A NEW DIMENSION IN RAIL TRANSPORT

GROUPE EUROTUNNEL

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2010 ENVIRONMENT REPORT

01_ Eurotunnel's haulage customers are attracted by the competitive advantage of the Truck Shuttle service's low environmental impact

02_The inauguration of Eurotunnel's wind farm, on 20 April 2010 in Coquelles, confirms the group's commitment to renewable energy

03_Samphire Hoe, a nature reserve created by Eurotunnel during the construction of the Tunnel, is a model of biodiversity

04_(cover) The Tunnel portal in Coquelles (Pas-de-Calais) now displays the company colours and its status as a vital link between England and the Continent

05/06_(cover) With the acquisition of GB Railfreight, third largest rail freight operator in the UK, and its integration with Europorte, 2010 was the year Eurotunnel became a true group

GROUPE EUROTUNNEL 2010

GREEN CREDENTIALS

Transport of people and goods is one of the sectors of the economy which has developed the most over the past few years. Consideration for environmental issues, particularly global warming and its impact on climate change, requires responsible players in the transport sector to remain committed to sustainable development in their business activities. This must, of course, be compatible with customers' expectations in terms of speed and availability.

The Channel Tunnel has boosted travel and commerce between the United Kingdom and the Continent: 265 million passengers and 240 million tonnes of freight have already been transported through this vital link. Since the conception of the Channel Tunnel and the start of operations 17 years ago, Eurotunnel has always measured up to expectations in terms of quality of service by offering the fastest, easiest and most reliable cross-Channel transport service. Thanks to the use of electric traction for all Shuttles and trains going through the Tunnel, and the absence of any interaction with the marine ecosystem, Eurotunnel is also the most environmentally-friendly cross-Channel operator.

Committed to low carbon transport, Groupe Eurotunnel has an ambitious strategy which combines its core activity, cross-Channel transport with external growth, beyond the confines of the Concession, in its two major areas of expertise: infrastructure management and railway operations.

Groupe Eurotunnel and its subsidiaries grouped under Europorte are thus developing a full package of freight transport and related logistics services to offer customers throughout the United Kingdom and France. Groupe Eurotunnel is firmly committed to being a leader in green transport and puts its expertise and leadership to good use by helping its subsidiaries and customers reduce their carbon footprint.

As a result of the increased importance of environmental issues, Groupe Eurotunnel is building on its green credentials and is ready and willing to develop any opportunity for sustainable growth.

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1. MAIN CHALLENGES FOR THE TRANSPORT SECTOR

01_Eurotunnel is by far the most environmentally-friendly cross-Channel operator and, since 2007, the only one to have published its carbon footprint

Climate change could lead to an increase in extreme weather events. Scientists agree that a rise of more than 2°C in global temperatures could have irreversible consequences.

Transport management is one human activity which could be a risk factor in accelerating climate change unless it adapts to the new challenges in a pragmatic and controlled manner. In the Nord-Pas-de-Calais region, for example, where a large part of Eurotunnel's activity is based, the transport sector accounts for 17% of greenhouse gas emissions, behind industry (48%) and the residential/tertiary sector (19%). However, transport's number three ranking masks a sharp increase, up 27% since 1990.

In this context, Groupe Eurotunnel's energy choices and proactive policy of expanding its railway activities show that it is working to develop the modes of transport necessary for the future and to offer a wide range of sustainable transport services.

In Europe, Eurotunnel is contributing its expertise to the European Committee for Standardisation, as a member of the working group responsible for drafting the future standard on the methodology for calculating greenhouse gas emissions in transport services. The document, which will be submitted for public consultation, was finalised in December 2010.

In France, Groupe Eurotunnel is involved in the work of the Freight Transport Committee of the OEET (*Observatoire Energie Environnement Transport*), a body tasked by the Environment Ministry to work on the implementation of impending carbon labelling for transport services.

In the UK, as the manager of an infrastructure of major importance to the UK economy and under the Climate Change Act 2008 Eurotunnel has been asked by DEFRA (Department for Environment, Food and Rural Affairs), to undertake a study on the resilience of its infrastructure to climate change.
Because of its energy consumption level, Eurotunnel has also registered for the Carbon Reduction Commitment Energy Efficiency Scheme (CRC), an emissions trading scheme involving the reporting of CO_2 emissions associated with energy consumption.

Groupe Eurotunnel is helping all its Truck customers measure their carbon performance, thereby enabling them to better meet their own customers' expectations. Eurotunnel is thus helping them to anticipate future regulatory changes.

-44%
The minimum reduction in Eurotunnel's carbon footprint since 2006, a performance validated by the Carbon Trust Standard

Investors and the business world now tend to take a deeper look at companies' Sustainable Development strategies and environmental performance. The financial consequences of pollution and initiatives by companies to reduce their environmental impact are becoming important criteria for rating agencies.
Hence Groupe Eurotunnel's selection and inclusion in EthiFinance's GAIA index, in 2010, which measures non-financial performance.

2. THE CONCESSION AND OPERATION OF THE CHANNEL TUNNEL

2.1 ORGANISATION – MANAGEMENT

Environmental protection is one of the components of sustainable development which Eurotunnel, the operator of the Channel Tunnel, ranks on a par with safety as an absolute requirement for the Company.

The Environmental Management System (EMS) introduced by Eurotunnel in 2000 is based on the requirements of the ISO 14001 Standard. It is totally integrated into the Company's Quality Management System.

Day-to-day management of the EMS is the responsibility of the Safety and Sustainable Development Department which manages regulatory compliance, environmental policy implementation and monitoring, and compliance with Sustainable Development commitments. It reports to the Deputy Chief Executive in charge of the Concession and Channel Tunnel operations.

The Safety and Sustainable Development Department is responsible internally for providing surveillance and support to operations to identify any shortfall or lack of understanding that could have an environmental impact, and externally for analysing draft new regulations and working with legislators if clarifications are required, as in the case of the CRC.

It also liaises with the UK and French authorities responsible for monitoring the environmental impacts of business activities, for which it produces the many mandatory reports required on topics such as waste production, air and water pollutant emissions, refrigerant emissions, etc.

The Safety and Sustainable Development Department has also been instrumental in developing the QHSE organisation for Groupe Eurotunnel's new subsidiary Europorte Services which operates and manages the railway infrastructures of the port of Dunkirk (*Grand Port Maritime de Dunkerque*). The Safety and Operating Regulations Reference Document it helped prepare, referred to as RSE (*Règlement de Sécurité de l'Exploitation*), was swiftly approved by the *Etablissement Public de Sécurité Ferroviaire* (Rail Safety Authority). The expertise of the Safety and Sustainable Development Department was also applied to documentation preparation, environmental management and drafting the emergency and safety plan for the port of Dunkirk.

ISO 14001
The requirements of this standard have been fully integrated into Eurotunnel's Environmental Management System since the year 2000

2.2 REGULATORY OUTLOOK

In 2010, Eurotunnel registered for the new UK emissions trading scheme, to comply with the Carbon Reduction Commitment (CRC) Order 2010 that came into force in April 2010.

The CRC is a new regulatory incentive to improve energy efficiency in large public and private sector organisations in the UK. It is a central element of the UK strategy for reducing greenhouse gas emissions, as set out in the Climate Change Act 2008.
The qualification criterion is electricity consumption in 2008. If an organisation has consumed more than 6 GWh in 2008, then it must register as a participant or face financial penalties. Organisations that participate will have to monitor their energy use and estimate their CO_2 in order to purchase allowances from DEFRA for each tonne of CO_2 they emit. The overall emissions reduction achieved by the scheme will be determined by the emissions cap on the total allowances available to CRC participants.

01_ In April 2011, Eurotunnel provided with DEFRA an impact study on the potential risks associated with climate change on its business, as required by the UK Government
02_The fitting of non-polluting electric engines on works trains modules used in the Tunnel will allow a saving of 680 CO_2 equivalent tonnes each year

The government will then publish a performance league table showing the comparative performance of all organisations in reducing emissions. Eurotunnel is one of around 20,000 large public and private sector organisations that will be involved in the CRC in some way. The first step was the registration process. The Safety and Sustainable Development team then had to estimate the greenhouse gas emissions related to the activity of the UK Terminal (except for the catenary supply and the auxiliaries directly linked to the operation of the Channel Tunnel).
This is a huge challenge on two levels, as we will have to show the continuous improvement of the company regarding its greenhouse gas emissions as well as being taxed on those emissions.

● The Climate Change Act (2008) goes beyond the need to reduce greenhouse gas emissions and considers that climate change is inevitable. This thinking requires the UK Government to assess the resilience of its infrastructures to avoid the disruptive effects of climate change.
As the manager of an infrastructure that is vital to the country's economy, Eurotunnel has therefore been required by DEFRA to produce an impact study on the potential risks associated with climate change on its business.
This study had to be finalised in April 2011. Work in 2010 focused on the climate risk in the next century and is going on to identify impacts on the processes involved in service delivery and to assess the criticality of those impacts on business continuity.
Since Eurotunnel holds the concession to operate the Channel Tunnel until 2086, over the long term this work is clearly of future value in terms of corporate policy.

FOUNDATIONS

Respecting the environment
A commitment from the outset, a challenge every day

Eurotunnel, in brief:
- An infrastructure which makes it possible to cross the Channel without the slightest interaction with the marine ecosystem;
- A transport system powered by electricity, with a much smaller carbon footprint than its competitors;
- Leading-edge noise control, energy saving, waste management and water treatment policies;
- Opening the Coquelles (Pas-de-Calais) site to renewable energy production, with the deployment of wind turbines;
- Outstanding record of maintaining and developing biodiversity at its UK and French sites;
- Building awareness of environmental issues among its customers, suppliers and staff.

02

2.3 ACTIONS

The Environment action plan is based on five main themes incorporating actions to minimise the impacts of Eurotunnel's activities on its environment.

2.3.1 ENERGY AND GREENHOUSE GAS EMISSIONS

Energy consumption is the main cause of greenhouse gas emissions. Although transport through the Channel Tunnel is unaffected by severe weather events, which could become increasingly frequent because of the risk of climate change, Eurotunnel's commitment, as the cleanest and greenest cross-Channel transport operator, is still to reduce the impact of its activities.

● **In 2010, Eurotunnel took delivery of autonomous electric-powered works train wagons, a project it has been working on since 2009:**
The Eurotunnel rail network has to cope with operating conditions that are unique in the world because of the volume and weight of traffic. Each day, an average of more than 300 trains (Passenger and Truck Shuttles, freight trains and Eurostar passenger trains) pass through the Channel Tunnel. At peak times, this intense traffic is equivalent to one train passing through 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 carry an estimated load of 110 to 120 million tonnes in each year of operation.
These operating conditions pose a real challenge for the infrastructure.
Faced with the growing need for motorised units for maintenance work in the Tunnel and in the interests of energy efficiency and limiting emissions, Eurotunnel sought an alternative to the locomotives it had been using so as to adapt power consumption to workload.
Seven wagons have been fitted with 50 kW motors so that they can operate fully autonomously.

Annual fuel consumption will be cut by approximately 260,000 litres, equating to more than 680 CO_2 equivalent tonnes per year compared with the previous configuration.
This project has been partly funded by the European Commission through the European Regional Development Fund (ERDF).

The wind farm on the French Terminal at Coquelles:
At a ceremony in Coquelles (Pas-de-Calais) on 20 April 2010, Groupe Eurotunnel inaugurated its wind farm. The ceremony was attended by Michel Hamy, the Mayor of Coquelles, Gérard Gavory, the *Sous-Préfet* of Calais, Grégoire Verhaeghe, Chairman and Chief Executive of InnoVent, Serge Décaillon, Secretary General of *Secours Populaire Français* in the Pas-de-Calais, Jonathon Porritt, founder of the Forum for the Future, and numerous other guests from the region.
Three 800 kW wind turbines have been built on the French terminal, producing enough electricity to supply 2,000 homes.
These three wind turbines have produced about 850MWh since they came into operation in the second quarter of 2010. 10% of the revenues from leasing the land on which this wind farm is sited are given to the charity *Secours Populaire Français*. This donation is distributed in the form of energy vouchers.

The new driving simulators to be used to train our shuttle drivers were developed in 2010 and include an "eco-drive" facility, which directly displays energy consumption in the driving cab, and provide post run analysis reporting to give comprehensive feedback to each individual driver.

Delivery of the two new driving simulators in late November marked the final stages of two years of research and development.
They incorporate the latest technological advances and revolutionise driving simulation for our Brush locomotives, with a greater number of more realistic scenarios.

GREENHOUSE GAS

Trends in greenhouse gas emissions on a like for like basis (in kgCO_2/€Revenue)

01_The Eurotunnel wind farm in Coquelles produces 2.4MW, equivalent to the annual electric power consumption of 2,000 homes (excluding heating)
02_Equipped with the eco-drive facility, the simulators help train Eurotunnel Shuttle drivers to drive more efficiently

01

01_Since 1st January 2011, the upgrading of Truck Shuttles from 30 to 32 carrying wagons has led to a further reduction in greenhouse gas emissions
02_A study is currently taking place into the 8,000 light sources on the Folkestone and Coquelles terminals, for a more sustainable management of lighting

The “eco-drive” facility promotes energy efficient driving and analysis software facilitates training monitoring.

Now that these state-of-the-art simulators have been installed, the Driving training sessions which started in January 2011, will help maintain and strengthen drivers’ knowledge and expertise. Drivers will be even better trained and better prepared to face the most difficult situations… while driving more efficiently!

- A study and initial feasibility tests have been launched to carry more trucks on the Truck Shuttles by increasing the number of carrier wagons from 30 to 32. This should cut greenhouse gas emissions per vehicle carried by an additional 5%.

- Eurotunnel is still reviewing the possibility of using electric vehicles on its terminals and regularly tests different models to check their compatibility with our specific operating requirements. In 2010, we tested the FAM F-City for a fortnight under real operating conditions.

- Several studies have been carried out in partnership with EDF to identify ways to reduce energy consumption on the French Terminal as part of the French energy saving certificate scheme (*Certificats d’Economie d’Energie*). These studies have focused in particular on the outdoor lighting, provided by 8,000 light sources, and the heating of buildings.

- In 2010, Eurotunnel continued the partnership with the energy department of the *Ecole Nationale Supérieure des Mines de* Douai to quantify the available heat potential of the Tunnel cooling plant in order to assess the possibility of recycling this heat from the Tunnel to use for a new tourist development in the Commune of Sangatte.
The study, part of a science and technology project, was presented in March by a group of engineering students and confirms the heat potential, but the technologies currently available do not make its use economically viable. We are therefore continuing to work on this, alongside the preliminary land development studies, to make the project competitive with conventional fossil fuel based forms of energy production.

02

Eurotunnel has also undertaken a study on the possibility of recovering kinetic energy from road vehicle braking using a device installed beneath the road at a compulsory stopping point on the terminal to produce electricity. The first step involved comparing systems available on the market and assessing the financial side of the operation. The next step will be the technical design necessary to inject the electricity produced into our grid system.

2.3.2 WATER

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

Waste water from the French terminal and from Coquelles is collected and then treated in Eurotunnel's water treatment plant. The plant, which is regularly monitored, has a capacity equivalent to a population of 13,500. The regulatory inspections carried out as part of the self-monitoring programme have shown that the equipment is in a good working order.

Rain water on the French terminal in Coquelles is stored in four buffer reservoirs before being discharged into local waterways at a controlled flow rate thus reducing the impact a heavy flow of water would have on the *wateringues*, a local drainage system for protecting the coastal plain network.

All the analyses on these discharges have shown the high quality of the water and the absence of pollution.

Approximately 8 million m^3 of rain water passes through the French terminal each year.
To protect the railway infrastructure, some 16,893 m^3 of groundwater pumped out at the French portal, where the Tunnel enters the limestone, has been reused for operations, supplying the Tunnel fire-fighting water network and cleaning systems.

236,831
m^3 of wastewater were processed by the Eurotunnel water treatment plant at Coquelles in 2010

98,979
m^3 of drinking water used on the French terminal in 2010, a stable consumption compared to 2009


01

01_The Eurotunnel wastewater treatment plant on the French terminal also processes wastewater from the town of Coquelles

COMMUNITY RECYCLING

A virtuous process on a social, ecological and economic front

Eurotunnel has once again demonstrated its green credentials in 2010 by selling its old mobile phones to a recycling company and donating the proceeds to charity.
At the beginning of January, Property Services sold 210 old company mobile phones to EMC, a UK company specialising in phone recycling. They sort, test, upgrade and refurbish the units in order to sell them on as second-hand. Spare parts from phones that cannot be recycled are used to repair others. Parts that cannot be re-used are safely recycled via certified and licensed waste chains.
All the money raised was donated by Eurotunnel to the two charities which the Company Council is supporting this year, the British Heart Foundation and Julie Rose Stadium in Ashford.

2.3.3 WASTE

Waste management is also a key element of Eurotunnel's efforts to minimise its environmental impact and reduce consumption of natural resources.
Eurotunnel bases its strategy on the following priority criteria:

- Waste avoidance
- Re-utilisation
- Recycling of materials
- Recycling of energy
- Landfill

Waste flow management on the terminals is organised around a system of selective collection. The waste disposal and treatment streams were put out to tender again in 2010 and several bidders were identified offering new material recycling streams: rubber, different types of wood, etc.

On the UK terminal, a tender process also led to the appointment of a new waste collection and treatment contractor. This contractor also offers improved materials recycling services using a recyclable materials sorting platform.

Waste production on the French terminal amounted to 2,350 tonnes in 2010.
This increase compared to 2009 is essentially due to the high volume of ferrous and non-ferrous metal waste generated by exceptional operations. Nearly 700 more tonnes were recycled in 2010.
The recycling rate in France increased to 59%.

The recycling rate on the Folkestone terminal continued to improve, reaching 89% in 2010 out of a total 1,184 tonnes.

01_The French terminal waste collection plant contributed to the increase in recycling rate to 59% in 2010
02_The recycling rate on the Folkestone terminal has further improved in 2010 to reach 89%

2.3.4 RESOURCES

Conservation of resources is an important element in sustainable economic development. Recycling is one way to achieve this, reducing consumption another.
In 2010, Eurotunnel audited all its printing systems, conducting an exhaustive survey and identifying practices. The audit team's findings led to various recommendations, ranging from pooling some equipment to standardisation to reduce diversity and consumable stock requirements. Beyond the purely economic interest of this operation, the action plan will also lead to a reduction in the number of documents printed, so paper consumption will be significantly reduced. It takes 2 to 3 tonnes of timber and 5 to 15 m^3 of water to make a tonne of paper.

2.3.5 BIODIVERSITY AND NATURE CONSERVATION

The partnership between Eurotunnel and The White Cliffs Countryside Project was rewarded again in 2010 with the 6th consecutive Green Flag Award® for the management of Samphire Hoe, a 30-hectare piece of land reclaimed from the sea and created from the almost 5 million m^3 of chalk marl excavated during the construction of the Tunnel, which now supports a rich biodiversity.

On 5 and 6 March, Eurotunnel facilitated the travel of volunteers from Les Blongios, a group of conservation volunteers from the Nord-Pas-de-Calais, who joined volunteers from the White Cliffs Countryside Project to work at Doll's House Hill, a 48-hectare site on the Folkestone Downs managed by Eurotunnel.
This bi-national group worked together to clear scrub and create footpaths for visitors to use on the site, whilst helping to preserve the local environment.
Their next task will be to create and install bilingual information panels displaying simple information about all that Doll's House Hill has to offer visitors.

Doll's House Hill is the steep hillside that rises above Eurotunnel's terminal site between the White Horse (Cheriton Hill) and Peene Quarry. It is a site of special scientific interest, renowned for its exceptional flora and fauna.
Eurotunnel is committed to conserving and enhancing this site, just as it is to Samphire Hoe and the whole of the Folkestone Downs – which includes Doll's House Hill – in partnership with the White Cliffs Countryside Project (WCCP), and the Jardins du Point du Jour, in Calais, and other groups in France.

In France, the "*Jardins ordonnés*", with their 7-hectares of lakes, are a very popular stopover site for migratory species and a vital nesting space for many birds.
The muskrat population has also increased in this area since the pest control group GEDON (*Groupement de Défense contre les Organismes Nuisibles*) ceased its pesticide operations. Their population now needs to be controlled by trapping to avoid damage. Sixty muskrats were captured in 2009 and 134 in 2010, reflecting the large growth in this population.

01_Samphire Hoe, the nature reserve at he foot of the White Cliffs in Dover, attracted more than 100,000 visitors in 2010
02_The White Horse, a landmark located on the escarpment of the Folkestone Downs directly above Eurotunnel Terminal, acts as guardian of this natural site

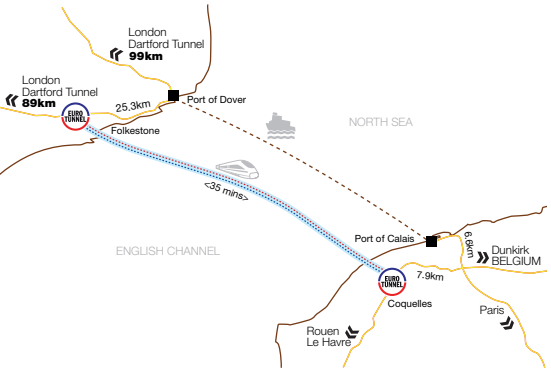

01

02

01

02

01_The many migratory bird species reported on land next to the Coquelles terminal demonstrates the high environmental quality of the site
02_The cooling plants in Sangatte (FR) and at Shakespeare Cliff (UK), cool the water used to ventilate the Tunnel



CARBON COUNTER
A truck crossing the Channel on a Eurotunnel Shuttle emits on average 8.8kg of CO_2, compared to 158kg on a ferry between Dover and Calais, to which can be added approximately 20kg of CO_2 emitted on the extra portion of road between Folkestone and Dover, if the truck is driving to or from London.

2.3.6 RAISING AWARENESS, INFORMATION AND SHARING GOOD PRACTICES

On 19 October in Paris, Eurotunnel played an active part in the 9th annual seminar organised by AFCE, the French refrigeration, air-conditioning and environment association (*Alliance Froid Climatisation Environnement*), participating in a round table on refrigerant fluid traceability, treatment and destruction and giving an operator's account of implementing the regulations in practice. Eurotunnel described the tools it uses to achieve regulatory compliance, how each relevant department within Eurotunnel transmits quarterly data on fluids to the Safety and Sustainable Development Department, the committee set up for exchanging information on the new regulations and their application on the ground.
Eurotunnel operates and maintains nearly 600 air-conditioning units on board the Shuttles and several hundred fixed units in offices and equipment rooms and also manages two cooling plants for the whole Tunnel.

Eurotunnel has launched a carbon counter on its website to enable customers to measure the environmental impact of the different modes of transport available for Channel crossings. The carbon counter will help Eurotunnel's customers choose the most ecological solution for their business by comparing the greenhouse gas emissions (amongst which carbon is the most significant) of the various different modes of transport available. By entering the number of Channel crossings they make each year, they can calculate the scale of carbon reduction they can achieve.
The Carbon Counter is accessible at: www.eurotunnelfreight.com.

This practical tool was created following a study Eurotunnel commissioned from JMJ Conseil (specialists in transport and logistics research) and after consultation with the French Environmental Agency, the ADEME.
A vehicle travelling by Eurotunnel Shuttle consumes clean energy with only a small volume of carbon emissions. The shuttles, which cross the Channel in just 35 minutes, operate on electricity from low carbon sources whilst ferries consume bunker fuel. The shuttles also carry trucks directly onto the M20, thus avoiding an additional 15 miles of road travel in the UK and thereby further diminishing their overall emissions.

With hauliers subject to ever more restrictive environmental legislation, customers imposing increasingly onerous constraints on the provenance of goods and an absence of consistent information available, Eurotunnel has committed itself to providing its customers with the tools and information to enable them to calculate the amount and the impact of the CO_2 emissions they produce when crossing the Channel. This will help them to make informed decisions and to reduce their own carbon footprints.

In The UK, Eurotunnel is working with the Confederation of British Industry (CBI) on implementing the new climate change regulations: the CRC Energy Efficiency Scheme and CCRA (Climate Change Risk Assessment), and their implications for our activities.

2.4 RESULTS

Eurotunnel's environmental performance was recognised several times in 2010:

- Eurotunnel was awarded the prize for Leadership in Sustainable Development by Europe's leading transport and logistics periodical, International Freighting Weekly (IFW).

Eurotunnel beat several major organisations including American Airlines Cargo, CMA CGM, Hellmann UK, Samsung Heavy Industries and Wallenius Wilhelmsen Logistics.
The judges, composed of experts from the world of transport and logistics, recognised Eurotunnel's environmental track record and continuing commitment to sustainable development, which adds real value for its customers.

- Eurotunnel has once again achieved with the Green Flag Award® which recognises the best managed green spaces in England and Wales. This is the sixth consecutive year that Samphire Hoe, the 30-hectare site at the foot of the famous Shakespeare Cliff, and owned by Eurotunnel, has been given this accolade.

Samphire Hoe was created at the beginning of the nineties during the tunnelling work to build the Channel Tunnel. The site was reclaimed from the sea using 5 million m^3 of chalk marl extracted from below the Channel.
Limiting the environmental impact of the construction works, in the UK and in France, was a preoccupation for Eurotunnel from the outset and led to the creation of Samphire Hoe as a nature reserve: today you can find 200 different plant species (including the rare Spider Orchid), 30 butterfly species and 200 bird varieties.
The day-to-day management of this nature reserve has been entrusted to the White Cliffs Countryside Project, which receives the support of many volunteers. The Hoe is open to the public from 7am until dusk. In 2010 there were more than 100,000 visitors.

01_In July 2010, The Samphire Hoe site received its sixth Green Flag Award® for the best managed natural areas in the UK

02_For the International Freighting Weekly, Eurotunnel is the leader in sustainable development in transport and logistics sector

3.EUROPORTE

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01_In addition to train traction, Europorte offers integrated services including coupling and uncoupling locomotives, safety checks, shunting, management of regulatory documents, management and control of security checks, etc

02_Europorte has a global fleet of 174 locomotives and shunters

3.1 INTRODUCTION

Europorte is a business of Groupe Eurotunnel and was created in 2009. It comprises different subsidiaries able to offer global solutions to its customers' freight transport problems:

- Europorte France: a railway undertaking providing freight transport services in France and soon in Belgium
- Europorte Proximité: a rail operator responsible for the operation, maintenance and freight transport on secondary track on behalf of SNCF. This subsidiary is also responsible for traction unit maintenance
- Socorail: an operator providing logistics services to industry, loading and unloading wagons, trucks and ships
- Europorte Services: a company responsible for operation and management of the railway network at the port of Dunkirk (*Grand Port Maritime de Dunkerque*)
- GB Railfreight: a British railway undertaking specialising in freight transport
- Europorte Channel: a railway undertaking providing freight transport services in the Channel Tunnel.

By the very nature of its business activities, Europorte plays its part in developing a more environmentally-friendly mode of transport, as rail freight transport is a greener alternative to road transport.

In line with Groupe Eurotunnel's commitment, the Europorte subsidiaries are emerging as important players in the development of green transport.

3.2 CONTINENTAL BUSINESS ACTIVITIES

3.2.1 ORGANISATION – MANAGEMENT

Control of the environmental impacts of Europorte's Continental subsidiaries is one of the four core components of the Quality, Safety and Environment (QSE) policy, ranked on a par with staff safety, rail safety and customer satisfaction.

The Environmental Management System (EMS) was introduced in 2010 and is based on the requirements of the ISO 14001 Standard. This system, like the Safety Management System, is totally integrated into the company's Quality Management System.

Day-to-day management of the Environment Management System is the responsibility of the Safety, Quality and Environment (SQE) department and, in particular, the Quality and Environment section, for the Continental subsidiaries of Europorte (Europorte France, Europorte Proximité, Socorail and Europorte Services). This section is responsible for regulatory compliance, environmental policy implementation, deployment and monitoring, and compliance with Europorte's environmental commitments. The SQE Director reports to the Europorte Chairman.

Matters relating to sustainable development are addressed in close co-operation with Groupe Eurotunnel's Safety and Sustainable Development department. In particular, Europorte's environmental policy commitments are drafted to ensure consistency with the principles defined by Groupe Eurotunnel.
Europorte's Quality and Environment Section is a horizontal structure whose role is to monitor and support all the subsidiaries' various entities.

It also liaises with the authorities responsible for monitoring the environmental impacts of the business activities of Europorte's Continental subsidiaries in all countries in which they operate, particularly France and Belgium.

3.2.2 ENVIRONMENT WATCH

Environment watch for Europorte has been outsourced to Groupe Eurotunnel's Safety and Sustainable Development department. Europorte's Quality and Environment section receives analytic reports on new legislative and regulatory provisions that could impact on Europorte's activities and is responsible for integrating them into the subsidiary's SQE system.

Europorte is thus involved with and benefits from the Safety and Sustainable Development department's regulatory watch, allowing the subsidiaries to anticipate regulatory changes.

3.2.3 PARTICIPATION IN ENVIRONMENT PROJECTS

With the support of Groupe Eurotunnel's Safety and Sustainable Development Department, Europorte participates in projects and committees such as:

- draft regulation on carbon labelling for transport services.
- draft standards on methodology for calculating greenhouse gas emissions in transport services.

All the meetings of these working groups are followed by regular meetings between Eurotunnel's Safety and Sustainable Development department and Europorte's SQE department to share experiences and take on board comments from all of the subsidiaries.

3.2.4 ENVIRONMENT ACTION PLAN

Europorte's environment action plan is inspired by that of Groupe Eurotunnel. It comprises an action plan to reduce the imapct of the activities of Europorte subsidiaries on the environment.

Energy and greenhouse gas emissions

The use of electric traction whenever possible is helping to reduce the carbon footprint of Europorte activities.
Energy consumption monitoring was introduced at the end of 2010 in conjunction with the Administration and Finance Department. This monitoring includes the main energy users:

- premises
- road vehicles (company cars and operations vehicles)
- electric and diesel traction units.

As a result of this monitoring, average fuel consumption for each type of traction unit is now known. The objective is ultimately to be able to extract average consumption by type of traffic.

Europorte's activities involve the need for a lot of travel. The transport policy states that trains are the preferred means of travel, but, in many cases, road vehicles have to be used, particularly to take drivers to crew relief points. To limit the environmental impact, some agencies have decided to introduce eco-driving courses for employees who do a lot of travelling for their job.

01

01_Socorail carries out railway handling and logistics services on many industrial sites in France

Water

Europorte's water consumption is generally relatively low. Only Europorte Proximité's maintenance workshop in Gray has an impact in terms of the water used for traction unit washing.

To reduce this impact, a feasibility study is to be carried out on introducing a system for collecting rainwater to be used for traction unit washing.

Ground

Special measures have been taken to limit any risk of accidental pollution from the carriage and handling of dangerous goods, including operator training, alert procedures and operational feedback.

Waste

Socorail activities are carried out for customers on their own sites and so its priority is to comply with the customer's waste sorting / collection / processing procedures.
All the other subsidiaries are more independent in their approach to waste management and the actions they take depend on the impact of the activities:

- The Europorte Proximité workshop has set up a sorting / collection / processing chain for different types of waste. In particular, a tank system collects traction unit wash water which is recycled by a specialist treatment company.

- In the case of the infrastructure maintenance activities of Europorte Proximité on the Châtillonnais and Gray lines, and Europorte Services at the port of Dunkirk, the choice of more environmentally-friendly products for the lubrication of switches and crossings is being addressed in conjunction with the Purchasing Department.

In addition, some local initiatives, such as the introduction of printer toner recycling by the North Regional Division, have been rolled out nationwide after a trial period.

Resources

In 2010, the pooling and standardisation of some computer equipment was carried out by the Groupe Eurotunnel IT department (MIS) to reduce diversity and consumable stock requirements.

One of the 2011 objectives is to reduce the number of documents printed. It takes two to three tonnes of timber and 5 to 15 m^3 of water to make one tonne of paper.

To achieve this objective, an awareness campaign will be launched in the second half of the year by the Quality and Environment section to drive home simple, useful messages such as:
- only print when necessary
- alway print two-sided when possible
- re-use paper only printed on one side for notes.

A system of recovering safety documents from staff leaving the company to give to new recruits is already in place, thus avoiding having to reprint all the documentation.
Looking more long-term, the possibility of going paperless for some of the documentation used by staff will be considered jointly with the Railway Safety department.

24
Europorte electric locomotives are preferred for journeys where catenary supply is available

150
Europorte trains run through France each week, thus reducing the risk of road accident by transferring freight to rail

Environmental noise

One major source of noise is wheel flats. Since Europorte does not own wagons, the action that the Technical Department can take is limited to:
- systematically refusing wagons with wheel flats in excess of 60mm,
- supporting our customers, and more generally the wagon owners, in anticipating and dealing with these anomalies,
- participating in working groups on improving the quality of the wagon fleets, as was recently the case with the Railway Test Centre.

In 2010, noise dampers were provided at all Europorte France workplaces. These are simple, easy to use devices that reduce noise emission during brake tests.

Biodiversity

The subsidiaries responsible for railway maintenance operations - Europorte Proximité, Socorail and Europorte Services – have to use phytosanitary products. In 2011, Europorte's Quality and Environment section and Purchasing Department will be selecting suppliers offering the most environmentally-friendly products.
Phytosanitary product consumption monitoring will also be introduced and incorporated into environmental reporting.

3.2.5 COMMUNICATION

After a Safety, Quality and Environment commitment by the Chairman of Europorte, the environmental policy of Europorte's Continental subsidiaries will be published in 2011. These documents are widely distributed to staff, posted up on all sites and presented to new recruits during induction training.

Europorte intends to provide a carbon counter on its website to compare the environmental impact of the different modes of freight transport available.

3.2.6 ENVIRONMENTAL REPORTING

In 2011, Europorte intends to introduce full environmental reporting which will ultimately measure the results of policy actions.

3.3 ACTIVITIES IN THE UNITED KINGDOM

Third largest rail freight company in the UK, GB Railfreight is committed to providing good quality, reliable and cost effective rail freight services to all its customers.
The company's core business strategy is to encourage and increase the use of rail freight transport. This will support the needs of society to achieve more sustainable transport.

GB Railfreight also recognises the environmental impacts arising from its business activities and is committed to reducing these through effective environmental management by:

- continuing to achieve reductions in resource use;
- reducing overall waste and increasing the proportion of waste reused or recycled;
- achieving modal shift away from road use in key areas of our business;
- working towards a reduction in litres/mile from 0.75 to 0.7 by the end of 2012;
- achieving a further 2% reduction in energy usage on 2009/10 figures;
- securing reductions in emissions per tonne/kilometre;
- establishing green travel plans at key locations, in place by 2014.

GB Railfreight has built on and integrated the above targets into its own environmental objectives for 2011 to 2015.

01_By its very nature, GB Railfreight encourages the modal shift of road transport towards rail

In 2006, GB Railfreight achieved by the globally-recognised IS0 14001:2004 environmental management standard (the certificate - No. EMS 506602 is held at its headquarters). IS0 14001 specifies a set of environmental management requirements for environmental management systems, to help all types/sizes of organisation to protect the environment, prevent pollution, and improve their environmental performance.

At least every six months a representative from the British Standards Institute (BSI) visits to verify that the company is compliant with IS0 14001:2004, and that it is doing what it set out to do within its documented environment management system.

GB Railfreight holds a meeting at least once a year to review environmental performance over the past twelve months and plan for the coming year. This meeting is attended by the Directors along with representation from the safety, operations and engineering departments.

01_GB Railfreight is committed to reducing its energy consumption in 2011-2012

01

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