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### 6.3 Rules of the Charging Regime for Passenger Transport

The charging regime comprises 4 separate offers for passenger trains, open to all Railway Undertakings without discrimination, and adapted to different profiles of usage of capacity based on objective criteria, with decreasing degrees of efficiency in utilisation, thus allowing to promote effective use of capacity (2012/34/EU art.26):

- Offer 1 – Reserved Weekly Train: One weekly single crossing by passenger trains in the annual working timetable, on the same days in the same train paths reserved for all weeks in the period of the working timetable (or all remaining weeks if reserved during the timetable period).
- Offer 2: – Reserved Individual Train: One or more single crossings by passenger trains in one or more individual single train paths reserved in the annual working timetable, or reserved in advance during the timetable period.
- Offer 3: – Ad hoc Individual Train: One or more single crossings by passenger trains in one or more individual single train paths unreserved during the working timetable, and planned less than a week in advance following an ad hoc request.
- Offer 4: – Empty Passenger Rolling Stock Movement: One or more single non-commercial crossings by empty passenger trains, unreserved in the annual working timetable, planned no sooner than one week in advance, and operated on stand-by.

This regime is based on a combination of two elements:

- the reservation fee is paid by any RU which has booked a Eurotunnel train path or train paths and varies according to the scheduled time of use (off-peak, intermediate, peak, evening peak or maintenance period) as set out in table 2 below.
- the access fee per passenger is paid by every RU for actual operation of its trains on Eurotunnel's common section.

Management costs will be charged under certain conditions to cover the costs associated with preparing the operational and contractual terms and administration and billing costs.

The toll per passenger mechanism facilitates cross-Channel market entry for new services, as it allows for toll reductions during the build-up in passenger traffic. However it should be noted that traffic development is a criterion for path allocation: the access fee is subject to the requirement to ensure traffic in the best commercial and economic conditions, and to ensure the efficiency of the network; operators to whom train paths are allocated commit to a rational utilisation of capacity.

The charging scales applicable to passenger trains are provided in **Annexe 4**.

**Table 2: Daily Allocation of 2020 Capacities for passenger trains**

Period	Start Time*	End Time*
Off-peak (**)	23 :00	07 :00
Peak (morning***)	07 :00	11 :00
Intermediate	11 :00	17 :00
Peak (evening***)	17 :00	23 :00
Maintenance (****)	23 :00	07 :00

(\*) Railway operation on the Eurotunnel Concession operates at CET time (Central European Time), which is also the reference time in France, Belgium, Germany, etc.

(\*\*) Nights of Monday (evening) to Friday (evening)

(\*\*\*) Except for Saturday evening and Sunday morning, included in the Intermediate period

(\*\*\*\*) Recurring maintenance periods are henceforth limited to Saturday and Sunday nights. In addition Eurotunnel also organises one-off specific engineering works campaigns extending to Friday nights (ie. over three nights) over a few weeks per year, as well as heavy maintenance works during periods when traffic is very light (generally being a few nights in the year such as 31st December), without affecting however pricing over these periods.



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### 6.4 Invoicing, Declaration and Verification

The RU must introduce a suitable system to record the traffic units (number of passengers or trains and tonnes of freight) actually transported through the Channel Fixed Link. The RU will provide Eurotunnel, by the 1st working day in the month, with a monthly declaration certifying the traffic units carried on each train movement in the previous calendar month (with an annual adjustment in the first quarter of the following year, allowing to take into account any corrections, such as differences resulting from temporary, incomplete or estimated data employed at month-end). The recording procedures, information contained in the declaration, and the verification and audit requirements are described in the access terms and conditions.

This information is destined to be used for billing purposes in the case of passenger trains and freight trains and for updating the charging regime. It will also be used for declarations and statistics for the national or European authorities. Eurotunnel will keep the detailed information it receives from the RU strictly confidential in accordance with the confidentiality clause in the access terms and conditions.

Payment terms are set out in **Annexes 3 and 4**.

### 6.5 Discounts

#### 6.5.1 Specific Discounts

As provided for by EC directives (2012/34/EU article 33.3<sup>27</sup>), Eurotunnel may at its own discretion decide to introduce a discount scheme available to all Railway Undertakings, granting time-limited discounts to encourage the development of new rail services. Eurotunnel may carry out controls to ensure that the discount applies to new services and capacities, and will make sure that access to discounts is non-discriminatory, and similar discounts apply to similar services.

Wherever Eurotunnel decides to introduce a specific discount scheme, it will publish its conditions and criteria transparently alongside the Fixed Link Usage Annual Statement. Any specific discounts will apply in parallel to the Annual Statement, without any modification of the tariff grids, so as to maintain transparency and traceability in the application of charges. The administration of any such discount scheme will be carried out by the Railway Network Director, with the specific duty of ensuring its fairness, non-discrimination and independence from any Railway Undertaking, and to be capable of demonstrating the objective application of published conditions and criteria.

Eurotunnel published (after consultation) in 2013 the conditions for ETICA-Freight (Eurotunnel Incentive for Capacity Additions), a system of incentives for the development of new rail freight services. The detailed ETICA-Freight terms & conditions are available on the Eurotunnel railway network webpage<sup>28</sup>. Following the success met by the initial launch of ETICA in 2013, Eurotunnel extended in 2014 the opening period for applications to the ETICA scheme until 2018, and extended its criteria of eligibility to a broadened range of rail freight service categories. In order to cement the traffic relaunch initiated in 2016, Eurotunnel decided in 2018 to extend its ETICA-Freight programme until 2023.

In 2018, Eurotunnel published the ETICA-Pax incentive scheme aimed at rewarding efforts and reducing costs of development of new rail passenger services, to assist route start-ups. The detailed ETICA-Pax General Conditions applicable for services launched until 2020 are available on the Eurotunnel railway network webpage.

#### 6.5.2 General Discounts

In accordance with the provisions of the directives<sup>29</sup>, Eurotunnel may decide to introduce schemes granting discounts encouraging the optimal management of the infrastructure. In this event, Eurotunnel will integrate such general discounts directly within the Fixed Link Usage Annual Statement charging scales.

The initiative for freight 2014 described in paragraph 6.1.2 above comprises a reduction in access charges for night-time periods for regular rail freight traffic, within the established framework of General Discounts, and which is directly reflected in the charging scales of Annexe 3. It is hereby reminded wherever required that the “full fare” tariff is the reference tariff of Eurotunnel’s charging scales, and that the reduced rail freight charging proposed for night-time hours is thus fully compliant with the provisions of applicable regulations.

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<sup>27</sup> Article 33.3 Infrastructure managers may introduce schemes available to all users of the infrastructure, for specified traffic flows, granting time limited discounts to encourage the development of new rail services, or discounts encouraging the use of considerably underutilised lines.

<sup>28</sup> ETICA General Conditions available on [www.getlinkgroup.com/uk/group/Eurotunnel-Railway-Network](http://www.getlinkgroup.com/uk/group/Eurotunnel-Railway-Network)

<sup>29</sup> Directive 2012/34/EU (art. 26, art. 32.3, art. 33.3)

## 7 PERFORMANCE REGIME

### 7.1 Performance Monitoring & Improvement Process

Eurotunnel operates a performance monitoring and improvement process comprising weekly (or more frequent) conference calls with Railway Undertakings and quarterly interface meetings involving international train operators & adjacent infrastructure managers in a performance working group<sup>30</sup>.

The performance monitoring process consists of the analysis of information from the operational systems of the Concessionaire and exchanges with Railway Undertakings, in order to produce the measurement of delays and reporting of delay causes (in accordance with 2012/34/UE art.35.2 & Annexe VI par.2.b/c/d). Delays are classified and reported under time brackets of <3 minutes, <5 minutes, <10 minutes and >15 minutes (the latter of which are further detailed under the brackets of >30 minutes, >60 minutes and >120 minutes, and followed up individually by incident). The performance monitoring also covers the analysis of trains presented late on arrival from the interfaces with adjacent networks.

Performance monitoring reports are utilised by the performance improvement process which focuses on the analysis and follow up of operational incidents and performance improvement measures (as per 2014/34 art.35.1). Each participant in the performance process is required to account for the operational incidents caused by its services which may have resulted in delays to other services. As part of the incident review process (or “REX” for “Retour d’Expérience”), events of major incidents, but also any incidents with an impact on Channel Fixed Link operations safety, or repetitive faults by one type of equipment, may lead to a requirement for specific performance improvement plans, aiming to eradicate the fault or reduce its probability and/or its impact. This may comprise reliability enhancement plans or modification programmes by a Railway Undertaking for a specific vehicle or a family of components, or lead to a temporary ban from Channel Fixed Link operations for identified equipment until correction of the fault, and likewise for Eurotunnel, or possibly even an investment project to enhance the reliability or resilience of the Channel Fixed Link.

Eurotunnel publishes an annual summary<sup>31</sup> of its performance regime (cf. 2012/34 A.VI par.2.h).

### 7.2 Penalties for Performance Incidents comprised within the Charging Regime

The Channel Fixed Link’s charging regime provides strong and balanced economic signals for the Concessionaire and Railway Undertakings to minimise disruption to the railway network:

Where a Railway Undertaking operating a rail freight train or a passenger train experiences a technical fault or operational incident leading to a stoppage in the Channel Fixed Link exceeding 15 minutes, the operational rules of the RCC may trigger the dispatching of a rescue train to extract the broken down train from the main lines of the Channel Fixed Link. In this event, the Railway Undertaking will be liable for the additional charges specified in paragraph E of Annexe 3 (freight trains) or Annexe 4 (passenger trains).

Where Eurotunnel is responsible for disruption to circulations in the Fixed Link, Eurotunnel will forfeit the IRC portion of reservation charges for the trains cancelled as a direct result and in the immediate aftermath of the incident it has caused. The reciprocal waiver of recourse applying between Eurotunnel and Railway Undertakings using the Channel Fixed Link (see paragraph 2.7.1) will result in neither the Railway Undertakings nor Eurotunnel being liable for each other’s consequential loss of revenue following events of performance disruption (NB: in this respect Eurotunnel notes that rail freight operators are particularly sensitive to the risk of financial penalties, and support this approach).

## 8 ADDITIONAL INFORMATION

Please contact Eurotunnel’s Railway Network Director.

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<sup>30</sup> Without prejudice to appeal procedures, in case of disagreement at operational level on delay cause attributions or delay durations, participants in operational interfaces & performance working group processes may submit their differences to the dispute resolution process as described in par.4.3.3, applied to delay reporting matters in place of capacity allocation disputes (as per 2012/34 Annexe VI par.2.g)

<sup>31</sup> Annual performance regime summary available at [www.getlinkgroup.com/uk/group/Eurotunnel-railway-network](http://www.getlinkgroup.com/uk/group/Eurotunnel-railway-network)

## ANNEXE 1

### OPERATING RULES

#### 1 Operating Rules Documentation

The documents containing operating rules applicable to Railway Undertakings are called "interface documents" and are divided into 3 categories:

Safety Arrangements. Eurotunnel, in collaboration with railway undertakings, has established a suite of operating rules as required by Chapter IV of the TSI OPE. These documents contain compulsory rules on all parties:

- Volume C1: Rules applicable by the Infrastructure Manager (INFR 0500)
- Volume C2: Rules applicable to Railway Undertakings (INFR 0501)
- Volume C2 – Annexe 1: Special Rules applicable to Passenger Trains (INFR 0510)
- Volume C2 – Annexe 2: Special Rules applicable to Freight trains (INFR 0511)
- Volume E: Internal Operations Plan (ORE 2000)
- Volume F: Carriage of dangerous goods (SAFD 0075)

Operating and Interface Principles. These documents develop the themes already covered in the Safety Arrangements, defining the resulting requirements which apply to RUs, and set out a framework for the production of compulsory rules for use by Railway Undertakings:

- Train Movements (INFR 0016)
- Management of a fire on board a train or in the tunnel – Passenger evacuation (INFR 0019)
- Traffic Safety Advice (RWAY 2001)
- Dangerous Goods Principles (SAFD 0076)
- Leaflet of Forms of Procedures (ORCC 3084)
- Glossary of terms and abbreviations used in Safety Arrangements (SAFD 0070)

The Operating Temporary Instructions (OTIs) and Operating Urgent Instructions (OUIs) applicable by RUs. These documents set out rules that are to be applied temporarily and/or urgently, and only in a particular situation: emergencies, temporary requirements, special technical requirements...

The documents listed above are written in English and French and maintained up-to-date by Eurotunnel, who distributes systematically the applicable versions to the documentation correspondents designated by Railway Undertakings operating Channel Fixed Link services or upon demand to Railway Undertakings preparing their applications for access to the Eurotunnel Railway Network, in order to ensure that RUs are at all times in possession of the valid versions of all documents applicable to them.

#### 2 Provisions relating to Rolling Stock

Railway Undertakings must ensure that the rolling stock used is compatible with the Channel Fixed Link and has been authorised by the IGC. **Annexe 2** gives a summary of the specifications required for units used to compose freight or passenger trains. The details of the specifications are available within the applicable TSIs (available from OJUE), and in the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup> (available on the IGC's website). As the Fixed Link comprises specific voltage regulation equipment for the catenary system, it is advised to contact Eurotunnel for further information on the detailed requirements linked to this specificity.

Rolling stock must be maintained in accordance with good railway practice. In particular Eurotunnel recommends careful attention to the stable temperature conditions prevailing in the running tunnels throughout the year, which may lead during winter periods to condensation phenomena and cause disruption to rolling stock in the event of inadequate maintenance or protection against snow infiltrations. In the event of recurring or systemic incidents, and in order to ensure safety and regularity of operations in the Channel Fixed Link, the equipment concerned may be the subject of appropriate operating restrictions or specific verifications by Eurotunnel as part of the incident review process (or "Retour d'Experience").

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<sup>32</sup> see "Reference document for cross-acceptance: requirements for the Channel Tunnel" on [www.channeltunneligc.co.uk/regulations-and-guidance](http://www.channeltunneligc.co.uk/regulations-and-guidance)

### 3 Provisions relating to Railway Undertaking Personnel

#### Competency of RU personnel

The Channel Fixed Link Concessionaire aspires to the highest safety level possible. To deliver this objective, the RU must cooperate fully with ET and ensure in particular that its personnel are regularly and comprehensively trained to the specifics of the installations.

For all rolling stock destined for circulation through the Channel Fixed Link, in every possible configuration, the arrangements for crew, including their number, organisation, training and safety procedure attributions in order to cover the range of risks determined by the risk assessment carried out by the RU, will have to lead to a safety level globally at least equivalent, and to be described in their Part B certificate application.

The requirements for vocational skills of crew are set in chapter 4.6 of the revised OPE and SRT TSIs. The Railway Undertakings and the Concessionaire are bound by a duty of good cooperation on all matters related to safety management systems. In particular, all procedures for managing emergency situations in the Channel Fixed Link and corresponding training courses will be prepared by Railway Undertakings in collaboration with Eurotunnel.

Each RU crew member receives, in addition to documents certifying their competency for the performance of their duties, a specific "Channel Tunnel Certification". This Certification will certify their competency for the utilisation and operation of equipment, procedures and operating conditions specific to the Fixed Link.

Training courses required for the delivery of the Channel Fixed Link Certification are prepared and delivered by the Railway Undertaking, which presents the contents of its training to Eurotunnel for any comments. Such training may also be provided by Eurotunnel, as an additional service.

Each crew member must regularly take part in exercises of knowledge maintenance and application of safety operating instructions specific to the Concession.

In addition, the competency for train driver duties on the Concession requires specific training regarding knowledge of Eurotunnel's infrastructure.

#### Official languages

English and French are the languages used for operation of the Channel Fixed Link system. The two languages have equal status and are both valid. RCC Controllers are bilingual, allowing them to communicate with all RU personnel in English or in French.

Railway Undertaking on board personnel must be able to convey and understand the standard messages of operating documentation in at least one of the two languages. It is, however, desirable that these personnel are able to communicate effectively in both languages.

#### Breaches of rules by personnel on duty

Breaches of rules by RU personnel on duty on board trains (crew member not complying with, or displaying behaviour suggesting that they do not comply with, Eurotunnel operating rules and directions) will be dealt with by the Railway Undertaking concerned under its own or other appropriate disciplinary procedures.

### 4 Establishment of evacuation procedures for trains

Railway Undertakings operating new rolling stock will have to insure that evacuation procedures, as described in their Safety Management System, lead to a level of safety for evacuated persons at least as high as for existing approved rolling stock. To this effect, a GAME safety demonstration (globally at least equivalent) will need to be carried out as part of its application to the IGC for safety certification. This demonstration will need to take into account the configuration and capacity of rolling stock as well as the arrangements for crew (their number, organisation, training). These elements will have to be included in the risk assessment carried out by the Railway Undertaking. New rolling stock will also need to be assessed under the common safety method for risk assessment.

For the safety demonstration, Railway Undertakings will have to use efficient tools for modelling evacuation efficiency (studies and/or software tools). The evacuation studies and models realised will have to demonstrate the preservation or improvement of the safety level for all reasonably anticipated incident scenarios and configurations.

The effectiveness of the evacuation management strategy will have to be demonstrated, taking into account:

- on the one hand, Channel Fixed Link safety management procedures (ventilation, etc.),
- on the other hand, configuration features of the trains to be protected, availability and competency of onboard staff.

In particular, the operation of the ventilation system, managed from the Control Centre, is an important criterion to be taken into account in respect of the effectiveness of evacuation procedures.

In crisis situations, the "Poste de Commandement Opérationnel" (PCO in France) or the Incident Control Centre (ICC in UK) is activated and the organisation of rescue operations is managed under the direction of the public authorities.

Such evacuation procedures will need to be developed in collaboration with, and with the agreement of Eurotunnel who intervenes directly with Railway Undertakings in the management of these situations.

**ANNEXE 2**

**TECHNICAL SPECIFICATIONS CONCERNING THE ROLLING STOCK**

Reminder: The granting of access rights will in all cases be conditional upon the prior submission by the Railway Undertaking to the IGC of a safety certification dossier detailing the technical and organisational arrangements demonstrating their ability to ensure the level of safety required for the protection of people and property. A manufacturer may also submit to the IGC a request for rolling stock authorisation. This Annexe is therefore only a set of minimum technical requirements. In no way does it prejudice acceptance of the dossier by the bodies concerned.

Revisions: The present Annexe may be revised as necessary during the period of the working timetable in order to take into account any evolutions in safety specifications applying to rolling stock destined for Channel Fixed Link operations.

**1 FREIGHT TRAINS**

**1.1 Locomotives**

The locomotives (or distributed power rakes) accepted have to be compliant with the Technical Specifications for Interoperability (or hold a valid specific authorisation for Channel Fixed Link operation) and possess the equipment and performance required for Channel Fixed Link operation, as detailed in the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup> available from the ERA, comprising in particular the following characteristics:

**1.1.1 Cab signalling**

The leading cab of all trains using the Channel Fixed Link must be equipped with a cab signalling equipment system compatible with the signalling system TVM 430 with CFL setup.

This equipment must be completed with an Automatic Train Protection (ATP) system of speed control compatible with Channel Fixed Link systems.

**1.1.2 Train Communication**

All trains using the Channel Fixed Link must be equipped with a fixed cab radio (track-to-train radio) using GSM-R technology.

Trains must also be equipped with a mobile handset (known as "Concession Radio") using GSM-R technology, as well as a public mobile phone handset (as backup for any failure of the GSM-R equipment).

**1.1.3 Fire Protection**

Locomotives must comply with the Technical Specifications for Interoperability. In particular, pursuant to TSI SRT 4.4.6(a)(3), freight locomotives need to have running capability equivalent to that of category B passenger rolling stock in the event of fire.

**1.1.4 Protection against winter conditions**

Eurotunnel recommends careful attention to the fact that traction equipment must be provided with adequate safeguards to ensure continued performance in winter conditions. In particular, it must be protected against the ingress of snow and against condensation phenomena (NB: this reminder does not constitute a supplementary requirement in addition to TSIs.)

**1.1.5 Batteries**

In compliance with the SRT TSI, battery life duration in use needs to be at least 90-minutes. In the event of failure of the locomotive's battery charger, the locomotive must be able to operate at full performance for at least 30 minutes.

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### 1.1.6 Rescue

Coupling systems in compliance with the requirements of TSI Loc&Pas allow rescue of an immobilised train by Eurotunnel rescue units or by another locomotive of the same type.

The locomotive will be equipped with lifting points, in compliance with the Loc&Pas TSI.

### 1.1.7 Traction Performance

Traction performance in normal and degraded modes must be compliant with the Technical Specifications for Interoperability.

### 1.1.8 Braking

With all braking systems operational, a freight train (MA100/ME100/ME120) proceeding to emergency braking must be able to respect, on dry rails, a stopping distance of (respectively) 1040m/900m/1070m without triggering operation of the anti-slippage device.

In case of loss of braking power, during prolonged stoppage periods, a “parking brake” must guarantee the immobilisation of the train on gradients of 11‰ and under adverse wind conditions of 70m/s in the running tunnels (aerodynamic piston effect) and 45m/s on the terminals.

## 1.2 Freight Wagons

Wagons have to be compliant with the Technical Specifications for Interoperability (or hold a valid specific authorisation for Channel Fixed Link operation), and comply with the specific requirements for operation in the Channel Fixed Link detailed in the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup> available from the IGC.

The specific requirements for operation in the Channel Fixed Link comprise in particular the characteristics of resistance to lateral forces (pressure peaks at piston relief ducts)<sup>33</sup>. Railway Undertakings must also ensure the integrity of wagons to prevent the dispersal of dusty loads in the running tunnels, fire resistance of materials and compatibility with the hot axle-box detectors.

All main types of wagon are permitted in the Channel Fixed Link, and notably the following:

- hopper wagons;
- covered wagons;
- wagons with sliding doors;
- intermodal wagons for containers / swap bodies / refrigerated containers (reefers);
- wagons for transporting cars;
- wagons with mechanical hoods;
- flat wagons;
- tank wagons.

Eurotunnel recommends that new wagons should be designed for a speed of 120 km/h (or greater) in loaded conditions.

(NB: Channel Fixed Link gauge and loading capabilities are specified in paragraph 3 of the NS).

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<sup>33</sup> NB: the UK gauge restrictions and CT marking featuring in UIC leaflet 503 are not requirements for operation in the Channel Fixed Link.

## 2 PASSENGER TRAINS

The authorisation of new passenger trains in the Channel Fixed Link is conditional upon compliance with the Technical Specifications for Interoperability (TSI) for Rolling Stock (TSI relating to the “rolling stock – locomotives and passenger rolling stock” sub-system of the rail system in the EU, or TSI Loc&Pas) and Tunnels (TSI on “safety in railway tunnels” of the rail system in the EU, or TSI SRT) and with relevant notified national technical rules (or for equipment predating the TSIs, holding a valid specific authorisation from the IGC for Channel Fixed Link operation).

The specific requirements for operation in the Channel Fixed Link are detailed in the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup> available from the ERA, including in particular the characteristics described below.

### 2.1 Driving Positions

Passenger trains must comprise driving positions located at each end of the train, equipped with the complete set of systems allowing safe driving of the train (signalling/ traction/ braking/ communication).

### 2.2 Cab signalling

Cabs of all trains using the Channel Fixed Link must be equipped at both ends of the train with a cab signalling equipment system compatible with the signalling system TVM 430 with CFL setup.

This equipment must be completed with an Automatic Train Protection (ATP) system of speed control compatible with Channel Fixed Link systems.

### 2.3 Train Communication

All trains using the Channel Fixed Link must be equipped with a fixed cab radio (track-to-train radio) using GSM-R technology.

Trains must also be equipped with a mobile handset (known as “Concession Radio”) using GSM-R technology.

### 2.4 Internal train communications

An internal train communication system, efficient and compliant with the Technical Specifications for Interoperability is required. The assessment of the efficiency of the communication system will be carried out taking into account the organisation proposed for train crew (number, positions and duties).

(NB: in addition, the GSM-P public telecommunications system installed in the Channel Fixed Link (Running Tunnels South & North) allows an enhancement of contacts with travellers).

### 2.5 Access doors and step

The opening & locking of train access doors will be operated in accordance with the TSI Loc&Pas.

The step must be suitable to the Channel Fixed Link environment so as to allow the evacuation of all passengers within a short time (see Annexe 1, point 4 regarding evacuation procedures).

### 2.6 Rescue of a train immobilised in the Tunnel

Coupling systems in compliance with the requirements of TSI Loc&Pas allow rescue of an immobilised train by Eurotunnel rescue units or by another passenger train of the same type.



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### 2.7 Traction performance

Traction performance in normal and degraded modes must be compliant with the Technical Specifications for Interoperability.

As specified in the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup>, the electric traction equipment must be compatible (including its power) with Eurotunnel's 25 kV 50Hz a.c. supply. The pantograph must be TSI-compliant and compatible with the geometry of Eurotunnel's catenary, particularly its height, within and outside the tunnels.

The minimum traction performances required should allow the train to use a "standard Channel Fixed Link train path" (140 km/h) in normal mode.

### 2.8 Braking

With all braking systems operational, a normally laden train running at 160 km/h proceeding to an emergency braking must be able to respect a stopping distance of 900m on dry rail without activating the wheel slide protection.

In case of loss of braking power, during prolonged stoppage periods, a "parking brake" must guarantee the immobilisation of the train on gradients of 11‰ and under adverse wind conditions of 70m/s in the running tunnels (aerodynamic piston effect) and 45m/s on the terminals.

### 2.9 Preventive measures against fire

Passenger Rolling Stock intended for use in the Channel Fixed Link shall be of category B as defined in the Loc&Pas TSI. The materials used to fit out the interior of the vehicles must comply with the fire/smoke standards specified in the Loc&Pas TSI, without mixing different sets of standards. A smoke penetration protection system should be provided (shutting ventilation intakes, smoke tightness of the trains' external doors, proofing against all potential sources of smoke penetration from the outside).

For protection against fire of persons on board trains, rolling stock shall fully comply with the provisions of the Loc&Pas TSI (point 7.3.2.21 – specific case for CT, 4.2.10.4.4 – running capability, and 4.2.10.3.4 – measures for control & confinement of fires) as well as the Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup> (point 10.2 – fire protection measures) including the notified national rule.

### 2.10 Persons with Reduced Mobility

Trains must carry on board a sufficient number of wheelchairs adapted to the dimensions of running tunnels evacuation itineraries, so as to allow the transit towards the service tunnel of people requiring their use (see Channel Tunnel National Reference Document for Cross-Acceptance<sup>32</sup>).

### 2.11 Protection against winter conditions

Eurotunnel recommends careful attention to the fact that traction equipment must be provided with adequate safeguards to ensure continued performance in winter conditions. In particular, it must be protected against the ingress of snow and against condensation phenomena (NB: this reminder does not constitute a supplementary requirement in addition to TSIs).

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### Charging scales 2020 for Freight Trains

#### **ANNEXE 3 - CHARGING SCALES FOR FREIGHT TRAINS**

**A.** The charging regime comprises 4 parts corresponding to 4 separate offers for freight trains:

**Offer 1:** Reserved Weekly Train: One weekly (or daily) single crossing in the annual working timetable, in the same days on the same train paths reserved for all weeks in the period of working timetable (or all remaining weeks if reserved during the working timetable), on the same service (origin/destination).

**Offer 2:** Reserved Individual Train: One or more single crossings on one or more individual single train paths reserved in the annual working timetable, or reserved during the working timetable.

**Offer 3:** Unreserved Additional Train: One or more single crossings unreserved in the annual working timetable, and without 24h advance planning at the latest, or planned less than a week in advance following an ad hoc request.

**Offer 4:** Light Engine Movement: One or more single crossings by locomotives without wagons unreserved in the annual working timetable, planned no sooner than one week in advance, and operated on stand-by.

**B.** Details of the charges are given in the following pages. Administration costs will be charged under offers 2, 3 and 4 for requests for non-standard paths (special paths at lower speeds, or with special operating requirements, etc.) to cover the requirements for planning, safety or technical studies, and additional operational and management resources.

**C.** The "peak", "off-peak", "intermediate" and "maintenance" periods referred to in the offers are defined as follows:

- Off-peak periods: 22:00 -> 07:00 on nights of Monday (evening) to Friday (evening) & outside Maintenance periods
- Intermediate periods: 11:00 -> 17:00 (all times are CET - Central European Time)
- Peak periods: 07:00 -> 11:00 and 17:00 -> 22:00
- Maintenance periods: 23:00 -> 07:00 on nights of Saturday (evening) and Sunday (evening)

In the case of trains running late or early compared with their reserved time period, the charge for the reserved train path will apply up to a limit of 10% of the annual movements of this train (excluding delays caused by external IMs). Beyond this threshold, the charges of Offer 3 will apply.

**D.** Payment terms are as follows:

- Reservation fees are chargeable upon conclusion of the reservation contract between the Railway Undertaking and Eurotunnel. They are payable at the start of the month following the date(s) scheduled for the train's crossing (5th working day after invoice date).
- Access fees are chargeable upon the running of the train(s) and are payable at the start of the month following the train(s) running date (5th working day after invoice date).
- Administration costs, where applicable, are chargeable upon conclusion of the reservation contract (or ad-hoc request) and payable at the start of the month following its conclusion (5th working day after invoice date).
- Payment delays will give rise to late payment interest charges (IBOR+3%) applied from the invoice date.

**E.** In the event of technical breakdown of a freight train in the Channel Fixed Link involving a stationary period exceeding 15 minutes, the access fee is supplemented by the charge for a 100km/h Offer 3 path for the charging period of departure of the train involved. This charge is reduced by 20% if the train operator organises its own shunting service within the timeframe afforded by the RCC for the train's rescue. Eurotunnel may objectively justify to renounce to apply the balance (80%) of this charge if the operator presents an effective reliability enhancement plan for the defective traction unit, preventing the future recurrence of the failure involved (and taking into account the previous breakdown history of this equipment).

**F.** Prices are quoted exclusive of VAT and TVA (each applicable on 50% of the taxable basis in EUR and GBP) and any other taxes which may be due and payable under applicable taxation regulations. Charges are shown in pounds and euros and invoiced separately in each currency.

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Charging scales 2020 for Freight Trains

**Offer 1**

Reserved Weekly Train: One weekly (or daily) single crossing in the annual working timetable, in the same days on the same train paths reserved for all weeks in the period of the working timetable (or all remaining weeks if reserved during the working timetable), on the same service (origin/destination).

This tariff offer is the base tariff relevant for the vast majority of rail freight services, which are planned regular services organised in advance, either during the annual timetable process or during the year.

The access charge comprises a reservation fee per train one way and an access fee per train one way, without administration costs, corresponding to a weekly one way train path which is fixed for every remaining week of the year. Should a traffic flow cease during the year, the reservation can be cancelled subject to giving 30 days' notice and the reservation fees will no longer be payable after the notice period.

**Administration charge:** 0 euros per contract (this charge is not applied in the event of a simple request for pre-established paths, which is indeed the case for reserved weekly paths).

**Prices per train one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Train @120 km/h & 140km/h	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 52 trains o/w pa)
off-peak period	120 km/h or 140 km/h	151.88 € + £ 101.25	1,366.88 € + £ 911.25	<b>2,734 € /train</b>
intermediate period	120 km/h or 140 km/h	225.00 € + £ 150.00	2,025.00 € + £ 1,350.00	<b>4,050 € /train</b>
peak period	120 km/h or 140 km/h	247.50 € + £ 165.00	2,227.50 € + £ 1,485.00	<b>4,455 € /train</b>
Train @ 100 km/h	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 52 trains o/w pa)
off-peak period	100 km/h	168.75 € + £ 112.50	1,518.75 € + £ 1,012.50	<b>3,038 € /train</b>
Maintenance periods	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 52 trains o/w pa)
All trains @ 100 km/h	100 km/h	225.00 € + £ 150.00	2,025.00 € + £ 1,350.00	<b>4,050 € /train</b>

(2020 prices)

(2020 prices)

(2020 prices)

FIXED LINK USAGE ANNUAL STATEMENT

Charging scales 2020 for Freight Trains

**Offer 2**

Reserved Individual Train: One or more single crossings in one or more individual train paths reserved in the annual working timetable, or reserved during the working timetable.

This tariff offer is relevant and useful for the needs of organising one-off services such as rolling stock deliveries, special shipments, etc. with a non-recurrent requirement for train paths, and thus allowing to save weekly reservation fees under offer 1.

The access charge comprises administration costs per contract (the contract may include one or more crossings or train paths in the Fixed Link), a reservation fee per train one way and an access fee per train one way.

**Administration charge**: 7500 euros per contract (this charge applies to requests for special paths outside the pre-established catalogue, or with special operating requirements - it is not applied in the event of a simple request for pre-established paths, within the limit of one order per month).

**Prices per train one way**: Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Train @120 km/h & 140km/h	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 1 tr/RF)
off-peak period	120 km/h or 140 km/h	214.65 € + £ 143.10	1,931.85 € + £ 1,287.90	<b>3,864 € /train</b>
intermediate period	120 km/h or 140 km/h	238.50 € + £ 159.00	2,146.50 € + £ 1,431.00	<b>4,293 € /train</b>
peak period	120 km/h or 140 km/h	262.35 € + £ 174.90	2,361.15 € + £ 1,574.10	<b>4,722 € /train</b>
Train @ 100 km/h	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 1 tr/RF)
off-peak period	100 km/h	238.50 € + £ 159.00	2,146.50 € + £ 1,431.00	<b>4,293 € /train</b>
Maintenance periods	Operating speed	Reservation fee per train o/w	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ RF+AF /train o/w (based 1 tr/RF)
All trains @ 100 km/h	100 km/h	357.75 € + £ 238.50	3,219.75 € + £ 2,146.50	<b>6,440 € /train</b>

(2020 prices)

(2020 prices)

(2020 prices)

FIXED LINK USAGE ANNUAL STATEMENT

Charging scales 2020 for Freight Trains

**Offer 3**

Unreserved Additional Train: One or more single crossings unreserved in the annual working timetable, and without 24h advance planning at the latest, or planned less than a week in advance following an ad hoc request.

This tariff offer is useful for the needs of organising at very short notice one-off services with planning difficulties, requiring urgent adaptations to the transport plan and additional follow up compared with reserved circulations, while saving additional reservation fees under offers 1 or 2.

The access charge comprises administration costs for each contract (the request may include one or more crossings or train paths in the Fixed Link) and an access fee per train one way. This price applies in particular to Offer 1 and 2 trains running later or earlier than their reserved time period beyond a threshold of 10% of the annual movements of these trains, and this tolerance threshold is assessed annually for each nature of service, in order to allow this to benefit equally all Railway Undertakings (NB: reinsertion train paths for daytime 100km/h trains [shown on grey background] are exclusively produced in real time for traffic regulation purposes only and cannot be reserved).

**Administration charge:** 7500 euros per contract (this charge applies to requests for special paths outside the pre-established catalogue, or with special operating requirements - it is not applied in the event of a simple request for pre-established paths, within the limit of one order per month).

**Prices per train one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Train @120 km/h & 140km/h	Operating speed	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ AF /train o/w
off-peak period	120 km/h or 140 km/h	2,227.50 € + £ 1,485.00	<b>4,010 € /train</b>
intermediate period	120 km/h or 140 km/h	2,475.00 € + £ 1,650.00	<b>4,455 € /train</b>
peak period	120 km/h or 140 km/h	2,722.50 € + £ 1,815.00	<b>4,901 € /train</b>

Train @ 100 km/h	Operating speed	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ AF /train o/w
off-peak period	100 km/h	2,475.00 € + £ 1,650.00	<b>4,455 € /train</b>
intermediate period	<del>100 km/h</del>	3,712.50 € + £ 2,475.00	<b>6,683 € /train</b>
peak period	<del>100 km/h</del>	4,950.00 € + £ 3,300.00	<b>8,910 € /train</b>

Maintenance periods	Operating speed	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ AF /train o/w
All trains @ 100 km/h	100 km/h	3,712.50 € + £ 2,475.00	<b>6,683 € /train</b>

(2020 prices)

(2020 prices)

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### Charging scales 2020 for Freight Trains

#### **Offer 4**

**Light Engine Movement:** One or more single crossings by locomotives without wagons unreserved in the annual working timetable, planned no sooner than one week in advance, and operated on stand-by.

This tariff offer is relevant and useful for the needs of organising non-commercial circulations, offering an economical and efficient solution for this type of service compared with offers 1, 2 et 3, subject to operational optimisation efforts (no leftover convoys available for departure).

This access charge for single crossings meets operational requirements for transferring cross-Channel locomotives without wagons between the UK and France. This Offer requires a train path to be planned on a short term basis (not more than one week prior to the day of running) and operated on a stand-by basis (with lowest priority compared to all commercial trains). The access charge comprises administration costs for each contract (the request may include one or more crossings or train paths in the Fixed Link) and an access fee per train one way.

The contract may be combined with the contracts for Offers 1, 2 or 3 (for which traction was performed by the same Railway Undertaking) so as to make a single contract. In this case, Offer 4 train movements are only charged the access fees set out below beyond the threshold of 40% of annual train circulations under these contracts, these access fees being included in the access fees charged under the Offer 1, 2 and 3 contracts below that threshold (NB: the threshold level is designed to be reduced year on year).

**Administration charge:** 7500 euros per contract (this charge applies to requests for special paths outside the pre-established catalogue, or with special operating requirements - it is not applied in the event of a simple request for pre-established paths, within the limit of one order per month).

**Prices per train one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Outside maintenance periods	Operating speed	Access fee per train o/w	
All trains @120km/h or 140km/h	120 km/h or 140 km/h	1,125.00 € + £ 750.00	<div style="background-color: #0056b3; color: white; padding: 2px;">Equivalent price combined Euros £1 1.20€ AF /train o/w</div> <div style="background-color: #0056b3; color: white; padding: 2px; font-weight: bold;">2,025 € /train</div>
(2020 prices)			
Maintenance periods	Operating speed	Access fee per train o/w	
All trains @ 100 km/h	100 km/h	2,250.00 € + £ 1,500.00	<div style="background-color: #0056b3; color: white; padding: 2px;">Equivalent price combined Euros £1 1.20€ AF /train o/w</div> <div style="background-color: #0056b3; color: white; padding: 2px; font-weight: bold;">4,050 € /train</div>
(2020 prices)			

**ANNEXE 4 - CHARGING SCALES FOR PASSENGER TRAINS**

**A.** The charging regime comprises 4 parts corresponding to 4 separate offers for passenger trains:

- Offer 1:** Reserved Weekly Train: One weekly single crossing by passenger trains in the annual working timetable, on the same days in the same train paths reserved for all weeks in the period of the working timetable (or all remaining weeks if reserved during the timetable period)
- Offer 2:** Reserved Individual Train: One or more single crossings by passenger trains in one or more individual single train paths reserved in the annual working timetable, or reserved in advance during the timetable period.
- Offer 3:** Ad hoc Individual Train: One or more single crossings by passenger trains in one or more individual single train paths unreserved during the working timetable, and planned less than a week in advance following an ad hoc request.
- Offer 4:** Empty Passenger Rolling Stock Movement: One or more single non-commercial crossings by empty passenger trains, unreserved in the annual working timetable, planned no sooner than one week in advance, and operated on stand-by.

**B.** Details of the charges are given in the following pages. Administration costs will be charged to cover the costs incurred in preparing the operational and contractual conditions and administration and billing costs. Eurotunnel may objectively justify renouncing to apply the administration charge for Offer 1 contracts where the Railway Undertaking maintains a documentation system particularly reliable and efficient in order to facilitate the audit of traffic units, allowing Eurotunnel to minimise its administrative workload in the implementation of its verification requirements.

**C.** The "peak", "off-peak", "intermediate" and "maintenance" periods referred to in the offers are defined as follows:

- Off-peak periods: 23:00 -> 07:00 on nights of Monday (evening) to Friday (evening)
- Intermediate periods: 11:00 -> 17:00 (all times are CET - Central European Time)
- Peak periods: 07:00 -> 11:00 and 17:00 -> 23:00 except for Saturday evening and Sunday morning (in intermediate period)
- Maintenance periods: 22:00 -> 07:00 on nights of Saturday (evening) and Sunday (evening)

**D.** Payment terms are as follows:

- Reservation fees per train are chargeable upon conclusion of the reservation contract between the Railway Undertaking and Eurotunnel. They are payable at the start of the month following the date(s) scheduled for the train's crossing (3rd working day).
- Access fees per passenger are chargeable upon the running of the train(s) and are payable at the start of the month following the train(s) running date (3rd working day).
- Administration costs, where applicable, are chargeable upon conclusion of the reservation contract (or ad-hoc request) and payable at the start of the month following its conclusion (3rd working day).
- Annual adjustments for actuals are payable at the start of the 4th month of the following calendar year (3rd working day).
- Payment delays will give rise to late payment interest charges (IBOR+3%) applied from the invoice date.

**E.** The charge for the shunting service provided by Eurotunnel in the event of a technical failure of a train in the Channel Fixed Link is 7500 euros per rescued train. It is payable at the start of the month following the date of the shunting.

**F.** Prices are quoted exclusive of VAT and TVA (each applicable on 50% of the taxable basis in EUR and GBP) and any other taxes which may be due and payable under applicable taxation regulations. Charges are shown in pounds and euros and invoiced separately in each

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Charging scales 2020 for Passenger Trains

**Offer 1**

**Reserved Weekly Train:** One weekly single crossing by passenger trains in the annual working timetable, on the same days in the same train paths reserved for all weeks in the period of the working timetable (or all remaining weeks if reserved during the timetable period)

This tariff offer is the base tariff relevant for the vast majority of rail passenger services, which are planned regular services organised in advance, either during the annual timetable process or during the year.

The operating speed of day passenger trains will be 140 km/h or 160 km/h depending on the availability of corresponding train paths.

The operating speed of night passenger trains will be 120 km/h during off-peak periods or 100 km/h during maintenance periods.

The access charge comprises administration costs for each contract (the contract may include one or more single crossings or train paths in the Fixed Link), a reservation fee for each train one way and an access fee per passenger one way.

The access fee per passenger is denominated in pounds and euros at January 2015 prices, with these amounts being indexed on a monthly basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac), decreased by an annual factor of -1.1%. This access fee is subject to the requirement to ensure traffic in the best commercial and economic conditions, and to ensure the efficiency of the network.

The reservation fee per train is denominated in pounds and euros at 2015 prices, with these amounts being indexed on an annual basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac). This reservation fee is subject to annual adjustments to reflect any variances in provisional and actual figures for train volumes, indexation, performance and costs (Energy, Insurance & Renewals adjustment).

**Administration charge:** 7,500 euros per contract (for one or more single crossings or single train paths within a working timetable).

**Prices per train & per passenger one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Passenger Train	Operating speed	Reservation fee per train o/w	Access fee per passenger o/w	Equivalent price combined Euros £1 1.20€ RF/train o/w + AF/passenger o/w
intermediate period	160 km/h or 140 km/h	2,388 € + £ 1,464	8.41 € + £ 7.73	<b>4,145 € /train + 17.68 € /pax</b>
peak period	160 km/h or 140 km/h	2,627 € + £ 1,610	8.41 € + £ 7.73	<b>4,559 € /train + 17.68 € /pax</b>
off-peak period	120 km/h	2,149 € + £ 1,318	8.41 € + £ 7.73	<b>3,730 € /train + 17.68 € /pax</b>
maintenance period	100 km/h	3,582 € + £ 2,196	8.41 € + £ 7.73	<b>6,217 € /train + 17.68 € /pax</b>
		(2015 prices)	(January 2015 prices)	(2015 prices) (Jan-2015 prices)



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### Charging scales 2020 for Passenger Trains

#### **Offer 2**

**Reserved Individual Train:** One or more single crossings by passenger trains in one or more individual single train paths reserved in the annual working timetable, or reserved in advance during the timetable period.

This tariff offer is relevant and useful for the needs of organising one-off services such as special charter services, event trips, etc. with a non-recurrent requirement for train paths, and thus allowing to save weekly reservation fees under offer 1.

The operating speed of day passenger trains will be 140 km/h or 160 km/h depending on the availability of corresponding train paths.

The operating speed of night passenger trains will be 120 km/h during off-peak periods or 100 km/h during maintenance periods.

The access charge comprises administration costs for each contract (the contract may include one or more single crossings or train paths in the Fixed Link), a reservation fee for each train one way and an access fee per passenger one way.

The access fee per passenger is denominated in pounds and euros at January 2015 prices, with these amounts being indexed on a monthly basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac), decreased by an annual factor of -1.1%. This access fee is subject to the requirement to ensure traffic in the best commercial and economic conditions, and to ensure the efficiency of the network.

The reservation fee per train is denominated in pounds and euros at 2015 prices, with these amounts being indexed on an annual basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac). This reservation fee is subject to annual adjustments to reflect any variances in provisional and actual figures for train volumes, indexation, performance and costs (Energy, Insurance & Renewals adjustment).

In the event of a simple request for pre-established paths (one or more), within the limit of one order per month and per operator, an Offer 2 contract may be combined with an Offer 1 contract covering the same working timetable, so as to make a single contract. In this case the administration charges are not cumulated.

**Administration charge:** 7,500 euros per contract (for one or more single crossings or single train paths within a working timetable).

**Prices per train & per passenger one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Passenger Train	Operating speed	Reservation fee per train o/w	Access fee per passenger o/w	Equivalent price combined Euros £1 1.20€ RF/train o/w + AF/passenger o/w	
intermediate period	160 km/h or 140 km/h	2,627 € + £ 1,610	8.41 € + £ 7.73	<b>4,559 € /train</b>	<b>+ 17.68 € /pax</b>
peak period	160 km/h or 140 km/h	2,889 € + £ 1,771	8.41 € + £ 7.73	<b>5,015 € /train</b>	<b>+ 17.68 € /pax</b>
off-peak period	120 km/h	2,364 € + £ 1,449	8.41 € + £ 7.73	<b>4,103 € /train</b>	<b>+ 17.68 € /pax</b>
maintenance period	100 km/h	3,940 € + £ 2,416	8.41 € + £ 7.73	<b>6,839 € /train</b>	<b>+ 17.68 € /pax</b>
		(2015 prices)	(January 2015 prices)	(2015 prices)	(Jan-2015 prices)

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### Charging scales 2020 for Passenger Trains

#### **Offer 3**

**Ad hoc Individual Train:** One or more single crossings by passenger trains in one or more individual single train paths unreserved during the working timetable, and planned less than a week in advance following an ad hoc request.

This tariff offer is useful for the needs of organising at very short notice one-off services with planning difficulties, requiring urgent adaptations to the transport plan and additional follow up compared with reserved circulations, while saving additional reservation fees under offers 1 or 2.

The operating speed of day passenger trains will be 140 km/h or 160 km/h depending on the availability of corresponding train paths.

The operating speed of night passenger trains will be 120 km/h during off-peak periods or 100 km/h during maintenance periods.

The access charge comprises administration costs for each contract (the contract may include one or more single crossings or train paths in the Fixed Link), a reservation fee for each train one way and an access fee per passenger one way.

The access fee per passenger is denominated in pounds and euros at January 2015 prices, with these amounts being indexed on a monthly basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac), decreased by an annual factor of -1.1%. This access fee is subject to the requirement to ensure traffic in the best commercial and economic conditions, and to ensure the efficiency of the network.

The reservation fee per train is denominated in pounds and euros at 2015 prices, with these amounts being indexed on an annual basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac). This reservation fee is subject to annual adjustments to reflect any variances in provisional and actual figures for train volumes, indexation, performance and costs (Energy, Insurance & Renewals adjustment).

In the event of a simple request for pre-established paths (one or more), within the limit of one order per month and per operator, an Offer 3 contract may be combined with an Offer 1 contract covering the same working timetable, so as to make a single contract. In this case the administration charges are not cumulated.

**Administration charge:** 7,500 euros per contract (for one or more single crossings or single train paths within a working timetable).

**Prices per train & per passenger one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Passenger Train	Operating speed	Reservation fee per train o/w	Access fee per passenger o/w	Equivalent price combined Euros £1 1.20€ RF/train o/w + AF/passenger o/w	
intermediate period	160 km/h or 140 km/h	2,746 € + £ 1,684	8.41 € + £ 7.73	<b>4,767 € /train + 17.68 € /pax</b>	
peak period	160 km/h or 140 km/h	3,021 € + £ 1,852	8.41 € + £ 7.73	<b>5,243 € /train + 17.68 € /pax</b>	
off-peak period	120 km/h	2,472 € + £ 1,515	8.41 € + £ 7.73	<b>4,290 € /train + 17.68 € /pax</b>	
maintenance period	100 km/h	4,119 € + £ 2,525	8.41 € + £ 7.73	<b>7,150 € /train + 17.68 € /pax</b>	
		(2015 prices)	(January 2015 prices)	(2015 prices)	(Jan-2015 prices)

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### Charging scales 2020 for Passenger Trains

#### **Offer 4**

**Empty Passenger Rolling Stock Movements:** One or more single non-commercial crossings by empty passenger trains, unreserved in the annual working timetable, planned no sooner than one week in advance, and operated on stand-by.

This tariff offer is relevant and useful for the needs of organising non-commercial circulations, offering an economical and efficient solution for this type of service compared with offers 1, 2 et 3, subject to operational optimisation efforts.

This access charge for single non-commercial crossings by empty passenger rolling stock meets operational requirements for transferring cross-Channel passenger rolling stock between the UK and France. This Offer strictly requires the exclusion on board of passengers of any type, meaning no persons other than on-board staff on operational duty. This Offer requires a train path to be planned on a short term basis (not more than one week prior to the day of running) and operated on a stand-by basis (with lowest priority compared to all commercial trains).

The operating speed of empty passenger rolling stock movements in the day will be 140 km/h (or other speeds as instructed by the RCC).

The operating speed of empty passenger trains at night will be 120 km/h during off-peak periods or 100 km/h during maintenance periods.

The access charge comprises administration costs for each contract (the request may include one or more crossings or train paths in the Fixed Link) and an access fee per train one way. The access fee per train is denominated in pounds and euros at 2015 prices, with these amounts being indexed on an annual basis using inflation indices (pounds: RPI all items / euros: IPC France entière, hors tabac). This access fee is subject to annual adjustments to reflect any variances in provisional and actual figures for train volumes, indexation, performance and costs (Energy, Insurance & Renewals adjustment).

The contract may be combined with the contracts for Offers 1, 2 or 3 so as to make a single contract. In this case, Offer 4 train movements are only charged the access fees set out below beyond the threshold of 5% of annual train circulations under these contracts (or 2 single crossings per day when trains are operated, whichever is the greatest), these access fees being included in the access fees charged under Offers 1, 2 and 3 contracts below that threshold.

**Administration charge:** 7,500 euros per contract (for one or more single crossings or single train paths within a working timetable).

**Prices per train & per passenger one way:** Prices are quoted in pounds and euros, and invoicing is carried out in each currency.

Passenger Train	Operating speed	Access fee per train o/w	Equivalent price combined Euros £1 1.20€ AF/train o/w
intermediate period	140 km/h	2,388 € + £ 1,464	<b>4,145 € /train</b>
peak period	140 km/h	2,627 € + £ 1,610	<b>4,559 € /train</b>
off-peak period	120 km/h	2,149 € + £ 1,318	<b>3,730 € /train</b>
maintenance period	100 km/h	3,582 € + £ 2,196	<b>6,217 € /train</b>

(2015 prices) (2015 prices)

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Charging scales 2020 for Passenger Trains

**Inflation forecasts for the indexation\* of Access Fees per Passenger from 2015 prices (Offers 1, 2 & 3)**

(NB\*: estimates for indicative purposes only. Actual Access Fees are invoiced monthly based on actual inflation indices as published by ONS & INSEE)

Annual inflation	2015	2016	2017	2018	2019	2020
<b>IPC</b> (annual var)	0.03%	0.19%	1.00%	1.9%	1.6%	1.4%
<b>RPI</b> (annual var)	0.98%	1.74%	3.58%	3.4%	3.2%	2.9%
Source	Actual			Forecast**		

Inflation index - January	2015-01	2016-01	2017-01	2018-01	2019-01	2020-01
<b>IPC</b> (month val)	98.85	99.07	100.41	101.67	103.6	105.3
<b>RPI</b> (month val)	255.4	258.8	265.5	276.0	285.4	294.5
Source	Actual			Forecast		

RUC-NS Open Access Indexation	2015-01	2016-01	2017-01	2018-01	2019-01	2020-01
<b>IPC -1.1%</b> (b.Jan-2015)	100.0	99.1	99.4	99.5	100.3	100.8
<b>RPI -1.1%</b> (b.Jan-2015)	100.0	100.2	101.7	104.5	106.9	109.1
Source	Actual			Forecast		

Access Fee per passenger o/w	2015-01	2016-01	2017-01	2018-01	2019-01	2020-01
<b>€/pax (January)</b> (year N)	<b>8.41</b>	8.33	8.35	8.36	8.4	8.5
<b>£/pax (January)</b> (year N)	<b>7.73</b>	7.75	7.86	8.08	8.3	8.4
Euros combined (£1=1.20€) (year N)	<b>17.68</b>	17.6	17.8	18.06	18.3	18.6
Pounds combined (£1=1.20€) (year N)	14.7	14.7	14.8	15.05	15.3	15.5
Euros combined (£1=1.15€) (year N)	17.3	17.2	17.4	17.66	17.9	18.2
Pounds combined (£1=1.15€) (year N)	15.0	15.0	15.1	15.35	15.6	15.8
Source	Actual			Forecast		

• IPC = Indice des Prix à la Consommation, France entière, hors tabac.

[www.insee.fr/fr/statistiques](http://www.insee.fr/fr/statistiques)

(série 1763852)

• RPI = UK Retail Price Index, all items.

[www.ons.gov.uk/](http://www.ons.gov.uk/)

(series CHAW)

• NB\*\*: forecast for indicative purposes only. (Forecast source: Oxford Economics - Country Economic Forecasts UK & France - Sep-2018)

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Charging scales 2020 for Passenger Trains

**Visibility over 5 years on Reservation Fees par Passenger Train in 2015 prices (Offer 1)**

(NB: Reservation Fee subject to annual adjustments to reflect any variances in provisionals & actuals vs. forecasts for volumes, indexation, performance and costs)

RUC-NS Open Access Conversion	2015	2016	2017	2018	2019	avg2015-19	2020	unit
Rail Pax OMRC+FAUC (year N)	88	90	92	93	95	92	n/a	MEUR combined (£1=1.20€)
Rail Pax OMRC+FAUC (base 2015)	<b>88</b>	<b>89</b>	<b>88</b>	<b>88</b>	<b>87</b>	88	<b>87</b>	MEUR combined (£1=1.20€)

Rail Pax OMRc/train (year N)	4.43	4.54	4.62	4.70	4.78	4.61	4.78	kEUR combined (£1=1.20€)
Rail Pax OMRc/train (base 2015)	<b>4.43</b>	<b>4.45</b>	<b>4.43</b>	<b>4.41</b>	<b>4.39</b>	4.43	<b>4.39</b>	kEUR combined (£1=1.20€)
Rail Pax OMRc/train (EUR 2015)	2.53	2.56	2.55	2.54	<b>2.53</b>	2.54	<b>2.53</b>	kEUR/train [= pivot]
Rail Pax OMRc/train (GBP 2015)	1.59	1.58	1.57	1.56	<b>1.55</b>	1.57	<b>1.55</b>	kGBP/train [= pivot]

Reservation Fee per train o/w (EUR 2015)	2.53	2.56	2.55	2.54	<b>2.53</b>	2.54	<b>2.53</b>	kEUR/train [<= pivot]
RF/train - Offer1 - Intermediate (EUR 2015)	2.39	2.41	2.406	2.397	<b>2.388</b>	2.40	<b>2.388</b>	kEUR/train
RF/train - Offer1 - Peak (EUR 2015)	2.63	2.66	2.647	2.637	<b>2.627</b>	2.64	<b>2.627</b>	kEUR/train
RF/train - Offer1 - Off-peak (EUR 2015)	2.15	2.17	2.165	2.157	<b>2.150</b>	2.16	<b>2.150</b>	kEUR/train
RF/train - Offer1 - Maintenance (EUR 2015)	3.58	3.62	3.609	3.596	<b>3.583</b>	3.60	<b>3.583</b>	kEUR/train

Reservation Fee per train o/w (GBP 2015)	1.59	1.58	1.57	1.56	<b>1.55</b>	1.57	<b>1.55</b>	kGBP/train [<= pivot]
RF/train - Offer1 - Intermediate (GBP 2015)	1.50	1.49	1.480	1.472	<b>1.464</b>	1.48	<b>1.464</b>	kGBP/train
RF/train - Offer1 - Peak (GBP 2015)	1.65	1.64	1.628	1.619	<b>1.610</b>	1.63	<b>1.610</b>	kGBP/train
RF/train - Offer1 - Off-peak (GBP 2015)	1.35	1.34	1.332	1.325	<b>1.317</b>	1.33	<b>1.317</b>	kGBP/train
RF/train - Offer1 - Maintenance (GBP 2015)	2.24	2.23	2.220	2.208	<b>2.196</b>	2.22	<b>2.196</b>	kGBP/train

• the evolution of Reservation Fees for Offer 2, Offer 3 & Offer 4 is directly proportional to Reservation Fees for Offer 1 (resp. x1.10, x1.15, x1.00), and is simply derived pro-rata.

Transparency & analytical guidance notes: the composition and long term evolution of actual costs & charges can be analysed in further detail as follows:

- Rail Pax Fee per Train comprises ca.60% OMRC and ca.40% IRC/FAUC.
- OMRC cost base evolves essentially for 80% directly in line with inflation (IPC & RPI +0%), with remaining 20% passed-through at cost (but also broadly linked to inflation in longer term).
- IRC/FAUC charge base is directly indexed on inflation with an annual reduction factor (IPC & RPI -1.1%).
- the total annual base of passenger costs and charges (OMRCx75% + IRC/FAUC) is apportioned between the passenger trains of the year pro-rata the number of trains (forecast then actual) weighted by the price on the scales.
- consequently Rail Pax Fees per Train are driven by a main trend of inflation minus 0.4% (annual reduction included in price table) divided by the actual train volume (with volume forecasting variance applied in annual adjustments, & integrated in 5-yearly revisions of price table).

**FIXED LINK USAGE ANNUAL STATEMENT**

**ANNEXE 5**

**CALENDAR FOR PROCESSING OF CAPACITY REQUESTS**

<b>Up to End-April 2019</b>	Railway Undertakings hold informal discussions with Eurotunnel and other IMs about their future capacity requirements
<b>30th April 2019</b>	Railway Undertakings present their request dossiers for train paths for the 2020 working timetable
<b>30th April 2019 to Mid-July 2018</b>	Eurotunnel analyses RU requests, wherever required in cooperation with adjacent infrastructure managers, and implements co-ordination process
<b>Mid-July 2019</b>	Eurotunnel communicates to the applicants the list of train paths proposed
<b>Mid-July 2019 to Mid-August 2019</b>	Applicants submit any comments within one month
<b>Mid-August 2019</b>	Eurotunnel informs the applicants of the definitive proposals for train paths
<b>Mid-August 2019 to End-August 2019</b>	Applicants have a two week period in which to confirm their reservation requests or make any complaints to Eurotunnel
<b>End-August 2019 to Mid-September 2019</b>	Eurotunnel implements dispute resolution process
<b>Mid-September 2019</b>	Eurotunnel produces the definitive timetable and informs the applicants of the train paths in the working timetable that have been allocated to them
<b>30th November 2019</b>	Railway Undertakings may present a second round of additional requests for rail freight train paths for the 2020 working timetable (for response within one week)
<b>15th December 2019</b>	Commencement of the 2020 working timetable

**FIXED LINK USAGE ANNUAL STATEMENT**

**ANNEXE 6**

**FORMS FOR INTRODUCTION OF CAPACITY REQUESTS**

<b>Access Dossier - 2020 Timetable</b> [parts CDE]	
Path Allocation	
Contract Ref.	
Service Ref.	
Contract No.	
Last Modified	

<b>[C - liability information]</b>	
Carrier RU(s)	[NB: RU responsible for the goods, ie. Carrier RU having concluded the carriage contract or Substitute Carrier RU responsible on that basis]
Cross-Channel Carrier RU	
of which CC-FR (TVA payer)	
of which CC-UK (VAT payer)	
France Carrier RU (on RFF network)	
UK Carrier RU (on NR/HS1 networks)	
Traction Provider RU(s)	[NB: RU responsible for traction operations under its own Safety Certificate on the relevant network, whether or not acting as an appointed Traction Provider RU designated by a Carrier RU]
Cross-Channel Traction Prov. RU	
France Traction Provider RU	
UK Traction Provider RU	
Note C1	T&C & liability framework as defined in Usage Contract of 29/7/1987 and Special Agreement on Responsibility and Insurance of 31/12/1993, and Eurotunnel Network Statement applicable to the relevant timetable period.

<b>[D - technical information]</b>	
Gross Hauled Weight (tonnes)	
Tare - Empty Weight (tonnes)	
Train Length (meters, nb. wagons)	
Composition (wagon type, spec.)	
Capacity	
Loading Gauge	
Traction	
Note D1	

<b>[E - commercial information]</b>	
Train Origin	
Train Destination	
Train Client	
Train Type	
Consignment	
Start Date	
End Date	-
Note E1	-
Note E2	-
Modification Date	

**FIXED LINK USAGE ANNUAL STATEMENT**

**ANNEXE 6**

**FORMS FOR INTRODUCTION OF CAPACITY REQUESTS**

<b>Path Reservation Dossier - 2020 Timetable</b> [parts AB]	
Path Allocation	
Contract Ref.	
Service Ref.	
Contract No.	
Last Modified	

[A - operational information - Path 1]		[A - operational information - Path 2]	
ET Path Number		ET Path Number	
Path Direction (routing from / to)	<b>CaFo</b> (from Fréthun Tunnel to Dollands Moor)	Path Direction (routing from / to)	<b>FoCa</b> (from Dollands Moor to Fréthun Tunnel)
Path Speed		Path Speed	
Circulation Day(s)		Circulation Day(s)	
ET departure CET	(CET passage at South portal)	ET departure CET	(CET passage at North portal)
Incoming path	(CET arrival at Fréthun)	Incoming path	(CET arrival at Dollands Moor)
Outgoing path	(CET departure from Dollands Moor)	Outgoing path	(CET departure from Fréthun)
Note A1		Note A2	
[A - operational information - Path 3]		[A - operational information - Path 4]	
ET Path Number		ET Path Number	
Path Direction (routing from / to)	<b>CaFo</b> (from Fréthun Tunnel to Dollands Moor)	Path Direction (routing from / to)	<b>FoCa</b> (from Dollands Moor to Fréthun Tunnel)
Path Speed		Path Speed	
Circulation Day(s)		Circulation Day(s)	
ET departure CET	(CET passage at South portal)	ET departure CET	(CET passage at North portal)
Incoming path	(CET arrival at Fréthun)	Incoming path	(CET arrival at Dollands Moor)
Outgoing path	(CET departure from Dollands Moor)	Outgoing path	(CET departure from Fréthun)
Note A3		Note A4	
[A - operational information - Path 5]		[A - operational information - Path 6]	
ET Path Number		ET Path Number	
Path Direction (routing from / to)	<b>CaFo</b> (from Fréthun Tunnel to Dollands Moor)	Path Direction (routing from / to)	<b>FoCa</b> (from Dollands Moor to Fréthun Tunnel)
Path Speed		Path Speed	
Circulation Day(s)		Circulation Day(s)	
ET departure CET	(CET passage at South portal)	ET departure CET	(CET passage at North portal)
Incoming path	(CET arrival at Fréthun)	Incoming path	(CET arrival at Dollands Moor)
Outgoing path	(CET departure from Dollands Moor)	Outgoing path	(CET departure from Fréthun)
Note A5		Note A6	

[B - tariff information]	
Reservation Tariff	<b>Offer ABC</b> (reserved xxxx train)
Tariff Period(s)	<b>Off-Peak ME120</b> (Paths x,x,x), <b>Intermediate ME120</b> (Paths y,y,y) <b>Peak ME120</b> (Paths z,z), <b>Maintenance ME120</b> (Paths )
Pricing 2020(F1)	<b>DR €+£ /path + DC €+£ /train</b> (Paths x,x,x)
Pricing 2020(F1)	<b>DR €+£ /path + DC €+£ /train</b> (Paths y,y,y)
Pricing 2020(F1)	<b>DR €+£ /path + DC €+£ /train</b> (Paths z,z)
Billing Instructions	Tolls to be invoiced to xxx
Note B1	-