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Edward Mountain  
Convenor  
Net Zero, Energy & Transport Committee  
Scottish Parliament  
EH99 1SP

21 November, 2023

Dear Mr Mountain,

**Approvals process for Hull 801 (Glen Sannox)**

I refer to your letter to me dated 16<sup>th</sup> November and your parallel letter to the CEO of the MCA on the same day.

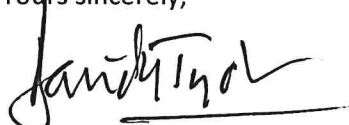
As mentioned to you in my letter of 14<sup>th</sup> November I had arranged a meeting with the MCA in our offices for yesterday 20<sup>th</sup> November to look back over the past 18 months. It was clear in this meeting that there was discomfort in the existence of the parallel letters and as a result, we were unable to have all the conversations that we had hoped to have.

In the interests of trying to reach early clarity and to progress the decisions with trials for Glen Sannox and with the build of Glen Rosa, 802, I can confirm that FMPG and the MCA team I met yesterday are agreed that the Glen Sannox was designed with the application of "Cargo Rules" in mind by FMEL for crew spaces and was built by FMEL in 2015-2019 without the relevant plan approval processes being completed.

I can also confirm that the "FMPG over-confidence" I referred to in committee and in letters to you, should now include FMPG's interpretation of conversations with the Glasgow office - it is now clear to me that the issues lie within the FMPG/FMEL history of events and not between the local office and head office of the MCA as I was previously advised. I believe that we do now have a "shared understanding of events" and I trust this will aid the CEO of the MCA in her response to your letter.

I will address the other issues in your letter to me within the timeline you have requested.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Tydeman', written over a horizontal line.

**David Tydeman**  
Chief Executive Officer

Cc Virginia McVea, Chief Executive, MCA