



Our Ref:  
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**a Genesee & Wyoming Company**

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8 June 2021

Dear Rupert

**RE: Proposed Strategic Rail Freight Interchange at Parkside East**

Further to our ongoing discussions, I am writing to formally set out Freightliner's support for your scheme and the reasoning behind it.

Freightliner is part of Genesee & Wyoming's UK/Europe division and is the largest intermodal rail freight operator in Great Britain, moving around 750,000 maritime containers per year, providing a complete logistics package, ensuring satisfaction from port to door. As a leading provider of intermodal and bulk freight haulage, with depots and rail freight interchanges (RFI) spread nationwide, we operate services across the entire UK rail network, as well as offering rolling stock and infrastructure maintenance solutions and associated local employment. We offer our customers a wide range of rail freight solutions to cater for the requirements of a diverse market sector, providing a safe, reliable and cost-effective rail freight partnership.

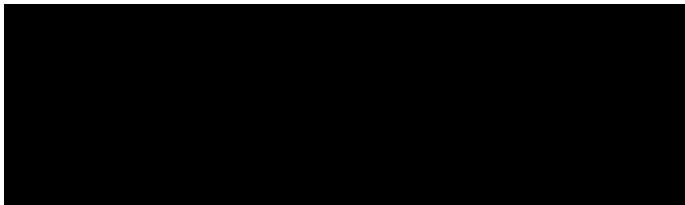
Setting new standards of reliability, flexibility and customer service, we continue to invest in locomotive technology, wagons and RFI infrastructure to provide the quality of service that surpasses customer expectations. Owned by Brookfield Asset Management - one of the largest asset managers in the world - we are keen to support the development of new RFI infrastructure. The proposed Parkside East Strategic RFI scheme is uniquely positioned to address the industry's current and long-term opportunities and to support businesses across the North West region.

Freightliner currently operates more than 16 intermodal trains per day to and from the North West, across a network of existing RFIs. There is a bullish outlook for the sector, with industry forecasts suggesting very strong growth opportunities. This is notably the case across both the maritime and domestic intermodal markets. Furthermore, the Government's legislative commitment for net zero greenhouse gas emissions by 2050 is expected to drive further growth given rail's strong environmental credentials. Realising this growth will be contingent on sufficient RFI capacity. The proposed Parkside East Strategic RFI is strategically well-positioned to facilitate this growth - both supporting growth in the deep-sea intermodal market and by connecting business across the North West to major ports of entry on the Haven, Thames, Solent and East Coast ports, as well as supporting growth in the movement of containers domestically between RFIs across Great Britain. Furthermore, this site will join a growing number of Strategic RFIs to secure consent (East Midlands Gateway, DIRFT III, Northampton Gateway and West Midlands Interchange), which are designed to accommodate multiple 775 metre long trains. Running longer container trains, at 775 metres, supports a competitive rail freight sector by driving efficiency and productivity gains.

The Parkside East site is geographically equidistant from the centre of Liverpool and Manchester, at the intersection between the strategic road and rail networks, on a core section of Network Rail's Strategic Freight Network. The site size and topography allows multiple full-length reception and handling sidings to be accommodated, avoiding the need to split and reform trains inside the site. The area of land identified within the masterplan would support the delivery of further modal shift of freight to rail over the coming decades, with all the associated reductions in long-distance lorry traffic from the national road network. Furthermore, it would enable growth to be routed away from the Castlefield Corridor - the congested line through central Manchester, thereby providing wider benefits.

In line with the Government's National Policy Statement on National Networks, we believe that the proposed RFI will help meet public policy and private-sector objectives to increase modal shift of freight to rail and decarbonise the logistics sector. This has underscored the Secretary of State's decision granting consent for all the latest group of Strategic RFI schemes.

In conclusion, we fully support your proposals and look forward to working with you and other local stakeholders to deliver further enhanced Strategic RFI capacity in the North West. We are happy for you to share this letter with other stakeholders in the public domain as appropriate.



Chris Lawrenson  
Managing Director UK Terminals  
G&W UK Companies