

LYON-TURIN TORINO-LIONE

A 26 Billion € project
Who really knows it ?

*France : standby since July 2017,
Italy : The new government commits
« to fully rediscuss the project in compliance
with the agreement »*

- Although this project is one of the most expensive in Europe, it is in fact not very well known by elected representatives or by citizens who consider it more on an ideological or dogmatic basis
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- The cost of the whole project is 26 billion euros to be fully functional
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- Considering the budgetary constraints of France, Italy and Europe, today's question is whether or not, it is necessary to undertake definitive work, while the existing railway is not used despite 1 billion euros investment.

1991/2000 JUSTIFYING THE LYON-TURIN PROJECT

PREVISIONS DE TRAFICS

| PROJETS | MILLIONS DE VOYAGEURS | | | |
|---------------------|-----------------------|-------|---------------|-------|
| | AVANT | APRES | ACCROISSEMENT | % |
| TGV Aquitaine | 14,7 | 20,1 | + 5,4 | + 37% |
| TGV Auvergne | 2,9 | 3,9 | + 1,0 | + 37% |
| TGV Bretagne | 9,1 | 12,2 | + 3,1 | + 34% |
| TGV Est | 8,4 | 14,5 | + 6,1 | + 73% |
| TGV Grand-Sud | 3,7 | 5,3 | + 1,6 | + 42% |
| Interconnexion Sud | 12,6 | 13,4 | + 0,8 | + 7 % |
| Liaison Transalpine | 11,4 | 19,1 | + 7,7 | + 68% |

Actual Forecast
4 M passengers

Compare to Thalys
Paris-Brussels
7 M PACS in 2017

Nombre de PL annuels aux tunnels routiers du Mont-Blanc et du Fréjus Estimation hors accident au tunnel du Mont-Blanc

| | 1996 | 1997 | 1998 | 1999 * | 2000 * | 2005 # | 2010 # | 2015 # |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Fréjus | 757 728 | 766 000 | 782 000 | 901 332 | 922 585 | 963 969 | 1 104 100 | 1 210 374 |
| Mont-Blanc | 729 635 | 734 306 | 776 604 | 731 635 | 748 886 | 661 794 | 746 602 | 787 220 |
| Total | 1 487 363 | 1 500 306 | 1 558 604 | 1 632 967 | 1 671 470 | 1 625 763 | 1 850 703 | 1 997 663 |
| Fréjus (%) | 50.9% | 51.1% | 50.2% | 55.2% | 55.2% | 59.3% | 59.7% | 60.6% |
| Mont-Blanc (%) | 49.1% | 48.9% | 49.8% | 44.8% | 44.8% | 40.7% | 40.3% | 39.4% |

Verified 2015 Fréjus + Mt Blc 2015 = 1 252 357

PREVISIONS DE TRAFIC D'UN SERVICE DE FERROU TAGE ENTRE LA FRANCE ET L'ITALIE
DANS LE CADRE DU PROJET LYON- TURIN - ELEMENTS DE TRAFIC COMPLEMENTAIRES

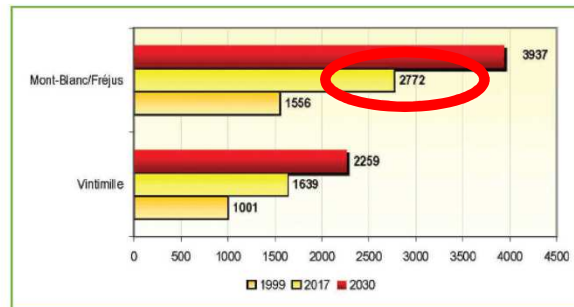
To justify this project, forecasts for freight and passengers were made:
All of them were wrong:

- in 1991, the forecast made was 19 million passengers, today's forecast was reduced to 4 million,
- in 2000, freight forecasts predicted 2 million freight trucks in 2015; actual traffic was 40% lower,

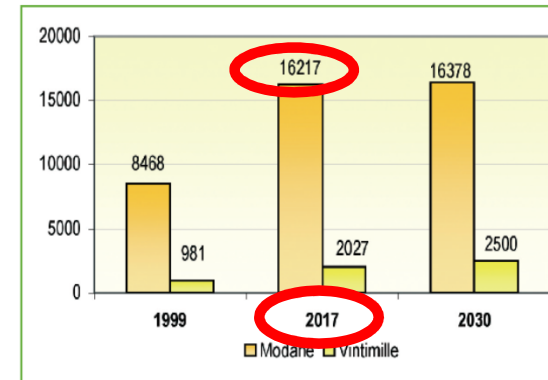
The project was launched based on this type of forecast.

2006 JUSTIFYING THE LYON-TURIN PROJECT

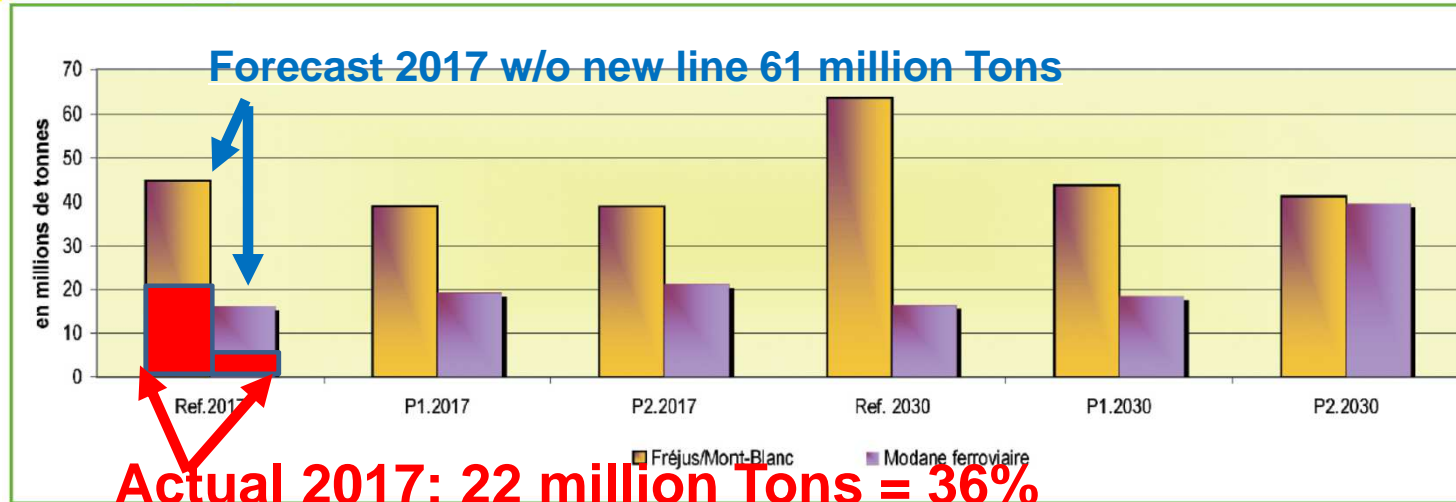
8 – Evaluation socio-économique



Le trafic routier de marchandises en situation de référence aux points de passages franco-italiens (en milliers de poids lourds). *Source: Etudes Approfondissements APS, LTF.*



Le trafic ferroviaire de marchandises en situation de référence aux points de passages franco-italiens (en milliers de tonnes par an). *Source: Etudes Approfondissements APS, LTF.*



Volumes du trafic de marchandises sur le corridor de projet. *Source: Etudes Approfondissements APS, LTF.*

In 2006, new forecasts were made, even further away from reality.

The forecast for 2017 was nearly 3 million trucks and 16.2 million tons of freight on the existing railway. The overall freight forecast for 2017 was 61 million tons.

The actual freight traffic in 2017 was 22 million tons. Only one third of the forecast made in 2006 !

However, the experience of the Franco-Italian motorway inaugurated in 2000 had already proved that the freight traffic was already falling before the 2008 crisis.

WHY do both road and Railway traffic decrease since 1994?

-**Mont-Blanc 2017** : Average traffic= 1 702 trucks/day – 621 484 trucks/year

-- **Fréjus 2017** : Average traffic = 2 029 trucks/day – 740 594 trucks/year

2017 : 1,362 million trucks/year : same traffic as in 1992

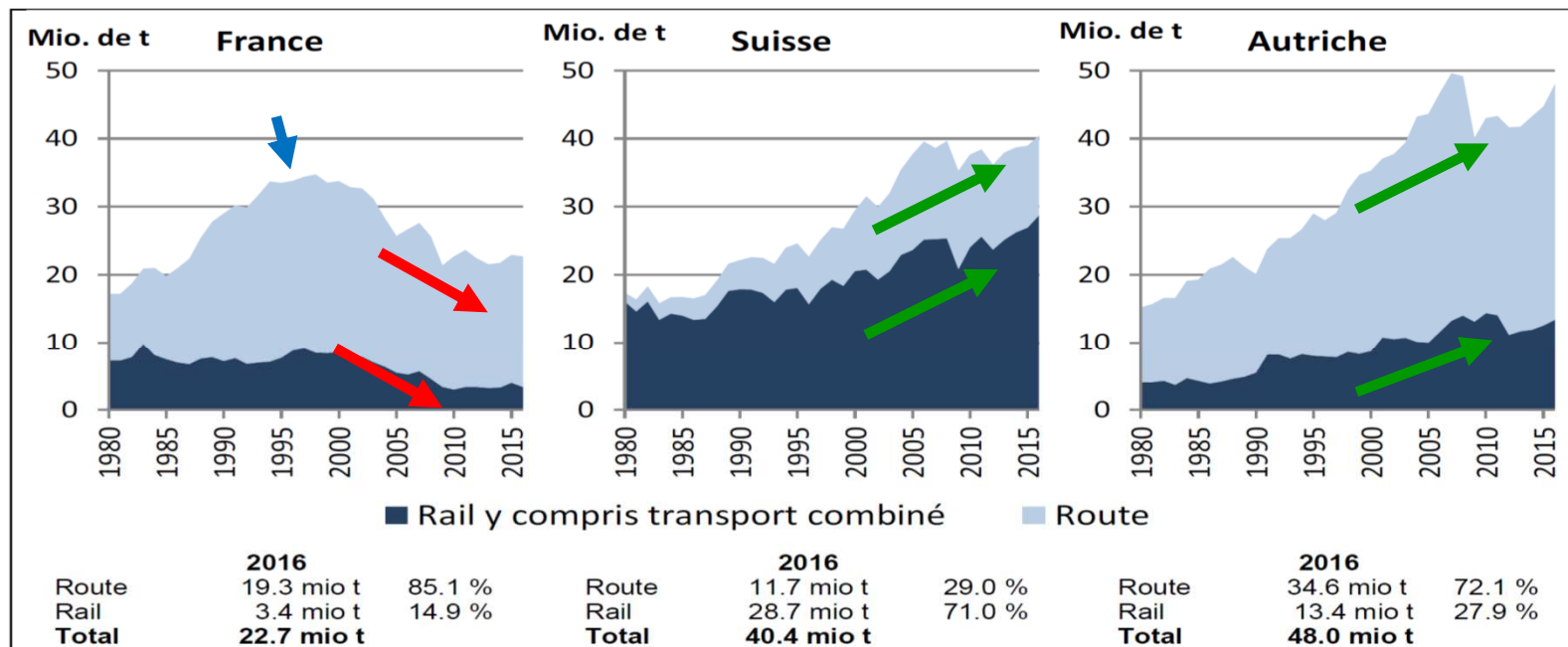


Figure 10 : Trafic marchandises transalpin 1980-2016 dans l'arc Alpin intérieur entre le Mont-Cenis/Fréjus (F) et

France and Italy must first demonstrate that they are able to use the existing railway like Austria or Swiss did

Let's compare with the situation in Switzerland and Austria

These graphics show that the conditions are very different:

- for many years, Swiss and Austrians have shown that they knew how to transport goods and exploit intermodal trains on their existing railways.
- In France, with the same infrastructure available, freight traffic kept declining, in the mountains as well as in plains, on short as well as on long distances.

Promoters confirm the situation

Non c'è dubbio, infatti, che molte previsioni fatte quasi 10 anni fa, in assoluta buona fede, anche appoggiandosi a previsioni ufficiali dell'Unione Europea, siano state smentite dai fatti, soprattutto per effetto della grave crisi economica di questi anni, che ha portato anche a nuovi obiettivi per la società, nei trasporti declinabili nel perseguimento di sicurezza, qualità, efficienza.

Lo scenario attuale è, quindi, molto diverso da quello in cui sono state prese a suo tempo le decisioni e nessuna persona di buon senso ed in buona fede può stupirsi di ciò. Occorre quindi



Presidenza del Consiglio dei Ministri

OSSERVATORIO PER L'ASSE FERROVIARIO TORINO-LIONE

L'argument qui consistait à dire que le tunnel existant allait être saturé n'a plus lieu d'être.

Nous sommes passés d'une époque de grande croissance continue à une conjoncture économique difficile. Sur l'arc alpin franco-italien, les flux se sont stabilisés. Et sur la zone des Alpes du Nord, les activités sont en diminution. L'évolution récente, notamment à cause de la crise économique de 2008, a créé une période de non-croissance.

Au départ, nous sommes effectivement partis sur l'idée d'une ligne à grande vitesse. Dans le contexte de l'époque, la concentration intellectuelle était focalisée sur ce type d'infrastructures. C'était la pensée dominante. Actuellement, en France, il y a un débat sur la politique des lignes à grandes vitesses, sur leur sens et leur utilité économique et sociale. Dans ce contexte de réflexion nationale autour de ces ouvrages, ce n'est pas le maillon du Lyon-Turin qui serait prioritaire, alors que d'autres, plus importants, sont à revoir. Si nous considérons encore comme utile la construction d'une ligne à grande vitesse à cet endroit, nous aurions tout faux. Aujourd'hui, l'argument initial ne permet plus la justification du projet.

Hubert du Mesnil : "Le Lyon-Turin sera un outil de compétitivité pour la France"



All this is finally acknowledged and accepted by the promoters themselves:

Mr Du Mesnil, President of Lyon-Turin Ferroviaire stated:

"the argument that the existing tunnel would be saturated no longer applies" or "The Lyon-Turin link would not be the priority while others more important are to be reviewed "

Mr Foietta for the Italian government declared in 2017:

"There is no doubt that the forecasts made ten years ago, in good faith, even relying on official forecasts of the European Union, are denied by facts"

The existing Lyon-Turin railway is Competitive

The ROAD is 30% more expensive

RAPPORT DU CONSEIL FÉDÉRAL

Rapport sur le transfert du trafic de novembre 2017

voisins

Offre ferroviaire existante : compétitive

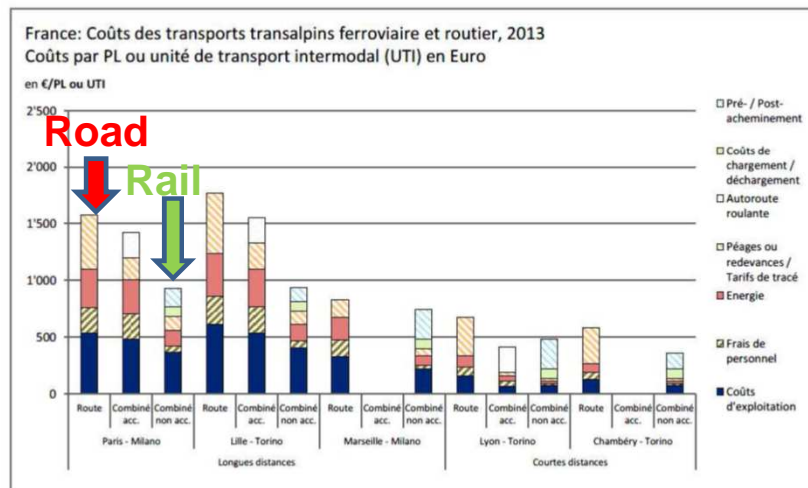


Figure 34: France: Coûts des transports transalpins ferroviaire et routier, 2013

Source : DG Move Commission Européenne



Commission européenne
DG MOVE

Confédération suisse
Office fédéral des transports (OFT)

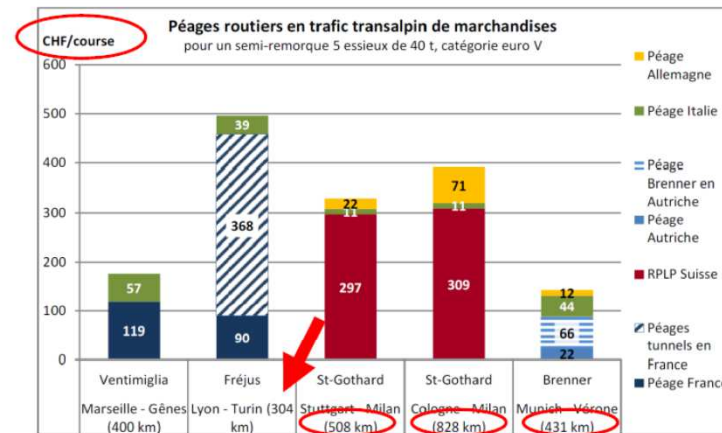


Figure 41 : Péages perçus sur des itinéraires typiques en trafic marchandises empruntant des passages alpins en France, en Suisse et en Autriche pour un train semi-remorque de la catégorie Euro V de 40 t⁵⁴

Yet France and Italy have incredible assets which they do not use to promote rail freight.

According to DG Move, due to extremely expensive road tunnel tolls, road hauliers have transportation costs 30% higher than rail freight on the French-Italian transalpine route.

Existing Railway Lyon-Turin Before/Today

| | <u>80's</u> | <u>TODAY</u> |
|--|---|--|
| Railway in Italy | Single track | Double track |
| Tunnels | Original 19 th century Gauge | GB1 et AFM 423 Gauge From Ambérieu to Orbassano |
| Management | What was your computer then ? | Computerized management |
| Locomotive Change between FR and IT | One hour and a half | No Change using BB36300 |
| Customs | 2 to 3 hours per train | Schenghen area no customs |
| Number of trains/day | 120 freight+40 PACS | 20 freight + 6 TGV |
| Investment ~ 1 Billion € | | |

- In the 1980's, the existing railway line accommodated 120 freight trains and about forty passenger trains daily.
 - in 1980, the railway in Italy was a single track, it is now a double track
 - Locomotives had to be changed at the border, which took one hour and a half; there is no need to change them any longer, thanks to the new compatible locomotives since 2003
 - Trains had to go through customs, they no longer are which saves 2 hours
 - It was almost not used, it is now very powerful
 - Tunnels have been enlarged to the GB1 European gauge
- Despite this, France and Italy circulate 6 times less freight and passenger trains

The existing railway Turin-Lyon is able to transfer
up to 1 million trucks from road to railway NOW
550m length and 1.150 tons 100 freight train/day

| Type | Double Wagon | | Train | | | | Number/ Year |
|-----------------------------------|--------------|---------------|---------------|--------------|-------------------------------------|----------------------|---------------------------|
| | Tare (t) | Length (m) | Length (m) | Weigh (t) | Number semi trailer container | % charge utile | Equivalent semitrailer |
| Semi trailers on Pocket Wagons | 32,9 | 34,2 | 517 | 1105 | 28 | 40,6% | 980 000 |
| Containers on Pocket Wagons | 32,9 | 34,2 | 551,2 | 1079 | 30 | 44,5% | 1 050 000 |
| Containers 90 feet Novatrans | 29 | 29,6 | 511,8 | 1088 | 32 | 47,1% | 1 120 000 |

60% of existing railway capacities represent 50% road traffic

2 Locomotives UM Length: 38,2 m

Annual Traffic based on 350 days and 100 trains per day

Loading charge per Semitrailer = 16t (source CNR and LTF)

Today, one million trucks can be moved from the road on freight trains between France and Italy, with loading methods used all over the world.

The existing railway has 2 constraints

- trains up to 550 meter long
- less than 1150 ton trains to avoid one extra locomotive pushing the train

Under these conditions, the capacity of the existing railway can easily be calculated

- 28 trailers or 32 containers on average per train
- on 100 trains at least 2800 trucks daily
- over one year, 350 days, nearly 1 million trucks can be removed from the road

by using only 60% of this existing capacity, France and Italy can now achieve the European objective for 2050 of 50% of rail share at no cost

So there is no bottleneck

Agreement and Treaties France, Italy, Europe

- January, 29 – 2001 / *13 articles*
- May, 5 – 2004
- January, 30 – 2012 / *28 articles*
- February, 24 – 2015 / *7 articles*
- March, 8 – 2016 / *échange de lettre*

Important note:

- there is ***no penalty clause*** but instead an arbitration court for dispute settlement
- there is ***no date specified*** except the «saturation date of the existing line»

No one argues with the fact that France, Italy and Europe must comply with the treaties they signed.

But there is more than one article or one treaty

There are:

- 50 articles in 3 ratified agreements
- a memorandum on financing
- an exchange of letters between France and Italy

There is no penalty clause in the treaties. Only an arbitral tribunal is planned

There is no date of completion, the only date indicated is the saturation of the existing railway

France and Italy don't comply with the treaties

- What did the parties commit to ?

29/01/2001 Art 1, 3 : 2 tubes crossborder tunnel,

30/01/2012 Art 4 : 33 km in France, crossborder tunnel 57 km, 19 km in Italy (2 tubes)

- Availability of funding is a prerequisite **30/01/2012**
Article 16
- Cost must be certified by a third party **30/01/2012**
Article 18

That's why France and Italy decided to put in « Pause » or fully rediscuss the project

It is therefore necessary to comply with the treaties, but the treaties as a whole .

The commitment of France and Italy is to build or have built the common section, but the common section is not limited to the cross-border tunnel.

France committed to build, at its own costs, 14 more kilometers of tunnel than Italy and that's why Italy agreed to pay more than France for the cross-border tunnel.

If France does not build its 33 kilometers tunnel, then Italy can legitimately ask not to pay more. The treaty also requires that the financing of the entire tunnel be available before the start of the final works.

Finally, the costs of the cross-border tunnel must be certified by a third party, but Lyon-Turin railway chose its historical subcontractor to do it.

As you can see, treaties are far from being respected

Questionable practice

Lyon Turin : droit de réponse

Suite à l'article « La "pause" annoncée du Lyon Turin fait couler beaucoup d'encre », paru dans notre édition du 3 août dernier, l'ancien sénateur Michel Bouvard, vice-président délégué aux Finances, à la Politique Montagne et aux affaires européennes au Conseil départemental tient à faire savoir : « J'ai pris connaissance de l'article publié sous votre signature concernant l'annonce effectuée par la Ministre des Transports du fait que le Lyon Turin était concerné par la pause dans les projets d'infrastructures, sans qu'il soit précisé si cette pause s'appliquait aux travaux du tunnel de base entre Saint-Jean-de-Maurienne et Suse, engagés, ou aux voies d'accès pour lesquelles une mission confiée à M. de Tréglodé doit permettre de définir le phasage. Vous trouverez ci-joint le texte du vœu adopté à mon initiative lors de la dernière session du conseil départemental le 30 juin 2017.

Je dois aussi relever l'interprétation fallacieuse effectuée par Mme Milliex concernant le financement de l'Union Européenne tendant à faire croire que la contribution de l'Union européenne ne serait pas de 40 % et que vous reprenez sans aucune

réserve. Il est en effet totalement mensonger de prétendre que l'Union apportera 40 % sur 1,98 milliard et non sur 3,06 milliards d'euros. L'engagement de l'Union porte sur les travaux à réaliser sur la période correspondant à la campagne budgétaire de l'Union européenne 2014-2020, intégrant une prolongation possible jusqu'en 2022 pour l'exécution. Ceci ne veut pas dire, contrairement à ce qu'insinue Mme Milliex dans une nouvelle tentative de désinformation de nos concitoyens, que la subvention de 40 % ne serait que sur 1,98 milliard d'euros, cela veut simplement dire que la tranche suivante a vocation à être financée au-delà de 2020, comme cela a été expliqué à plusieurs reprises par la commission.

Quant aux travaux de Saint-Martin-de-la-Porte, dont Mme Milliex indique qu'ils ne sont pas des travaux définitifs, j'en appelle là aussi à un peu plus d'honnêteté intellectuelle sur le dossier. Les travaux de Saint-Martin constituent bien des travaux définitifs qui ont été basculés dans les travaux de reconnaissance pour en permettre l'exécution dans les meilleurs délais et bénéficier du finan-



L'ancien sénateur de la Savoie Michel Bouvard.

cement de 50 % de ces travaux par l'Union européenne.

Mme Milliex ne peut ignorer cette situation puisque son association "Vivre et Agir en Maurienne", avec d'autres membres des opposants au projet, a, en son temps, reproché aux élus et au gouvernement d'avoir engagé les travaux définitifs de manière clandestine en anticipant les travaux de Saint-Martin-de-la-Porte !

Je vous remercie de bien vouloir porter ces informations à la connaissance de vos lecteurs. Il me semblerait ju-

The promoters of the project decided to present some final works as preliminary to start them earlier and receive 50% funding from UE instead of 40% for definitive construction

Questionable practice also appear in this project.

You will find illustrations in the folders at your disposal, and this statement can only raise questions to the parliamentarians and officials that you are

One of the project's stakeholders indicated that some final works would have been presented as preliminary and study work to get 50% grant instead of 40% and start works although the financing was not available.

Who can take the responsibility of increasing public debt in Italy and France ?

- Current SNCF group debt is over 50 billion €;
- Negative net value for the project;
- The new railway costs 150 million €/km = Losses are inevitable;
(See Perpignan-Figueras bankruptcy)
- The project increases the public debt while the existing railway is only used at **20% of its capacity**
- ***French administration reject the project from more than 20 years:***
 - ***1998: Conseil Général des Ponts et Chaussées,***
 - ***2003/2006: Inspection Générale des Finances et Conseil Général des Ponts et Chaussées,***
 - ***From 2009: Cour des Comptes***

When someone is in debt he can ask for his debt to be refinanced; but who can then come up with new debts due to fanciful forecasts and unbearable costs?

Regarding the Perpignan-Figueras rail link, the company was put into liquidation after only 4 years of operation, despite 58% subsidy. The construction costed 25 million euros per kilometer, with 3 times more trucks and 3 times more population than between Lyon and Turin.

Who will take the responsibility to push 2 countries in difficult budgetary situations to put themselves in unsustainable debt situation in investment and operation with a new infrastructure costing 150 million euros per kilometer (6 times more expensive)

Another question about this project is why, despite the fact that all French administrations concerned by the Lyon-Turin rejected it, were their repeated opinions never taken into account?

Yet, after 20 years, all facts confirmed their findings

You saw
documents and evidences
These should be the
basis before any decision
regarding « public usefulness »

Postpone the Lyon-Turin project doesn't
jeopardize the future and saves the two
countries public finances

As a conclusion, I will tell you that complying with the treaties for the project and suspending it does not jeopardize the future.

The only thing to do before undertaking an expenditure of several billion euros is to reduce the freight traffic on roads, which is possible today at no cost in this project, as in many others, I urge you to ask for evidences and documents when someone presents you arguments

This is what I did in the short time that I was given

Thankyou