LYON

A NEW RAILWAY LINE

TURIN

A EUROPEAN AND BINATIONAL PROJECT
LYON-TURIN: A EUROPEAN PROJECT

The Lyon-Turin railway line is part of a global project which aims at connecting eastern and western Europe through a new cross-border line across the Alps.

**THIS IS THE KEY LINK OF THE MEDITERRANEAN CORE NETWORK CORRIDOR (TEN-T NETWORK), WHICH WILL BE COMPLETED BY 2030.**
There is a market for rail traffic, but the old Frejus railway does not match the demand. The rail mode is able to catch only a little part of it: 9% of the total, compared with the 64% on the Swiss axis and the 69% of the Austrian one. This is because of the constraints in terms of time and costs associated with the old railway line.

According to the Lyon-Turin cost-benefit analysis, the new line will lead to an annual reduction greenhouse gas up to 3 Mln Tons a year. This amount is comparable to the emissions produced by a city of 300,000 inhabitants. This positive outcome will be guaranteed by the relocation of 1 Mln trucks from the road to the railway.
NEW LYON-TURIN LINE:
269.8 Km from Lyon to Turin
70 % in France  30 % in Italy

MONT-CENIS BASE TUNNEL
57.5 km long
45 km in France
12.5 km in Italy
THE MONT-CENIS BASE TUNNEL

162 km of tunnels
TELT: SHAREHOLDERS

50%  

République Française

50%  

Ferrovie dello Stato Italiane
The project is wholly financed by public funds

Financing of studies and reconnaissance works:
- France: 25%
- Italy: 25%
- EU: 50%

Financing of the main works:
- France: 25%
- Italy: 35%
- EU*: 40%

FINANCING

EU* Grant Agreement 2016-2019

COST CERTIFIED BY

Financing of the project:
- €8.6 billion (euro 2012, constant prices)

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CROSS-BORDER SECTION: works already completed

- 67 KM Exploratory tunnels
- 13% galleries already realized and equivalent to 20.6 Km drilled
- 20% works under contract
CROSS-BORDER SECTION: works already completed

- Access adit in Saint Martin La Porte (2,400 m) From 2003 to 2010
- Exploratory Tunnel (9,000 m) From 2014
- Access adit in Villarodin-Bourget / Modane (4,000 m) From 2002 to 2007
- «La Maddalena» Exploratory Tunnel From 2012 to 2016
- Access adit in La Praz (2,480 m) From 2005 to 2009

Done

Saint-Jean-de-Maurienne

Susa-Bussoleno
More than 25% of the total 9 Km has already been excavated
In axis and at the same diameter of the south pipe of the base tunnel
CROSS-BORDER SECTION: the Chiomonte site, currently in activity

In February 2017 all exploratory objectives were achieved: geological, environmental, and testing of mechanical drilling with TBM method.
The Interministerial Committee for Economic Planning has approved the REALISATION OF THE 1st AND 2nd PART OF THE Lyon-Turin railway link, international section, common FRENCH-ITALIAN part, cross-border section – organized in constructive lots.
CALLS FOR TENDERS
OVERVIEW ON THE TENDERS

**WORKS**
- 19 tenders under threshold (< 5.2 M€)
- 8 tenders: 5.2 M€ < 8 < 50 M€
- 14 tenders: 50 M€ < 14 < 500 M€
- 4 tenders: 500 M€ < 4 < 1,300 M€

**ENGINEERING**
- 8 tenders under threshold (< 418,000€)
- 18 tenders: 418,000€ < 18 < 5 M€
- 6 tenders: 5 M€ < 6 < 10 M€
- 4 tenders: > 10 M€

WE EXPECT ABOUT 20,000 SUBCONTRACTORS AND SUPPLIERS

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63 TENDERS before 2019

4 TENDERS in 2020

3 TENDERS in 2021

5 TENDERS in 2022

Before 31/12/2019
1.9 Billion€
Awarded over
6.5 Billion€ of contracts

*Provisional terms
THE TERRITORY
ITALY
2017-2029: SOLUTIONS FOR THE LOCAL AREAS

1. Assessing the impact on citizens’ health (135 parameters under control)

2. Restoration of badly affected areas

3. Work sites designed as industrial sites

4. Recovery of public buildings for workers accommodation

Environmental protection and citizens’ health protection
The project for the new International Station, in Susa, is the result of an international architectural competition, awarded to the French-Japanese team Kengo Kuma & Associates.

A NEW INTERNATIONAL STATION IN SUSA: INTERCONNECTION BETWEEN HISTORICAL AND NEW RAILWAY LINE

LOCAL RESOURCES ENHANCEMENT
The metropolitan railway system (SFM), includes 8 lines for an overall length of 500 km, and 356 trains a day. Its purpose is to boost multimodality. This system allows passengers to travel across Turin, with a train every 8 minutes in the rush hour, as well as reaching Asti and Cuneo, in the Southern area of Piedmont.
INTEGRATION WITH THE METROPOLITAN RAILWAY SYSTEM

The new SFM5 line will connect the Western hinterland and the freight hub in Orbassano with the central station of Porta Susa, in Turin. It will take only 15 minutes to cover this distance, thanks to this new connection, which is part of the so-called “nodo di Torino”. It will be the first part of the Lyon-Turin line to be fully operational, by 2020. Its overall cost is of 70.5 million euros.
A project to support the work site in the Auvergne-Rhône-Alpes region has already been implemented. It is the result of the cooperation between the Government, the Region, the Department, and the public promoter.

**GOALS:**

- Economy diversification and employment increase
- Improving life quality: renovation of buildings, historical town centers, international station
- Network and mobility enhancement
- Reduce air pollution
THE INTERNATIONAL STATION IN SAINT-JEAN DE MAURIENNE

The new station will be surrounded by new neighborhoods, built thanks to the «DEMARCHE GRAND CHANTIER» funds.