

East Midlands Gateway
Phase 2 (EMG2)

Document DCO 7.7A/MCO 7.7A

Design Team Response Document to Road Safety Audit 1

APRIL 2026

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

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**The East Midlands Gateway Phase 2 and
Highway Order 202X and The East Midlands
Gateway Rail Freight and Highway (Amendment)
Order 202X**

**DESIGN TEAM RESPONSE TO ROAD SAFETY
AUDIT 1
(DOCUMENT DCO 7.7A/MCO 7.7A)**

Version	Date	Status of Version
0	April 2026	Deadline 1 Submission

TRANSPORT AND INFRASTRUCTURE

SEGRO

East Midlands Gateway 2 (EMG2)

Stage 1 Road Safety Audit

Response Report

DOCUMENT ISSUE RECORD

Report Title:	EMG2 Highway Works, Stage 1 RSA Response Report
Document Number:	EMG2-BWB-GEN-XX-RP-CH-0020
Prepared By:	BWB Consulting Ltd
Overseeing Organisation:	National Highways and Leicestershire County Council
BWB Reference:	220500

Revision	Date of Issue	Status	Author:	Checked:	Approved
P01	02.03.2026	S3			
P02	03.03.2026	S4			

CONTENTS

- 1. INTRODUCTION.....3
 - Instruction3
 - Objectives3
 - Site Location.....3
 - Key Personnel.....4
- 2. ITEMS RAISED AT THE STAGE 1 AUDIT: LOCAL ROAD NETWORK6
- 3. ITEMS RAISED AT THE STAGE 1 AUDIT: STRATEGIC ROAD NETWORK..... 11
- 4. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS 19
 - Design Organisation Statement..... 19
 - Overseeing Organisation Statement 19

1. INTRODUCTION

Instruction

- 1.1. BWB Consulting Ltd has been commissioned by Segro (the client) to undertake the highway design for the proposed East Midland Gateway 2 (EMG2) scheme.

Objectives

- 1.2. This Report responds to the Stage 1 Road Safety Audit for the EMG2 highway works which was carried out independently of the design team by BWB Consulting in January 2026. The purpose of the Audit is as described in the Audit Report.
- 1.3. This Response Report is based on the template in DMRB standard GG 119.
- 1.4. The text of the Audit report has been copied into this report for ease of reference. Locations of the items raised are as given in the Audit.

Site Location

- 1.5. See **Figure 1** below.

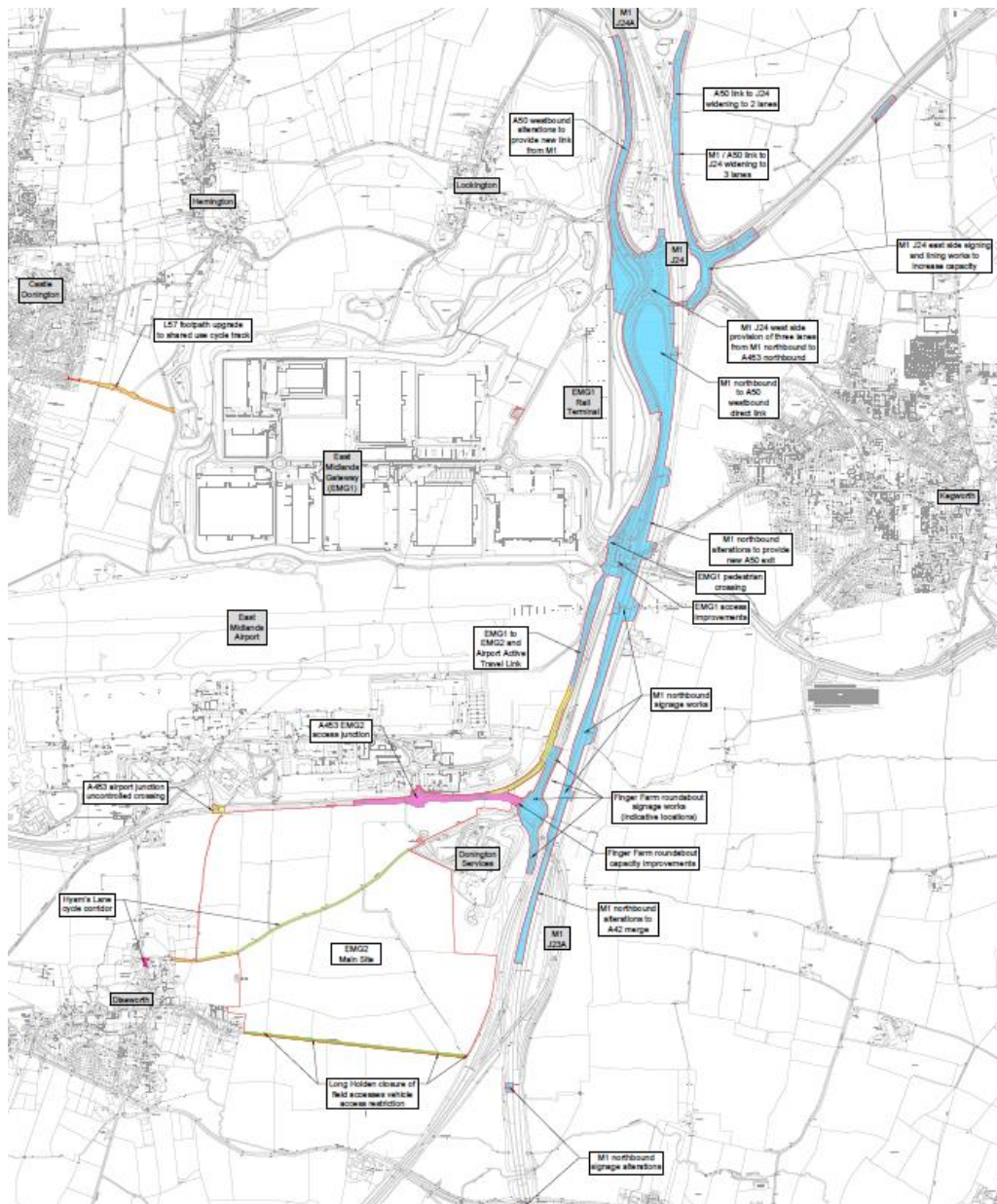
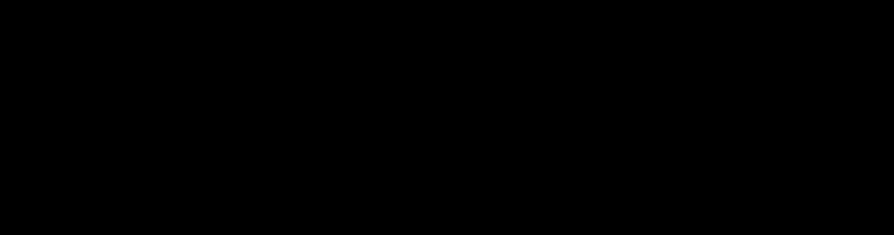


Figure 1: Scheme location

Key Personnel

1.6. The following key personnel have been involved in this Road Safety Audit:

	Name	Key Contact	Role	Contact Details
Overseeing Organisation	National Highways	[Redacted Contact Details]		
Overseeing Organisation	Leicestershire County Council			

	Name	Key Contact	Role	Contact Details
RSA Team	BWB Consulting Ltd			
Design Organisation	BWB Consulting Ltd			

2. ITEMS RAISED AT THE STAGE 1 AUDIT: LOCAL ROAD NETWORK

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.1	<p>Location: Works pack 6 – Site access junction</p> <p>Summary: Potential for side swipe collisions on the circulatory carriageway due to unclear lane destinations.</p> <p>The proposed site is accessed from the Hunters Roundabout and is provided with two lanes entering the site. However, it is not clear what movements can be undertaken from each of the approach lanes on the A453(E), into the site access. The swept path drawing presents a vehicle turning left into the site from Lane 2 of the flare on the A453(E), which could result in side swipe collisions if a vehicle was to continue straight ahead in Lane 1 on the same approach.</p>	<p>The lanes on the approaches to the junction should be marked clearly to ensure drivers are aware which lanes they can enter the site from. In addition, the provision of two lanes entering the access is questioned, if it is not possible to circulate the roundabout in two lanes to enter the site side by side. It is assumed this is for internal routing management and as a result, the lanes should be clearly marked as vehicles enter the site from the roundabout to ensure drivers are entering the site in the correct lane.</p>	<p>Lane arrows will be amended and lane direction sign will be added to ensure its clear what movements are permitted from each lane.</p>	<p>Agree with design organisation response</p>	<p>Amend lane direction arrows and provide lane direction sign.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.2	<p>Location: Works pack 6 – Site access junction</p> <p>Summary: Potential for side swipe collisions on the circulatory carriageway due to unclear lane destinations.</p> <p>The swept path drawings provided to the Audit Team present an HGV and a car circulating the roundabout side by side from the eastbound entry arm. It is unclear whether two HGVs would be able to circulate the roundabout side by side, but it is considered as a possible manoeuvre as HGVs could be turning right into the EMG2 site.</p> <p>This could result in side swipe collisions on the circulatory carriageway if two HGVs are unable to circulate side by side.</p>	<p>The swept path of two HGVs side by side circulating the roundabout should be reviewed.</p>	<p>It is not anticipated two HGVs would circulate the roundabout side by side when approaching from the west and this is not a requirement of CD 116. The tracking will however be reviewed to see the effect should two HGVs attempt this manoeuvre.</p> <p>In response to initial LCC response: The tracking drawings have been amended to show both 16.5m and 18.5m articulated vehicles can make all anticipated manoeuvres side by side</p>	<p>Side by side articulated vehicle swept paths are shown on the north side of the roundabout (dwg 0110 rev P04), but not for the south side.</p> <p>Drawing 0110 rev P04 shows that an 18.5m length articulated vehicle can generally perform the required manoeuvres without overrunning the kerblines. However, whilst it may just be the thickness of the lines, the swept paths are very close to or slightly overrunning the kerblines on the south side of the roundabout island for turning movements shown in the bottom right viewport. For the A453 straight ahead manoeuvres the swept paths show a slight amount of overrunning of the lane lines, but we consider this will be acceptable due to them be less prevalent than the standard 16.5m length vehicle</p>	<p>Vehicle tracking has been reviewed to confirm two HGVs (16.5 and 18.5m artics) can use the circulatory side by side</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
10.1	<p>Location: Works pack 18 - Finger Farm roundabout</p> <p>Summary: Potential for head on collisions as vehicles exit/approach the roundabout</p> <p>The proposals extend the current merge on the A453 westbound exit from the roundabout to allow two vehicles to exit side by side for a longer distance before merging down to a single lane. However, because the merge is provided on a bend, it could result in drivers having reduced visibility to oncoming traffic in the opposing lane, especially if they are overtaking a high sided vehicle. This could result in overtaking drivers being forced into the opposing carriageway on the A453, potentially resulting in head on collisions.</p>	<p>The merge should be extended further around the bend so that overtaking/merging vehicles have good forward visibility along the A453 when they are starting to merge.</p>	<p>Exit merge length will be increased and moved from the radii to improve visibility when merging</p>	<p>Agree with design organisation response</p>	<p>Revise the scheme geometry to increase the merge length.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
10.2	<p>Location: Works pack 18 - Finger Farm roundabout</p> <p>Summary: Potential for motorists to not see the proposed crossing resulting in pedestrians and cyclists being hit by vehicles.</p> <p>The proposals include the provision of a new Toucan crossing over the A453 between the Finger Farm roundabout and the site access roundabout. The forward visibility shown on the drawing for vehicles exiting the Finger Farm roundabout in a westbound direction towards the proposed crossing appears to cross an area of vegetation on an embankment. It is unclear whether this area is within dedicated highway land and as a result, whether this vegetation can be cleared and maintained. This could lead to the forward visibility to the crossing being obstructed which in turn could result to pedestrians and cyclists being struck by vehicles.</p>	<p>The vegetation should be cut back or removed and a maintenance schedule should be provided to ensure that it does not encroach into the visibility splay.</p>	<p>Vegetation will cut back to ensure visibility is achieved.</p>	<p>Agree with design organisation response</p>	<p>Site clearance drawings showing this vegetation clearance to be provided at detailed design.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
11.1	<p>Location: Works pack 19 - L57 Upgrade</p> <p>Summary: Potential for cyclists to be hit by vehicles or cyclists to hit peds due to restricted visibility.</p> <p>As part of the proposals there is an existing PRoW (footpath) that runs between Moira Dale at its western end, to Diseworth Lane at the eastern end which is to be upgraded to a cycle link. Site observations indicated that this is a well-used footpath. However, where the link exits onto Moira Dale, the facility emerges from between two dwellings, meaning there is a hedgerow one side and a close boarded fenceline the other, which could limit visibility for emerging cyclists. This problem is exacerbated by the fact that the facility joins Moira Dale opposite its junction with Eastway. This could mean that cyclists are not aware that they may be about to emerge onto the carriageway on Moira Dale, which could result in them being hit by vehicles, or colliding with pedestrians as a result.</p>	<p>Cyclists should be forced to slow down as they exit the cycle link onto Moira Drive. This could be done by providing a chicane with pedestrian guardrail to ensure a slower speed, or by providing adequate signage or markings to warn cyclists. The visibility for cyclists exiting the link onto the footway should also be checked to ensure that it is suitable and sufficient warning, markings or tactile paving provided for pedestrians should be provided if not.</p>	<p>Measures to slow cyclists will be reviewed and implemented at the exit from the L57 link onto Moria Lane. If a chicane is provided this would have to be located 50m down the path as vehicle access is required to the nearby playing field.</p>	<p>Agree with design organisation response</p>	<p>Measures to reduce cyclist speed to be proposed at detailed design for agreement with LCC as part of the detailed design approval process.</p>

3. ITEMS RAISED AT THE STAGE 1 AUDIT: STRATEGIC ROAD NETWORK

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
4.1	<p>Location: Works pack 8 – M1 Northbound</p> <p>Summary: Potential for side swipe or shunt type collisions on the M1 Northbound as result of impeded forward visibility.</p> <p>Drivers travelling north on the M1 will be provided with a new exit slip straight after the overbridges on at the A6/Old Ashby Road. The forward visibility to the slip road has not been shown on the design drawings. Because of the bridge abutments within the nearside of the northbound M1, drivers may not be able to see the approaching slip road and visibility to any stopped or queuing traffic may also be obstructed. This could lead to sudden lane changes, braking, or swerving at the new A50 diverge. This could lead to shunt or side swipe collisions on the M1 northbound after the overbridges. It should be noted that this problem is also raised within the departures from standard.</p>	<p>The signage and road markings on the M1 northbound need to be very clear to enable motorists to understand which lane they need to be in and where they will be exiting as they may not be able to see the approaching junction.</p>	<p>The existing gantry signage is being replaced for the new junction arrangement. New gantry signage is being provided to supplement this to minimise the risk of late lane changes. This is shown on the directional signage strategy and will be reviewed further at detailed design.</p>	<p>NH is satisfied with the response and for the matter to be dealt through the detailed design</p>	<p>Detailed design of gantry signage.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
4.2	<p>Location: Works pack 8 – M1 Northbound</p> <p>Summary: Potential for side swipe or shunt type collisions on the M1 Northbound as a result of proximity of two diverges.</p> <p>The new exit onto the A50 link is provided very close to the exit for Junction 24. This could cause confusion for motorists who want to exit at Junction 24 resulting in them attempting to take the wrong exit, leading to shunt or side swipe collisions as they brake suddenly or make last second lane changes. It should be noted that this problem is also raised within the departures from standard.</p>	<p>The signage and road markings on the M1 northbound need to be very clear to enable motorists to understand which lane they need to be in and where they will be exiting. Junctions 24 and Junction 24A need to be clearly marked and signposted to reduce the risk of sudden lane changes.</p>	<p>The existing gantry signage is being replaced for the new junction arrangement. New gantry signage is being provided to supplement this to minimise the risk of late lane changes. This is shown on the directional signage strategy and will be reviewed further at detailed design.</p>	<p>NH is satisfied with the response and for the matter to be dealt through the detailed design</p>	<p>Detailed design of gantry signage.</p>
5.1	<p>Location: Works packs 9, 10, 11 & 12 – M1 Junction 24</p> <p>Summary: Potential for vehicles to enter drainage features/ponds.</p> <p>The Audit Team were not provided with any drainage strategy drawings and as a result it is not clear where any of the drainage features would be provided. If drainage features were provided at the bottom of the embankments or close to the carriageway it could result in vehicles entering the drainage features or ponds if not located in a suitable position. This problem extends through the entire scheme.</p>	<p>The location and form of the drainage features should be reviewed to ensure that there are suitable positions for these facilities away from the carriageway or protected from errant vehicles.</p>	<p>Any proposed attenuation features will be located and / or protected to minimise the risk to traffic. The indicative location for the attenuation features is shown on the GA drawings. This will be considered further at detailed design.</p> <p>In response to NH initial response: the drainage features are shown on the GA plans and are clearly within the red line boundary.</p>	<p>Following a meeting with BWB to discuss this issue, NH is satisfied that its requirements can be accommodated within the DCO red line boundary.</p>	<p>Detailed design of locations of attenuation and undertake RRRAP / risk assessments and provide VRS as appropriate.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
5.2	<p>Location: Works packs 9, 10, 11 & 12 – M1 Junction 24</p> <p>Summary: Potential for secondary collisions from errant vehicles or loss of control type collisions.</p> <p>The drawings do not show any of the VRS or fencing that will be provided around the embankments, abutments and parapets in particular around the proposed A50 link. If adequate land is not provided for these facilities it could result in there being insufficient space for their installation or could limit where they are positioned. This could result in errant vehicles travelling down the embankments and or continuing onto the carriageway below, potentially resulting in secondary collisions. This problem extends through the entire scheme.</p>	<p>Undertake RRRAP Assessments to inform the required land take across the scheme to ensure that VRS is able to be provided where required.</p>	<p>RRRAP Assessments will be undertaken at detailed design. Any VRS will then be provided following the outcome of these assessments. Verge to be widened to provide sufficient space for future VRS.</p> <p>In response to initial NH response: to provide certainty there is sufficient space for VRS the verges on the A50 link are to be widened to 3m and this will be incorporated into the DCO highway plans.</p>	<p>Following a meeting with BWB, NH is satisfied that the VRS can be accommodated within the DCO red line boundary.</p>	<p>At preliminary design: widen verges to 3m minimum to allow for VRS to be installed alongside other assets. At detailed design: Undertake RRRAP assessments and provide VRS as appropriate.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
5.3	<p>Location: Works packs 9, 10, 11 & 12 – M1 Junction 24</p> <p>Summary: Potential for shunt type or side swipe collisions around the junction due to misleading carriageway markings.</p> <p>As result of the amendments at Junction 24, there are a number of changes to the road markings to update the lane destination markings on the approaches to the junction on the M1 northbound off slip, the A453 approach from the airport and the southern and western side of the circulatory carriageway. However, some of these markings are not consistent with each other and could lead to drivers getting confused and braking sharply or changing lanes at the last minute resulting in shunt or side swipe collisions.</p>	<p>The lane destination markings throughout the junction and on the approach arms should be reviewed to ensure that they are all correct and guide drivers properly through the junction and mirror information provided on upright signing.</p>	<p>Lane destinations will be reviewed to ensure the correct destinations are provided. Upright signage will also be reviewed.</p>	<p>NH is satisfied that lane markings and signage will be reviewed.</p>	<p>Amend lane arrows, text and lane signage to ensure consistency throughout the junction.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
5.4	<p>Location: Works packs 9, 10, 11 & 12 – M1 Junction 24</p> <p>Summary: Potential for shunt type or side swipe collisions due to widening and short merge lengths.</p> <p>It is proposed that the circulatory carriageway will be amended to provide two additional lanes, which results in there being six lanes at the stop line at the western side of the circulatory carriageway. There are three lanes provided from the M1 overbridge that feed into these lanes. However, the inside lane provided at the overbridge feeds into five of the proposed six lanes. As a result of this, anyone in the inside lane would have a lot to consider as they circulate the junction and attempt to get into the correct lane in a relatively short distance. This could result in shunt type collisions and collisions associated with sudden lane changes.</p>	<p>The lane destination markings and signage in advance of the proposed widening on the western side of the circulatory, needs to be very clear to drivers as they circulate the junction to ensure that they are in the correct lane. If possible, the lanes around the southern side of the roundabout and M1 overbridge should be rationalised to provide a more even split of traffic flow as they flare around the western side of the roundabout. This could be done by making the middle lane on the M1 overbridge flare into the two A50 lanes for example, but it is understood that there may be capacity reasons behind the current proposal and lane allocation. Likewise, gantries could be provided with lane allocation signage to make it clearer to drivers which lane they should be in, assuming that these would not obstruct the overhead signal heads.</p>	<p>It is not possible to provide additional lane capacity over the bridges and the lane destinations on the bridge are aligned with the traffic modelling. The markings from the bridge into the six lane section will be realigned to better guide traffic into the appropriate lanes and to reduce the risk of late lane changes (as we note that few if any vehicles from the bridge need to use lanes 5 and 6). Lane destination signs will also be updated to better reflect the updated road layout. We do not consider a gantry sign to be feasible due to (a) the angle of approach from the bridge and (b) the risk of obscuring and/or reducing the effectiveness of the overhead traffic signals.</p> <p>In response to initial NH response: further discussion has taken place and the reasons for not providing a gantry have been explained. Improved verge signage is to be provided along with vegetation clearance to ensure visibility of the signs when coming over the south bridge.</p>	<p>Following a meeting with the Designer to discuss this issue, NH is satisfied that the proposed solution is optimal.</p>	<p>Revise lane markings and provide clear lane signage at this part of the junction. Identify area of vegetation clearance.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
5.5	<p>Location: Works packs 9, 10, 11 & 12 – M1 Junction 24</p> <p>Summary: Potential for side swipe collisions on the approach to Junction 24 due to short merge distance.</p> <p>Vehicles travelling eastbound on the A50 and heading towards Junction 24 currently do so in a single lane, which flares to two lanes where it joins the M1 southbound diverge slip before flaring to three lanes on the approach to Junction 24. As part of the proposals the single lane link from the A50 will flare to two lanes prior to the M1 southbound diverge slip and then become three lanes where the diverge slip joins it. This means that vehicles exiting the M1 southbound will be guided into lane 3 at the approach to Junction 24. Whilst it is understood that vehicles would be able to access the A453 towards Nottingham from the middle lane, the East Midlands Parkway station is only signed from the inside lane. This could result in drivers thinking they need to change from lane 3 to lane 1 over a short distance on the approach to the Junction 24, potentially resulting in them undertaking last minute lane changes, or panicked manoeuvres, leading to side swipe collisions.</p>	<p>Ensure the signage provided on the A50 eastbound/M1 southbound link is clear and shows that the A453 and East Midlands Parkway station can be reached from lanes 1 & 2. It is unlikely that many vehicles would be accessing the M1(S) from this approach as they would have either just left the M1 southbound, or they would have taken the direct link from the A50(E) to the M1(S) so the need for this to be signed is not considered necessary and could just add to the confusion.</p>	<p>East Midlands Parkway will be signed from both lanes 1 & 2.</p>	<p>NH is satisfied with this proposal</p>	<p>Directional signs to be amended accordingly.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
6.1	<p>Location: Works pack 13 – EMG1 Access</p> <p>Summary: Potential for vehicles to collide with the kerb resulting in loss of control type collisions.</p> <p>On the eastern side of the gyratory, at the A453 (N) the proposals include widening of the carriageway to provide two lanes for vehicles turning right into the EMG1 site. The movement from the A453 (N) into the widened section of carriageway seems like quite a tight manoeuvre to get into the new proposed lane with a short taper into the widened area. Whilst this is not an issue if vehicles are moving off from a standstill at the A453 (N) traffic signals, if vehicles were undertaking this manoeuvre at speed it could result in them clipping the kerb on the central reserve prior to the junction and losing control.</p>	<p>The kerbed central island at the A453 northbound roundabout entry (offside) should be realigned to smooth out the movement for vehicles entering the new flared lane.</p>	<p>Kerb radii will be increased from 15m to 20m to improve tracking. Tracking will be updated to confirm this.</p>	<p>NH is satisfied that the correct measures are being taken</p>	<p>Revise the scheme geometry to increase the radii and update vehicle tracking to demonstrate this has been done.</p>

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
6.2	<p>Location: Works pack 13 – EMG1 Access</p> <p>Summary: Potential for pedestrians to be injured by VRS or errant vehicles.</p> <p>The proposed footway link to the new crossing provided over the EMG1 access appears to be in close proximity to the existing VRS provided on the exit from the EMG1 site. This could result in pedestrians walking within the working width of the VRS. Which could result in pedestrians being injured by the VRS should it be struck. It is also unclear if the VRS obstructs the forward visibility to the crossing, which could lead to pedestrians being struck if they are not seen by approaching motorists.</p>	<p>Ensure that the footway is not provided within the working width of the VRS barrier. The forward visibility splay should also be checked for vehicles exiting the site seeing pedestrians crossing the carriageway to ensure it is not obstructed by the VRS.</p>	<p>Existing barrier is to be relocated behind the new crossing. This will be done during detailed design.</p>	<p>NH is satisfied with this proposal</p>	<p>Location of and need for VRS to be reviewed as part of the detailed design.</p>
7.1	<p>Location: Works pack 14 - A453 Active travel link</p> <p>Summary: Potential for users to collide at bend in facility.</p> <p>The proposed active travel link along the A453, joins the existing facilities at the EMG1 access. Prior to the point where the proposed facility joins the existing facility, there is a bend proposed in the facility, which has a post and rail fence and vegetation provided on the inside of the bend. The forward visibility splay shown on the drawing appears to go through the fence and the vegetation, which could result in users not seeing one another and colliding as they navigate the corner.</p>	<p>The forward visibility splay on the active travel link around the bend should be kept clear of obstructions to ensure users can see each other as they approach the bend.</p>	<p>Vegetation will cut back to ensure users can see each other as they approach the bend.</p>	<p>NH is satisfied with this proposal</p>	<p>Site clearance drawings showing this vegetation clearance to be provided at detailed design.</p>

4. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Design Organisation Statement

3.1. On behalf of the Design Organisation I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

Name:	[REDACTED]
Signed & Dated:	
Position:	Technical Director
Organisation:	BWB Consulting Ltd

Overseeing Organisation Statement

3.2. On behalf of the Overseeing Organisation for the Local Road Network I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- The agreed RSA actions will be progressed.

Name:	[REDACTED]
Signed & Dated:	[REDACTED] 05 March 2026
Position:	Principal Transport Planner (Strategic Sites)
Organisation:	Leicestershire County Council

3.3. On behalf of the Overseeing Organisation for the Strategic Road Network I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- The agreed RSA actions will be progressed.

Name:	[REDACTED]
Signed & Dated:	[REDACTED] 04/03/26
Position:	Spatial Planner
Organisation:	National Highways



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