

The IGC took place in Paris on 14 April 2016, its second meeting of the year, and under British chairmanship.

#### Regarding regulatory subjects

- The IGC noted a discussion paper from ARAFER and ORR on the relationship between their competences as national regulators and those of the IGC as a representative of the two governments as signatories of a licensing agreement with Eurotunnel. The IGC pledged to continue this analysis, and to cooperate with ARAFER and ORR in the fields where competences overlapped, particularly with regard to the topic of performance.

#### With regard to European issues

- The IGC approved a proposed cooperation agreement with the European Railway Agency (ERA) and would inform ERA of this as soon as possible; as part of this agreement the IGC is working closely with ERA on the process of vehicle authorisation requests and Part B safety certification, in anticipation of the implementation of the Fourth Railway Package.

#### Concerning the operation of the Fixed Link

##### *Incidents*

- The IGC noted the experts' update on the power car fire on a passenger train near Arras on 24 January 2016. The IGC sought Eurostar's assurance that the fire detection system would soon be improved and checked that, in the case of a similar fire in the Channel Tunnel, the fire resistance of the trains would be sufficient to allow safe exit of the tunnel. The IGC noted that the completed experts' report would be available in early June

##### *Updates*

- The IGC agreed to join the measures being taken to promote rail freight in the Channel Tunnel, initiated by the Transport Minister Claire Perry, in close cooperation with sector stakeholders, infrastructure managers and relevant authorities.
- The IGC noted a Channel Tunnel Safety Authority (CTSA) report on the exercise involving the evacuation of a Eurostar, which took place on 23/24 January 2016. The IGC asked that the CTSA monitor the implementation of the report's recommendations.
- The IGC noted a submission by both member states to the European Commission, on the basis of information provided by Eurotunnel and CTSA experts, with regard to the authorisation of new wagons for shuttles carrying heavy goods vehicles.