



July 9, 2009

I the undersigned, Bernard Trèves, hereby affirm the Trèves Group's support for the Global Compact and our intention to fully implement its underlying principles.

Within the context of the agreement, Trèves intends to place particular emphasis on sustainable development via the effective use of renewable resources and the deployment of recycling programmes throughout the group's production processes.

Bernard Trèves
Chairman and Chief Executive Officer



Communication on progress

Trèves, an automobile equipment manufacturer specialising in interior trim and sound insulation, confirms that it has adopted the principles of the Global Compact by taking concrete action in the area of sustainable development, the particular relevance of which is now being fully grasped.

This drive is spread over several projects, from feasibility studies to industrial production.

In this communication we shall mention the projects that have made the most progress over the past year, as well as a new project related to recycling.

The strengthening of plastics-based engine undertrays with plant fibre is now technically and economically viable and is one of the technical options available to vehicle manufacturers. The use of plant fibre in place of the glass fibre, normally used for these trays, means that the weight of the parts can be reduced by approximately 15 %, without any reduction in their mechanical properties. This leads to a reduction in the vehicle's fuel consumption. At the same time, plant fibre production produces 30 times less CO₂ emissions than that of glass fibre. An illustration of this is that the replacement of glass fibre by plant fibre in a part weighing 4 kg means a 20 kg reduction in CO₂ emissions over the life of a vehicle. Finally, unlike plastic material strengthened with glass fibre, plant fibre reinforced material can be recycled several times without significant deterioration in its mechanical properties.



The replacement of petroleum-based polyhydric alcohol by plant-based polyhydric alcohol has been developed in cooperation with French vehicle manufacturers with a view to producing both flexible and rigid polyurethane foam parts, such as cushions or luggage compartment covers. This project is also now economically and technically ready and may be applied to new vehicles. Producing parts using vegetable-based polyhydric alcohol enables manufacturers to significantly reduce dependence on fossil resources, since the proportion of such polyhydric alcohol accounts for between 20 and 40 % of the weight of polyurethane.

Another project, using recycled materials and resulting in a drastic reduction in the weight of sound insulation materials, has also made decisive progress. It concerns a new generation of acoustic screens, covered by world patents and representing a totally new technology that breaks completely with existing practice. For an equivalent acoustic performance, the parts produced using this material offer weight reductions of up to two-thirds of their initial weight. A part weighing 12 kg may be lightened to 4 kg. This leads to a reduction in vehicle fuel consumption. The first order has been received from a foreign vehicle manufacturer for the production of a floor mat for more than 85,000 vehicles a year. This new concept is currently under consultation with a view to equipping a mass market vehicle produced by a French manufacturer.

Finally, we should mention a project that was not discussed in the last communication because it was not far enough advanced; it concerns the recycling of waste from carpet production. This waste is produced when cutting out products such as floor mats. These off-cuts are ground and their density increased to produce filler that is then incorporated into the composition of plastics used for making body undertrays. Here again, the results obtained are particularly encouraging from both the economic and technical point of view, and have led us to file for a patent. We are now ready to offer products from this project to vehicle manufacturers for fitting to future vehicles. Trèves currently has a potential of 1000 tonnes of production per year which could be recycled into the production of screens.



Communications will be released gradually as contracts are obtained for the above projects that are not yet at the industrial production stage.

Trèves intends to continue banking on technological innovation to promote sustainable development by setting up partnerships wherever possible with other industries and with the authorities.

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