



“VOICES”

Clean, highly efficient engines today are inseparably linked to high-quality fuels. A further reduction of emissions and fuel consumption in the future will require both innovative engine technology and advanced fuels.

Volkswagen and Shell are working closely together on such innovative fuels as second-generation biofuels and synthetic fuels. Renowned awards like the ‘Professor Ferdinand Porsche Prize 2005’ and the first overall victory of a diesel-powered car in the long history of the Le Mans race, which we were able to achieve in 2006 with the Audi R10 using Shell GTL fuel, demonstrate the success of the co-operation.

We will continue to pursue rigorously this course and to offer our customers affordable, sustainable mobility in the future as well. Volkswagen AG has found in Shell a competent, innovative partner for this effort.

Professor Dr Martin Winterkorn  
CHAIRMAN OF THE BOARD OF MANAGEMENT OF VOLKSWAGEN AG



# Spills

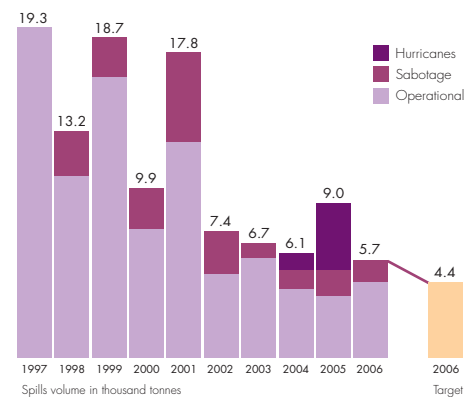
Reducing spills from our operations and ships requires clear procedures, consistent compliance and effective monitoring.

Between 1997 and 2005, the amount of oil and oil products spilled from our operations for reasons we can directly prevent, like corrosion or operational failures, declined gradually. Spills from sabotage or extreme weather, like hurricanes, have fluctuated with events.

Spill volumes from corrosion or operational failures rose slightly in 2006, largely because of two big spills in Nigeria. In the first one, a buried pipeline was damaged while laying another. The second was caused by corrosion. The resulting loss of oil accounted for nearly a quarter of the total amount we spilled in 2006. At sites in Nigeria that were shut down because of the security situation, reliable information about spills will not be available until we return to repair and restart operations. Elsewhere in Nigeria, in areas where we could operate, spills from corrosion and operational failures were at their lowest in seven years as better inspection and repair continued to improve performance.

Outside Nigeria, the number and volume of preventable spills continued to drop last year. In our upstream business, better pipeline inspection and maintenance has reduced preventable spills by almost 60% in Oman, for example, since 2000. In our downstream business, the number and volume of preventable spills were down again in 2006. We are tracking minor leaks more carefully

SPILLS  
Thousand tonnes



and fixing their underlying causes earlier at our refineries and chemical plants. Our distribution network has also implemented a programme to proactively prevent spills through more focused inspection and maintenance of pipelines and tanks at storage depots, and through efforts to prevent spills from delivery trucks, particularly in Africa.

In 2006, 22 million tonnes of oil were carried on ships we control. Less than two tonnes were spilled, reflecting our strict operating procedures.

Additional web content:

- Our efforts to further improve asset integrity (including spills).
- Spills performance in Nigeria in the Shell in Nigeria Environment and Society Report.

[www.shell.com/spills](http://www.shell.com/spills)

