GETLINK & YOU

LETTER TO SHAREHOLDERS

JULY 2026

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Jacques Gounon
Chairman of the Getlink Board

Dear Shareholders,

Your Group delivered an excellent first half of 2026, with revenue growth of 13%.

This strong performance has led the Board of Directors to raise our EBITDA guidance for 2026 between €835 million and €870 million. In keeping with our longstanding practice, we remain prudent in our outlook, given a geopolitical environment that continues to be unstable and, at times, unpredictable.

In this newsletter, you will find a detailed review of performance across each of our activities.

Eurotunnel has once again demonstrated its market leadership despite the persistent weakness of the UK economy. The arrival of a new UK government may lead to a more favourable economic outlook. It is also worth noting that the Confederation of British Industry is calling for lower energy prices while, at the same time, electricity production in France exceeds domestic demand. An obvious solution would be for the regulators of both countries to finally reach an agreement allowing us to invest in a new electricity interconnector, Eleclink 2, which would bring substantial benefits to consumers.
The operational and commercial excellence of Eleclink enabled the business to generate substantial results and make a very significant contribution to the Group's earnings. Unlike many industries, we do not see artificial intelligence as a threat, as our business is centered around the operation of physical infrastructure.
On the contrary, artificial intelligence is a powerful enabler that helps us significantly enhance our performance and efficiency.

Europorte has also achieved a record first half, with revenue increasing by 12%, supported by a loyal and high-quality customer base.
The ongoing discussions within the French Ministry of Transport on the need to develop rail freight as a sustainable alternative are creating significant opportunities. This vision is also supported by the 4F Alliance, which promotes and advocates for the rail freight sector and is chaired by Raphaël Doutrebente, President of Europorte.

We approach the second half of the year with confidence. Our next challenge will be the implementation of the Entry/Exit System (EES) for passengers entering the European Union. This system is already operational for truck and coach traffic, and we have successfully completed this first phase without any impact on the smooth flow of traffic.

The investments we have made in passenger border-control infrastructure should enable us to complete this final stage with the same level of success, once the stability issues affecting the software provided by the European authorities have been resolved. In this regard, we struggle to understand the excessively alarmist public statements made by certain operators, unless their objective is to secure public subsidies, such as the £20 million reportedly allocated to the Port of Dover's border area.

Finally, the most compelling demonstration of the exceptional capabilities of our Shuttle service was the safe transport of the Bayeux Tapestry through the Channel Tunnel on 10 July.

We are extremely proud to have demonstrated once again that we remain the vital link between Great Britain and France. This will continue to be our guiding principle in the years ahead.

Yours faithfully,

Jacques Gounon

A HISTORIC CROSSING FOR THE BAYEUX TAPESTRY

An extraordinary operation carried out in partnership with Eurotunnel

During the night of 9–10 July, the Bayeux Tapestry crossed the English Channel on board a LeShuttle train, travelling to the United Kingdom to be exhibited at the British Museum whilst the Bayeux Museum undergoes renovation work. More than a straightforward transport operation, this crossing will go down as one of the most exceptional operations ever carried out on our infrastructure.

A unique work of art, nearly a thousand years old, 70 metres long and considered extremely fragile, the Tapestry was the subject of meticulous preparation carried out over several months. In particular, two test convoys were organised to accurately measure vibrations and determine the optimal conditions for transport both on the road and through the Channel Tunnel.

The transfer involved an exceptional operation bringing together the French and British authorities, teams from the British Museum, the French Ministry of Culture and the security services of both countries. Escorted in turn by the Gendarmerie nationale, the French Border Police, Kent Police and London Police forces, the convoy benefited from a level of protection rarely deployed for a cultural transfer.

To ensure the best possible conditions for its preservation, the Tapestry crossed the Channel onboard a specially fitted passenger shuttle. The stability of the journey, the management of fire risks, the speed of the crossing and the ability of the escorts to remain as close as possible to the artwork were decisive factors in the choice of Eurotunnel.

For Getlink and Eurotunnel, taking part in this historic event is a source of great pride. This operation once again demonstrates the capacity of our infrastructure and our teams to rise to exceptional challenges in the service of exchanges between the United Kingdom and continental Europe. The transfer was a success thanks to remarkable mobilisation and exemplary coordination between all stakeholders.

Bayeux Tapestry displayed at the Bayeux Museum

The Tapestry entering LeShuttle carriage

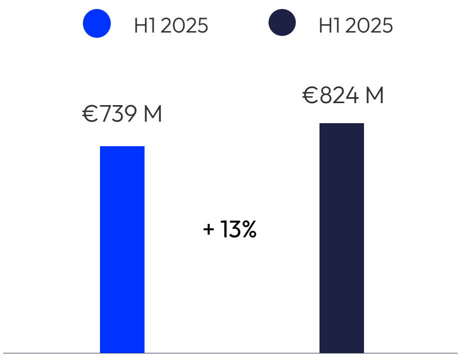
2026 Half-year results

> The strong momentum in the first half of the year illustrates the effectiveness of Getlink's diversified model. Whilst Eurotunnel is demonstrating the solidity of its operations and its ability to enhance its competitiveness, Eleclink is confirming its potential for value creation through its operational and commercial excellence. This combination of strategic infrastructure enables us to continue our developments with confidence in a particularly challenging environment. Our strong[4] outlook for the remainder of the financial year leads us to raise our EBITDA guidance for 2026 to €835-870 million.

Yann Leriche
Getlink Chief Executive Officer

H1 2026 REVENUE

(in million)



TRAFFIC

tranported in H1 2026

587,710 trucks

962,452 passenger vehicles
(car and coach)

GETLINK

€824 MILLION
Revenue (+13% vs H1 2025)[1]

€1,361 MILLION
Cash position[3]

€404 MILLION
EBITDA (+12% vs H1 2025)[2]

€118 MILLION
Net profit (+7% vs H1 2025)

EUROTUNNEL

€574 MILLION
Revenue (+3% vs H1 2025)

€294 MILLION
EBITDA (+0.3% vs H1 2025)

EUROPORTE

€93 MILLION
Revenue (+12% vs H1 2025)

€17 MILLION
EBITDA (+6% vs H1 2025)

ELECLINK

€157 MILLION
Revenue (+71 % vs H1 2025)

€93 MILLION
EBITDA (+ 79% vs H1 2025)

[1] 1 All comparisons with the income statement for the first half of 2025 are made using the average exchange rate for the first half of 2026 of £1 = €1.153.
[2] In this release, "EBITDA" is equivalent to "current EBITDA" as defined in note D.4 of the 2025 consolidated financial statements: it is calculated by adding back depreciation charges to the trading profit.
[3] In this release, "cash" refers to cash, cash equivalents and cash management financial assets.
[4] Based on the scope of consolidation and activity as at February 2026 and an exchange rate of £1 = €1.165, assuming a constant fiscal and regulatory environment. The previous EBITDA target communicated in February was of between €820 million and €860 million.

HIGH-SPEED RAIL: INCREASING SIGNS OF GROWTH

Ambitious expansion plans and increased competition are reshaping the future of cross-Channel rail travel

The cross-Channel high-speed market continues to show tangible signs of growth. Eurostar has confirmed its plans to acquire new trains to support its growth. For its part, Virgin has reached a significant milestone by securing an agreement for access to the UK rail network and the Temple Mills maintenance facilities – an essential condition for the launch of its future cross-Channel service. Trenitalia, meanwhile, has strengthened its plans for a London to continental Europe link through a partnership with the US investment fund Certares. These developments confirm the growing appeal of the high-speed market through the Channel Tunnel and its potential for growth in the medium term.

INVESTING TO ENHANCE THE LESHUTTLE CUSTOMER JOURNEY

Modernising our terminals to deliver a smoother, more comfortable and customer-focused travel experience

Continuously improving the customer experience is a priority for LeShuttle. Several modernisation projects are currently underway at the French and British terminals to offer an ever-smoother, more comfortable and more attractive journey.

At Coquelles, a new reception area dedicated to pets ('Pet Reception') has been opened to simplify formalities and improve the welcome for travellers accompanied by their pets. This new facility responds to our customers' changing expectations and the growing popularity of this type of travel.

In Folkestone, renovation work on the passenger terminal is continuing, whilst several improvements are being made to the security screening and check-in areas. These investments aim to enhance comfort, efficiency and the quality of service throughout the customer journey.

Through these projects, LeShuttle is pursuing a policy of continuous improvement designed to enhance the appeal of its terminals and offer its customers an ever-better experience on both sides of the Channel.

GETLINK CUSTOMS SERVICES CONTINUES ITS EXPANSION IN NORTHERN EUROPE

A new phase of growth with the acquisition of Bongers

Getlink Customs Services has recently finalised the acquisition of Bongers, a Dutch company specialising in customs services and support for international trade flows.

This transaction is part of the continued growth of Getlink Customs Services and further strengthens its presence along a strategically important trade corridor between the United Kingdom and continental Europe. The Netherlands plays a central role in trade with the UK market and serves as a major entry point for many European logistics flows.

Thanks to this complementary expansion, Getlink Customs Services is broadening its geographical footprint and strengthening its proximity to its clients, whilst continuing to grow in its traditional markets.

REVIEW OF THE 2026 ANNUAL GENERAL MEETING

Board of Directors renewals

The Annual General Meeting approved the ratification of the co-option and the renewal of Andrea Mangoni's term as Director for a four-year period.

It also approved the renewal of the terms of office of Jacques Gounon, Elisabetta de Bernardi di Valserra, Brune Poirson and Peter Ricketts as Directors for four years, Corinne Bach for two years, and Bertrand Badré for three years.

In addition, the Board of Directors decided to renew Jacques Gounon's mandate as Chairman for a further two-year term. Yann Leriche was appointed Vice-Chairman of the Board of Directors.

THANK YOU!

Getlink would like to thank all its shareholders for their trust and support at the Annual General Meeting held on 27 May, which was marked by a new all-time participation record, with a quorum of 89.77%

This exceptional level of participation reflects shareholders' strong commitment to the Group, their support for the proposed resolutions, and their endorsement of its strategy. This renewed confidence is a valuable encouragement as we continue to pursue our ambition of creating sustainable long-term value.

A recording of the meeting is available on the Getlink website at via the following link:

Video Replay of the Annual General Meeting*

GETLINK

*** Click on the image to complete the online form and access the replay.**

Half-year performance

To explore the full set of figures, analyses and outlook, please refer to the report available on the dedicated page of the website: **[Half-Year Financial Report]**

Upcoming Dates

22 October 2026
Q3 2026 Revenue