ENVIRONMENT REPORT
GROUPE EUROTUNNEL SA
2009

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Before printing this report, please think of the environment

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www.eurotunnel.com

Groupe Eurotunnel Profile

Eurotunnel holds the concession to operate the Channel Tunnel, the fastest, the easiest, the most reliable and the most environmentally friendly cross-Channel transport service, until 2086.

These intrinsic strengths, combined with the expertise of Eurotunnel's staff, are the foundations of the operating and commercial success of the group: in 15 years, 250 million passengers and 50 million vehicles (including 15 million trucks) have been transported through the Tunnel which has, over this period, become a vital link between the United Kingdom and the Continent.

Eurotunnel has an ambitious strategy which combines the expansion of its core activity, cross-Channel transportation services, with external growth beyond the Tunnel in its two principal fields of expertise: railway operations and infrastructure management.

Eurotunnel is building a group based on the advantages of infrastructure concessions - especially recurrent cash flows - and is ready to take any opportunities for sustainable growth presented by the increasing importance of environmental issues.

A Eurotunnel Shuttle locomotive on one of the platforms of the Folkestone Terminal

Eurotunnel: in favour of sustainable development

The transport sector has seen many developments over the past few years. Due to the impact of transport on the greenhouse effect, it is essential that any future growth is sustainable. This characteristic must of course be compatible with customers expectations in terms of rapidity and availability.

Thanks to the Channel Tunnel, for which Eurotunnel has been awarded the Concession until 2086, transport of people and goods between the United Kingdom and the continent has intensified.

Since the conception of the Tunnel and the beginning of operations 15 years ago, Eurotunnel has always met the demands of its customers in terms of quality of service. Thanks to the use of electrical traction for all Shuttles and trains going through the Tunnel, Eurotunnel is also the most environmentally friendly cross-Channel operator.

As a major stakeholder in low-carbon transport, the Eurotunnel Group, by expanding its activity through a global railway service offer, is well positioned as a leader in environmentally friendly transport.

Groupe Eurotunnel uses this leadership and its expertise to help its subsidiaries and its customers to reduce the carbon footprint of their activities.

Eurotunnel's ambition to promote genuine green values translates into a commitment to sustainable development through the management of the impact of its activities on the environment and especially into its actions to reduce greenhouse gas emissions.

Eurotunnel, the most environmentally friendly cross-Channel transport system

Sustainable development a core element of Eurotunnel's actions in 2009

The preservation of the environment is a core value for Eurotunnel. In 2009, this commitment has been acknowledged by a number of different independent bodies:

- The Carbon Trust Certification has authenticated Eurotunnel's carbon strategy for its cross-Channel activities. The scope of the audit was the greenhouse gas reduction targets set up after the Bilan Carbone® (Carbon report) carried out in 2006, the organisational changes implemented to reach those targets and the results obtained over the past 3 years.
- The 'Responsible company' Award from the Alliances Network has rewarded Eurotunnel for its responsible management of the environment.
- The Brand Emissions Leaders Report 2009 from Edinburgh University Business School ranked Eurotunnel as the most efficient transport sector company in terms of environmental impact.

Out in the field, practical results demonstrate Eurotunnel's commitments:

- A reduction of greenhouse gas emissions related to electric and fossil fuel consumption of 58% since the carbon footprint assessment in 2006, by 22% between 2008 and 2009.
- A reduction in electricity consumption of 5.8% between 2008 and 2009.
- In-house recycling and recovery of 33,000 m^3 of underground water coming from groundwater lowering designed to protect the railway infrastructures.
- A sustainable development awareness campaign targeting 50,000 customers.
- Construction of a wind farm with an overall power output of 2,400 kW.
- The fifth consecutive Green flag Award for the management and high ecological standard of at the Samphire Hoe site.

Furthermore, Eurotunnel has created at the end of 2009 a Club for Sustainable Development in cross-Channel freight haulage which counts to this day 18 major European road hauliers, all customers of Eurotunnel Truck Shuttles service and for who reducing carbon footprint represents a top priority.

Eurotunnel's commitment to reduce its carbon footprint benefits all of us. It also enables Eurotunnel's customers to minimise their carbon footprint.

1. Challenges

If it is not controlled, climate change could lead to an increase in the number of extreme meteorological phenomena. Scientists agree that an overall global temperature increase superior to 2°C could have irreversible consequences.

The transport sector produces 17% of the greenhouse gas emissions in the Nord/Pas-de-Calais area, after industry (48%) and the residential / tertiary sector (19%). This third place masks a large increase: +27% since 1990.

Groupe Eurotunnel, with its energy choices and its proactive strategy of expanding railway activities, shows its commitment to the transport of the future, by offering low-carbon transport services.

In France, Eurotunnel is involved in the work of the **Goods Traffic Committee of the Energy Environment and Transport Observatory**. The French Department for Environment entrusts this institution to reflect on the implementation of the coming carbon labelling of transport operations.

In Europe, Eurotunnel shares it expertise with the **European Committee for Standardisation**, as part of the work group in charge of creating the future standard which will define the calculation methodology for greenhouse gas emissions in transport operations.

Eurotunnel helps its customers assess their carbon performance.

This assessment enables them to meet the expectations of their contractor. Thus Eurotunnel helps its customers to anticipate foreseeable evolution in regulations.

2. Organisation – Management

Protection of the environment is one of the components of sustainable development which Eurotunnel considers as important as safety.

The environmental management scheme implemented by Eurotunnel in 2000 is based on the requirements of the ISO 14001 standard. It is an integral part of the company's quality management scheme.

This management scheme is driven at the highest level in the company by the **Safety, Security and Environment Committee (SSEC)**.

The Chairman and Chief Executive Officer of Eurotunnel, four Board Directors, the Operations director, the Safety and Sustainable Development director, and the Industry director, as well as staff members from several departments form this committee.

This committee meets every three months, on a continuous improvement approach, to monitor, among other topics, the environment action plan and commitments to sustainable development.

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On daily basis, responsibility for environmental **management is held by the Safety and Sustainable Development department**, which ensures the implementation and follow up of environmental policy, compliance with regulation and with commitments. This department reports to the Operations director.

The environmental action plan is fed with surveillance audit reports, with modifications required by changes in legislation, and with targets set by the executive management.
The efficiency of the internal audit program is verified by the Assessment manager in order to ensure continuous improvement in the environmental management scheme.
The auditors' expertise is guaranteed by: first, regular update of their knowledge whenever the standard evolves and secondly, through regular internal audit activity.

The Safety and Sustainable Development department has a double mission of surveillance and support for operations which enables it to identify any drift or misunderstanding that could potentially lead to environmental impact.

Coming from Folkestone (UK), a Passenger Shuttle exits the Channel Tunnel in the Beussingues trench (FR)

3. Control

Several activities on Eurotunnel's French Terminal are regulated under the law on facilities registered for environmental conservation purposes (ICPE, law of 19 July 1976).

In France, law enforcement is supervised by a government body. The Inspector of registered facilities can, without notice, carry out assessment on the facilities at any time.

Alongside commercial and administration activities, the **Coquelles Terminal** houses the railway maintenance workshops used by Eurotunnel to ensure the operational quality of its rolling stock.

Those activities are regulated by **operating licence granted under Prefectoral order**; this was last updated in January 2006.

It consolidates the regulation of facilities for environmental conservation purposes, and it specifies the expectations of the authorities on general topics: water sampling and consumption, accidental pollution prevention through the organisation of collection and management of water systems on the terminal, analysis and surveillance of waste, waste management, noise prevention…

Activities on the **Folkestone Terminal** are regulated under the **Climate Change Act 2008**. Eurotunnel is recognised as a major energy consumer and will be registered with the CRC Energy Efficiency Scheme which offers financial incentives to British companies to mitigate their greenhouse gas emissions and reduce their energy consumption.

2008 is the base year for the measurement of greenhouse gas emissions. As Eurotunnel has already been proactive in implementing projects to reduce its greenhouse gases, the **Carbon Trust Standard certification** will serve as the reference and enable consideration to be given to projects initiated before 2008. The projects implemented so far have already enable Eurotunnel to reduce its emissions by 45% between 2006 and 2008.

Certificate of capacity – Application of article R 543-106 of the code for the Environment (French)

In 2009, Eurotunnel was granted, « the certificate of capacity » which enables specific staff members to work on Eurotunnel's refrigerating equipments for maintenance activities on its cooling systems (fixed installations and rolling stock).

This certificate validated methods and best practices, the quality of the tools and the professionalism of the teams that complete these operations.

This new regulation aims to prevent the release of cryogenic fluids into the atmosphere during maintenance. Depending on their composition, these gases can have a strong impact on the ozone layer and/ or on greenhouse effect.

This certificate of capacity is now essential to be supplied with fluids necessary to the operating of the equipments.

4. Commitments

In September 2007, a partnership between Eurotunnel, the French Agency for the Environment and Energy management (ADEME) and the Regional Council of Nord/Pas-de-Calais was formalised with the signature of the "Winning Planet" Charter.

Following this signature, and in line with its Safety, Health and Environment policy, Eurotunnel has formalised its sustainable development strategy through a commitment to providing the data essential to the construction of the environment action plan.

"Winning Planet" Club

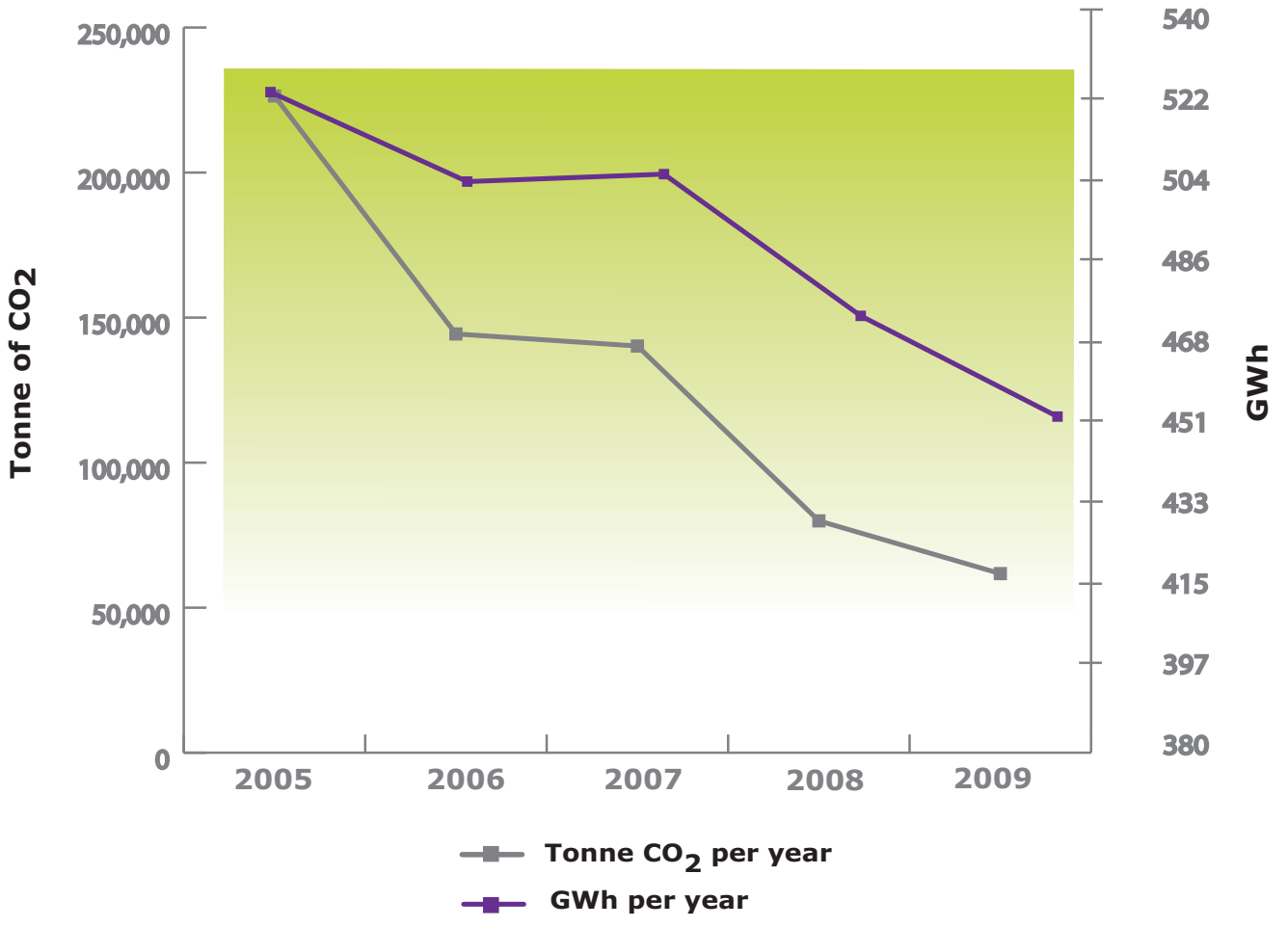
5. Actions

This program in 7 points is based on 5 main themes incorporating the actions aimed at mitigating the impacts on the environment of Eurotunnel's activities.

5.1 Energy

- Energy consumption is the main cause of greenhouse gas emissions. Although the activity of cross-Channel transport through the Tunnel is sheltered from violent meteorological phenomena, which could increase in the future through the risk of climate change, Eurotunnel's commitment, as the most environmentally friendly cross-Channel transport operator, is still to mitigate the impact of its activities.
- Eurotunnel demonstrates its role as leader in carbon-free transport and its high level of expectation by taking an active part in **the Energy Environment and Transport Observatory** and in the **European Committee for Standardisation**, and by working with its customers on the reduction of their carbon footprint.
- Energy is Eurotunnel's main "raw material", and every gain in terms of energy efficiency has an impact on the company's financial results.

Changes in greenhouse gas emissions associated with electricity consumption



Several projects were launched in 2009, two of which have already been completed:

- **The electric motorisation of works train wagons:**

The Channel Tunnel is the most heavily used railway in Europe. The Eurotunnel rail network is subject to unique operation conditions: frequency of use, tonnage transported, confined environment.

Each day, on average, more than 300 trains (Passenger and Truck Shuttles, goods trains and Eurostar) passenger trains pass through the Channel Tunnel. At peak hours, a train crosses every 3 minutes.

The shuttles are 800 metres long and travel at 140 km/h. Some trains weigh as much as 2,500 tonnes. The Channel Tunnel's tracks are subject to an estimated 110 to 120 million tonnes per year of operation. By comparison, the Paris RER has trains every 2 minutes, but the trains are only 225 metres long and run at a maximum speed of 100 km/h).

These operating conditions present a genuine challenge for both the rolling stock and the infrastructure. Thorough maintenance of the infrastructure and tracks is essential to avoid the ageing of equipment that has been in operation since 1994.

These maintenance operations are carried out at weekends and require the use of works trains composed of wagons equipped with different units which can be dropped on their respective work sites. These wagons need locomotives for their movements within the work sites.
These locomotives are currently highly polluting and oversized for their tasks.

As its need for motorised units in the tunnel increases, Eurotunnel has sought an alternative to these locomotives that will allow power to be adapted to workload, in the interests of energy efficiency and the reduction of greenhouse gas.

The project targets the provision of 50kW electric motors for 7 wagons, making them autonomous during in-tunnel works.

Annual fuel consumption will be reduced by 260,000 litres, equivalent to more than 680 T $EqCO_2$/year compare to the current configuration.

Electric motorisation of works train wagons

This project has been partly funded by the European Commission through the European Regional Development Fund (ERDF).

- **The construction of a wind farm on the French Terminal in Coquelles:**

After several years preparation, the wind farm project was completed in 2009. Three 800kW wind turbines have been built on the French Terminal. This wind farm will produce enough electricity to supply 2,000 households.

Various stages of the construction process of the 3 turbine wind farm

Following a trial period, these wind turbines became operational in March 2010.

This project demonstrates **our commitment to supporting the expansion of renewable energies**. We are still considering other opportunities to install renewable energies sources elsewhere on our sites.

In line with this ambition, Eurotunnel has started a **new treatment centre for part of its waste:** fermentable waste from the Coquelles Terminal is collected and sent to a **bio-methanisation** plant built by the SEVADEC (the Syndicate for disposal and recycling of waste of the Calaisis) in Calais.

A digester enables specific micro organisms to use waste decomposition to produce methane. The methane is then used in a **combined electricity / heat production unit.**

This kind of treatment has a double interest compared to traditional landfill solutions: methane liberated into the atmosphere from the decomposition of organic matter from landfill sites has a global warming potential 20 times higher than CO_2.

Beyond the capacity to produce electricity from this process, being able to control and to capture the production of methane has a **direct impact on the greenhouse effect.**

- **The Carbon Trust Standard certification**

Thanks to the carbon footprint evaluation carried out in 2006, we were able to identify the main sources of greenhouse gas emissions from our activities.

A mitigation program has been implemented, and the global strategy to reduce the Group's carbon footprint for cross-Channel activities has been certified by the independent British agency: The Carbon Trust Standard.

This certification was the result of a 3 month assessment process looking at the initiatives we implemented to reduce greenhouse gas emissions, the management processes and the results obtained in 2006, 2007 and 2008: an emissions reduction of 44% in three years due to improved energy use!


CARBON TRUST STANDARD
REDUCING CO2 YEAR ON YEAR

CERTIFICATE OF ACHIEVEMENT

Groupe Eurotunnel
Siège d'exploitation-Terminal France
62904 Coquelles,
France
has achieved Carbon Trust Standard certification for:

All France & UK Operations

for and on behalf of the Carbon Trust Standard Company Ltd

Harry Morrison, General Manager

Awarded 01 January 2009 Valid until 31 December 2010

Licence No. CT3000000667

Certificate awarded in May 2009 to Groupe Eurotunnel by the independent agency The Carbon Trust Standard for its commitments to managing and reducing its carbon footprint

Three major Eurotunnel actions were highlighted by the Carbon Trust Standard for their impact on conservation:

- Electricity supplied from France, where it is mainly produced without the use of fossil fuels;
- The reduction in energy consumption for the Tunnel cooling system;
- Speed limitation of trains using the Channel Tunnel at night.

This effort continued in 2009 and greenhouse gas emissions from to electrical and fossil energies amounted to a total of 61.742 $TEqCO_2$, **which represents a further 22% reduction compared to 2008**.

To respond to growth in the flows of goods and passengers whilst continuing to reduce its impact on the environment, the Eurotunnel Group continues to pursue the development of renewable energies and research into energy efficiency.

- Thus, several new projects were launched in 2009:

A study into recycling heat extracted from the Tunnel through the cooling plant of Sangatte, under the framework of an urban planning project, in partnership with the *Ecole Nationale Supérieure des Mines de Douai, a* **study into the integration of a module focussed on eco-driving in the new train driving simulators,** the integration study of an **on board eco-driving assistance system** in the locomotives…

5.2 Air protection

Naturally linked to energy consumption through the release of greenhouse gases, air quality preservation is a priority for Eurotunnel.

In addition to the actions described above, in 2009 Eurotunnel worked on the emission of Volatile Organic Compounds. These substances are principally found in oils, solvents, diluents, glues and coating materials.

Eurotunnel switched from traditional paint used for the maintenance of the rolling stock to a one layer paint thereby reducing VOC emissions. The Common Measure Center of the *Université du Littoral Côte d'Opale* measured for the emissions of the painting booth: the COV concentration measured was less than 10% of the legal concentration for channelled release.

A study published in December 2009 by an independent engineering office, using a calculation scheme built by ADEME (the French Environment and Energy Management Agency), showed that a lorry crossing the Channel through the Tunnel, releases 100 times less Nitrogen oxide (NOx) and Sulphur dioxide (SO_2) than crossing by sea.

These two gases are dangerous to both human health and the environment: Sulphur dioxide is an irritant that can cause respiratory disorders to people exposed to it. It is also one of the main causes of acid rain which can disturb and destroy sensitive ecosystems. Nitrogen oxides are an irritatant gas family or acid rain precursor gases. They also favour the creation of ozone in the lower layers of the atmosphere, as well as causing respiratory disorders. Nitrous oxide (N_2O) is a very powerful greenhouse gas, with a warming potential 300 times higher than CO_2.

This study also confirmed that the quantity of greenhouse gas generated by a lorry crossing the Channel through the Tunnel, is 18 times lower than the crossing by sea and 100 times less for a crossing with the car.

The intrinsically clean transport service offered by Eurotunnel is clearly the best solution for crossing the Channel with out harming air quality.

The noise caused by commercial and maintenance activities is closely monitored by Eurotunnel.

A study, completed in 2009, demonstrated that our activities do not exceed the legal noise standards, whether at the limit of the terminal or in the regulated area, either by day or by night.

Excerpts from the report relating to sound levels

"2.1 Measurement methodology

The measures were made in compliance with:

- The technical schedule of the **ministerial order of the 23 January 1997**, in relation to the limitation of noise arising from facilities registered for environmental purposes without derogating from any of the dispositions.

- The **NF S 31-010 Standard** from December 1996 concerning the characterization and measurement of environmental noises.

The measurements were carried out:

- at the company's property boundaries
- within the regulated area limits. "

" During the measures, the company was operating normally. The facilities operate 24 hours a day. "

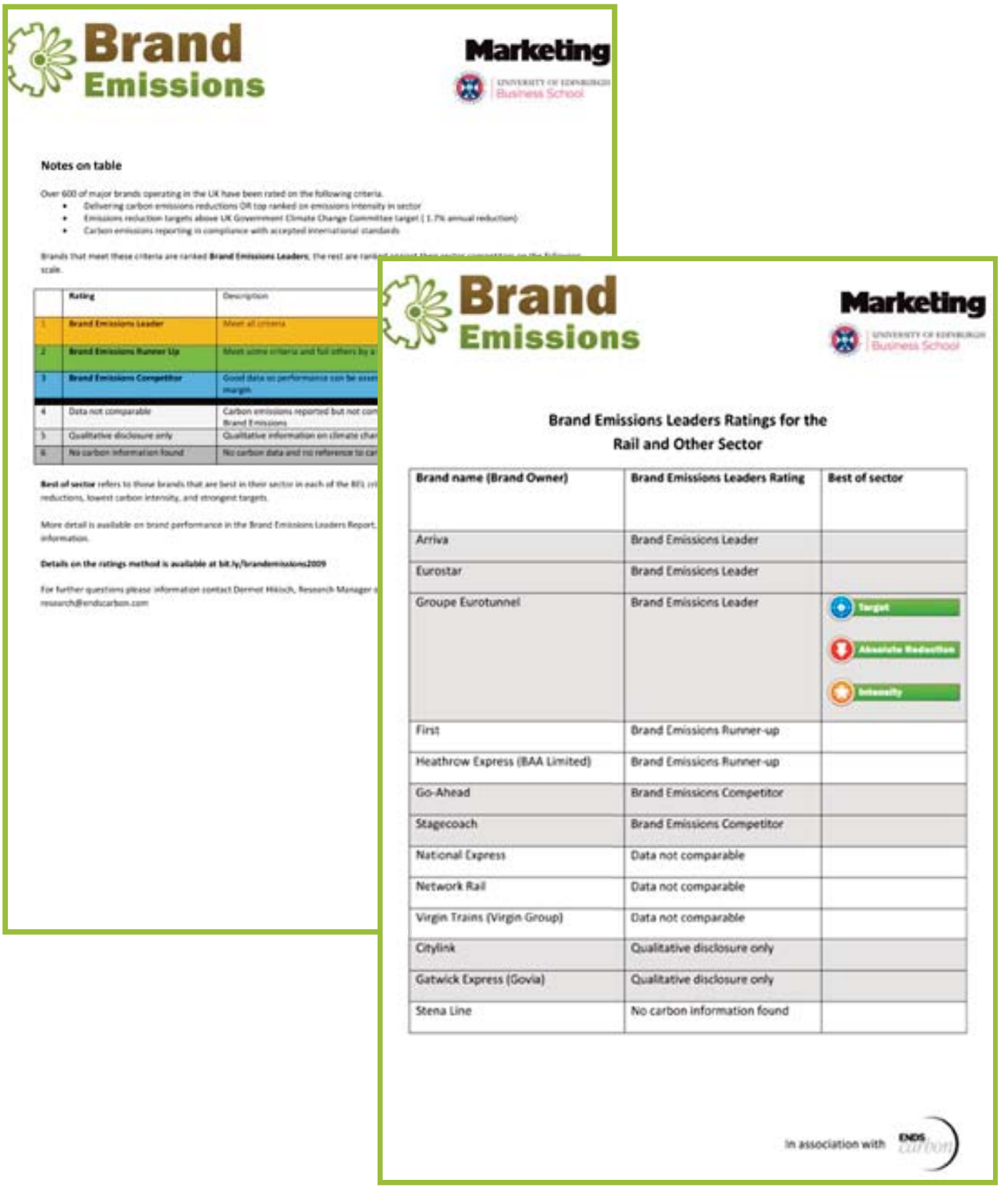
"3 Synopsis of the results and conclusions

3.1 Legal framework
The maximum authorized values are set out in **the prefectural order granting operating licence** n° DCVC-EIM-FTN°2006 of the 30 January 2006 for Eurotunnel's Coquelles Terminal and **the prefectural order granting operating licence** n° DAECS-PE-BIC-CP-2007-245 of the 18 October 2007 for Eurotunnel's site at Sangatte.

The measures have been compared with those orders. "

" 3.3 Conclusion

The noise impact caused by Eurotunnel's activities in Coquelles (62904) is in compliance with the aforementioned orders. "



Brand Emissions

Marketing

University of Edinburgh Business School

Notes on table

Over 600 of major brands operating in the UK have been rated on the following criteria.

- Delivering carbon emissions reductions OR top ranked on emissions intensity in sector
- Emissions reduction targets above UK Government Climate Change Committee target (-1.7% annual reduction)
- Carbon emissions reporting in compliance with accepted international standards

Brands that meet these criteria are ranked **Brand Emissions Leaders**, the rest are ranked against their sector competitors on the following scale.

	Rating	Description
1	Brand Emissions Leader	Meet all criteria
2	Brand Emissions Runner Up	Meet some criteria and fall others by a
3	Brand Emissions Competitor	Good data so performance can be asse margin
4	Data not comparable	Carbon emissions reported but not com Brand Emissions
5	Qualitative disclosure only	Qualitative information on climate char
6	No carbon information found	No carbon data and no reference to ca

Best of sector refers to those brands that are best in their sector in each of the BEL cr reductions, lowest carbon intensity, and strongest targets.

More detail is available on brand performance in the Brand Emissions Leaders Report. information.

Details on the ratings method is available at bit.ly/brandemissions2009

For further questions please information contact Dermot Hiksch, Research Manager research@enduscarbon.com

Brand Emissions

Marketing

University of Edinburgh Business School

Brand Emissions Leaders Ratings for the Rail and Other Sector

Brand name (Brand Owner)	Brand Emissions Leaders Rating	Best of sector
Arriva	Brand Emissions Leader	
Eurostar	Brand Emissions Leader	
Groupe Eurotunnel	Brand Emissions Leader	Target; Absolute Reduction; Intensity
First	Brand Emissions Runner-up	
Heathrow Express (BAA Limited)	Brand Emissions Runner-up	
Go-Ahead	Brand Emissions Competitor	
Stagecoach	Brand Emissions Competitor	
National Express	Data not comparable	
Network Rail	Data not comparable	
Virgin Trains (Virgin Group)	Data not comparable	
Citylink	Qualitative disclosure only	
Gatwick Express (Govia)	Qualitative disclosure only	
Stena Line	No carbon information found	

In association with ENDS CARBON

Brand Emissions Leaders Report 2009

5.3 Water

There is a plentiful supply of water in the Calaisis area. However Eurotunnel endeavours to control its consumption and to mitigate the impact of its discharges.

Effluents from the French Terminal as well as waste water from Coquelles are collected and then treated in Eurotunnel's water treatment plant. This plant, with a capacity of 13,500 inhabitant equivalent, is regularly checked. The legal inspections, carried out in the framework of a self-monitoring program, have proved that this equipment is in a good working order.

The Eurotunnel water purification plant has treated a total of 264,000 m^3 of waste water.

Rain water on the French Terminal in Coquelles is stored in four buffer reservoirs before being released into local rivers. All the analyses on these discharges have shown the high quality of the water and the absence of pollution. Almost 8 million m^3 of rain water transited through the French Terminal.

One of the buffer reservoirs on the Coquelles Terminal

33,000 m^3 pumped from the ground water at the entrance of the Tunnel in order to protect the railway infrastructure where the water enters the limestone, has been reused through the operating systems to supply the fire fighting water network in the Tunnel and to supply the washing systems.

Water discharged into the sea at Sangatte amounts to a total of 101,477 m^3. This includes rain water collected on site as well as rain water collected on several acres of local catchment area and the Tunnel's drainage water. Each one of these flows is inspected and analysed independently before entering the discharge reservoir.

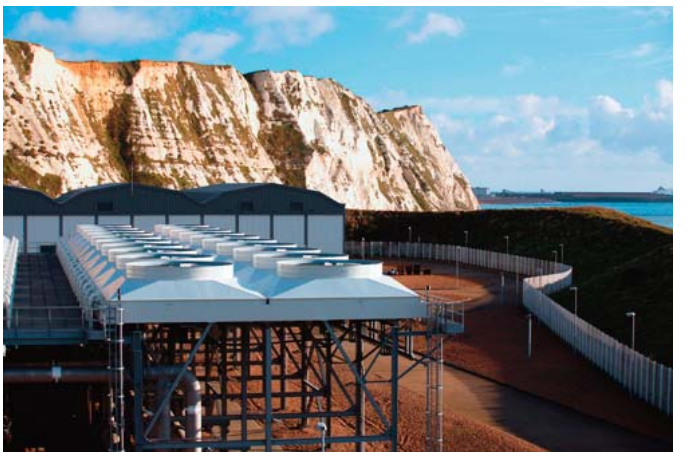
The final discharge is also analysed, in compliance with the directions of the Prefectural Order.

Consumption of drinking water on the French Terminal is steady at 96,022 m^3. In Sangatte, important work on the cooling system required the water to be emptied out of the system. Filling up the system with water explains the 14,700 m^3 rise in the water consumption.

Cooling plant in Sangatte (FR)

In the United Kingdom, drinking water consumption has been cut down to 79,929 m^3.

As in Sangatte, water consumption at the cooling plant at Shakespeare Cliff has increased to 20,514 m^3 because of work on the cooling system.



Cooling plant at Shakespeare Cliff (UK)

5.4 Waste

Waste management is a major project to mitigate Eurotunnel's environmental impact and to reduce the consumption of natural resources.

Eurotunnel bases its strategy on the following priority criteria:

- Waste avoidance
- Re-use
- Recycling of material
- Recycling of energy
- Landfill

The waste stream management on the terminals is concentrated around a selective collection process and the disposal and treatment streams are optimized in order to maximise the use of new processes like bio-methanisation, which produces electricity/heat from fermentable organic matters.

Waste collection plant on Eurotunnel Terminals: priority to waste sorting

On the UK Terminal, the waste management process has been completely reworked in 2009 in order to increase the efficiency of collection and to be in compliance with new legislation.

In 2009, waste production on the French Terminal was reduced by 25%, to 1,774 tonnes. The recycling rate on the British Terminal increased to reach 52% in 2009.

5.5 Biodiversity and natural areas

The partnership between Eurotunnel and The White Cliffs Country Project has been rewarded again in 2009 with the 5th consecutive Green Flag Award for the management of Samphire Hoe.

Eurotunnel has been awarded in July 2009 a fifth Green Flag for its management and high ecological quality of Samphire Hoe in Kent

This 30-hectare artificial piece of land, created from the almost 5 million cubic metres of chalk marl excavated during the construction of the Tunnel, was sown, 15 years ago, with 30 species of flora collected from the local cliffs.

The quality of its management enables the development of biodiversity with, currently, more than 200 plants species (including, this year, 11,000 orchids, Ophrys sphegodees, that have spontaneously grown on the site), 30 butterfly species and more than 200 bird species reported on site.

Introducing grazing cattle on Samphire Hoe grounds has improved flora biodiversity of the nature reserve

The spider orchid (Ophrys fuciflora): story of a settlement

During the first report in 1987, 13 seedlings existed, dispatched in 2 areas. In 1989, the total number of seedling dropped to 6!

The management plan of the site, especially the grazing of a herd of sheep largely improved the situation: 45 seedlings were reported in 1994, 90 in 1999, 136 in 2004, 166 in 2008 and 204 in 2009.

The expansion of this variety of orchid, rare in Britain and only present on the limestone hillside between Folkestone and Wye, is one of the biggest successes of the management of this incredible site.

The spider orchid (Ophrys fuciflora)

This result is all the more notable since the site is public and was visited by more than 110,000 people in 2009.

Public attachment to this space is also proved by their involvement in its upkeep: full time volunteers worked 676 days and 223 part time volunteers also work on specific projects.

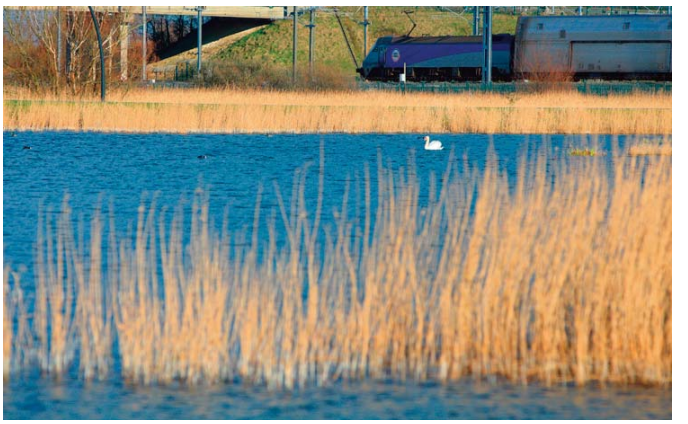
The natural areas on the French Terminal in Coquelles are not public, but since the Tunnel has been in operation they are monitored by the GON (Ornithological and Naturalist Group of the Nord/ Pas de Calais), in partnership with Eurotunnel.

"…Wetlands and surrounding areas represent peaceful areas favourable to fauna and especially to birds that find, within these large humid areas, the habitat and the peace necessary to their breeding.

… The observations made show the necessity of this site for the nesting of some interesting species…"[1]

Only a few special visitors have access to this site. They include students of the Nature Club at The Joan of Arc High School in Calais who benefit from discovery days, supervised by Eurotunnel staff. During these days, the teenagers can observe rare animals and insects or be introduced to counting methods.

In 2009, the tour of the water purification plant of Eurotunnel which also treats the waste water of the city of Coquelles, helped raise their awareness on water treatment issues.



The many bird species reported on lands next to Eurotunnel French Terminal show the great heritage value of the sites

[1] *Management plan 2009 / 2013 - Conservatoire des Sites naturels du Nord et du Pas-de-Calais*

6 - Awareness, information and sharing best practices

6.1 Staff and general public awareness

Sustainable Development Week traditionally gives Eurotunnel the opportunity to raise the awareness of its staff and customers.

In 2009, biodiversity, conservation, environmentally-friendly agricultural methods, local channels of commerce were the talking points at the "mini-exhibition":

Preservation of an existing mix of flora for the protection of pollinating insects

Moderators from the biodiversity network for bees have highlighted the interest of an existing mix of flora for the preservation of pollinating insects.

The distribution of a mix of bee plants seeds was a real success among the people who decided to open their gardens to the surrounding bees!

Local farmers presented their practices in terms of sustainable and organic agriculture, enabling them to enter a dialogue on the quality of their products and the organisation of their industry with consumers.

An information display stand on organic vegetables

Awareness of Eurotunnel staff at the *Siège d'Exploitation* in Coquelles (FR)

The founders of the association "*Transp'art en CE*" explained the concept of the AMAP (Association to Maintain a Peasant Agriculture), the production and distribution processes that favour local distribution channels and the consumption of seasonal products.

6.2 A special initiative for local school children

In 2009, Eurotunnel donated, 500 computers to schools in the Pas-de-Calais area. This project is good example of Eurotunnel's commitment to Sustainable Development.

When Eurotunnel decided to renew all of its computers, rather than sending them to waste treatment, the company chose to give them to 100 primary and secondary schools and to some local charities.

A similar project is currently being organised in the Kent area in the first half of 2010.

The "PC donation" initiative was very successful with schools and associations of the Côte d'Opale"

6.3 Sharing best practices

The "Wining Planet" Club, organised by the French Environment and Energy Management Agency (ADEME), is a centre for sharing best practices among companies keen to mitigate their environment footprint.

Eurotunnel regularly joins the meetings and events organised by this body.

"Winning Planet" Club

6.4 Information to the stakeholders

- Investors and the economy begin to take a deeper look into the Sustainable Development strategies of companies and their environmental performance. The financial consequences of pollution and projects implemented by companies to reduce their impact on the environment become serious criteria for rating agencies.

  The growing interest of economic organisations in Eurotunnel has been proven by the increasing number of questionnaires and surveys intending to verify the reality of Eurotunnel's green value.

- Eurotunnel is involved in community life and open to dialogue. ADECA executives (the Association for the Conservation of the Environment in the Calais Area) met with Eurotunnel to discuss general matters.

7. Results

Eurotunnel's environmental performance was recognised many times in 2009:

- **The Carbon Trust Standard**, an independent organisation created by DEFRA (Department for Environment, Food and Rural Affairs), has developed a specific framework for the management of greenhouse gas emissions, dedicated to companies which wish to mitigate their impact on climate change.
  This framework sets out various requirements linked to the CO_2 policy of the company, its reduction targets and the organisation implemented to reach these targets, calculation and monitoring methods, and imposes a minimum level of reduction to reach each year.
  The audit carried out at the beginning of the year was for a 3 year period: 2006, 2007 and 2008. The Carbon Trust Standard auditor verified and authenticated the reduction, during this period, of Eurotunnel's emissions from electric and fossil energies of 44%.

CARBON TRUST STANDARD
REDUCING CO2 YEAR ON YEAR

- The **"Alliances" network** for corporate social responsibility aims to help companies improve their performance whilst respecting human beings and the environment. 200 companies and organisations of the Nord/Pas-de-Calais region have joined this network and are willing to share their best practice and develop their voluntary involvement in the integration of social and environmental issues in their strategy and daily operations.
  Chaired by **Philippe Vasseur, former French minister**, the network organises the annual **Sustainable Economics Trophies** and has awarded Eurotunnel for its overall action in favour of environmental conservation.

Réseau Alliances
POUR LA RESPONSABILITÉ SOCIALE ET ENVIRONNEMENTALE

- **The Edinburgh University Business School** annually assesses the performance of more than 600 commercial brands in the United Kingdom, according to greenhouse gas emissions, and, in December, published the **"Brand Emissions Leaders Report 2009"**. Eurotunnel is ranked in the upper part of the report and has been ranked as the best company in the railway sector.

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Business School

Brand Emissions

- For the 5th year running, Eurotunnel has received in July 2009 the prestigious **Green Flag Award** rewarding the management and the excellent ecological quality of Samphire Hoe, a nature reserve which provides a unique habitat for a number of rare flora and fauna. In partnership with White Cliffs Country Project, Eurotunnel manages Samphire Hoe which welcomes over 110,000 visitors each year.

Green Flag Award