



ESG ROADSHOW

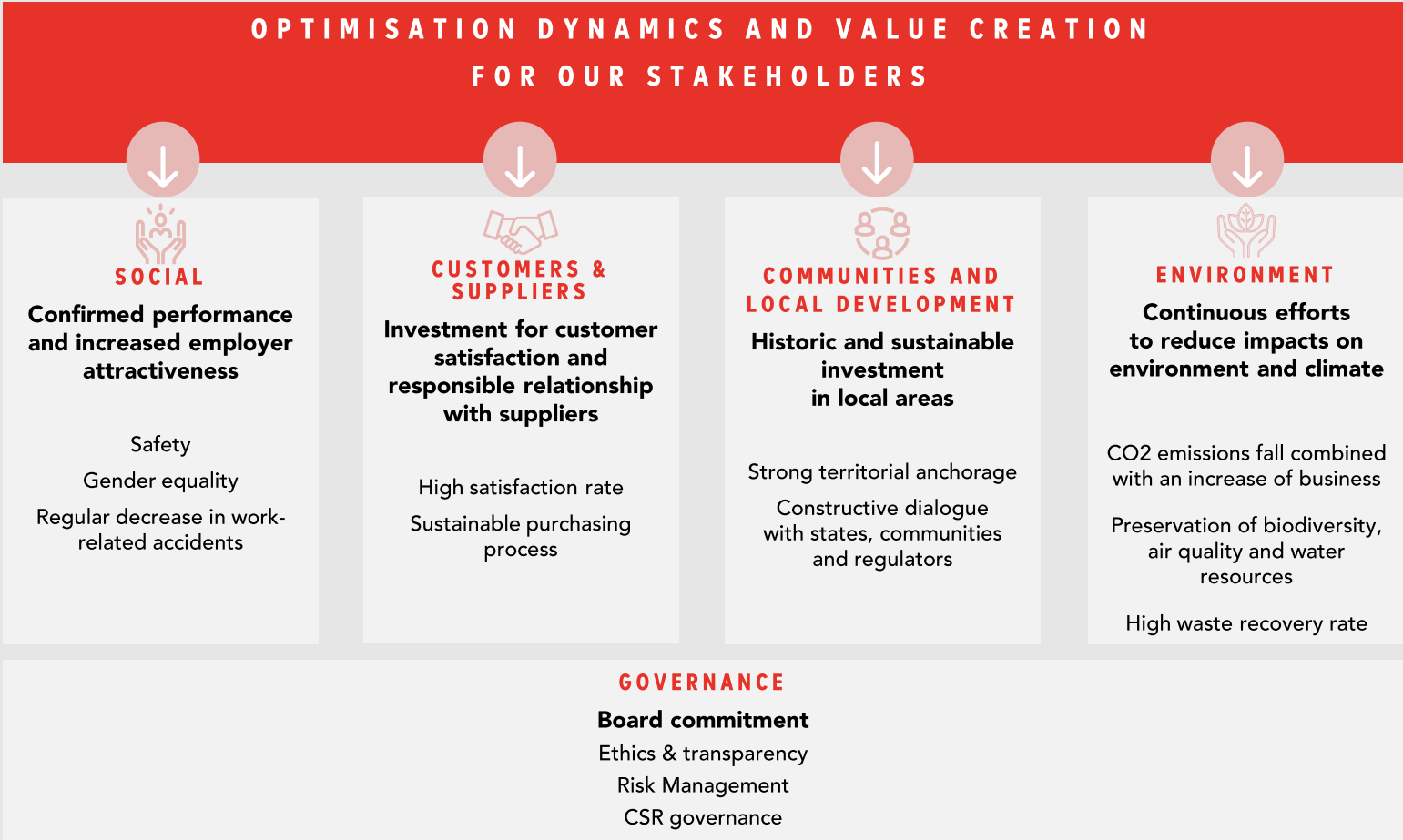
April 2022

Claire Piccolin
Vincent Ducros
Loïc Jacqueson
Jean Baptiste Roussille

Company secretary
Environment Director
CSR team responsible
co-Head of IR

ESG OVERVIEW AND PERFORMANCE

GREEN LEADER IN TRANSPORT WITH A BROAD AMBITION ACROSS ALL ESG PILLARS





1 **GOVERNANCE**

2 **SOCIAL**

3 **ENVIRONMENT**

1

GOVERNANCE



GOVERNANCE PROFILE

BOARD OF DIRECTORS AND COMMITTEES

15 directors

Independence rate: 67%
Gender parity
3 nationalities

Board of directors

9 meetings in 2021
99% attendance

27 committees meetings



Chairman



Chief
Executive
officer



Senior
Environment
Lead Director

Audit committee

Independence rate 80%
8 meetings
100% attendance

Colette Lewiner*
+ 4 members

Nomination & Remuneration committee

Independence rate 100%
5 meetings
100% attendance

Pierrette Rey*
+ 4 members

Ethics & ESG committee

Independence rate 83%
4 meetings
100% attendance

Patricia Hewitt*
+ 5 members

Safety and security committee

Independence rate 67%
10 meetings
97% attendance

Jean Pierre Trotignon*
+ 7 members

* independent director

RISK ASSESSMENT STRONGLY MONITORED



GOVERNANCE PROFILE
STRENGTHENED ESG GOVERNANCE



GOVERNANCE PROFILE

SKILL MATRIX

The composition of the Board aims to balance experience, ability and independence in line with the parity and diversity which reflect the bi-national nature of the business. The Board, as a whole, must also adequately reflect the **communities** within which Eurotunnel Group carries on its business (public/private, transport business, rail infrastructure, cross-Channel market, Franco-British business)

Competences of the Board members in 2021



SEPARATION OF THE ROLES OF CHAIRMAN OF THE BOARD AND CHIEF EXECUTIVE OFFICER

Getlink's Board has chosen a governance model that ensures the separation of executive responsibilities from the functions of Chairman and which is in line with best corporate governance practices. This new structure, combined with the progressive rotation of Board members, aims to further enhance the efficiency and agility of the Board's operations.

Separation of the roles of Chairman of the Board and Chief Executive Officer

- Since 1 July 2020, the roles are being carried out by:
 - Jacques Gounon, Chairman of the Board of Directors for the duration of his term as a director until the end of the General Meeting called to approve the accounts for the year ending 31 December 2021, and
 - Yann Leriche, Chief Executive Officer joined the Board of Directors in 2021

Covid and Brexit:

Strengthened collaboration between the Chairman of the Board of Directors and the Chief Executive Officer



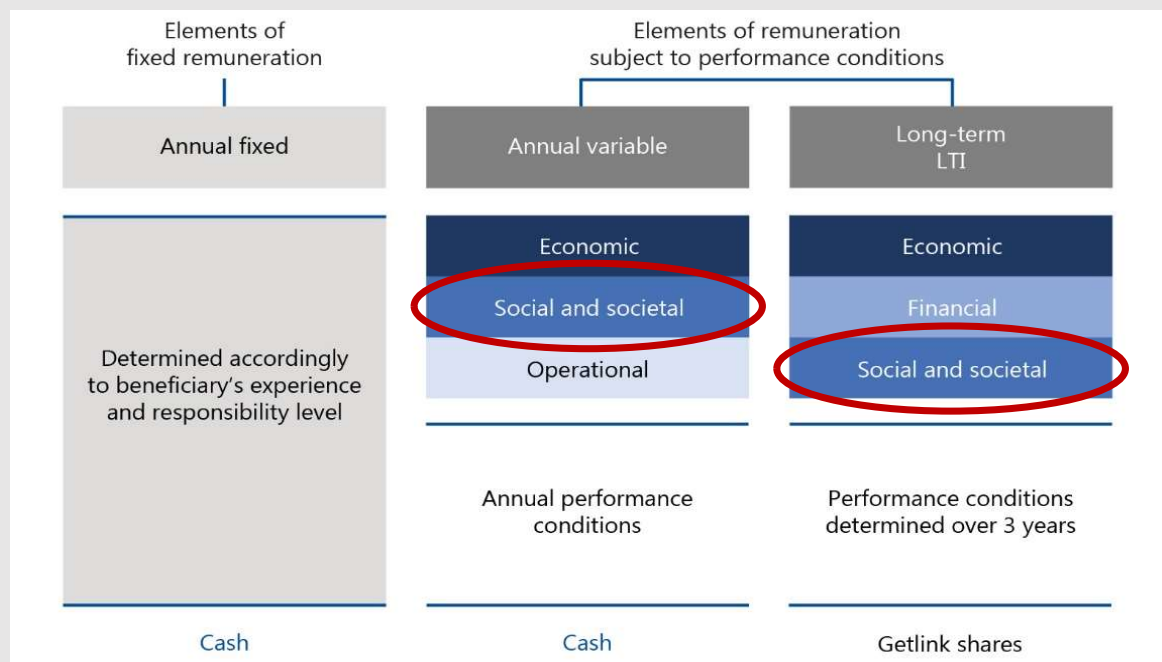
GOVERNANCE PROFILE

REMUNERATION POLICY: SIMPLE, CONTINUITY OVER TIME AND CONSISTENT

CEO (Yann Leriche)

Remuneration of the Chief Executive Officer for 2022:

- a fixed annual remuneration (€400,000);
- an annual variable remuneration subject to performance criteria (target 100% of base salary);
- benefits in kind;
- a supplementary defined contribution pension plan; and
- a long-term variable remuneration in the form of shares granted subject to performance criteria.



Since 2012, CSR has been one of the criteria that determine the Chairman and Chief Executive Officer's variable remuneration.

In 2014, Getlink introduced a CSR composite performance index.

A resolution will be proposed at the General Meeting on 27 April 2022 that this composite index be used once again in 2022 for the Chief Executive Officer's short-term variable remuneration.

The long-term incentive plans are based on internal and external performance criteria so as to align the long-term financial interests of the shareholders in such a way as to enhance the decisions of senior managers, which are crucial for the future of the business, and which could have an impact only over the long term. Since 2020, Getlink has included the performance share plans in the CSR strategy cycle

GOVERNANCE PROFILE

REMUNERATION POLICY: SIMPLE, CONTINUITY OVER TIME AND CONSISTENT

Chairman (Jacques Gounon)

Remuneration of the Chief Executive Officer for 2022:

- A fixed annual remuneration (€600,000);
In view of the 2020 and 2021 contexts (Covid health crisis and Brexit), the representative role of the Chairman in addition to the operational role of the new Chief Executive Officer has been and will be essential for the smooth running of the company and justifies a level of remuneration aligned with market practices for comparable levels of capitalisation
- No annual variable remuneration;
- No long-term variable remuneration in the form of shares granted subject to performance criteria;
- Board attendance fees.

Multi-annual variable remuneration	N/A	There is no provision for any multi-annual variable remuneration.
Deferred variable remuneration	N/A	There is no provision for any deferred variable remuneration.
Exceptional remuneration	N/A	There is no provision for any exceptional remuneration.
Non-competition payment	N/A	There is no non-competition clause.

GOVERNANCE PROFILE

LONG TERM INCENTIVES: 25% ON ESG PERFORMANCE

2021 Long-term variable remuneration : 300,000 shares in total (0.05% of capital)

- **External performance condition: 45%**
Total shareholder return vs benchmark
- **First internal performance condition: 30%**
Improvement in the 2023 Working Ratio of the Group's rail operator activities compared with 2019
- **Second internal performance condition: 15%**
The "Climate weighting": objective of reducing the Group's direct emissions (Scopes 1 and 2) by 15% within three years (in tonnes of CO₂ equivalent).
- **Third internal performance condition (the "CSR weighting"): 10%**
Four objectives:
 - safety: quantitative target to increase safety training;
 - equality between men and women: recruitment of at least 40% of each gender;
 - social climate;
 - quality of service measured by the results of satisfaction surveys, the number of complaints and Twitter sentiment.

25%
ESG

Vote in favor on LTI at AGM 2016, 2017, 2018, 2019, 2020 and 2021:
99.9%, 99.2%, 99.8%, 98.8%, 99.6% and 98.4%

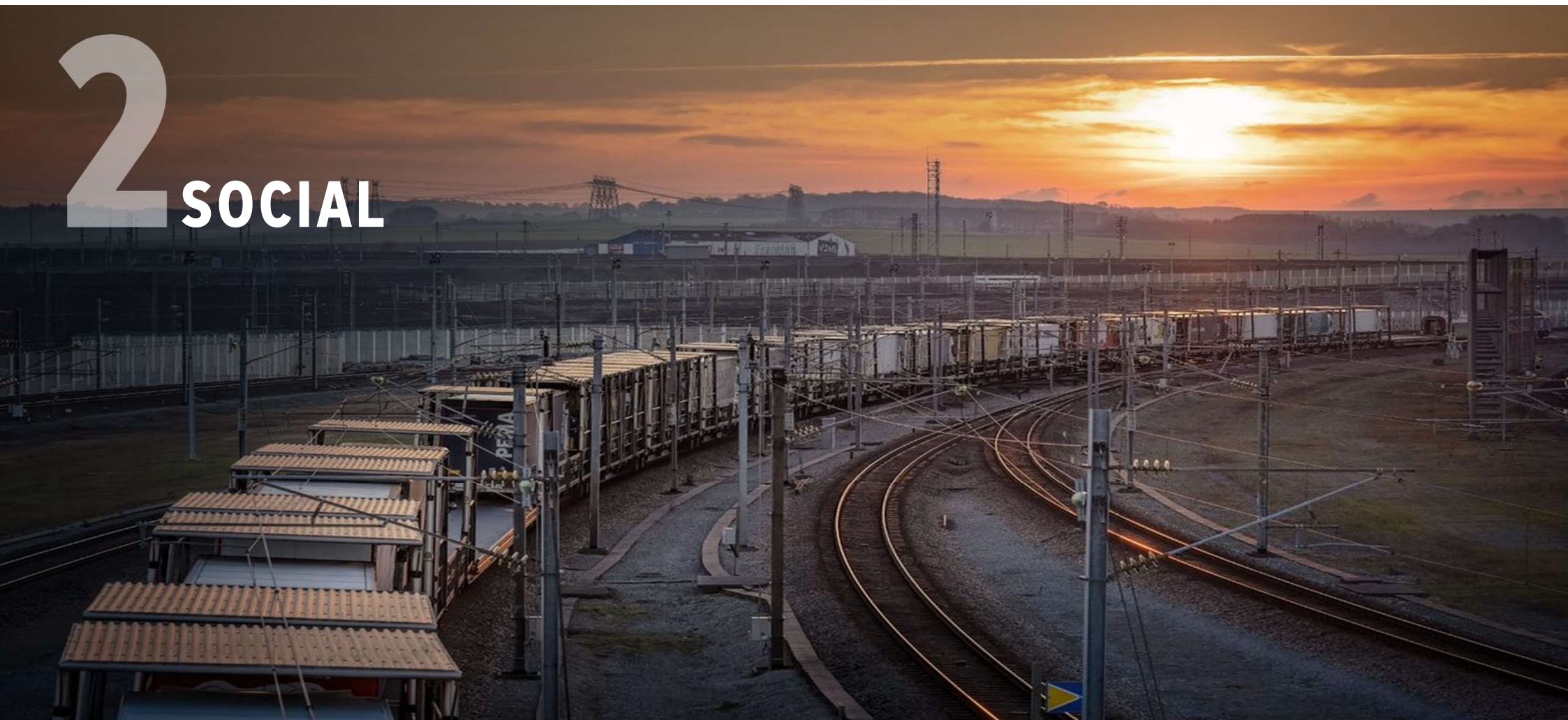
LONG TERM INCENTIVE PLANS

DEMANDING PERFORMANCE CONDITIONS

Rate of conversion of past LTIs:

Schemes	Type of securities	Date general meeting	conversion	Rate of conversion global
P.AGAP 2014	Preference shares	29/04/2014	02/05/2018	89%
P.AGAP 2015	Preference shares	29/04/2015	02/05/2019	34%
LTI 2016	Free shares	27/04/2016	21/10/2019	64%
LTI 2017	Free shares	27/04/2017	15/06/2020	65%
P.AGAP 2018	Preference shares	18/04/2018	19/04/2021	« Mandataires sociaux » 49.5% Non « mandataires sociaux » 64.5%
P.AGAP 2019	Preference shares	18/04/2019	19/04/2022	

2 SOCIAL



SOCIAL PERFORMANCE

Ensuring employee professional development and well-being at work

Strategic Workforce Planning	Social dialogue	Gender equality and diversity	Health & Safety	Well-being
Reinforcing talent attraction and development by: <ul style="list-style-type: none"> Recruitment management Training (i.e., non-discrimination in recruitment) Internal mobility Remuneration policy 	Maintaining a constructive dialogue especially during turmoil periods: <ul style="list-style-type: none"> High and stable number of agreements signed (gender equality, furlough, remote working, profit sharing, pandemic crisis management) Frequent committees during public health crisis Adaptation to Covid-19 crisis and Brexit with a two-fold voluntary redundancy program: "Expression of Interest" scheme in the UK and the "Rupture Conventionnelle Collective" scheme in France 	Increasing efforts to reach equality: <p>2023 action plan defines targets for women in headcounts:</p> <ul style="list-style-type: none"> Executive committee > 40% Top three tiers > 25% Employees > 30% Recruitment, a minimum of 40% of each gender Disability (awareness and training sessions, recruitment, specific sub-contractors – in France) 	Protecting health by limiting the risk of accident <ul style="list-style-type: none"> Considering physical and mental health Increasing safety inspections Developing a shared safety culture (through dedicated training - safety represents 29% of total training hours) Extending the safety objectives to subcontractors Implementing due diligence at all times and a continuous improvement approach Low Frequency rate (FR = 4,6) and no fatal accident since years 	Committed to maintaining a positive working environment <ul style="list-style-type: none"> Psycho-social risk charter and management Employee assistance programs 24/7 Well-being committee to target improvement Free vaccination program in winter Health monitoring program Engagement survey

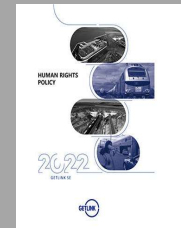
VALUE CHAIN & COMMUNITIES

Providing positive output for all stakeholders



Suppliers

- Sustainable Purchasing procedure issued in 2021 (see the Environmental section of this presentation)
- The Group is part of a voluntary responsible procurement initiative: the "Responsible Supplier Relations Charter"
- Getlink formalizes a human rights policy, that complements the Group's other policies and charters in the field of ethics
- Local purchasing development, with > 30% going to the operational territories of Eurotunnel



Customers

- Improving the overall efficiency of the Shuttle Service (border controls, load factors, quality of information to customers)
- Providing the safest mode of transport on the Channel crossing (customer perception)
- Health protection reinforced during the pandemic and certified by two different certification schemes
- Maintaining the customer satisfaction rate at a high level > 83%, for years



VALUE CHAIN & COMMUNITIES

PROVIDING POSITIVE OUTPUT FOR ALL STAKEHOLDERS



Communities

Historically committed to partner with its economic, social and cultural environment (62% of the recruitment are local for the Group – 89,5 for Eurotunnel), Getlink develops numerous local partnerships:

- **Social and educational partners** (energy vouchers, digital and innovation center, local employment policies support, trainees from an IT school dedicated to adults isolated from employment, computer donation to associations ...)
- Regular partner of an association providing **industrial work for disabled people** (mechanical welding, carpentry and packaging)
- Developing important **academic partnerships** dealing with railway science and ESG issues:
 - predictive maintenance of engines,
 - automatic detection of cracks and block breakages,
 - clarifying impact of ESG topics on financial performance,
 - supporting local university – through presentations on the legal profession, case studies and simulated job interviews.
- **Supporting local activities:**
 - Samphire Hoe reserve (see the Environmental section of this presentation),
 - membership of 'Visit Kent', a leading tourist information website for Kent,
 - sponsorship of the Kent Press and Broadcast award, a regional award for talent

3

ENVIRONMENTAL PERFORMANCE



GETLINK ACCELERATES ITS GREEN LEADERSHIP



By nature, rail infrastructure and Getlink are low-carbon players.

This essential part of our identity does not dilute our responsibility: on the contrary, it commits us to be ever more responsible, to be a driving force in the sustainable transformation of transport in Europe.



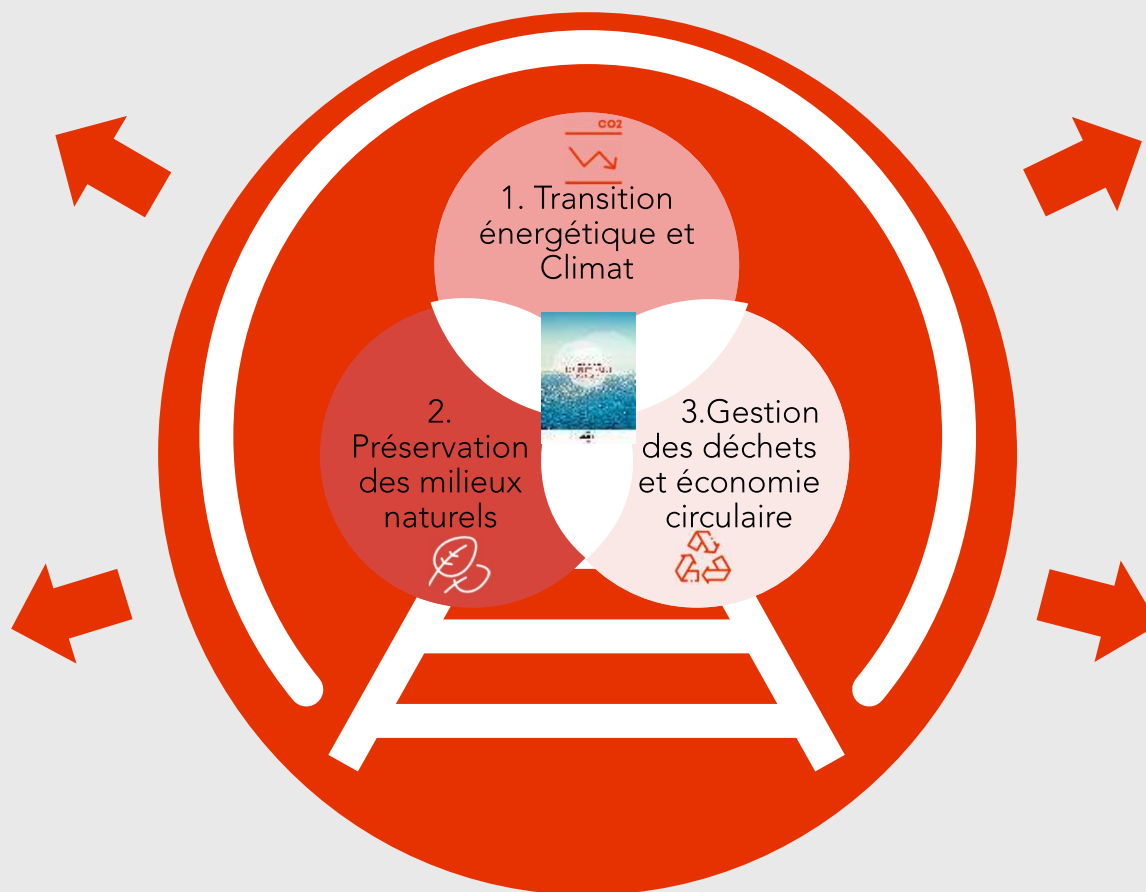
Yann Leriche,
Getlink CEO
July 2021

GETLINK ACCELERATES ITS GREEN LEADERSHIP

A RENEWED AMBITION TO LEVERAGE CREDENTIALS AND INITIATIVES

Commitments and transparency to Shareholders, Investors, ESG rating agencies, proxy & banks

Suppliers and partners driving force



Improved Customer experience & explicit value

Employees impact to mobilize, attract and retain talents

GETLINK ACCELERATES ITS GREEN LEADERSHIP

AN AMBITIOUS ENVIRONMENTAL PLAN FOR SUSTAINABLE MOBILITY



THREE OBJECTIVES



- **-30% Scope 1 & 2 emissions by 2025**
(-15% 2023 milestone)
 - **-7.5% Scope 3 reduction by 2025**
-
- **Protect the biodiversity on our sites and get ISO14001 certification by 2025**
 - **Enable air quality improvement on our sites**
-
- **Avoid final waste** by mobilising all available levers



2021 ACHIEVEMENTS

- ✓ **-10%*** Scopes 1 & 2 in 2021 vs 2019
 - ✓ **99%** EU Taxonomy eligible
 - ✓ **>85%** EU Taxonomy aligned
 - ✓  **Launch**
 - ✓ **Validation of CO₂eq trajectory by** 
-
- ✓ **Sustainable Purchasing** procedure
 - ✓ **-68%**** phytosanitary products
 - ✓ **30 ha** dedicated to biodiversity preservation
-
- ✓ **90%** of waste valued on FR terminal



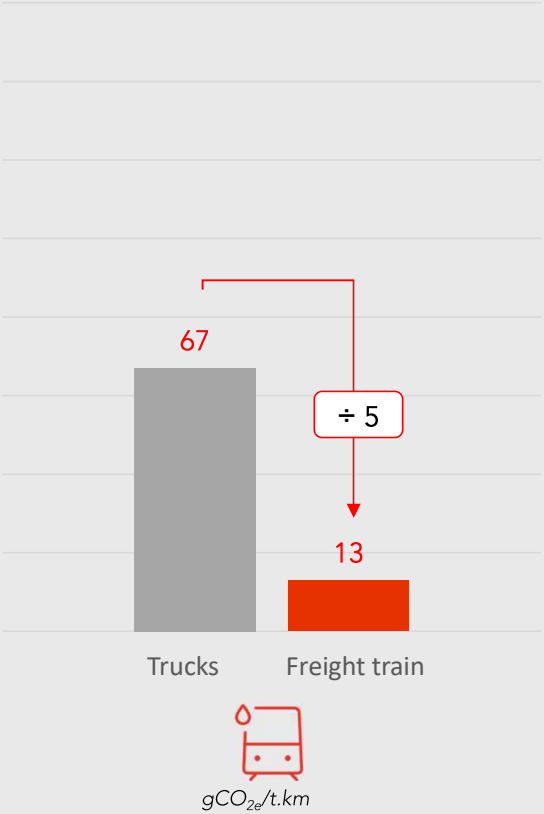
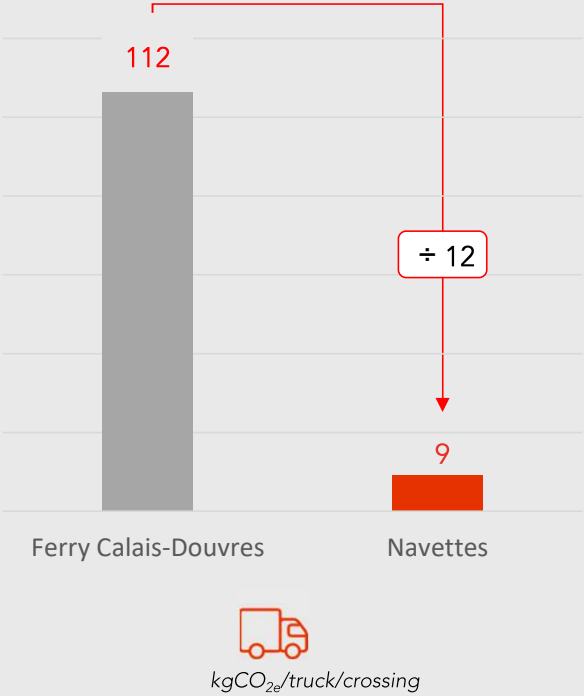
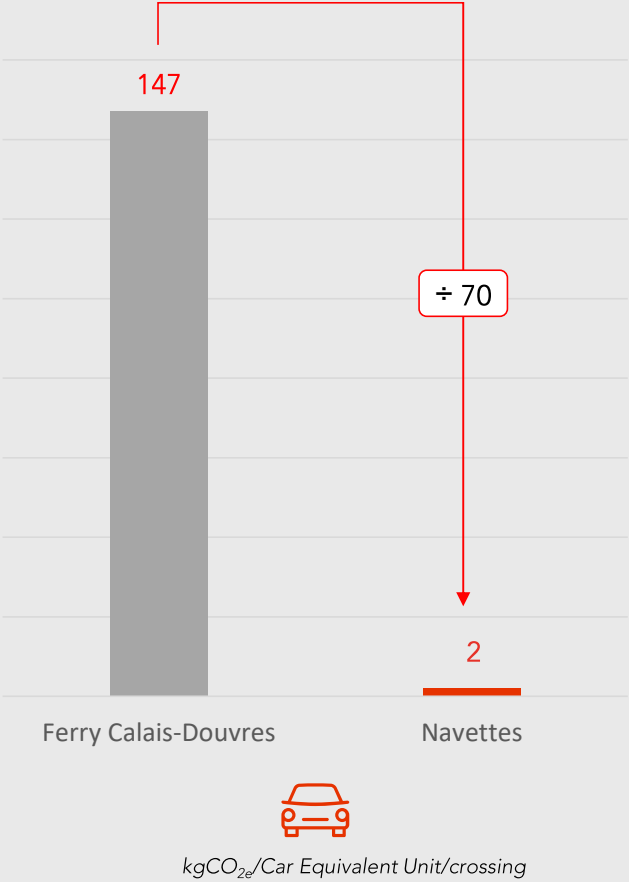
BY NATURE, GETLINK IS SUBSTANTIALLY CONTRIBUTING TO MITIGATE THE CLIMATE CHANGE



ENVIRONMENT ROADMAP 2025

EUROTUNNEL CARBONE PERFORMANCE LEADERSHIP VS COMPETITORS*

CO2



* Based on Carbon 4 support study on 2019 figures and GLEC framework vs. Ferry for Eurotunnel business, and vs. trucks for Europorte. For the comparison with ferrys, the emissions breakdown during a journey between freight and pax relies on the assumption taken in the JMJ Study (2010) : 35% to freight, 65% to passengers.

ENVIRONMENT ROADMAP 2025

PILLAR 1 - ENERGY TRANSITION & CLIMATE: OBJECTIVES



ULTIMATE GOAL OF NEUTRALITY BASED ON MEDIUM-TERM STEPS FOCUSSED ON REDUCING INTRINSIC EMISSIONS

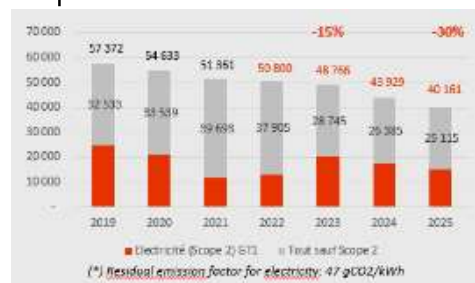
OUR COMMITMENTS

- Reduce by 30% our direct emissions (Scopes 1 and 2) in 2025 vs 2019 with interim commitment -15% by 2023



- SBT validated for 1.5°C Trajectory

- Contribute to the reduction of indirect emissions and 7.5 % reduction on Scope 3 – Purchases and fixed assets

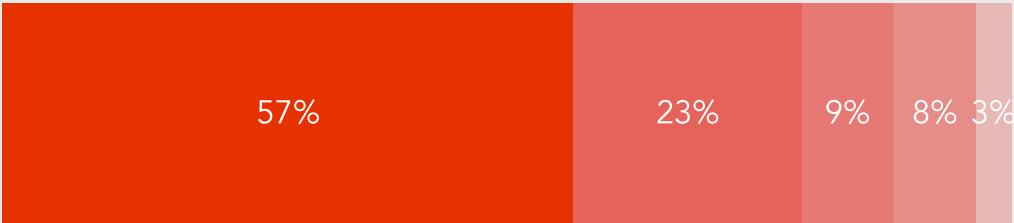


KEY FIGURES in 2021

- 51 631 tCO2e in 2021 across Eurotunnel and Europorte businesses
- 10 % GHG reduction since 2019
- 44% low carbon electricity in 2021

ACTIONS & DRIVERS

- « Oleo100 » biofuel for Europorte Locomotives
- Load factor : less missions result in less electricity consumption
- Low carbon electricity : 100% nuclear, G.O....
- Substitution for fugitive gas (halon and R407C) during the pax Shuttle Mid-life programme
- Shift to low carbon engines for maintenance fleet (works train, SCHOMA, TTX)
- Low carbon light vehicles
- And many others being investigated: smart meters, energy efficiency and savings, biogaz, charging points for EV, Customers incentives for low carbon transportation...



- Non-Road Diesel/Petrol/Gasoil/GTL/Oleo 100
- Electricity
- Refrigerants
- Halon
- Others (gas heating, SF6, land-use change)

(*) calculated in market-based with French residual mix Emission factor

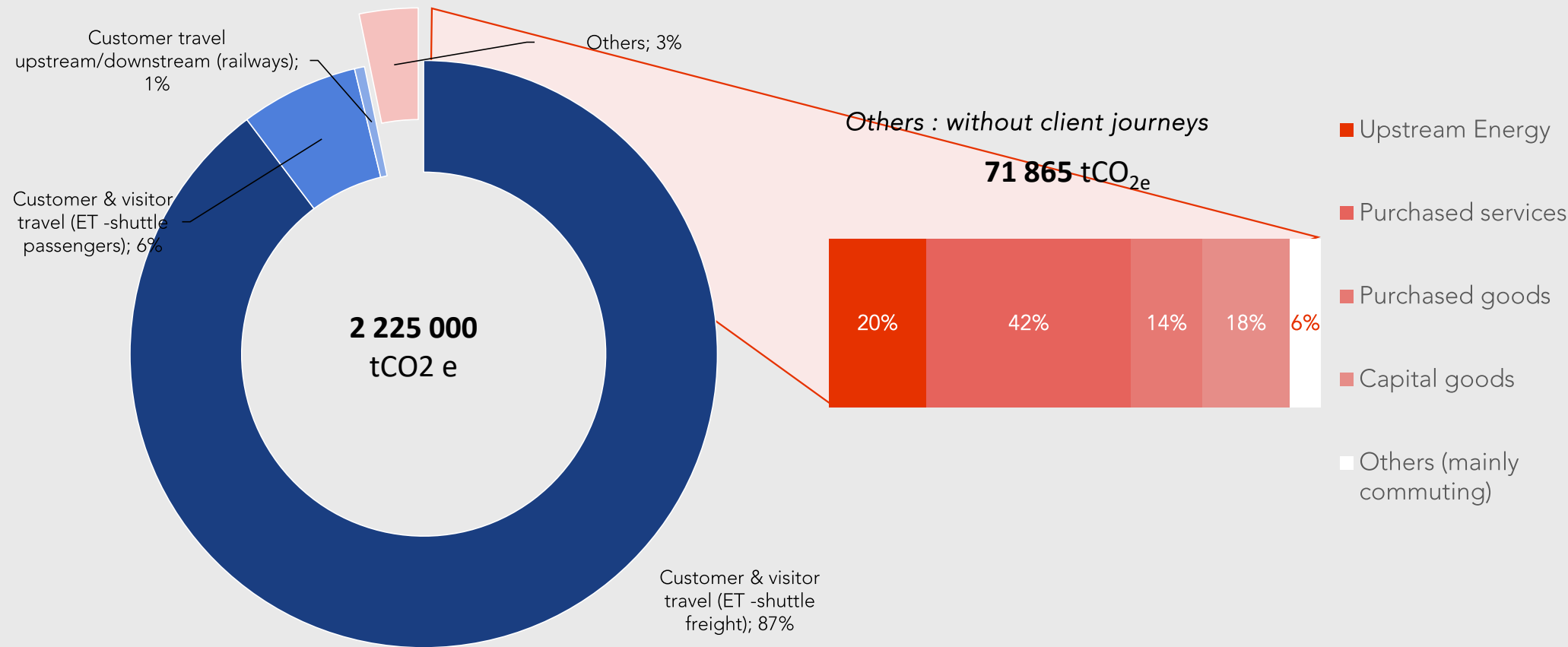
ENVIRONMENT ROADMAP 2025

PILLAR 1 – SCOPES 1 & 2: EXAMPLE OF CARBON REDUCTION INITIATIVES



- Replacing the Non Road Diesel in existing locomotives to cut GHG emissions (-60% across the lifecycle)
- Use of B100 Bio-fuel “Oleo100” by SAIPOL/AVRIL issued from 100% French rapeseed
- 6 months trial since July 2021 during a commercial traffic (1500 km per week)
- A very successful trial:
 - ✓ 31 660 km
 - ✓ 126 000 L of Oleo100 → 240 teqCO₂ saved
 - ✓ No engine deterioration
 - ✓ Same operational performance
- A potential to save **9 000 tCO₂e** in 2025 compared to 2021 traffic related emissions

ENVIRONMENT ROADMAP 2025
PILLAR 1: SCOPE 3 EMISSIONS in 2021



ENVIRONMENT ROADMAP 2025

PILLAR 1: SCOPES 3 – ACTION PLAN TO CUT GETLINK VALUE CHAIN INDIRECT EMISSIONS



SUSTAINABLE PURCHASING

- Sustainable Purchasing procedure issued in 2021
- Different thresholds until 150k€ in 2025
- Goal is to reduce carbon footprint of purchases with a selection of the most sustainable solution as well as to mobilize the suppliers in the carbon journey

NEW POWERED VEHICLES IN TUNNEL

- New powered client vehicles: Electric, LNG, H₂
- In 2021: Detailed milestones for acceptability of LNG (safety studies to be delivered in H1 2022)
- Next step: detailed analysis for hydrogen

SERVICE TO E-CLIENTS

- New EV charging points to be implemented H1-22
- Future Passengers Shuttle will allow on-board charging under the Channel

ENVIRONMENT ROADMAP 2025

PILLAR 1: GETLINK APPROACH TO NEUTRALITY BY 2050



ULTIMATE GOAL: CARBON NEUTRALITY BY 2050, STRUCTURED IN TWO PHASES

2025 MILESTONE

Getlink roadmap includes explicit targets for 2025 :

Focus on intrinsic Scopes 1 & 2 (-30%) and start engaging Scope 3 (clients & suppliers, -7,5%) through the **roll-out of a detailed and pragmatic action plan** (Oleo100, renewable electricity, removal of emissive fluids...)

Getlink will develop additional milestones after 2025, focused on maximum intrinsic emissions reduction on Scope1, 2 and 3

→ 2050

Getlink will incorporate carbon neutralization tools and technologies that still require in-depth analysis and testing

Keep on reducing our intrinsic emissions Scopes 1, 2 and 3

Expand portfolio of technologies that contribute to low-carbon mobility

Deploy carbon capture new technologies for residual emissions **to get to Net Zero**

ENVIRONMENT ROADMAP 2025

TRANSFORM MARKET SHIFT INTO OPPORTUNITIES

EVOLUTION OF
THE CONTEXT...

CLIMATE CHANGE REQUIRES LOW CARBON SOLUTIONS

OUR CUSTOMERS ARE FACING INCREASING COMPLEXITY

HOW WE
COMPETE...

We will further differentiate ourselves by **increasing our low carbon leadership**

We will leverage our **unique position** in both the road & rail freight supply chains to **foster modal shift and support growth**

We will transform the **challenge of Brexit** into an opportunity to simplify trade and travel by implementing the **world's smartest border**

We will also have a **customer-centric approach to energy transition by simplifying** their experience (e.g. with vehicle charging facilities onboard our Shuttles)

OUR
AMBITION

LOW CARBON

- Deliver our environmental ambitions
- Commit to net zero with a phased approach ([see next slide](#))
- Enable the decarbonation of transportation



HIGH SIMPLICITY

- Focus on quality of service and customer satisfaction
- Provide the simplest experience
- Offer digital value-added services

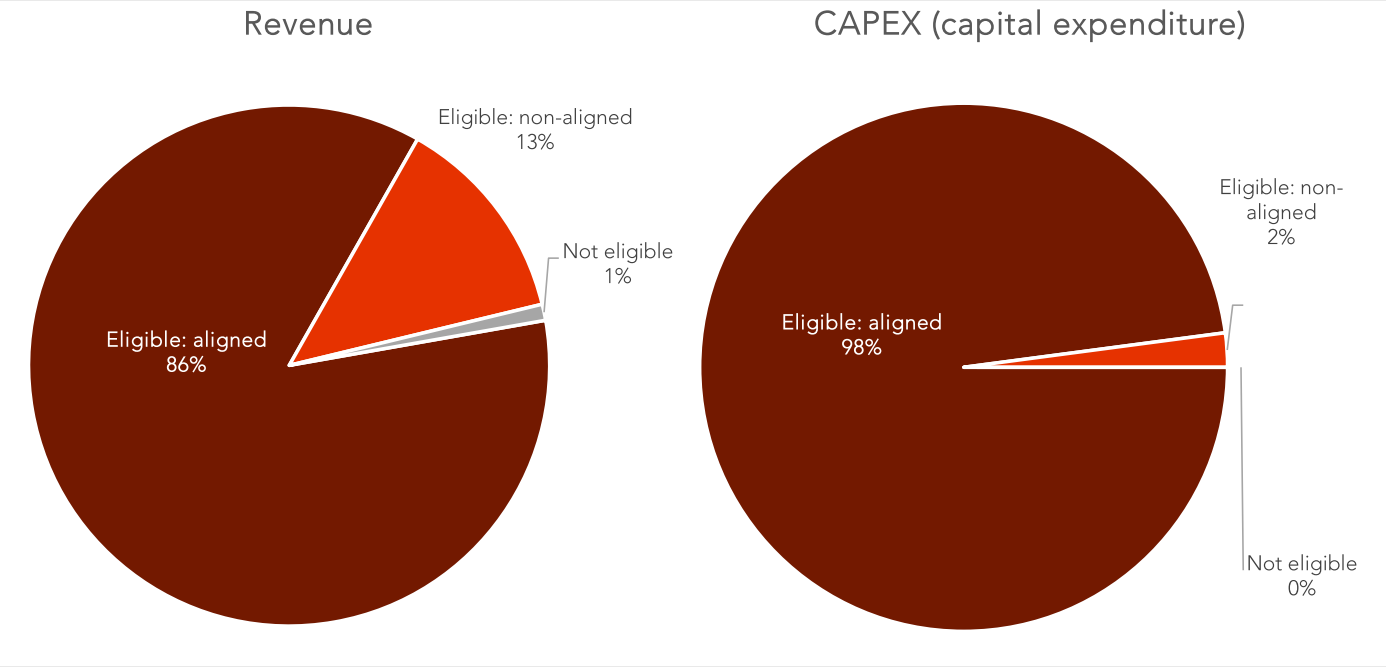
CLIMATE AT GETLINK

A LEGITIMACY AND AN AMBITION FOR INCREASING OUR LOW CARBON LEADERSHIP



EU TAXONOMY 2021 OVERVIEW

99% OF GETLINK ACTIVITIES ARE ELIGIBLE, AND 86% ARE ALIGNED WITH CLIMATE OBJECTIVES

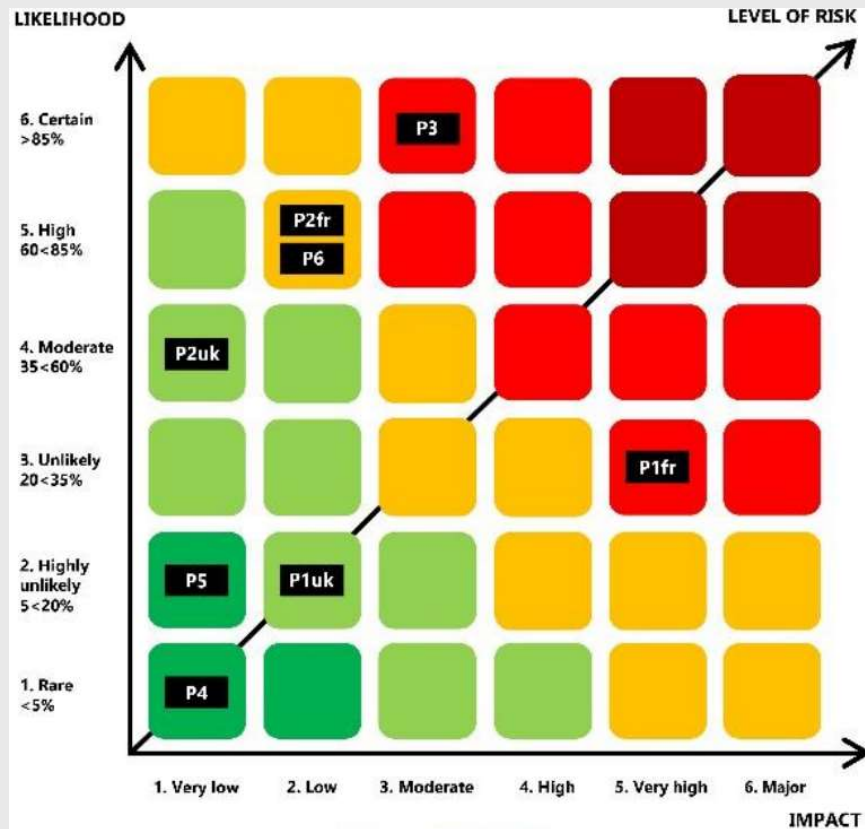


Getlink anticipated the calculation of its alignment ratio on FY2021 based on all documentation available (Delegated Acts and FAQs).

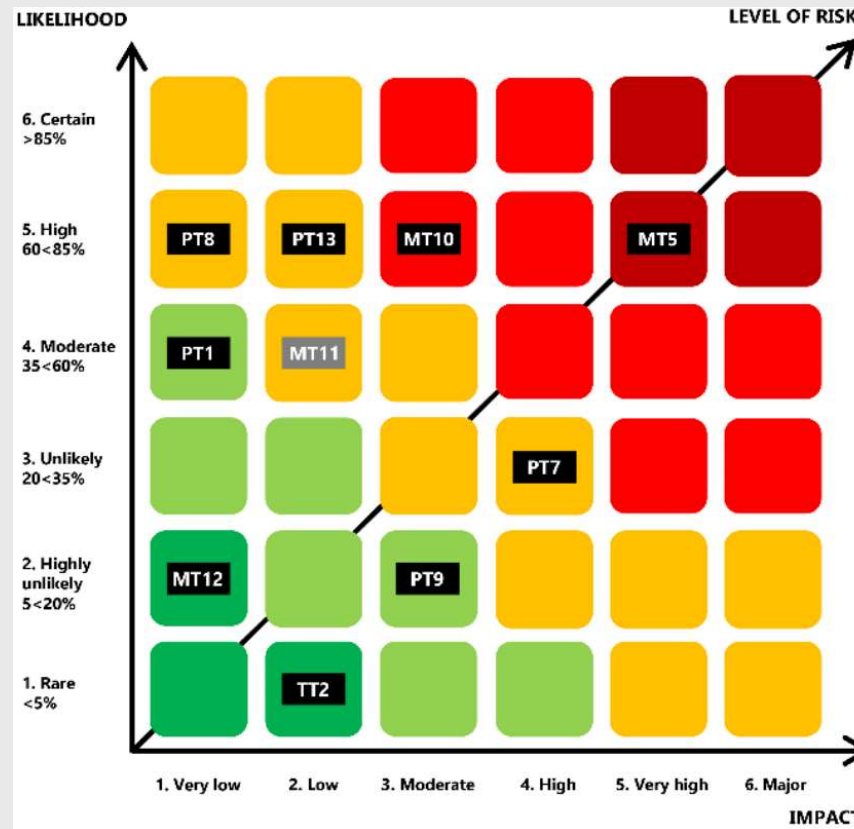
GETLINK RESILIENCY TO CLIMATE CHANGE

A RESILIENCE TO CLIMATE BACKED-UP BY A RECENT ANALYSIS

Physical risk mapping at Group level



Transition risk mapping at Group level



P1 Flooding;
P2 Drought,
P3 Heat stress;
P4 Cold stress;
P5 Wind storm;
P6 Thunderstorm
PT1 Regulatory and political risks on revenues and cost;
PT7 Risk in adaptation of current railway equipment;
PT8 Risk of decrease in transported flows;
PT9 Risk of financial contribution to the preservation of biodiversity/carbon offset;
PT13 Risk of changing equipment, operating procedures due to regulatory requirements;
TT2 Risk of reduced revenues from passenger transport (low carbon aviation);
MT5 Risk of decrease in revenue due to a decrease in passengers (localism...);
MT10 Risk related to impacts on Eurotunnel costs of electricity price;
MT11 Risk of not being able to capture the new market; loss of revenues for Shuttles;
MT12 Risk of higher costs in the purchase of steel;

PT: regulatory and political risks; MT: market risks; TT: technical risks

ALIGNMENT TO TCFD RECOMMENDATIONS

A RESILIENCE TO CLIMATE BACKED-UP BY A RECENT ANALYSIS

Alignment to TCFD recommendations*

The Group's activities are structurally resilient to climate change and transition.

With a study conducted in 2021, Getlink wanted to make the risks and opportunities that the climate represents for its activities clearer to its stakeholders

- 1. Governance: Disclose the organisation's governance around climate-related risks and opportunities**
 - A. Describe the board's oversight of climaterelated risks and opportunities
 - B. Describe management's role in assessing and managing climate-related risks and opportunities
- 2. Strategy: Disclose the actual and potential impacts of climate-related risks and opportunities on the organisation's businesses and strategy**
 - A. Describe the climate-related risks and opportunities the organisation has identified over the short, medium and long term
 - B. Describe the impact of climate-related risks and opportunities on the organisation's businesses, strategy and financial planning.
 - C. Describe the resilience of the organisation's strategy under different climaterelated scenarios, including a 2°C or lower scenario.
- 3. Risk management: disclose how the organisation identifies, assesses and manages climate-related risks**
 - A. Describe the organisation's processes for i) identifying and assessing climate-related risks; ii) for managing climaterelated risks.
 - B. Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organisation's overall risk management
- 4. Metrics and targets: Disclose the metrics and targets used to assess and manage relevant climate-related risks and opportunities**
 - A. Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk management process
 - B. Disclose Scope 1, Scope 2, and, if appropriate, Scope 3 greenhouse gas (GHG) emissions, and the related risks
 - C. Describe the targets used by the organization to manage climate related risks and opportunities and performance against targets.

* All themes deployed except 4.C. under implementation



SUSTAINABLY MANAGE RESOURCES AND CONTROL IMPACTS ON NATURAL ENVIRONMENT

OUR COMMITMENTS	KEY FIGURES in 2021	ACTIONS & DRIVERS
<ul style="list-style-type: none"> Improve the environmental performance of our activities and control their impacts on natural environments and biodiversity Preserve air quality at sites 	<ul style="list-style-type: none"> ~160 ha of natural spaces maintained in France and England with a high level of biodiversity Reduction by 70% of the phytosanitary products in green spaces at the Coquelles terminal 20 measurements campaigns of air quality since 2004 to confirm regulatory conformance and promote improvements actions 	<ul style="list-style-type: none"> Target ISO 14001 in 2025 Secure sustainable purchases Keep on developing alternative solutions to phytosanitary products Develop and leverage our partnerships on our remarkable spaces and the "compensation areas" Secure and optimize water usage Maintain vigilance to mitigate soil pollution risk due to fuel leaks from trucks during shuttle-entry shocks Investigation on air filtering systems

ENVIRONMENT ROADMAP 2025

PILLAR 2: FOCUS ON BIODIVERSITY



30 HA PRESERVED SPACES CLOSE TO THE UK TERMINAL



16th Green Flag award in 2021

- Created from **4.9 million cubic metres** of chalk marl dug to create the Channel Tunnel
- Opened in 1997** and managed on behalf of Getlink by White Cliffs Countryside Partnership
- 140 000** visitors in 2021
- 220 species of **birds**, 200 species of **plants** (including more than 1,300 rare Ophrys spider **orchids**) and 30 species of **butterfly**

130 HA PRESERVED SPACES ON AND CLOSE TO THE FR TERMINAL




- Ornamental gardens (7ha)** on the Coquelles Terminal, bird nesting spot and rest area for migratory species
- Fond Pignon natural area**, result of the re-vegetation of blue chalk excavated from the Channel + extensive grazing
- In 2021: **30 ha** recently dedicated to biodiversity preservation at Coquelles and Sangatte for at least 30 years



CONTROL OUR WASTE AND FOSTER THE CIRCULAR ECONOMY THROUGHOUT OUR ECOSYSTEM

OUR COMMITMENTS	KEY FIGURES	ACTIONS & DRIVERS
<ul style="list-style-type: none">▪ Avoid the ultimate waste by combining all drivers▪ Promote a collective momentum around the circular and territorial economy	<ul style="list-style-type: none">▪ 85% of Group Waste are non hazardous waste▪ More than 90% of the Group waste are valorized▪ 30% of non-hazardous waste are transformed into Solid Recover Fuel (<i>briquettes CSR</i>) to feed into industrial boilers	<ul style="list-style-type: none">▪ Set up a dedicated waste management process for Mid-Life Shuttle Renewal programme (reduce, collect, recycle)▪ Enlarge the sorting opportunities for Clients and Employees▪ Finalize partnerships to collect used uniforms to recycle into insulating material and to valorize cigarette butts



DEDICATED RESOURCES TO SUPPORT ITS GREEN AMBITION

GREEN BONDS

- 2018 Green Bond issuance refinanced in 2020 and 2021 to reach €850 millions in October 2021.
- €504 million expenditures as of Dec 2021
- Green Bond framework mapping the fund to projects across 3 categories: low-emissive transport, pollution prevention and control and energy efficiency including Eleclink

ENVIRONMENT PLAN EXPENSES

- First assessment of 2019-2025 expenses amount to €63 million
- Most of these are part of the Group's CAPEX plan for the renewal of rolling stock for maintenance operations as well as for Passenger Shuttles to replace emissive fluids (refrigerants and halon).

SAY ON CLIMATE (SOC) MANAGEMENT PROPOSALS

WILL BE PROPOSED AS A NON-BINDING ADVISORY APPROVAL AT THE NEXT GENERAL ASSEMBLY

- **Purpose:** create the conditions for a permanent dialogue with Shareholders on environmental issues
- Following items of Getlink climate policy will be made explicit:
 - ✓ Climate governance from the Board to Operational Units
 - ✓ Getlink discloses operational and supply chain GHG emissions (Scopes 1, 2, and 3);
 - ✓ Completeness and rigor of company's short-, medium-, and **long-term targets** for reducing operational and supply chain GHG emissions (Scopes 1, 2, and 3 if relevant);
 - ✓ Getlink has sought and received third-party approval on its targets that have been **validated by the Science-based target Initiative**
 - ✓ Ultimate goal of "net zero" by 2050 based on an intermediate 2025 detailed action plan focused on intrinsic efforts to be ready to leverage neutralization tools beyond
 - ✓ Getlink's climate related disclosures are in **line with TCFD** recommendations;
 - ✓ **Report** on the implementation of its plan in subsequent years;
 - ✓ Getlink's climate data has received **third-party assurance**;
 - ✓ Disclosure of how Getlink 's expenditures align with company strategy.

APPENDIX



EU GREEN TAXONOMY

RATIONALE – CF. 2021 URD

- Turnover :
 - **1% is not-eligible (training, renting revenues, external engineering)**
 - **Most group's turnover is aligned**
 - The remaining part is eligible but not-aligned: Diesel-driven locomotives as well as fossil-fuel related revenues of Europorte
- CAPEX
 - CAPEX relative to Eurotunnel is considered fully aligned since they are "related to aligned assets"
 - CAPEX relative to electrical locomotives at Europorte is considered fully aligned
 - CAPEX relative to Eleclink is considered fully aligned since they are "related to aligned assets"
- OPEX
 - Nota: Definition of OPEX to be considered aligned according to EU Taxonomy as per recent FAQ's (includes maintenance material, cost of repairing a machine and excludes overheads and operating costs as well as energy)

	Activities type selected in the taxonomy referential (based on Annex 1 and 2 supplementing the Regulation (EU) 2020/852 against climate objectives "climate mitigation and climate adaptation"	Getlink activities concerned	Reference under Delegated Act, Annex 1	Climate Change Mitigation	Climate Change Adaptation	Do not significantly harm						
						Climate Change Mitigation	Climate Change Adaptation	Water & Marine resources	Circular Economy	Pollution	Biodiversity & Ecosystem	Minimum safeguards
-	Taxonomy-eligible activities											
A.1	Environmentally sustainable (activities Taxonomy-aligned)											
1.1	Infrastructure for rail transport	All Eurotunnel activities	6.14	YES	YES	✓	✓	✓	✓	✓	✓	✓
1.2	Infrastructure for rail transport	Socorail ITE aligned activities	6.14	YES	YES	✓	✓	✓	✓	✓	✓	✓
1.3	Freight rail transport (electric powered)	Europorte activities led with electric locomotives apart from fossile fuels transportation	6.2	YES	YES	✓	✓	N/A	✓	✓	N/A	✓
1.4	Transmission & distribution of electricity	Eleclink activity	4.9	YES	YES	✓	✓	N/A	✓	✓	✓	✓
A.2	Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)											
2.1	Freight transportation (diesel powered and fossile fuels transport)	Europorte activities led with thermal locomotives and fossile fuels transportation	6.2	NO	YES	✗	✓	N/A	✓	✗	N/A	✓
2.2	Infrastructure for rail transport	Socorail ITE not aligned activities (fossil fuel transport)	6.14	NO	YES	✓	✓	✓	✓	✓	✓	✓
-	Taxonomy-non eligible activities	Eurotunnel activities on training, insurance, administrative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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