



**Environmental
Report
2007**



Contents

• Monitored activities	P.3
• An Environmental Management system	P.4
• A seven-point commitment	P.5
1 - Undertake a survey to determine its Carbon Footprint	P.6
2 - Continue its corporate strategy for reducing electricity and water consumption	P.10
3 - Contribute to the development of renewable energy	P.16
4 - Bring global warming and waste prevention to the attention of customers	P.17
5 - Develop selective waste collection	P.19
6 - Promote simple actions that encourage ecological citizenship	P.21
7 - Implement a multi-year ecology plan in France and continue to improve the management of its sites at Samphire Hoe and Folkestone escarpment.	P.23

Monitored activities



Facilities registered for environmental protection purposes in France

Many activities on Eurotunnel's French Terminal are subject to the law on facilities registered for environmental protection purposes (ICPEs) (Law of 19 July 1976). Activities such as cooling, maintenance workshops, etc. require a **permit**, while use of abrasive materials, paint application, storage of flammable liquids, etc. require a **declaration**.

This classification requires Eurotunnel to undertake exhaustive monitoring and make declarations not specified in the legislation that applies to unregistered facilities (e.g. completing the European Pollutant Release and Transfer Register).

- **Coquelles Terminal**

Consolidated ICPE Prefectoral Order

In 2001, with the backing of the DRIRE (the regional authority for the research, environment and industry) which is responsible for enforcing the requirements of Prefectoral Orders, and in the light of the changes that had occurred with some of its activities (closing down, expansion, new activity) and the changes in the regulations affecting registered facilities, Eurotunnel had decided to apply for a **globalized submission** in order to facilitate administrative monitoring.

The consolidated ICPE Prefectoral Order, bringing together all the requirements applicable to the various activities on the site in a single document, was issued in January 2006, following three years of preparation and submission (consultation with CHSCT, public enquiry, response to comments registered, etc.).

VOC reporting

To comply with the French Order of 2 February 1998, as amended, requiring companies whose solvent usage exceeds one tonne per year to produce a report on their Volatile Organic Compounds, Eurotunnel has commissioned an annual VOC report on the following activities:

- vehicle and traction unit repair and servicing (shuttles)
- preparation, application and drying of varnish, paint and primer on vehicles and traction units
- grease removal and cleaning using solvents.

Rigorous monitoring of thresholds is in place.

- **Sangatte Site**

An additional ICPE Prefectoral Order was issued in October 2007 for storage of the anti-corrosion product used in the tunnel cooling system, supplementing the regulatory requirements applicable to the site.

However, Eurotunnel is looking for a more environmentally-friendly substitute product. Migration to the new product will take place gradually throughout 2008 on the Sangatte and Shakespeare Cliff sites.

UK Sites

Activities on the Folkestone and Shakespeare Cliff sites are not regulated by an ICPE registration but do have to comply with the 2000 Pollution Prevention and Control Regulations and the 1994 Waste Management Licensing Regulations.

An Environment Management System

An Environmental Management System based on the requirements of the ISO 14001 Standard

Safety represents an absolute requirement for Eurotunnel. Combining it with environmental protection and sustainable development shows to what extent this commitment is important for the Company.

The Environmental Management System (EMS) set up by Eurotunnel back in 2000 is based on the requirements of the ISO 14001 Standard.

- **Safety, Security and Environment Committee (CSSE)**

The CSSE, a committee of the Board of the Company, is chaired by a French Board Member and comprises the Company chairman, a British Board Member, the *Directeur général délégué*, Safety and Sustainable Development Director, Operations Director, Maintenance Director and representatives from the Divisions.

This Committee meets every three months to monitor the environment action plan and commitments on sustainable development as part of an ongoing improvement strategy.

- **Safety and Sustainable Development Directorate**

Created in January 2006, the Safety and Sustainable Development Directorate is responsible for environmental policy implementation and monitoring, regulatory compliance and compliance with Sustainable Development commitments. It reports to the *Directeur général délégué*.



A seven-point commitment

A seven-point commitment to sustainable development



Eurotunnel's commitment to environmental protection and sustainable development was formalised on 20 September 2007 when it signed a **"Planète gagnante" (Winning Planet) Official Partnership Charter** with the French environment and energy management agency ADEME and the Nord-Pas de Calais Regional Council, **recognising and supporting the Group's efforts as it launches and steps up seven key initiatives:**



1 - Undertake a survey to determine its Carbon Footprint and implement a plan to reduce its greenhouse gas emissions

All type of human activities directly or indirectly generate greenhouse gas emissions. It is therefore important that all companies, authorities and groups take an interest in the emissions that they generate.

In order to act it is necessary to know the present situation. Carbon footprinting is a method of calculating emissions based on data obtained from the entity. The carbon footprint includes direct or induced emissions: emissions associated with energy, construction, operations, business travel, etc.



In 2007, Eurotunnel finalised its review of greenhouse gas emissions associated with its activities in the UK and France. Carbon footprinting was carried out using the Bilan Carbone method approved by the French environment and energy management agency ADEME. **Eurotunnel is currently the only cross-Channel operator to have published its carbon footprint.**

Solid results

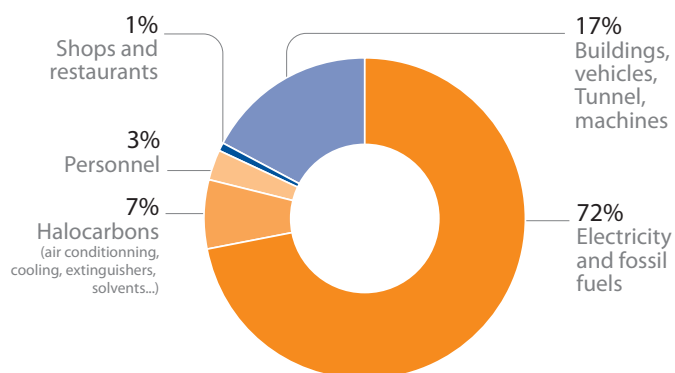
The consultants Symbiosis based in Bailleul in the Nord Département footprinted activities on Eurotunnel's French site between September 2006 and February 2007.

The Belgian consultants Factor-X footprinted the UK activities and consolidated all the results to obtain the company's overall carbon footprint for its UK and France activities.

This was a full and comprehensive review. It included the electricity required for traction power for Eurotunnel Shuttles, Eurostars and freight trains operating in the tunnel as well as the tunnel infrastructure, workshop activity, Diesel works locomotives, road vehicles used for employee travel, catering, etc.

Eurotunnel's carbon footprint for 2006 was assessed at 85,184 metric tonnes of carbon equivalent (MtCe)¹, in a year in which 18.5 million tonnes of goods were carried through the Tunnel. For comparison purposes, more than 30 million tonnes of goods entered and left Paris. Their transport generated over 1,750,000 MtCe, all transport modes combined².

Carbon survey: breakdown of emissions by area



¹ The results of the carbon audit are measured in TCE "tonnes of carbon equivalent". e.g: 1 kg of CO₂ contains 273 g of carbon. Therefore emitting one kilogram of CO₂ is the same as 273 grammes of carbon equivalent.

² Source : Mairie de Paris

An effective reduction plan

Eurotunnel's main reason for calculating its carbon footprint was to **successfully implement a plan to reduce its greenhouse gas emissions**.

This reduction plan has now been drawn up with the aim of achieving a significant reduction of the emissions.

- **Action on the "energy" sub-area as the top priority**

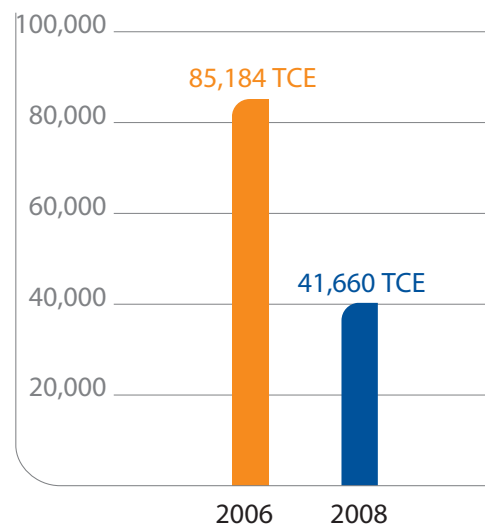
Within Eurotunnel, "Electricity and fossil fuels" is the largest contribution used mostly for train traction, which accounts for 72% of all greenhouse gas emissions.

It is worth noting that because of the different method of electricity generation in the two countries, the French site's greenhouse gas emissions are four times lower than the UK site's emissions.

The Group has chosen to give priority to taking action on the energy. In late 2007 it introduced a new system supplying catenary power from the French grid only. This ambitious project, along with other initiatives, should allow Eurotunnel to reduce its greenhouse gas emissions by 51%.

By 2008, Eurotunnel's carbon footprint will have been reduced to 41,660 MtCe.

Change in carbon emissions



¹ The results of the carbon audit are measured in TCE "tonnes of carbon equivalent". e.g: 1 kg of CO₂ contains 273 g of carbon. Therefore emitting one kilogram of CO₂ is the same as 273 grammes of carbon equivalent.

- **Action on the fire fighting systems**

In addition to the new catenary power supply system, other initiatives are under way to further reduce the greenhouse gas emissions associated with the company's activities:

The fire fighting systems in the associated installations on the two terminals and on board the rolling stock use the gas Halon 1301 which is banned under the Montreal Protocol.

The Channel Tunnel Operators, Air Force, etc. have been granted an exemption under European Council Regulation n°2037/2000 because users have not yet been able to find a gas that is at least as effective and packaged in containers small enough to suit the compact dimensions of the equipments involved.

Associated installations

In 2006, research and studies identified a substitute product that met the environmental constraints. Although its packaging precludes its use on board the shuttles, Eurotunnel has decided to go ahead and at least install it in its equipment rooms as this operation will reduce the **total quantity of Halon installed by 21 % (16.8 tonnes) over 2 years and hence greenhouse gas emissions.**

The European invitation to tender will be launched in early 2008.

Rolling stock

Studies are continuing to find an alternative product for the rolling stock. Contacts have been made with the European Community to widen the search field.

Analysis of the causes of spurious releases on board the shuttles has found that the fire detection control system was responsible for 35% of the cases. Eurotunnel has therefore decided to replace it. A study is under way with the aim of testing a prototype in the 4th quarter of 2008. Replacement is planned in 2010 - 2012.

- **Action on the cooling systems**

Eurotunnel is anticipating restrictions and, by 2015, a ban on the use of certain refrigerants such as R22 which is used in the Tunnel cooling systems, rolling stock air-conditioning units and air-conditioning in buildings.

Substitute products have already been tested: R134a and R407c in the onboard air-conditioning systems and R409a in the air-conditioning in Krupp locomotives on works trains.

In 2007, R134a went from the test phase to the use phase in the air-conditioning units installed in the 10 Costa amenity coaches (AMCs) and in the 20 second and third generation of shuttle locomotives.

Design work will be undertaken in 2008 to explore different alternative solutions to R22 for the air-conditioning units in the Breda amenity coaches (AMCs), passenger shuttles and first generation of shuttle locomotives.

Twelve new air-conditioning units using R407c and 1 reversible unit using R410a have been installed in electrical maintenance building F93.

The maintenance of the onboard electronics cooling units (BKW) is contracted out to external suppliers who have been asked to propose another type of fluid.

Replacement of the air-conditioning systems in the tunnel equipment rooms and all buildings on the Folkestone and Coquelles sites is scheduled in the preventive maintenance plans. This very onerous project, which will be carried out over a 7 year period, will also take into account any changes in environmental regulations and will further reduce Eurotunnel's greenhouse gas emissions.

- **Action on works train exhaust emissions**

Eurotunnel has modified its 5 Krupp locomotives, replacing the scrubber units with particle filters, ahead of the new European standards on gas emissions which are due to come into force in 2009/2010.



New system: particle filter on Krupp locomotives

	Emissions measured before installing scrubber unit	Emissions measured after fitting new filter system
CO	250 - 300	20 - 30
NO	800 - 1000	50 - 90
NO²	60 - 75	5 - 15
NOX	900 - 1100	40 - 100

This new filter system has led to a huge reduction in gas emissions:

90% fewer particles emitted

These results are very positive and so it is now also planned to fit this type of filter on the 12 Schöma locomotives.

2 - Continue its corporate strategy for reducing electricity and water consumption.

Electricity consumption

Energy management is a key part of Eurotunnel's corporate strategy. Eurotunnel is continuing to focus its efforts on reducing its electricity consumption, especially as the benefits are not only financial but also environmental since the **new system supplying catenary power from France from 2008 will halve its total greenhouse gas emissions.**

Traction represents 75 to 80% of Eurotunnel's electricity consumption.

The energy saving initiatives on the auxiliaries undertaken in 2005 and 2006 continued in 2007 (example: improving the insulation of buildings, presence detectors for lighting and heating, etc.).

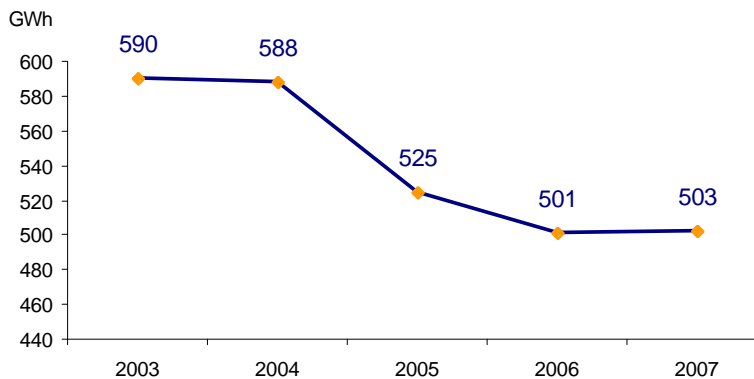
The system for remote recording electricity consumption has been improved by increasing the number of meters and developing consumption analysis software.

The modifications made to the tunnel cooling system have continued with good results.

Optimising the speed of shuttles on non-maintenance nights since mid-2006 has reduced electricity consumption for traction by 2 MWh a night, i.e. 500 MWh over a year.



**Electricity consumption FR - UK
(Rail traction = 75 à 80%)**



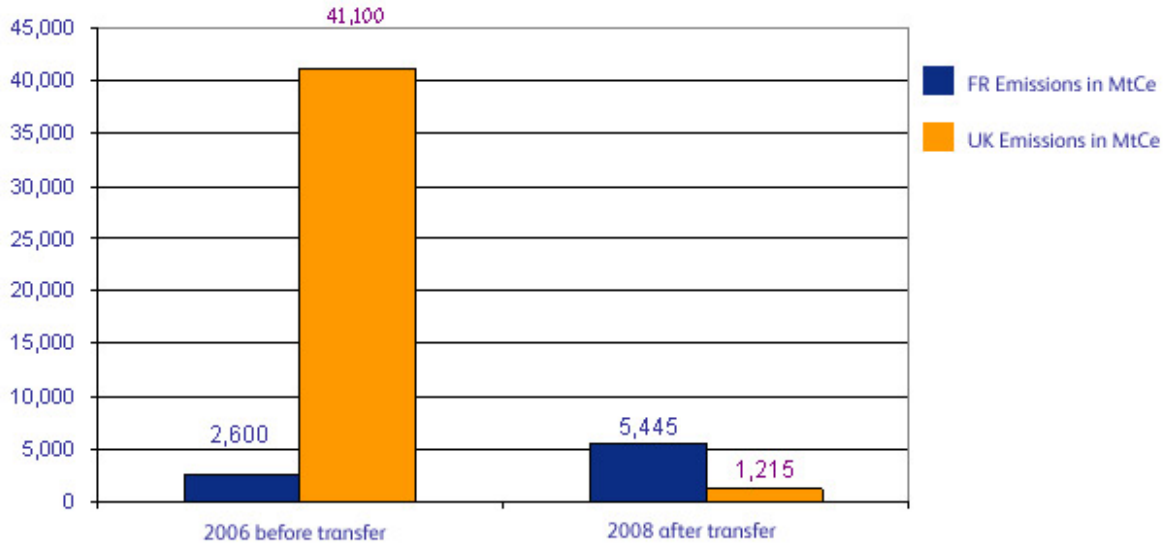
However, total consumption was higher than in 2006 because of the growth of the traffic.

Supplying the catenary from France

The supply of the entire UK and FR catenary with power from the French sub-station has been introduced gradually since September 2007. It will be almost permanent in 2008 except on certain maintenance nights in order to maintain the required voltage level on the line.

This decision involved undertaking major works to adapt certain infrastructures: the French sub-station had to be redesigned so that it could supply twice as much electricity, requiring about 140km of extra cable.

Changes in greenhouse gas emissions associated with electricity consumption for traction between 2006 and 2008 (including Alleux and Dollands Moor sub-stations)



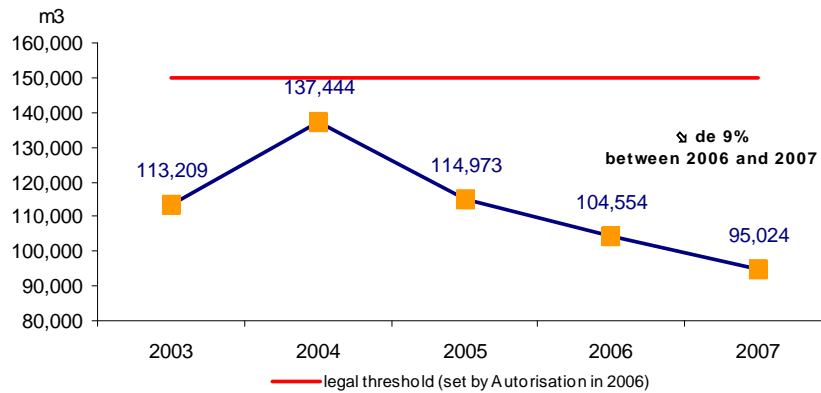
Water consumption

• Coquelles Site

Consumption

The annual consumption permitted by Prefectoral Order for this site is 150,000 m³.

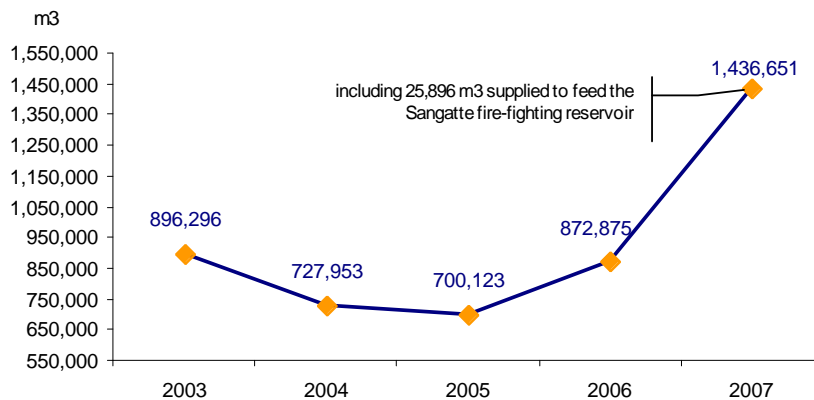
Coquelles Terminal drinking water consumption



In 2007, Eurotunnel completed the preventive maintenance initiative to check the oil separators (35 separators located at various points throughout the French site) in order to avoid any pollution risk that could arise if one of them were to malfunction and to obtain a better quality of discharge water.

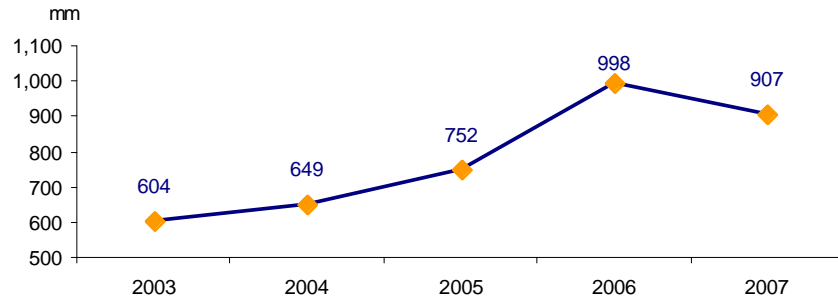
Lowering of the groundwater table

Coquelles Sites groundwater pumping



Eurotunnel has to lower the groundwater table to safeguard the stability of its infrastructures, particularly its rail infrastructures. Some of the water pumped out is being fed into the fire-fighting water reservoirs and some is being discharged into the drainage network.

Rainfall



Waste water treatment: purification plant

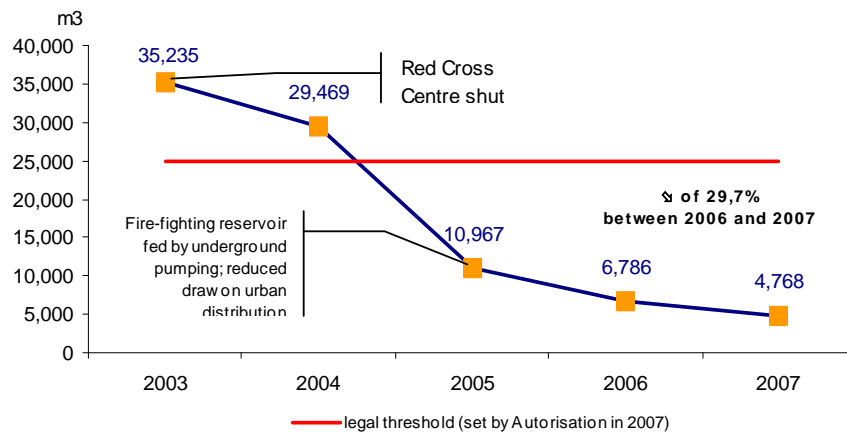
The urban biological purification plant built by Eurotunnel at Coquelles has a nominal capacity equivalent to a population of 13,500. This plant treats the waste water from the Eurotunnel Terminal as well as some of the waste water from Coquelles and the nearby development area (Cité-Europe).

The residual sludge is used for agricultural purposes.

- **Sangatte Site**

The annual consumption authorised by Prefectoral Order for this site is 25,000 m³.

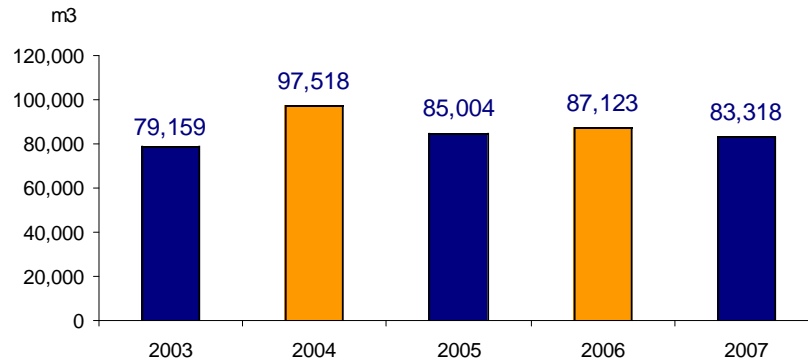
Sangatte Site drinking water consumption



- **Folkestone Site**

All the water used on the UK terminal is obtained from Folkestone District Water Company (FDWC). This network supplies the Folkestone terminal buildings and the 800 m³ Castle Hill tunnel fire fighting water reservoir.

Folkestone Site drinking water consumption

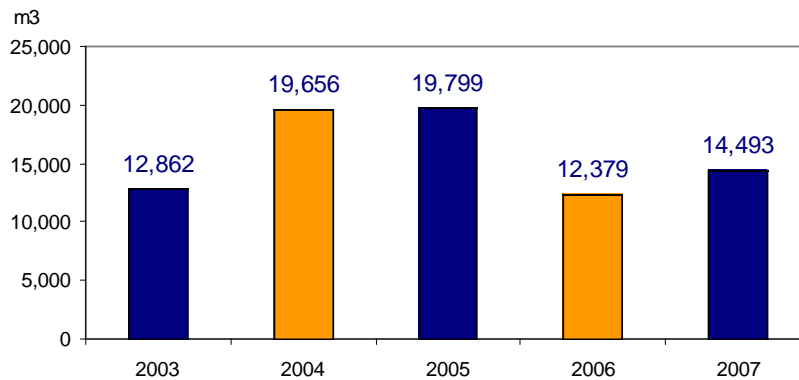


Surface water flows by gravity into the public sewage system.

Wastewater is discharged into the public purification plant serving Folkestone and Dover.

- **Shakespeare Cliff Site**

Shakespeare Cliff Site drinking water consumption



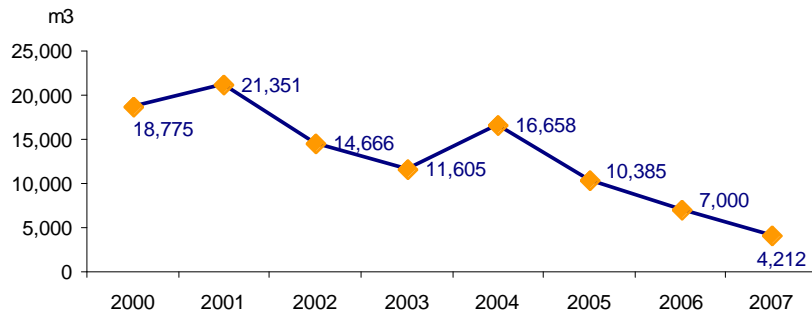
The above figures comprise:

- consumption for cooling plant,
- consumption for fire fighting mains in the tunnel,
- consumption for Samphire Hoe.

- **Focus on water consumption in the UK and France cooling plants**

Water consumption associated with the Shakespeare Cliff and Sangatte cooling plants has fallen sharply in the last 3 years.

Drinking water consumption for Shakespeare Cliff and Sangatte cooking



Various technical initiatives to eliminate leaks on the circuits and pumps have contributed to this fall but the main factor has been the changes made in 2005 in the method and frequency of pumping and decrease in water circulation speed in the tunnel cooling loops which has reduced the quantity of water used:

2,788 m³ i.e. 27.80%

This reduction is not a given. It may fluctuate up or down depending on seasonal weather conditions (temperature variation) as the tunnel needs more cooling when the weather is very hot.



3 - Contribute to the development of renewable energy

The project to install a wind farm at the Coquelles Terminal which was initiated in 2003 resumed in May 2006 in partnership with the company InnoVent.

Several alternative schemes have been successively proposed to the Government authorities to obtain their agreement to seek planning consent to install three wind turbines along the Coquelles Terminal passenger traffic exit road.

No objections arose from the public inquiry into amending the local development plan for Coquelles and the enquiry commissioner gave the project the green light.

Eurotunnel is hoping at last to see this project completed. It fits entirely within the framework of the European renewable energy programme.



4 - Bring global warming and waste prevention to the attention of the millions of British and French customers who use Eurotunnel's Shuttles each year through activities, events and exhibitions.

Sustainable Development Week 1st to 7 April 2007

Eurotunnel raised awareness among over 200,000 passenger and truck shuttle customers of all nationalities during this week to the importance of sustainable development issues and encouraged them to behave as eco-citizens.



Eurotunnel was supported in its educational and awareness initiatives by its catering partners on board the shuttles, the shops in the Folkestone and Coquelles retail buildings and the FlexiPlus lounges: posters and quizzes focused on actions that could be taken to protect the environment such as reducing water consumption, energy savings, promoting renewable energy, sorting waste, protecting biodiversity, etc.

A bilingual leaflet in English and French was published for the event to explain briefly and in simple terms what was meant by sustainable development, the greenhouse effect, a carbon footprint, etc. Thousands of copies were distributed.



This campaign was selected by the French Ministry for Ecology, Energy, Sustainable Development and Spatial Planning (MEDAD) as being one of the 100 most noteworthy initiatives in 2007.

<http://www.ecologie.gouv.fr/>.



European Mobility Week 16 to 22 September 2007

Launched 5 years ago, European Mobility Week aims to encourage everyone to change their transport habits, encouraging the use of public transport, car sharing, cycling or walking for short trips.



This campaign's slogan "Bougez autrement, la meilleure énergie c'est la vôtre" (Travel differently - the best energy is your own) was widely publicised by Eurotunnel who was taking part in this event for the second year running and distributed large quantities of brochures published by ADEME and MEDAD.

During this week, Eurotunnel revealed the initial results of the review of its carbon footprint. Eurotunnel is the only cross Channel operator to have calculated and published its carbon footprint.

It was during this week, on 20 September, after visiting the exhibition in the Coquelles retail building, that Mrs. Michèle Pappalardo, the then ADEME President, and Mr. Alain Alpern, Vice-President of Nord-Pas de Calais Regional Council responsible for Sustainable Development and the Environment, co-signed the "Planète gagnante" (Winning Planet) Partnership Charter with Jacques Gounon.



Waste Reduction Week 3 to 12 November 2007

Eurotunnel became involved in ADEME's initiatives on this theme because **optimising the selective sorting of waste and recycling its waste and that of its partners into materials or energy are part of its seven commitments to sustainable development.**



5 - Develop selective waste collection to optimise sorting and encourage material or energy recycling of its waste.

Eurotunnel introduced the selective collection of special and ordinary industrial waste at the two Terminals back in 2002. Selective collection has necessitated an overhaul of all equipment and facilities, the modification of waste flows and the creation and fitting out of waste collection centres.

Waste management on the French Terminal

- Efficiency of selective waste sorting

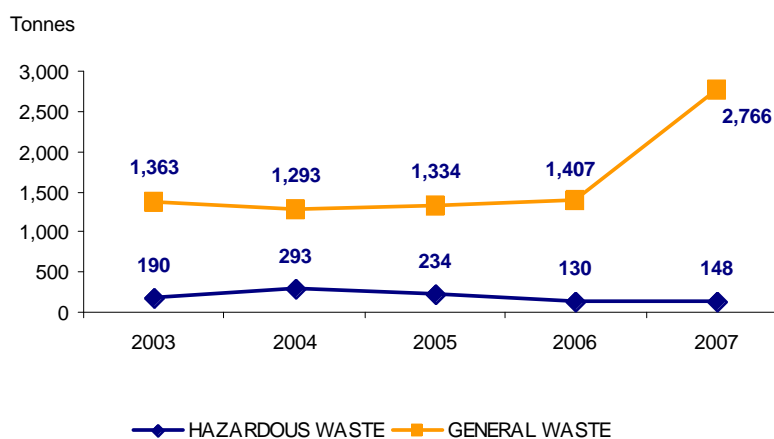


Since the introduction of selective collection the results have been encouraging. Tighter rules and staff awareness have led to a significant reduction in the volume of waste sent to landfill and a sharp increase in the volume recycled.

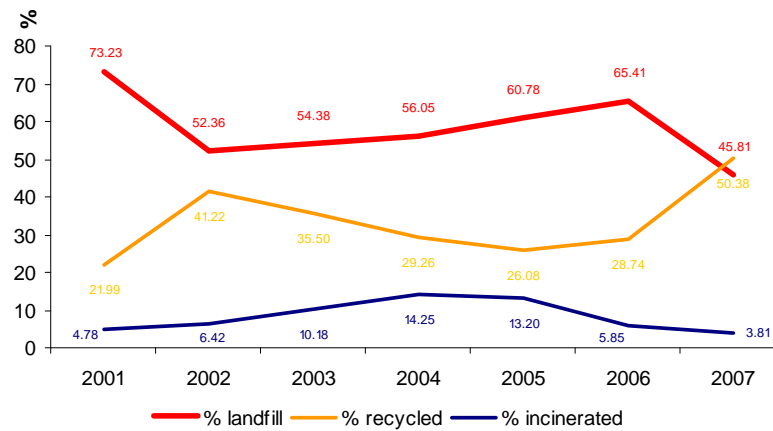
Despite the amount of exceptional works carried out in 2007 (taking apart of 2 complete shuttles, dismantling of the Euroscan building, etc.), the previous trend was reversed and the percentage of waste recycled is now higher than the percentage sent to landfill.

The dismantling works mentioned above and the track replacement works represent a very high percentage of the waste recycled.

Quantity of waste - France SIW OIW



Disposal method - France



• Finding new recycling processes and optimising transport

Green and compostable waste from the staff restaurants are composted by a specialist local firm. This compost is returned to Eurotunnel to be used on the green areas on the Coquelles site.

Eurotunnel prefers to use local treatment processes and a dual waste collection service to generate fewer greenhouse gas emissions.

Eurotunnel also gives waste such as tyres, batteries, neon tubes, lamps and computer hardware to approved eco-organisations who collect free of charge.

Waste management on the UK terminal



Since 2005, the percentage of waste recycled has continued to rise while the percentage sent to landfill has reduced.

In the UK, the traceability of liquids is by volume and solids by weight, unlike France where everything is monitored by weight.

Quantity of solid waste on the UK Terminal in 2007

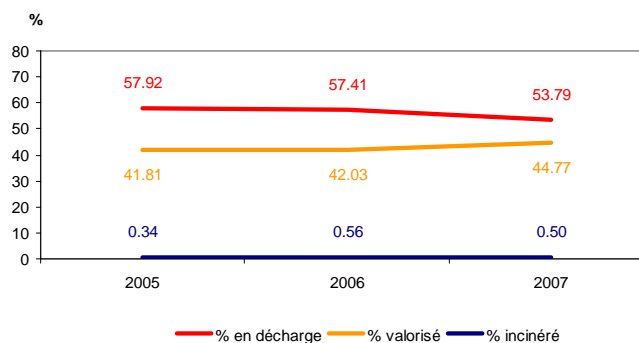
956 tonnes, of which:

- 947.32 tonnes of ordinary industrial waste and
- 8.58 tonnes of special industrial waste

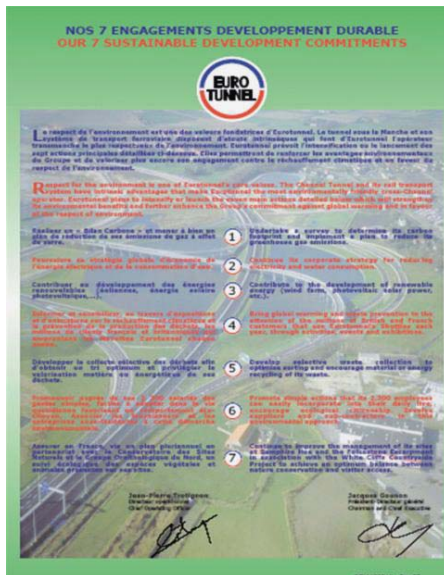
Quantity of liquid waste on the UK Terminal in 2007

- physico-chemical treatment of 481,966 litres
- regeneration or other reuse of 14,251 litres of oily liquid waste

Solid waste disposal Method - UK



6 - Promote simple actions that its 2,300 employees can easily incorporate into their daily lives, encourage ecological citizenship. Involve suppliers and subcontractors in this environmental approach.



All the company's employees have been fully involved in the environment initiative for over five years now. Training courses, an Environment Committee and a network of correspondents were introduced back in 2002.

The environmental assessment, reference documents, environment report and action plan are posted for employees to read on a dedicated Intranet site together with legislation updates which are analysed and commented on every month.

Since 2002, Eurotunnel has included environmental requirements in its contracts signed with sub-contractors.

In the 4th quarter of 2007, Eurotunnel added a "Sustainable development" questionnaire to its invitation to tender documents to involve its partners in its initiative by asking them about their environmental policy, the scope of their environmental risk management, their commitment to complying with and enforcing the International Labour Organisation Declaration and the steps taken to ensure continual improvement.

In parallel with signing the "Planète gagnante" (Winning Planet) Charter with ADEME and the Regional Council, the Eurotunnel Executive Management wanted to demonstrate its determination to its staff by formalising its 7 commitments to sustainable development in the same way as it had done its Health, Safety and Environment policy

Each issue of e-gazette contains an article on an environmental topic:

- Sustainable development week: Eurotunnel gets involved!
- Environment: Eurotunnel signs an agreement for management of the natural environment
- Sustainable development week: Eurotunnel's project in the top 100 in France!
- The first Diesel locomotive with a particle filter in action
- Samphire Hoe celebrates its tenth anniversary
- Eurotunnel signs a "Planète Gagnante" (Winning Planet) partnership charter
- European Mobility Week in Eurotunnel
- National Waste Reduction Week in Eurotunnel.

The 3 awareness campaigns aimed at customers in 2007 were also aimed at employees and sub-contractors

- **National sustainable development week 1st to 7 April 2007**

This campaign to raise awareness among the employees of Eurotunnel and those of its partners was ranked by MEDAD, along with the customer awareness campaign, as one of the Top 100 most noteworthy initiatives in France in 2007.



Thematic posters were displayed at the company's headquarters and in the 3 staff restaurants in France.

Brochures and quizzes were distributed along with a bilingual leaflet specially produced by the Safety and Sustainable Development Directorate.

Diane restauration and Sélecta supported the campaign, offering organic and regional products throughout the week and displaying thematic messages on meal trays and in food and drink vending machines.

- **European Mobility Week 16 to 22 September 2007**

Poster campaign encouraging staff to switch to greener modes of travel and distribution of leaflets including a carbon footprint calculator to show the environmental impact of their daily travel.

- **French Waste Reduction Week 3 to 11 November 2007**

Exhibitions and distribution of educational leaflets. Provision of additional selective waste sorting containers throughout the site.

7 - Implement a multi-year ecology plan in France in partnership with the Conservatoire des Sites Naturels and the Groupe Ornithologique du Nord to monitor the species of flora and fauna on its sites.

- Continue to improve the management of its sites at Samphire Hoe and Folkestone Escarpment in association with the White Cliffs Countryside Project to achieve an optimum balance between nature conservation and visitor access

France: towards a multi-year management plan



Conservatoire des Sites Naturels du Nord et du Pas de Calais

When the construction period ended in 1993, Eurotunnel handed over responsibility for monitoring the flora and fauna on the Coquelles Terminal to the Groupe Ornithologique et Naturaliste du Nord in order to better understand and preserve the natural environment and species it contains. This monitoring has demonstrated the great heritage value of these sites.



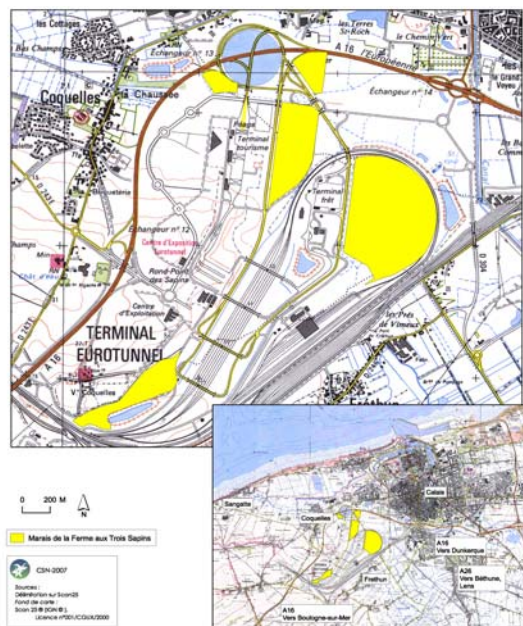
As part of its Sustainable Development initiative, Eurotunnel accepted GON's proposal to involve the Conservatoire des sites Naturels du Nord et du Pas de Calais in developing a multi-year management plan.

A broad-ranging agreement was signed in April 2007.

This agreement will make it possible to implement a proper strategy for managing and enhancing Eurotunnel's natural environment.

The first year has been spent updating the inventory. The second will be spent developing a multi-year management plan which will advise Eurotunnel on the steps that need to be taken to preserve species and the natural environment.

The Eurotunnel sites involved are the Jardins du Point du Jour, the loop wasteland and three lagoons.



• Plant formations

The heritage assessment of plant formations revealed that there were:

- 3 habitats considered to be extremely rare (associated with soil salinity)
- 4 habitats important for Europe (European Community Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna)
- 1 habitat in the process of extinction
- 2 vulnerable habitats.



Brackish waster crowfoot
(vulnerable and very rare in the region)

• Flora

The flora inventory identified:

135 plant species,

18 species of natural heritage interest, including:

- 1 exceptional in the Region and seriously threatened with extinction (buckbean)
- 2 rare and threatened with extinction in the Region
- 3 considered to be vulnerable in Nord - Pas de Calais
- 8 enjoying statutory protection in the Region under the Order of 01/04/1991



Buckbean
(threatened with extinction and protection in the Region)



Early marsh orchid
(vulnerable and protected in the Region)

- **Fauna**

The information obtained from a compilation of the GON and CSN fauna inventories has identified:

Avifauna: heritage nesting species including:

- the marsh harrier, a species listed in Annex I of the Birds Directive 79/409/EEC
- the bearded tit, fan-tailed warbler and greylag goose, species in danger in the Region
- the lapwing, vulnerable in Europe



Bearded tit



Marsh harrier

Odonates : 3 heritage species identified originally but only the presence of the dainty damselfly was confirmed in 2007.



Small red damselfly

Mammals, amphibians and rhopalocera (butterflies):

Inventory to be completed in 2008.

UK Site: management amply rewarded

• The Folkestone Downs

The Folkestone Downs, covering an area of some 48 hectares, are one of the largest remaining areas of ancient chalk grassland in Kent and form part of the Kent Downs Area of Outstanding Natural Beauty (AONB). They are also designated a Site of Special Scientific Interest (SSSI) on account of the many rare species of plants and wildlife they support.



Eurotunnel and the White Cliffs Countryside Project (WCCP) have restored and maximised the diversity of habitats on the site without detracting from its unique components. Grazing cattle were introduced to control the coarse grasses, allowing the more delicate species to thrive.

The WCCP keeps the area in good order with the help of volunteers and organises guided walks, wildlife conservation activities and "Green Gang" events for children.

These initiatives have led to an increase in the number of species of plants on the chalk downs, and particularly wild orchids such as *Ophrys apifera* (Bee Orchid), *Ophrys fuciflora* (Late Spider Orchid), and butterflies such as *Lysandra bellargus* (Adonis Blue) and *Hesperia comma* (Silver-spotted Skipper).



Thirty-one different species of butterfly can now be seen on the Downs during the year, more than half the number of species in the UK, making the Kent Downs one of the best places in the country to observe meadow butterflies.



• Samphire Hoe

Samphire Hoe is a 30-hectare piece of land situated at the foot of the White Cliffs of Dover. It was created from approximately 5 million cubic metres of chalk marl excavated during the construction of the Channel Tunnel.

The site is also managed by the WCCP, assisted by many local volunteers.

Over 110,000 visitors come to Samphire Hoe each year.

The site now supports a rich biodiversity, including:

- about 200 plant species, the result of natural colonisation of the 31 original species,
- 12,000 orchids, a rare species in the UK, compared with only 67 in 1998,
- 190 bird species, two of which are listed in the Red Data Book,
- 27 butterfly species,
- about 175 species of moth, including 5 featured in the Biodiversity Action Plan,
- 13 species of dragonflies and damselflies.



In July 2007, Samphire Hoe celebrated its 10th anniversary



Lots of activities were organised to celebrate, such as a mini-beast safari and treasure hunts for all the family.

More information on Samphire Hoe can be found on the website: www.samphirehoe.com



• Environmental awards

The joint efforts of Eurotunnel and the White Cliffs Countryside Project have been recognised by awards many times over the years:

- *"Property Awards"* (Environment category) sponsored by Property Week
- *"Environmental Awards for Kent Business"* (Site Management and Nature Conservation category) sponsored by Kent Country Council
- *"National RICS Award for Countryside & Coastal Regeneration"* sponsored by the Royal Institute of Chartered Surveyors
- *"Site of Special Scientific Interest Award"* (SSSI) sponsored by English Nature
- In 2007, Samphire Hoe was awarded the *"Green Flag"* for the third year running in recognition of its high ecological quality





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