

From: Jeffrey Epstein <jeevacation@gmail.com>
To: David Stern <[REDACTED]>
Subject: Fwd:
Date: Mon, 03 Aug 2009 17:29:23 +0000

----- Forwarded message -----

From: Sultan Bin Sulayem <[REDACTED]>
Date: Thu, Jul 30, 2009 at 8:43 AM
Subject:
To: jeeproject@yahoo.com

Dear Jeffrey
Just to refresh your mind on our project in London
Sultan
London Gateway

- * UK' largest inward investment infrastructure project £1.8 billion
- * One of the UK's largest job creation opportunities, 44,000 sustainable jobs including 6,000 construction jobs in the short to medium term
- * Will add £3.8 billion to UK GDP per annum
- * UK treasury will earn £4.4Billion at Zero risk in the period it takes DP World to earn its pay back, 17 years (well beyond our normal investment criteria)
- * 100% commercial risk rests with DP World.
- * London Gateway will be a significant national asset, a unique logistics platform in the heart of the Thames Gateway (the UK's biggest regeneration zone)
- * Largest logistics park in Europe. Bringing the UK's supply chain in to the 21sy Century, taking 700,000 trucks off national roads and 70,000 tons of CO2 every year.
- * On the global stage, the UK is now unattractive as a country to invest in due to additional burden required to fund assets not owned by DP World.
- * DP World penalized for creating a national improvement.
- * The Project is now on hold

Solution

- * DP World still committed to investing £168 million into off-site infrastructure that will connect to national infrastructure. We would like UK Government support to fund this immediate of site infrastructure.
- * UK government to invest £ 144 in to its own national infrastructure, off site to London Gateway.
- * Since banks are not very optimistic on UK economy UK Govt to support/Guarantee the debt.
- * HMG will fear this will create a dangerous precedent. This is not the case. DP World will still pay for immediate off site infrastructure

(with Government support in place for the funding of this). DP World has significantly changed and improved the traffic assumptions since the Public Inquiry in 2004 when the Project was under P&O ownership. London gateway will have less than 5 % impact on key infrastructure such as the M 25 and therefore NOT trigger any funding requirement by the Promoter, DP World.

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