

Eurotunnel on Track



*Letter to Groupe Eurotunnel SA
shareholders*



Dear Shareholders,

On 9 February, the Rt. Hon. Geoff Hoon MP, Secretary of State for Transport, gave the signal to depart to the first Shuttle to travel through the renovated Interval 6 of the North Tunnel, thus re-launching full commercial service.

Geoff Hoon was keen to stress the remarkable work accomplished by Eurotunnel staff and the contractors we had selected. The works were indeed completed ahead of an already ambitious schedule, within budget. We were also able to make the most of the forced unavailability of certain areas of the Tunnel to accelerate our maintenance programme, thus avoiding future service disruptions.

Our objective was to get back to full capacity for the St Valentine's weekend and the start of the winter half-term holidays. By doing so, we were able to transport almost 20,000 cars between 13 and 15 February, an excellent result!

Proof that Groupe Eurotunnel meets its commitments.

The whole company is now, more than ever, motivated by the commercial activity which must accompany a return to full service. In order to entice back those of our customers who, in the past few months, may have been tempted to travel via alternative routes, we have launched a series of advertising campaigns, co-financed by our insurers.

Beyond quality of service, we will underline to all our customers that time is money. For example, for an international haulier with an hourly rate of c. €70, it is worth gaining several hours on a crossing.

We have also included information **on the projects under way to further improve safety** and, above all, to limit the consequences of a fire should it occur in future. First of all, in addition to an increased vigilance during loading, we must better inform HGV drivers. They are willing participants and so, with their help, we have developed new on-board safety information in nine languages. Next, working with the French and British fire and rescue services, we need to find operating procedures (Tunnel ventilation, speed of intervention) more efficient than those currently in use: simulations have shown that fire develops fairly slowly during the first 30 minutes, then intensifies to reach its peak after an hour.

We are also looking at whether we could equip certain zones within the Tunnel in order to contain and then extinguish any fire breaking out on-board. I intend to move ahead with these projects, which are vital for the future of Eurotunnel, as fast as possible, using the best expert advice.

In my view, a number of operating procedures, conceived before the opening of the Tunnel and in 1997 must evolve using the accumulated experience gained over Eurotunnel's 15 years in operation. **There is a real job of modernising to do**, which we have already started with the experts from the Safety Authority.

Sustainable development is another key aspect of strengthening our future attractiveness.

We have recently been granted **planning permission for three wind turbines** on the Coquelles terminal; we are now entering the construction phase. On a more general note, **our Environmental Report for 2008 is excellent**. We have launched a programme with The Carbon Trust¹ to qualify our emissions. Our planned reduction of greenhouse gas emissions is having an effect: first on hydrocarbon gas emissions, cutting them in half to 2,700 Carbon Equivalent Tonnes, and secondly, importantly, through the use of electricity generated from nuclear power instead of fossil fuels. Routing the electricity supply from France, apart from the important operating cost reduction achieved, has enabled us to save 60,000 Carbon Equivalent Tonnes of emissions, down to just 24,000 Carbon Equivalent Tonnes today. Investment, procurement optimisation and the environment do indeed go hand in hand!

We also took part in the ADEME² Sustainable Development Week (during which we ran a series of information projects for customers and staff) and the European Mobility Week.

In January we carried out an analysis of our shareholder base.

The first good news: your confidence and your commitment. **The average holding has tripled**, despite the economic crisis which must have forced some amongst you to sell their shares. 60% of shareholders who took part in last May's rights issue have retained their shares, thereby keeping the option of the loyalty bonus which is attached to them.

Our equity remains nonetheless spread out, with no shareholder having more than 5%.

Individual shareholders remain an important element: 400,000 individuals have been identified, representing one third of the equity. To these should be added those of you present through nominee accounts. The large institutions which joined us, have maintained their positions.

This overall stability appears to me to be the direct consequence of our main characteristic: we are a long-term infrastructure generating significant recurring cash-flows. This is an obvious strength in the context of the current deep global economic crisis.

In these times of crisis, we cannot say how our markets will develop, or how our competitors will behave. What is certain is that Eurotunnel offers the fastest and most environmentally friendly way to cross the Channel.

That is the sustainable key to our success!

Yours faithfully,

Jacques Gounon
Chairman & Chief Executive

¹ Carbon Trust : a government-funded independent company, helps businesses and the public sector to reduce carbon emissions and develop commercial low carbon technologies.

² ADEME: Agency for Environment and energy management

Tunnel re-opened in record time!



Geoff Hoon, Jacques Gounon, Ian Miller

On Monday 9 February, at 3.16 p.m., a Truck Shuttle entered Interval 6 re-opened to commercial traffic. The works to renovate the damaged interval, which started in October 2008 were completed in just three months and three weeks, ahead of time and costing less than the repairs after the fire in 1996. Ian Miller who was driving the affected train in September 2008 was at the controls of this "inaugural train" given the signal to depart in Folkestone by Rt. Hon. Geoff Hoon MP, Secretary of State for Transport.

The last works train left Interval 6 on Friday 6 February 2009, bringing an end to the re-equipment works in that area of the Tunnel, including rail replacement. In just 17 hours, 1,500 metres of rails were replaced in Interval 6 by a team of forty technicians. Even though the track had not apparently been affected by the fire, safety

principles were applied. To guarantee the safety of trains, Eurotunnel carries out regular rail replacement programmes.

Commercial operations resumed on 9 February, following all necessary tests that included running empty Passenger and Truck Shuttles and even a Eurostar. Everything was done in accordance with re-opening decision making process proposed by Eurotunnel and approved by the IGC.

We must now await the results of the various ongoing enquiries.



The new rails are positioned next to those to be replaced. A machine removes the old rails and puts the new ones in place in one operation.

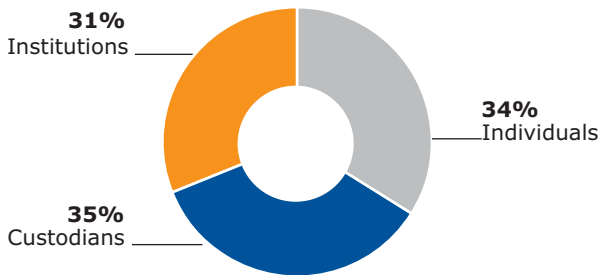
Groupe Eurotunnel SA shareholder structure

In January 2009, we conducted an analysis of our shareholder base. This was done on the basis of information resulting from a bearer holder identification request carried out by Euroclear (covering holders of 25 or more shares) in addition to the register maintained by BNP Paribas Securities Services and the CDI register of Computershare.

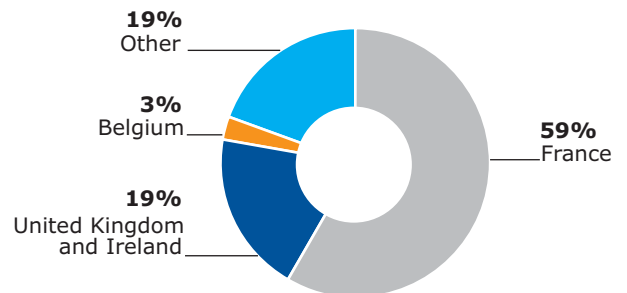
This analysis shows that Groupe Eurotunnel today has approximately 400,000 shareholders, of whom approximately 210,000 have more than 25 shares.

The average holding per shareholder is 902 shares, against 343 shares in January 2008. It should be noted that 60% of those who took part in the rights issue have retained their shares. Three quarters of our shareholders are French or British.

Shares by type of Shareholder



Shares by location of account holder



More than ever!



This is the slogan for the advertising campaign run by Eurotunnel in Mid February, co financed by the insurance companies, to announce the re-opening of the Tunnel. The campaign is to remind everyone that the 35 minutes spent on a Shuttle is still the fastest and most reliable way to cross the Channel. You have most likely already seen the advertisements in the economic and financial press both in France and in the UK.

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From the next issue, to save costs, On Track will only be sent to holders of 100 or more GET SA shares (or CDI).

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Send your request to:

shareholder.info@eurotunnel.com indicating your email address, full name, postal address and shareholder reference, whether you are a registered or bearer shareholder or a CDI holder.

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