

**OFH 18 March 2019**

**Written summary of oral submission**

**Phil Rose ref 20014186**

Those of us who have followed the “Manston Saga” know that over the last 20 years, time and again, Mr Freudmann has been the central figure.

Mr Freudmann was a director at Wiggins when they bought Manston, and MD at the Airport until it collapsed and passed to Infratil. After Infratil sold Manston, he sought partners to acquire and develop the airport site. Mr Freudmann has been the prime mover with ROIC, and then RSP, throughout the CPO bids. He is key to this bid – this is very much “his show”. And that worries me.

My evidence shows that Mr Freudmann was a pillar of the establishment. He had been given elected and legal positions of trust, responsibility and power. There was no reason to suppose that Mr Freudmann was anything other than he appeared, [REDACTED]

Mr Freudmann oversaw the installation of his firm’s computerised accounting system, and as managing partner later became responsible for financial control. He was the only one who had clear sight of **the money**. He was able to [REDACTED]

Hidden money has been a recurring problem whenever a company appears, sporting Mr Freudmann as a director, and wanting the Manston site. Each time, they have failed to convince the relevant authority about **the money**.

Thanks to a long-running corporate version of the “find-the-lady” card trick, **the money**, if it exists, is now invisible. First it was ROIC, then RSP, who then became 90% owned by an entity based in Belize. [REDACTED]

I am also worried by Mr Freudmann's track record in the aviation and travel industries. It's a "trail of fail". When he becomes involved, long-established companies and start-ups alike wither and die. Do ask Mr Freudmann to identify his greatest commercial success to date – we can find no venture that ended happily.

Mr Freudmann is a good salesman, and has consistently misled the public since the pre-consultations with his claims about night flights, flight paths, and noise levels. He has persuaded the local MP, who has repeated Mr Freudmann's claims in the local media, giving them credence. This undermines and invalidates the consultation process, and is a direct result of Mr Freudmann's involvement in the bid.

Those who took Mr Freudmann at face value trusted him. I have looked more closely and do not. That distrust is compounded by the fact that Mr Freudmann has sought to hide these facts on the Internet, and have them removed by force of law from my website, while trying to re-make his public face. Don't fall for it.

It is surprising that someone unfit to practice law is involved in this DCO bid, and it's even more surprising that RSP is relying on Mr Freudmann's aviation experience, given his track record is one of failure. It is astonishing that Mr Freudmann, ROIC and RSP have been allowed to restrict access to financial information for so long.

We have an insubstantial, newly-minted company, fronted by a serial failure, posing as the trustworthy potential operator of a nationally significant asset, claiming there is need enough to justify the forcible taking of land, on the understanding that payment will be made a few years hence. Mr Freudmann is pivotal to this tenuous proposition.