

## TEN-T Multi-Annual Programme

### Member States involved:

Italy, France

### Implementation schedule

Start date: January 2007

End date: December 2015

### Budget:

National budget: €489,503,225

**Total project cost covered  
by this Decision:** €890,476,300

**EU contribution:** €400,973,075

### Percentage of EU support:

Studies: 50% Works:

Activity 11 (until 31/12/2011): 27%

Activity 11 (from 01/01/2012 until  
31/12/2015): 30%

Activity 12: 27%

### Additional information:

Coordinator's Report of the Priority  
Project:

[http://ec.europa.eu/transport/infrastructure/ten-t-implementation/priority-projects/european-coordinators/laurens-jan-brinkhorst\\_en.htm](http://ec.europa.eu/transport/infrastructure/ten-t-implementation/priority-projects/european-coordinators/laurens-jan-brinkhorst_en.htm)

European Commission, DG MOVE

<http://ec.europa.eu/transport>

Innovation and Networks Executive  
Agency (INEA)

<http://ec.europa.eu/inea>

### Beneficiaries:

Republic of France

[www.developpement-durable.gouv.fr](http://www.developpement-durable.gouv.fr)

Republic of Italy

[www.infrastrutturerasporti.it](http://www.infrastrutturerasporti.it)

### Implementing body:

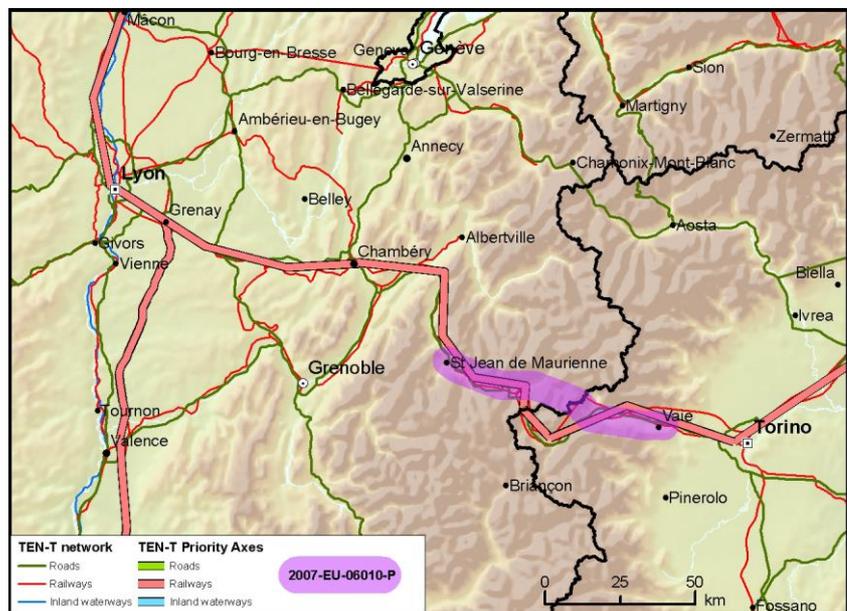
TELT, Tunnel Euralpin Lyon Turin

[www.ltf-sas.com](http://www.ltf-sas.com)

## New Lyon-Turin Rail Link – Franco-Italian Common Part of the International Section (Studies and Works)

**2007-EU-06010-P**

Part of Priority Project 6



Source: TEN-T Executive Agency

The new freight and passenger rail link between Lyon and Turin (Priority Project 6) will act as a key node between northern and southern Europe (London/Amsterdam/Paris-Milano) and west and east (Lisbon-Budapest). It will considerably shorten travel times for high speed passenger traffic and provide an environmentally friendly response to the steadily increasing demand for freight transport over the Alps.

This project concerns the common French-Italian part of the 80 km international section from Saint Jean de Maurienne to Sant'Antonino-Vaie in the Chiese valley. The main lineside structures are the 57.1 km French-Italian "Base Tunnel" of and 11.4 km Orsiera Tunnel on the Italian side.

The project includes technical design studies, environmental studies, realisation of descending shafts and galleries, preparation of the construction sites.

### **State of progress on 31 December 2014:**

Geotechnical surveys at Modane, La Praz and Saint Martin la Porte descending shafts as well as monitoring activities at La Praz and Saint Martin la Porte (SMP) have been completed. Environment and geological studies at Maddalena gallery were carried out up to a length of 1900 metres. In France, land acquisition has started and is in progress, while the administrative order to start the geological investigation at Saint Martin la Porte gallery was signed. Project studies in France and final design studies in Italy were completed.