

Health and Safety Commission Paper		MISC/04/28	
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**HEALTH AND SAFETY COMMISSION**

**CHANNEL TUNNEL SAFETY AUTHORITY (CTSA)**

**ANNUAL REPORT FOR 2003-2004**

**A Paper by : Richard Clifton, Head of UK Delegation**

**Issue**

1. Publication of the Channel Tunnel Safety Authority (CTSA) Annual Report for the period from 1 April 2003 to 31 March 2004.

**Timing**

2. Routine. The Annual Report was published on 29 September 2004.

**Recommendation**

3. The Commission is asked to note the work of the CTSA covered by the Annual Report for 2003-2004.

**Background**

4. The CTSA advises the UK and French Intergovernmental Commission on all matters relating to safety in the operation of the Channel Tunnel Fixed Link. The CTSA has five members from the UK and five from France and is chaired in rotation between the two countries. During the period covered by the report the Authority was chaired by the Head of the UK Delegation.

5. The power to appoint members of the UK Delegation to the Authority has been delegated by Ministers to the Commission.

6. In previous years the Head of the UK Delegation has given an oral presentation to the Commission based on the report. In view of the regular bi-national meetings that now take place between the Head of the UK Delegation and the Commission Chair, the Chair has decided that this is no longer necessary.

**Argument**

7. The Report covers the work of the CTSA and its Working Groups during 2003-2004. Key features include:
  - The impact of European Directives on arrangements for safety in the Channel Tunnel;
  - Authorisation to place into commercial service the Channel Tunnel Rail Link on the Eurotunnel Concession;
  - The introduction of new monitoring arrangements based on the accepted Eurotunnel Safety Case; and

- Consideration of proposals from Eurotunnel to change the arrangements for controlling the gap between trains to permit an increase in traffic through the Tunnel.

The Report also comments on the consideration of a number of proposals from Eurotunnel to revise the safety arrangements relating to the operation of the Channel Tunnel.

### **Consultation**

8. Not appropriate.

### **Presentation**

9. The replacement of the Eurotunnel Board as a result of shareholder action earlier this year may lead to a greater interest than usual in the CTSA report. However, these events took place outside the period covered by the report.

### **Costs and Benefits**

10. None.

### **Financial/Resource Implications for HSE**

11. There are no resource implications for HSC/E.

### **Environmental implications**

12. None.

### **Other Implications**

13. None.

### **Action**

14. For information only.