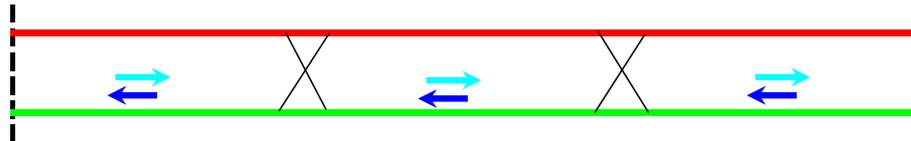


## Phase 1: Fire on Mission 7340 Truck Shuttle Interval 4

17/01/15	<b>12h23</b>	<b>Tunnel fire alarms Mission 7340 Truck Shuttle Interval 4</b> Immediate closure of both tunnels and operations suspended.
	21h55	Start of air dilution phase in Running Tunnel South Intervals 1 + 3 + 5 by Eurotunnel shuttles (due to their gauge compared to the tunnel cross-section). Running Tunnel North closed to operations.

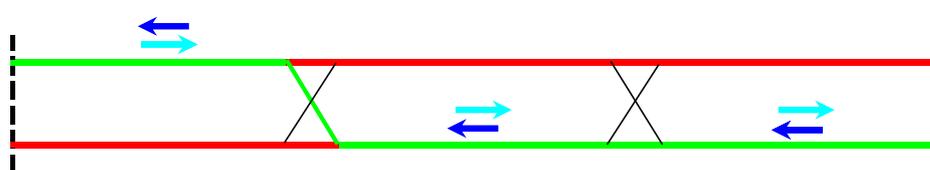


Transit of 7 empty Eurotunnel shuttles (air conditioning dampers closed) with systematic reporting on the tunnel atmosphere until positive reports from drivers on operating conditions.

18/01/15	03h00	End of air dilution phase by shuttles in Running Tunnel South.
	03h45	Resumption of commercial service in Running Tunnel South only.
		7 commercial shuttles ran through Running Tunnel South between 03h45 and 06h16 then the first Eurostar entered the Tunnel at 06h25.

## Phase 2: Catenary droop Interval 1 without a train present.

18/01/15	<b>09h29</b>	<b>Catenary droop Interval 1 without a train present.</b> Running Tunnel South tripped. Circuit breaker reset then immediate trip upon detection of a fault.
	09h35	A track circuit failure (track fault) in Interval 1 led us to suspect this section as faulty.
	09h53	Interval 1 was isolated for an inspection by technicians.
	10h30	The On-call Director authorised the resumption of operations in Interval 2. Operations continued with Intervals 2, 3 and 5.



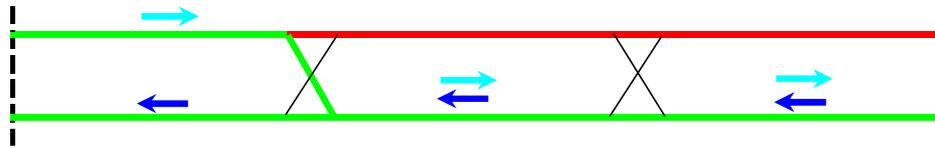
The inspection of Interval 1 confirmed that the catenary was drooping over one catenary elementary section.

### Phase 3: Resumption of operations in Interval 1.

18/01/05

21h50

Resumption of operations in Interval 1 following catenary repairs.  
Only Intervals 4 and 6 are closed to operations.

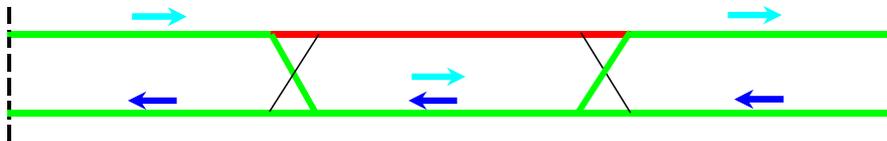


### Phase 4: Resumption of operations in Interval 6.

19/01/15

05h45

Resumption of operations in Interval 6 (which was used to evacuate the incident train to the French Terminal).



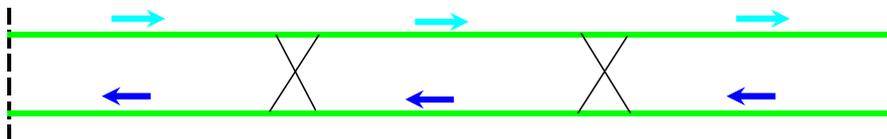
Operation of 9 shuttles in this interval before transit of the first Eurostar.

### Phase 5: Resumption of operations in Interval 4.

20/01/15

23h00

Authorisation from the On-call Director to test Interval 4.



2 empty shuttles ran through the interval, the first at 60 kph, the second at 100 kph.

23h50

The On-call Director authorised operations in Interval 4.

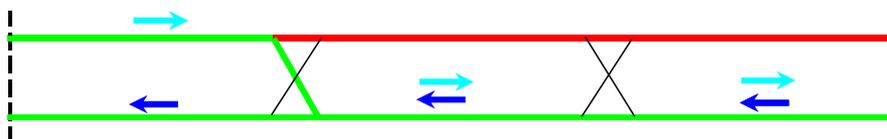
### Phase 6: Electrical fault with train present in Interval 4.

21/01/15

00h05

Running Tunnel North tripped and impossibility to reset the breaker due to a fault detection.  
The driver of Mission 7572, third train to run through Interval 4 since the works in Interval 4 and first commercial mission, advised the RCC that the catenary had fallen in front of and on his train.  
Intervals 4 and 6 were isolated due to the catenary failure at the extremity of Interval 4 and French Crossover.

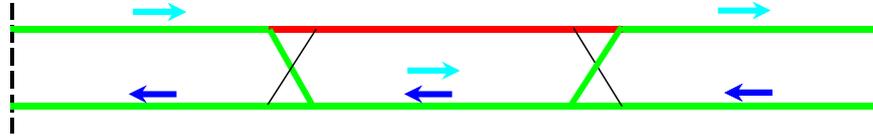
Operations continued in Intervals 1, 2, 3 and 5.



## Phase 7: Resumption of operations Interval 6.

22/01/15 11h30 Authorisation to operate in Interval 6 which was used for access by works trains and the evacuation train for Mission 7572.

Operations continued in Intervals 1, 2, 3, 5, 6.

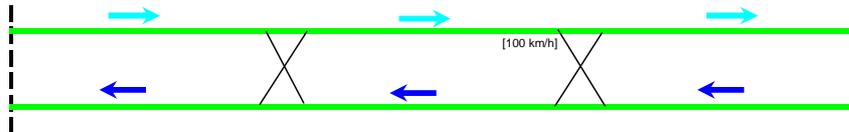


## Phase 8: Resumption of operations in Interval 4.

22/01/05 15h00 Authorisation from the On-call Director to test Interval 4 with a speed restriction of 100 kph between PKs 42.76 and 45.32.  
3 empty shuttles ran through the interval at 30 kph then 60 kph then 100 kph with a catenary technician on board.  
Interval 4 was then consigned for a visual inspection of the catenary elements.

17h30 Empty Eurostar 9136 ran through the interval.

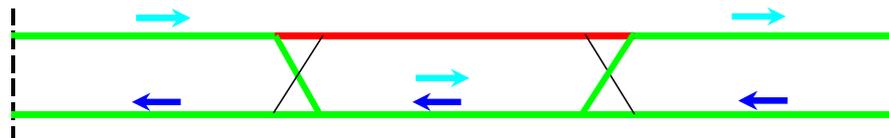
17h44 Authorisation from the On-call Director to operate in Interval 4 with a speed restriction of 100 kph between PKs 42.76 and 45.32.



## Phase 9: Electrical fault with train present in Interval 4.

22/01/15 19h36 Running Tunnel North tripped with impossibility to reset the circuit breaker due to a fault detection.

The drivers did not report any specific anomaly.  
Electrical reconfiguration for a successful test to re-energise the shuttles situated in rear of the zone previously affected in Interval 4.  
Reversing of trains was organised.  
The search for the electrical fault allowed the incident zone to be isolated.  
Interval 4 was isolated for works to be carried out. Other intervals in operation.



## **Phase 10: Resumption of operations in Interval 4.**

23/01/15	07h00	Authorisation from the On-call Director to test Interval 4 following in-depth check of equipment. Speed restriction to 100 kph in the incident zone between PKs 42.76 and 45.32 until further notice. 2 empty shuttles ran through the interval at 60 kph then 100 kph in the incident zone. Authorisation from the On-call Director to operate in Interval 4.
	11h30	10 shuttles to run through Interval 4 before the first empty Eurostar Mission 9016.

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