TNU SA AND TNU PLC* GROUP'S
SUMMARY BUSINESS REVIEW
AND
SUMMARY ACCOUNTS

FOR THE YEAR ENDED 31 DECEMBER 2007

CONTENTS

This report should be read in conjunction with TNU Group's 2007 *Rapport Financier Annuel* (annual financial report).

** Formerly Eurotunnel SA and Eurotunnel P.L.C.*

IMPORTANT EVENTS

Introduction

The terms of the Safeguard Plan provided for the implementation of a new Group structure and, in particular, the creation of Groupe Eurotunnel SA (GET SA). The launch by GET SA of the Exchange Tender Offer (ETO) enabled those former shareholders of Eurotunnel SA and Eurotunnel PLC who had tendered their Units to the offer to become shareholders of the new entity in June 2007. 93.04% of the Units in issue were tendered to the offer and consequently GET SA became a shareholder of TNU SA and TNU PLC to this same percentage. Following the recapitalisation approved by the shareholders' general meeting on 21 December 2007, GET SA's effective shareholding in TNU SA and TNU PLC increased to 99.32%: 90.21% held by EGP (wholly-owned subsidiary of GET SA) and 9.11% held by GET SA.

Following the financial restructuring, the new ultimate holding company is Groupe Eurotunnel SA. TNU SA and TNU PLC are now only intermediate holding companies of the concessionaires. Listing of the TNU Units ceased in London on 30 July 2007, in Brussels on 10 September 2007, and in Paris on 14 January 2008.

On 27 July 2007, the general meetings of ESA and EPLC, subsidiaries of GET SA since the ETO, adopted the resolutions to change the names of EPLC and ESA to TNU PLC and TNU SA respectively.

Holders of Units who did not tender their units to the ETO are reminded that the restructuring plan led to the transfer of essentially all Eurotunnel's shareholder value to GET SA and that Unit holders who did not tender their Units to the ETO will not benefit from the relutive instruments distributed to GET SA shareholders, or from the relutive effects from the early redemption of the NRS II (Securities Note approved by the Autorité des Marchés Financiers on 4 April 2007 under visa number 2007-112).

Important events

a) 2007 financial restructuring

During 2007, Eurotunnel implemented the financial restructuring in accordance with the Safeguard Plan approved by the Paris Commercial Court on 15 January 2007:

- The drawdown of a new loan on 28 June 2007 (the Term Loan) for a total of £1,500 million and €1,965 million (a total of €4,010 million at the closing exchange rate on 31 December 2007) by France Manche SA (FM) and The Channel Tunnel Group Limited (CTG) from a banking consortium comprising Goldman Sachs International and Deutsche Bank AG, which enabled (i) the complete refinancing of the old loans up to the Tier 2 Debt, (ii) to make cash payments to holders of the Tier 3 Debt and to note holders for a total of €354 million, (iii) to pay accrued interest on the old loans in accordance with the terms and limits set out in the Safeguard Plan, and (iv) to provide a cash surplus.
- The issue by EGP of Notes Redeemable in Shares (NRS) in GET SA for a total of €1,870 million. These NRS are automatically redeemable in GET SA Ordinary Shares between the 13th and 37th month following the date of their issue.
- The repurchase of the Tier 3 Debt and of the notes on 28 June 2007 by EGP.

At 31 December 2007, the consolidated financial liabilities of GET SA amounted to €4.3 billion after the drawdown of the Term Loan and the repurchase of all of the financial instruments of the TNU Group which amounted to €9.4 billion at 31 December 2006.

b) Implementation of the new Group structure

The main terms of the financial restructuring as set out in the Registration Document issued in March 2007 and implemented under the supervision of the Commissioners for the Execution of the Plan, are as follows:

- The creation of GET SA, the new holding company the Group and of its UK subsidiary Eurotunnel Group UK plc (EGP).

  With effect from 2 July 2007, the listing on Euronext Paris of the GET SA shares and Warrants and of the NRS issued by GET SA's UK subsidiary EGP. GET SA's shares and the NRS issued by EGP have been listed on the London Stock Exchange since 2 July 2007.
- The completion of the ETO enabling Unit holders to receive GET SA shares and Warrants in exchange for their Units.

  A total of 4,307,026,273 GET SA Warrants were issued by GET SA. Since 2 July 2007, GET SA's shares have been listed in Paris and as a secondary listing in London.
- The consolidation of GET SA's shares on 12 November 2007 by the allocation of one new share for 40 old shares, thereby creating 59,784,111 new shares each with a nominal value of €0.40. The consolidated shares have been listed on Segment B of Euronext Paris since 12 November 2007.

  The rights of holders of securities which may be converted into GET SA equity (Warrants/NRS) were consequently adjusted in accordance with the terms set out in the Securities Note which received visa 07-113 from the French market authority (AMF) on 4 April 2007.
- On 21 December 2007, the reconstitution of the shareholders' equity of the TNU Group in accordance with the Safeguard Plan by way of set-off against a receivable in respect of former Tier 3 debt, enabling the reconstitution of the equity of GET SA's subsidiaries. After this operation, GET SA and EGP hold 25,833,259,924 Units, representing 99.32% of the Units in circulation.

The implementation of the Safeguard Plan continued during the year, under the supervision of the Commissioners for the Execution of the Plan.

c) Going concern

The accounts for the year to 31 December 2007 were approved by the Board of Directors on 7 April 2008 on a going concern basis, and will be submitted for shareholders' approval at the next general meeting.

Certain legal proceedings that have been initiated relating to the Safeguard Procedure continue. They are not considered likely to challenge the validity, the continuation and the completion of the Safeguard Plan. Should the outcome of certain of these proceedings be unfavourable, they could result in the payment of damages and interest. Eurotunnel remains confident of a favourable outcome to these claims, and for this reason, has not forecast that any payments will be made in relation to them.

d) Post balance sheet events

i. Early partial cash redemption of NRS II

On 20 February 2008, GET SA announced the launch of an issue of SDES (subordinated deferred equity securities) with a term of 18 months, for a total principal amount of €800 million, by way of the issue of 800,000 SDES in France and internationally (outside the United States, Canada and Italy). The characteristics of this issue are described in the Securities Note as approved by the AMF (*Autorité des marches financiers*) on 20 February 2008. The net proceeds of the issue will be used to finance the early cash redemption of a first part of the NRS II issued by EGP in June 2007.

In accordance with the terms of the new bond debt agreement, the TNU Group will pay EGP the redemption premium arising from the partial redemption of the NRS II.

ii. Arbitration

Following the disturbances caused to its business by the intrusion of illegal migrants coming from the Sangatte centre between 2000 and 2002, Eurotunnel petitioned the international ad hoc Tribunal at the International Court of Justice on 17 December 2003, to seek compensation for damages suffered. In its ruling of 30 January 2007 published on 23 February 2007, the ad hoc Arbitration Tribunal recognised Eurotunnel's right to compensation, the amount of which to be determined by the Tribunal at a later date.

Following this decision, Eurotunnel entered into negotiations with the French government, and an agreement has been reached whereby the French government will make a full and final settlement of €24 million. This agreement is currently being ratified and the payment will be accounted when the agreement is signed. Following this agreement, Eurotunnel will withdraw its claim against the French government.

The British government has also accepted the principle of an amicable agreement to the litigation, and negotiations should begin shortly.

The two events described in paragraph d) above have no effect on the 2007 accounts.

ACTIVITY REVIEW AND KEY PERFORMANCE INDICATORS

		2007	2006	change
Truck Shuttles	Trucks	1,414,709	1,296,269	+9%
Passenger Shuttles	Cars [1]	2,141,573	2,021,543	+6%
	Coaches	65,331	67,201	-3%
Eurostar [2]	Passengers	8,260,980	7,858,337	+5%
Rail freight	Tonnes	1,213,647	1,569,429	-23%
(SNCF/EWS)	Trains [3]	2,840	3,786	-25%

[1] *Including vehicles with trailers, motorcycles and camper vans.*
[2] *Only passengers using Eurostar to cross the Channel are included in this table, thus excluding journeys betweens Paris-Calais and Brussels-Lille.*
[3] *The new pricing structure in place since October 2007 invoices by train and not by tonne. Traffic will from now on be counted in number of trains.*

In a growing market, Eurotunnel's principal traffic has made significant progress.

Eurotunnel Shuttles

1,414,709 trucks, the equivalent of approximately 18 million tonnes of goods, were loaded onto shuttles in 2007. This is 9% higher than 2006, and is also higher than 2005, which was a record year for Eurotunnel due to the transfer of traffic from the port of Calais.

Passenger Shuttles carried 2,141,573 cars (+6%) and 65,331 coaches (-3%), equating to almost 8 million people.

Railways

- Eurostar

The high speed Eurostar trains carried 8,260,980 passengers between London, Paris and Brussels via the Channel Tunnel in 2007, an increase of more than 5%. This growth accelerated in the fourth quarter with the opening, on 14 November, of the new international station at St Pancras and the entry into service of the high speed line, High Speed One, which reduced journey time from London to Paris by up to 20 minutes. This is further supported by Eurostar punctuality which is helped by the priority that Eurotunnel gives to their passage through the Tunnel.

- Railfreight

The fall in rail freight traffic through the Channel Tunnel continued in 2007. Only 2,840 trains (946 less than the previous year) made the crossing, carrying just 1,213,647 tonnes of goods (-23% compared to 2006). To bring an end to this situation, Eurotunnel has implemented a new pricing structure which is identical for all rail freight operators (existing and new entrants), simple (one tariff per train, irrespective of load) and competitive (€4,500 per train).

Eurotunnel's subsidiary Europorte 2 began operations on 26 November 2007. Currently this consists of traction for SNCF trains via the Channel Tunnel between Frethun and Dollands Moor and, in concert with SNCF, the ground operations of the frontier rail yard at Frethun.

FINANCIAL ANALYSIS

In order to compare line by line the performance of the Group in this section, the two columns entitled "excluding MUC top up" in the table below exclude the impact of the revenue top-up in 2006 from the MUC (Minimum Usage Charge, being the clause in the contract with the Railways which guaranteed Eurotunnel a minimum level of revenue up to the end of November 2006). The comparisons in the commentary below in this section are stated including the MUC top-up unless otherwise stated. The comparative figures for 2006 presented in this analysis have been recalculated at the exchange rate used for the 2007 income statement of £1=€1.437 in order to enable a better comparison between the two years.

ANALYSIS OF RESULT

€ million	**2007**	**2006 restated[3]**	**% change**	2006 published	***Excluding MUC top-up*** ***2006 restated[3]***	***% change***
Exchange rate €/£	1.437	1.437		1.462	*1,437*	
Shuttle services	500	461	+8%	465	*461*	*+8%*
Railways excluding MUC	262	254	-25%	255	*254*	*+3%*
MUC	-	94		95		
Other revenue	13	14	-8%	15	*14*	*-8%*
Revenue	**775**	**823**	**-6%**	830	***729***	***+6%***
Operating expenses	(210)	(217)	-3%	(218)	*(217)*	*-3%*
Employee benefit expense	(126)	(121)	+4%	(122)	*(121)*	*+4%*
EBITDA [1]	**439**	**485**	**-9%**	490	***391***	***+12%***
Depreciation	(162)	(164)	-1%	(164)	*(164)*	*-1%*
Trading profit	**277**	**321**	**-14%**	326	***227***	**+22%**
Other operating (expenses) / income	(13)	7		7	*7*	
EBIT [2] (Operating profit)	**264**	**328**		333	***234***	
Income from cash and cash equivalents	26	5		5	*5*	
Cost of servicing debt (gross)	(335)	(487)		(492)	*(487)*	
Net cost of financing and debt service	(309)	(482)		(487)	*(482)*	
Other financial income and (charges) and income tax expenses	7	(50)		(50)	*(50)*	
Net result: profit / (loss)	**(38)**	**(204)**		(204)	***(298)***	
EBITDA/revenue	*57%*	*59%*	*-2pts*	59%	*54%*	*+3pts*

1 EBITDA: Earnings Before Interest, Taxes, Depreciation, Amortisation, and other operating charges.
2 EBIT: Earnings Before Interest and Taxes.
3 Restated at the rate of exchange used for the preparation of the 2007 income statement (£1=€1.437).

Revenues

Excluding the effect of the MUC top-up in 2006, revenues improved for the third consecutive year. At €775 million in 2007, revenues increased by 6% compared to 2006 at a constant exchange rate.

In 2007, Shuttle Services revenues increased by 8% to €500 million. The cross-Channel truck market continued to grow in 2007 (+4%), and the car market grew for the second consecutive year, with a strong growth of 7%.

The improvement in Truck Shuttle revenues in 2007 was mainly due to increased traffic (+9%), resulting principally from the continued growth of the cross-Channel market, and to a market share gain of two points compared to 2006.

The 6% increase in car traffic led to an increase in car revenue in 2007 compared to 2006, and reflects a similar growth in the cross-Channel market. Eurotunnel continues to benefit from the positive effects of its dynamic pricing policy which has increased average yields. Coach revenues increased mainly as a result of improved average yields, despite a reduction of 3% in volumes.

Up until the end of November 2006, revenues from the Railways were protected by the MUC, which represented €95 million of Eurotunnel's revenues in 2006. As a result of the ending of this mechanism, revenues from the Railways decreased by 25% to €262 million in 2007. Excluding the MUC top-up in 2006, Railways revenues grew by 3% in 2007 as a result of the increased number of Eurostar passengers (+5% travelling through the Tunnel), despite decreased rail freight tonnage (-23%).

Other revenues amounted to €13 million for the period, €1 million below 2006. They are largely made up of revenues from the retail facilities available to Eurotunnel's customers on the two terminals.

EBITDA

Total operating charges reduced slightly in 2007 compared to 2006 at a constant exchange rate, despite the increase in activity.

External costs reduced by 3% to €210 million in 2007, compared to €217 in 2006.

The main reductions were as follows:

- energy costs reduced by 7%, from €38 million in 2006 to €35 million in 2007, as a result of the application of the *Tarif Réglementé Transitoire d'Ajustement du Marché* (regulatory transitory adjustment to market price) which has enabled French costs to remain close to last year, a UK purchasing policy which has profited from market opportunities, and the introduction of various initiatives to reduce electricity consumption;
- French business tax (*taxe professionnelle*) and local UK taxes reduced by 23%, from €24 million in 2006 to €19 million in 2007, following the reduction in the rate of *taxe professionnelle* which in 2006 was capped at 4% of the added value of the French companies but which was reduced to 3.5% in 2007, and following the ending of the MUC top-up; and

- a significant decrease of approximately €11 million in Corporate costs between 2006 and 2007.

These reductions were partly offset by an increase of €9 million in external maintenance and operations costs in 2007, reflecting the beginning of new maintenance cycles and the increased traffic during the year.

Employee benefit expense increased by 4% to €126 million in 2007, compared to €121 million in 2006.

Excluding the MUC top-up in 2006, the combined effects of the increase in revenues and the reduction in operating costs have led to a 12% improvement in EBITDA between 2006 (€391 million) and 2007 (€439 million),and the EBITDA/revenue ratio increased by 3 points from 54% in 2006 to 57% in 2007. Despite this improvement, the loss of the MUC top-up (restated to €94 million in 2006) has led to a reduction in EBITDA of 9% between 2006 and 2007.

Trading profit

At €162 million in 2007, the depreciation charge was €2 million below 2006.

The trading profit in 2007 was €277 million compared to €321 million in 2006. Excluding the MUC top-up in 2006, the improvement in revenues and the stability of costs have resulted in a 22% improvement in trading profit in 2007.

EBIT (Operating profit)

Other operating income and expenses amounted to a net expense of €13 million in 2007, mainly consisting of expenses incurred in relation to the financial restructuring and the Safeguard Procedure.

EBIT for 2007 was €264 million compared to €328 million (restated) for 2006. Excluding the MUC top-up in 2006, EBIT in 2007 was €30 million above 2006.

Net result

The suspension of payments to suppliers and of debt service payments during the Safeguard period resulted in higher average cash balances during 2007 compared to 2006. As a consequence, the €26 million interest received on cash deposits and similar instruments in 2007 was €21 million above 2006.

The gross cost of servicing debt for 2007 amounted to €335 million. The main elements are as follows:

- interest due on the old loans amounting to €111 million,
- interest due on the new Term Loan amounting to €135 million, and
- interest due and effective interest rate adjustment on inter company loans amounting to €89 million.

The gross cost of servicing debt in 2006 for TNU amounted to €487 million (restated).

TNU Group's net result for 2007 was a loss of €38 million compared to a loss of €204 million in 2006.

FUTURE PROSPECTS AND MAIN RISKS

Future prospects

The strategy to relaunch rail freight announced by Eurotunnel Group on 23 October 2007 represents an opportunity for all rail freight operators to tap into new markets with considerable potential (notably through intermodal and trainload services). These new conditions should lead to a reversal of the downward trend in cross-Channel rail freight followed by a rapid development of these services. This strategy would also allow an increase in the tolls received by Eurotunnel Group for the use of its infrastructure.

In cooperation with the SNCF, Europorte 2, the rail freight subsidiary of Eurotunnel Group has just started its operational activity in the Frethun cross-Channel rail freight depot adjacent to the French end of the Tunnel.

Europorte 2 has two activities: operation of the Frethun cross-Channel rail freight depot, and the traction of goods trains on behalf of the SNCF and on behalf of any other operator requiring such services, thus helping to relaunch cross-Channel rail freight traffic.

Eurotunnel Group has invested in the acquisition and reconditioning of specialist Class 92 locomotives.

Eurotunnel Group will report on the progress of this new activity, probably during the first half of 2008, when it will have reached a significant level.

As part of FM's regional economic development activity, Eurotunnel Group will continue the major development project in the area, for which Eurotunnel Group provides support to the Sangatte Blériot Plage local authority. Conceived as a vast tourist centre at the foot of the nationally recognised "Site des Deux Caps", which includes Cap Blanc-Nez, the project extends over 110 hectares and will involve a golf complex, housing, hotels and restaurants. The residential development is located on the site of TNU's old factory for producing tunnel lining segments, which was subsequently requisitioned by the French government from September 1999 to December 2001. Furthermore, in partnership with the relevant local authorities, the company is launching studies regarding developments in the "ZAC 2" zone that will enable it to continue to pursue this proposed development.

Main risks

There are three main types of risks to which Eurotunnel is exposed: those related to the consequences of the Safeguard Plan and the financial restructuring, market risks and risks directly linked to its activity.

The main risks related to the consequences of the Safeguard Plan and the financial restructuring are those inherent to a group (TNU and its subsidiaries) which was subject to safeguard proceedings in 2006 and which still has a significant amount of debt.

The main market risks comprise: risks related to the Group's debt, exchange rate risk, and interest rate risk (see note 17 of TNU Group's 2007 combined accounts).

The main risks related to Eurotunnel's activity are: revenues are largely dependent on the evolution of the cross-Channel market, which itself is dependent on factors which over which Eurotunnel in most cases has no control; Eurotunnel faces strong competition; Eurotunnel must face the risks inherent in the business of an infrastructure operator; Eurotunnel is exposed to the risk of terrorism; and Eurotunnel has to comply with the specific provisions in the Railway Usage Contract.

All, or any one of these risks or further risks not yet currently identified or considered significant by Eurotunnel, could have an adverse effect on the activities, financial situation or results of the Group.

CORPORATE GOVERNANCE

The board of directors of TNU SA and TNU PLC currently comprises the Chairman and Chief Executive and six non-executive directors, all of whom are directors of TNU SA and TNU PLC, with the exception of Timothy Yeo, director of TNU PLC, and Pierre Bilger, director of TNU SA. On 7 April 2004, the board of directors of TNU SA decided to combine the roles of Chairman and Chief Executive.

Board members

Jacques Gounon, board member since 17 December 2004, Chairman and Chief Executive of TNU SA and TNU PLC since 14 June 2005, and Chairman and Chief Executive of Groupe Eurotunnel SA since 9 March 2007. **ADACTE** (*Association de Défense des Actionnaires d'Eurotunnel*), represented by its chairman Joseph Gouranton, director since 7 April 2004. **Pierre Bilger**, director since 5 June 2007. **Colette Neuville**, director since 15 December 2005. **Robert Rochefort**, director since 7 April 2004. **Henri Rouanet**, director since 4 March 2005. **Timothy Yeo**, director since 5 June 2007.

Since 29 August 2007, the two specific mandates given by the board of directors of TNU SA and TNU PLC to Henri Rouanet (one relates to providing special attention to the supervising and security functions and the other concerns relations with the French authorities in the context of the potential contribution of the said authorities to the financing of safety and security) have been terminated.

The board of TNU SA met 12 times in 2007 and the board of TNU PLC met 11 times in 2007.

The total amount of directors' remuneration for 2007 was €588,586. The remuneration of individual directors is given in the 2007 annual financial report in the section "Report on the remuneration policy for directors".

Details of directorships held by the directors during the year can be found in the "Corporate Governance and internal control" section of the 2007 annual financial report.

Board committees

As a result of the financial re structuring of the group, the new holding company became GET SA. The board of directors of GET SA has endeavoured to set up appropriate committees as envisaged by its internal procedures. Therefore, the role of the committees of the board of TNU SA and TNU PLC having diminished substantially, the board of directors of TNU SA and TNU PLC decided on 29 August 2007 to dissolve the committees other than the Audit Committee. Until that date, the committees of the Board of TNU SA and TNU PLC met to consider specific areas in more detail, subject always to the overall responsibility of the board of directors of TNU SA and TNU PLC.

Comprised of Robert Rochefort (chairman), Jacques Gounon and ADACTE, the **Audit Committee** met four times in 2007. The committee monitors the adequacy of the financial information reported to shareholders, monitors Eurotunnel's internal controls, reviews the effectiveness of the internal audit function and provides a forum for communication between the board of directors of TNU SA and TNU PLC, the internal and external auditors. Until 29 August 2007, the **Strategy Committee** considered all strategic directions in accordance with Eurotunnel's objects and made recommendations to the board of directors of TNU SA and TNU PLC. It comprised Jacques Gounon (chairman), Robert Rochefort, Henri Rouanet and ADACTE, and met four times in 2007. Until 29 August 2007, the **Safety, Security and Environment Committee** comprised Henri Rouanet (chairman), Jacques Gounon and ADACTE; it met twice in 2007. Until 29 August 2007, the **Nomination Committee** comprised ADACTE (chairman), Robert Rochefort and Henri Rouanet. This committee did not meet in 2007, and its role was assumed by the Nomination and Remunerations Committee set up by the board of GET SA. Until 29 August 2007, the **Remuneration Committee** comprised ADACTE (chairman), Robert Rochefort and Henri Rouanet. The committee met once in 2007; the Chairman and Chief Executive, the Chief Operating Officer and the Human Resources Directors were invited to take part in the committee meetings.

The report of the Chairman on internal control is included in the "Corporate Governance and internal control" section of the 2007 annual financial report.

HUMAN RESOURCES

TNU SA and TNU PLC do not have any employees. Almost all of the Eurotunnel Group employees are employed by TNU Group subsidiaries: ESGIE in France, and ESL in the United Kingdom. ESGIE and ESL then invoice the Eurotunnel Group operational companies for their respective personnel costs.

During 2007, Eurotunnel Group had an average headcount of 2,279 employees (2006: 2,373).

ENVIRONMENT

The Tunnel and its rail transport system provide certain intrinsic environmental advantages:

- the Tunnel runs entirely underground and does not interfere in any way with the marine environment; and
- the use of electric traction power which produces minimal atmospheric pollution and much lower greenhouse gas emissions than fossil fuels.

However, pursuant to French law no. 76-663 of 19 July 1976, the Coquelles and Sangatte sites are Designated Sites for the Protection of the Environment (*Installation Classée pour la Protection de l'Environnement*) (***DSPE***) due to the dangers and risks that its activities of refrigeration, air-conditioning, storage and use of flammable liquids, maintenance and painting etc may pose to the surrounding area and to health, safety, the nature and the environment. These activities are set out in a list which, on the basis of the gravity of the dangers or risks that they may represent, requires Eurotunnel Group to either make a declaration to or request authorisation from the *Prefecture* of the Pas-de-Calais in respect of them. These activities are monitored by the Regional Authority for Industry, Research and the Environment (*DRIRE*).

Similarly, pursuant to the French law in relation to water of 3 January 1992, Eurotunnel Group must request the authorisation of the relevant administrative Authority for any proposed construction works or activities to be carried out outside of the DSPE area, which may pose a danger to public health and safety, endanger the free flow of water, reduce the availability of water, substantially increase the risk of floods or seriously damage the quality or diversity of the marine environment.

Since 2002, TNU has had in place an environmental management system based on the requirements of the ISO 14001 standard, and has put in place trained environment correspondents and internal auditors. An "Environmental Requirements" clause has also been introduced into contracts with its sub-contractors.

Every year, targeted audits are carried out in France and the UK. In 2007, four audits were carried out within the operational divisions and three among sub-contractors, and in particular in the area of waste management.

As well ensuring its compliance with legal and regulatory requirements (a regulatory review is carried out on a monthly basis), and as part of its continued commitment to the environment, the company set up in 2006 a safety and sustainable development directorate. Safety represents an absolute requirement for Eurotunnel Group. Combining it with a strong sustainable development policy shows the extent to which these issues are important for the group.

Eurotunnel Group is concerned about the greenhouse gas emissions (albeit very low) linked to its activities. With the help of specialist firms using the ADEME (French environmental and energy management agency)-accredited carbon review® programme, a carbon footprint review was carried out in September 2006 in France, and then at the end of 2007 in the UK. This review included, on the one hand, an in-depth analysis of emissions generated by the electricity used in the transportation of Eurotunnel Shuttles, Eurostar and goods freight trains during their passage through the Tunnel, and on the other hand, an analysis covering emissions generated by maintenance activities, diesel works trains and vehicles used for staff transport, catering etc.

Eurotunnel Group's carbon footprint was assessed at 85,184 tonnes of carbon equivalent (tce) in 2006, during which year, 18.5 million tonnes of goods passed through the Tunnel.

SUMMARY COMBINED ACCOUNTS*

Income statement

(€'000)	**At 31 December 2007**	At 31 December 2006
Revenue *	774,882	829,831
Operating expenses	497,638	503,685
Trading profit	**277,244**	**326,146**
Other operating (expenses) and income	(12,922)	7,076
Operating profit	**264,322**	**333,222**
Income from cash and cash equivalents	26,058	5,478
Cost of servicing debt (gross)	334,714	492,368
Net cost of financing and debt service	308,656	486,890
Other financial income	36,310	17,807
Other financial (charges)	29,201	67,890
Income tax expense	318	260
Loss for the year	**(37,543)**	**(204,011)**
Loss per Unit (in euros) **	(0.01)	(0.08)
Exchange rate €/£	1.437	1.462

** Including €94,768,000 in 2006 relating to the MUC top-up.*
*** There is no difference between the diluted loss per Unit and the loss per Unit.*

Balance sheet

(€'000)	**At 31 December 2007**	At 31 December 2006
ASSETS		
Total non-current assets	7,262,328	7,146,166
Total current assets	256,560	403,943
Total assets	**7,518,888**	**7,550,109**
EQUITY AND LIABILITIES		
Total equity	592,623	(2,225,107)
Total non-current liabilities	6,722,974	26,225
Total current liabilities	203,291	9,748,991
Total equity and liabilities	**7,518,888**	**7,550,109**
Exchange rate €/£	1.364	1.489

Notes

1. The summary balance sheet and income statement are extracted from the TNU Group's combined accounts which were approved by the board of directors on 7 April 2008.

2. The combined accounts consist of the combination of the consolidated accounts of TNU SA and TNU PLC and their subsidiaries, applying exchange rates as described in the TNU Group's 2007 combined accounts. The accounts have been prepared in accordance with IFRS accounting principles, under the historical cost convention and on the going concern basis.

3. Loss per Unit: The basic loss per Unit for the year is calculated using the weighted average number of Units in issue during the year of 3,253,310,378 (2006: 2,546,156,268) and the loss for the year of €37,543,000 (2006: loss of €204,011,000). There is no difference between the diluted loss per Unit and the loss per Unit.

4. The C*ommissaires aux Comptes* have reported on the 2007 combined accounts. Their report was not qualified, and contained no matters of emphasis.

* *The full annual financial report is available on the internet site www.eurotunnel.com or by request to the Shareholders Information Centre: 08457 697 397.*

TNU PLC SUMMARY COMPANY ACCOUNTS*

Income statement (£'000)	Year to 31 December 2007	Year to 31 December 2006
Inter Group revenue	694	1,358
Operating expenses	681	1,361
Impairment of investment in subsidiary company	-	71,733
Trading profit / (loss)	**13**	**(71,735)**
Other operating expenses	7	51
Operating profit / (loss)	**6**	**(71,786)**
Other financial income	3,718	1
Other financial charges	6	-
Profit / (loss) for the year before and after taxation	**3,718**	**(71,785)**

Balance sheet (£'000)	At 31 December 2007	At 31 December 2006
ASSETS		
Total non-current assets	4,501	28
Total current assets	4,295	789
Total assets	**8,796**	**817**
EQUITY AND LIABILITIES		
Total equity	8,583	(891,995)
Total current liabilities	213	892,812
Total equity and liabilities	**8,796**	**817**

Notes

1. These summary accounts, which are a summary of information extracted from the report and accounts of TNU PLC which were approved by the board of directors on 7 April 2008 and signed on its behalf by Jacques Gounon, do not contain sufficient information to allow for as full an understanding of the results of the company and the state of affairs of the company as would be provided by the full annual financial report. For further information, the full annual financial report which includes policies and arrangements concerning directors' remuneration in the directors' remuneration report, the auditors' report on those accounts and the directors' report should be consulted. Shareholders have the right to request a copy of the full annual financial report free of charge. If you wish to receive copies of the full annual financial report this year and in future years, please write to TNU's registrars, Computershare Investor Services PLC, The Pavilions, Bridgwater Road, Bristol, BS13 8AE.

2. Auditors: The auditors' report did not contain a statement under either section 237(2) of the Companies Act 1985 (accounting records or returns inadequate or accounts not agreeing with records or returns) or section 273 (3) (failure to obtain necessary information and explanations).

3. Statement of the Independent Auditor to the members of TNU PLC pursuant to section 251 of the Companies Act 1985.

We have examined the summary accounts set out on pages 8 and 9 .

This statement is made solely to the company's members, as a body, in accordance with section 251 of the Companies Act 1985. Our work has been undertaken so that we might state to the company's members those matters we are required to state to them in such a statement and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our work, for this report, or for the opinions we have formed.

Respective responsibilities of directors and auditor

The directors are responsible for preparing the summary accounts in accordance with applicable United Kingdom law. Our responsibility is to report to you our opinion on the consistency of these summary accounts with the full annual financial report and its compliance with the relevant requirements of section 251 of the Companies Act 1985 and the regulations made thereunder. We also read the other information contained in this Business Review and Summary Accounts and consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the summary accounts.

Basis of opinion

We conducted our work in accordance with Bulletin 1999/6 "The Auditor's Statement on the Summary Financial Statement" issued by the Auditing Practices Board for use in the United Kingdom. Our report on TNU PLC's full annual accounts describes the basis of our audit opinion.

Opinion

In our opinion the summary accounts are consistent with the full accounts of TNU PLC for the year ended 31 December 2007, and comply with the applicable requirements of section 251 of the Companies Act 1985 and the regulations made thereunder.

KPMG Audit Plc
Chartered Accountants
Registered Auditor
London, 8 April 2008

* *The full annual financial report is available on the internet site www.eurotunnel.com or by request to the Shareholders Information Centre: 08457 697 397.*