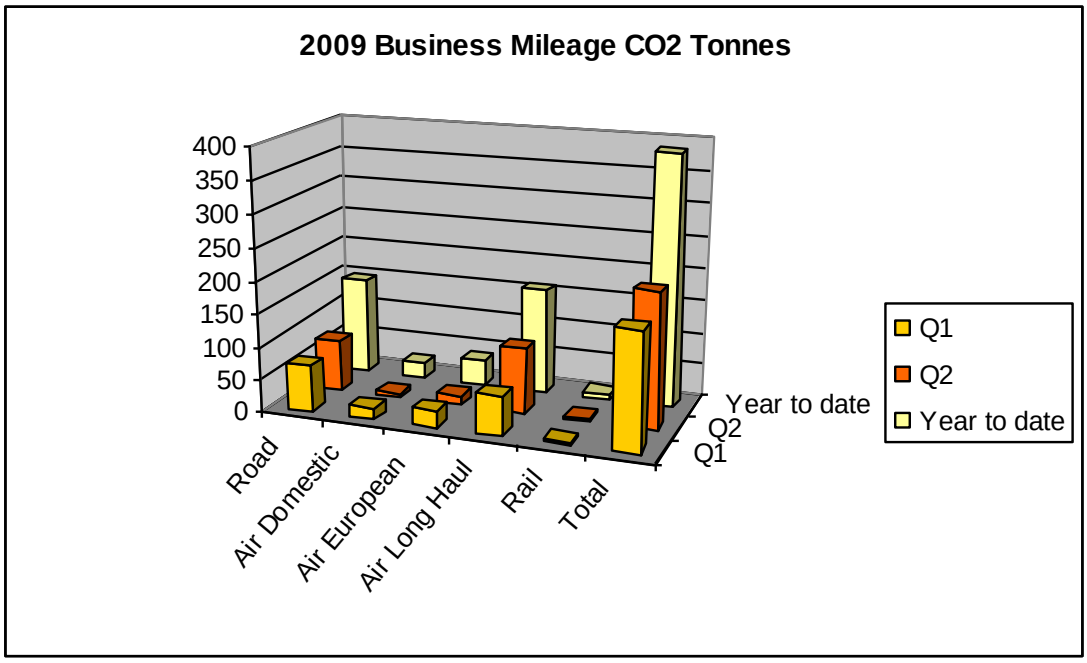
Carbon Footprint Case Study ~ 2009 Business Mileage Update

Business Travel 2009 Q1 & Q2 – all sectors



ACTUAL CO2 TONNES BY TRAVEL SECTOR						
2009	**Road**	**Air Domestic**	**Air European**	**Air Long Haul**	**Rail**	**Total**
Q1	70.533	17.812	25.565	60.137	4.084	178.131
Q2	79.457	6.421	15.168	101.56	4.084	206.69
Year to date	149.99	24.233	40.733	161.697	8.168	**384.821T**
ACTUAL MILES TRAVELLED						
2009	**Road**	**Air Domestic**	**Air European**	**Air Long Haul**	**Rail**	**Total**
Q1	206843.00	57929.47	83143.02	195569.01	42154.91	585639.40
Q2	233013.50	20882.84	49329.68	330279.00	42154.91	675659.93
Year to date	439856.50	78812.31	132472.70	525848.01	84309.82	**1261299.33M**

Note that Q1 business flights are an estimate based upon 2008 figures. Figures for rail travel have only been available since April 2009; therefore Q1 figures are a direct replica of Q2.

Domestic Air Travel vs Rail

Of the 161 flights taken in the second quarter of 2009, 62 were domestic, i.e., 38.5%

Q2 DOMESTIC FLIGHTS						
Distance	**Flight**			**Rail Alternative**		
	CO2 T	**Av £ per mile**	**Cost**	**CO2 T**	**Av £ per mile**	**Cost**
20882.84	6.42	£0.35	£7,373.32	2.02	£0.60	£12,529.70
Carbon Saving if all internal flights taken by rail				**4.4 (317.66%)**	**Cost % increase**	**58%**

If John Laing aims to follow the World Wildlife Fund's aim to cut one in five business flights, this could result in an estimated quarterly carbon saving of:

- 1.28 Tonnes for domestic flights
- 24.96 tonnes for all flights