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

10th January 2025

Dear Mr Mountain,

Thank you for your letter, addressed to John Petticrew in my absence, dated 20 December 2024 regarding the questions you raised after our recent NZET Committee appearance. Please accept my apologies for the delay in responding and see below the responses to these questions.

1. Please set out each point made during the evidence sessions on 24 October 2023 or 27 February 2024 which you believe were not accurate, alongside what should have been stated.

In the NZET Committee meeting on 26th November 2024, in response to a question from Monica Lennon MSP, who asked for clarity on “why FMPG Board were unhappy with unsubstantiated opinions that he had given to the Committee?” I stated that David Tydeman (Previous CEO) had lost the confidence of the Board in his ability to forecast both timetabling and financials. I added that at one of the evidence sessions he made some statements that the Board and I believed were not exactly accurate. I shall detail this below:

NZET Committee Meeting – 24th October 2023:

During this Committee meeting, David Tydeman gave figures relating to the “Cost to Complete” for vessels MV Glen Sannox (£130m) and MV Glen Rosa (£110m) as if they were definitive and approved, but they had not been reviewed and approved by FMPG Board. This was misleading and should not have been stated publicly before FMPG Board approval.

After the NZET Committee meeting, I instructed David Tydeman to send a holding letter (21st December 2023) to yourself to set the record straight and inform the NZET Committee that these figures were due to be scrutinised and discussed at the January 2024 FMPG Board Meeting. This is what should have been stated.

2. Which partner organisations did you write to?

In the NZET Committee meeting on 26th November 2024, I stated that some of the statements overexcited some of our partners and some letters of apology had to be written.

I attach an email below that David Tydeman was instructed to write to the Maritime & Coastguard Agency.

-----Original Message-----

From: [REDACTED]
Sent: 27 October 2023 13:44

Subject: Contact
[REDACTED]

I'd like to have a chat next week please, as I'm sure you've seen I was given a hard time by select committee in Parliament last Tuesday and was wrongly quoted by the press as blaming MCA which I have not, and will not.

Anyway, I have tried to arrange a 10 courtesy call with your CEO but have not been successful in this yet. I have linked our press team with your press officer however.

I'm very clear - and tried my best to present it this way - that one way or another FMEL designed a non-compliant ship - and perhaps FmPg team was overconfident that 1261 exemptions would flow through without modifications, however I am pleased we've found solutions so far. And I've also been clear that these changes have not delayed the programme. Electrical work remains the key critical path aspect to my mind

I look forward to talking next week, have a good weekend

David
[REDACTED]

This email was followed up by an apology telephone conversation by David Tydeman. I do not, unfortunately, have the details of this conversation, but I was informed by David Tydeman that this had happened.

Finally, David Tydeman wrote to you as Convenor of NZET Committee on 21st November 2023 (attached) to clarify these matters and I refer you to the paragraph at the end of the letter where David Tydeman states ***"it is now clear to me that that 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."***

This misstatement required further clarification when Virginia McVea (Chief Executive of MCA) wrote to you on 28th November 2023 (attached) where she states ***"Mr Tydeman has acknowledged that the vessel was constructed prior to completion of the ongoing plan approval process and has withdrawn the accusations of an internal disconnect within the Maritime and Coastguard Agency."***

I hope this demonstrates why I stated there were unsubstantiated opinions at previous NZET Committee meetings.

3. Why did you not also write to the Committee to correct the record?

I was assured at the time by David Tydeman that he had sent a letter of apology to the Committee, but I have realised that there was no letter sent.

In addition, I understand that Mr Petticrew has replied to Question 4 in his reply to you on 19th December 2024 – below:

4. Please could you confirm when the process of seeking a new permanent chief executive began?

During the 26th of November 2024 NZET Committee meeting, Andrew Miller misspoke in stating that the search for the new Chief Executive started 12 months prior. The process to remove David Tydeman as CEO began in Q1 2024, which was 7 months prior as opposed to 12. The search for a permanent CEO began in April 2024 with the appointment of Odgers Berndtson, a UK based executive search and recruitment firm. Odgers Berndtson began proactively recruiting for the position on our behalf once instructed, also in April 2024.

I agree with this statement and I would like the record to be updated for my misstatement and I apologise to the committee.

Kind regards

Andrew Miller

Chairman

FMPG

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

21 November 2023

Dear Mr Mountain,

Approvals process for Hull 801 (Glen Sannox)

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

As mentioned to you in my letter of 14th November I had arranged a meeting with the MCA in our offices for yesterday 20th 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.

David Tydeman
Chief Executive Officer

Cc Virginia Mcvea, Chief Executive, MCA



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Our ref: VMcV/CE22/2023

November 2023

Dear Edward,

Thank you for your letter of 16 November 2023, on behalf of the Scottish Parliament's Net Zero, Energy and Transport Committee, seeking further clarification on matters in relation to Ferguson Marine (Port Glasgow) Ltd.'s Hull 801.

I am aware of Mr Tydeman's most recent correspondence to your Committee, letter dated 21 November 2023, where he reconsidered some of the statements previously made in relation to the application of Chapter 13 of the International Code for Fire Safety Systems in relation to the provision of Means of Escape from crew areas on a passenger vessel.

Mr Tydeman has acknowledged that the vessel was constructed prior to completion of the ongoing plan approval process and has withdrawn the accusations of an internal disconnect within the Maritime and Coastguard Agency.

The impact of the recent structural changes required on board to ensure statutory compliance are regrettable, but are the consequence of the decision taken at a very early stage in the project to proceed with build prior to completion of the plan approval process.

My team in the Glasgow Marine Office will continue to support and work closely with Ferguson Marine Port Glasgow as they work towards completion of the project.

Yours sincerely,

Virginia McVea
Chief Executive



HM Coastguard



Maritime &
Coastguard
Agency