

Willie Rennie MSP
Convenor of Transport Committee
The Scottish Parliament
Edinburgh
EH99 1SP.

26 October 2026

transport.committee@parliament.scot

Dear Mr Rennie

Public Procurement

Thank you for your letter of 9 October 2026 following our appearance before the Transport Committee on 30 September 2026, relating to public procurement.

We have considered carefully the Committee's suggestion that Transport Scotland create and publish a register of subcontracting in major public procurement contracts, including the categories of information outlined in your letter.

Transport Scotland fully supports transparency in public procurement and appreciates the Committee's interest in understanding how the benefits arising from major contracts are distributed throughout supply chains. We currently publish a significant amount of procurement and supply-chain information through our [Annual Procurement Report](#).

At present, Transport Scotland maintains a register of regulated contracts on Public Contracts Scotland. This list does not include contracts which are below the regulated threshold, and to support the Committee's aim of increased transparency, Transport Scotland is pleased to commit to the publication of a contracts register on our own website, which will include unregulated as well as regulated contracts. This information will be published on our website by the end of the year, and will be updated quarterly.

Currently, we require Tier 1 contractors on major trunk road contracts, such as the four Network Management Contracts and the A9 dualling construction projects, to maintain a list of subcontractors that are engaged on the works. This list identifies the names of subcontractors, and the type of work delivered. We have reviewed the current position regarding the current number of subcontractors across the major four Network Management Contracts and the A9 dualling projects which are currently in construction. These projects involve well over 500 subcontractors, across a wide spectrum of services.

Therefore, in response to the request in your letter, we propose aggregating the subcontractor lists for the four Network Management Contracts, and also the A9 dualling construction contracts into a consolidated major contracts subcontract register. This list would include the names of

subcontractors employed and the services that they provide. We would propose to maintain this register on our website and update it on a quarterly basis.

Transport Scotland contracts directly with Tier 1 contractors, through competitive tendering processes. Tier 1 contractors coordinate and manage their supply chains, enabling more efficient delivery, improved value for money and better budget and programme control, while still creating opportunities for a wide range of subcontractors to participate in project delivery. This model provides clear accountability, reduces the administrative burden of managing multiple contracts, and allocates delivery risk to organisations with the capability and resources to manage complex infrastructure programmes.

This delivery model means that detailed information regarding subcontract awards, subcontract values, subcontractor payment arrangements, the proportion of contract value retained by Tier 1 contractors and community benefit information at subcontract level is held by the Tier 1 contractors and not by Transport Scotland. Such information forms part of the Tier 1 contractor's commercial relationships and strategy, and Transport Scotland does not have a contractual basis to request that it is shared. Any disclosure of this information could raise issues of commercial confidentiality, and therefore we cannot commit to publishing this information.

Since 2022, Transport Scotland has assessed suppliers' prompt payment performance as part of the selection for all applicable procurements in line with [SPPN 2/2022](#). This includes asking for evidence that suppliers pay at least 95% of valid invoices on time. Where a supplier cannot verify this, they need to provide an improvement plan to proceed. Transport Scotland contracts include provisions intended to support prompt payment throughout supply chains, including a requirement for 30 day payment terms for subcontractors throughout the supply chain. Transport Scotland also implements Project Bank Accounts on major construction contracts in line with Scottish Government policy.

With regard to apprenticeships, graduate opportunities and wider community benefits, Transport Scotland reports extensive information through its Annual Procurement Report. In doing so, we follow Scottish Government policy, including the principles set out in [SPPN 10/2020](#), which does not support the use of monetary values to quantify social impact or community benefits. This approach allows the focus of community benefits tailored to maximising the social impact in the area where the contract is being delivered. To support the delivery of community benefits which are bespoke to local communities, Transport Scotland records and reports community benefit outcomes through non-monetised measures and case studies rather than assigning financial values to such benefits.

In addition to our commitment to publish a contracts register and subcontractor list, Transport Scotland will increase the level of detail included in its Annual Procurement Report in future. This will include further details on community benefits, including additional project-level information, as well as information on the number of procurements which evaluated payment of the real Living Wage, a bidder climate change plan and supply chain prompt payment.

Transport Scotland remains committed to transparency in its procurement activity. We will continue to publish detailed information and case studies in our Annual Procurement Report on the community benefits delivered through our contracts, alongside aggregated data on subcontracting and supply chain activity. This highlights the wider social and economic benefits generated through procurement, including employment, training and skills opportunities, support for local communities and supply chain engagement. By continuing to report this information at a strategic level, we can provide meaningful public transparency regarding procurement outcomes

whilst respecting commercial confidentiality and avoiding the disclosure of sensitive supplier information.

I should also note that as it is proposed that Transport Scotland will become part of core Scottish Government by April 2027, we will no longer require to publish our own Corporate Procurement Strategy or Annual Procurement Report once reporting for the April 2026 to 2027 financial year has been completed. It is anticipated that after this date, Transport Scotland's procurement data will be incorporated into Scottish Government reporting. We will of course consider additional means of reporting after that time if required, to ensure suitable transparency is maintained.

I hope this response is helpful to the Committee.

Yours sincerely

A handwritten signature in dark ink that reads "Alison Irvine". The signature is written in a cursive, flowing style.

Alison Irvine
Chief Executive