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STATUTORY INSTRUMENTS

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**2014 No. 1332**

**TOWN AND COUNTRY PLANNING,  
ENGLAND AND WALES  
TRANSPORT  
RAILWAYS**

**The Channel Tunnel Rail Link (Revocations) Order 2014**

*Made* - - - - *20th May 2014*

*Coming into force* - - *30th June 2014*

The Secretary of State, in exercise of the powers conferred by sections 9(5) and 34(1) and (4) of, and paragraph 1(1) of Schedule 6 to, the Channel Tunnel Rail Link Act 1996<sup>(1)</sup>, makes the following Order.

**Citation and commencement**

1. This Order may be cited as the Channel Tunnel Rail Link (Revocations) Order 2014 and comes into force on 30th June 2014.

**Revocations**

2. The following instruments are revoked—

- (a) The Channel Tunnel Rail Link (Qualifying Authorities) Order 1997<sup>(2)</sup>;
- (b) The Channel Tunnel Rail Link (Nomination) (Amendment) Order 2003<sup>(3)</sup>;
- (c) The Channel Tunnel Rail Link (Nomination) (Amendment) (No. 2) Order 2003<sup>(4)</sup>; and
- (d) The Channel Tunnel Rail Link (Nomination) (Amendment) Order 2007<sup>(5)</sup>.

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(1) 1996 c. 61.  
(2) S.I. 1997/8.  
(3) S.I. 2003/2306.  
(4) S.I. 2003/2834.  
(5) S.I. 2007/2920.

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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Signed by authority of the Secretary of State for Transport

20th May 2014

*Stephen Hammond*  
Parliamentary Under Secretary of State  
Department for Transport

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## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order revokes four instruments made under the Channel Tunnel Rail Link Act 1996 (c. 61). These instruments are spent.

The Channel Tunnel Rail Link (Qualifying Authorities) Order 1997 (S.I. 1997/8) specified the local authorities which were ‘qualifying authorities’ for the purposes of Schedule 6 to the Channel Tunnel Rail Link Act 1996. The qualifying authorities were those local authorities which had given undertakings to the Secretary of State on the handling of planning matters arising under the Act. As construction is complete the Order is spent.

The other three instruments amended the Channel Tunnel Rail Link (Nomination) Order 1999 (S.I. 1999/391) (“the 1999 Order”). The 1999 Order specified the nominated undertaker for certain sections of the Channel Tunnel Rail Link, and was amended so as to specify different persons for those purposes. The 1999 Order was revoked by the Channel Tunnel Rail Link (Nomination) Order 2008 (S.I. 2008/3076), which provided that HS1 Limited is the nominated undertaker for specified purposes.

A full regulatory impact assessment has not been produced for this instrument as no impact on the private, public or voluntary sectors is foreseen. The Explanatory Memorandum is published alongside the instrument on [www.legislation.co.uk](http://www.legislation.co.uk).