

## CHANNEL TUNNEL SAFETY AUTHORITY WORK PLAN – 2023

### A. SUPERVISION

	Inspection/audit subject	Link to the supervision strategy of the IGC	Objective	Methodology	Frequency and resources
	<b>RESCUE &amp; PUBLIC SAFETY ISSUES (WG1)</b>				
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 have been submitted via Dangerous Goods sub-group  WG1 to report to CTSA after assessing risk assessments  Specific workshops being arranged by ET to review FLOR and SLOR operational procedures	Continuation of work from 2022  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 and RAIB/BEATT report on 2015 fire (recommendation 2)  Review Eurotunnel's independent review of its fire detection systems and any replacement project plans	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 2022  CTSA inspectors UK and FR

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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>		
A3	Communications systems used in the event of an emergency	<p>Emergency response</p> <p>Management of safety</p>	Review the existing arrangements for communications systems and procedures in the event of an emergency	<p>UK – Department for Transport (DfT) is leading the Emergency Services Network (ESN) national project with members of emergency services involved in regular meetings</p> <p>France – members of emergency services involved in regular meetings for Réseau radio du futur (RRF) project</p> <p>WG1 working on the short/medium term position with ET to utilise wifi systems for communications methods (voice, data and video)</p>	<p>Continuation of work from 2022</p> <p>WG1 UK and FR representatives involved in regular meetings in respective countries</p>

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A4	Emergency Sidings	Emergency response  Management of equipment and infrastructure	To examine the operational procedures for the deployment of incident trains to the emergency sidings	Inspection of written procedures and interviews with RCC/Emergency Management staff	Follow on from CTSA 2021 fixed firefighting installations (above ground) inspection  CTSA inspectors UK and FR
A5	FLOR (UK and FR) Operational Procedures	Emergency response  Management of safety	To assess the adequacy of the documented FLOR emergency response procedures  Follow up Eurotunnel's response to the CTSA's 2015 firefighting review (recommendations 9 and 11, relating to FR FLOR)	Inspection of the FLOR operational procedures, by examining training records and carrying out interviews with FLOR Commanders/ personnel	(Brought over from the CTSA's 2022 workplan)  CTSA inspectors UK and FR
A6	Emergency response arrangements for security-related incidents	Emergency response	Review the current arrangements for Eurotunnel and SLOR in relation to security-related incidents	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 2022  WG1 UK and FR representatives involved in regular meetings
A7	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	Follow on work from 2021 and 2022 as ET was unable to complete this work due to

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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	the pandemic  Emergency services representatives from WG1
A8	Gas-powered HGVs	Management of safety  Emergency response	Eurotunnel has prepared a safety dossier for the transportation of gas (LNG) powered HGVs as they are becoming more prevalent in haulage industry	Meetings with ET and WG1 representatives to discuss the safety implications  Review of safety analysis in accordance with CSM RA  Engaging of a third party to assist with the analysis of the safety file for alternative fuel systems	Follow on work from 2022  CTSA inspectors UK and FR  Meetings via WG1 Dangerous Goods sub group
A9	Emergency planning	Management of safety  Emergency response	To monitor Eurotunnel's review of its emergency planning arrangements following the catenary incident of 23/10/2021 and CTSA's inspection (2021) of preparation for severe weather events	Analysis of various reports from ET's external consultants and ET's resultant improvement plan Attend meetings with ET to provide feedback and gauge progress	Follow on work from 2022  CTSA inspectors UK and FR
A10	Passenger shuttle evacuation procedures	Management of safety	Review the detailed procedures for Eurotunnel's passenger	Inspection of written procedures and training plans. Interviews with train	CTSA inspectors UK and FR

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		Emergency response	shuttle evacuation following the 23 August 2022 incident and subsequent investigation	staff and managers responsible for writing procedures and delivering training	
A11	Management of emergency incidents	Management of safety  Emergency response	To review the role of the Eurotunnel On Call Director (EOCD) and the associated training regime	Inspection of written procedures and training documents  Interviews with representatives of Eurotunnel's on-call manager and those responsible for designing and delivering training courses	CTSA inspectors UK and FR
A12	Binat 34 (annual safety exercise)	Emergency response	Lead the planning and implementation of the Binat 34 safety exercise	French delegation to lead the planning process and design of the exercise, to incorporate the testing of appropriate binational response plans	CTSA inspectors UK and FR
	<b>RAIL SAFETY &amp; TRANSPORT ISSUES</b>				
	<b>Planned preventive inspections</b>				
A13	<b>Eurostar</b>  Safe reintroduction of	Management of	Review how EIL	Monitoring of arising	CTSA inspectors UK (lead)

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	the e300 fleet following the Covid pandemic	safety	(Eurostar) applied its engineering change management and competence arrangements to reintroduce the fleet into operational service	recommendations and observations	and FR  Follow on work from 2022
A14	<b>Eurotunnel</b>  Management of assets (shuttle maintenance)	Management of safety	Review Eurotunnel's arrangements for preventative maintenance of shuttles, following frequent failure of shuttles in 2022 and recommendations arising from CTSA inspections	Inspection visits to interview staff, review documentation, review equipment and process	CTSA inspectors UK and FR  Approximately -10 days for site visits/ information gathering and report writing
<b>Planned reactive work</b>					
A15	<b>Eurotunnel</b> Management of assets (infrastructure and shuttles)	Management of safety	To oversee the proper management and integrity of critical assets, including maintenance of rolling stock, from a safety perspective, following a high frequency of shuttle failures	Targeted engagement between specialist CTSA delegation members and Eurotunnel  <i>(See also planned preventative inspection work)</i>	To be determined  Initial meeting to take place in February 2023

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A16	<p><b>Eurotunnel</b></p> <p>Recommendations in the BEA-TT/RAIB report of 17 January 2015 incident</p>	Eurotunnel safety management system	<p>Monitor implementation of Eurotunnel’s action plan</p> <p>Contribute to the IGC’s yearly progress update to BEA-TT/RAIB</p>	Through WG1 and CTSA meetings/correspondence with Eurotunnel	<p>Continuation of ongoing work</p> <p>CTSA inspectors UK and FR</p>
A17	<p><b>Eurotunnel</b></p> <p>Prevention of fire in the tunnel</p>	<p>Eurotunnel safety arrangements to prevent fire in the tunnel</p> <p>Learning from experience</p>	<p>Check the impact on the operation of reinstating pagodas to freight shuttles</p> <p>Following removal of CCAQ (platform catenary disconnection), review the control measures put in place by Eurotunnel</p>	<p>Follow-up on open recommendations from previous inspections (continuing work)</p> <p>Review of Eurotunnel’s quarterly reports on its monitoring demonstrating that the control measures identified continue to control the risks as intended</p>	<p>Continuous work</p> <p>Quarterly updates from Eurotunnel</p> <p>CTSA inspectors UK and FR</p>
A18	<p><b>Eurotunnel and RUs</b></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

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A19	<b>Eurotunnel and RUs</b>  Communications between Eurotunnel and the railway undertakings, with particular regard to managing and analysing incidents	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>CIVIL ENGINEERING ISSUES</b>				
A20	Eurotunnel	Supervision and monitoring of the civil engineering of the Tunnel's infrastructure		Review of Eurotunnel's annual civil engineering monitoring reports sent to the CTSA	Annual monitoring by CETU and ORR (acting on behalf of for CTSA FR and UK respectively)

**B. SAFETY CERTIFICATION, SAFETY AUTHORISATION & AUTHORISATIONS TO PLACE INTO SERVICE**

	<b>Task</b>	<b>Objective</b>	<b>Methodology</b>	<b>Timing and resources</b>
B1	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	Applications will be dealt with in accordance with the Treaty of Canterbury and Concession Agreement	Meetings as required
		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.	Meetings as required
		Examine Eurotunnel's requests in conjunction with the NSAs under the IGC/EPSPF/ORR cooperation agreement		Meetings as required
B2	Passenger shuttles mid-life	<p>Check that the change is safely managed by Eurotunnel, especially regarding fire detection and extinguishing system</p> <p>Take into account that the Halon gas derogation expires 31 December 2027</p> <p>First shuttle due autumn 2023 (including hybrid extinguishing system), project completion 2028</p>	Discussions at Eurotunnel-convened ad hoc working group meetings	UK and FR delegates to attend meetings approx every four months

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B3	Replacement of Works Train locos (Schöma)	Check that the change is safely managed by Eurotunnel  New modules 2022 Target completion date 2024	Discussions at Eurotunnel-convened ad hoc working meetings	UK and FR delegates to attend meetings approx every 4 months
B4	Consideration of GBRf's application for a renewed safety certificate	To ensure timely and robust consideration by IGC	Current certificate expires 1 August 2023  GBRf to submit application for UK half of Tunnel by end March/start April 2023	CTSA timeline to be agreed
	<b>Future work</b>			
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
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		Target completion date 2030

### C. DEVELOPMENT OF THE SAFETY REGULATORY FRAMEWORK

	<b>Task</b>	<b>Objective</b>	<b>Lead</b>	<b>Advice</b>	<b>Methodology</b>	<b>Timing and resources</b>
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