

The IGC met on 6 October in Arras, France and discussed the following topics.

*Security situation at Coquelles*

The IGC was able to hear about the situation with regard to migrant groups in Northern France from Préfète Fabienne Buccio, and the great work being undertaken by her and her staff there.

*Authorisation of new Velaro*

The IGC recorded that on 16 August 2016 it had provided an additional authorisation allowing a new Velaro e320 / Class 374 (trainset 11 of 17) to be used in the Chanel Tunnel. Further applications for the authorisation of trainsets 12 to 17 are expected to be submitted to the IGC by May 2017.

*Annual safety reporting*

The IGC would soon be submitting its annual safety performance data to the European Union Agency of Railways (EUAR) to allow its compilation of trends across the continent.

*Follow-up to fire and catenary incidents of January 2015*

The IGC continued to work with Eurotunnel to ensure that the recommendations of the national railway investigation bodies were fully dealt with. It also announced further work with Eurotunnel and Eurostar to conclude improvements in future communications and performance monitoring in response to the independent investigation of management of disruption in the Channel Tunnel following these events.

*Performance Monitoring*

Following on from one of the recommendations in the RAIB / BEA-TT report into the management of disruption in the Channel Tunnel, the IGC noted that discussions were continuing between ORR and ARAFER over the performance data previously submitted by Eurotunnel and Eurostar, and that meetings with the operators were to be scheduled to evaluate this information further.

*Cooperation between the EUAR and the IGC*

The IGC noted that the cooperation document between the two organisations (allowing the sharing of information on safety authorisation and certification) had been signed by the IGC heads of delegation, and EUAR's Chairman, in Lille the previous day.