

the transalpine

Lyon-Turin freight and passenger rail link



Lyon - Turin the rail link to balance Europe

“The decision to construct the Lyon - Turin link is now irreversible. It is up to us to be imaginative and ambitious for the financing.”

Jacques Chirac

*President of France
Franco-Italian summit at Turin
January 2001*

“The implementation of Corridor n°5 is as important as the entry into the Euro zone.”

Carlo Azeglio Ciampi
President of Italy

“The enlargement of the European Union to the East puts the Lyon-Turin-Milan-Venice-Trieste-Ljubljana priority project in a key position to respond to the increasing need for the movement of goods and persons between the Europe of the Atlantic and the Europe of the Levant - the countries of the Danube and the Balkans. The link will cross regions which are among the most dynamic of the continent and which could be, in the medium term, a new zone of prosperity - the equivalent of the famous “blue banana” - an arc to link Rhone-Alps to Slovenia, and even beyond.”

François Lamoureux
Director-General
of Energy and Transport
at the European Commission



Restoring the balance of exchanges in Europe

A tool for European territorial planning

■ The Lyon - Turin transalpine is a key element in the European transport network. It is the missing rail link which will bring 5 000 km of existing lines into a network linking 250 million Europeans.

The programme is essential for the economic and cultural growth of the regions of southern Europe and for the improvement of traffic conditions in the south European arc which consists of regions with a great potential for development, from the Iberian Peninsula to east-central Europe via the Po valley.

An effective counterweight to the Rhine – Danube axis

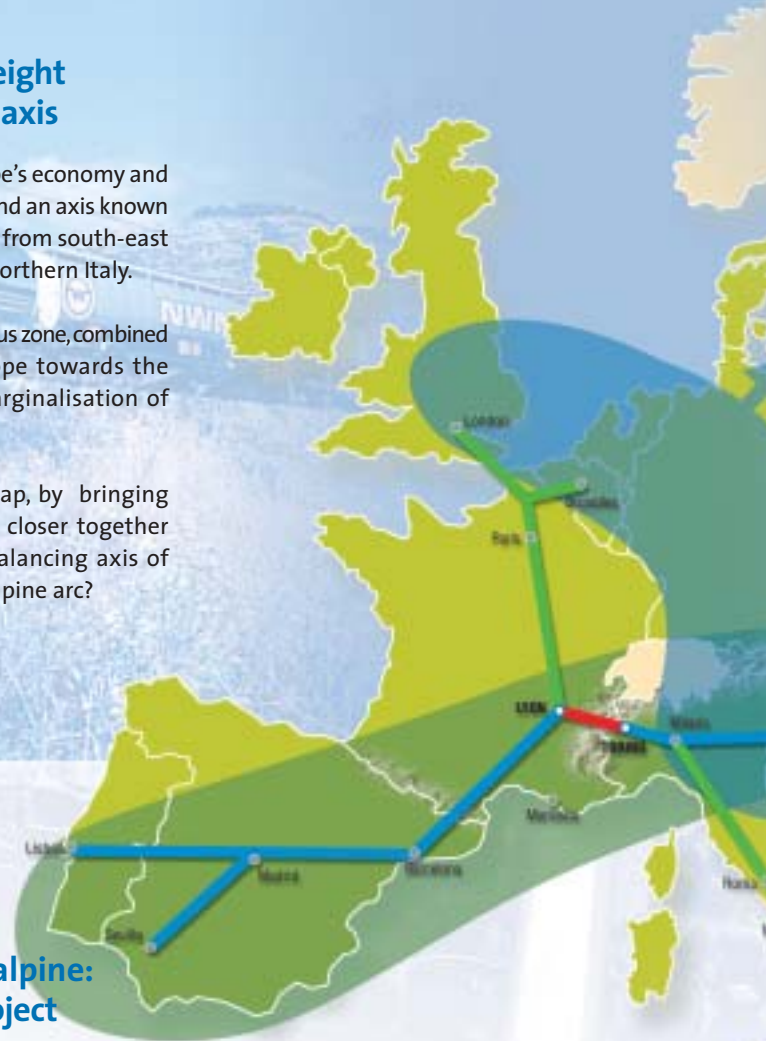
■ For more than a century, Europe’s economy and demography has developed around an axis known as the “blue banana”, stretching from south-east England, through Germany to northern Italy.

The strengthening of this prosperous zone, combined with the enlargement of Europe towards the east, must not lead to the marginalisation of south-western Europe.

Is it not time to modify the map, by bringing northern and southern Europe closer together and by developing a counterbalancing axis of prosperity to the south of the alpine arc?

The Lyon - Turin transalpine: a priority European project

■ The Lyon - Turin transalpine link was put on the list of priority transport projects at the European heads of state summit at Essen in 1994, and was adopted by a vote in the European Parliament in April 2004. The European Commission encourages its realisation as it conforms perfectly to the directions defined in 2001 in its **White Paper “European Transport policy for 2010: time to decide”**.



- Corridor 5 of the trans-European, Lisbon – Kiev network
- Future Lyon - Turin transalpine line, the missing link
- Other major routes
- Movement of the “blue banana” with Europe’s enlargement to the east
- South European arc

The Lyon - Turin transalpine link: the appropriate response

A high-capacity rail link for passengers and freight

■ The Lyon - Turin transalpine link is:

- a **new freight link**, respectful of the environment and complementary to other modes of transport, allowing the transport of at least 40 million tons of freight per year (more than 2 million lorries),
- a **new passenger link** allowing 7 million passengers per year to save two hours on their journey compared to today,
- a **European project** of construction and planning involving 200 km of new lines between Lyon and Turin, crossing the Prealps and the Alps, with several tunnels and other civil engineering works.

“It is essential for the partners to establish a transparent operational structure for legal and financial matters, so as to allow the immediate mobilisation of all available human, technical, financial, public and private resources.”

Raymond Barre

A financial plan based on a Public – Private Partnership (PPP)

■ The target cost of 13 billion Euros, fixed at the signature of the Franco-Italian Memorandum at Paris in May 2004, must imperatively be respected as it is the basis of a partnership agreement between the potential financiers.

This partnership agreement can only be obtained by a transparent and firm commitment of the states, at their levels of intervention.

An innovative financial solution must be established on the basis of a public – private partnership guaranteeing the financial support of the European Union of at least 20%. The solution of joint financing on the international section has been endorsed by Franco-Italian banking groups and by the EIB (European Investment Bank).

Testing the rolling highway

■ The modernisation of the existing line confirms the technical trials of the rolling road between Aiton - Bourgneuf (F) and Orbassano (I). Launched in late 2003, the interest of the trials will be increased once other works are put into service, such as the base-level tunnel under the Alps, the tunnel under the Chartreuse, and the logistic platform(s) in the east area of Lyon.



“France and Italy seem to have a clear will to realise the project, but the will must be transformed into action, especially concerning the search for an ambitious financial arrangement.”

Loyola de Palacio

Vice-President of the European Commission



Let's be clear: the value of the Lyon - Turin link goes far beyond that of a simple rail link. It is a social project, essential for the development of the south and east of Europe and vital for the future of the Alps. Today, we can see that what is at stake is the extreme fragility of the Alps as they are confronted with an exponential growth in transport.

Sergio Pininfarina

President of the Intergovernmental Commission for the Construction of the Lyon - Turin link

An effective, efficient and simple programme

■ The best way to gain the support of all the partners - French and Italian, financiers and future clients – for a high-capacity passenger and freight programme is to guarantee the greatest transparency in the conception and the setting-up of the project.

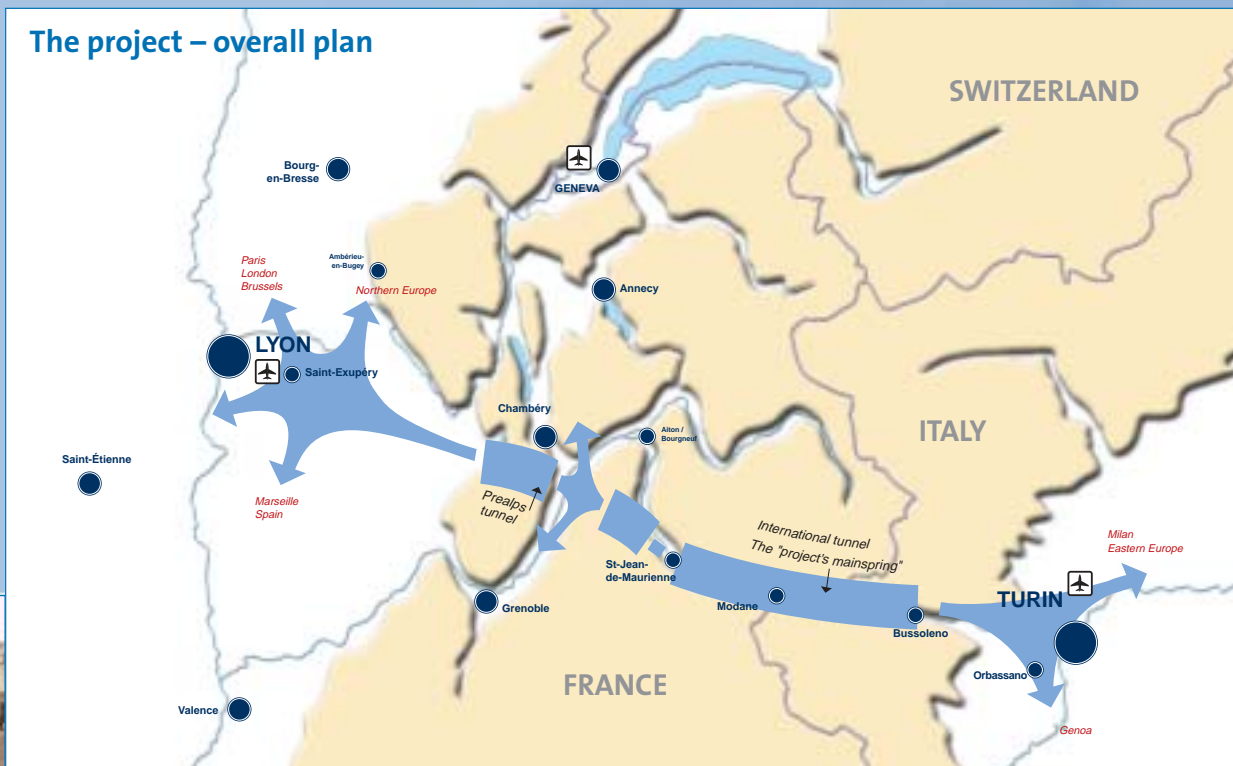
The objective of the Lyon - Turin transalpine intermodal project must be to provide the service quality and reliability expected by the users; it will do this by radically improving the available means of transport, leading to a more efficient use of existing road, rail and air networks.

The destiny of the whole of Europe is at stake. Are we to draw a line in Europe from the West to the East, marginalizing the south of the Alps ?

Antonio D'Amato

President of Confindustria

The project – overall plan



The saturation of existing infrastructures in 2015

The latest studies on future traffic, undertaken by the company Lyon Turin Ferroviaria (LTF) show that existing infrastructures will be saturated in 2015.

The construction of the Lyon - Turin transalpine link should therefore begin in 2007, to keep within the time-limits fixed by France and Italy at the Turin Summit in January 2001.

Making the Alpine crossings safer

No longer encouraging the “all-road” solution

■ Traffic in the alpine arc has increased from 50 million tons (MT) in 1980 to 130 MT in 2002. The forecasts (conservative estimates) are for 190 MT in 2015 and 270 MT in 2030.

Until today, this increase in traffic between France and Italy has involved only road transport. Now it seems appropriate to satisfy future needs by putting more traffic on rail.

Reducing the risks

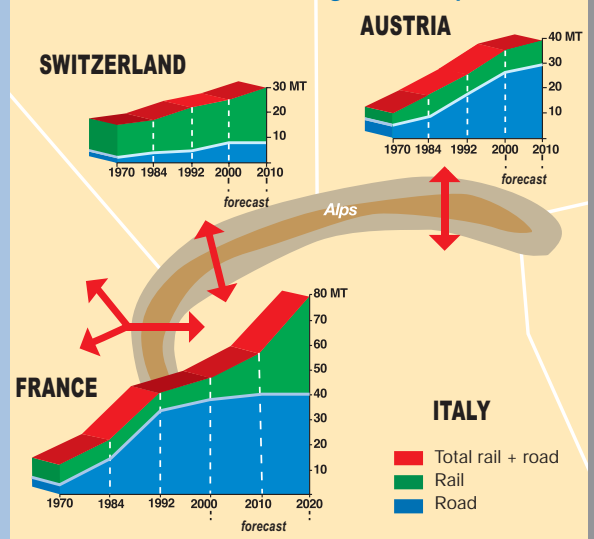
■ The recent Mont-Blanc and Saint-Gothard accidents demonstrate the limits of present road tunnels and their access routes. The existing rail structures are no longer suitable (the Mont-Cenis tunnel dates from 1870!)

Today, equipment conforming to the new safety, capacity, efficiency and reliability standards are necessary.

The fragility of the Alps

■ A jewel at the heart of Europe, surrounded by some of the richest and most dynamic regions, the Alps are subjected to considerable pressures. The Alpine Convention signed in 1991 by the 8 countries of the alpine arc requires the limitation of environmental pollution and of the risks due to traffic, particularly road traffic, as well as the reconciliation of development and conservation interests.

Modal distribution of exchanges in the alpine arc



Redistributing traffic from road to rail: a political choice

■ The success of the Swiss example, which will be enhanced by two new rail tunnels within ten years, is proof that traffic can be moved from road to rail. At the signature of the Memorandum of 5 May 2004, the two states committed themselves to an effective policy of redistributing traffic in the Alps, from road to rail.





Key dates

- 1991** ■ Alpine Convention aiming to reduce the harmful effects and risks of intra-alpine and transalpine transport
- Establishment of the Comité pour la Transalpine (F) and of the Comitato Transpadana (I) for promoting the construction of the Lyon – Turin link
- 1994** ■ European heads of state summit: the Lyon - Turin transalpine is adopted among 14 priority projects
- 1995** ■ Establishment of GIP Transalpes, charged with preparatory studies for the decision of the two states to undertake the Lyon – Turin project

29 January 2001 ■ Signature of the Franco-Italian agreement for the construction of the new transalpine Lyon - Turin line
 “This decision is irreversible. It is up to us to be imaginative and ambitious for the financing.”

Jacques Chirac

- 2001** ■ Creation of LTF, the company responsible for undertaking complementary studies and for conducting preliminary work on the Franco-Italian part of the programme
- 2002** ■ Beginning of the preliminary works on the international main tunnel under the Alps
- 2003** ■ Delivery to the French Prime Minister of the “Common Declaration” in favour of the Lyon – Turin link, signed by 100 parliamentarians and representatives of the Rhone-Alps economy

21 April 2004 ■ Vote of the European Parliament confirming the registration of the Lyon – Turin link as a priority project

5 May 2004 ■ Signature of the Franco-Italian Memorandum fixing at parity the apportionment of financing for work on the international section

2015 * ■ The Lyon - Turin transalpine in service
 “Delaying the project beyond 2015 would be dangerous.”

Raymond Barre

President of the Committee for the Transalpine

*2015: date announced at the January 2001 summit

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As President of the Regional Presidents of Italy, I consider that the Lyon - Turin project is strategically important for the whole of Italy. As President of the Region of Piedmont, let me remind you that the project has cultural, social and economic dimensions of prime importance for this great euroregion, the Western Alps.

Enzo Ghigo

President of the Region of Piedmont



By this agreement, the French and Italian governments commit themselves to construct or to have constructed the works of the common Franco-Italian part, necessary for the realisation of a new passenger and freight rail link between Lyon and Turin.

Extract from article 1 of the Intergovernmental Agreement of 29 January 2001