

*The Lyon - Turin
Transalpine link*

EXTRACTS OF THE WHITE PAPER

This European link has been decided on, now let's get started !

December 2003

Preface

"Time to decide". This was the title the European Commission gave to its White Paper on European Transport in September 2001.

The Comité pour la Transalpine is now presenting its own White Paper because the time to decide has come for the Lyon-Turin programme. And clearly now is the time for the French and Italian States and Governments to jointly set out their line of conduct regarding this major project at the beginning of the 21st century.

Since it was founded, the Comité pour la Transalpine has managed to mobilize political and economic actors on both sides of the Alps to work towards a common goal: facilitating and intensifying economic, cultural and tourist exchanges between Europe's Regions. This is why the Comité pour la Transalpine came about and continues to act today.

The Transalpine link is much more than a rail link, it is a vital issue for a growing Europe and is environmentally friendly. All too often it is characterised as involving just Lyon and Turin, yet it is essential for giving the entire European Southern Arc the means to ensure its economic development. Its true scope is revealed when you realise that it is the missing link in the transport chain between Paris and Milan, London and Budapest and Lisbon and Kiev.

The decisive step, which the decision-makers will take in the weeks and months to come, will be responding to France and Italy's ambitions to achieve a balanced Europe which will be able to rely on its capacity for innovation and intelligent planning of its logistical networks.

Gérard Geoffray
Deputy Vice-Chairman of the Comité pour la Transalpine
Chairman of the Rhône-Alpes Economic and Social Council

SUMMARY OF THE MAIN RECOMMENDATIONS

The Lyon-Turin Transalpine link has been decided on. In order to guarantee its completion and success, the Comité pour la Transalpine wants to make its contribution towards the optimisation needed for this programme, so that it does not run off the rails set out by the project's initiators.

These recommendations provide a range of responses to the Lyon-Turin Transalpine link's EUROPEAN AMBITIONS.

The objectives of the Lyon-Turin Transalpine link:

- § To get started on the programme whilst keeping within the projected financial allocation in order to avoid any cost overruns. The objective of 11 billion Euros (1998 value) was set at the Turin Summit in 2001.
- § To determine a firm deadline for starting work in accordance with an ambitious, sustainable calendar. There should be no delays in launching this programme.

The environment and social development:

- § To harmonise the economic and socio-economic assessment criteria for major infrastructure projects at European level.
- § To select an aggressive, consistent policy to rebalance road and rail infrastructures.
- § To implement a "major project" procedure for the whole programme.

Project management:

- § To appoint a single manager who will make the programme part of an industrial, partnership-based approach that facilitates the offer/market approach.
- § To place economic actors at the heart of the co-ordination phases.
- § To establish a transparent management system for the project by involving private-sector partners as far upstream as possible in accordance with clear, balanced rules.

The Lyon-Turin line:

- § To give priority to the completion of a mixed "passenger and goods" line for the Lyon–Turin Transalpine link.
- § At the next Franco-Italian summit, to confirm the execution of the full double-tube tunnel, to the exclusion of any other phased scenario.
- § To decide on the access phasing programme for the basic tunnel at the end of local consultations in autumn 2003, and following the end of the meeting of the CIADT (Joint Ministerial Committee for Regional Planning and Development).
- § To act both in accordance with the project's target and cautiously in relation to the requalification of existing lines.

Legal and financial arrangements:

Main objective:

- § To guarantee the deployment of resources by coming up with a mixed passengers/goods programme enabling the revenue generated by each type of traffic to be optimised.

Objectives:

- § To define a contractual architecture for the project which is based on the principle of having construction and operating risks effectively shared by public and private sector actors.
- § To confirm France's commitment to the European Commission's proposal in favour of financial support from the European Union of at least 20 % in relation to the crossing of the Pre-Alps and the Alps, and at least 10 % in relation to French and Italian access.

Means:

- § To delegate the public service for the project's design, execution and operation to a company established under European law: in this respect, a European Semi-Public Company could be a useful tool.
- § To give priority to mobilising private funds under a clear legal framework, rather than creating a new tax or indirect tax which will be a burden on the economy and the consumer sector.
- § To promote loans to natural persons: tax exemption systems may be worthwhile measures.
- § Apart from the protective measures required for safety purposes and the sound protection, to proceed cautiously regarding major investments for existing lines, to effectively give clear priority to developing financial resources for new infrastructures.
- § To specify the financial commitments made by the French State and public sector authorities in relation to the programme as a whole, including the French parts, which may be subject to phasing.

Intermodality:

- § To opt to radically modify the infrastructure offer via an intermodal project which optimises road, rail and air networks in accordance with a logic of overall profitability.
- § To choose the profiles for infrastructures and equipment enabling traditional freight and combined transport traffic with a very high capacity to be factored in on this key link in a future high-performance trans-European network.
- § To initiate a high-capacity rail motorway programme through the Alps, like the Eurotunnel shuttle.
- § To experiment henceforth with different rolling highway systems, working in close co-operation with professionals in the transport and logistics sectors.
- § To refuse a doubling up of the Fréjus and Mont Blanc road tunnels.
- § To position the intermodal platform(s) required near employment zones and motorway roads, working in close co-operation with professionals in the transport and logistics sectors.

CONCLUSION

This European transalpine link has been decided on. It is no longer just a PROJECT, it is a PROGRAMME that has been launched and which moreover has, since its inception, been the subject of studies, polls and survey work costing hundreds of millions of Euros. Now this programme has to be calibrated to ensure it is feasible, offers high performance and can be optimised. The three-fold concern of keeping a cap on costs, complying with performance and functionality requirements, and fulfilling an ambitious calendar, must be omnipresent.

To be credible in relation to the determination to bring about the programme's completion, and in order to avoid delaying the Lyon-Turin link, as a matter of priority, the States involved must make three major commitments:

- ∅ The objectives for the programme should be clearly determined by the French and Italian States, particularly with regard to the timeframes for the start of works and their completion.
- ∅ To fulfil the determination to achieve a rebalancing of road/rail services by designing a programme that is resolutely intermodal, and by ensuring the reliability of the service provided by the rail transport operators.
- ∅ To seek an innovative, high-performance financing solution, which requires an association of private partners upstream from the programme.

All of the actors involved in the programme, whether they are local actors, Europe, future financiers and users, or the inhabitants of the Alps region, must be informed of these commitments. Two essential steps are required:

- ∅ Drafting and signing an additional clause to the agreement of 29 January 2001;
- ∅ Providing strong support for the European Commission's proposals for the construction of a trans-European network and for obtaining 30% European financial support for the Pre-Alps and Alps crossing part of the Lyon-Turin programme.

IN BRIEF

Le Comité pour la liaison européenne Transalpine Lyon-Turin

The objective of the Comité pour la liaison européenne Transalpine Lyon-Turin is to take any action that might facilitate or hasten the completion of the high-capacity passengers and freight rail link between Lyon and Turin.

Chaired by Mr Raymond Barre, the Committee brings together local bodies, companies, economic bodies, banking institutions, trade unions, consular representatives and leading experts. The diverse nature of its members shows the importance of this link, which is vital for the Rhône-Alpes and Piémont regions, as well as being fundamental for the future of both the Alps and Europe. This close partnership is further reinforced by the co-operation that the Comité pour la Transalpine has with:

- Its Italian counterpart, the Comitato Transpadana, chaired by Ombretta Colli and Innocenzo Cipolletta,
- FEDRE (the European Foundation for the Development of the Regions), which is chaired by Claude Haegi in Geneva, and which co-ordinates the Trans-Alpine Links Observatory.

Thus the ambition of local bodies and economic actors in the Alpine Triangle (Lyon–Geneva–Turin) is to join together to promote the new Lyon-Turin high-capacity rail link and enhance it in order to further the regional development and planning of the Rhône-Alpes, cross-border areas and European Space. The Committee for the Transalpine Link is seeing to it that the programme's execution meets the expectations of those living on both sides of the Western Alps, with the main motivation being a timeframe of:

10 years to open the new road through the Alps.

» 6 priority objectives:

- 1- To inform and mobilise all sorts of leaders to enable them to intervene at the right level throughout the implementation process.
- 2- To provide an interface between the project's public and private sector actors.
- 3- To make users the project's central focus by pursuing work with professionals who will ensure the project's success. To promote intermodality by working on consistency between the infrastructures aspect and the market/products and marketing/operations approach.
- 4- To enhance and facilitate the project's carrying out through critical consideration of it and by encouraging innovation (financing, materials, and implementation procedures and techniques).
- 5- To develop the project's international and cross-border vision, working both consistently and in consultation with our Italian counterparts.
- 6- To communicate, explain, and disseminate information so that this major industrial project can become the property of the greatest possible number of people.

» The Committee's Board:

The Board of the Comité pour la Transalpine, chaired by Raymond Barre, with Gérard Geoffray as vice-chairman, is made up of eight members of politic and economic bodies.

The White Paper is available in French version on request

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