

The IGC met on 12 October 2017 in London and was chaired by the French delegation; the following topics were discussed.

#### *ElecLink*

The IGC considered the Safety Authority's further report on the ElecLink project to install a high voltage power cable through the Tunnel and endorsed the report's recommendations., it was agreed that this project would only be implemented once the IGC had delivered its formal authorisation after an assessment had been carried out by an independent body (AsBo) in compliance with the Common Safety Method set out in Commission Implementing Regulation (EU) No. 402/2013. The IGC also made a recommendation on the advice of the JSC on how the assessment of security issues could be improved.

#### *Implementation of the fourth railway package*

The IGC noted the work plan for the implementation of, the Technical Specification for Interoperability relating to the 'operation and traffic management' (OPE TSI) which will be submitted to the European Union Agency for Railways, and on the notification of national rules which will be updated on the national reference document.

#### *Project for new Amsterdam-London service*

Representatives of the relevant ministries of the four countries affected by the project, i.e. Belgium, France, the Netherlands and the United Kingdom, had met on 20 September under the aegis of the IGC to discuss issues relating to border controls. A further meeting took place directly after the IGC to follow up on issues raised.

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

The IGC provided an update on measures taken since the overhead line incidents which occurred in January 2015, causing many trains to be cancelled or delayed. Progress had been made in particular with recommendations from the report by MM Gressier and Gibb regarding fire detection and public information , which will be reviewed at the December IGC.

#### *Authorisation to place rolling stock into service*

The IGC authorised trainset 17 of the Eurostar Velaro trains, and noted that work to authorise all 17 Class 374 trains was now complete.