

CHANNEL TUNNEL SAFETY AUTHORITY WORK PLAN – 2021

A. SUPERVISION

	Inspection/audit subject	Link to the supervision strategy of the IGC	Objective	Methodology	Frequency and resources
	WG1 (RESCUE & PUBLIC SAFETY) ISSUES				
A1	Risks relating to Lithium Ion batteries	Emergency Response Management of safety	To assess Eurotunnel's plans for the risk management of all procedures where Lithium Ion batteries are involved	Eurotunnel risk assessments to be submitted via Dangerous Goods sub-group by April 2021 Working Group 1 (WG1) to report to CTSA after assessing proposals	Attendance at Dangerous Goods sub-group meetings, as required Representatives from WG1's UK and FR delegations
A2	Fire detection systems	Management of ageing equipment and infrastructure Emergency response Management of safety	Follow-up of the CTSA inspection undertaken in April 2016 Review Eurotunnel's independent review of its fire detection systems and any replacement project plans Particular focus on the Running Tunnels and on	Specific meetings being arranged to discuss detailed plans. Fire and rescue representatives from both delegations to liaise with ET, reporting to WG1 on progress of the project	Continuation of work from 2019 and 2020 CTSA inspectors UK and FR

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			board HGV shuttles Confirm what review process is used to assess any new technology developments that could improve the speed and efficiency of fire detection		
A3	Communications systems used in the UK in the event of an emergency	Emergency response Management of safety	Review the existing arrangements for communications systems and procedures in the event of an emergency, following the introduction of GSM-R Joint specification of requirements to be agreed with ET	DfT leading on national project with members of emergency services involved in regular meetings WG1 working on the short/medium term position with ET to utilise Wi-Fi systems for communications methods (voice, data and video) Ad hoc working group of communications specialists (ET and SLOR) reporting to WG1 and then via Joint Security Committee	Continuation of work from 2019 and 2020 WG1 UK and FR representatives involved in regular meetings
A4	Firefighting review – incident of January 2015	Emergency response Management of	Monitor the action against the 15 recommendations of the firefighting review	Identify responsible persons to progress recommendations within each organisation (ET, SDIS	Continuation of work that started in 2018 CTSA inspectors UK and

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		safety	Recommendations include action to review protective equipment, FLOR UK/FR interface and FLOR/SLOR interface	62, KFRS) CTSA inspectors to track progress activity and report back to WG1	FR
A5	Business continuity plans	Emergency Response Management of safety	To audit the Eurotunnel contingency plans for emergency events including severe weather	Review contingency plans and undertake inspections where necessary	Continuation of work from 2020 CTSA UK and FR inspectors
A6	Duties of FLOR FR	Emergency Response Management of safety	To assess the emergency response procedures listed in the ET FLOR contracts	Inspections focusing on the role and duties of FLOR FR, with particular focus on security incidents	CTSA UK and FR inspectors
A7	Emergency response arrangements for security-related incidents	Emergency response	Review the current arrangements for ET and SLOR in relation to security-related incidents Follow up outcomes and recommendations following the Binat 27 and 28 exercises	Home Office leading for UK Specific plans (UK and FR) to be developed by emergency services with ET and discussed at WG1 Plans to incorporate the medical care arrangements for severe trauma incidents	Follow-on work from 2019 WG1 UK and FR representatives involved in regular meetings

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A8	UK and French emergency sidings	Emergency Response Management of Infrastructure	To examine the arrangements for the maintenance and operation of the safety features at the emergency sidings	Site inspections with CTSA inspectors, emergency services representatives and ET staff responsible for the emergency sidings	CTSA UK and French inspectors Emergency services 5 days per inspector
A9	Management of emergency incidents on board passenger shuttles	Emergency Response	Following the fire on board a passenger shuttle in October 2018, various ET documents were examined by CTSA inspectors but no effective formal debrief was convened This inspection should focus on all aspects of the management of emergency incidents including instructions to train staff, training, the use of fire suppression systems, evacuation procedures and the management of fire barriers in degraded modes	Inspection to examine all appropriate documents relating to procedures, training and safety analysis for fire barriers in degraded modes	CTSA UK and French inspectors 5 days per inspector
A10	Refurbishment of UK's Incident Coordination Centre (ICC)	Management of Safety	Relocation of assets in the ICC according to UK emergency services	Liaison meetings between emergency services and ET	Emergency services representatives from WG1

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		Emergency Response	requirements	UK emergency services have developed a specification for the requirements ET to implement the project plan for the refurbishment works	
A11	Gas-powered HGVs	Management of Safety Emergency Response	ET advised that they would be considering the options for the transportation of gas powered HGVs as they are becoming more prevalent in haulage industry	Initial meetings with ET to discuss potential for this type of vehicle Review of safety analysis Potential for research information via RSSB (Rail Safety & Standards Board) UK	CTSA inspectors UK and FR Meetings via WG1 Dangerous Goods sub group
	RAIL SAFETY & TRANSPORT AND CETU ISSUES				
	Planned preventive inspections				
A12	DB Cargo	Safety management and learning from experience	On-site checks and follow-up of CTSA recommendations and issues from 2019 inspection	On-site inspection	5 days per inspector

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A13	GB Railfreight	Safety management and learning from experience	On-site checks and follow-up of CTSA recommendations and issues from 2019 inspection	On-site inspection	5 days per inspector
A14	Eurotunnel Prevention of fire in the tunnel	Eurotunnel safety arrangements to prevent fire in the tunnel Learning from experience	Looking at reinstatement of pagodas and supporting checks - aerial detectors, safety checks, CCAQ and control of risk at platform train interface Check that appropriate actions have been implemented after 2017 inspections on UK and FR terminals - follow up on recommendations from CTSA inspection reports on prevention of arcing Follow up on BEA-TT/ RAIB recommendations	On-site inspection	WG1 to contribute 10 days for 2 inspectors
	Planned reactive work				

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A15	Eurotunnel Infrastructure maintenance	Eurotunnel management of infrastructure maintenance - civil engineering	Check on Eurotunnel's progress with the CTSA recommendations resulting from the 2011 inspection concerning seismic risk		Continuous work
A16	Eurotunnel & Eurostar OHLE compatibility with e320s		Monitor discussions for the OHLE compatibility with e320s Remove the authorisation reservation Eurotunnel's new SVC to be commissioned Autumn 2021 – monitor project development	Via presentations at CTSA meetings	Continuation of ongoing work May also require input from ORR's RPP team
A17	Eurotunnel Recommendations in the BEA-TT/RAIB report of 17 January 2015 incident	Eurotunnel safety management system	Monitor implementation of Eurotunnel action plan Contribute towards IGC's yearly progress update to BEA-TT/RAIB	Through WG1 and CTSA meetings/correspondence	Continuation of ongoing work CTSA inspectors UK and FR
A18	Eurotunnel				

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	Recommendations in CTSA inspection reports on prevention of arcing	Eurotunnel safety arrangements to prevent fire in the tunnel	<p>Check that appropriate actions have been implemented after 2017 inspections on UK and FR terminals</p> <p>Follow up inspection – workers carrying out testing of and managing the aerial/height detectors and safety checks adequately</p> <p>Looking at reinstatement of pagodas, aerial detectors and safety checks</p>		Continuation of ongoing work
A19	Eurotunnel Freight wagon pagodas project	Eurotunnel safety arrangements to prevent fire in the tunnel	<p>Monitoring of the pagodas dossier: work towards fitting additional 2 pagodas (4 in total)</p> <p>REX of 2 pagodas configuration; monitor alternatives mid-pagoda design</p> <p>Operation of 4 pagodas – Arbel operate as Breda</p>	<p>Presentation to CTSA of risk analysis Q2 2021</p> <p>[No authorisation decision required.]</p>	<p>Continuous work to June 2021</p> <p>Ad hoc working group to monitor</p>

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			<p>Re-energise platforms F7 and B5</p> <p>Removal of CCAQ (platform catenary disconnection), keeping the system reversible for 1 year</p>		
A20	<p>Eurotunnel and RUs</p> <p>Monitoring of incidents</p>	Safety management	Check that appropriate actions are taken and be able to adapt our supervision	Through WG1 or CTSA, reviewing SRIs and other information	Continuous work
A21	<p>Eurotunnel and RUs</p> <p>Communications between Eurotunnel and the railway undertakings, with particular regard to managing and analysing incidents</p>	Eurotunnel safety management system	Check there is effective communication, co-operation and learning from experience is shared	Monitoring through WG1 or CTSA	Continuous work

B. SAFETY CERTIFICATION & SAFETY AUTHORISATION & AUTHORISATION TO PLACE INTO SERVICE

	Task	Objective	Methodology	Timing and Resources
B1	Consideration of Eurotunnel applications for authorisation of infrastructure projects, in particular assessment of the Eleclink file	To ensure timely and robust consideration by IGC of any applications from Eurotunnel to place into service non-vehicle projects	Applications will be dealt with in accordance with the Treaty of Canterbury and Concession Agreement	Regular ad hoc group meetings Timetable dependent on receipt of complete dossier
		To ensure timely and robust consideration by IGC of safety issues arising any applications from Eurotunnel for infrastructure projects in accordance with the quadripartite Concession Agreement	Applications will be dealt with in accordance with the relevant provisions of the quadripartite Concession Agreement.	
		Examine Eurotunnel's requests in conjunction with the NSAs under the IGC / EPSF / ORR cooperation agreement		Regular ad hoc group meetings
B2	Passenger shuttles mid-life	Check that the change is safely managed by Eurotunnel, especially regarding fire detection and extinguishing system Halon gas derogation expires 31 December 2027	Discussions at Eurotunnel-convended ad hoc working group meetings	UK and FR delegates to attend meetings approximately every four months First shuttle due 2023 (including hybrid extinguishing system) Project completion 2027

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B3	Replacement of Works Train locos (Schöma)	Check that the change is safely managed by Eurotunnel	Discussions at Eurotunnel-convened ad hoc working meetings	UK and FR delegates to attend meetings approximately every 4 months New modules 2022. Target completion date 2024. Delayed in line with ElecLink
B4	Breda replacement wagons project, 4 new shuttles (ELH WBN / Tatravagonka), 33 new wagons	To ensure timely and robust consideration by IGC of a “no objection” to place new vehicles or sub system into service in the Channel Tunnel Check that the change is safely managed by Eurotunnel Need to conform to Wagons TSI and CT-specific requirements		Safety dossier to IGC March 2021 Wagon introduction from September 2021. Planned end date 2023
	Future work			
B5	Inspection train Vectoor	Check that the change is safely managed by Eurotunnel		Target completion 2023
B6	AMC replacement	Ensure timely scrutiny for a non-objection by the IGC		Target completion 2024

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B7	Single Deck Loader Replacement	Check that the change is safely managed by Eurotunnel		Target completion date 2027
B8	Rail operation modernisation	Check that the change is safely managed by Eurotunnel		Target completion date 2030
B9	ERTMS	Check that the change is safely managed by Eurotunnel		<p>ET submitted safety dossier to ERA in 2020; EPSF is assessing</p> <p>Requested ET send submission to CTSA at Nov WG2</p> <p>CTSA/ORR authorisation for UK half of CT</p> <p>Target completion date</p>

C. DEVELOPMENT OF THE SAFETY REGULATORY FRAMEWORK

	Task	Objective	Lead	Advice	Methodology	Timing and Resources
C1	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