

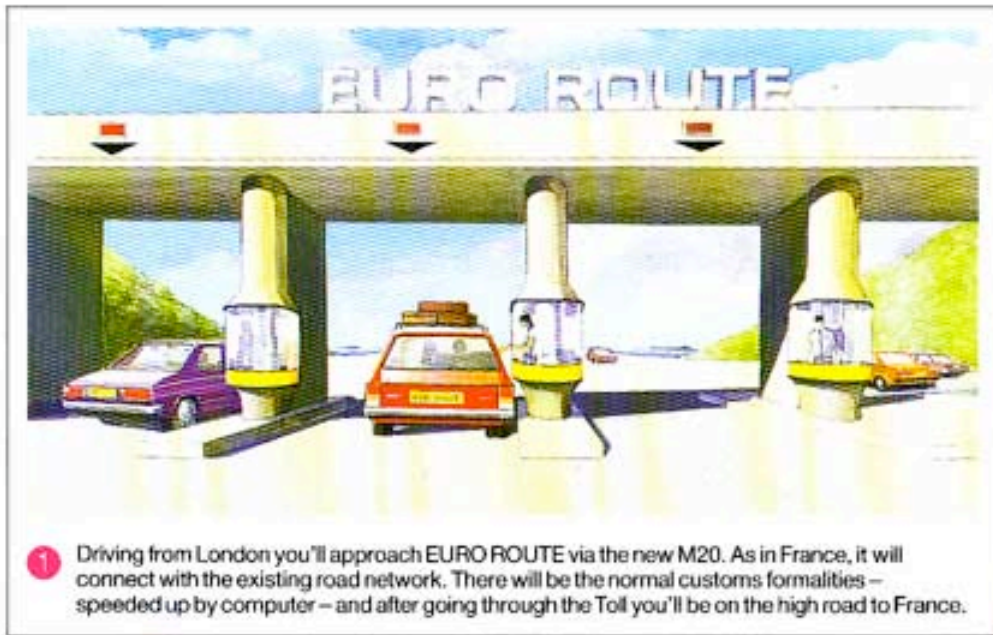


EURO ROUTE

THE BEST
CROSS-CHANNEL LINK

You drive
all the way

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How you will drive across the Channel via EURO ROUTE

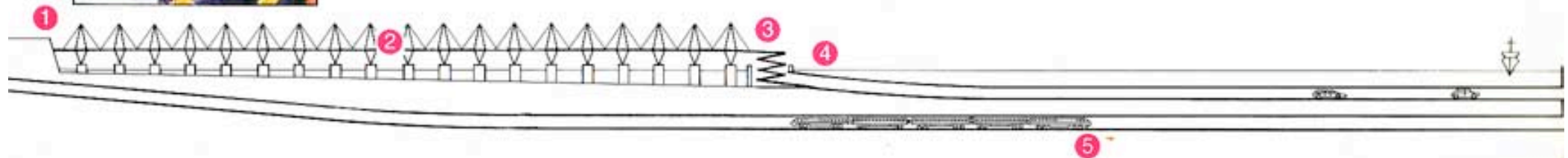


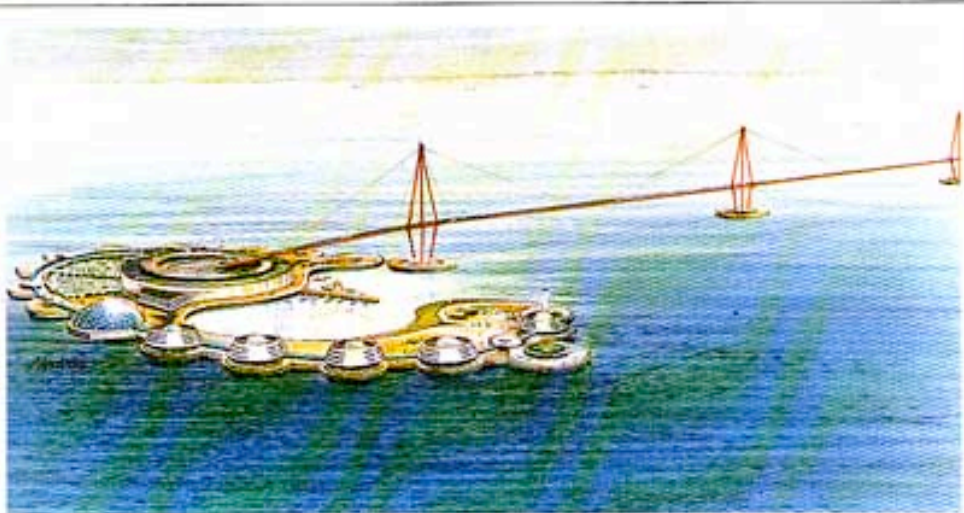
For the motorist EURO ROUTE will be fast, convenient and the best value in Channel crossings.

Needless to say, you won't have to book in advance. Just turn up, and after speeded-up formalities, you'll pay the toll and drive on over. EURO ROUTE would allow you and your family to decide on a

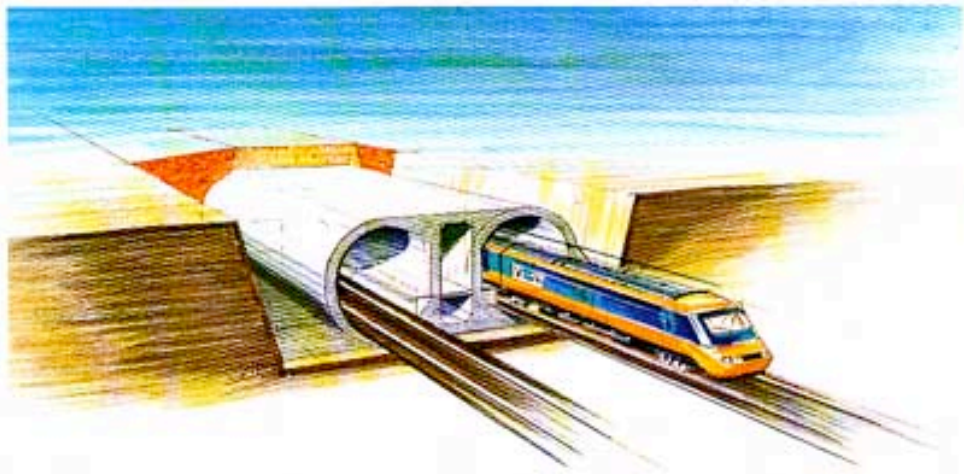
Continental trip at a moment's notice. From your home you will drive straight to France.

We believe the Route will prove to be the most pleasant way to travel, free of all sea movement or the 31 mile rumble of a shuttle loaded with vehicles. And with a freedom from stoppages which only EURO ROUTE's clever amalgam of road and rail promises.

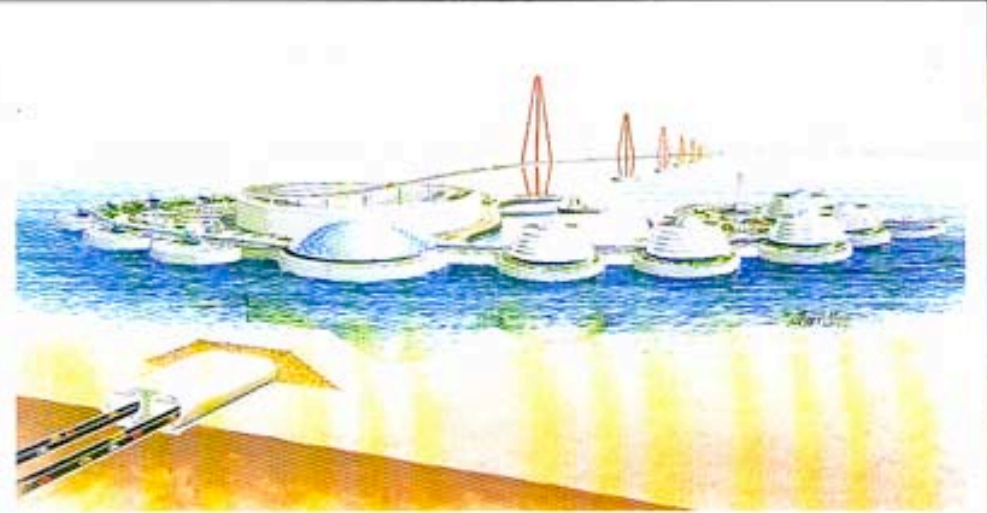




3 Seven miles on and the bridge will connect with a man-made island, and the roadway will descend in long easy curves into its centre. Now you enter the centre section of the crossing – spacious road tunnels built on the bed of the Channel.



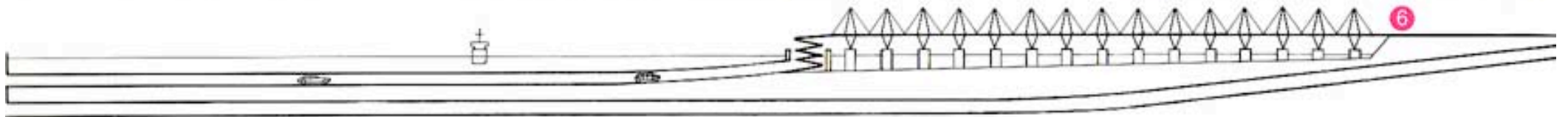
5 Of course, EURO ROUTE won't be a roadway only. Running parallel to the bridges and road tunnels will be a two-way train tunnel which will allow freight and passenger trains to flow directly from one existing rail network to the other.



4 The tunnels are twelve miles long in either direction – judged to be a comfortable distance for tunnel travel. Towards the end you will drive up an identical curved roadway onto the second island 5 miles from the French Coast.



6 Now on the last stage of your crossing you'll enter France from the second bridge. Again, customs and immigration procedures – and then you're on the French roads after a thirty minute drive, coast to coast. It's as simple as that. No roll-on, roll off. No unloading or waiting for shuttles.





The great vertical supports and cable-stays of EURO ROUTE's bridge sections.

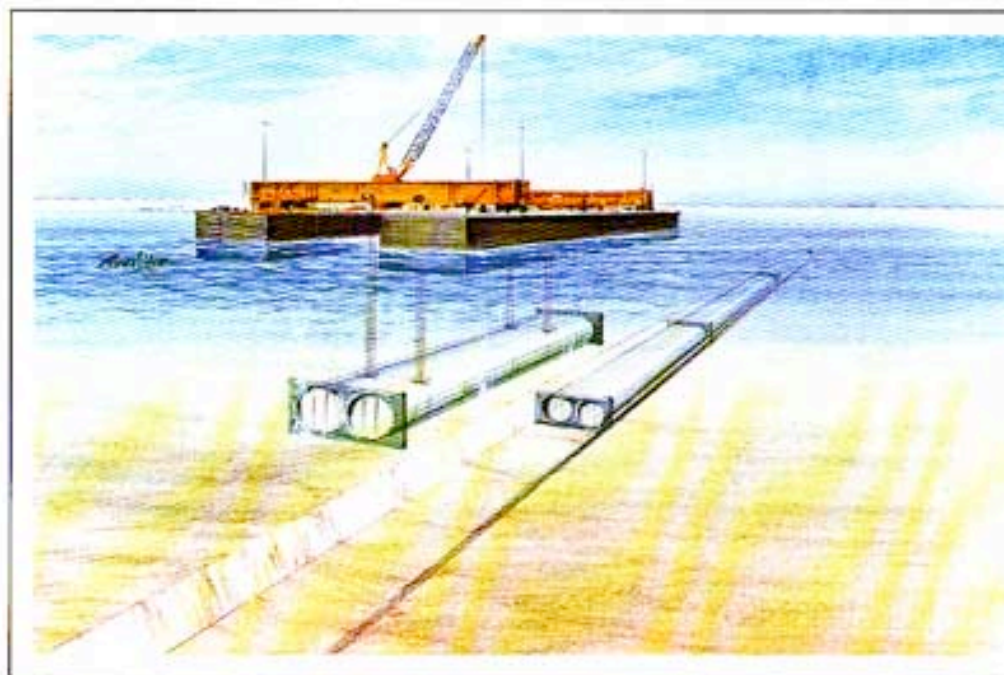
How EURO ROUTE will be built

Nothing in the EURO ROUTE design calls for new or risky construction methods. Yet the concept is breath-taking. The road viaducts will be composed of bridge sections each spanning 500 metres and supported by cables from vertical pylons which will tower some 150 metres (nearly 500 feet) above sea level. Stayed cable bridges have a notable safety record.

The twin tunnel will be prefabricated on shore in 125 metre sections which will be towed out, lowered into a prepared trench and joined together. The completed tunnel will then be protected by rock and concrete overlay.

This method of construction has been successfully carried out in many parts of the world, recent examples being Chesapeake Bay, Baltimore Harbour Tunnel, San Francisco Bay, and elsewhere.

Its immensely strong construction makes EURO ROUTE an all-weather, 24 hour a day facility.



Laying prefabricated tunnel sections in their prepared trench.

How EURO ROUTE will create new jobs

The construction and operation of EURO ROUTE will lead to the creation of thousands of new jobs, both locally and throughout the country. More employment will be generated by EURO ROUTE than by any other known cross-Channel link proposal.

The five year construction phase will require skilled workforces to build tunnel and bridge sections to modular designs. There will be a massive volume of work placed with offshore and steel fabrication sites in the North of England and Scotland.

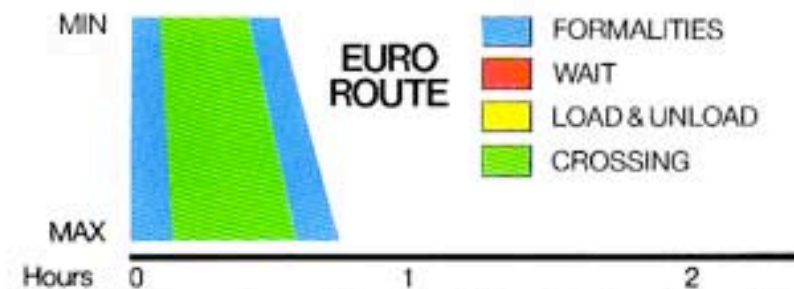
Later, once EURO ROUTE opens its gates to passengers and freight, many more permanent staff will be needed to operate the crossing and its support services – and yet more employment will arise from related activities such as tourism.

EURO ROUTE is a short *and* long term creator of jobs – nationally *and* locally in Kent.

Why EURO ROUTE is the best fixed-link solution

The quickest and most convenient way to cross

This chart indicates the maximum and minimum estimated times required to cross the Channel via EURO ROUTE. It allows for the different stages. The calculated average driving time will be 30 minutes, coast to coast.



NOTE: A shuttle service would require additional time for waiting, and loading and unloading. EURO ROUTE does not.

The most economical

EURO ROUTE will charge a toll which will ensure a reasonable return to its operators. But it will certainly be highly competitive with other cross-Channel fares. This is good for motorists. It will be a boon to British industry, helping to keep down the cost of freight as well as save time.

The most flexible

It can hardly make sense to build a fixed-link which offers only one mode of transport. This would deny everyone the flexibility they want. With both road and rail, EURO ROUTE will offer the smoothest, most flexible crossing.

The best for the environment

The construction methods we've described reduce the degree of environmental damage inherent in large engineering projects. There is no spoil from tunnelling to be dumped in Kent. And there will be no huge construction sites near the workings. Much of the heavy traffic will be attracted to EURO ROUTE. This should lighten the burden on local roads near Dover and Folkestone.

EURO ROUTE is the solution most people prefer

Both EURO ROUTE's own research and surveys carried out by the Automobile Association (the last in April 1985) demonstrate clearly that most people favour driving across the Channel. And most motorists dislike the idea of loading their car onto a train. Over $\frac{2}{3}$ of those questioned want a road link and expect to use it.



“We recognise the potential importance of a Channel fixed-link – the time has come to take the next step.”

– PRESIDENT MITTERRAND & PRIME MINISTER THATCHER
DECEMBER 1984.

EURO ROUTE

A powerful Anglo-French partnership

EURO ROUTE is a grouping of industrial companies and financial institutions from the UK and France with matchless experience in construction and in the operation of international enterprises.

The British partners

Trafalgar House
Kleinwort Benson
Barclays Bank
British Steel
British Shipbuilders
John Howard

The French partners

Societe Generale
Banque Paribas

GTM Entrepouse
Alsthom

EURO ROUTE will be financed exclusively by private capital. Although it will obviously cost more to construct than a rail-only link, it will produce substantially more revenue.

Building for future needs

People's preferences have inclined over the years to road travel. And road freight volume has also grown, and shows every indication of continuing to increase. British trade, too, flows more and more between ourselves and our Continental neighbours.

All these are compelling reasons in favour of EURO ROUTE because it offers an historic opportunity to build the most suitable, most effective and most flexible cross-Channel link – free from the rigidities, and uncertainties, of rail alone.

If you would like more detailed information about EURO ROUTE, telephone 01-930 4321, or write to – EURO ROUTE Limited, 30/35 Pall Mall, London SW1Y 5LS



Queen Elizabeth II owned and operated by the Cunard Line, a member of the Trafalgar House Group.



The Kessock Bridge, Inverness, designed and built by Trafalgar House companies.



A section is laid under the Seine in Paris. Built by GTM Entrepouse for the RATP Metro system.



Semi-submersible 500 man accommodation platform built for Norway in 1983 by Alsthom at Saint Nazaire.



Bosporus Bridge, linking Europe and Asia, built by Trafalgar House Company Cleveland Bridge, in consortium.