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INEOS HAS ALWAYS BEEN DRAWN TO THOSE WITH GRIT, DETERMINATION AND FOCUS

And for one reason alone: Those kind of people can — and often do — make a difference. And we also like them. They inspire us all.

Take Mavis, the Scottish 81-year-old widow, who has just cycled the length of Britain in memory of her three grown-up children who all died in their 40s. She felt like giving up many times, but didn’t. She felt like dying at the 1,397ft summit of Shap in Cumbria, but thankfully didn’t. She — and like so many others featured in this edition of INCH — are heroes in our eyes.

And if you read their stories, you will understand why. Our businesses are also striving for perfection. Challenging perception and seeking to make a difference in what we do to make the world a safer and cleaner place for all.

We want to drive the hydrogen economy but we cannot do it alone. It needs lots of joined-up thinking.

We want to show the world why they need to stop demonising plastics. We agree that we all need to reduce single-use plastics and find better ways to recycle plastic. But this is about much more than stirrers and straws. The problem is not plastic. It’s plastic waste and what we do with it.

In this edition of INCH, you will read about three pioneering companies that are working with us to help us reduce the amount of plastic sent to landfill sites. Society may sometimes see the chemical industry as part of the problem, but it is not. It is part of the solution and one day the world will see that.

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How INEOS could help to drive the hydrogen economy

IT has been talked about for decades. But finally, a hydrogen-fuelled economy is no longer seen as just a lot of hot air. Already, some buses in the UK, Germany, France and other countries run on hydrogen.

The big advantage of hydrogen is that when it is used as a fuel, it produces only water. No CO₂ and no potentially harmful pollutants from towns and cities – and it is a very clean technology.

Energy storage can produce low carbon hydrogen for heat, decarbonisation of industry and transport fuels as well as contributing towards energy security.

“INOVYN is at the forefront of hydrogen innovation in the region and our knowledge, expertise and influence will be a real asset to our work,” said Professor Joseph Howe, Chairman of the North-West Hydrogen Alliance.

If hydrogen becomes more available, then it can also become a viable and sustainable green fuel for homes and businesses.

“We have a huge contribution to make,” said Pete Williams, INEOS Group Technology Director. “But it cannot be done overnight. It’s not like changing a lightbulb.”

Today INEOS produces 250,000 tonnes of hydrogen a year. It is a co-product from producing sodium hydroxide and cracking gas and of to make sodium and polymers. The hydrogen is used in a number of ways. To remove the salt from crude oil, as a raw material for other chemical processes, or as a fuel to power plants.

INOVYN, a wholly owned subsidiary of INEOS, had previously used most of it to supply on-site boilers.

But the company is now looking at how hydrogen could be more widely used to help eliminate harmful air quality pollutants from towns and cities – and power homes and businesses.

“Today about 56% of the world’s hydrogen is made from methane gas.”

“That’s why at INEOS we have often talked about methane as being a transition fuel,” said Pete. “But only if it is lower carbon and cleaner than the coal and oil it is displacing, and it has the potential to provide the bridge to a hydrogen economy until renewable energy becomes much more widespread.”

Shale gas could be converted to green hydrogen in the same way as other natural gas supplies. The key would be to capture the carbon – produced in the process – and store it underground.

It is also one of the reasons why INEOS wants to develop an indigenous source of gas from shale rocks for the UK.

“The majority of the UK’s natural gas comes from Norway and Russia via a European pipeline or is imported as liquid natural gas, including US shale gas,” said Pete. “Home-grown gas would increase Britain’s energy security and provide a bridge towards the emission targets that the UK has set for 2050.”

One word: the hydrogen could be stored underground in the same way natural gas is store currently.

For decades INOVYN has used salt caverns in Cheshire in the UK to store hydrogen and recently received government funding to continue with a feasibility study (Project Centurion) to look at how hydrogen generation and storage options, including a potential plan to build a 100MW power-to-gas energy storage facility at Runrunc.

“Storage is a vital component of delivering a viable hydrogen energy system in the UK,” said Dr Frank Rourke, UK Country Manager of INOVYN. “We have the opportunity to develop a critical piece of national energy infrastructure at a huge cost reduction compared to above ground storage. Baseload salt caverns could be created as part of our green economy.”

Richard Steward, INOVYN’s Strategic Projects Manager, said INOVYN is ideally placed to drive innovation in the sector.

“Hydrogen production, supply and use has been happening in the North-West of England for many years,” he said. “INOVYN is now working closely with other members of the North-West Hydrogen Alliance to make a bigger impact.”

Hydrogen energy could be transformational for the North-West and INOVYN is delighted to be working alongside other alliance members to drive this forward,” he said.

Project Centurion will explore how energy storage can produce low carbon hydrogen for heat, decarbonisation of industry and transport fuels as well as contributing towards energy security.

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In the UK, gas networks are connectively pumped into around 50 million homes, providing gas for heating and cooking. National Grid’s network could be used to feed hydrogen into homes.

Pete is excited at what the future holds for ways to distribute the infrastructure and invest in the innovative projects needed. It’s not that it cannot be done, it’s making sure it can be done economically. If it cannot, it’s unsustainable. If it can, it’s a game-changer.

INOVYN is now working closely with the other alliance members to drive this forward.

The team behind Project Grenadier have been given a £220,000 UK government grant to evaluate the use of hydrogen fuel cells, which, like batteries, generate electricity that can drive the motor.
How hydrogen fuel cell vehicles work?

Fuel cells are a bit like a cross between an internal-combustion engine and battery power. Like an internal-combustion engine, they make power by using fuel from a tank (though the fuel is pressurized hydrogen gas rather than petrol or diesel). But, unlike an engine, a fuel cell doesn’t burn the hydrogen. Instead, it’s fused chemically with oxygen from the air to make water. In the process, which resembles what happens in a battery, electricity is released and this is used to power an electric motor (or motors) that can drive a vehicle. The only waste product is the water—and that’s so pure you can drink it!

Think of fuel cells as batteries that never run flat. Instead of slowly depleting the chemicals inside them (as normal batteries do), fuel cells run on a steady supply of hydrogen and keep making electricity for as long as there’s fuel in the tank.

INEOS produces 250,000 tonnes of hydrogen a year at many of its sites around the world.
-1- Egan is the first Colombian ever to win the Tour

-5- The 2019 success is the Team’s fifth Tour title in a row

-1909- Egan became the youngest rider in 110 years to win the Tour de France

-7- The Team have now won a remarkable seven Tour de France titles

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Egan Bernal Tour de France Winner 2019 
A united Team INEOS make history in Paris
IN THE Team’s first Tour de France as Team INEOS, Egan Bernal was the toast of Paris, making history by becoming the first ever Colombian to win the Maillot Jaune in the 106th edition of the race.

It was a magnificent effort from the whole team and staff throughout the three weeks, with 2018 winner Geraint Thomas joining Bernal on the podium, securing second place overall, for a remarkable 1-2 finish – with the pair embracing as they crossed the finish line in Paris.

The Team’s Tour de France record went from strength-to-strength as a result of Bernal’s victory – that’s now a remarkable seven Tour victories, 17 stage victories and 91 yellow jerseys.

The man of the moment was visibly overcome with emotion at the end of the final stage, commenting: “Wow. It’s incredible. It doesn’t seem true. I’ve won the Tour de France but I’m struggling to understand it all.

“I saw my family after the finish and we celebrated together. It’s just an incredible feeling.”

In only his second year at World Tour level, Bernal’s victory completes a quite remarkable 18 months or so for the 22-year-old Colombian, who only joined the Team at the start of the 2018 season.

A winner at Paris-Nice and Tour de Suisse already this year, this victory elevates him to superstar status both in the sport and back home in Colombia.

Victorious Team Principal, Sir Dave Brailsford, added: “To be able to deliver Colombia’s first ever Tour de France champion is something really special – I feel very proud.

“A lot of people may have questioned having two leaders. It’s worked to perfection and you can’t get better than second and first.

“It’s a privilege to work with all these people – fantastic riders, fantastic staff, fantastic new owners.”

A Tour which offered countless twists and turns and endless dramas, the likes of which this race hasn’t seen for many editions – yet at the end of one of the most unpredictable races in years, Bernal and Team INEOS reigned victorious, for a first Grand Tour success under INEOS ownership.

Chapeau Team INEOS!

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**Egan Bernal**

**Name**

Egan Bernal

**DOB**

January 13th 1997

(age 22 years)

**Born**

Zipaquira, Colombia

**Joined**

Team INEOS

2018

**Honours**

2018:

- Tour of California
- Tour Colombia

2019:

- Paris-Nice
- Tour de Suisse
- Tour de France

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Xabier Artexte (Coach)

“Egan is really humble. He’s still a kid who’s enjoying being on the bike. This is the secret with him and the secret that we have to keep there for the future. We can’t lose this perspective. We have to keep helping enjoying, because it’s a big big thing to achieve.”

**Geraint Thomas (teammate)**

“He’s a pleasure to ride with. I don’t want to put pressure on the lad but he’s 22, he’s got 30 years in front of him. He could become one of the greatest ever. Egan is probably the best Grand Tour rider of the moment with his recent and consistency but I think Egan can be just as good, or even improve.”

**Sir Dave Brailsford (Team Principal)**

“The harder the race gets, the better Egan gets. I think that’s why as a Grand Tour outsider now and in the future, the ability to resist fatigue is one of his greatest strengths.”

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The public’s perception of the plastics industry as evil is hardening. So what can INEOS, as one of the world’s biggest producers of plastic do to inform the debate and help tackle the real issue which is plastic waste?

**War on Plastic Waste**

In the latest attack – watched by millions on television in the UK – Hugh Fearnley-Whittingstall questioned whether companies, like INEOS, should be making less plastic. Not more.

“The more plastic this industry produces, the more plastic will end up in our seas, whether we want it or not,” he told viewers. But the main focus of the three-part BBC series, War on Plastic, was on single-use, plastic packaging.

“The fundamental premise was that plastic packaging is evil,” said INEOS Communications Director Tom Crotty. “But there was no recognition of the benefits it has in reduction in food waste because it keeps food fresh for longer.”

More troubling though for INEOS, was that the importance of plastic to our everyday lives was overlooked. Viewers were left with the feeling that all plastic is bad.

“Much of the rise in plastics’ demand around the world is not from packaging,” said Tom. “Plastic is in demand from our manufacturers, the construction industry, the engineering and pharmaceutical industries and hospitals.”

Lightweight plastic parts in cars and planes have reduced fuel consumption, leading to reductions in harmful emissions. Insulation makes modern buildings far more energy efficient.

Heart stents, catheters, syringes, blood bags, prosthetics, pill casings, MRI machines, incubators, dialysis machines, stents, pharmaceutical packaging and operating theatres are all made of plastic.

And plastic pipes – which are easier and cheaper to install – are being used in some of the poorest parts of the world to bring fresh water to villages for the first time.

“95% of our plastic goes into these sorts of applications and not into packaging,” said Tom. “That’s what’s driving our growth. It is much more than straws and stirrers.”

During the hour-long programme, Hugh also questioned the logic of INEOS’ decision to ship shale gas from the US to Scotland. Could it make more plastics.

But Tom said the manufacturing base had simply shifted from China and the Middle East to the USA because America had become, thanks to vast reserves of cheap shale gas, more competitive.

“Growth doesn’t come from making more plastics,” he said. “It comes from demand for the plastic by consumers. I could build a factory to make a billion typewriters but nobody would buy them.”

INEOS, which manufactures billions of translucent plastic pellets every year for other industries, had provided the BBC film crew with open access to its Grangemouth site.

During filming, Tom said 100% of INEOS polymers could be recycled, but currently, only about 14% of plastic waste is recycled. “Much of it ends up in landfill and we think this is a waste,” he said. “We want to use recycled plastic waste as a raw material because plastic should be used over and over again. And then, at the end of its life, we can recover the useful energy contained by burning it.”

INEOS is currently working on how to chemically recycle plastic. A new, leading-edge, non-mechanical process would turn plastic back into its basic molecular level so it could be fed as raw material back into the plastic processes.

“This holy grail of plastic recycling is fast becoming a reality and will mean we can reduce our reliance on fossil fuels to make our products,” he said.

INEOS has agreed joint development agreements with Pyrowave, Agile and GreenManta. Using their patented technology and INEOS’ manufacturing infrastructure, waste plastics could be turned back into chemical monomer building blocks.

“These building blocks will replace a portion of virgin raw material in our polymerisation process,” said Tom.

And on the ground, INEOS is observing about zero pellet loss, at its own plants and through its hauliers and customers, as part of its commitment to Operation Cleanse, the plastic industry’s global initiative to handle plastic pellets with care so that they don’t ultimately end up in the sea.
Today, even one pellet lost at any of INEOS’s sites is considered unacceptable. “We are all very proud of what we are doing,” said Tjoes Haakon, Production Process Engineer at INEOS Bamble, the polyolefin production unit at Rønningen Industrial area near Trefors in Norway. INEOS makes the tiny, translucent pellets before they enter a complex supply chain for other manufacturers to mould and convert them into all kinds of plastic products.

In the past, those pellets might have been lost anywhere within the complex supply chain. But times have changed. In Norway, any spillages on INEOS sites used to be registered, to be fixed. “Any spillage now is dealt with immediately,” said Tjoes.

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At Rønningen, double guards have also been fitted to every gutter to stop the translucent pellets from being washed into the complex drainage system. And a dedicated operator has been hired to drive a street sweeper around the areas considered to be most at risk.

Tobias Hennemann, CEO O&P UK, said charges had been made at Grangemouth to reduce the loss of pellets – even before the site had signed up to Operation Cleansweep. “We’ve had a number of measures in place including rumble strips and air blowers to remove stray pellets from trucos and pellet water separators on the manufacturing plant,” he said. “With Operation Cleansweep through, we came even more.

Over 200 fine mesh sieves have been installed inside the drains and additional cleaning stations have been created so that staff are never more than 10 metres away from the equipment. They are also working with specialists to redesign the pellet loading chutes to reduce the risk of pellets being lost when the tankers are being filled.

In addition, the number of daily checks of the wastewater from the polymer plants has been increased and these are ‘OCS Champions’ on each shift.

“As a local resident and employee, I am extremely aware of how important it is to ensure we minimise our impact on the local environment,” said CCS Champion Gemma Taylor. But Grangemouth doesn’t just want to keep its own site in order. “That’s the least we can do,” said Peter Melly, Supply Chain Project Manager at Grangemouth.

The supply chain system is extremely complex and pellets are handled by many different companies,” said Stuart Kelkar, Supply Chain Manager.

“We have increased awareness of the principles of OCS right across the supply chain. Whereas previously some of our hauliers may have taken a voluntary approach to OCS, we now mandate that they incorporate the principles into their operation.”

Trucks are now monitored and drivers have become accountable for the cleanliness of their vehicles before leaving the site.

“INEOS is a leader of change for Operation Cleansweep,” said Chris Seagriff, Regional Operations Manager for Haulier XPO Logistics. “They have clearly adopted the principles alongside those that were already in place to further enhance their operations and reduce significantly the risk of any pellets finding their way out of the supply chain.”

Grangemouth has also been working with environmental groups such as Fidra. “Plastic pellets on beaches are a totally preventable source of pollution,” said Maclaren Berg, Project Manager at Fidra. “As industry leaders, INEOS not only have the opportunity, but also a duty to lead the way practically to solve this pollution problem.”

Across the Channel, staff at INEOS’ Antwerp site are determined to help with that too as part of their commitment to Operation Cleansweep.

INEOS Styrolution has invested heavily in training and improving equipment on the site to ensure pellets don’t ultimately end up in the ocean, where they can be mistaken for food by fish.

It is also following Grangemouth’s lead and involves the entire supply chain. “If we can all get involved, we can make a real difference,” said site director Toon Van Meiwbakere.
INEOS signs agreements with three companies that share its vision for a sustainable world

INEOS Styrolution is now working closely with three pioneering companies which share its vision for a more sustainable world. And as INCH was going to press more partnerships were being discussed.

Two of these companies, Agilyx and Pyrowave, use depolymerization technology to convert polystyrene waste back into its original styrene monomer building blocks.

That is a valuable raw material for INEOS Styrolution,” said Cassie Bradley, Sustainability and Circular Economy Manager, North America. “We can use our existing infrastructure to convert recycled styrene back into polymer with properties identical to virgin material.”

The latest deal is with a specialty chemical company, which has figured out how to convert polystyrene waste into high quality, synthetic polymers and additives. Through that process, GreenMantra Technologies Ltd also recovers styrene monomer, the building blocks used by INEOS Styrolution.

“People said it couldn’t be done, but it is being done,” said Mohammed Abboud, Product Manager at INEOS Styrolution.

He said the partnership with all three companies was important because it meant INEOS Styrolution could create a valuable, renewable pathway for polystyrene waste, by utilizing recycled material to make its products.

“This is bringing us even closer to a more circular economy where plastics are reused rather than landfilled,” he said. These companies are all big hitters.

INEOS is investing millions in research and development to help create a more circular economy.

It is building a new research facility in Italy to develop the next generation of reusable plastics at its site in Ronciglione. It is planning to focus on developing polystyrene which can be used in electronic cases and advanced packaging.

“Both of them want very high quality components that are lightweight and easy to recycle,” said Andrea Vittone, managing director and site manager at INEOS Manufacturing Italia.

Polystyrene is easy to reuse and recycle and is great for long-term durable applications such as car bumpers. It is tough, flexible, doesn’t react with water and detergents, and can easily be sorted by recycling companies.

Once recycled, INEOS can mix it with a new material so it can have a second life as something new.

Today a lot of packaging is made up of a mixture of different types of plastic, which is difficult to separate and reuse.

“All of us are aware of the problems of plastics but more we must work on the solutions,” said Andrea.

INEOS is determined to develop new polystyrene products that add value and bring us closer to the circular economy.

“None of us can live without plastic,” said Andrea. “But we realise that we must add value to plastic waste and not throw it away.”

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[Diagram of the circular economy process]

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[Diagram of the circular economy process]
RECYCLED carbon fibre is being used by those who are building the boat that INEOS Team UK believes could make history. So far 1000kg of ‘waste’ has been used by the British challengers for The America’s Cup in the building process for the AC75 boat which will compete in Auckland in 2021. “The reuse of carbon fibre products is a real game changer,” said Alan Boot, Naval Architect for INEOS Team UK. “We are diverting waste away from landfill and closing the loop in our production methods wherever possible.”

A few years ago, carbon fibre, which had been used before, could not be recycled. But ELG Carbon Fibre has overcome the technical barriers and developed a method to recycle used composites so they don’t have to be scrapped. “Their products have fitted seamlessly into our manufacturing processes which demonstrates how successfully these materials can be in a range of commercial markets,” said Alan. He added: “This is a really exciting time in terms of boat production and will hopefully lead the way for other manufacturers to follow suit.”

ELG has been working with INEOS Team UK since the campaign – to win sailing’s most coveted trophy – began last year. “We both view this partnership as a vital step in addressing the issue of global carbon consumption and raising awareness of the urgent need to move towards closed loop recycling within the marine industry,” said Alan.

ELG, a market leader in recycled carbon fibre materials, has been recycling the recovered fibres for INEOS Team UK at its specialist plant in the West Midlands. There, the fibres are converted into milled and chopped products to make thermoset and thermoplastic compounds and non-woven mats.

Although precise details of the INEOS boat’s design remain a closely-guarded secret, ELG says its recycled non-woven materials have been used to produce two cradles to support the AC75 during transit as well as the hull and deck moulds.

“This is the perfect partnership,” said Fraser Barnes, ELG Carbon Fibre’s Managing Director. “Our products are helping to support the vital message of sustainability in elite sport and that is something we are very proud to be associated with.”

Meanwhile, INEOS Team UK’s AC75 boat 1 will be launched later this year. Read more on this story on page 28-29.
Welcome to The Kingdom

$2 billion investment in the Middle East is a first in company’s 21-year history

INEOS is to invest $2 billion in Saudi Arabia. Chairman Jim Ratcliffe described it as a major milestone in the company’s 21-year history. “This marks our first investment in the Middle East,” he said.

A new 425,000 tonne acrylonitrile plant and the first of its kind in the Middle East will use INEOS’ world-leading technology. “Global demand for acrylonitrile continues to grow ahead of GDP to meet the demand for lighter, stronger, energy efficient materials such as ABS, composites and carbon fibre,” said Paul Overment, CEO INEOS Nitriles.

INEOS also plans to build a 400,000-tonne Linear Alpha Olefin (LAO) plant and associated world-scale Poly Alpha Olefin (PAO) facility. “We are one of the world’s leading merchant suppliers of LAO and PAO,” said Joe Walton, CEO INEOS Oligomers. “The size and location of these new plants reinforce our commitment to keep pace with our customers’ expanding requirements globally.”

All three plants, which will produce the key building blocks for action fibre, engineering polymers and synthetic lubricants that are pivotal to economic growth in the region, are expected to begin production in 2025.

The decision to invest in the Middle East follows recent investments in Antwerp, the UK, China and America. Once built, the Jubail 2 petrochemical complex will supply more than $4 billion of downstream derivatives and specialty chemical units.

“The timing is right for us to enter this significant agreement in Saudi Arabia with Sadara, ATCO and Total,” said Jim, “We see bringing advanced downstream technology which will add value and create further jobs in the Kingdom.”
SHALE gas from America is now being shipped to China for the very first time – thanks to INEOS. Having already made one journey to deliver ethane to Europe, the new VLEC vessel JS INEOS Marlin left the US with its precious cargo of 85,000m³ liquefied ethane gas in July as it began its 18,900 km journey across the Pacific Ocean to Taixing City in Jiangsu province.

For INEOS, which secured the deal with SP Chemicals, it is the start of an historic project to deliver on what it promised the Singaporean company in November 2017. “This is another world first,” said David Thompson, CEO of INEOS Trading & Shipping. “We are now leading the way in shipping ethane worldwide to meet the needs of an expanding chemicals sector.”

INEOS began shipping America’s competitively-priced ethane to Europe in 2015 after creating a virtual pipeline across the Atlantic Ocean. That ground-breaking decision saved the Grangemouth petrochemical plant in Scotland from closure. Today eight ‘dragon’ ships regularly transport ethane to INEOS plants in the UK and Norway.

The deal with SP Chemicals required the construction of an even bigger vessel, known as a VLEC (Very Large Ethane Carrier). “It has approximately three times the cargo capacity of our dragon ships,” said David.

The ship was officially named by Aimee Ratcliffe on May 7 at the Enterprise Products Terminal at Morgan’s Point in Houston. It will be operated by Jaccar/Evergas and is the first VLEC in the company’s fleet of gas ships.

SP Chemicals, which already operates styrene and VCM production plants, is currently commissioning a new gas cracker, capable of making over 650,000 tonnes of ethylene from the imported ethane every year.

“This is a very important milestone for SP Chemicals to achieve self-sufficiency for its ethylene requirements,” said CEO Chan Han Seng. “Manufacturers use ethylene to make everything from old clothes to mobile phones.”

INEOS is not concerned about undermining its own competitive advantage in the world by supplying China with cheap raw materials.

“There are several further gas cracker projects being planned in China and it is exciting that INEOS will be the first company to export ethane to China,” said David.
INEOS doesn’t believe in half measures. ‘That’ll do’ just won’t do. The company believes that individuals can excel when challenged and great teams can achieve extraordinary results.

So it’s hardly surprising that it is also drawn to other kindred spirits with grit, determination and the clear focus that INEOS tries to inspire across the company.

Over the years INEOS has donated millions of Euros and Dollars to help develop a healthy interest in sport, particularly among the young. And it’s in any sport. Ice hockey. Football. Rugby. Running. And in virtually every country close to the sites where it does business.

INEOS revolutionised our club,” Sacha Weibel, Chief Executive Officer of Lausanne Hockey Club, told INCH magazine.

More recently, though, INEOS’ focus has turned to elite athletes. Those, who despite excelling at what they do, still have the hunger, desire and belief that anything is possible.

“You are should never tell INEOS that something cannot be done,” said John Mayock. INEOS is now supporting Britain’s bid to win sailing’s most coveted trophy for the first time in its 168-year history.

Through the INEOS 1:59 Challenge, it is supporting Eliud Kipchoge on his journey to become the first person to ever run a marathon in under two hours.

And it is also the proud owner of Lausanne-Sport, one of Switzerland’s most established football clubs.

INEOS Chairman and founder Sir Jim Ratcliffe, of course, is passionate about sport. He runs marathons, cycles and has trekked to both the North and South Poles. He understands what drives men and women to push the boundaries of what is deemed humanly possible. He understands what it takes to be a winner, like Team INEOS rider Egan Bernal – the 22-year-old Colombian who won this year’s Tour de France.
IT’S human nature to push boundaries. To go where no man has ever gone before. Sir Edmund Hillary did it when he climbed Mount Everest. Now it’s Eliud Kipchoge’s time to shine.

On May 6, 1954, Roger Bannister achieved what many people had thought was near impossible. The then 25-year-old full-time medical student broke the four-minute mile at the Iffley Road track in Oxford, in the UK. It remains one of the most iconic events in the history of sport. Later this year, it will be Eliud Kipchoge’s turn.

The greatest marathon runner of all time will be attempting to run 26.2 miles in under two hours. Many, again, believe it is impossible. But not INEOS. Nor Eliud. Both believe it can be done. And the stage is set to be set in October as part of the INEOS 1:59 Challenge.

“Eliud has got the great part to play,” said INEOS Chairman Jim Ratcliffe. “We can just facilitate it. But however good we are at getting the details right, it’s still a super-human feat.”

Eliud came close to making history in his first attempt when he clocked 2:00.25 in a specially-created event at Monza, Italy, in May 2017. “That was the proudest moment of my career,” he said. “To get another chance to break the magical two-hour mark is incredibly exciting. The secret is believing in myself that I can do it. And I always say that no human is limited and I know that it is possible for me to break this barrier.”

The venue for the INEOS 1:59 Challenge will be Vienna at some point between the 12th and 20th October this year. The selection of Vienna as the location for Eliud Kipchoge’s INEOS 1:59 Challenge was the culmination of an extensive worldwide search that started with a map of the world and ended with a pinpoint in the Austrian capital. Vienna offers a perfectly flat looped circuit.

A major marketing campaign will publicise the run and live coverage will be broadcasted across the world. Tens of thousands of spectators are expected to attend.

“Ineos believes he has found the perfect partner to match his vision and who can inspire him and his team, to show the world that no human is limited.”

“To get a chance to break the magical two-hour mark is incredibly exciting. The secret is believing in myself that I can do it” – Eliud Kipchoge
THE British team who are plotting to win sailing’s most coveted trophy are on cloud nine. They believe they may already have designed the boat that can win the 36th America’s Cup. But with the race scheduled for March 2021, it is still too early to say and they know there is no room for complacency.

“When we get to the race, we have to know that the team we have and the boat we have, cannot be built any better,” said Sir Ben Ainslie, skipper and team principal of INEOS Team UK.

David Carr, one of the sailors, said the team had now entered a new age of America’s Cup racing. “We are no longer floating,” he said. “We are flying.”

“Pushing a boat through water is harder than pushing it through air”
- David Carr

The aim is to get their boat up in the air and out of the water for one simple reason. “Pushing a boat through water is harder than pushing it through air,” he said.

Once airborne, the new AC75 boat can travel at 60mph – about four times faster than the speed of the wind.

The boat will be relying on the same technology as an aircraft, using hydrofoils instead of wings to lift it out of the water. The secret is in the shape.

“It is such a unique class of boat we are designing and it is a really big technical challenge,” said CEO Grant Simmer, who has won The America’s Cup four times.

“Every decision we make will really push the boundaries of innovation,” he said. “But we are not just building a boat. We are building a team.”

That team of sailors is now complete. The 17 athletes are made up of ‘afterguards’ and ‘grinders’. The afterguards’ role is technical; they are not needed to power the boat. As such, they need to be lean and light – and watch their weight. The grinders are effectively the engines. They get to eat. A lot.

Ben Williams, head of human performance, said the importance of recovery after arduous training sessions had also changed to reflect the new roles in the boat.

The squad now receives lunch with top of the range Specialized road bikes by INEOS Chairman Jim Ratcliffe, who is a keen cyclist himself.

“Sitting on a bike in a gym can be quite monotonous and boring, so having access to a road bike where they can have a bit of fun and be out in the fresh air, is great,” said Ben. “The only difference is the grinders get to eat cake at the coffee stop.”

THE AMERICA’S CUP

FLYING THE FLAG

WORK GOES ON TO DESIGN THE FASTEST BOAT IN THE WORLD

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THE world's best team of cyclists have an ideal partner in INEOS. Both want to be the best they can be. And both demand nothing but the absolute best.

Even though Team INEOS lost lead rider Chris Froome earlier this year to injury, the team still had one goal: to win this year's Tour de France.

The team was unveiled as Team INEOS in May.

At the launch, Sir Dave Brailsford, the team's principal, said INEOS' takeover from Sky heralded an exciting new beginning.

"We feel we're a very successful team and we will be looking to maintain that," he said.

"But we are looking to grow as well. This is about something new, something pioneering and building something bigger and better."

The first race in the team's new colours was the four-day Tour de Yorkshire, which Team INEOS went on to win.

Chris Lawless finished off an incredible display of teamwork to clinch overall victory.

"To repay INEOS like this, at a home race, is really special," he said.

The team are also now riding a brand new bike – the Pinarello Dogma F12 – deemed to be the hottest bike in the world.

"It is an absolute weapon," said a spokesman for the Global Cycling Network.

“I cannot believe what happened, I cannot believe it.”

– Egan Bernal, Team INEOS

In 2017 INEOS was no longer happy to just watch the Tour de France from the sidelines.

So it challenged its staff to match the miles covered by the real riders each day – and raise money for charity.

By the end of the first Tour de France Challenge, more than 1,000 people – working in teams – had collectively cycled 324,393km.

Last year they rode 400,000km – the equivalent of cycling 10 times around the Earth – bringing the total raised for charity to almost €100,000.

This summer, 1,325 members of staff from Belgium, France, Germany, Switzerland, the US and the UK went even further.

The 64 teams covered 625,387km, squeezing in their mileage before, during and after work.

In 23 days INEOS' cyclists burned more than 10 million calories as they scaled the equivalent of Mount Everest 323 times, losing almost 20,000 litres in sweat in the process.

The winning team – nicknamed Team Cool Colonia – clocked up 25,449km.

The men's winner of the yellow jersey was Raymond Schmitt and Jodi Garner won the women's vest.
THE new stadium at FC Lausanne-Sport is taking shape. The Swiss club, which INEOS owns, hopes the Stade de la Tuilière will host its first game in June next year.

“It will be a magnificent stadium, especially for the players, the staff and the supporters,” said Bob Ratcliffe, President & CEO.

The new training centre, which INEOS believes is essential for the club and its success, is also currently under construction. INEOS bought the club, which then competed in Switzerland’s top football league, in November 2017.

It has since been relegated, but INEOS remains confident that the club can claw its way back to the top.

“We had hoped to do it in one year, but we didn’t quite achieve it,” said Bob. “Like all fans, we were disappointed and frustrated, but opportunities exist and we will work on each of them.”

He said INEOS wanted to develop the club.

“We are going to try new things and we will do things differently,” he said. “Not everything will be successful but we will try. Again and again.”

SUPER HUMANS – FC LAUSANNE-SPORT

Young African footballers will soon have the chance to develop their skills at a world-class facility in their own country.

The football academies will be built on the request of David Thompson, CEO INEOS Trading & Shipping, and the Tanzanian and Rwandan Football Associations.

David Thompson, CEO INEOS Trading & Shipping, said the deals between INEOS and the Tanzanian and Rwandan Football Associations had been inspired by INEOS Chairman Jim Ratcliffe.

“Jim thought young people deserved to have such an opportunity,” he said.

Each academy will have at least three full-sized pitches, some five-a-side pitches, and a gym with medical facilities, classrooms, offices, a laundry, a kitchen, a dining room and accommodation for up to 96 students.

The training will be aimed at the U15s, U17s and U19s with extra camps laid on for younger players during the holidays.

David, who said negotiations were taking place for a possible third academy in Botswana, said football would not be the only focus.

“The concept is very much one of a three-pillar structure,” he said. “All students will be expected to continue with full-time education, and we will be providing advice and education regarding social and welfare issues including the importance of diet.”

GRASSROOTS LEVEL

INEOSSports will work with the Tanzanian and Rwandan Football Associations to develop the skills of young footballers in their own country.

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FEVER PITCH

AS THE NEW STADIUM TAKES SHAPE, INEOS LOOKS FORWARD TO A BRIGHT FUTURE AT FC LAUSANNE-SPORT
From exploration, aviation and motorsport to catwalks across the world and a firm favourite among the great and good. Belstaff has been synonymous with adventure ever since it was founded in 1924 by Harry Grosberg and his father-in-law Eli Belovitch, who traversed the globe in search of innovative technologies. And that label has stuck.

Steve McQueen
An American actor nicknamed The King of Cool. His anti-hero persona developed at the height of the counter-culture of the 1960s and made him a top box-office draw during the sixties and seventies.

A History of Adventure
“Belstaff is, at its heart, a brand for those who want to push the limits.”
BRUTAL AND BRILLIANT – IN NAM 19 GRADUATE DESERT CHALLENGE
In Nam 19 Graduate Desert Challenge

INEOS gives its 3rd year graduates the opportunity to take on an African adventure of a lifetime – to test and expand their limits, build their fitness, and show them what they’re truly capable of when they say yes, prepare wisely, and dare to win.

Brutal and brilliant is how one of the group described the In Nam 19 challenge. And we have to agree with him. Using a combination of hiking, mountain biking and running, INEOS graduates traversed the Skeleton Coast, Damaraland and Kaokaveld Wilderness areas of Northern Namibia.

They passed over three ancient volcanic craters (calderas), climbed Namibia’s highest peak, conquered the unforgiving basalt lavas of the Ugab on foot, bridged two major ephemeral river systems in one 100km desert day and traversed the last frontier of the Big 3 – the Black Rhino, Desert Elephant and Dryland Lions of Africa.

www.in-nam19.com
A wave of opportunities are sweeping across the UK thanks to INEOS and their support of Sir Ben Ainslie’s bid to win The America’s Cup.

Youngsters are learning to sail for the first time and teachers are using lessons, learned by the world’s most successful Olympic sailor, to inspire a love of science and technology.

And it’s all being done with INEOS’ blessing and financial backing through the 1851 Trust, the official charity of INEOS Team UK, which will be aiming to become the first British team to win sailing’s most prized trophy for the first time in the competition’s 168-year history.

“We’re passionate about getting more young people out sailing who wouldn’t normally have the chance to try it,” said Ben.

“And thanks to INEOS’ support, we’re able to take our programmes to more young people and make a bigger impact - both in the classroom and on the water.”

The 1851 Trust and the team, who will be vying for victory, are based in Portsmouth, but the Trust’s educational programmes are spreading far and wide.

The STEM Crew’s free online teaching resources, which are sponsored by INEOS, are helping high school teachers to bring science to life.

More than 1,100 secondary schools throughout the UK and overseas are now using those resources to harness the excitement surrounding The America’s Cup to open students’ eyes to the wide variety of opportunities in science and sport.

With worldwide research showing how young women are regularly shunning careers in science, technology, engineering and maths, The 1851 Trust also runs roadshows specifically aimed at girls.

But the excitement doesn’t end there.

The 1851 Trust recently also launched 10-week programmes to give disadvantaged, inner-city youngsters, aged 11 to 16, the chance to sail for the first time.

The INEOS Rebels Crew programme aims to develop the youngsters’ character and resilience as well as a passion for sailing. “Weekly, 1,000 young people are taking part,” said Ben Cartledge, CEO at The 1851 Trust.

So far 45 schools have signed up to the programme, which is being rolled out across the UK. The programme runs in partnership with 12 flagship sailing centres, including locations near INEOS sites in Grangemouth, Hull, Runcorn and Seal Sands.

Usman Muhammed, one of the instructors running the sessions in Birmingham, is passionate about INEOS Rebels Crew, having experienced the life-changing benefits of sailing first hand.

“When I was at secondary school, I was very passive during lessons due to my difficult and stressful home life,” he said. “Once I was put in a mandatory after-school sailing club, however, this all changed. I began to gain confidence in myself, which played a pivotal role in my GCSE success.”

And teachers rate the programme too. “It has been a fantastic experience for pupils and they are desperate to get back and give it another go,” said Michael O’Donnell, a teacher at Birchfield Academy in Falkirk, Scotland.

“We’ve seen them develop new skills as well as improving their resilience and their confidence. I cannot thank INEOS enough for all that they have done to provide our young people with such a rewarding experience.”

This year INEOS Rebels Crew will challenge 3,000 children to get active, learn to sail and be inspired by the sport.
IN OTHER NEWS

THE FASTEST marathon runner in the world has become a global ambassador for The Daily Mile, Eliud Kipchoge, who won his fourth London Marathon this year, hopes to use his new position to inspire even more children across the world to get running and get fit for life. “A running world is a happy world,” he said.

Earlier this year, the Kenyan father-of-three visited schools in Oxford, UK, to run The Daily Miler with the children.

Afterwards, they had the opportunity to ask him questions about running, nutrition, sleep and Eliud’s passion for running.

He visited the John Henry Newman Academy, which has been running The Daily Mile since April 2018, came face to face with The Daily Mile’s third appearance in the race, which this year was started by founder Elaine Wyllie and athlete Mo Farah, who is also a Daily Mile ambassador.

Research has shown that children who run or walk The Daily Miler, are not only fitter, leaner, healthier and happier, but they are also more eager to learn when they return to their desks.

Today about 11 million children from 8,800 schools all over the world now regularly run for 15 minutes every day – thanks, in part, to INEOS, which has helped to spread the word.

“We know how important it is to encourage children to get fit and healthy and look after themselves, not just for today but for the years to come,” said INEOS Chairman Jim Ratcliffe.

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THE BRICK MAN
Mark Cranstoun is mad about bricks and has collected nearly 3,000.

www.scottishbrickhistory.co.uk
brickmarks@gmail.com

The former member of The Territorial Army for 23 years, Andy Reid, has been awarded an OBE for his services to prosthetics.

INEOS has donated £3.3 million to a rehabilitation centre for wounded British soldiers.

The money has paid for the new prosthetic wing at the Defence Medical Rehabilitation Centre in Headley Court, in Hampshire, to help those who have lost limbs get the very best treatment and support.

The donation was made in memory of former paratrooper John O’Gorman, who died in 2012.

INEOS’ donation is thought to be one of the largest corporate gifts ever made.

It builds on the incredible work of the late Duke of Westminster, who came up with the idea of a rehabilitation centre for injured servicemen and women, with the potential for also helping NHS patients.

The former member of The Territorial Army for 40 years led the £30 million fundraising drive, raising £70 million out of his own pocket, but sadly died in 2016.

The Helen Foundation also paid tribute to the family of John O’Gorman.

Marvellous Mavis
£10,000 and words of encouragement from Froome & Co spur her on

Help for Heroes
New wing will make huge difference to wounded servicemen and women

The new wing at Headley Court is expected to open in 2018.

Help for Heroes is a charity dedicated to helping wounded, injured, and sick men and women from the UK armed forces.

It was founded in 2007 by two former Army medics who saw the urgent need to support wounded veterans.

The charity provides practical and psychological support to help those who have lost limbs or have been injured in conflict.

Mavis Paterson:
The support they have given us.

If you would like to make a donation, please visit this link below and search Mavis Paterson:
www.justgiving.com
The Alternative Tour de France Challenge

INEOS likes to challenge its people to go that extra mile for themselves and others. So running a cycling challenge to raise money for charity was always going to be a winner. Once again INEOS taken on its own Tour De France Challenge. As the main Tour hurtled across Belgium and France, 1325 INEOS employees around the world, organised into 64 teams, matched every kilometre on every day for three weeks. The teams that completed every stage stood to win €2000 Euro to donate to a local children’s charity of their choice. Many of the teams completed the challenge and many completed the challenge many times over.

Here are some of the statistics:

- **625,387 km** covered
- **15 x** around the globe
- **1325 people** in 64 teams
- **23 days**

**TOTAL ELEVATION GAIN**

- **526,825 m**
- **= 323 MOUNT EVEREST**

**Participants that:**
- covered 50km+: 94%
- covered 100km+: 87%
- covered 500km+: 38%
- covered 1000km+: 11%

**MALE**
- Raymond Schmitt
- Jacob Dossett
- Marc Stuyckens

**FEMALE**
- Jodi Garner
- Hanne Schatteman
- Lynn Campbell

**JERSEY WINNERS**

**ENERGY**

- **10,151,058 kcal burned**
- **21,168 Rides**
- **24 km/h Avg Speed**
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- **21,168 Rides**
- **24 km/h Avg Speed**

**CHALLENGE STATS**

- **Most km by 1 team in 1 day**: 2010 km
- **Ride time**: 1070 hours
- **Avg distance**: 26.5 km
- **Sweat**: 19,272 litres

**TOP 10 RIDERS**

**MALE**
1. Raymond Schmitt
2. Frans Piessens
3. Marc Stuyckens
4. Frank Prescha
5. Juergen Wies
6. Dave McFarlane
7. Jesper Lykkegaard
8. Andreas Otte
9. Luc Coomans
10. Ron Allan

**FEMALE**
1. Jodi Garner
2. Christina Schulte
3. Mary Trufant
4. Sharon Mcphee
5. Lynn Campbell
6. Allison Blythe
7. Hanne Schatteman
8. Amy Tayler
9. Christine George
10. Kim Clark

**TOP 10 TEAMS**
1. Team Cool Colonia
2. LAVERA 1
3. SARRALBE
4. Team GEEL
5. Seal Sands Slipstreamers
6. MOBILE - 1
7. INEOS RUNCORN VELO
8. Styrolution Antwerp ABS
9. Köln 2
10. INEOS Lillo

**WINNING TEAM**

Seal Sands Slipstreamers

**THE WINNER OF THE INEOS INTERNAL TEAM JERSEY COMPETITION IS:**

Kurt De Keersmaeker from INEOS in Belgium

€104,000 raised for charity

from 52 of 64 teams completing the challenge