ANNEXE 7.1

CHANNEL FIXED LINK – RAILWAY NETWORK

OPEN ACCESS STATISTICAL DECLARATION

The publication of this statistical declaration for one-off illustrative purposes and additional transparency is made above & beyond (and without affecting) all contractual and regulatory obligations related to the Railway Usage Contract and on contents of the Network Statement (Directive 2012/34/CE article 27.2 & annexe 4 and national regulations). It represents a voluntary communication by Eurotunnel without prejudice or creation of legal rights and without any commitment on recurring publication of updates.

1. Statistics on Capacity Allocation and Utilisation

Rail Passenger Market	**2018**	**2019**
Number of Applicants (Passenger RUs)	1	1
Number of Circulations (one way trains)	17.5k trains	17.5k trains
Number of Passengers (millions)	10.97 Mpax	11.05 Mpax

Rail Freight Market	**2018**	**2019**
Number of Applicants (Freight RUs)	5	3
Number of Circulations (one way trains)	2077 trains	2144 trains
Volume of Freight (million tonnes)	1.30 Mtonnes	1.39 Mtonnes

2. Statistics on Access Charges

Passenger Charges	**2018**	**2019**
Variable Tolls per Passenger	197M€	200M€
Fixed Annual Tolls	36M€	36M€

Rail Freight Charges	**2018**	**2019**
Variable Tolls per Freight Train	7M€	7M€

OMRC Charges (Operating Costs Recovery)	**2018**	**2019**
O&M – Operations & Maintenance Costs (Opex)	63M€	65M€
R –Renewals Costs (Capex)	8M€	8M€
Total OMRC Charges	71M€	73M€

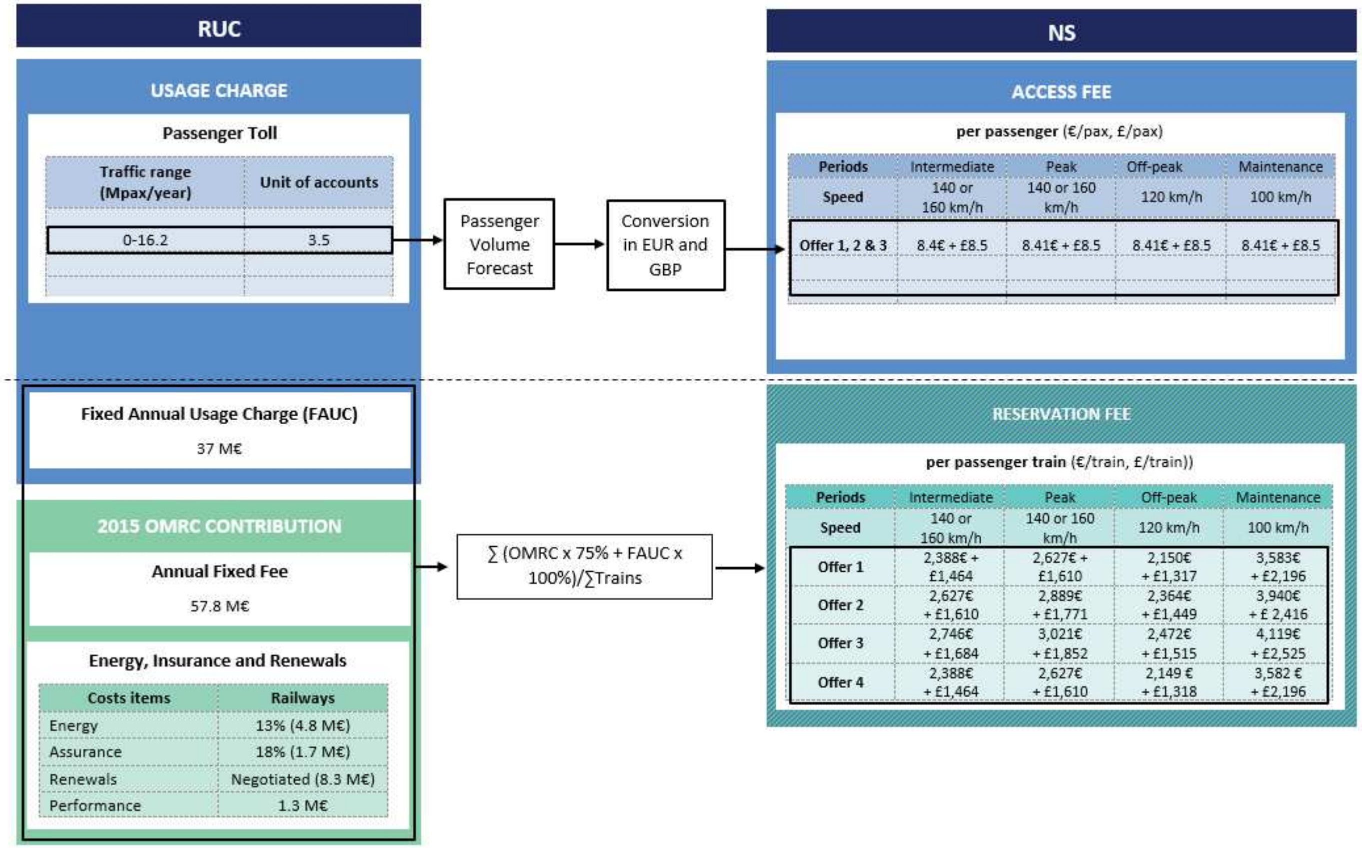
(NB: amounts expressed in Euros combined at constant exchange rate of 1.15 EUR/GBP

(Annex 2 to ART-ORR Opinion 6/2/2020)

RUC/NS Articulation

An illustration of the mechanism for conversion of the total annual amounts of the RUC costs contribution into the amounts of unit charges per passenger and per passenger train in the Network Statement

Table 5. Articulation RUC/NS



Sources: ART/ORR

ANNEXE 7.4

LONG TERM CHARGING FRAMEWORK FOR PASSENGERS: A VIRTUOUS CIRCLE FOR TRAFFIC GROWTH

1. Tariff per Train

Traffic volume variance for tariffs per train (prospective analysis)

Growth scenario (total all operators)	k trains/yr (*ow)	rotations/d (*rtn)	reduction (***) vs. base tariff
Growth 1 = Base NS (**)	21.6	30	**0%**
Growth 2	24.0	33	**-10%**
Growth 3	30.0	41	**-28%**
Growth 4	35.0	48	**-38%**
Growth 5	40.0	55	**-46%**
or in the event of extension of the passenger train path catalogue (80rtn paths/d instead of 64rtn paths/d)			
Growth 4bis	35.0	48	**-32%**
Growth 5bis	40.0	55	**-40%**

(*) passenger train traffic, in number of circulations on annual basis, total for all operators (one-way/year, return/day)
(**) minimum competitive scenario in open access, ie. 2 passenger operators
(***) identical reduction in tariffs per train applicable to every passenger train in the year, for all operators, and for all tariffs

➔ trafic growth offers an opportunity for substantial reductions in tariffs per train

Cost base variance for tariffs per train (retrospective analysis)

Historical scenario	AA min (*)	AA max (*)	annual ajustment average over period
Period 2015-2019	-1.3%	-0.2%	**-0.7%**
Period 2020-2023P (**)	-5.6%	3.5%	**-1.7%**

(*) annual ajustment on tariff per train (final) vs. base tariff (provisional), excluding indexation
(**) period disrupted by Covid-19 activity reductions 2020-2021, and energy price peaks 2022-2023

➔ the cost base variance is of secondary order, with a moderate impact and generally downwards

2. Tariff per Passenger

Mechanism of indexation for tariffs per passenger with annual reductions

Long Term Indexation	currency	period	cumulative reduction
Formula for indexation and reduction	GBP	UK RPI minus 1.1% p.a. cumulative	
	EUR	FR IPC minus 1.1% p.a. cumulative	
Reductions in real terms	GBP & EUR	1 year	**-1.10%**
	GBP & EUR	10 years	**-10.5%**

➔ exemplary visibility, annual reductions & long term certainty (2052) favouring development

Mechanism of reduction in tariffs per passenger by marginal volume band

Annual traffic (total all operators)		volume Mpax/yr	volume Mpax/yr	reduction (*) vs. base tariff
Band 1 = Base NS	(passengers up to an annual volume of...)		16.2	**0%**
Band 2	(passengers between… and...)	16.2	21.5	**-14%**
Band 3		21.5	24.2	**-29%**
Band 4		24.2	25.6	**-43%**
Band 5		25.6	26.9	**-57%**
Band 6	(passengers beyond...)	26.9		**-71%**

(*) marginal reduction in unit tariff per passenger applicable to each marginal volume band
the annual average tariff over the sum of volumes per band (incl.reduction) is applied to all passengers
the average reduction for the year is thus applied identically and proportionally to all operators

➔ trafic growth offers an opportunity for substantial reductions in tariffs per passenger