

## Recommendation(s) Status: Fire on Heavy Goods Vehicle shuttle in the Channel Tunnel




This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

### Key to Recommendation Status

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
1 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should update the procedure for HGV loading staff to include the requirement to visually check the roof and doors of the load compartment for signs of smoke escaping.	Eurotunnel have undertaken an extensive revision of checking procedures/systems in the terminals. IGC now considers this recommendation closed.
2 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should review alternative means of more reliably detecting signs of fire or other abnormal situations on the rear sections of departing shuttles, which would include the number and positioning of Agents de Feu and should implement improved measures as appropriate.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.
3 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should investigate the possibility of providing the Agents de Feu with a direct method of stopping a departing shuttle and implement it if reasonably practicable.	Eurotunnel have investigated the options available to reduce the time taken for the Agent de Feu to alert the RCC and concluded that no reasonably practicable solution is available. IGC now considers this rec to be closed.
4 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Non-implementation	Eurotunnel should provide a means for the automatic transmission of alarms from the on-board fire detection system on the HGV shuttles to the RCC.	Eurotunnel has demonstrated to the satisfaction of the Safety Authority that the implementation of the recommendation is not reasonably practicable. IGC now considers the recommendation closed.
5 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should ensure that the findings of this investigation are incorporated into the briefing and training of HGV shuttle drivers. This should include a re-briefing in topic areas associated with the non-compliance with Eurotunnel procedures.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.
6 21/08/2006 37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should undertake a detailed survey of radio reception in the tunnel and make further improvements as necessary.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC considers the recommendation closed.

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7            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should examine the feasibility of using TVM to enforce a speed of 10 km/h and implement a modification to achieve this if it is found to be reasonably practicable.	Eurotunnel have carried out a feasibility study and concluded that the modification identified in the rec is not reasonably practicable to implement. IGC now considers this rec to be closed.
8            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should ensure that drivers are given a visual warning of the approach to the start and finish of go zones.	Eurotunnel has reported that it has taken actions in response to this recommendation. Boards to warn of the approach to the start and finish of these zones have been designed, and will be installed soon. The installation of the boards is due to be completed by September 2008. The IGC accepts Eurotunnel's response above and has concluded that this recommendation is being implemented and no further action is therefore required.
9            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should ensure that all drivers routinely practise stopping at cross passage doors.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.
10           21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should ensure that the findings of this investigation are incorporated in the briefing and training procedures of RTM and EMS controllers. This should include a re-briefing in topic areas associated with the non-compliances with Eurotunnel procedures.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.
11           21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should review the design of the ventilation control system with a view to reducing the possibility of controllers selecting a sub-optimal configuration.	Eurotunnel have proposed a change to the software to incorporate reminders of the correct fan settings. IGC now consider this recommendation to be closed/
12           21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel  Status: Implemented	Eurotunnel should ensure that the FDC has immediate access to the postcode of the Longport reception area.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.

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13            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel Status: Implemented	Eurotunnel, in consultation with the emergency services in France and the UK, should carry out a study to assess the feasibility of decreasing the time taken to earth the catenary during an emergency situation. The best solution identified should then be implemented if reasonably practicable to do so.	Eurotunnel has reported that it has taken actions in response to this recommendation.
14            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel Status: Implemented	Eurotunnel, in conjunction with the Emergency Services, should review its emergency plan (and associated bi-national arrangements) with a view to ensuring that accurate information from the incident site is available promptly to those making strategic decisions within the ICCs.	Eurotunnel has reported that it has taken actions in response to this recommendation. IGC now considers this rec to be closed.
15            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel Status: Implemented	Eurotunnel, in conjunction with the emergency services, should revise its arrangements for formal multi-party reviews of lessons to be learnt following major safety incidents.	Eurotunnel believe that the procedures current at the time of the accident adequately defined the activities to be taken regarding a fire alarm on the HGV shuttle. IGC agrees with Eurotunnel's assessment and is proposing no further action.
16            21/08/2006    37/2007 Fire on HGV shuttle in the Channel Tunnel Status: Non-implementation	Eurotunnel should modify the RTM procedure to incorporate an explicit requirement to advise the RCC Supervisor when a message regarding a fire alarm on an HGV shuttle has been received and clarify the sequence of actions to be taken by the RTM Controller in the event that a rolling stock alarm and a Level 2 alarm are declared almost simultaneously.	Eurotunnel believe that the procedures current at the time of the accident adequately defined the activities to be taken regarding a fire alarm on an HGV shuttle. IGC agrees with Eurotunnel's assessment and is proposing no further action.