero target.</p>	<p>The scheme is going to deliver the following outcomes:</p> <ul style="list-style-type: none"> • Decarbonised railway on the Glasgow to Barrhead corridor. Delivery of Glasgow to Barrhead decarbonisation is the first stage of electrification on the GS&W freight trunk route. In addition, the electrification of the Glasgow to Barrhead corridor is required to: <ul style="list-style-type: none"> • Deliver on STPR2 commitments. • Act as a key enabler to the wider decarbonisation strategy. • Support East Kilbride route decarbonisation. • Enable interim decarbonisation to Kilmarnock via battery electric trains. • Greener, quieter, comfortable, reliable electric trains. 	To be confirmed following Network Rail's engagement with contractors

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<ul style="list-style-type: none"> • Increase in passenger capacity via the new Strathclyde Fleet (arrives 2026/27). • Enhanced accessibility opportunity across all stations. 	
CMAL - Two new 100 metre ferries	<p>This project aligns with Scotland's 2018-2032 Climate Change Plan Update. Contributing towards a reduction in carbon emissions by the use of Liquefied Natural Gas (LNG) and bunkering facilities at ports. LNG is a proven technology, utilised by maritime sectors in a number of other countries, including Norway. The LNG facility will be built in line with industry and safety requirements. LNG has a reduced GHG (Greenhouse Gas) emission compared to MGO (Marine Gas Oil) of c.20-25%.</p>	<p>The project is going to deliver the following:</p> <ul style="list-style-type: none"> • LNG has significant local air quality benefits with shore-powering providing for overnight powering of vessels, with significant local noise and air quality improvements for residents and crew. • Act as a key enabler of the wider net-zero vessel strategy. • Greener, quieter, reliable vessels on Scotland's ferry network. 	<p>These new ferries will improve the ferry service provision to island communities. It is anticipated these new ferries will boost economic sustainability through tourism.</p> <p>In addition, they will also maintain and enhance social and cultural wellbeing and the sustainability of these communities. This can also include direct access to jobs and access to services such as health and education.</p>

Health

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre</p>	<p>The targets for both Thermal and Electrical load for both new buildings have been set at a level which is lower per m2 than the buildings which they are replacing therefore this is a reduction and working towards net zero carbon.</p> <p>The buildings will be sourcing their heat for a Low Zero Carbon district heating scheme from the campus centrally in the form of a CHP (Combined Heat and Power).</p> <p>Flood risk assessment was undertaken and informed the design. The Board works towards aligning itself with all government legislation and adhering to the targets.</p>	<p>Improvements in Energy Performance and Carbon Reduction of the new facilities will support the delivery of national targets and the NHS Grampian's Carbon Management Plan.</p> <p>The priority of NHS Grampian to tackle health inequalities has been recognised in the development of this project for example: the use of technology to deliver services in local communities where possible; promoting home or community based treatment, and the creation of Community Maternity Units – in Aberdeen, Inverurie and Peterhead.</p>	<p>Community benefits recorded as achieved include:</p> <ul style="list-style-type: none"> • Number of new jobs supported by project on a Quarterly basis - 6; • Advanced Health and Safety Training - Principal Supply Chain Partners (PSCP) to deliver H&S training to advanced level - 20; • Meet The Buyer Events - Focus on Tier 2 supply chain - 2; • Apprenticeship in employment on project at any level (Existing Apprentices) - 8; • Apprenticeship Completions - whilst working on project - 1; • Graduate Employment - 5; • Employment Opportunities - minimum of 26 weeks and aimed at and filled by New Entrants - 6; • Work Experience Placements - 6; • School visits (primary and secondary) - presentation on careers and project - 102.
<p>NHS Highland - Redesign of Services for Skye, Lochalsh & South West Ross</p>	<p>The design of the new hospital predates the current Carbon Net Zero targets. However, the new facility is expected to achieve BREEAM (Building Research</p>	<p>Improved energy efficiency will support the drive to reduce carbon consumption and the site will deliver improved active</p>	<p>The following community benefits targets are now in place for the new hospital construction phase:</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<p>Establishment's Environmental Assessment Method) excellent and EPC B, which is a substantial improvement on current facilities.</p>	<p>travel infrastructure and will bring public transport virtually to the front door.</p> <p>The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern and dignified setting for patients which can accommodate new developments in technology.</p>	<ul style="list-style-type: none"> • 1 work placement completed – ongoing discussions with Inverness UHI for further placements; • 2 graduate roles completed (Graduate QS + Graduate Construction Manager); • The local M&E contractor working on both jobs is planning to start 4 new electrical apprentices; • 4 jobs advertised to date; • 5 community engagement activities with schools (further activities planned with Broadford Primary once restrictions allow).
<p>NHS Highland - Redesign of Services for Badenoch and Strathspey</p>	<p>The New Badenoch & Strathspey Community Hospital was already in construction when Net Carbon Zero target was announced but nevertheless delivers a significant improvement on current, dated facilities.</p> <p>The new hospital is expected to achieve BREEAM Excellent and EPC band B, which is a substantial improvement on performance of existing facilities.</p>	<p>Improved energy efficiency will support the drive to reduce carbon consumption and the site will deliver improved active travel infrastructure and brings public transport virtually to the front door.</p> <p>The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern and dignified setting for patients which can accommodate new developments in technology.</p> <p>Consolidating two inpatient facilities, a health centre and separate office facility into one building creates a more</p>	<p>The following community benefits targets are now in place for the new hospital construction phase:</p> <ul style="list-style-type: none"> • 1 work placement completed – ongoing discussions with Inverness UHI for further placements; • 1 graduate placement completed (Graduate Construction Manager); • The local M&E contractor working on both jobs is planning to start 4 new electrical apprentices; • 3 existing apprentices on site; • 3 jobs advertised to date; • 7 community engagement activities with schools, further education and/or community groups. (further activities

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		sustainable staffing model and provides better opportunities for staff to communicate between teams.	offered to Aviemore Primary once restrictions allow).
NHS Greater Glasgow and Clyde - Clydebank Health & Care Centre	Clydebank Health Centre will link into the Queens Quay District Heating system towards the end of 2022	Queens Quay is West Dunbartonshire Council's key regeneration project. Its aim is to provide a better environment for the people of Clydebank and importantly to attract new residents and families to a regenerated riverside location. The wider Queens Quay site has planning permission for mixed-use development comprising a predominantly residential development to the west with a mix of retail, commercial and leisure uses around the basin and a health quarter to the north of the basin.	The provision of local employment and training opportunities together with a significant contribution to the regeneration strategy set out for Queens Quay Regeneration Masterplan.
National Waiting Times Centre Board - Hospital Expansion Programme - Phase 2	Project delivered in line with current sustainability guidance, BREEAM 2018. Targets agreed with NSS / HFS (National Services Scotland / Healthcare Frameworks Scotland) as part of key stage reviews.	Zero carbon was not mandated when the project was being developed. The building will be energy efficient with energy targets agreed. Economic growth will be driven by use of local supply chain where appropriate - contractor has community benefit criteria to meet in this regard. Phase 2 of the Hospital Expansion Programme will increase capacity and provide better long-term service provision.	Project will provide opportunities on Employment, Skills & Training, Health Benefit Outcomes, Environmental issues, SME & 3rd Sector Involvement in line with our board policies Better Health Through Employment, Sustainability / Environmental and Procurement Strategy.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>NHS Grampian - National Treatment Centre</p>	<p>The targets for Thermal and Electrical load for each building have been set at a level which is lower per m² than the buildings which they are replacing therefore this is a reduction and working towards net zero carbon. Flood risk assessment was undertaken and informed the design</p> <p>The Board works towards aligning itself with all government legislation and adhering to the targets.</p>	<p>Improvements in Energy Performance and Carbon Reduction of the new facilities shall support meeting national targets and the NHS Grampian's Carbon Management Plan.</p> <p>The priority of NHS Grampian to tackle health inequalities has been recognised in the development of this project.</p>	<p>The development is of a significant scale and local jobs will be secured and new jobs provided as a result.</p>
<p>NHS Lothian - National Treatment Centre</p>	<p>The national and international context for Net Zero Carbon (NZC) buildings could not be clearer and the Board fully accept the challenge to design hospitals with NZC emissions over their lifetime embracing their construction, operation and eventual end of life and disassembly.</p> <p>Recognising that construction does carry a heavy price in carbon emission, the Board's aim is therefore to minimise operational and embodied energy and associated carbon emissions, which then minimises the cost of offsetting the associated carbon through zero carbon generation, zero carbon energy tariffs or recognised energy offsetting schemes.</p>	<p>The National Treatment Centre will have a significant positive impact on project stakeholders (NHS Lothian, Regional Boards, patients, staff and partners) and on the wider economy, environment and communities. The identification of benefits contributing to a socially inclusive, 'net zero carbon economy' is key in the decision making process.</p> <p>The Scottish Government's National Performance Framework has been used to provide a structure to the identification, incorporation and assessment of these wider economic benefits to demonstrate the benefit of the project to communities and economy of Lothian.</p>	<p>The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with Key Performance Indicators (KPIs) as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	All steps will be taken to ensure the facility is future proofed to accommodate early adoption of appropriate technology and infrastructure.		
NHS Lothian - Reprovision of Eye Services	<p>The national and international context for Net Zero Carbon (NZC) buildings could not be clearer and the Board fully accept the challenge to design hospitals with NZC emissions over their lifetime embracing their construction, operation and eventual end of life and disassembly.</p> <p>Recognising that construction does carry a heavy price in carbon emission, the Board's aim is therefore to minimise operational and embodied energy and associated carbon emissions, which then minimises the cost of offsetting the associated carbon through zero carbon generation, zero carbon energy tariffs or recognised energy offsetting schemes. All steps will be taken to ensure the facility is future proofed to accommodate early adoption of appropriate technology and infrastructure.</p>	<p>The Reprovision of Eye Services will have a significant positive impact on project stakeholders (NHS Lothian, Regional Boards, patients, staff and partners) and on the wider economy, environment and communities. The identification of benefits contributing to a socially inclusive, 'net zero carbon economy' is key in the decision making process.</p> <p>The Scottish Government's National Performance Framework has been used to provide a structure to the identification, incorporation and assessment of these wider economic benefits to demonstrate the benefit of the project to communities and economy of Lothian.</p>	The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.
NHS Highland – National Treatment Centre	The National Treatment Centre (NTC-H) will provide elective surgery to the population of the North of Scotland. This will reduce the number of journeys taken by patients and their families/carers from	Improved energy efficiency will support the drive to reduce carbon consumption, and the site will deliver improved active travel infrastructure and brings public transport virtually to the front door.	Providing a new National Treatment Centre in Inverness will contribute to recruitment and retention of staff within the Highlands.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<p>the North of Scotland to access services in the central belt.</p> <p>The NTC-H will provide an energy efficient building with a Building Management System, which supports effective management of the building.</p> <p>The site supports 'active travel' through provision of secure bicycle shelters and staff changing facilities.</p> <p>The site is designed to allow access for local bus companies, and a bus shelter is included on the Campus.</p> <p>There are Electric Vehicle charging points included for use by staff/patients/visitors.</p> <p>The NTC-H has been in construction since July 2020 when Net Carbon Zero targets was announced but nevertheless delivers a significant improvement on current, dated facilities.</p> <p>The NTC-H is targeting a BREEAM 'Very Good' rating, and this was agreed with HFS during the NHS Scotland Design Assessment Process.</p>	<p>The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern, and dignified setting for patients, which can accommodate new developments in technology.</p> <p>The NTC-H is located on the Inverness Campus. From the outset, the NTC-H project was developed in collaboration with local partners (Highland and Islands Enterprise (HIE) and University of Highlands and Islands (UHI)) to maximise opportunity for joint investment, innovation, and develop collaborative arrangements for training, education, research & development.</p> <p>This collaborative working aims to contribute to economic and social needs of rural and island areas through improving access for education and training, creating opportunity for research and development companies to work with clinicians and patients, and for the location of the NTC-H to support the aims and objectives of the Inverness Campus developed by HIE.</p>	<p>The construction project has contributed significantly to local business and in particular construction contractors and material suppliers.</p> <p>The contractor building the NTC-T are delivering on their Community Benefits obligations which include:</p> <ul style="list-style-type: none"> • Providing opportunities to support local civil engineering students at UHI. • Membership of the Inverness College Industry Advisor Board. • A 5-week virtual work experience for local secondary schools. • Engaging with local Youth Employment Services Group

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>The NTC-H provides healthcare staff with an opportunity to work with a 'best in class' target operating model within a modern, compliant, and technologically enabled environment which will provide an attractive proposition in recruiting and retaining staff, thus contributing to the sustainability of the Highland region.</p>	
<p>NHS Fife - Elective Orthopaedic Centre</p>	<p>Project delivered in line with current sustainability guidance - BREEAM 2018. Targets agreed with NSS / HFS (National Services Scotland / Healthcare Frameworks Scotland) as part of key stage reviews.</p>	<p>Zero Emissions and Environmental Sustainability: Zero carbon was not mandated when the project was being developed. The building will be energy efficient with energy targets agreed with NSS and HFS as part of the key stage review process. The building makes use of existing energy sources from the retained estate. A wider low carbon, sustainable masterplan for the retained estate will be pursued as part of the board's property and asset management strategy.</p> <p>Economic growth: In the short term, the project will support economic growth through construction activity in the local market supporting local supply chains and encouraging development opportunities for the young via schools and colleges. A community benefits register will help to deliver these aims. In the longer-term, the new centre with a third theatre and</p>	<p>In the short term, the project will support economic growth through construction activity in the local market supporting local supply chains and encouraging development opportunities for the young via schools and colleges. A community benefits register will help to deliver these aims. In the longer-term, the new centre with a third theatre and supporting outpatient and inpatient accommodation will help to drive job growth within orthopaedics.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>supporting outpatient and inpatient accommodation will help to drive job growth within orthopaedics.</p> <p>Resilient and sustainable places: the new centre is being created to rectify environmental issues with the existing facility and to provide sufficient capacity for the local people of Fife over the longer-term. The new facility may also offer opportunities for Regional partners to make use of any residual capacity providing more orthopaedic resilience within Scotland overall.</p>	
<p>NHS Forth Valley - National Treatment Centre</p>	<p>Will align to an existing hospital project agreement and tie into existing infrastructure. It is intended to invest NHS Board capital in the installation of Photovoltaic Panels on the roof of the new ward.</p> <p>The project will be delivered in line with target BREEAM rating to be agreed with NSS / Health Facilities Scotland.</p>	<p>Reducing Patient Waiting Times while also localising treatments.</p>	<p>As a modular building, manufacture will be offsite with enabling work and construction separately as well as car parking construction and amendments. Opportunities for local economic development are to be confirmed with the SPV (Special Purpose Vehicle) and contractors.</p>
<p>NHS Western Isles – Barra and Vatersay Community Campus</p>	<p>To be confirmed.</p>	<p>To be confirmed.</p>	<p>Community benefits targets are to be confirmed.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>NHS Greater Glasgow and Clyde - North East Hub</p>	<p>Glasgow City Council introduced a Gold Standard for Planning Applications in 2019 that similarly required net zero carbon developments. The design proposals for North East hub and accompanying cost plans have been developed to achieve this through rigorous examination of design, specification and construction proposals. The current design will offer a zero-carbon heating by utilising air source heat pumps and utilising electricity generated by photovoltaic panels and green electricity from the grid.</p> <p>The building fabric includes passivhaus principles of high air-tightness requirements and heat recovery from ventilation systems. Triple glazing is used throughout with a presumption towards using natural light and natural ventilation where possible.</p>	<p>The success of this investment in enabling service transformation for the benefit of the local community will be demonstrable through delivery of these opportunities and benefits whilst also becoming integral to further regeneration plans for the area, fostering inclusive carbon net zero economic growth, producing an even more resilient community who have a focus on “place making”, becoming a fairer and more equal society, and reducing poverty and inequalities</p>	<p>A community investment group has been set up to help develop the social value plan for the North East Hub project.</p> <p>Key outcomes to date include:</p> <ul style="list-style-type: none"> • 2 new start employment opportunities have been created on site. These were advertised via Jobs and Business Glasgow and the transitional employment programme was utilised. • Education programme launch November 2021, supporting 13 pupils through their Foundation Apprenticeship at SCQF level 4 in Construction. • Helping Hands Initiative Competition launched July 2021. • SME local business training, 2 events delivered during Q2 2021 to registered companies.
<p>NHS Lothian - Oncology Enabling Projects, Edinburgh Cancer Centre</p>	<p>The majority of the projects within the program are refurbishment projects with limited opportunity for implementation of the net zero carbon strategy.</p> <p>For the new build Linacc project the building has been design in line with the 'fabric first' approach achieving standards above Section 6 Building Regulations.</p>	<p>The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.</p>	<p>The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	Mechanical and Electrical proposals have incorporated energy efficient building services design features.		
NHS Ayrshire & Arran - National Secure Adolescent inpatient Service	Foxgrove has been designed to meet Section 6 of the current Scottish Building Regulations, including utilising the "hotbox" of existing boilers to provide a district heating system for Foxgrove. This is classed as an innovative way to reuse waste energy from the existing boilers.	Recycled Waste (% Target to be set). Reduced Waste to Landfill (% of re-use inert material, Target to be set). Carbon Reduction (Car sharing scheme, training and awareness workshops to building users on efficient use of building, deliver cycling proficiency training).	<ul style="list-style-type: none"> • Works Awarded by Value (5% of works awarded to SMEs by value). • Work Awarded by Tendering Opportunities to SMEs (20%). • Supplier Development e.g. Number of seminars (winning work, value management, risk management, PQQ bidding, Health and Safety, environmental stewardship etc). • 1 Meet the Buyers Day. • 15 Training sessions provided to SMEs e.g. Number of seminars (leadership, supervisor, Health and Safety, presentation, BIM, bid training etc).
NHS Tayside - Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block	Energy efficient lighting to all new areas covered by the project and the area has been designed to the Scottish Technical Standards in terms of U-values and Air Leakage.	Project incorporates the following within the design (a) Transformers that incorporate amorphous core technology. The Wilson e3 transformers proposed have the lowest combined losses that meet EU Eco-Design requirements (b) Replacement of the existing 50-year-old generator with modern efficient machines (c) Sedum ('Living') roof – Slows down water going to drain and absorbs CO ₂ . (d) SUDS – Installed over part of the site adjacent to the new generator building.	There a number of community benefits created through this project such as New Employment Opportunity, apprentices, work experience opportunities and local charity fundraisers.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>The Principle Supply Chain Partner (PSCP) has a significant number of SME contractors from the local geographical area throughout the duration of the project. 'PSCP' has provided a number of their own staff for volunteering days to upgrade an existing hospital courtyard for future use by patients and staff.</p> <p>Project is upgrading in part the 50-year-old HV Network along with N+1 resilience providing 100% back up of all electrical services within the zone via the installation of 2 no. 1MVA generators.</p>	
<p>NHS Tayside - Children's Theatre Suite Project including the Multi Storey Plant Room</p>	<p>Area being refurbished was originally constructed in the 1970's. All demolition materials were segregated to allow recycling. Area has been brought up to 2020 Technical Standards levels in terms of u-values, air leakage, LED lighting, environmental controls, energy management, etc. New facility is connected into hospital main heating system, which is now complemented, by Combined heat and power (CHP) infrastructure.</p>	<p>Heating and hot water is via a hospital wide CHP infrastructure. New facility is connected into the new Ninewells Electrical Zone Infrastructure to provide high levels of electrical resilience. All areas of the new facility have been designed to encourage digital connectivity either by patients, or by staff. Flood wired with hard wiring and wireless technology.</p>	<p>There is a number of community benefits created through this project such as New Employment Opportunity, apprentices, work experience opportunities and local charity fundraisers.</p> <p>The 'Oor Wullie' sculpture trail was highly successful in both raising funds and also encouraging the people of Tayside to get out and about exploring the local environment to see all the different sculptural pieces. Principle Supply Chain Partner (PSCP) 'Meet the Buyer' events held. PSCP has a significant number of SME contractors from the local geographical area throughout the duration</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
			of the project. PSCP has also provided a number of their own staff for volunteering days to upgrade an existing hospital courtyard for future use by patients and staff.

Further Education

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>Dunfermline Learning Campus (College element)</p>	<p>Fife College is continuing to progress up to Decision Point 4: Pre-construction assessment (signature & financial close) recognising this will be to deliver the proposed Hybrid plus low carbon solution to enable the College to achieve net zero emissions. This would allow the college DLC (Dunfermline Learning Campus) to be designed and built to be equivalent of Passivhaus standard and also keep the project on the path to being net zero by 2030.</p> <p>Adopting the Hybrid plus solution will enable the College to implement a range of energy saving measures, in particular to the building elements during construction, which would otherwise be unavailable once the building is completed and in-use. The college DLC project aims to be an exemplar building for the college sector in Scotland and beyond, setting the standard for future college developments.</p> <p>By progressing with the Hybrid plus design, it will deliver a highly energy efficient building with low embodied carbon which will enable the College to:</p>	<p>Transition to a Net Zero Economy and Environmental Sustainability: Fife College is a pathfinder project for SG's Net Zero Public Sector Building Standard (NZPSB Standard). The College has followed through and produced a Hybrid plus solution (as described under climate change column).</p> <p>Driving inclusive Economic Growth: The new college campus provides a modern learning facility that is located in the centre of an area that is the fastest population growth in Scotland. The new campus will significantly enhance the degree of collaboration between senior phase school and the College, particularly through the implementation of Learner Pathways which will be delivered jointly by the schools and College, and supported by external stakeholders e.g. Skills Development Scotland (SDS), NHS Fife. It will also provide a step change to increase opportunities for employer and industry engagement through spaces offering more flexible, blended and on-line delivery.</p> <p>The planned digitalisation and innovation spaces will support engagement</p>	<p>The new Fife College campus will contribute to the economy of the Region as a whole by:</p> <ul style="list-style-type: none"> • ensuring College is capable of responding to the changing demographics of the region; • providing education and training required at the SCQF levels identified by labour market intelligence as the ones most likely to be in demand for future jobs; • supporting all of the region's key employment sectors; and • providing the region with a platform to greatly enhance its capacity to deliver innovation and product development in key areas, including health and care and STEM (science, technology, engineering and mathematics). <p>The College has adopted the Scottish Futures Trust's TOMs (Themes, Outcomes and Measures) for managing and delivering social and economic value through the project and they expect to deliver benefits in excess of £15 million.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
	<ul style="list-style-type: none"> • achieve their net zero emissions target for the campus by 2030; • deliver operational costs of circa 36% less than that being experienced on recently completed college projects and over 32% better than a design to meet current legislation; • allows the College to deliver on the Scottish Government's Heat in Buildings strategy by delivering next zero heat at the Campus by 2030; • delivers upon the Government targets for 2045, setting a sector exemplar model for embodied and operational energy, and deploy; and • an all-electric solution adopted will allow the College to take advantage of green energy and avoid the inevitable increased operational costs that gas fuelled buildings will face in the future. 	<p>activities, knowledge transfer and curriculum alignment with industry needs. The new campus will further enhance the College's ability to engage with university partners in both teaching, innovation and knowledge exchange. In short it will provide Fife College with a transformative and future proofed Place of Lifelong Learning'.</p> <p>Building Resilient and sustainable places: The FBC is for a new campus for West Fife, as part of the wider DLC campus development, working in partnership with Fife Council. The new state-of-the-art campus has been planned to deliver against the needs of the local community and priority national skills needs and will include:</p> <ul style="list-style-type: none"> • Industry-standard workshops for engineering and construction; • Centres of excellence for engineering, construction, the built environment and sport; • A university hub, allowing learners to study to degree level with a range of university partners on campus; • Conference facilities, enabling the College to engage with national, regional and local businesses and provide catered conferencing events; 	

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<ul style="list-style-type: none"> • An innovation and events hub, to cater for College, industry and community events; • A multi-court sports pavilion, allowing the College to expand and diversify provision in sport and wellbeing for students and the local community; and • Year-round outdoor learning spaces throughout the campus to be accessible and used by students and locals alike. 	

Justice

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>HMP Highland</p>	<p>The Scottish Prison Service (SPS) will actively monitor the environmental and greenhouse gas emissions impact of the new facility. Measures are planned for the next design stage to further align HMP Highland with SG Net Zero emissions.</p>	<p>SPS is working with the contractor and their design team to develop the design of the new facility to incorporate energy reducing measures, utilising a range of available low carbon energy sources and to facilitate future substitution with zero carbon energy sources.</p> <p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families. To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p> <p>The replacement of the current HMP Inverness will expand the provision of custodial services available within the local community and reduce reliance on accommodation in other locations (principally Central Belt).</p>	<p>SPS has met with Highland Council and Highland Third Sector Interface. The Invitation to Tender (ITT) documents were issued in April 2021. Targets were set at Band 9 (£50m-£60m) of the CITB/NSA 'Client Based Approach' Contractor and Developer Guidance (13.3 - New Prison) and the following were included as bidder requirements:</p> <ul style="list-style-type: none"> • requested that Contractor and Tier One subcontractor commit to paying Scottish Living Wage; • to identify where they intend to utilise SMEs within their supply chain; • to include involvement of supported businesses in design and construction of HMP Highland; • the involvement of social enterprises in delivery of work; • the involvement of third sector organisations as part of, or to support, service delivery; and • to identify the location of its supply chain and the merit of utilising suppliers, where possible within the vicinity of Inverness.

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
National Facility for Women Offenders	<p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p> <p>The design of the new facility incorporates low carbon energy sources (ground source heating and PV (photovoltaic) arrays) and energy use reduction measures</p>	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families. To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p> <p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p>	<p>Following the lifting of the lockdown restrictions, SPS in conjunction with Morrison Construction, have sought to re-engage the community benefits where possible, given the current restrictions due to social distancing etc. Morrison Construction Community Benefits Team continues to liaise with SPS on a monthly basis to discuss the qualification pathways to employment programme in partnership with Wise Group to facilitate the Women of Cornton Vale into employment.</p>
Community Custodial Unit D - Dundee	<p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p> <p>The design of the new facility incorporates low carbon energy sources (PV (photovoltaic) arrays) and energy use reduction measures.</p>	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families.</p> <p>To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such</p>	<p>Due to COVID-19 pandemic, there has been limited community engagement by the contractor throughout duration of construction. However, one aspect of project, which has been subject to continued community engagement, is the community art installation project.</p> <p>They have also been involved in supplying a new water tap for the local community garden and have recently been engaging with education sectors</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>services are being developed within SPS's Digital Strategy.</p> <p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p>	<p>regarding work experience and placement opportunities.</p>
<p>Community Custodial Unit E - Lillas Centre, Maryhill</p>	<p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p> <p>The design of the new facility incorporates low carbon energy sources (PV (photovoltaic) arrays) and energy use reduction measures.</p>	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families.</p> <p>To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p> <p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p>	<p>The Contractor has prepared a community engagement programme.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
HMP Barlinnie Programme of Works	HMP Barlinnie Programme of Works primarily consists of internal fit out works. Nothing to report for this section.	<p>This programme enhances the care available and experience of those in custody within Barlinnie and reduces the issues experienced in Barlinnie due to the ageing infrastructure while its replacement, HMP Glasgow, is developed.</p> <p>The investment is targeted at improvements in healthcare provision and reception processes that can have a major impact on a person's initial contact with a custodial environment and subsequent engagement.</p>	<p>The appointed contractor has engaged with Families Outside (a National charity working with families of those in custody) to provide training in software packages for those that they work with.</p> <p>During Scotland Apprenticeship Week in March 2021, the contractor worked with Developing the Young Workforce and Skills Development Scotland promoting apprenticeships in construction and during Women in Construction Week promoted careers in construction for women and engaged with Job Centre Plus with on-line events.</p>

Rural and Environment

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>RBGE - Edinburgh Biomes</p>	<p>A core benefit of the programme will be that building and energy systems will contribute to meeting the Scottish Government targets for emissions by reduction of carbon emissions of 17% over the asset life cycle.</p>	<p>The programme will protect and enrich the National Botanical Collections, which are important for global plant conservation and maintaining the discovery science required to better understand and improve sustainability and help tackle the Biodiversity Crisis and Climate Emergency.</p> <p>The RBGE Biomes will provide world-class displays and facilities that are key in supporting the public's understanding of the need to respond to the Biodiversity Crisis and Climate Emergency and raising associated national and international reputation.</p> <p>The outcomes will deliver economic, circular economy and societal benefit by reducing RBGE's carbon footprint and leading on carbon management and environmental public engagement projects arising from Edinburgh Biomes to encourage wider behaviour change.</p> <p>Programme will provide fit-for-purpose facilities to ensure that RBGE and Scotland continues to deliver world leading, innovative and high impact plant</p>	<p>The project is forecast to make a significant contribution to Scotland's green recovery. The total economic benefit of the project construction is estimated at £150 million. It will also support the growth of regional businesses, with over £50 million to be spent in local supply chain through contracts.</p> <p>Forecast to create over green 100 jobs per annum, throughout construction, and support sector and locality-based employment, and skills development in collaboration with partners.</p> <p>Planned provision of wider employment opportunities including apprenticeships, internships, S5 and S6 school release and career placements to kick start green/urban upskilling and all associated community benefits for the duration of the project and beyond.</p>

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
		<p>and conservation research. - Facilities will deliver a legislatively compliant and future adaptive Plant Health Suite (PHS) that enhances and accelerates research into current and near threat plant pests and pathogens and achieves the highest possible standards of biosecurity for Scotland.</p> <p>A revitalised visitor experience, increasing the diversity, number and experience of community, educational, family, and individual users through improved interpretation and more inclusive facilities.</p> <p>Building and energy systems that will contribute to meeting the Scottish Government targets for emissions by reduction of carbon emissions of 17% over the asset life cycle. Forecast to reduce annual energy consumption costs by £250k per annum.</p>	

Annex C: Infrastructure Investment Plan 2021-22 to 2025-26 - Programme Pipeline update

This pipeline provides information relating to key major infrastructure programmes with an investment of £20 million or more included at Annex D of the Scottish Government's Infrastructure Investment Plan that was published in February 2021, as well as other ongoing key major infrastructure programmes included within previous updates.

All planned dates going forward will be subject to the impact of the ongoing coronavirus (COVID-19) situation.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
TRANSPORT	A9 Dual carriageway	Phased improvements to the existing A9 Perth to Inverness.	£3 billion	<p>First three phases of programme capital funded.</p> <p>A range of financing options to be considered during subsequent stages of design and assessment.</p>	<p>Preparatory and construction work underway with phased programme of schemes as they emerge from statutory process over period to 2025.</p>	<p>Design is nearing completion (for eight of nine sections), delivery is underway and we are finalising the assessment of options to determine the most efficient delivery model for the remainder of the programme.</p> <p>The second stretch to be dualled between Luncarty and Birnam opened to traffic on 28 August 2021 with overall completion anticipated in winter 2021.</p> <p>The next section to be constructed is between Tomatin and Moy. The start of procurement for the £115 million construction contract commenced with the publication of the Contract notice on 19 August 2021. This is expected to be awarded in the second half of 2022.</p> <p>At the same time, design work is also progressing well with the statutory process well underway for seven of the remaining eight schemes.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>In addition to Tomatin to Moy, made orders for two adjoining schemes, Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore were published on 30 July 2021. An additional two schemes: Tay Crossing to Ballinluig and Pitlochry to Killiecrankie are due to be published in the coming weeks.</p> <p>We also expect a decision by Ministers on Public Local Inquiry Reports for a further three schemes shortly. Subject to positive decisions, this would pave the way for completing the statutory processes for approximately 92% of the programme.</p>
TRANSPORT	A96 Dual carriageway	Phased improvements to the existing A96 from Inverness to Aberdeen (including the Nairn Bypass).	£3 billion	A range of financing options to be considered during subsequent stages of design and assessment.	<p>The Scottish Government is committed to improving the A96 between Inverness and Aberdeen and will take forward a transport enhancements programme on the corridor.</p> <p>Delivery of any section of the dualling</p>	<p>On the Inverness to Nairn (including Nairn Bypass) section following consideration of the Public Local Inquiry Reporters' Report, Scottish Ministers have decided to make the Orders for the scheme with Decision letters issued on 19 February 2021.</p> <p>Route option assessment work on the section between Hardmuir and east of Fochabers has been completed with a preferred option announced at a series of public exhibitions held in December 2018. Route option assessment work on the section between east of Huntly and Aberdeen is now complete and the preferred option was announced at a virtual exhibition on 21 December 2020.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
					programme can only commence if it is approved under the relevant statutory procedures and thereafter a timetable for its progress can be set.	As part of the Co-operation Agreement with the Scottish Green Party, concluded on 30 August 2021, the Scottish Government will take forward a transport enhancements programme on the corridor that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues. The current plan is to fully dual the A96 route between Inverness and Aberdeen, however, it has been agreed to conduct a transparent evidence-based review of the programme which will report by the end of 2022.
TRANSPORT	A82 Tarbet to Inverarnan	Improvements to the 17 km route between Tarbet and Inverarnan adjacent to the west bank of Loch Lomond.	£250 million-£500 million Range will be narrowed as the project develops.	Capital Funded	Delivery of the scheme can only commence when it is approved under the statutory procedures and thereafter a timetable for construction can be set.	Detailed development and assessment of the preferred option for the section of the A82 between Tarbet and Inverarnan is being informed by an enhanced understanding of the specific complexities of improving this iconic route. Detailed consideration of mitigating disruption to all road users during construction is being informed through on-going engagement with key stakeholders.
TRANSPORT	Glasgow Subway Modernisation	Major modernisation includes a	Scottish Government contribution of	Grant funding contribution	Modernisation will support the future of	The COVID-19 pandemic has had an impact on the modernisation programme with all site works initially stood down. The

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		smartcard ticketing system linked to wider integrated ticketing; new rolling stock and signalling; refurbished stations with improved accessibility including replacing escalators.	up to £246 million to Strathclyde Partnership for Transport (SPT) towards estimated total project cost £287.5 million.	up to period 2024-25.	the Subway, linking it to other transport modes across the City of Glasgow, including the Interchanges at Govan and Partick and contribute to the regeneration of the City.	<p>restrictions on international travel during much of the pandemic has also impacted, with equipment factory testing and installation activity being delayed or prolonged. However, the first three trains are in Glasgow and off-line train testing is nearing completion, with mainline (tunnel) testing now in the final stages of planning. The remaining trains are now in production.</p> <p>As well as completion of the Stabling Shed extension, and the ongoing technical fit-out of the new Operational Control Centre, Strathclyde Partnership for Transport has worked with the delivery Joint Venture to develop a modified technical programme, which has required some additional physical work on existing signalling. This will see the new trains initially operating on the existing signalling system (rather than having to install the entire new signalling system before the new fleet can run). This should mean the new fleet will start to enter customer service earlier than would currently be the case.</p>
TRANSPORT	Active Freeways	High quality arterial active travel, providing sustainable transport infrastructure	£50 million	To be determined	For delivery of projects on the ground in 2025-26 (Scheme design and	Progress on Active Freeways concept is being undertaken with the second Strategic Transport Projects Review, which is scheduled to be published for statutory consultation in Winter 2021-22.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		between settlements and major trip attractors.			development during 2021-22 to 2024-25).	
TRANSPORT	Future Transport Fund – capital to support a range of low and zero carbon investment	Grants and investments to support a range of low and zero carbon transport initiatives such as: electric vehicle charging and hydrogen infrastructure; fleet transformation; Innovation and Sector Transition Initiative; Freight Facilities Grant; Strategic Timber Transport Scheme.	£287 million	Grant funding	2021-22 to 2025-26	<p>A further £11 million committed to infrastructure transition creating greater access to EV charging facilities. Utilising new evidence and data to support ongoing engagement with public bodies to deliver fleet rationalisation and decarbonisation, investing £9 million in decarbonisation of public body fleets this financial year.</p> <p>Investing £9.5 million in innovation and supply chain projects, amongst others, working in partnership with the University of St Andrews, Scottish Enterprise and Michelin Scotland Innovation Parc to deliver drivetrain testing facility. Building and equipment specifications completed. Procurement underway with a view to LOCATE opening in the summer of 2023.</p> <p>Driving the Electric Revolution Scotland (DERS) Industrialisation Centre - Working in partnership with the Strathclyde University to create electrification an innovation centre. Industry engagement for equipment and building specifications has now been completed. DERS is set to open in 2022.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>Working with Scottish Enterprise, Scottish Development International and SG to develop a Battery Technology Investment prospectus to ensure a Team Scotland approach to maximising inward investment opportunities during and post COP26.</p> <p>Working with Tayside Region on multiple Hydrogen related projects amongst others support for Hydrogen Accelerator to develop of a Hydrogen double decker bus to test and demonstrate hydrogen technology working with Michelin Scotland Innovation Parc and Arcola Energy.</p>
TRANSPORT	Future Transport Fund – Bus Priority Investment	Investment in bus priority infrastructure to tackle the negative impacts of congestion on bus services and raise bus usage.	£505 million	Grant funding	2021-22 to 2025-26	The first awards of up to £23.6 million have been made from the Bus Partnership Fund. The eight partnerships awarded funding in the first round include 27 local authorities across Scotland.
TRANSPORT	Support for zero-emission bus fleet transition	Supports the transition to zero-emission buses and will be co-designed with Bus Decarbonisation Taskforce.	£120 million	Grant funding	2021-22 to 2025-26	Phase 1 of the Zero Emission Bus Challenge Fund, worth £50 million, is open for bids until 4 November 2021. The Challenge Fund aims to support the pathway to zero emission buses designed by the Bus Decarbonisation Taskforce.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
TRANSPORT	Rail Decarbonisation Action Plan	<p>Initial Decarbonisation projects subject to STPR Phase 2 alignment (not exhaustive):</p> <ul style="list-style-type: none"> - Aberdeen to Central Belt Electrification. -Traction Power – Feeder stations to support Electrification. - Levenmouth Electrification - Fife Phase 1 & 2 - East Kilbride 	£1.17 billion	Grant Funding	<p>2021-22 to 2025-26 for initial projects.</p> <p>Full programme is around 15 years.</p>	<p>We will decarbonise Scotland's passenger rail services by 2035, ahead of the UK's target of 2040.</p> <p>1) Continued development of rail decarbonisation strategy and delivery of initial projects, ensuring alignment with STPR2 phase 1, National Transport Strategy, Capital Spending Review and wider SG Policy</p> <p>2) Alignment of decarbonisation projects with STPR 2, Phase 2 currently underway</p>
TRANSPORT	Skye Triangle Infrastructure Programme	<p>Infrastructure improvement work at the following ports: Uig (Skye), Tarbert (Harris) and Lochmaddy (North Uist)</p>	£95 million	Capital Funding / Grant Funding	<p>Estimated completion dates:</p> <ul style="list-style-type: none"> - Tarbert: Autumn 2021 (civil works) Winter 2022-23 (landside) 	<ul style="list-style-type: none"> - Tarbert – marine construction contract awarded in September 2019. Works were temporarily suspended due to COVID-19. Re-mobilisation of works commenced on site on 29 June 2020 with completion expected at end November 2021. - Tarbert - Landside infrastructure works

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
					terminal building) - Lochmaddy: February 2023 - Uig: July 2023.	Tenders to be issued mid/late September 2021. Contract award November 2021 and completion by January 2023 (12 month build). - Lochmaddy - Previous contract award with LM & Keating was terminated by Comhairle nan Eilean Siar (Western Isles Council) on 4 November 2020. Second procurement / tender stage completed and tender bids received September 2021. Bid evaluation currently being undertaken by council. Increased project cost is due to current market conditions resultant from increase in costs re materials/steel/labour and restrictive supply chains. - Uig construction project - contract award August 2021 with mobilisation of marine & landside works expected October / November 2021 with delivery of project by July 2023.
TRANSPORT	Rail Major Project Enhancements	Funds Pipeline of Rail Infrastructure projects to enhance Scotland's Railway. Initial Non - Decarbonisation projects subject to STPR Phase 2	£453 million	Grant Funding	Various projects durations	1) development of projects portfolio continuing with East Kilbride to OBC and successfully through Investment Decision Making (IDM) in September 2021, approval via delegated authority for Dalcross station and completion of Queen Street station redevelopment.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>alignment (not exhaustive):</p> <ul style="list-style-type: none"> - Aberdeen to Central Belt (Journey Time Improvements). - Access for All schemes - Far north Line - Freight Gauging - Stations (New & Upgrades) - Levenmouth – Reconnection Project 				<p>2) Financial reviews undertaken to align project progress with budget requirements</p> <p>3) Further development of collaborative working procedures (Team Scotland) delivered</p> <p>4) Alignment of Rail Major Project Enhancements (non-decarb) projects with STPR 2, Phase 2 currently underway.</p>
TRANSPORT	CMAL – Voted Loans – net vessel investment	<p>Provides for loans to Caledonian Maritime Assets Ltd (CMAL) for procurement of vessels.</p> <p>Proposals cover: Islay, Gourock-</p>	£281 million	Voted Loans	2021-22 to 2025-26	<p>Engagement between Transport Scotland and CMAL is ongoing via working groups, including CalMac and Serco NorthLink as ferry operators.</p> <p>CMAL issued Invitation to Tender documents to four shipyards for production of two new major vessels for Islay routes in September 2021. Costs are expected to be around £100 million and a contract could be</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		Dunoon/Kilcreggan, Small Vessel Replacement Programme, Oban-Craignure, Mallaig-Lochboisdale, Northern Isles freighters				<p>signed around March 2022, subject to receipt of acceptable bids.</p> <p>Design consultants have been appointed to progress the Small Vessel Replacement Programme. This will result in up to 7 new vessels serving communities across Scotland within the next five years.</p> <p>Consideration continues to be given to bringing additional vessels in to the CMAL fleet for deployment on the Hebrides ferry service (CHFS) and Northern Isles ferry service. (NIFS) networks through potential purchase of second hand vessels.</p>
TRANSPORT	Piers and Harbours Grants	<p>Provides grants to fund port operators (other than local authorities) for improvement to piers and harbours, particularly to support ferry services to and from Scotland's islands.</p> <p>Includes project such as Ardrossan,</p>	<p>£306 million</p> <p>(this figure includes Skye Triangle as stated above)</p>	<p>Capital Funding / Grant Funding as per GBER Article 56(b) regulations which dictate what funding intervention rate is applied.</p>	<p>2021-22 to 2025-26</p>	<p>Engagement between Transport Scotland and projects leads, such as Peel Ports / North Ayrshire Council and CMAL is ongoing via working groups, including CalMac as ferry operator.</p> <p>Ardrossan – work continues on the landside infrastructure including the Passenger Access System (PAS) and Liquefied natural gas (LNG) work-streams. Discussions on commercial arrangements between Transport Scotland and Peel Ports Group continue.</p> <p>Troon – fender works have commenced to support the ferry service when it operates</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		Skye Triangle and Gourock Harbour, proposed projects at Lochboisdale, Armadale and Kennacraig, and an Oban Masterplan.				temporarily out of the port during the Ardrossan construction period. Gourock - Public engagement on Gourock harbour (Landside) is currently live and concludes on 1 October 2021. Other pipeline projects are at early stages of development.
TRANSPORT	Highlands and Islands Airports Ltd Air Traffic Control Services	Programme to address current and future operational and regulatory challenges by modernising air traffic control, improving service resilience and air traffic provision through the introduction of surveillance at six HIAL airfields controlled from a Combined Surveillance Centre. The aim of programme is to	£34.7 million	Capital Grant Funding	Full operational date is estimated to be June 2027.	Tender exercises for different elements of the project, including the Remote Tower solution are ongoing. Discussions with Prospect Union continuing on the People aspect of the project, including the development of a Relocation Policy and a Commuting Policy.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		safeguard future connectivity and lifeline services for island and remote communities.				
TRANSPORT	Road Adaptations Fund	Trunk Road Minor Improvement Schemes to address the impacts of climate change, improve network efficiency, safety and resilience contributing to a low carbon economy.	£60 million	Capital funded	2022-23 to 2025-26	Budget has been allocated from 2022-23 and will be utilised accordingly in due course.
HEALTH	National Treatment Centres	<p>New Diagnostic and Treatment Centres to allow people to be treated more quickly for planned surgery.</p> <p>The programme will encompass the provision of additional elective capacity across 9</p>	£570 million	Capital funded	Delivery of all units is expected to be completed in 2026.	<p>Building work has completed on the Golden Jubilee National Hospital's Ophthalmology Unit Development and unit became operational in November 2020.</p> <p>Full Business Case (FBC) for NHS Highland North of Scotland Elective Care has been approved. Enabling work commenced in July 2020 with main works commencing in January 2021.</p> <p>Main construction works have started at the Golden Jubilee National Hospital's Phase 2</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>Health Boards (on 11 sites) to cover the all-Scotland requirement out to 2035. This will require new build as well as refurbishment of existing infrastructure.</p>				<p>Elective Expansion. Construction is expected to be completed in quarter 4 of 2022-23 with operations beginning on a phased basis up to end of March 2023.</p> <p>Outline Business Case (OBC) for the Short Stay Elective Centre in St John's Hospital in Livingston is approved and NHS Lothian are in the process of developing their FBC.</p> <p>Work on the FBC for the NHS Grampian Elective Care has been paused pending the outcome of a clinically led review of the scope of the project. Revised dates for the project plan will be confirmed following completion of this review.</p> <p>NHS Tayside Elective Care OBC expected to be submitted for review in April 2022.</p> <p>Main works on NHS Fife Elective Centre began on 1 March 2021 and are expected to be completed by quarter 3 2022-23.</p> <p>The project to increase Elective Care capacity in NHS Forth Valley is scheduled to be completed by end of 2022.</p> <p>Three additional projects have been added to the overall programme:</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>NHS Lothian's Ophthalmology Services OBC has been approved and NHS Lothian is in the process of developing a FBC.</p> <p>NHS Ayrshire and Arran is working on the development of an Initial Agreement (IA) for their National Treatment Centre project.</p> <p>A National Treatment Centre is at the early stage of planning in NHS Lanarkshire.</p>
HEALTH	eHealth	Development of the NearMe digital healthcare service, Attend Anywhere and various other programmes.	£25 million	Capital Funded	2021-22 to 2025-26	<p>Near Me continues to provide an additional option in how people access appointments. Much of the focus is on winter plan commitments including supporting Redesign of Urgent Care. Social Care and wider rollout well underway. Follow up engagement with Boards identified to support increased use in Health.</p> <p>Attend Anywhere have developed a group consultation platform within Near Me. This will soon undergo testing with clinicians and patients before broader release. This testing will commence in November 2021. Testing with Microsoft Teams is ongoing.</p> <p>Social Security have planned national roll out of Near Me for child disability payments commencing end of November 2021. Adult disability payment pilot to commence in March 2022.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
SCHOOLS	Learning Estate Investment Programme	<p>The programme will benefit around 50,000 pupils across Scotland.</p> <p>The programme will see more schools that are low emission, digitally enabled and better connected to their local communities.</p>	<p>£2 billion of infrastructure investment will be enabled.</p> <p>(£1 billion from the Scottish Government with rest from Local Authorities)</p>	50/50 split between Scottish Government and local authorities	All projects will be announced and funding allocated by 2026.	<p>The first phase of school projects to benefit from funding through the Learning Estate Investment Programme (LEIP) was announced in September 2019. A second phase was announced in December 2020. Details of the schools can be found at Learning Estate Investment Programme</p> <p>The first LEIP projects started construction during the summer of 2021.</p> <p>Scottish Government officials continue to work with local authorities regarding which priority projects may be suitable for Scottish Government support within future phases of the programme. Options for a third phase are being prepared and these will be considered by Ministers.</p>
HOUSING	Affordable Housing	<p>The delivery of 50,000 affordable homes over the five years of the current Parliament (2016-2021).</p> <p>Working with local authorities, housing associations and private developers, we are committed to investment and</p>	Over £3.5 billion	Capital funding committed from Scottish Government for the five years to 2021.	Delivery was targeted for the end of the last Parliamentary period.	<p>Over the period 1 April 2016 to 30 June 2021, a total of 42,948 affordable homes have been delivered towards the 50,000 affordable homes target. This includes 29,073 for social rent, 5,283 for affordable rent and 8,592 for affordable home ownership.</p> <p>We were on track to hit our target of delivering 50,000 affordable homes over the last Parliament before the pandemic required construction to be paused followed by a phased return.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		ensuring best value in order to maximise the number of affordable homes that can be delivered from available resources.				<p>The impact of that is now being compounded by the current difficulties being faced globally, with the rising cost of materials and shortages in supplies and labour.</p> <p>The delivery of the remaining homes will therefore be dependent on the speed at which homes can be completed during the continuing COVID-19 challenges and as availability of materials and skilled labour allow.</p>
HOUSING	Affordable Housing Supply Programme	Delivering more affordable and social homes, helping to create great places, and continuing to ensure the right types of homes in the right places to support Local Housing Strategies and regional development priorities.	£5.8 billion of which £3.44 billion is SG capital grant towards delivery of affordable homes, with the remainder being an investment contribution by delivery partners.	Capital funding committed from Scottish Government for five years to 2025-26 as well as borrowing by local authorities and registered social landlords.	2021-22 to 2025-26	<p>Once the previous 50,000 affordable homes target has been delivered we will work towards delivering 110,000 affordable homes by 2032 with 70% of these homes for social rent and 10% in remote, rural and island areas.</p> <p>We are co-ordinating social and affordable housing investment with other essential infrastructure investment to increase opportunity for private investment in place initiatives that are key to business and regional growth.</p> <p>We are also continuing to engage with the Scottish National Investment Bank, working closely with the housing sector to bring forward investment proposals and</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		Delivery of the Housing to 2040 strategy Vision and aims.		Housing Capital budget, private sector investment and potentially, the Scottish National Investment Bank.	2021-2040	<p>maximise the role the Bank can play in the delivery of the Housing to 2040 Vision.</p> <p>We will continue to support the building of homes for private rent, with a focus on maximising delivery of these homes at the affordable end of market rents, working with private sector investors and partners whose business models match our ambition to improve affordability for tenants.</p> <ul style="list-style-type: none"> - Funding City Regional Deal housing activity including investing in strategic sites to deliver strong place-based investments over the next 20 years. - Continued support for housing infrastructure investment, building on the success of the Housing Infrastructure Fund (HIF), which has invested nearly £50m to date in unlocking developments. - Continued delivery of over £100 million of long-term loan investment by the Scottish Government into the expansion of affordable, mid-market rent (MMR) housing. - Delivery of the National Housing Trust initiative, which has delivered over 1,700 new MMR homes across Scotland through

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>the provision of a Scottish Government guarantee.</p> <p>- Working with the Scottish National Investment Bank to seek out funding opportunities in the housing sector that align with the Banks mission and the Housing to 2040 strategy aims.</p>
HOUSING	Housing Supply	The delivery of support for Help to Buy and First Home Fund	£532 million	Financial Transactions Capital	2021-22	<p>The First Home Fund closed on 8 April 2021 when the £60 million annual budget was fully committed.</p> <p>The main Help to Buy scheme closed in February 2021 due to budget pressures.</p> <p>The Help to Buy Smaller Developers Scheme remains available but will close on 31 March 2022.</p>
REGENERATION	Regeneration and Place	<p>Capital investment in support of Place, community led regeneration, town centres and 20-minute neighbourhoods.</p> <p>Includes the Regeneration Capital Grant Fund.</p>	£250 million	Capital Funded	2021-22 to 2025-26	<p>Local Authorities have received £38 million for 2021-2022 to support placed based investment in their communities.</p> <p>26 Projects across Scotland have received an offer of grant through the Regeneration Capital Grant Fund for more than £24 million across 2021-22 and 2022-2023.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
REGENERATION	Clyde Gateway Regeneration Capital	<p>Capital in support of Clyde Gateway's 20-year programme of regeneration.</p> <p>This is attracting other inward investment and delivering a lasting legacy from the 2014 Commonwealth Games.</p>	£25 million	Capital Funded	2021-22 to 2025-26	Clyde Gateway have received a grant offer of £5 million for 2021-22.
DIGITAL	Reaching 100% programme (R100)	The delivery of 100% superfast broadband access across Scotland by the end of 2021.	Over £600 million has been committed for procurement phase of R100.	<p>£600 million was initially committed to the North, Central and South lot contracts of the R100 programme (£579 million SG funding / £21 million UKG funding).</p> <p>As the R100 contracts are "gap funded",</p>	<p>Delivery of 100% superfast broadband access across Scotland by the end of 2021.</p> <p>The R100 Central and South lot contracts were signed in December 2019; and work on the ground began</p>	<p>Work on the ground is now underway in all three regions (North, Central and South). Survey work is also underway for the delivery of 16 new subsea cables, which will provide connectivity to 15 Scottish islands.</p> <p>The North lot contract was signed on 11 December 2020 following the dismissal of a legal challenge. As was the case with the Central and South lots, BT was required to remodel their build plans to take account of changes in commercial delivery plans. This remodelled build plan was assured at the end of August 2021 with updated deployment plans now available via our online address checker.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				<p>the successful bidder will also contribute towards the costs for delivery.</p> <p>In February 2021, UKG announced that it would invest £4.5 million in the R100 Central lot contract to flip over 5,300 properties from FTTC (fibre to the cabinet) connections to FTTP (fibre to the premises) connections).</p> <p>The UKG is also investing a further £8</p>	<p>in both areas in Summer 2020. We expect the majority of contract build to be completed by the end of 2023.</p> <p>The R100 North contract was signed in December 2020 and we expect the contract build to complete in 2026-27.</p>	<p>In September 2020, we launched the Scottish Broadband Voucher Scheme (SBVS). Anyone whose home or business broadband speed is less than 30 Megabits per second (Mbps) and where there are no plans to bring superfast broadband to their address by the end of 2021, will be eligible for the scheme.</p> <p>Further information can be found at www.scotlandsuperfast.com</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				million in the R100 North lot contract to flip 3,600 premises from FTTC to FTTP.		
DIGITAL	Digital Public Services Programme	Increased investment in developing common digital operating platforms and the transformation of key public services.	£110 million	Capital funding for the programme fund covers financial years 2022-23 to 2025-26.	Programmes are currently in-flight and are on target to deliver benefit realisation over the parliamentary term.	<p>Key operating platforms, both Payments and Digital Identity, have successfully completed their Alpha phases and are currently in their Beta stage and have entered into contracts with an external supplier as delivery partner putting in place the necessary technical solution, service design and platform infrastructure.</p> <p>The Cloud First Programme has successfully designed and tested a Cloud Hosting Platform and a range of supporting services allowing SG to operate and manage digital applications in a secure, cost efficient environment. The Cloud Platform has proved crucial in supporting Payments, Digital Identity and other priority initiatives. With the current SG hosting infrastructure no longer able to support the delivery of the SG's ambitions for a modern, flexible and responsive organisation, there is an urgent need to scale the Platform & Services across SG. An OBC has therefore</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>been submitted for approval to ensure SG is able to realise benefits of Cloud hosting.</p> <p>To date, there have been five complete Innovation Flows (CivTechs 1 – 5), with CivTech 5 currently in the Post-Accelerator stage. Independent evaluation has confirmed significant value for money in both economic terms and societal terms. CivTech 6 launched in June 2021, with 12 Challenges on the Accelerator Stage scheduled for completion in February 2022. The draft 2021-24 OBC for the expansion of CivTech is currently at Assurance Gateway 2, with the draft report being submitted 23 September 2021.</p> <p>Working with CivTech, the AI Strategy Delivery Programme has taken forward a number of early innovation projects to deliver commitments in the strategy on transparency and accountability of public sector algorithms. The next phase of the data platforms programme is being scoped and due to be completed by end of 2021.</p>
ENERGY	Low Carbon Infrastructure Transition Programme Successor (LCITP)	Programme supports acceleration of projects to develop investment grade business cases and	£405 million	Programme is capital funded by the Scottish Government	2021-22 to 2025-26	The Green Recovery: Low Carbon Energy Project Capital Funding was launched in September 2020. This invitation targeted a minimum of £50 million of support for projects that demonstrate innovative low carbon heat solutions for buildings, as well

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>delivery of low carbon infrastructure projects capable of deploying heat and low carbon infrastructure at scale.</p> <p>This includes £50 million Green Recovery Programme.</p>				<p>as proposals for integrated energy systems that support the ambitions for Scotland to achieve net zero emissions by 2045 and further catalyse economic recovery from the challenges imposed by the COVID-19 Pandemic.</p> <p>As of September 2021, almost £11 million has been awarded to 9 zero emission heating projects.</p>
ENERGY	Low Carbon Infrastructure Transition Programme (LCITP)	<p>Programme supports the acceleration of projects to develop investment grade business cases and the delivery of low carbon infrastructure projects.</p>	<p>Phase 1 (2015-2018) £76 million.</p> <p>Phase 2 (2018-2021) £60 million</p>	<p>Programme is capital funded by the Scottish Government to September 2021 with support for 40% activity through the European Structural Funds.</p>	<p>Phase 1 – delivery of 11 low carbon infrastructure demonstrator projects by December 2018</p> <p>Phase 2 – the delivery of 10 low carbon infrastructure demonstrator projects by September 2021.</p>	<p>LCITP has supported the co-development of over 30 proof of concept and development proposals for low carbon projects. LCITP has run a number of open funding invitations, including the Social Housing Net Zero Heat Fund, Green Recovery: Low Carbon Energy Project Development Funding, Scottish Low Carbon Heat Funding Invitation, Transformational Low Carbon Demonstrator Invitation and the Innovative Local Energy Systems Invitation.</p> <p>Up to September 2020, LCITP has offered over £57 million of capital funding to 27 low carbon projects.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
ENERGY	Heating in Buildings (Formally Energy Efficient Scotland Domestic programmes)	Investment in our domestic energy efficiency programmes and support the elimination of poor energy efficiency as a driver of fuel poverty.	£465 million	Capital funded, partly through Warmer Homes Scotland (WHS), partly grant to local authorities Area Based Scheme (ABS).	2021-22 to 2025-26	£50 million allocated to WHS and £64 million to ABS in 2021-22.
ENERGY	Social Housing Net Zero Heat Fund (Low Carbon Infrastructure Transition Programme)	Fund to accelerate the delivery of energy efficient, low and zero carbon heat provision to social housing.	£100 million (with an extra £10 million for Fabric First approach projects in 2021-2022 only).	Programme is being capital funded solely by the Scottish Government	2021-22 to 2025-26	The fund has awarded almost £10 million to 9 social housing projects across Scotland. The fund reopened to invitations in August 2021 and has received 7 applications for funding. These are being assessed and projects will be notified of outcomes by October 2021.
ENERGY	Green Public Sector Estate Decarbonisation Scheme	Programme to support heat decarbonisation and energy efficiency across the public sector estate.	£95 million	Is being funded solely by Scottish Government in line with recent Programme for Government commitments.	2021-22 to 2025-26	In June 2021, the programme successfully launched its first round of funding offering support to more than 30 projects across the public sector in Scotland, covering both resource and capital support. The programme will launch further funding calls in the Autumn of 2021 to support multi-year projects and to continue to boost decarbonisation and improve energy efficiency across Scotland's public sector.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
ENERGY	Heat in Buildings	Investment to support heat decarbonisation and energy efficiency in homes and buildings, community energy, decarbonising islands and energy.	£427 million	Capital – grants and loans delivered via a number of delivery partners.	2021-22 to 2025-26	Funding issued as planned via CARES (Community and Renewable Energy Scheme), SME and domestic cashback schemes and District Heating Loan Fund.
ENERGY	Clyde Mission Low Carbon Infrastructure	Investment in zero carbon energy infrastructure and heat networks for residential and commercial premises along the river Clyde's path.	£25 million	Programme is capital funded by the Scottish Government.	2021-22 to 2025-26	Work is underway to develop a scheme to distribute funds to projects that deliver a viable zero carbon heat/energy solution and can contribute to the Clyde Mission wider social and economic policy objectives. An announcement on the detail of that scheme is expected to be made later in 2021.
ENERGY	Scottish Industrial Energy Transformation Fund (SIETF)	Scottish administered version of IETF for the deployment of energy efficiency or decarbonisation projects for industrial manufacturing processes.	Up to £114 million depending on size of business to be match funded.	£34 million of SG capital committed in 2020 (as part of low-carbon funding)	2021-22 to 2025-26	First call for projects closed February 2021, resulting in eight projects receiving grant offers totalling £3.4 million (£10.9 million total project costs). Second call for projects opens October-December 2021 with view for more grant offers in early 2022.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
ENERGY	Energy Transition Fund	This package of investment will support our energy sector and help us make significant progress on energy transition, as we move toward a net zero society by 2045.	£62 million	£62 million SG funding announced in June 2020.	2020-21 to 2024-25	The Energy Transition Fund has already announced funding of £26.3 million for an Energy Transition Zone, £16.6 million to Net Zero Technology Centre, £6.5 million for a Global Underwater Hub and £4.65 million to the Aberdeen Hydrogen Hub.
ENERGY	Emerging Energy Technologies Fund (EETF) – including hydrogen and CCS.	Support carbon capture and storage (CCS), negative emissions technologies (NETs) and hydrogen development.	£180 million	<p>Scottish Government has committed £180 million as part of Climate Change Plan over 5 years.</p> <p>Proposed £100 million on Hydrogen and £80 million on CCS.</p> <p>Capital funding awarded</p>	2021-22 to 2025-26	<p>Scheme design and stakeholder engagement have commenced.</p> <p>Exploring the links with other low carbon funds, including Scottish Industrial Energy Transformation Fund (SIETF), Energy Transition Fund (ETF), Low Carbon manufacturing and Low Carbon transport, this is to ensure these work seamlessly alongside each other to support the development of a Hydrogen economy and CCUS network, and do not duplicate one another.</p> <p>We are considering how funds could be assembled to support big projects and entice private / commercial partnership and investment. The UKG is currently phasing funding for CCS, including for the CCS cluster in Scotland – announcement expected w/c 25 October 2021. This will</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				through low carbon fund.		<p>influence how we will target the £80 million CCS portion of the funding.</p> <p>As EETF is a capital fund it could, potentially, be supported by preliminary resource work through other funds, for FEED studies or equivalent. We aim to draw on the lessons learned from other funds, particularly LCITP.</p>
LOW CARBON MANUFACTURING	Low Carbon Manufacturing Challenge Fund (LCMCF)	New Challenge Fund that will support Scottish manufacturers' scope to innovate and drive the decarbonisation of manufacturing businesses.	£26 million	Capital Funded	2022-23 to 2025-26	<p>Small amount of capital from 2021-22 has been used to fund a CivTech 6.0 Challenge to develop a tool to help manufacturers' baseline carbon emissions.</p> <p>Working with Scottish Enterprise to design and deliver the wider LCMCF, which will be a research and development fund to help businesses introduce circularity into their products, decrease waste and reduce lifetime carbon emissions. We are seeking to launch the fund in 2021-22 with funding going out into 2022-23.</p>
CIRCULAR ECONOMY	Waste Sector	Investment to improve local authority recycling collection infrastructure, accelerate landfill	£75 million	Capital funding committed from Scottish Government for the five	2021-22 to 2025-26	The £70 million Recycling Improvement Fund was launched in March 2021, inviting all local authorities to submit expressions of interest for funding proposals.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		gas capture and improve waste data through electronic waste tracking.		years from 2021-22.		<p>Zero Waste Scotland is currently working with local authorities to develop detailed bids. These bids are being reviewed in line with the fund's governance arrangements before a decision is made on funding awards. The Scottish Government has worked in partnership with COSLA, SOLACE and Zero Waste Scotland to develop arrangements for the fund.</p> <p>More information on the aims, scope and distribution of the fund is available at: https://www.zerowastescotland.org.uk/local-authorities/recycling-improvement-fund</p>
FLOOD MANAGEMENT	Flood Risk Management	Additional spending on flood risk management, in support of enhanced adaptation and climate resilience as part of a green recovery.	£150 million	Capital funding committed from Scottish Government for the five years to 2026.	2021-22 to 2025-26	Consideration is being given to how the additional flooding money will be allocated. A joint SG/COSLA Flood Risk Management Working Group has been set up to discuss funding arrangements for flood risk management actions going forward. This group will consider and make recommendations to Ministers on the funding arrangements in late 2021 / early 2022.
NATURAL CAPITAL	New planting and forest expansion	New planting and forest expansion.	£283 million	Capital Funded (£150 million through Low Carbon Fund)	2021-22 to 2025-26	The 'draft' Forestry and Land Scotland (FLS) Acquisition Strategy has been submitted to Ministers for approval. This sets out the principles under which FLS will use both the £30 million of SG low carbon funding and the FLS strategic funds to

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>acquire land in order to grow Scotland's national forests and land.</p> <p>To date, in 2021-22, FLS has acquired 203 ha of new land, and have a further 967 ha under offer. Total projected cost of acquiring this land is just over £6.6 million. Roughly, half of this land will be plantable for trees with the remainder being managed for habitat, ecological and/or recreational outcomes.</p> <p>Stepped increases in new planting targets have been set with the aim of achieving 18,000 ha planting in 2024-25. Annual targets are as follows: 2021-22 13,500 ha, 2022-23 15,000 ha, 2023-24 16,500 ha and 2024-25 18,000 ha. Scottish Forestry remain on course to achieve this year's target. Plans to implement required infrastructure and resource for longer-term ambitions are in progress.</p>
NATURAL CAPITAL	Peatlands	Capital investment as part of our 10-year £250m commitment to restore 20,000 ha annually, and 250,000 ha by 2030.	£100 million	Programme currently funding full capital costs of peatland restoration projects delivered by our partners.	2020-21 to 2022-23	Peatland restoration continues to be progressed across Scotland through the work of our current delivery partners (NatureScot (Peatland Action), Forestry and Land Scotland, Cairngorms National Park, Loch Lomond and Trossachs National Park and Scottish Water).

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				Looking ahead, a range of alternative funding models will be explored.		<p>Our work on peatland restoration is currently being incorporated into a new, broader Scottish Government peatland programme that includes work on peatland protection and management.</p> <p>Within this new programme, we continue to work with our partners to understand and address the structural, operational and resourcing challenges around significantly upscaling rates of restoration.</p>
NATURAL CAPITAL	Low Carbon Vacant and Derelict Land Investment Programme	A programme of investment supporting reuse of vacant and derelict land as part of a fair, green recovery.	£50 million	Capital funded	2021-26	<p>10 projects across Scotland have now been recommended to receive an offer of grant from the £5 million budget (2021-22). These were announced on 10 September 2021.</p> <p>Applications have now also opened for the second round of funding (2022-23) and we anticipate being in a position to announce the next round of projects by March 2022.</p>
CITIES / REGIONS	Glasgow City Region Deal	The deal empowers Glasgow and its City Region partners to identify, manage and deliver a programme of investment to stimulate economic growth and create	£1.13 billion Scottish Government is a full partner and investing £500 million over 20 years.	Capital Funded	20 years from 2015-16 until 2034-35.	<p>The deal, which was signed August 2014, is now well underway and the Glasgow City Region Cabinet has approved a number of projects. Project selection and approval is a matter for the Glasgow City Region Cabinet (and not Scottish Ministers).</p> <p>The main span of the new pedestrian and cyclist bridge linking Sighthill with Glasgow</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		jobs in their area, spreading the benefits of economic growth across Glasgow and Clyde Valley, and ensuring deprived areas benefit from this growth.	UK Government investing £500 million over same period and the regional partners £130 million. Scottish Government is also investing £20 million in the Imaging Centre of Excellence.			City Centre was installed over the M8 at the end of July 2021. The bridge is expected to open to the public early 2022. Construction work has begun on a new Greenock cruise ship visitor centre as part of a £19.2 million development in the area and is accompanied by a new 200m floating pontoon.
CITIES / REGIONS	Aberdeen City Region Deal	The 10-year deal paves the way for investment in innovation and internationalisation as well as digital connectivity and infrastructure across the region.	£826 million Scottish and UK Governments have committed to investing up to £125 million each and the regional partners £576 million.	Capital Funded	10 years from 2016 until 2026.	The deal was signed in November 2016. The Scottish Government is working together with the UK Government and regional partners during the implementation phase to make the proposals within this deal a reality. The Net Zero Technology Centre [formerly Oil and Gas Technology Centre] celebrated a successful rebrand launch in June 2021 and continues to operate with an effective profile, either meeting or exceeding stretched targets, building an excellent

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
			The Scottish Government has also committed to invest a further £254 million over the same 10-year period as the City Region Deal to deliver further economic benefits.			<p>reputation in the industry for advancing the adoption of new technologies.</p> <p>The Food Hub for Innovation, rebranded SeedPod – is to be located in the Sunnybrae area, collocated with the Scottish Rural College with a planning application approved in May 2021.</p> <p>Work continues on the Transportation Links to the Bay of Nigg STAG Part 2 appraisal, which will inform what supporting infrastructure is necessary for the Aberdeen Harbour Expansion.</p> <p>The Bio Therapeutic Hub for Innovation will be based in the Foresterhill Health Campus in Aberdeen. Construction has started and is due to complete end of 2022.</p> <p>All the other elements of the deal are continuing to progress with either the development of business cases or the undertaking of further engagement to help understand the issues and identify options to enable delivery.</p>
CITIES / REGIONS	Inverness City Deal	The deal will support a step change in digital connectivity, digital healthcare, skills,	£315 million Scottish Government has committed	Capital Funded	10 years from 2016 until 2026.	<p>The deal was signed in January 2017 and is now underway.</p> <p>- Innovative Assisted living - Fit Homes (Scottish Government) - Pan-Highland</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		innovation and infrastructure in the region.	to investing up to £135 million in the deal, the UK Government up to £53 million, and the Council and regional partners a further £127 million over 10 years.			<p>project aims to construct 29 technology-enabled homes to provide independent living for elderly residents and military veterans. In addition, a further 16 homes will have technology embedded.</p> <p>Construction on 11 units has commenced at Dingwall Castle Park and a further 8 units at Inverness, Stratton Farm. Both are due for completion in first quarter of 2022. Tendering is underway for 10 Units at Nairn, Cawdor Road, a further 8 units over two sites are outwith Deal funding. At Lairg, planning consent is in place for 4 units with additional sources of funding being explored. Discussions are ongoing with The Highland Council (THC) and NHS regarding 4 units at Tongue.</p> <ul style="list-style-type: none"> - Affordable Housing (Scottish Government) - First projects have been completed, delivering affordable housing, homes for social rent and a total of 91 new Mid-Market Rent (MMR) opportunities within Alness, Ardgay, Dornoch, Drumnadrochit, Fort William, Inverness, Munloch, and Ullapool by March 2021. A further 24 units have been completed in current year at Avoch and Achintore bringing total number of units completed to 115. There are planning approvals for 282 units in total including those completed. Restrictions arising from

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>COVID-19 outbreak limited progress on a number of projects but work has now restarted on the sites affected.</p> <p>- Inverness Castle Grounds (Scottish Government / UKG) - The North Tower was opened as a viewpoint in April 2017 following completion of environmental works around the castle and repairs to the fabric of tower. The viewpoint had attracted over 57,800 visitors as of October 2020.</p> <p>City Deal funds were also used to purchase nearby Bridge St. buildings with a view to expanding redevelopment of the Castle, creating a more extensive and aesthetically valuable visitor attraction. The transfer of the Castle to THC has been completed and business case to take forward next phase of work is currently under development and progressing well. Tenders for main construction contract were published in May 2021 and it is anticipated a contractor will be engaged by the end of the year.</p> <p>- UHI Centre for Health & Life Sciences (UKG) - A proposed new facility on Inverness Campus has twin goals to develop new treatments, services and products to improve treatments and quality of life for those living in region. Following identification of site on campus, work on</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						site commenced in August 2021 and building is expected to be completed in September 2022.
CITIES / REGIONS	Edinburgh and South East Scotland City Region Deal	The deal will address inclusion issues, create new economic opportunities, and is expected to provide up to 21,000 jobs.	£1.3 billion Scottish and UK Governments committed to investing up to £300 million each in the deal. Regional partners, including six local authorities and region's universities and private sector, will contribute £730 million.	Capital Funded	15 years from 2018 until 2032.	The deal was signed in August 2018 and is now underway. Since then, the Joint Committee have been steadily signing off business cases for projects within the deal. Many projects, such as the Bayes Centre and those within the Integrated Regional Employment and Skills Programme, are already in operation. Construction work is near completion for the Central Borders Innovation Park, Edinburgh Futures Institute and Edinburgh International Data Facility.
CITIES / REGIONS	Stirling and Clackmannanshire City Region Deal	The deal will enable the city region to thrive in new and emerging sectors with a	£214 million Scottish Government and UK	Capital Funded	10 years	The deal was signed on 26 February 2020. The Scottish Government is working together with the UK Government and the regional partners towards implementation

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		highly skilled, flexible workforce, supported by outstanding infrastructure.	<p>Government each invest £45.1 million (£43.2 million of SG investment is capital).</p> <p>Regional Partners have committed investment of £123.8 million</p> <p>Scottish Government also making an investment of £5 million in addition to the deal.</p>			<p>of the deal focusing on Business Case development for those projects that are expected to be first to begin delivery.</p> <p>An early project for delivery is Scotland's International Environment Centre, which comprises a research and policy centre on the University of Stirling Campus and a new innovation campus located in Alloa. The FBC for the project has been approved by the Joint Committee for the Deal on 7 September 2021.</p> <p>Through the Regional Active Travel improvements programme, investment will be made in projects to provide strategic linkages in key population and education centres across the region, linking the more rural communities whilst reducing carbon.</p>
CITIES / REGIONS	Tay Cities Region Deal	The Deal's themes reflect the Tay Cities Regional Economic Strategy and the focus on inclusion, industry and innovation as well as internationalisation and empowerment.	<p>£700 million</p> <p>Scottish Government and UK Government will each invest £150 million (£127.4 million of</p>	Capital Funded	10 years	<p>The Deal was signed on 17 December 2020.</p> <p>Business cases for all projects scheduled to drawdown in year 1 (2020-21) have been approved by governments. Working with regional partners to develop business cases for remaining projects.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
			<p>Scottish Government investment is capital expenditure).</p> <p>A potential £400 million is being leveraged as a result of deal funding.</p> <p>Scottish Government are also making an investment of £50 million in addition to the deal.</p>			Worked with projects with approved business cases to highlight contributions to inclusive growth and continuing to work with regional partners maximise inclusive growth opportunities in all projects.
CITIES / REGIONS	Ayrshire Growth Deal	The Deal's vision is to enable Ayrshire to be vibrant, outward looking, confident, attractive to investors and visitors, and for it to make a major contribution to	<p>£251.5 million</p> <p>Scottish Government & UK Government will invest £103 million each.</p>	<p>Capital Funded (£91.5 million)</p> <p>Revenue Funded (£11.5 million)</p>	Scottish & UK Government investment will be over the next 10 years.	<p>Full Deal was signed in November 2020 by Scottish Government, UKG, and regional partners.</p> <p>HALO project completed, set for official opening in autumn 2021.</p> <p>The Scottish Government will continue to work with the partners to further develop the detail of the projects supported through</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		Scotland and the wider UK's growth.	Regional partners will invest £45.5 million.			the deal and to maximise inclusive growth opportunities.
CITIES / REGIONS	Borderlands Growth Deal	The Deal's ambition is to unlock the South of Scotland and North of England's potential as an economic hub to encourage new business and job opportunities.	£191 million Scottish Government will invest £85 million and UK Government will invest £65 million in Scottish deal. Regional partners will invest £41.2 million.	Capital Funded	Scottish Government and UK Government investment will be made over 10 years,	Priority themes and areas have been identified for Scottish Government and UKG investment. They are Enabling Infrastructure, Improving Places, Supporting Business, Innovation and Skills, and Encouraging Green Growth. Full deal signed in March 2021. Officials continue to work with partners on the development of business cases that will deliver economic inclusive growth across the south.
CITIES / REGIONS	Moray Growth Deal	The Deal will help drive inclusive economic growth. It will help both retain and attract young people to live and work in area; address gender inequality in employment; and	£65 million Scottish Government and the UK Government will both invest £32.5 million each.	Capital Funded	10 years.	The Heads of Terms agreement was signed on 24 August 2020. Officials continue to work with regional partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		create new high quality jobs and opportunities across Moray.				
CITIES / REGIONS	Argyll and Bute Growth Deal	The Deal will focus on strengthening communities and on connecting Argyll and Bute's high value business sectors to national and international business markets.	£50 million Scottish Government and the UK Government will invest £25 million each.	Capital Funded	10 years	The Heads of Terms agreement was signed on 11 February 2021. The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities
CITIES / REGIONS	Islands Growth Deal	The Deal will invest in the priority themes identified by the Islands Growth Deal partners; leading the way to a low carbon future, supporting growth and future industries, and creating thriving, sustainable communities.	£100 million Scottish Government and the UK Government will invest £50 million each.	Mainly Capital Funded but with some Revenue not yet agreed.	10 years	The Heads of Terms agreement was signed on 17 March 2021. The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
CITIES / REGIONS	Falkirk Growth Deal	The Deal will invest in the priority themes identified by the Falkirk Growth Deal partners; Innovative Industry and Great Places.	££90 million Scottish Government will invest £50 million and UK Government will invest £40 million.	Capital Funded	10 years	Quantum agreed in July 2020. The Scottish Government will continue to work with the partners to agree a package of projects to be supported through the deal and to maximise inclusive growth opportunities.
INCLUSION AND GROWTH	Stornoway Growth Accelerator	Growth Accelerator payments to the Stornoway Port Authority will help underpin a game-changing infrastructure project. This will secure the sustainable future of the Hebrides by building the enabling infrastructure within Arnish Low Carbon & Renewables Enterprise Area, to provide catalyst for significant further economic and environmental development.	£49 million	The Scottish Government investment is £33.7 million of revenue funded Growth Accelerator payments over 25 years, subject to achievement of agreed outcomes.	Timetable delayed due to inflated COVID related construction costs. Initial construction work unlikely to commence before spring 2022 with opening envisaged in spring / summer 2024.	Initial tender process resulted in higher than expected bids due to COVID related inflationary impact on costs. Project specification undergoing adjustment to stay within budget before agreeing tender.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
INCLUSION AND GROWTH	Agricultural Support Programme	<p>Agricultural funding to support legacy payments under European Commission Scottish Rural Development Programme (SRDP) schemes, such as the Agri-Environment Climate Scheme (AECS 2021).</p> <p>Future funding for low carbon activities, environmental measures and sustainable agricultural support is being developed following recommendations from industry farmer-led groups through Agriculture Reform Implementation Oversight Board</p>	£220 million	HM Treasury ring fenced funding. However no guarantee beyond the end of the UK parliament sitting	2021-22 to 2024-25	Development of a coherent programme structure to deliver on, monitor and evaluate against both EU and domestic regulations, legally committed targets and the National Performance Framework.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
INCLUSION AND GROWTH	National Islands Plan	Investment will support delivery of the Scottish Government's National Islands Plan across a range of areas, including tourism, infrastructure, innovation, energy transition and skills.	£30 million	Capital Funded	2021-22 to 2025-26	<p>£9.5 million has been allocated to this programme in the current 2021-22 financial year through three key funding streams:</p> <ol style="list-style-type: none"> 1. The £2 million Island Communities Fund closed on 16 July 2021 and is designed to support the grassroots delivery of the National Islands Plan through capital investment for community led projects. 2. The £1.3 million Healthy Islands Fund, which includes £1.05 million of capital investment, was launched on 23 August 2021 and is a new community challenge fund, which will support community-led projects to influence healthier lifestyles on the islands. 3. The £6.2 million Infrastructure Investment Fund has been created to sustain, enhance and develop transformational and critical infrastructure projects based on local priorities whilst supporting delivery of the National Islands Plan.
BOOSTING COMPETITIVENESS	National Manufacturing Institute Scotland (NMIS)	Funding to progress the new National Manufacturing Institute Scotland (NMIS) with aim to	£75 million	Capital Funded	End of 2022-23	<p>Construction on the NMIS HQ is progressing on time, and is expected to open in Autumn 2022.</p> <p>NMIS is delivering for the manufacturing sector now: through the Lightweight</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>develop and enhance skills, accelerate innovation and improve productivity.</p> <p>Also supports delivery of Advancing Manufacturing Challenge Fund to spread reach and benefits of advanced manufacturing.</p>				<p>Manufacturing Centre, Manufacturing Skills Academy and SME engagement team -and through their partnership with Boeing's new £12 million R&D facility which was officially opened on 5 October 2021.</p> <p>The NMIS Board and Executive team are now in place and are responsible for day-to-day governance.</p>
BOOSTING COMPETITIVENESS	Cairngorm Mountain	Investment in resort to support recovery of tourism sector in Scotland, stabilise operations and enhance visitor experiences. Re-instatement of funicular including strengthening the structure, building improvements, electrification of snow cannons, existing tow	£21 million	Capital Funded £10 million provided by the Scottish Government with the remainder funded from Highlands and Islands Enterprise, including £8.5 million from	2020-21 to 2022-23	Work commenced in late 2020, and restarted in April 2021 following a break for the winter. Completion was initially forecast for late 2021 but due to technical challenges, it is now expected in the second half of 2022.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		infrastructure, paths and car parking		the proceeds of sale of the Centre for Health Sciences.		
PLANNING / LAND REFORM	Digital Planning	Development of a new, open-access, digital planning system to attract future investment, increase community participation and support place-making in Scotland	£35 million	Capital Funded	2021-2026	<p>The 5-year programme was launched in March 2021.</p> <p>Programme initiation phase is complete with first programme board held in July 2021 and Senior Responsible Owner formally appointed. Programme delivery commenced with 7 key immediate priorities including procurement activity for smart planning applications, payment and the digital skills programme. In addition, the development of the technical foundations are underway.</p>
PLANNING / LAND REFORM	Land Reform	Capital funding for the Scottish Land Fund (at £8 million per year) and costs for building new Register of Persons Holding a Controlled Interest in Land (£3 million).	£43 million	Capital Funded	2021-2026	<p>The Register of Persons Holding a Controlled Interest in Land (RCI) is being built by Registers of Scotland and is on track to become operational on 1 April 2022.</p> <p>In addition, we are committed to doubling the Scottish Land Fund over the course of this Parliamentary session. We are advising a stepwise approach to the increase as part of the current spending review process.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
WATER	Scottish Water Investment Programme	For each regulatory period, Scottish Water is directed by Ministers to deliver improvements to customer service, drinking water and environment. During period 2021-27, focus will be on maintaining high quality customer service, replacing aging infrastructure and making progress towards achieving net-zero emissions by 2040.	£4.5 billion	Scottish Water's investment programme is financed from charges from customers and borrowing from the Scottish Government.	Scottish Water will invest £4.5 billion during period 2021-27. This contributes significantly to economic growth and supports an estimated 5,000 jobs directly in civil engineering, construction and design sectors (c20 per cent of market in these sectors in Scotland).	<p>Progress is reported on by the Delivery Assurance Group. It produces quarterly reports which are published at https://beta.gov.scot/groups/output-monitoring-group/</p> <p>Progress as shown in report for Quarter 4 2020-21, shows that delivery has been significantly impacted by COVID-19, increasing timescales and costs to deliver investment. Despite these challenges, the vast majority of projects have been delivered on or ahead of target.</p> <p>Scottish Water continues to review the impact of the COVID -19 pandemic on its investment programme.</p>
JUSTICE	Emergency Services Mobile Communications Programme (ESMCP)	Home Office led Programme that provides a new critical communications platform that also provides mobile data.	£9 billion approximately. (UK-wide)	The Programme is co-funded between the Home Office, Scottish Government, Welsh Government and	Started in 2016 with national transition to be completed by December 2026 *. * ESMCP Programme	<p>The Scottish Government continue to work collaboratively with the Home Office and our three emergency services (Police, Fire & Ambulance) in Scotland to assess and assure ESMCP's technical capability, affordability and the wider community benefits it will offer.</p> <p>The new Full Business Case was approved by the Boards in July 2021.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				Department of Health.	Plan is complex and date reflects when current system, Airwave is scheduled to be switched off.	
JUSTICE	Transforming Scotland's care of women in custody	<p>Programme of work to create a new model of custody to transform the care of women in custody.</p> <p>It involves building facilities in form of a new National Facility and initially two Community Custody Units (CCU) with the development a gender specific trauma informed approach to managing women in custody.</p>	<p>National Facility for Women Offenders £74 million</p> <p>Dundee CCU £11.6 million</p> <p>Glasgow CCU £12.6 million</p>	Capital Funded	<p>The construction of the Women's National Facility will be complete in summer 2022 with an estimated operational date of autumn 2022.</p> <p>The construction of the two CCUs anticipated to be complete by spring / summer 2022.</p>	<p>Work to build a new 80 place national facility for women in custody and 24-place assessment centre at existing site of HMP Cornton Vale is progressing. Contract was signed in December 2019 with construction commencing on site in February 2020. Work was suspended in March 2020 in line with COVID-19 restrictions and recommenced in June. Further delays have been experienced due to supply issues within the construction sector.</p> <p>Contracts for construction of both Community Custody Units in Dundee and Glasgow were signed in January 2020. Due to COVID-19 lockdown, construction was delayed to October and November 2020 and further delays have been experienced during construction due to supply issues within the construction sector.</p>