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As discussed, I would be grateful if you could look into the Business Case of June 2012 for the Non Domestic RHI Scheme. At 10.4 (page 80), it says that the tariffs as set were deemed appropriate by the Departmental Economists, and in footnote 59 (page 104) it says the subsidy rate is lower than the incremental fuel cost. A major point against us in the NIAO Report (which we agreed as a matter of fact) is that the tariff is materially greater than the cost of fuel.

I need an explanation that I can draw on at the PAC on 28 September, and it would be very helpful to have your insight into what was asked of and shown to the economists at that time, and their response. .

Happy to discuss as and when appropriate.

Many thanks.