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Dr Graeme Purves
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Ref: MM/SB/NPF/090408

11 April 2008

Dear Sir

**NATIONAL PLANNING FRAMEWORK 2: DISCUSSION DRAFT
ROSYTH INTERNATIONAL CONTAINER TERMINAL
RESPONSE REFERENCE 00014**

Babcock are generally content that the NPF 2 document establishes the principle, in policy terms, of the Rosyth International Container Terminal. We would however wish the wording used in the location section of the document to be changed from "West of the Babcock dock at the Port of Rosyth" to "West side of Port Babcock Rosyth".

The principle of the proposed facility at Rosyth should now be rolled out into other policy documents. Going forward Babcock would suggest that the development of Rosyth be linked with the other major infrastructure projects in the immediate vicinity. This is in the expectation that the final document makes reference to having emerging and future policy documents (development plans etc), feasibility studies and ongoing activities in the area take full cognisance of the Rosyth development proposals in a rounded and fully joined up manner.

The NPF 2 identifies the concepts of both External Links (pages 60-63) and Internal Connectivity (page 64). Para 208 specifically highlights the proposed Rosyth Container Terminal while at the same time referring to the new Forth Crossing and the re-opening of the Kincardine-Alloa-Stirling railway.

The new Forth Crossing is currently the subject of route option studies which includes the identification of new junctions north of the river. This presents the opportunity to ensure that the links to and from the Rosyth facility are enhanced ensuring compliance with the connectivity principles of NPF 2.

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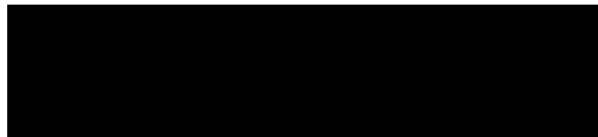


As you are no doubt aware, the Stirling-Alloa-Kincardine Railway is due to re-open towards the end of 2008. This will provide a new passenger service to Alloa and a new freight line to Kincardine and thereafter on to Longannet Power Station. This new route will effectively divert all coal freight trains off of the Forth Rail Bridge and reroute them through Stirling. This means that the single line section of railway from Charlestown Junction (on the Fife Circle line) to Longannet Power Station will become virtually empty, with only sporadic freight usage. It is our view that services into Rosyth via Elbowend and Charlestown Junctions could easily be provided and although not specifically mentioned in Network Rail's 2007 Freight Route Utilisation Strategy, the railway lines around Rosyth could capture predicted freight growth across the country and potentially Network Rail funding.

It is essential that we take the opportunity to ensure that the Rosyth facility can effectively link with the surrounding road and rail network in order to achieve the maximum infrastructural benefit in a planned and coordinated manner.

We note that there have been suggestions in favour of a national strategy for the development of additional port capacity in Scotland. Babcock would be pleased to participate with other interested parties to assist with the development of such a strategy.

Yours faithfully



William Williamson
Director
Babcock Marine (Rosyth) Ltd