

The IGC met in Paris on 11 July 2019. The Head of the French Delegation took the chair. The points dealt with were as follows:

Brexit

The United Kingdom might leave the European Union without a deal from 31 October 2019. The preparations of the French authorities were now complete. The competent national and European authorities had satisfied themselves that contingency measures were being taken: it was up to the operators to take the action for which they were responsible, in order to guarantee the continued operation of the tunnel. Examples were agreements on safety certificates and the submission of drivers' licences, making good use of the extra time allowed by these contingency measures.

The IGC stated that, like the rail operators, it would like to maintain a unified framework for the whole of the Tunnel. This would depend on discussions yet to be held with the European Commission and the French and UK authorities, once Brexit had taken effect.

ElecLink

As announced at the last IGC meeting, the IGC and Channel Tunnel Safety Authority (CTSA) delegation heads had met the Eurotunnel executives on 24 May. All parties had agreed that the meeting had facilitated direct and useful discussion.

The CTSA was to be given additional resources for its analysis of the very bulky document submitted by Eurotunnel. This structuring would enable the IGC to take a final decision on the project once the whole analysis of the dossier had been completed.

Carriage of lithium batteries

The IGC asked Eurotunnel if it had an estimate of the quantity of lithium batteries passing through the tunnel, whether on board freight shuttles or inside the vehicles loaded on board passenger shuttles. In fact the carriage of lithium batteries was steadily growing and had to be brought under control, to avoid any safety problem. Thus the IGC requested Eurotunnel to supply further information so that an overall risk assessment was available. The CTSA had written to Eurotunnel on this subject.