

The IGC met in Paris on 14 February 2019 under UK Chairmanship where it dealt with the following subjects:

### Brexit

The IGC noted there were outstanding legal issues to resolve with both the Interior and transport Ministries regarding the UK Withdrawal Agreement. As yet the UK position post Brexit is unclear, and in the absence of a clear agreement in the UK parliament, the default position is expected to be a no-deal exit on the 29 March 2019. Specific concerns raised by Eurotunnel around binational arrangements and the role of the IGC as National Safety Authority (NSA) for the Channel Tunnel were also discussed.

### Eurotunnel Safety Authorisation application

It was reported that the CTSA is currently reviewing Eurotunnel's application for the renewal of its safety authorisation, and that further information had been requested from Eurotunnel in relation to changes to its organisational structure and processes. The IGC noted that it was expected that this process would be completed by 28 March 2019. Eurotunnel was advised that, in view of plans to French Government plans to appoint EPSF as the NSA for the French half of the Tunnel, it would be appropriate to submit a copy of their application to EPSF, to ensure continuity of use through the fixed link in the case of a no-deal Brexit scenario.

### ElecLink

The IGC agreed the process it would adopt to assess the safety case documentation submitted by Eurotunnel in respect of the ElecLink project. This decision was notified to Eurotunnel

### Pagodas

The IGC agreed that it had no objections to Eurotunnel proposals to reinstate four pagodas to each of its Arbel / WBN wagons.

### Brush & Krupp Locomotives

The IGC agreed the CTSA recommendation that it should authorise the use to GSM-R Cab Mobile on all Eurotunnel Brush and Krupp locomotives used on the Concession.