



# **Safety and technical rules: Channel Tunnel**

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# History

- 1986: Treaty and Concession Agreement – Eurotunnel develops technical designs and operating rules for IGC approval
- 1994: Technical and safety rules established – risk prevention shared between rolling stock and infrastructure
- 2000 onwards: Evolution of TSIs, emphasis towards standardisation of rolling stock
- 2007: Market opening – IGC opens consultation on rules
- 2011: ERA technical opinion – recommends further changes

# Challenges

- Lots of special rules = barrier to new entrants?
- Outdated rules (e.g. splittability)
- Unclear rules (e.g. “smoke tightness”)
- Questionable basis for some rules (e.g. train length)
- Alleged lack of justification for others (e.g. running capability for passenger trains)
- Governance and availability of rules (reliance on IM to develop and make available)

# Principles: what does “clean” look like?

- No duplication/repetition of TSI or CSM requirements
- Justification of necessary specific requirements
- Removal of specifics that cannot be justified
- Coherence with EU framework (i.e. included as specific cases or notified as national rules; separation of “safety” and “technical”)
- Clear structure: use of “reference document” parameters, ERA rule management tool

# Methods and approach - lessons

- Collaboration with the infrastructure manager (or whoever “owns” the rules): Eurotunnel very supportive and have put resources into clean-up work
- Consultation with RUs/manufacturers: to challenge our thinking
- Open and constructive exchanges with ERA: dialogue is more productive than room documents and technical opinions!
- Proper evidence: to support decisions to keep/remove

# Key outcomes (to date)

- No specific requirements for freight (no extra running capability; no requirement to rescue other trains)
- Virtually all passenger train specifics eliminated (splittability, smoke tightness, continuous corridor)
- Remaining requirements
  - more clearly justified (specific case for running capability for passenger trains)
  - more clearly explained (linked to TSI parameters)
  - more available (published on website and ERA databases)

## Next steps

- Technical rules for vehicles: completed – revised rules published by IGC July 2013; on RDD December 2013
- Safety (operating) rules: currently consulting on revised (shortened) notification, closes 30 October
- Technical rules for fixed subsystems: to be done in 2014/5 (we anticipate few specific rules)
- Ongoing development and management of rules: new collaborative approach led by IM