

The Freightliner logo is positioned in the top right corner of the header banner. It consists of the word "Freightliner" in a bold, white, sans-serif font, set against a dark green rectangular background.

# Press Release

Date: 26 November 2007

## A new beginning

Freightliner Group Ltd has placed an order for 30 freight locomotives of a new design giving even greater hauling capacity and a significant improvement in fuel economy than currently seen on the UK network. Project Genesis, which is being developed in partnership with General Electric (GE), will bring new technology to the UK rail freight market, enabling Freightliner to move longer and heavier trains whilst reducing CO<sub>2</sub> emissions per tonne moved.

This development comes at a time when the Government is making large investments in the rail network and Freightliner must continue to mirror this to meet the rising demand for delivery of products throughout the UK. The tonnages moved have been increasing each year.

This substantial investment, the largest loco order ever placed by Freightliner Group, fits perfectly with the DfT's recently published strategy document 'Towards a sustainable future' which sets out the transport system's role in supporting continued economic growth and making a key contribution to the Government aim of a 60% CO<sub>2</sub> emissions reduction by 2050, The new locomotives enable both economic growth and lower emissions.

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The diesel locomotives will have an array of new features, including AC traction technology and dynamic brake which helps to generate 10% fuel efficiency when compared to previous diesel locos. In addition the cabs will bring new standards of comfort to freight train drivers, with air-conditioning as standard. Freightliner have kept their recognised Trade Unions involved (including RMT and ASLEF) and will involve groups of drivers for input into the design and build of the cab.

**Eddie Fitzsimons, Chief Executive, Freightliner Group Ltd commented;**

“We are extremely excited about Project Genesis. Not only will we improve our carbon footprint but will be able to move more payload per train than ever before. We have been in discussions with GE over recent months to develop what will be the epitome of 21<sup>st</sup> century locos on the UK network, bringing revolutionary technology the to rail freight market.”

**Robert Parisi, General Manager of International Locomotives and Modernizations, GE - Transportation said;**

“We are pleased to enter the UK market for the first time and introduce our advanced locomotive product. It’s exciting to provide solutions to our customer’s needs.”

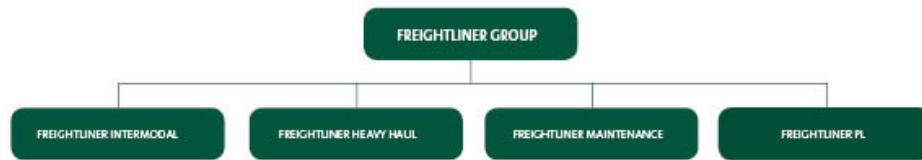
**Tim Shakerley, Engineering Director, Freightliner Group Ltd added;**

“We recognise that a locomotive is a 30 year asset and therefore development of new technology is important to ensure the locomotive is up to date and relevant for its design life. Packaging this technology into a locomotive compliant to the UK clearance gauge and axle weight is a tremendous challenge but we are confident that GE can achieve this.”

**For more information and a fact sheet please contact:**

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## Notes to Editors:



### Freightliner Group Limited

Freightliner Group Limited is the parent company of Freightliner Limited (the container business), Freightliner Heavy Haul Limited (the bulk rail freight business) Freightliner Maintenance Limited (a separate entity dedicated to the repair and maintenance of traction and rolling stock) and their European subsidiary, Freightliner Poland Limited.

Since privatisation in 1996 Freightliner Group has:

- Increased turnover by over 180%.
- Increased the volume of containers moved by rail by over 55%, which would otherwise have gone by road, adding to congestion and pollution.
- Increased the number of its employees by 60%.
- Successfully branched out into the movement of bulk freight by rail. The company was the first Rail Freight operator to bring competition into the market place, breaking the monopoly of the incumbent operator.
- Raised investment of well over £350m to fund its growth and expanded business activity, with £185m invested in equipment and staff facilities alone since 2001.
- Received a number of awards, including the HSBC Rail Operator of the Year - the first non-passenger company to do so - and for the sixth time in ten years, and the third consecutive year, the IFW Rail Freight Award.

### Freightliner Limited

Freightliner Limited is the UK's largest haulier of maritime containers, accounting for 20% of the total market share, and 83% of the rail-fed market. Its business is concentrated through five key deep-sea ports: Felixstowe, Southampton, Thamesport, Tilbury and Seaforth. The company provides trunk rail services between these ports and inland rail freight interchanges, moving customers' containers on the first or last leg of a worldwide voyage. We transport up to 3,000 boxes per day. In addition, Freightliner provides storage for containers at its inland interchanges, and Freightliner's own fleet of vehicles, offer delivery of the final road leg of the journey

In March 2004 'Logico' was launched as a new and complementary division to encourage a more diverse group of freight movers to use Freightliner's reliable and efficient Intermodal services. It provides regular rail-service space without the need to make a long term commitment. Just a year after its inception, Logico was awarded the IFW Rail Freight Award for attracting new rail freight business.

### Freightliner Heavy Haul Limited

Freightliner Heavy Haul Limited (FHH) was established in 1999 to broaden the market diversity of what had traditionally been a single-market operator trading exclusively in deep-sea containers.

FHH was launched on the basis of using new equipment and recruiting the best people to set new standards of flexibility and reliability in the bulk freight sector. FHH now operates nationwide in the coal, aggregates, cement, waste, specialist minerals and petroleum sectors and also moves large numbers of trains in support of Network Rail's own programme of track maintenance and renewals.

Since starting in 1999, FHH has grown to a turnover of over £100m, with over 600 employees, and a fleet of 80 locomotives and over 1300 wagons - a capital investment of over £180m. Using these resources, FHH has secured a position carrying approximately 30% of the bulk rail freight market, and continues to grow.

### Freightliner Maintenance Limited

In April 2006 Freightliner Group established a new subsidiary, Freightliner Maintenance Limited (FML). Operating as a separate entity, dedicated to the repair and maintenance of traction and rolling stock. FML consists of a depot at Midland Road together with field engineering support in Scotland, Crewe, the South West and South East. At present, the depot is used for scheduled maintenance and repairs of the Freightliner Heavy Haul (FHH) fleet of locomotives and HHA and HXA coal wagon fleet.

### Freightliner PL Sp. z o.o.

In 2005 Freightliner Group recognised an opportunity to expand its operations in the European market. Freightliner Poland Limited was set up to investigate the viability of a number of potential markets for Freightliner's services and, earlier this year, track access agreements with PKP were signed. This granted the company access to all standard gauge public access railway routes. Having ordered seven class 66 locomotives and over 430 specialist wagons, FPL commenced operations in September this year.

### GE Transportation GE

Established more than 100 years ago, GE - Transportation is a global technology leader and supplier to the railroad, marine, drilling, mining and wind industries. GE provides freight and passenger locomotives, railway signalling and communications systems, information technology solutions, marine engines, motorized drive systems for mining trucks and drills, high-quality replacement parts and value added services. With sales in excess of \$4.2 billion, GE-Transportation is headquartered in Erie, Penn, and employs approximately 9,500 employees worldwide. GE-Transportation is a business unit of GE Infrastructure, one of the world's leading providers of fundamental technologies to developing countries, including aircraft engines, transportation, energy, oil and gas, and water process technologies.