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**Subject:** Tata Steel UK Limited and others  
**Date:** 23 September 2015 16:24:08  
**Attachments:** [image002.jpg](#)  
**Importance:** High

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FOR THE URGENT ATTENTION OF THE EXAMINING AUTHORITY - PLEASE ACKNOWLEDGE SAFE RECEIPT

Dear Sir

Please note that Tata/SSI cannot now be formally represented at the hearings taking place on 24 and 25 September, although a local employee of Tata will be in attendance in order to observe and make notes. You will no doubt be aware of the situation at SSI. We do not consider that these issues at SSI in any way diminish the potential impacts of the proposed scheme on SSI's interests; without doubt, the scheme is now of even greater negative significance and concern to SSI (and any number of other parties and local interests), particularly in relation to the uncertainty the scheme creates in respect of SSI's current land and assets.

Tata/SSI wish to continue to rely on their Written Representations, Comments on Responses (of Applicant) to Examining Authority's First Questions and Response to Comments on Relevant Representations as previously submitted, and in particular as regards the scope/extent of the CA powers sought and the adequacy of the Protective Provisions.

Further submissions will be made prior to Deadline 3 and will include details (as already shared with the Applicant) of Tata/SSI's legal interests in the Hot Metal Rail and SSI Road/Rail which are not included in the Book of Reference, together with a chronology demonstrating that the Applicant's claim to have properly consulted Tata/SSI is disingenuous.

No substantive discussion has taken place or agreement reached with the Applicant on any of the matters of concern that have been raised in relation to the DCO. To date, the Applicant has merely invited Tata/SSI to provide drafting amendments to the Protective Provisions. We are currently reviewing the Constructability/Technical Notes (only recently received) with a view to responding on the Protective Provisions as soon as possible; from an initial consideration, these Notes are lacking in terms of substantive procedure, commitments and proper consultation with Tata/SSI.

The Applicant has also sought to secure Tata/SSI's rejection of any tunnelling option for the conveyor in the vicinity of the A1085 and the Hot Metal Rail, etc. but Tata/SSI's view is that tunnelling is both feasible and desirable notwithstanding the Applicant's case.

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