

CHANNEL TUNNEL SAFETY AUTHORITY WORK PLAN – 2019

SUPERVISION (INSPECTION AND AUDIT)

Inspection/audit subject	Link to the supervision strategy of the IGC	Objective	Lead working group	Joint working group	Methodology	Frequency and resources
WG1 (RESCUE & PUBLIC SAFETY WORKING GROUP)						
Emergency response arrangements for security-related incidents	Emergency response	<p>Review the current arrangements for ET and SLOR in relation to security related incidents</p> <p>Follow up outcomes and recommendations following the Binat 27 and 28 exercises</p>	WG1		<p>Specific plans (UK and FR) to be developed by emergency services with ET and discussed at WG1</p> <p>Plans to incorporate the medical care arrangements for severe trauma incidents</p>	Follow-on work from 2018
Fire detection systems	<p>Management of ageing equipment and infrastructure</p> <p>Emergency response</p> <p>Management of safety</p>	<p>Follow-up of the CTSA inspection undertaken in April 2016</p> <p>Review Eurotunnel's independent review of its fire detection systems and any replacement project plans</p>	WG1		<p>Fire and rescue reps from both delegations to liaise with ET, reporting to WG1 on progress of the project</p>	Follow-on work from 2018

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		<p>Particular focus on the Running Tunnels and on board HGV shuttles</p> <p>Confirm what review process is used to assess any new technology developments that could improve the speed and efficiency of fire detection</p>				
<p>Communications systems used in the event of an emergency</p>	<p>Emergency response</p> <p>Management of safety</p>	<p>Review the existing arrangements for communications systems and procedures in the event of an emergency, following the introduction of GSM-R</p> <p>Joint specification of requirements to be agreed with ET</p>	<p>WG1 (Kent Police)</p>		<p>Ad hoc working group of communications specialists (ET and SLOR) reporting to WG1</p>	<p>Follow-on work from 2018</p>
<p>Firefighting review – incident of January 2015</p>	<p>Emergency response</p> <p>Management of safety</p>	<p>Monitor the action against the 15 recommendations of the firefighting review</p> <p>Recommendations include action to review protective</p>	<p>WG1</p>		<p>Identify responsible persons to progress recommendations within each organisation (ET, SDIS 62, KFRS)</p>	<p>Follow-on work from 2018</p> <p>CTSA inspectors to</p>

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		equipment, FLOR UK/FR interface and FLOR/SLOR interface				track progress activity and report back to WG1
Validate changes to Incident Coordination Centre (ICC) and Poste de Commandement Opérationnel (PCO)	Emergency Response	Validate, through specific exercises, the changes to layout of ICC and PCO, as recommended following Binat exercises	WG1		Observation through exercises involving full set up of ICC and PCO	Two exercises (TBC) involving various CTSA/WG1 observers
<p>Management of fire prevention</p> <p>Operation of controls on the terminals during loading processes and safety information provided to HGV drivers during loading</p>	<p>Emergency response</p> <p>Management of safety</p>	<p>Review of the Agent de Feu (ADF) arrangements, including:</p> <ul style="list-style-type: none"> • Check training records and competence levels of the ADF • Review the roles and responsibilities of the ADF • Review fire safety information provided to HGV drivers during loading 	WG1		Joint UK and FR inspection	<p>1 planned inspection</p> <p>2 inspector days to plan</p> <p>4 inspector days to conduct inspection</p> <p>2 inspector days to compile/audit report</p>

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						Expected time = 8 days (Total hours to be included in final report)
Review any proposed changes to Volume F (Dangerous Goods)	Management of safety	<p>Review ET proposals to change Volume F</p> <p>Current themes: Transportation of additional Lithium ion batteries for electric vehicles</p> <p>Potential themes: Transportation of gas-powered HGVs</p>	WG1		Proposals submitted via Dangerous Goods (sub group of WG1)	<p>Attendance at Dangerous Goods sub-group meetings, as required</p> <p>Attendees incl Eurotunnel's Dangerous Goods manager, reps from WG1's UK and FR delegations</p>
Arrangements for passenger reception in the event of an emergency	<p>Emergency response</p> <p>Management of safety</p>	To test the on-site and off-site arrangements for the reception of uninjured passengers during an emergency or disruption phase	WG1		Exercise the current passenger reception arrangements and identify any improvements required	Date of exercise in 2019 to be confirmed

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Medical response arrangements	Emergency response	<p>To inspect the medical emergency arrangements for incidents underground and on the terminals</p> <p>This will include the procedures for call out, medical response, facilities on site and recording of casualties</p>	WG1		Joint inspection on both terminals	Inspection team of CTSA inspectors and medical reps from WG1
Binat 30	<p>Emergency response</p> <p>Management of safety</p>	Initiate the planning framework for Binat 30, a security theme	WG1 (led by FR delegation)		Planning meetings to identify the key objectives, exercise scenario, resources and reporting lines	4 x planning meetings involving a range of stakeholders
WG2 (RAIL SAFETY & TRANSPORT WORKING GROUP and CETU)						
<p>DB Cargo</p> <p>GB Railfreight</p>	Safety management	<p>Follow-up of CTSA recommendations and issues from Part B safety certificates</p> <p>Verify that pre-departure checks are being carried out and that monitoring arrangements of</p>	WG2		Joint UK and FR inspection at Fréthun yard	10 days [5 days per UK and FR inspector]

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		<p>contractors at Fréthun are appropriate</p> <p>Check incident readiness and emergency planning</p>				
Eurostar	Change management	Check management of implementation of modifications and compliance with Eurostar's change management standard EF003	WG2		Joint UK and FR inspection	10 days [5 days per UK and FR inspector]
Eurotunnel Recommendations n°1 du BEA-TT	Eurotunnel safety arrangements to prevent fire in the tunnel	Check that appropriate actions have been implemented after 2017 inspections on UK and FR terminals. Follow up inspection – workers carrying out testing of and managing the aerial/height detectors and safety checks adequately. Looking at reinstatement of pagodas, aerial detectors and safety checks.	WG2	WG1	Joint UK and FR inspection, evaluation and oversight of activities by Eurotunnel to properly implement rec 1 whilst securing safety through risk control arrangements on the Terminals	16 days [8 days per UK and FR inspector]

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<p>Eurotunnel</p> <p>Management involvement in safety leadership and competence</p>	<p>Eurotunnel safety management system</p>	<p>Assess management involvement in safety matters</p> <p>Focus on risk assessment and on the competence and training of managers in risk assessment and health & safety</p>	<p>WG2</p>		<p>Joint UK and FR inspection</p>	<p>16 days [8 days per UK and FR inspector]</p> <p>Assistance from ORR risk management specialist</p>
<p>Eurotunnel</p> <p>EPSF annual audit</p>	<p>Eurotunnel safety management system</p>	<p>Possibly: Compliance with certification and/or authorisation permission, focusing on 1, 2 or 3 departments</p>	<p>WG2</p>		<p>EPSF audit</p>	<p>EPSF resources</p>
<p>If resources available</p> <p>Eurotunnel</p> <p>Infrastructure maintenance</p>	<p>Eurotunnel management of infrastructure maintenance - Broken rails</p>	<p>Check on Eurotunnel's progress with its broken rail welds action plan. Examine its control of rail welding work, engineer oversight of track faults and their approach to planning track maintenance</p>	<p>WG2</p>		<p>Joint UK and FR inspection</p>	<p>16 days [8 days per UK and FR inspector]</p> <p>Involvement of ORR track project team</p>

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<p>Eurotunnel & Eurostar</p> <p>OHLE compatibility with e320s</p>		<p>Monitor discussions for the OHLE compatibility with e320s</p> <p>Remove the authorisation reservation</p> <p>Eurotunnel's new SVC to be commissioned early 2020 – monitor project development</p>	WG2 (FR)		<p>Via presentations at CTSA meetings</p> <p>Note: this could lead to a formal submission by Eurotunnel for an assessment of a substantial change</p>	<p>Continuation of work from 2016, 2017 & 2018</p> <p>May also require input from ORR's RPP team</p>
<p>Eurotunnel</p> <p>Recommendations in the BEA-TT/RAIB report of 17 January 2015 incident</p>	Eurotunnel safety management system	<p>Monitor implementation of Eurotunnel action plan</p> <p>Contribute towards IGC's yearly progress update to BEA-TT/RAIB</p>	WG2	WG1	Through working group meetings	Continuous work
<p>Eurotunnel and RUs</p> <p>Monitoring of incidents and implementation of actions after inspections/audits</p>	Safety management	Check that appropriate actions are taken and be able to adapt our supervision	WG2	WG1	<p>Through reviewing SRIs, log of recommendations and other information</p> <p>RM3 updates</p>	Continuous work

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<p>Eurotunnel</p> <p>Carriage of dangerous goods</p>		<p>Check compliance with the provisions of Eurotunnel's safety management system</p> <p>Analyse the systems in place for ensuring safe transport of dangerous goods through the Concession</p>	WG2	WG1	Joint UK and FR inspection	10 days [5 days per FR and UK inspector]

SAFETY CERTIFICATION & SAFETY AUTHORISATION AND AUTHORISATION TO PLACE INTO SERVICE

Task	Objective	Lead	Advice	Methodology	Timing and Resources
Consideration of Eurotunnel's application for renewed safety authorisation	To ensure timely and robust consideration by IGC of Eurotunnel's application to renew their safety authorisation as infrastructure manager for the Channel Tunnel	WG2	CTSA/Sec	<p>Assessment to be carried out in line with Regulation 1169/2010/EC in advance of IGC decision by deadline</p> <p>Application was received on 28/11/18</p> <p>Assessors acting on behalf of CTSA to provide advice to IGC</p>	<p>6 days (reassessment); 2 days (review by WG); 2 days (consideration by CTSA and advice to IGC)</p> <p>Current authorisation expires 3/4/19. Renewal expected to be granted by 28/3/19.</p>
Consideration of applications for authorisation to place vehicles or sub-system into service	To ensure timely and robust consideration by IGC of any applications for authorisation to place new vehicles or sub system into service in the Channel Tunnel	WG2	CTSA/Sec	Clarify the process and requirements, and deliver timely authorisation	<p>Ad hoc when necessary</p> <p>Secretariat, ORR (RPP) / EPSF assessors</p>
Consideration of applications for authorising vehicles already authorised in other Member States	To deliver timely additional authorisation of passenger and freight vehicles in accordance with Chapter V of the bi-national regulation	WG2	Sec (on process)	As per handling process in published guidance on the bi-national regulation	<p>Ad hoc when necessary</p> <p>ORR (RPP) / EPSF assessors, secretariat</p>

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Consideration of Eurotunnel applications for authorisation of infrastructure projects	To ensure timely and robust consideration by IGC of any applications from Eurotunnel to place into service non-vehicle projects in accordance with Directive 2008/57/EC	WG2	CTSA	Applications will be dealt with in accordance with Chapter IV of Directive 2008/57/EC	On going as required Generally, for each application: 6 days (assessment); 2 days (review by WG); 2 days (consideration by CTSA and advice to IGC); regular ad hoc group meetings
				Eleclink project safety dossier assessment Dossier expected to be received in January 2019	To be determined on receipt of the dossier and after discussion at IGC's 13/2/19 meeting.
	To ensure timely and robust consideration by IGC of safety issues arising any applications from Eurotunnel for infrastructure projects in accordance with the Concession Agreement	WG2	WG1, JSC, CTSA	Applications will be dealt with in accordance with the relevant provisions of the Concession Agreement.	

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Passenger shuttles mid-life	Check that the change is safely managed by Eurotunnel, especially regarding fire detection and extinguishing system [May require an IGC approval]	WG2	WG1	Discussions at Eurotunnel-convened ad hoc group meetings	UK and FR delegates to attend meetings approx every 2 months
Replacement of Works Train locos (Schoma)	Check that the change is safely managed by Eurotunnel	WG2	WG1, CTSA	Discussions at WG2 and CTSA meetings, as necessary Liaison required with WG1	To be determined
Fitting of additional pagodas on HGV shuttles	Assessment of Eurotunnel's dossier	WG2	WG1, CTSA, Sec	Discussions at WG2, CTSA and ad hoc meetings, as necessary Assessors acting on behalf of CTSA to provide advice to IGC	Dependent on submission of dossier
Planning for transposition of 4th Railway Package	CTSA to consider what main objectives will be. Could include: <ul style="list-style-type: none"> - revising the Binational Regulation - monitoring Eurotunnel's and Eurostar's change preparations - considering consequences in terms of future safety certificate and/or safety authorisation work 	CTSA	WG1, WG2, Legal advisers, Sec	Discussions at CTSA meetings, as necessary	To be determined

DEVELOPMENT OF THE SAFETY REGULATORY FRAMEWORK

Task	Objective	Lead	Advice	Methodology	Timing and Resources
Complete the corrective action plan agreed following the cross-audit of IGC as national safety authority (certification and authorisation)	To deliver the corrective action plan, which seeks to improve the IGC's supervision capability, its guidance and procedural documents	WG2	Inspectors and secretariat	Update the current " Inspector Guide "	Inspector guide: <ul style="list-style-type: none"> • CTSA approval • IGC approval
Conclusion of IGC's review of unified safety rules	To maintain the reference document of Channel Tunnel vehicle authorisation rules	Secretariat	CTSA	Ensure reference document remains up to date and reflects any changes to national rules	Ongoing

Contingency items relating to UK's exit from the EU

Task	Objective
Legislative change	- Input to ad hoc group revising bi-national regulation on safety of the fixed link
Safety co-operation	- Developing and advising IGC on any necessary agreements with European Union Agency for Railways (ERA) and other national safety authorities (NSA) following any changes in safety regulation responsibilities
Implementation of post-exit cross border agreements	<ul style="list-style-type: none"> - Supervision of safety management arrangements of railway undertakings (RU) and Eurotunnel following adoption of Article 10.9(b) agreements - Advising governments on Article 10.9(a) agreements
Reactive work	- Support implementation of Eurotunnel's/RUs' contingency plans and, if necessary, carry out any re-certifications required by legislative or organisational changes