

TELT Network *Statement*

Edited by TELT Railway Division
February 2025
Preliminary Version

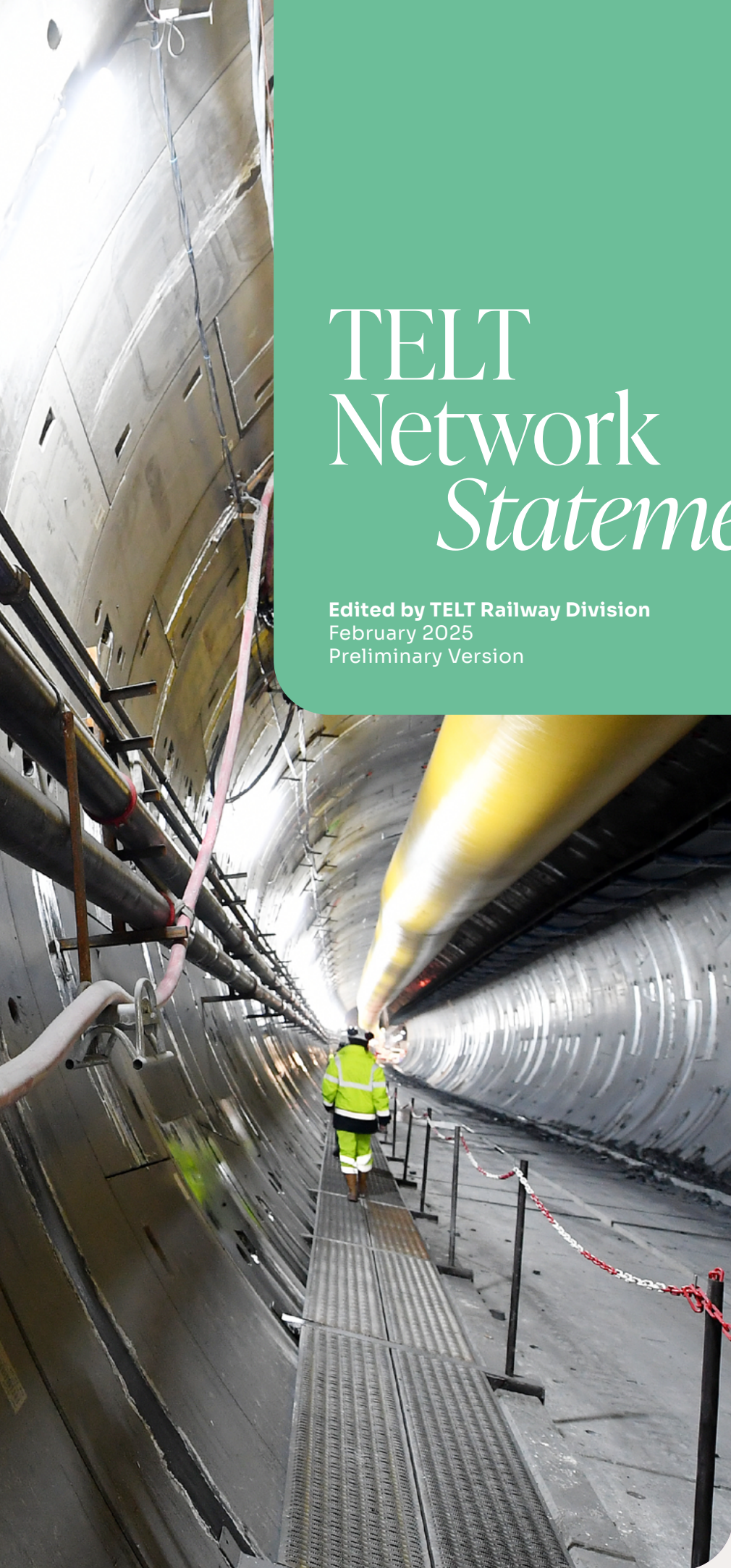


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General information

1.1 Introduction

1.1.1 The TELT company

TELT S.A.S, the public promoter of the Lyon – Turin transalpine rail link, is a Société par Actions Simplifiée (simplified joint stock company) with capital of €1,000,000.00, registered with the Chambéry Commercial Court under number 439 556 952, and with its registered office in Chambéry (France). TELT S.A.S is the successor to LTF S.A.S (Lyon-Turin Ferroviaire), which was set up under the agreement of 23 February 2015 to build and operate the cross-border section of the combined rail link between France and Italy. TELT is owned 50% by the public railway company Ferrovie dello Stato Italiane on behalf of the Italian State, and 50% by the Ministry for Ecological Transition on behalf of the French State.

TELT, under Article 6 of the Intergovernmental Agreement of 30 January 2012, is the entity responsible for concluding and monitoring the performance of the contracts required for the design, construction and commissioning of the cross-border section of the infrastructure, and has been entrusted with its future management.

1.1.2 Objectives of the Network Statement

The Railway Undertakings established in a Member State of the European Union, the Railway Operators established in France and Italy, and other Applicants have, under fair and non-discriminatory conditions, a right of access and transit to the Lyon Turin Euralpin Tunnel - TELT for the purposes of the operation of:

international combined
freight transport services

international freight services

international passenger
transport services

TELТ has drawn up this document with the aim of sharing information and ensuring non-discrimination concerning the conditions of access, the procedures for allocating and using capacity and services and the corresponding charges, in order to promote the development of rail transport.

1.2 Legal aspects

1.2.1 Legal status and liability

This preliminary document is published for information purposes, as a precursor to the Network's future Reference Document (Network Statement) and in order to disseminate the data already available as soon as possible.

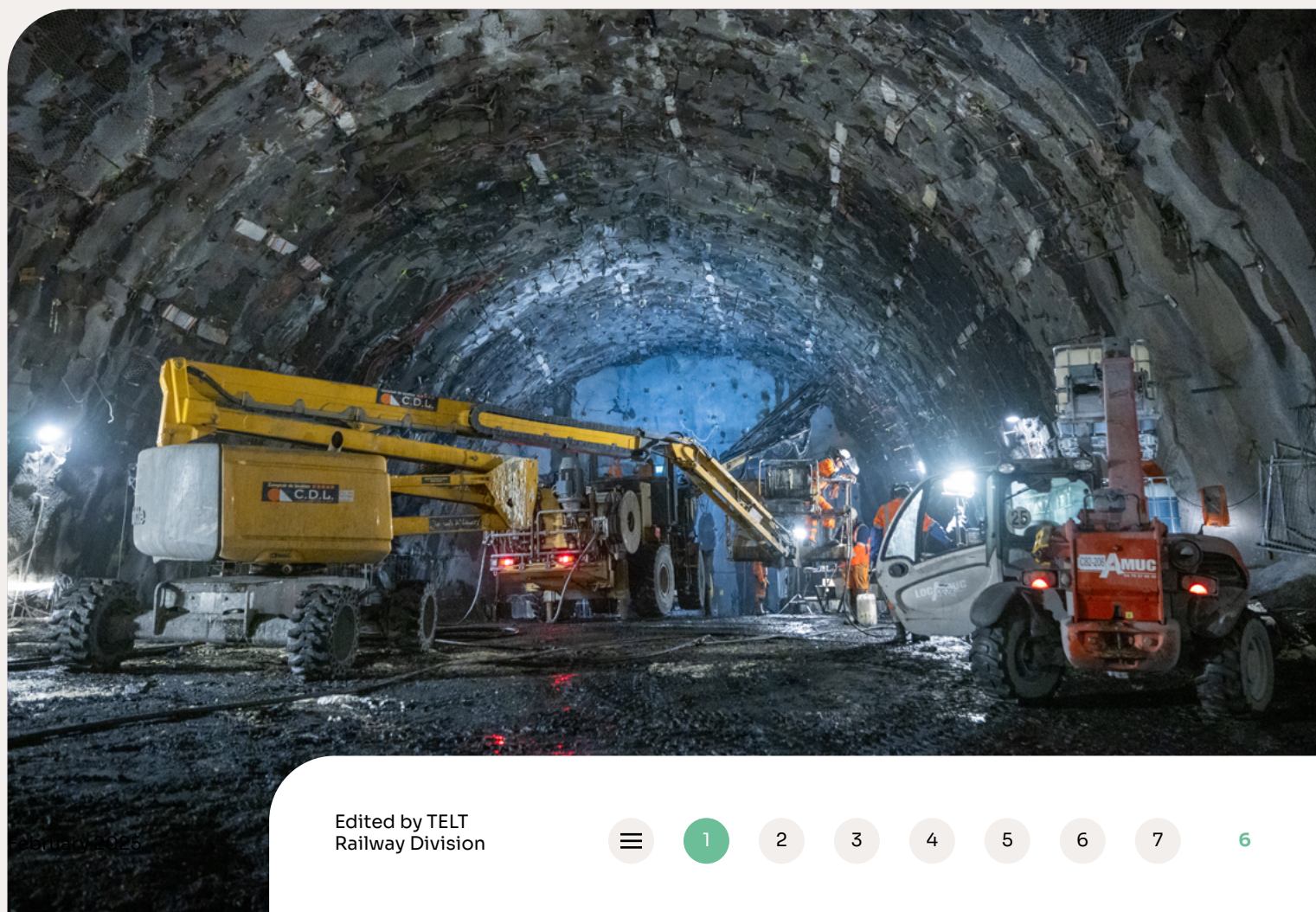
The Network Statement sets out the rights and obligations applicable to national and international Railway Undertakings (hereinafter referred to as RUs) wishing to use the railway infrastructure of the cross-border section of the New Lyon-Turin Line (hereinafter referred to as the Section), and to TELТ as infrastructure manager.

This preliminary Network Statement contains only the main technical, operational and economic information required for the use of the infrastructure and available at the time. RUs are invited to consult TELТ for any clarification or additional information, bearing in mind the update schedule detailed in section 1.5.

The legislative and regulatory texts governing access for railway undertakings are available in appendix 3.

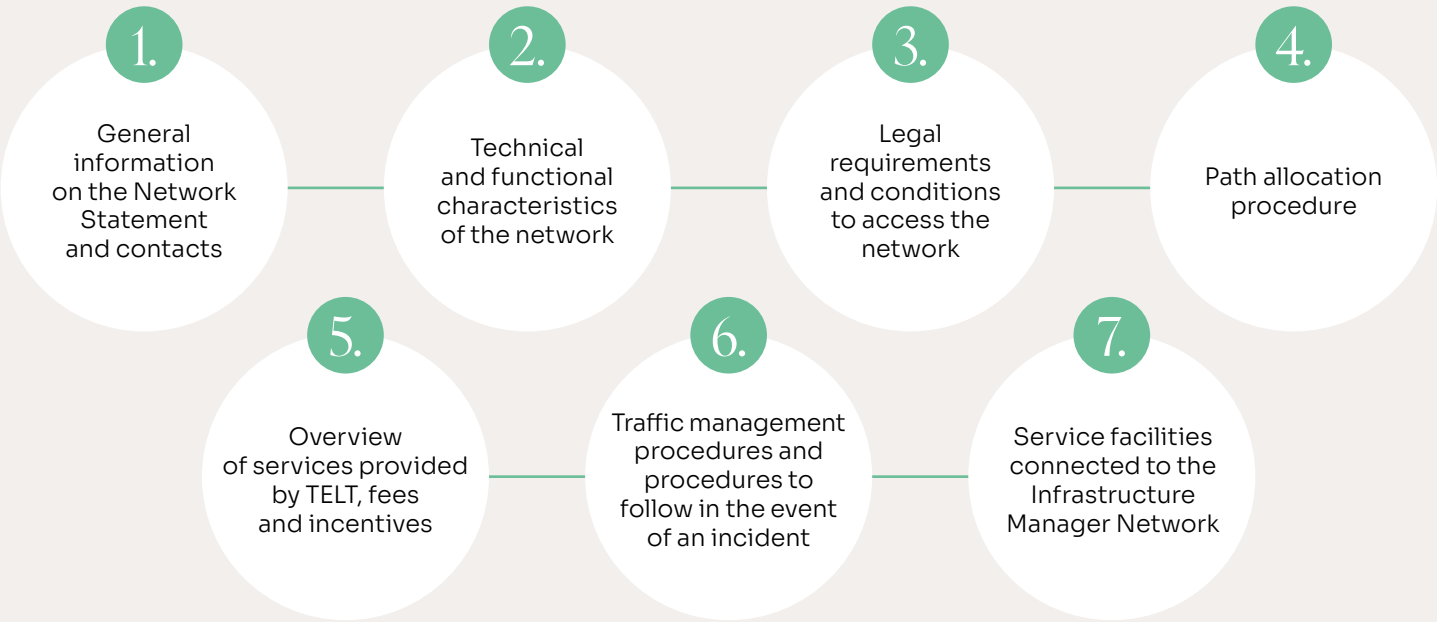
1.2.2 Appeals procedure

This chapter will be completed in a later version.



1.3 Structure of the network reference document

This document follows the common structure recommended by RailNetEurope (RNE) with the aim of bringing together European infrastructure managers (IMs). This structure is made up of 7 chapters forming the main document:



The Network Statement is supplemented or clarified by 'technical documents', cited throughout the text.

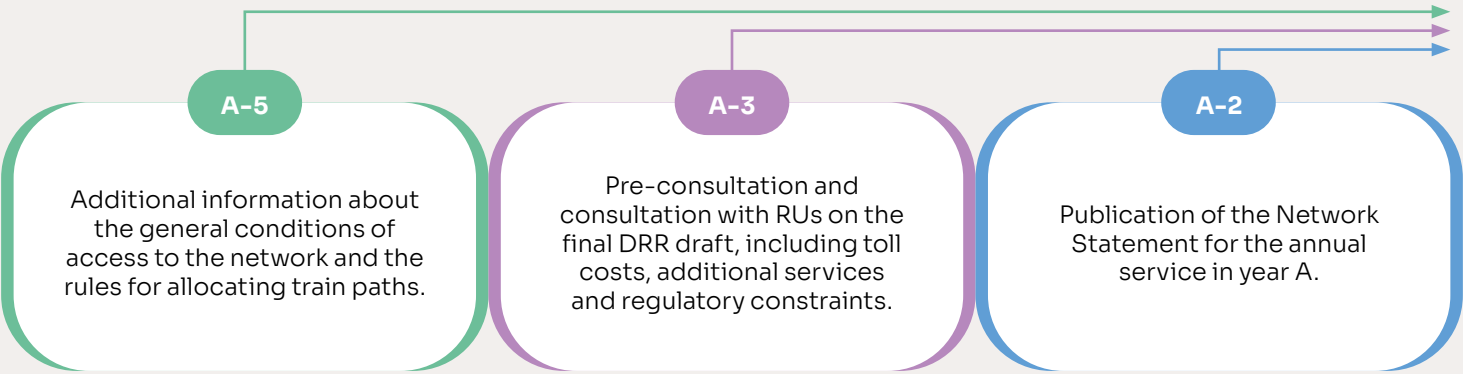
1.4 Period of validity and updating procedure

1.4.1 Period of validity

This document is a preliminary version of the document that will be validated 2 years before the Section is commissioned..

1.4.2 Update procedure

This document will be updated according to the following schedule:



A = year of the commercial commissioning

1.4.3 Publication

This preliminary document is published on the TELТ website and is available free of charge in electronic format. The document is available in French, Italian and English. In the event of any inconsistency or difficulty of interpretation between the versions, the French version shall prevail.

1.5 Contacts

1.5.1 TELТ contacts

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1.5.2 Networks and neighbouring IMs

Contact information for other neighbouring Infrastructure Managers is given in their respective Network Reference Documents, which are available on their respective websites.

SNCF-RÉSEAU

www.sncf-reseau.com

[documents-référence-réseau](#)

RETE FERROVIARIA ITALIANA - RFI

www.rfi.it

[Network-statement.html](#)

1.6 Cooperation between European infrastructure managers

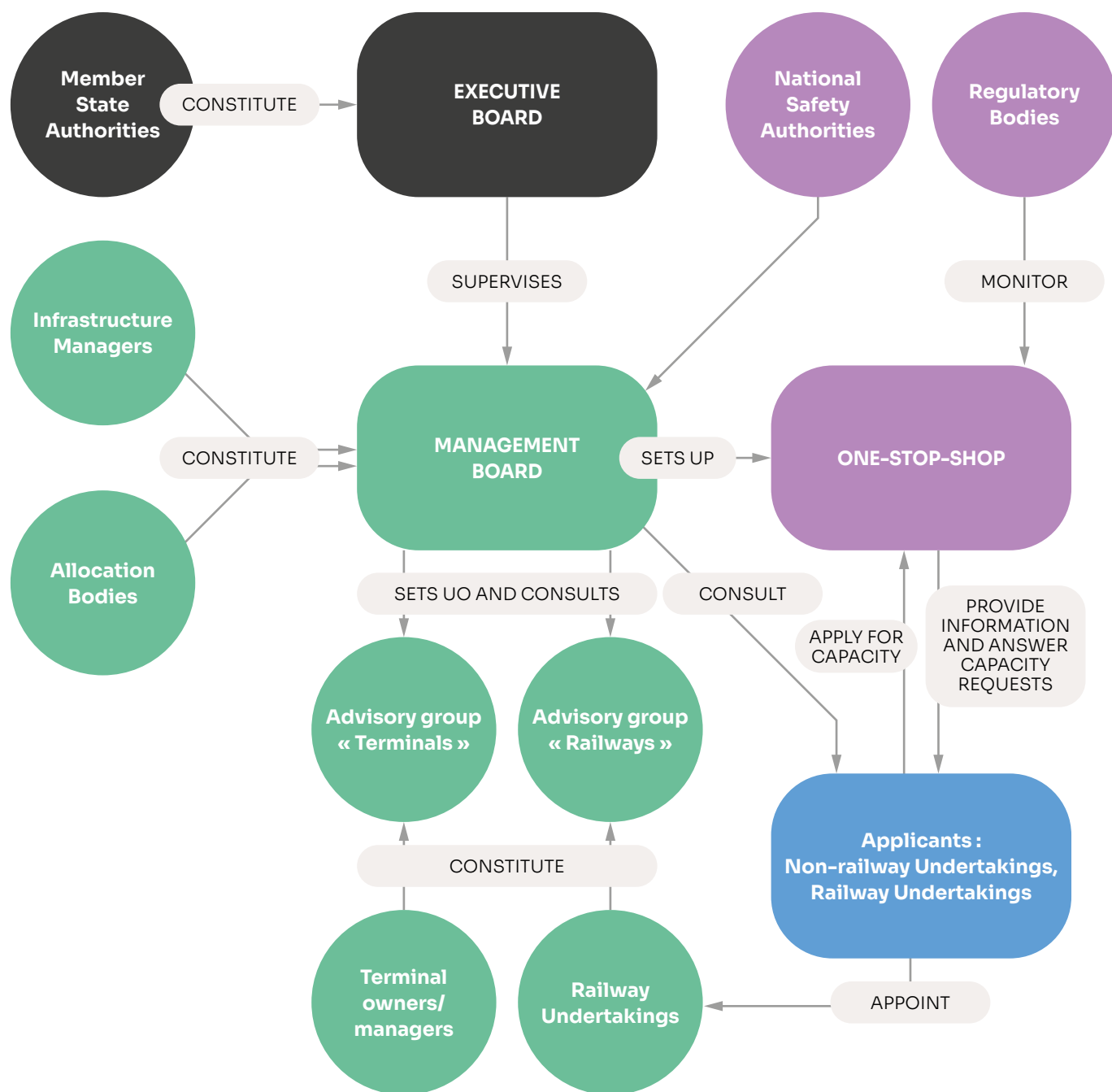
1.6.1 European corridors (RFCs)

Regulation (EU) No 913/2010 on a European rail network for competitive freight required Member States to establish Rail Freight Corridors (RFCs) oriented towards the international market in order to achieve the following objectives:

- strengthen cooperation between IMs and RUs on key aspects such as the allocation of train paths, the deployment of interoperable systems and infrastructure development,

- strike the right balance between freight and passenger traffic along the RFCs, giving adequate capacity to freight according to market needs and ensuring that the common punctuality targets for goods trains are met,
- promote intermodality between rail and other modes of transport by integrating terminals into the corridor management process.

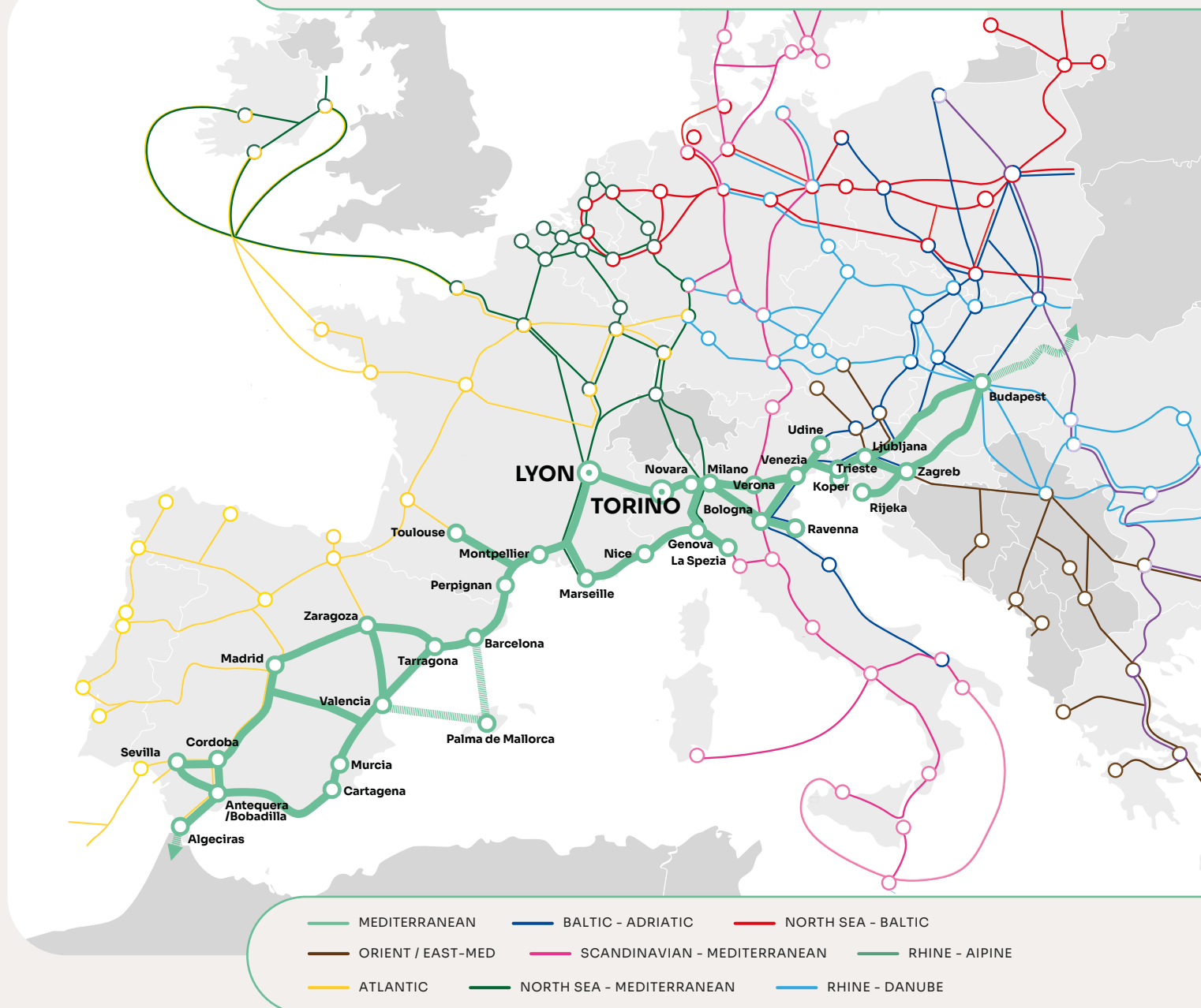
FIGURE 1: INTERFACE FLOW CHART



The New Lyon - Turin railway line is an integral part of the Mediterranean freight corridor, which connects Spain and Hungary via France, Italy, Croatia and Slovenia at the following locations: Almería - Valencia - Barcelona - Marseille - Lyon - Torino - Milano - Trieste - Koper - Ljubljana - Budapest - Zahony (Hungary-Ukraine border). Information on the conditions of use of Freight Corridor is described in the "[Corridor Information Document](#)".

For more information: <https://www.medrfc.eu/>

FIGURE 2: DIAGRAM OF THE MEDITERRANEAN CORRIDOR IN THE RTE-T NETWORK





1.6.2 RailNetEurope and other international cooperation projects

RailNetEurope (RNE) is a European non-profit association, created in 2004 and based in Vienna (Austria), formed by the European IMs and Capacity Allocation Agencies.

Its aim is to facilitate international rail traffic throughout Europe. It is a major and active player in the European rail sector, providing IMs and RUs with a number of telematic tools.

RNE develops harmonised international business processes, models, manuals and guides and provides support on issues relating to compliance with the European legal framework. For example:

- Establishment of a common timetable for capacity applications and allocation
- Traffic and performance management
- Establishment of a common structure for Network Reference Documents between European IMs and Corridor Information Documents
- Harmonisation of service and sales times
- Temporary capacity restrictions

RNE makes several IT tools available to IMs, RUs and CAs (Capacity Allocation Agencies) to facilitate operational management and the ordering of international train paths: Path Coordination System (PCS), Charging Information System (CIS), Train Information System (TIS) et One-Stop-Shop (OSS).

More information is available at www.rne.eu.

Infrastructure

2.1 Introduction

The purpose of this chapter is to give the functional and technical characteristics of the rail infrastructure managed by TELT and currently under construction, based to date on design data. It is designed to meet the information needs of railway undertakings in the context of traffic planning.

As an infrastructure still under construction, the Section is not yet described in the Infrastructure Registers (RINF).

2.2 Extent of the TELT network

2.2.1 Limits

The Section, or 'cross-border section', which is the subject of the first phase of development of the new Lyon - Turin railway line, includes two long tunnels (57.5 km-long base tunnel and 2 km-long interconnection tunnel) and is limited by the stations of Saint-Jean-de-Maurienne in France, and Bussoleno in Italy with a connection to the historic line.



Saint-Jean-de-Maurienne limits:

- pK 208 + 059 (SNCF Réseau nomenclature) or pK 0 + 565 (TELT nomenclature) for the even-numbered track
- pK 208 + 110 (SNCF Réseau nomenclature) or pK 0 + 615 (TELT nomenclature) for the odd-numbered track

Bussoleno limits:

- pK 44 + 204 (SNCF Réseau nomenclature) or pK 66 + 867,05 (TELT nomenclature) for the even-numbered track
- pK 44 + 837,08 (SNCF Réseau nomenclature) or pK 66 + 067 (TELT nomenclature) for the odd-numbered track

2.2.2 Connected rail networks

TELT's infrastructure is connected to the French national rail network managed by SNCF Réseau upstream of Saint-Jean-de-Maurienne station, and to the Italian rail network managed by RFI via the new interconnection at Susa / Bussoleno.

As a cross-border section, it crosses the Franco-Italian border.

The service facilities accessible by the Section are detailed in chapter 7.

FIGURE 3: ROUTE OF THE NEW LYON-TURIN RAILWAY LINE

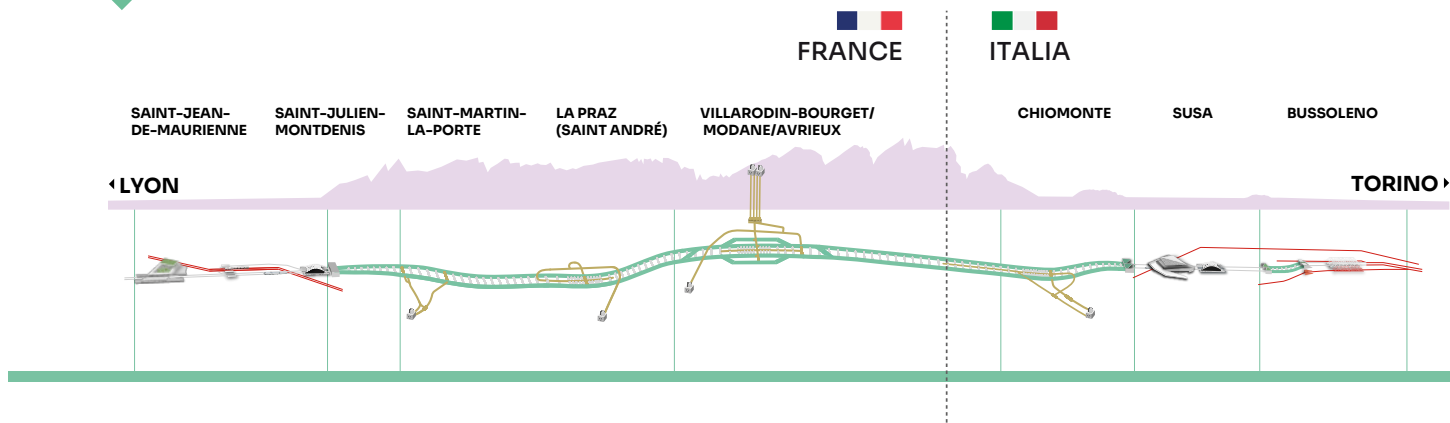
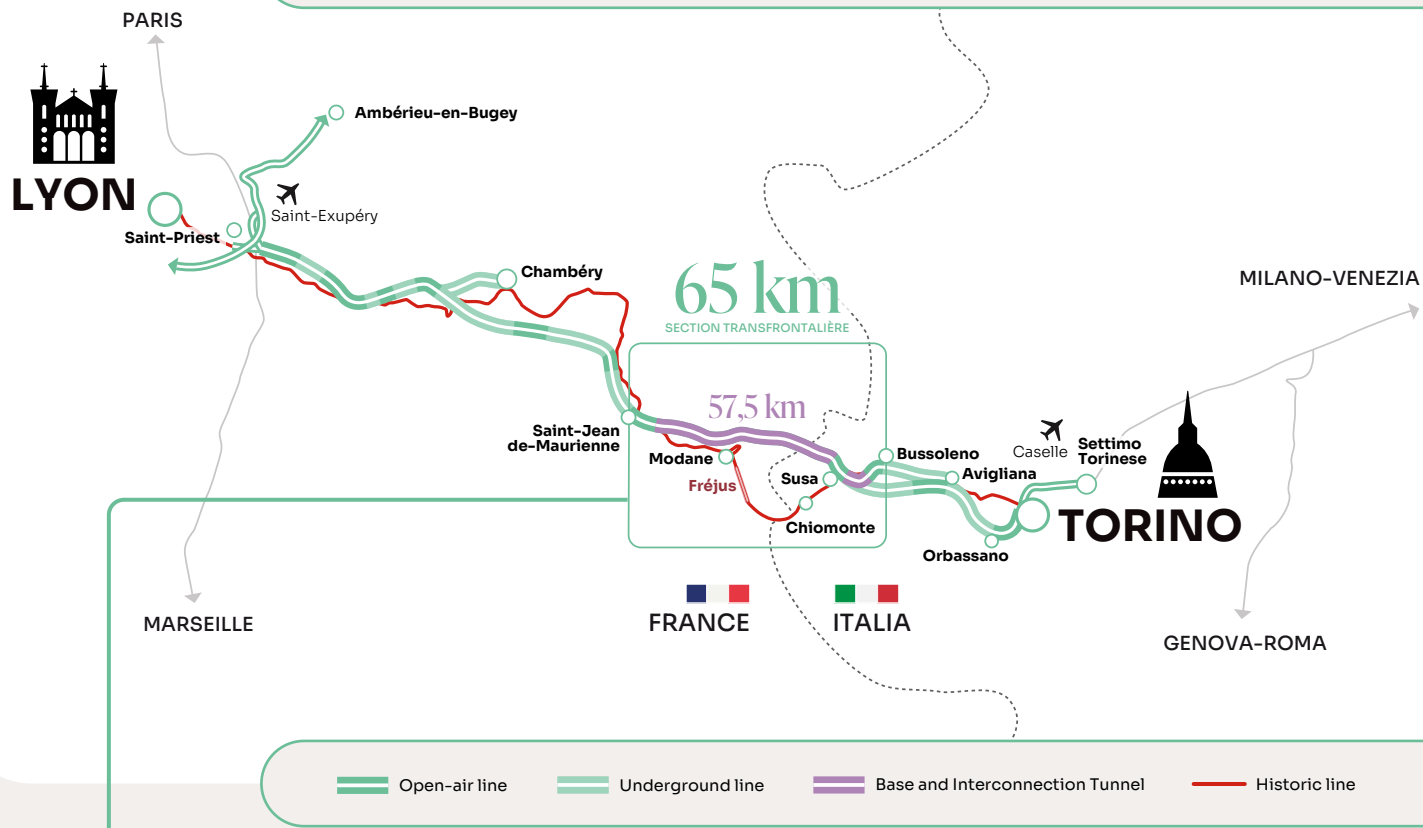
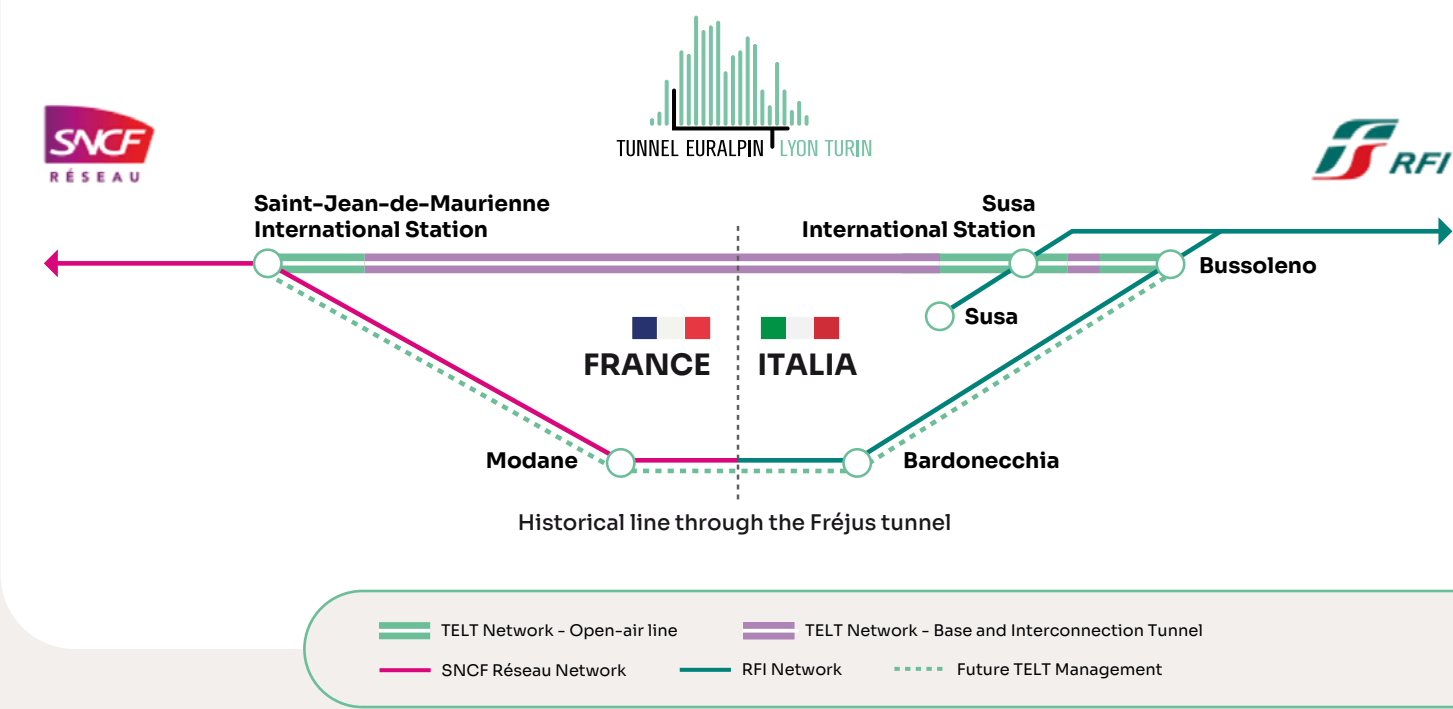


FIGURE 4: MONT-CENIS BASE TUNNEL

FIGURE 5: OVERVIEW OF TELT, SNCF RÉSEAU AND RFI PERIMETERS



2.3 Description of the network

2.3.1 Types of line

A diagram of the railway installations on the French and Italian sides is provided in Annex 2.

The main functions specific to rail are concentrated at the Saint-Jean-de-Maurienne, Villarodin-Bourget/Modane and Susa installations. The functionalities are distributed as follows:

	Saint-Jean-de-Maurienne	Villarodin-Bourget / Modane	Susa
Main tracks	■	■	■
Passing tracks	■	■	■
Emergency tracks	■	■	■
International Passenger Station	■		■
Track change point	■	■	■
Connection Section – Historic Line	■		■
Garage for trains reversing to the tunnel in the event of fire	■		■

2.3.2 Track gauge

The tracks have the standard UIC gauge of 1435 mm.

2.3.3 Stations and hubs

2.3.3.1 Saint-Jean-de-Maurienne station

Saint-Jean-de-Maurienne station is unique in that it is an interconnection point for the New and Historic lines, enabling passengers to transfer from the Historic line from Lyon and Chambéry to either the New line or the Historic line to Modane.



The station, built on the site of the historic station of the same name, retains the following pre-existing features:

- A special branch line serving the Trimet aluminothermic plant,
- Parking for full trains waiting for a favourable time slot, intended for a special siding at St Julien Montricher (towards Modane) accessible only by reversing from the main track,
- Subdivision traffic to supply 2 specific sidings at Saint-Avre/La-Chambre and Epierre.

The new zone dedicated to the New Line acts as an 'emergency track' for any intervention on a damaged train.

The Saint-Jean-de-Maurienne station comprises:

- the Section's direct tracks, linked to each other on both the Lyon and Turin sides;
- interconnection tracks between the Section and the Chambéry-Turin Historic Line,
- two passing tracks approximately 750 m long in a remote-controlled area, linked to the direct tracks of the Section (France - Italy) with two connections at 60 km/h (on the Lyon side on the odd siding at 100 km/h),
- a 1,500 m-long track for parking a train involved in a wreck, bordered by a 750 m-long emergency platform,
- 4 maintenance tracks, two of which are 500 metres long, linked to each other and to the even siding with 30 km/h connections,
- 2 sidings for the emergency train, about 400 metres long in a non-remote-controlled area, linked both to the even Goods siding with 30 km/h connection (and consequently to the Section with 130 km/h connection), and to the Historic line, with 80 km/h connection,
- various switching lead tracks designed to separate sidings, maintenance tracks and sidings for maintenance and emergency trains from the remote-controlled tracks,
- 3 tracks, each around 750 m long, which make up the relay line, with a 733 m long switching lead track for shunting trains on the relay line,
- a special branch line to serve the Trimet factory, with a 60 km/h connection to the Historic Chambéry - Modane line.

A map is available in the Appendix 2.

2.3.3.2 Susa International Station

The Susa International Station consists of:

- direct, unconnected tracks on the New Line,
- two sidings served by platforms at least 400 m long, but for geometric insertion reasons 750 m in the remote-controlled zone,
- 4 switching lead tracks, two on each side, to isolate the sidings from the main tracks in each direction.

The Susa safety and maintenance area, located at the exit of Susa station in the Lyon - Turin direction, consists of:

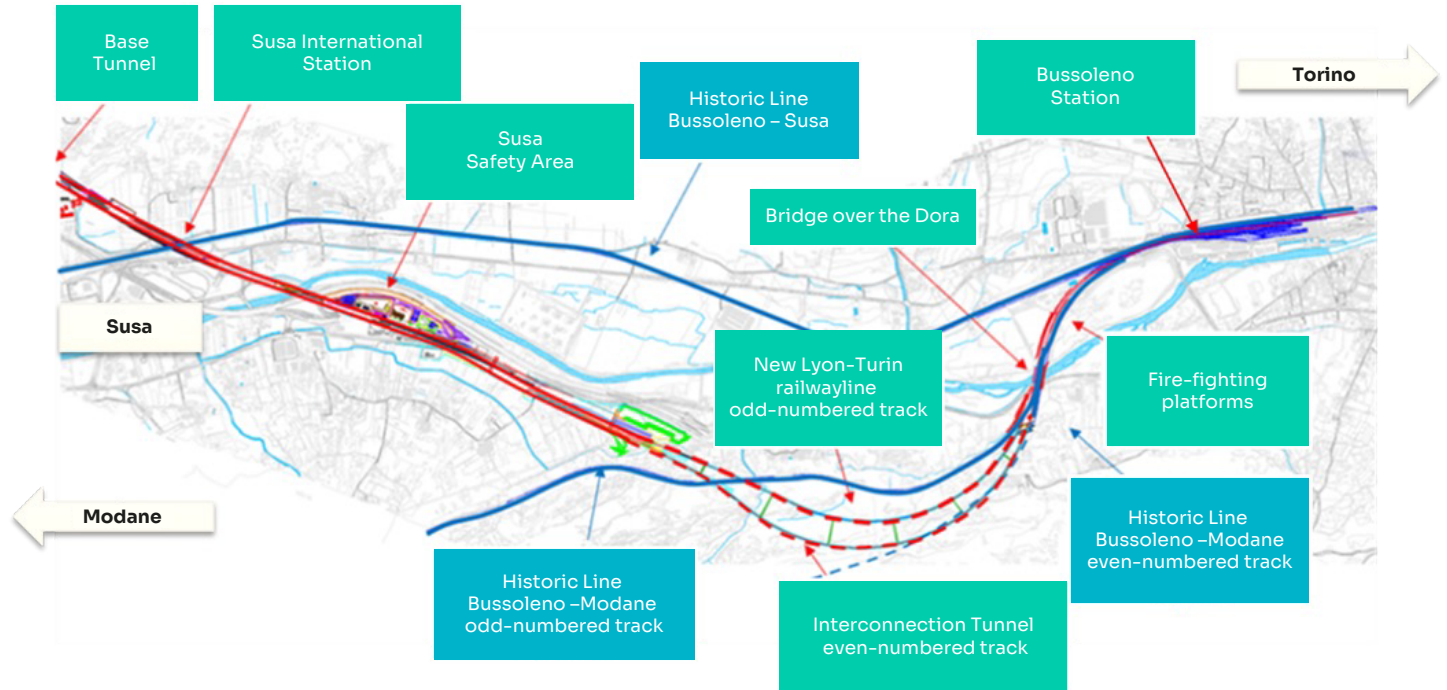
- direct tracks on the Section, linked by two even/odd connection, one on the Turin side at 100 km/h and the other on the Lyon side completely outside the structure of the bridge over the Dora river at 60 km/h,
- a siding, 750 m long, in a remote-controlled area, linked to the even siding on the French and Italian sides by two connections at 60 km/h,
- an odd siding 750 m long in a remote-controlled zone, linked to the odd siding on the French and Italian sides by two 60 km/h connection,
- a 750 m long emergency track in a remote-controlled zone, linked to the odd siding by means of a double junction at 30 km/h on the Lyon side and a switch at 60 km/h on the Turin side, with an equipped zone,
- 4 maintenance tracks of variable length from 270 m to 608 m in a non-remote-controlled zone, linked to each other and to the odd siding by 30 km/h connections,
- a 319-metre-long shunting neck for maintenance tracks in a non-remote-controlled area, linked to these tracks by double junctions at 30 km/h,
- a 275-metre-long dead-end siding on the Italian side for the emergency train (which also acts as an evacuation train) in a non-remote-controlled area, linked to the odd siding by a 30 km/h connection. The same siding provides direct access to the Montcenis base tunnel for the emergency train without manoeuvring,
- a 222-metre-long track previously used as a parking area for the evacuation train, dead-end on the Italian side, in a non-remote-controlled zone, linked to the siding by a 30 km/h connection: this same track provides direct access to the base tunnel without manoeuvring,
- 2 switching lead tracks, one on each side, to isolate the odd siding from the main odd track (France - Italy direction),
- 2 switching lead tracks, one on each side, to isolate the even-numbered siding from the even-numbered main track (direction Italy - France),
- various switching lead tracks to isolate the maintenance tracks, the shunting neck and the sidings of maintenance and emergency trains from the remote-controlled tracks,
- various service tracks for maintenance and to serve the Auxiliary Services building,
- a 750 m emergency platform along the siding, on the odd siding side, and a second 400 m emergency platform on the maintenance sidings side.

A map is available in the Appendix 2.

2.3.3.3 Bussoleno / RFI - TELT interconnection

In the Bussoleno area, the following improvements have been made:

FIGURE 6: SCHEMATIC DIAGRAM OF THE INSTALLATIONS AT SUSA AND BUSSOLENO



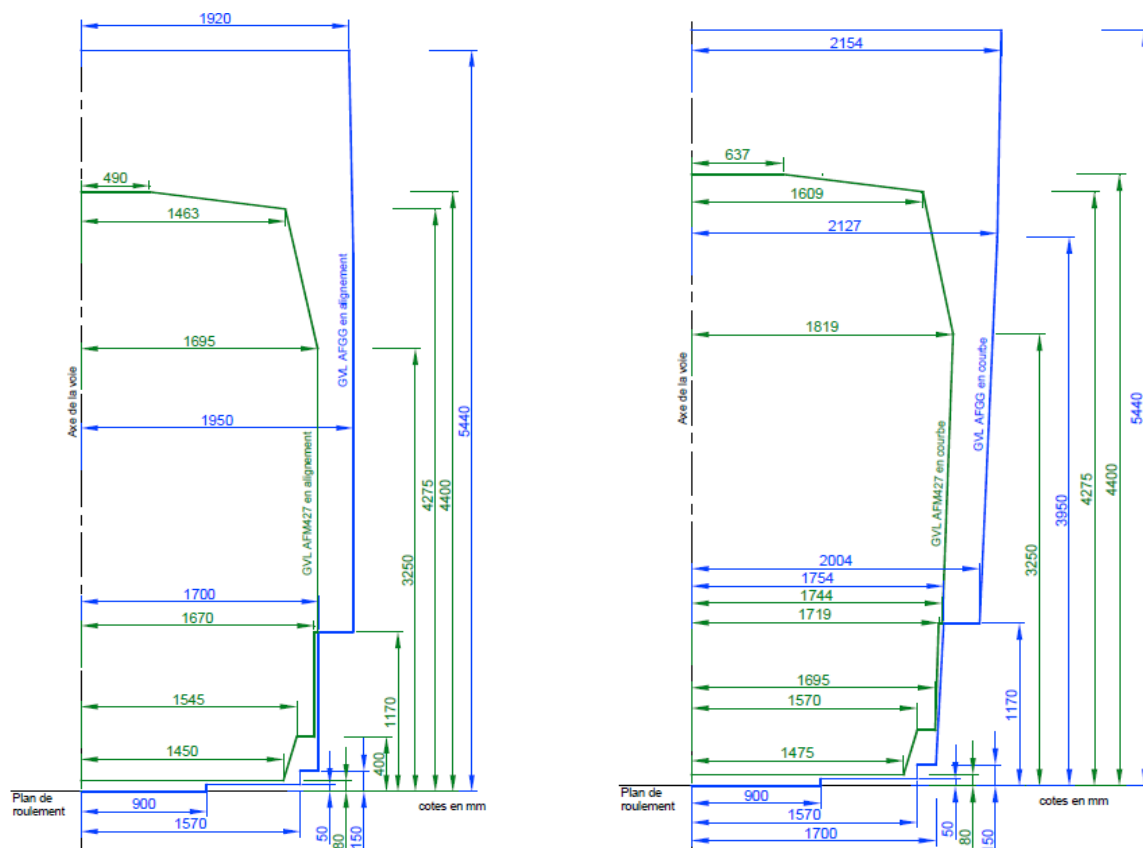
2.3.4 Track clearance

The section is designed based on the Autoroute Ferroviaire 'Grand Gabarit' (Rolling Motorway Wide gauge), which allows freight wagons with normal floors (1 m above the running surface) to pass with standard road freight vehicles without any constraints.

Given the geometric margins to be respected, the Rolling Motorway Wide gauge (AFGG) designed for the entire section is shown in blue below (in alignment and on curves). By comparison, the Modalohr Autoroute Ferroviaire (AFM) 427 gauge designed for conventional motorway-rail traffic with low-loader wagons on the access routes is shown in green on the same diagrams.

The gauge will be limited by the gauge of the framing sections to be aware of these limit gauges, candidates are invited to refer to the Network Reference Documents of the Framing Network as referenced in section 1.5.2.

FIGURE 7: COMPARATIVE DIAGRAM OF THE ROLLING MOTORWAY WIDE GAUGE (AFGG) GAUGE (IN BLUE) DESIGNED ON THE INTERNATIONAL SECTION AND THE AFM 427 GAUGE (IN GREEN) (IN ALIGNMENT AND ON CURVES)



Since, when the first phase of the cross-border section opens, wide gauge (AFGG) will not yet be available on the accesses on either side of the border, a replacement service for the wide gauge Autoroute Ferroviaire must be envisaged to respect the gauges of the surrounding networks. Freight compositions will have to use wagons adapted to the different systems offered to RUs:

- Wagons that can carry either containers or semi-trailers (AF combi or other). This is a vertical crane loading system. While it does not pose any gauge problems, it does not allow the tractor to be transported,
- Modalohr wagons used in France's rolling motorway system (for example for the Aiton Orbassano service with AFM 423 gauge),
- Any other approved system for transporting semitrailers, swap bodies and containers that complies with this gauge,
- The classic MA 100 or MA 120 wagons which are approved for these gauges.

2.3.4.1 Electrical gauge

The catenary installation frees up the space needed for large-gauge AF trains. **The contact plane is 5.57 m from the running plane.**

The overhead contact line is designed so that it can be used by pantographs with a bow geometry as specified in § 4.2.8.2.9 of the Rolling Stock TSI (EU Regulation 1302/2014 of 18/11/2014).

The pantograph gauge to be respected is defined in § 4.2.10 of the 2014 Energy TSI.

2.3.5 Load limits

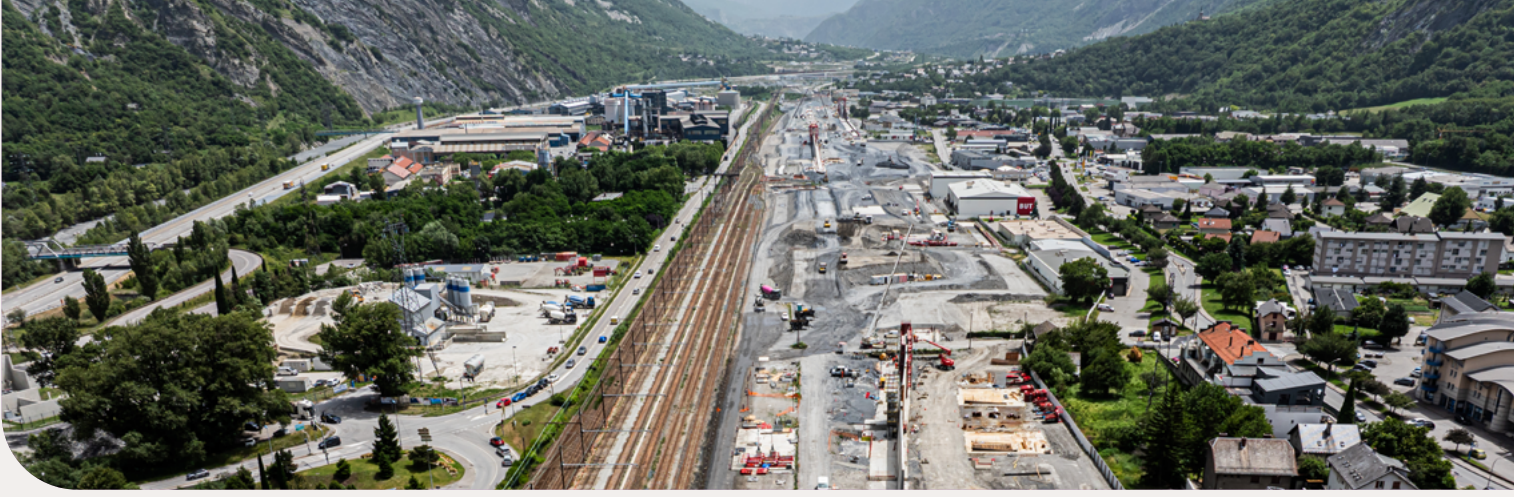
The maximum axle load on the Section is 25 t.

For wide-gauge Autoroute Ferroviaire (AF: Rolling Motorway) trains and Modalohr Autoroute Ferroviaire (AFM) trains, the maximum tractive mass is 1,600 t. For freight trains, the maximum towed weight is 2,050 t.

2.3.6 Line gradients and parameters

The gradients and design parameters for the main tracks on the TELT network are shown in the table below:

Parameter	Value
Maximum gradient	12.5‰
Maximum gradient in station (passing and emergency tracks)	2‰
Minimum plane curve radius	2965 m
Maximum cant	90 mm
Standard maximum cant deficiency at 250 km/h	100 mm
Standard maximum cant deficiency at 220 km/h	110 mm
Maximum excess cant	90 mm
Exceptional maximum cant deficiency at 250 km/h	120 mm
Exceptional maximum cant deficiency at 220 km/h	140 mm
Standard cant variation (in mm/m)	180/V
Exceptional cant variation (in mm/m)	216/V
Standard cant deficiency variation (in mm/m)	30 mm/s
Exceptional cant deficiency variation	50 mm/s



Certain parameters are stricter than those usually used for 250 km/h lines in accordance with the TSIs, due to the particularities of AF vehicles compared with those generally used on lines subject to European and national standards. This specificity meant that the values of the direct and deviated track parameters had to be made more rigorous, in order to take account of the tilting criteria specific to AF. The values used are as follows:

- Maximum cant of 90 mm,
- Limited cant deficiency of 100 mm,
- Excess cant limited to 90 mm,
- Cant variation of 180/V (exceptionally 216/V),
- Maximum variation in cant deficiency of 30 mm/s (exceptionally 50 mm/s).

These values guarantee the running of AF trains.

2.3.7 Line speed

The maximum authorised speed for each type of train is as follows:

- High-speed passenger trains (V): maximum operating speed 220 km/h on the Section,
- High-speed regional passenger trains (VR/AV): maximum operating speed 220 km/h on the Section,
- Wide-gauge rolling motorway (AF) trains and AFM trains: maximum operating speed 120 km/h,
- Conventional freight trains (M): 100 or 120 km/h, as detailed below:
 - Multi-client: 100 or 120 km/h
 - Whole train: 100 km/h
 - Combined transport: 100 or 120 km/h
 - Vehicles: 120 km/h
 - Empty: 100 or 120 km/h

Note: Night Passenger Trains (VN) and Regional and Metropolitan Trains (VR) are not authorised to transit the base tunnel for safety reasons and must use the Historic Line.

2.3.8 Train length

Train length is limited as follows:

- High-speed passenger trains (V): the maximum length of each convoy will be 400 m.
- Conventional freight (M), wide-gauge rolling motorway (AF), Modalohr rolling motorway (AFM) trains or other systems: the maximum length of each convoy will be 750 m.

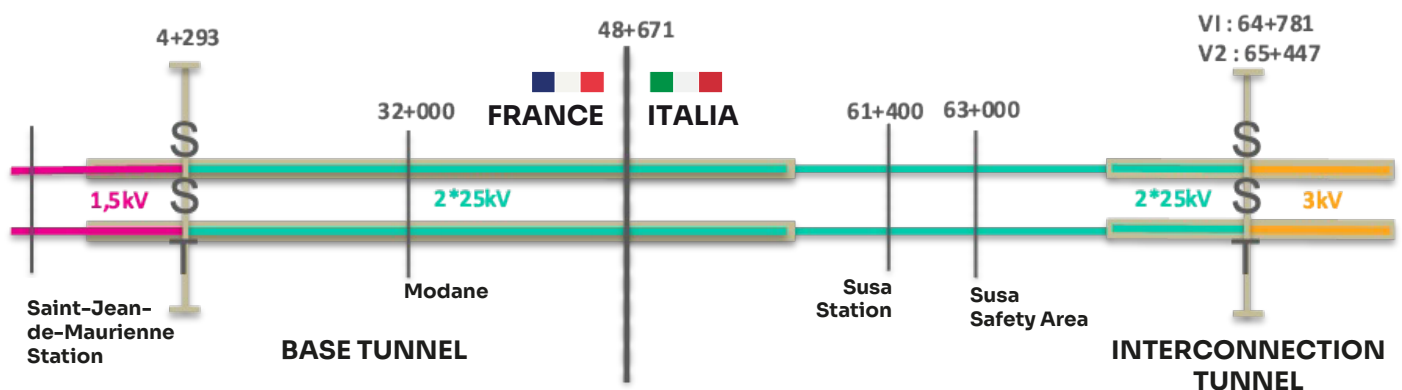
2.3.9 Traction current

The Section's power supply is divided into three different supply systems comprising:

- A French section supplied with 1.5 kV direct current at Saint-Jean-de-Maurienne station from km 0+500,
- A cross-border section supplied with 2 x 25 kV alternating current between voltage separation sections located:
 - France side at km 4+293
 - Italy side: Odd track at km 64+781 / Even track at km 65+447 in the interconnection tunnel
- An Italian section supplied with 3 kV direct current between the separation section of the interconnection tunnel and Bussoleno

The entire section from Saint-Jean-de-Maurienne station to the voltage separation section is electrified at 1,500 V direct current, supplied by SNCF Réseau's 1.5 kV SSE, which is monitored and controlled by the SNCF Réseau CSS in Chambéry.

The entire Section from Bussoleno station to the voltage separation section is electrified at 3,000 V direct current, supplied by RFI's 3 kV SSE, which is monitored and controlled by the Turin CSS.



2.3.10 Signalling system

The International Section is equipped with the ERTMS level 2 baseline 3 version 2.1 operating system. It uses:

- The GSM-R and/or FRMCS radio system (depending on the commissioning of the Section and the maturity of the FRMCS specifications) for information exchanges between the RBC (Radio Block Centre) and the trains,
- fixed and switchable Eurobalises installed in the tracks to update train positions and ensure that trains pass 'smoothly' and without any reduction in performance at critical points on the section (e.g. ETCS level transitions, crossing neutral sections, RBC handover, etc.).
- The RBC, connected to the interlocking system, which is the ERTMS interoperability component responsible for the safe reception of train location information via radio and the safe transmission of movement authorities to trains via radio.
 - The RBC manages all the information relating to trains and necessary for calculating the safety spacing to which trains are subject according to their type (see § 2.4).
 - The RBC manages the reversing function, which will be implemented and will enable a driver to change the direction of travel of their train from their cab. This mode enables the train to get out of a dangerous situation and reach a safer place as quickly as possible. In this mode, a speed limit and an authorised distance are supervised.
 - The RBC manages the slowing/stopping of trains throughout the base tunnel.

Itineraries are managed by digital interlocking using the latest state-of-the-art technology.

The main tracks, interconnection tracks, sidings, international passenger station tracks and security sites are signalled for two-way working.

2.3.11 Traffic control system

The Section is managed from 2 identical Command and Control Centres (PCC), located respectively at:

Saint-Jean-de-Maurienne

Susa

The PCC's (command and control centres) jurisdictional limits for command and control over the Section correspond to the perimeter between:

**Saint-Jean-de-Maurienne
on the French side**

**The Bussoleno interconnection
(Bussoleno protection signals on the
IS side) on the Italian side**

These PCCs operate in an 'active, mutually exclusive' mode, i.e. at any time:

- One of the PCCs is active (access to command and control functions)
- The other PCC is in active reserve (access only to control functions)

Only certain functions (traffic operator, etc.) are required in the active PCC. Other functions (SJDM traffic operator, maintenance operator, etc.) can remain located in a given area.

Switching from one PCC to another will be transparent to traffic.

The active PCC performs the following functions:

- Operational management of traffic and safety equipment,
- Pre-operational management,
- Technical supervision of equipment,
- Safety management

PCC operators interface with traffic operators:

- SJDM's PAI SNCF operator itself located in the PCC (in the situation before the historic line was transferred to the TELT IM perimeter)
- The RFI operator in Bussoleno

The PCC also interfaces with:

- CSS (substation) operators in Chambéry and Torino
- COGC (Traffic Management Operations Centre) regulators in Chambéry and Torino

Lastly, the PCC uses a dedicated operator station to provide monitoring and control:

- Electric traction facilities (25 kV)
- Auxiliary power supply facilities (20 kV)

Remote control of the facilities on the French side (1.5 kV) is provided by SNCF Réseau.

Remote control of the facilities on the Italian side (3 kV) is provided by RFI.

2.3.12 Communication system

To ensure communication with trains, GSM-R (Global System for Mobile communication for Railways) provides ground-to-train radio links and internal mobile communication between system users. The GSM-R network is the main telecommunications network used for ERTMS.

For ERTMS purposes, two independent radio layers are superimposed over the entire Section, in each tube of the base tunnel and also in the radio transition zones with SNCF Réseau and RFI to enable seamless handover.

In some branches, coverage is provided if the doors to the rail tubes are open. If the doors are closed, there is no GSM-R radio coverage. Landline telephones can then be used to call the PCC.



Trains must be equipped with the GSM-R system to enable a point-to-point or group conversation to be established between the various users inside or outside the GSM-R network:

- Between PCC operator and staff on the train,
- Among the train staff,
- Among on-site maintenance teams,
- Between a GSM-R mobile and a telephone on the operator's fixed network or a telephone on the public network (fixed or mobile),
- Between a GSM-R mobile phone and a TETRA or TETRAPOL mobile phone.

To meet GSM-R radio communication requirements, the PCC ensures communication with trains, with the emergency services and with on-site personnel (maintenance and security staff).

The network also relies on the following communication systems:

- Public address system for voice messages in tunnels,
- RAU (Emergency Call Network) system for emergency calls (SOS terminal),
- Telephony operating system,
- BSM system for facility supervision.

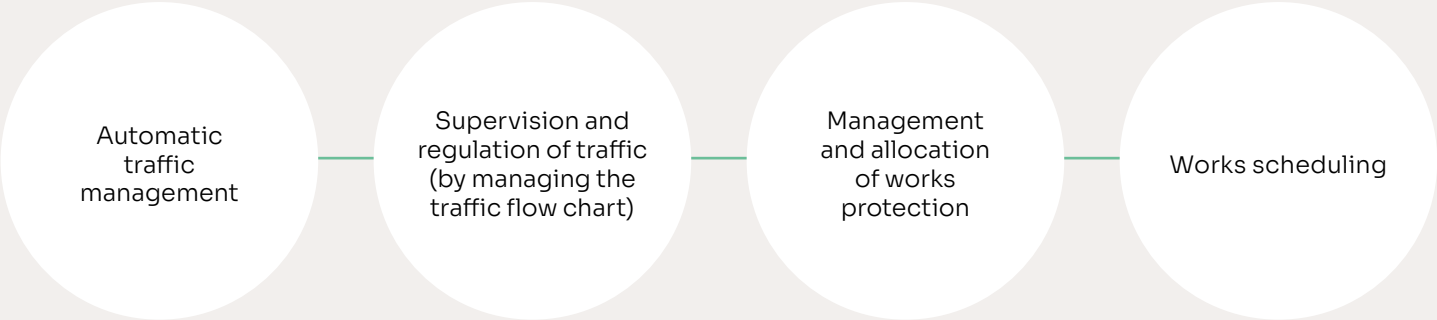
The FRMCS radio network will be the technological replacement for the GSM-R network by 2032 in this area. It will be used for new-generation ground-train radio (voice, ERTMS and ATO). The FRMCS will be largely, partially or fully deployed in several European countries by the time the Section is commissioned. The FRMCS radio network will be built on top of the GSM-R radio network, ensuring maximum interoperability and a gradual migration to FRMCS to take account of:

- The end of GSM-R's life,
- Progress in implementing FRMCS on the adjacent SNCF Réseau and RFI networks,
- Advances in ground-to-train communications equipment for rolling stock.

2.3.13 Automatic Train Operation – ATS and ATO systems

In addition to the ATP, generically provided for as an ERTMS N2 function, automatic train operation will be implemented on the TELT IS using the ATS and ATO functions developed with ERTMS N2.

Thanks to the ATS system, train supervision combines the functions of:



To perform these functions, train supervision is interfaced directly with route management. The PCC automatically manages train movements under normal operating conditions, based on the application of a pre-established timetable, also taking into account any constraints relating to works when they are scheduled.

The ATO system anticipates the behaviour of all trains depending on whether or not there is an active ATO on board. This system generates speed instructions for the on-board systems of ATO-equipped trains.

2.4 Operating features

The RBC is able to apply a dynamic spacing between trains according to their nature, their composition and the type of goods transported, as the system is able to identify the different types of trains and goods transported.

Failing this, if the system is unable to apply personalised dynamic train spacing, the RBC will impose a spacing between trains in the Base Tunnel and in the Interconnection Tunnel of 4,200 metres.

Railway undertakings are responsible for the composition of their trains in accordance with the safety rules laid down by the National Safety Authorities and the TELT Safety Commission. The means of traction of the train must be adapted to the tonnage being towed according to the gradients mentioned in § 2.3.6. If necessary, specific safety analyses must be produced to justify derogations from the composition rules in force. The Railway Undertakings will have to comply with the TSI 'Traffic Operation and Management' to operate their traffic on the TELT International Section.

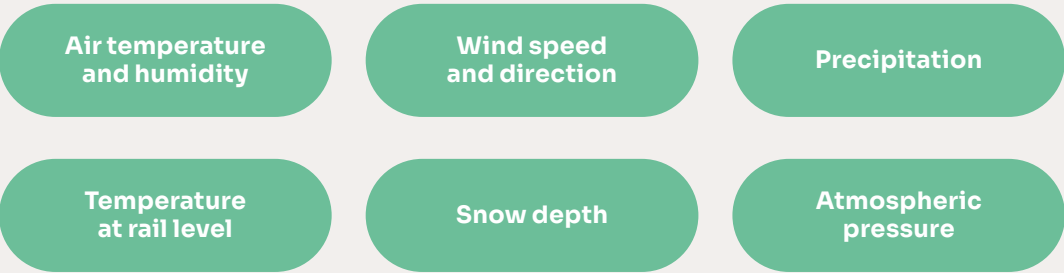
2.4.1 Specialised infrastructures

2.4.1.1 Preventive measures

To guarantee safety in tunnels, preventive measures are put in place to detect any anomaly or accident before the train enters the tunnel.

As meteorological parameters can have an influence on railway operations, weather stations have been set up in the open-air areas at Saint Jean de Maurienne and Susa.

The information transmitted to the PCC is:



2.4.1.2 Detection systems on either side of the cross-border section

The following detectors are positioned at the entrance to the cross-border section on the French and Italian sides:

Thermographic gantries

The aim of the thermographic detectors is to detect any abnormally hot spots on the rolling stock at an early enough stage to be able to stop the train before it enters the tunnels.

Gauge detectors

The purpose of the gauge detection gantries is to detect when freight trains exceed the obstacle gauge, so that they can be stopped before they enter the tunnels. They consist of barriers and laser rangefinders scanning the entire periphery of the trains. Their precise position on the tracks providing access to the Section's tunnels has yet to be determined in consultation with the supervising IMs. Their metal structures also support thermographic detectors.

Derailment detectors

Used to detect wheel derailment on any type of train so that it can be stopped automatically before it reaches a switch. The detectors consist of force sensors placed on either side of the rails. They are positioned on the tracks providing access to the International Section tunnels.

Hot axle box detectors (HABD)

Designed to detect abnormal heating of an axle box on any type of train. The detectors consist of infrared sensors placed on special crossbars. They are positioned on the tracks (New Line and Historic Line) providing access to the tunnels in the Section, as well as near the heads in the base tunnel.

Electronic wheel detectors (dynamic wheel weighing and flat spot detection)

Used to detect anomalies in wagon loading (overloading, imbalance or shifting of the load), or a flat spot on a train wheel. The detectors consist of a system for instant dynamic measurement of the vertical force on each wheel of a train, combined with interpretation software. They are positioned on the tracks providing access to the Section.

Pantograph condition detectors

To detect a faulty pantograph (force defect, faulty or missing parts). The detectors are positioned on the gauge detection gantries.

2.4.1.3 Detection systems in the base tunnel

In addition, in order to detect a fire as quickly and accurately as possible both inside the tunnel (position of the train in the tunnel) and inside the train (location of the fire in the train), detectors are also placed inside the tunnel on either side of the Modane underground safety site:

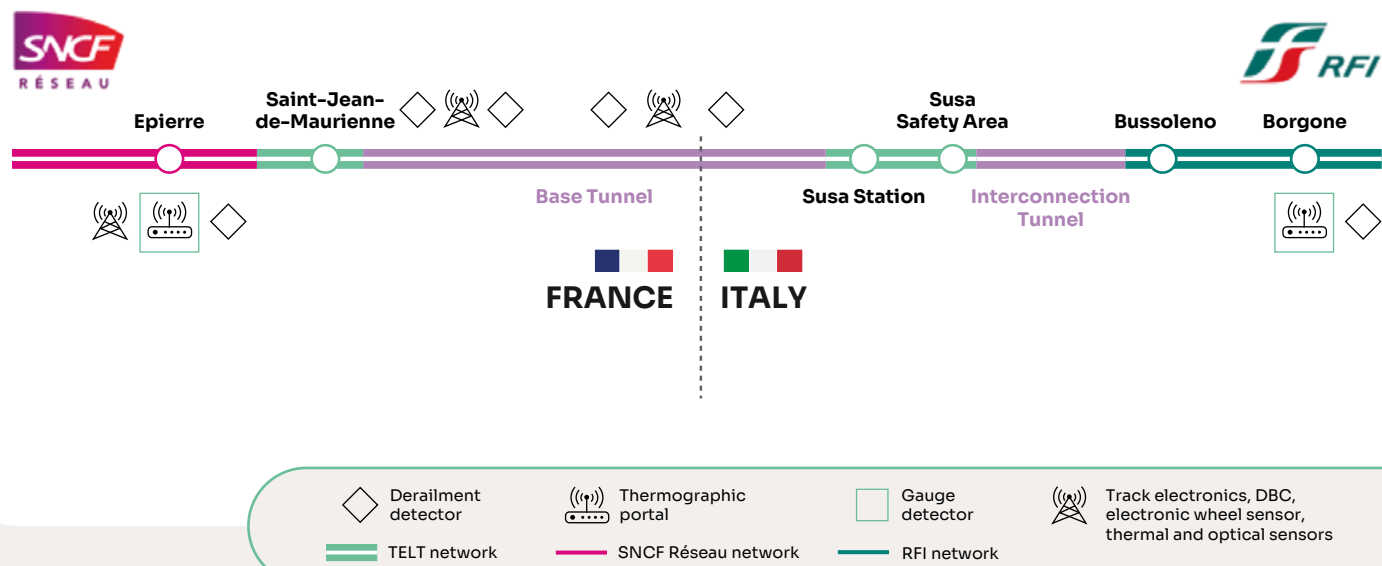
- Derailment detectors at the tunnel entrances and inside the tunnel
- Thermal detectors

As well as specific tunnel safety detectors:

- Flame detectors (in each tube),
- Smoke detectors (in each tube),
- Heat detectors (in each tube),
- Toxic and flammable gas detectors.

The diagram below shows the positions of the various detectors on either side of the international section and on the Section itself.

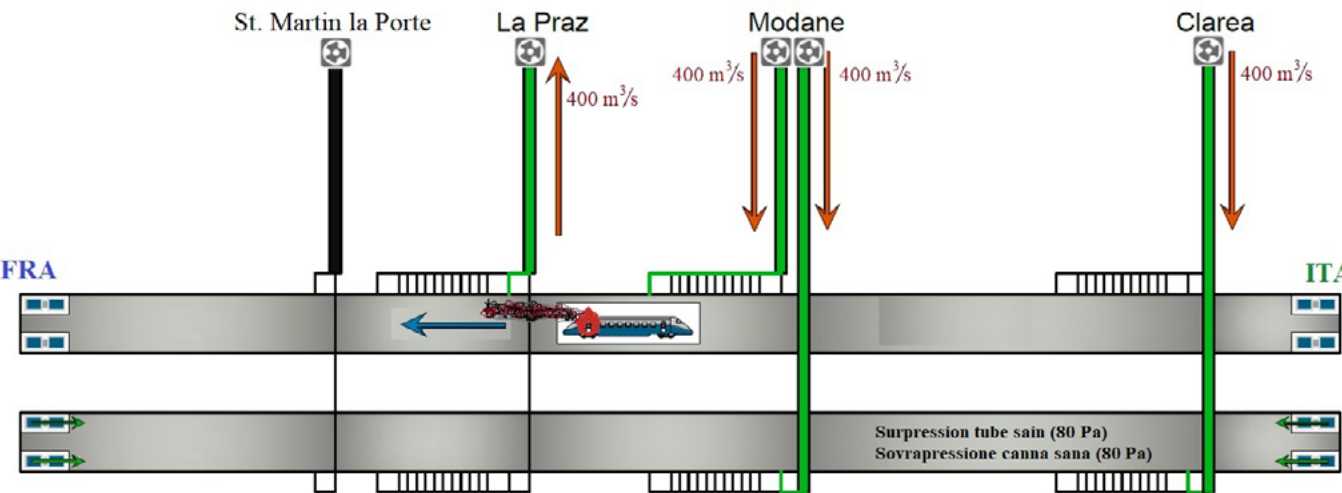
FIGURE 8: SCHEMATIC LAYOUT OF DETECTORS



2.4.1.4 Ventilation system

In the extremely rare event that a train on fire is blocked in the tunnel, the ventilation system operates with the vital aim of managing the smoke in order to maintain air quality compatible with safe evacuation of the passengers and RU staff on board. The system includes four ventilation plants located outside of the safety sites (Saint-Martin-la-Porte, Modane and Clarea) and is designed to manage smoke flows according to the position of the trains.

The following diagram summarises the dimensional and functional characteristics of the ventilation system.





2.4.2 Environmental restrictions

This chapter will be completed in a later version.

2.4.3 Restrictions for tunnels

2.4.3.1 Dangerous goods

The transport of dangerous goods through the tunnel is one of the main risk factors for accidents with fatal consequences.

Therefore, in order to reduce the possibility of a collision between part of a train carrying dangerous goods and part of the tunnel or cut-and-cover tunnel, the following measures shall be implemented:

- regular maintenance of tunnels and equipment,
- gauge and thermographic detection upstream of tunnels,
- minimising the probability of derailment using detection systems upstream and inside the tunnels,
- detection of mechanical faults likely to cause derailment,
- hot box detection,
- detecting the presence of a derailed wheel or any other part of the train likely to be dragged below rail level,
- the presence of a guide, made up of the berms and uprights, to enable a freight or AF train to be steered after derailment, so as to prevent the wagons from overturning.

To prevent the exposure of passengers on a train following a train containing dangerous goods, a minimum distance of 4,200 m must be maintained between the tail of the preceding train and the head of the following train.

2.4.3.2 Traffic conditions and restrictions on rolling stock

Passenger traffic

As the reception areas are designed to accommodate a maximum of 1,200 people, no passenger train exceeding this capacity (including operating staff) will be admitted to the Montcenis Base Tunnel.

For passenger trains, the requirements of the consolidated version of the LOC&PAS TSI dated 28 September 2023, or any subsequent version, apply, supplemented by the standards and provisions relating in particular to the materials used, control of smoke propagation, speed control, door control and emergency lighting.

Trains are equipped with, among other things, an intercom system used by on-board staff to communicate with the driver and to transmit ordinary or safety communications to passengers in accordance with the requirements of this TSI (Article 4.5.2).

In addition, the alarm system must comply with this same TSI (Article 4.5.3) to enable the driver to be notified of the alarm, to be able to inhibit the braking of the train within the prescribed time and to be able to control its stopping point. This allows the train to continue on its route and the driver to choose a stopping point outside the tunnels if conditions allow.

Freight traffic

Towed freight rolling stock will have to be authorised in the same way as passenger rolling stock in accordance with the WAG TSI specifications, which specify the criteria to be met in terms of running gear, braking and fire safety.

2.4.3.3 Specific safety provisions due to the length of the base tunnel

Trains admitted to the tunnel will have to meet strict requirements regarding the flammability and toxicity of construction materials, as specified in Article 4.2.10 of the LOC&PAS TSI.

In order to define these requirements, the rolling stock suitable for operation on the international section must have been approved in category B (tunnels or distance between evacuation points greater than 5 km) as defined in paragraph 4.2.3 of the STF TSI specific to tunnels, which applies to both passenger and freight rolling stock (locomotives and wagons for dangerous goods).

Authorisation for the vehicles to operate will have to be obtained for all the rolling stock operated by the Railway Undertaking with regard to the TSIs mentioned and EN 45545 relating to fire risk in both France and Italy.

If an incident occurs inside the tunnel, the train concerned will have to continue its journey to a safety site equipped for this purpose, outside the tunnel or accessible from the outside (safety site or station). Other trains in the tunnel will have to be protected and will have to leave the tunnel, which will then be closed to all commercial trains.

If the train involved in the incident is unable to continue its journey, it will have to be rescued in the tunnel, restarting by its own means, even if 'damaged', or being towed by another train.

2.4.4 Restrictions on bridges

This chapter will be completed in a later version.

2.5 Infrastructure availability

Interruptions to the network are planned for maintenance purposes:

- Maintenance intervals on the Section: a 4-hour period of interruption planned each night on part or all of one of the two tracks.

For information on the sections supervising:

On the French side:

the crucial section for interruptions is the single-track section between Avressieux and Saint-Jean de Maurienne. Interruptions on this section are also planned during the night.

On the Italian side:

the historic line between Bussoleno and Avigliana is the most challenging section.

Longer maintenance periods or periods requiring even/odd simultaneity will be scheduled at weekends and during the summer months, on the New Line when there is less traffic. The possibility of providing for daytime interruptions to traffic on the historic line has not been maintained.

2.6 Infrastructure development

2.6.1 Accesses

In order to guarantee the performance of the corridor as a whole, access to the cross-border section must be improved. These accesses have been placed under the control of the national network operators, and are not managed by TELT.



2.6.2 Transfer of management of the historic line

Articles 6 and 24 of the bi-national agreement of 30 January 2012 'for the construction and operation of the new Lyon-Turin railway line', supplemented by the additional protocol of 2015, provide for TELT to become the infrastructure manager of the cross-border section of the New Lyon-Turin Line (the Section), including the two stations at Saint-Jean-de-Maurienne and Susa, but also eventually of the historic line between Saint-Jean-de-Maurienne and Bussoleno (including the management/operation of the new international stations), thus requiring amendment of the agreement between Italy and France of 29 January 1951.

The date for the transfer of management of the historic line has not yet been set, and could take place either at the same time as or after the Mont Cenis Base Tunnel comes into service. In the event of a transfer after the section is brought into service, shared management of the cross-border corridor will be put in place with the incumbent IMs SNCF Réseau and RFI over the transition period.

Access conditions

This chapter sets out the general rules for access to the TELT Section for Railway Undertakings. Other information detailing access conditions will be added 2 years before the Section comes into service.

3.1 Introduction

This chapter sets out the conditions to be met in order to gain access to the Cross-Border Section infrastructure managed by TELT for the purpose of operating commercial services.

3.2 Access terms and conditions

3.2.1 General conditions of access

As infrastructure manager (IM), TELT is responsible for granting the Railway Undertakings authorisation to operate on the Section. In general, access to the Section is granted to Railway Undertakings that meet the requirements for operating rail traffic in France and Italy.

All RUs may have access to TELT infrastructure to carry out passenger and/or freight services, provided they are in possession of:

- A European Community rail licence in accordance with the provisions of Directive 2012/34/EU,
- A single security certificate valid in France and Italy for the area concerned,
- An insurance certificate,
- A contract with TELT for the use of the Section, covering operational, safety and commercial aspects.

To facilitate the process, railway undertakings simply need to contact one of the two Safety Authorities, EPSF for France or ANSFISA for Italy, which will grant authorisation to operate passenger and/or freight services on the Section in addition to the scope of authorisation on the supervising national networks.



3.2.2 Conditions for applying for capacity

Any RU established in a Member State of the European Union, operating freight and/or international passenger transport services, a group of RUs or any other company or legal entity with commercial or public service reasons for acquiring transport capacity on the Section (e.g. a combined transport operator or a group of operators, a Mobility Organising Authority, a shipper, a port authority, etc.), has a right of access to the infrastructure and may therefore apply to acquire capacity.

Companies that do not qualify as RUs can therefore apply for capacity. Nevertheless, the actual provision of transport services on the infrastructure by an RU is conditional on compliance with the conditions listed in Paragraph 3.2.1 above.

3.2.3 Railway undertaking licence

The RU licence must be issued by a Member State of the European Union, in accordance with the provisions of Directive 2012/34/EU. A railway undertaking licence is required to carry out one or more of the following activities relating to passenger transport, freight transport and/or traction alone.

The railway undertaking licence is valid throughout the European Union.

A railway undertaking's licence is granted subject to compliance with conditions relating to professional competence, financial standing, good repute and risk coverage.

3.2.4 Safety certificate

To access the TELТ Section, a Railway Undertaking must:

- hold a single safety certificate (CSU) issued by the ERA as the competent safety authority for international traffic, covering France and Italy and therefore recognised throughout the International Section in accordance with Article 10 of EU Directive 2016/798. Using the International Section does not require a new procedure if a CSU has already been granted by the ERA covering the France-Italy area. However, it will require the Railway Undertaking's Safety Management System (SMS) to be adapted to the technical standards and operational requirements of running on the TELТ Section.
- have concluded a contract with the TELТ Infrastructure Manager covering, among other things, the provisions that will be duly formalised in its Safety Management System, allowing traffic on the Section.

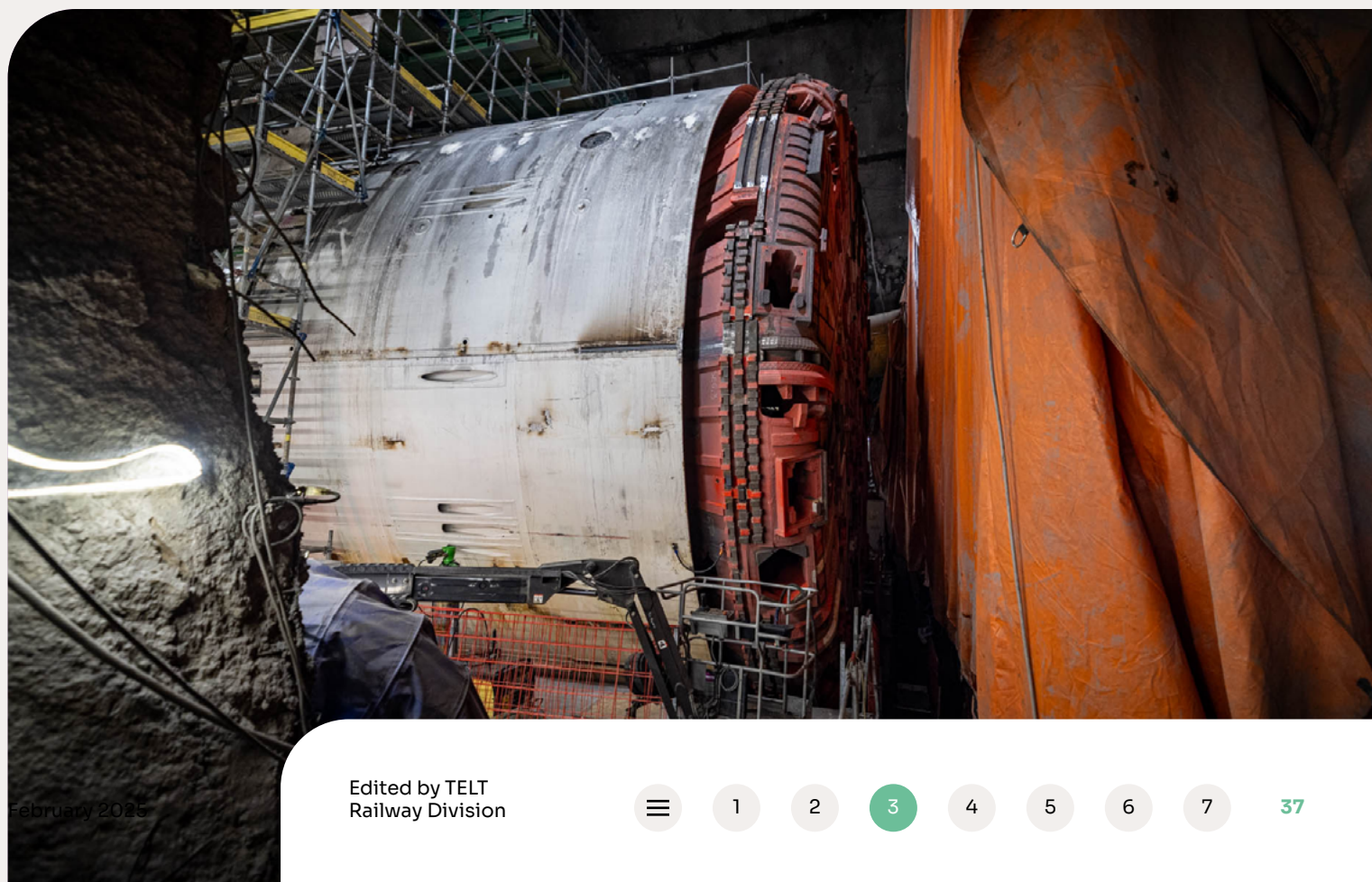
In the event of a CSU application to the ERA, applicants may inform TELТ by sending it a copy of their application. The ERA may also, where necessary, request TELТ's technical opinion on elements of the application for certification submitted by a Railway Undertaking during its appraisal.

3.2.5 Authorisation for rail vehicles

For all new rolling stock, the applicant must submit to one of the competent Safety Authorities (EPSF, ANSFISA or ERA) a file describing the rolling stock to be operated on the Section, and demonstrating in particular compliance with EU TSIs.

In order to check the vehicle's technical compatibility with the network, the applicant will have access to information from the Railway Infrastructure Register (RINF) available on the ERA website.

This submission is carried out as part of the chosen Authority's current process and in accordance with the practical arrangements set out in EU Regulation 2018/545.



3.2.6 Certificate of insurance

All RUs likely to use the TELT Section must have the guarantees required in France and Italy concerning civil liability and insurance relating to the use of the railway infrastructure and any damage that may result.

The RU must have a certificate of insurance covering the entire period during which the RU wishes to operate commercial services on the TELT Section.

This certificate must specify:

- the amount and extent of financial coverage in line with the minimum amounts required in France and Italy,
- any limitations on coverage,
- the period of validity of the insurance.

The insurance itself must cover material and immaterial damage that the RU's activities could cause to TELT. It will be the responsibility of RUs wishing to use the TELT infrastructure to make the necessary adaptations or contractual amendments guaranteeing the amounts and conditions of civil liability coverage following the specific inclusion of the TELT Section in the railway perimeter used by the RU.

Any RU that does not meet this criterion will not be able to access the Section.

3.3 Contracts

3.3.1 Infrastructure capacity framework agreements

3.3.2 Contracts with railway undertakings

3.3.3 Contracts with other candidates

3.3.4 General business terms and conditions

3.4 Access requirements

3.4.1 Reception of rolling stock

3.4.2 Provisions for railway undertaking staff

3.4.3 Exceptional transport

3.4.4 Dangerous goods

3.4.5 Test trains and other special trains

4.

Capacity allocation

4.1 Introduction

4.2 General description of processes

4.3 Capacity determination process for temporary capacity restrictions

4.3.1 General principles

4.3.2 Timetables and deliverables

4.4 Impact of framework agreements

4.5 Capacity allocation process

4.5.1 Applications for annual train paths

4.5.2 Late applications for annual train paths

4.5.3 Applications for ad hoc train paths

4.5.4 Coordination process

4.5.5 Dispute resolution procedure

4.6 Saturated infrastructure

4.7 Exceptional transport and dangerous goods

4.8 Rules after allocation of train paths

4.8.1 Rules applicable in the event of changes to train paths by the applicant

4.8.2 Rules applicable in the event of modifications by IMs

4.8.3 Non-use of allocated train paths

4.8.4 Rules applicable in the event of cancellation of train paths by the applicant

4.9 Timetabling Redesign (TTR) - capacity redesign programme

4.9.1 Objectives of the TTR programme

4.9.2 Components of the capacity redesign process

4.9.3 Implementation

4.9.3.1 Capacity strategy

4.9.3.2 Capacity model and capacity allocation

4.9.3.3 Capacity offer

4.9.3.4 Feasibility studies

4.9.4 Pilot projects

4.10 Capacity allocation principles for international freight corridors

5.

Services and pricing

This chapter will be completed 2 years before the Section comes into service.

5.1 Introduction

5.2 Pricing system

5.3 Fees for regulated services and access arrangements

5.4 Fee changes planned within 5 years

5.5 Fees for related services on main tracks

5.6 Fees for miscellaneous services

5.6.1 Penalties for changing train paths

5.6.2 Penalties for non-use

5.6.3 Penalties for train path cancellation

5.6.4 Incentives and grants

5.7 Performance system

5.8 **Changes in rates**

5.9 **Invoicing provisions**

6.

Rail operations

This chapter will be completed in a later version.

6.1 Introduction

6.2 Operating principles

6.3 Operational traffic management rules

6.3.1 Principles

6.3.2 Operational Traffic Management

6.3.3 Disrupted situations and crises

6.4 Train information and monitoring tools

Service facilities

This chapter will be completed in a later version.

7.1 Introduction

7.2 Overview of service facilities

7.3 Service facilities operated by the IM

7.3.1 Common provisions

7.3.2 Stations

7.3.3 Goods terminals

7.3.4 Gravity sorting sites

7.3.5 Service tracks

7.3.6 Rail, port and maritime infrastructure

7.3.7 Assistance resources

7.3.8 Fuel

7.3.9 Emergency facilities

7.3.10 Refuelling facilities

Appendix 1

Glossary

Autorisation de Mise
en Service Commerciale

Authorisation issued by the Agence Nationale de Sécurité (in this case, EPSF) once the tests have been completed, authorising the commercial operation of the facility in question.

The Project

the TELT Project as a whole, i.e. the commercial entry into service of the Lyon - Turin cross-border section.

The Section

Refers to the cross-border section of the Lyon - Turin New Rail Link, between Saint-Jean de Maurienne in France and Bussoleno in Italy, and all its ancillary works.

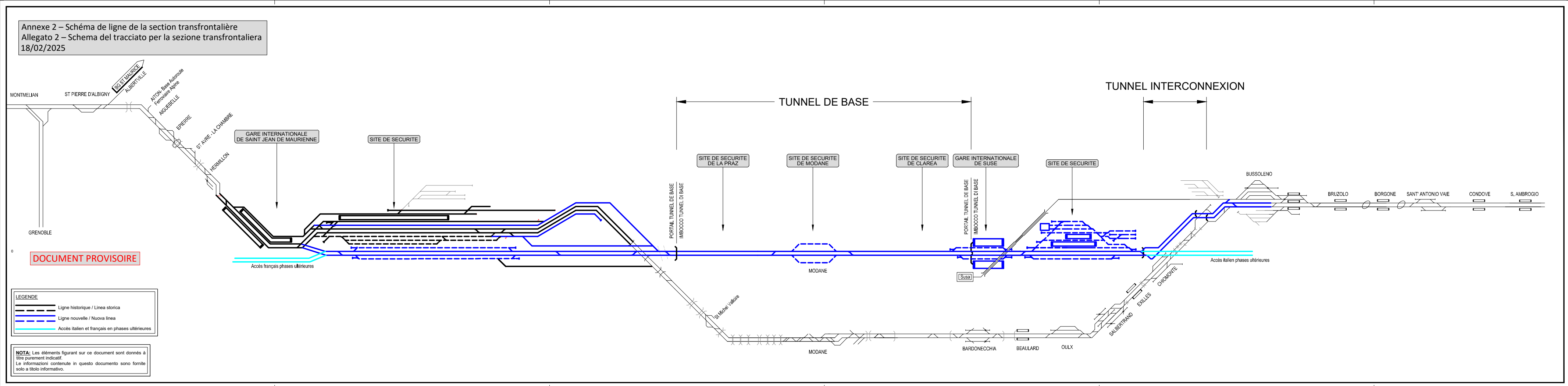
Acronyms

CAs	Capacity Allocation Agencies
AF	Autoroute Ferroviaire: Rolling Motorway
AFM	Autoroute Ferroviaire Modalohr: Modalohr Rolling Motorway
ANSFISA	Agenzia Nazionale per la Sicurezza delle Ferrovie e delle Infrastrutture Stradali e Autostradali - National Agency for the Safety of Rail, Road and Motorway Infrastructure (Italy)
ART	Transport regulatory authorities (France and Italy)
ATO	Automatic Train Operation
BIM	Building Information Modelling
CIG	Intergovernmental Commission
CSS	Central Substation
CSU	Unique Safety Certificate
DRR	Network Reference Document
ECE	Entity in Charge of Maintenance
RU	Railway Undertakings
EPSF	Etablissement Public de Sécurité Ferroviaire (France)
ERA	European Railways Agency
ETCS	European Train Control System
ERTMS	European Rail Traffic Management System
FRMCS	Future Railway Mobile Communication System
EDM	Electronic Document Management
IM	Infrastructure Manager
GOC	Operational Traffic Management
GSM-R	Global System for Mobile communications - Railways
GTC	Centralised Technical Management

KPI	Key Performance Indicators
HL	Historic Line
NL	New Line
PCC	Command and Control Centre
PRF	Final Reference Project
PD2	Final project approved by CIPE Resolution no. 19/2015
PSO	Operator Safety Plan
RAU	Emergency Call Network
RBC	Radio Block Centre
RFC	Rail Freight Corridors
RFI	Rete Ferroviaria Italiana
RINF	Railway Infrastructure Register (ERA)
RNE	Rail Net Europe
AS	Annual Service
SGS	Safety Management System
IS	International Section
SIF	Railway Infrastructure Plan
IMS	Information Management System
SSE	Electrical substation
TSI	Technical Specifications for Interoperability
TdB	Base Tunnel
TELT	Tunnel Euralpin Lyon Turin Simplified joint stock company (SAS)
EU	European Union
VR	Regional Passengers
WBS	Work Breakdown Structure

Appendix 2

Diagram of cross-border lines



Appendix 3

Legal framework

This section contains a non-exhaustive list of the legislative and regulatory texts governing access for railway undertakings and setting out the form and content of the DRR.

European regulatory framework:

- [Directive \(EU\) 2016/798](#) of the European Parliament and of the Council of 11 May 2016 on railway safety,
- [Directive \(EU\) 2016/797](#) of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union,
- [Directive 2012/34/EU](#) of 21 November 2012 establishing a single European railway area, and [Directive 2016/2370/EU](#) of 14 December 2016 amending it,
- [Regulation no. 913/2010](#) of 22 September 2010 on the European rail network for competitive freight,
- Technical Specifications for Interoperability (TSI).

In France:

- [Transport Code](#), legislative part,
- [Law no. 2014-872](#) of 4 August 2014 on railway reform,
- [Decree no. 97-444](#) of 5 May 1997, as amended, on the tasks and status of SNCF Réseau,
- [Decree no. 97-446](#) of 5 May 1997, as amended, on charges of use of the rail network levied by Réseau Ferré de France,
- [Decree no. 2003-194](#) of 7 March 2003 amended on the use of the national rail network,
- [Decree no. 2019-525](#) of 27 May 2019 amended relating to the safety of rail traffic and the interoperability of the rail system,

- [Decree no. 2012-70 of 20 January 2012](#) on passenger stations and other service infrastructure on the rail network,
- [Order of 9 December 2021](#) setting safety targets, methods and indicators
- and the technical safety and interoperability regulations applicable to the national rail network,

In Italy:

- [Law No. 146 of 12 June 1990](#) (as amended and supplemented) 'Regulations on the exercise of the right to strike in essential public services and the protection of constitutionally protected personal rights. Establishment of the Law Enforcement Guarantee Commission';
- [Legislative Decree No 422 of 19 November 1997](#) (as amended and supplemented) 'Transfer to the regions and local authorities of functions and tasks in the field of local public transport';
- [Ministerial Decree 20 October 1998](#) 'Security measures for rail freight terminals not covered by the Ministerial Decree of 5 November 1997';
- [Ministerial Decree 109/T of 3 November 1999](#) 'Implementation of Article 3(1)(d) of Legislative Decree 422/97';
- [Ministerial Decree No. 138/T of 31 October 2000](#) 'Concession to RFI of the management of the national railway infrastructure';
- [Ministerial Decree No. 43/T of 21 March 2000](#) 'Determination of the criteria for determining the railway infrastructure charge';
- [Ministerial Decree No. 44/T of 22 March 2000](#) 'Criteria for the payment to railway infrastructure users of a temporary discount as partial compensation for the higher costs induced by the current technological backwardness of the railway network';
- [Prime Ministerial Decree \(DPCM\) 16 November 2000](#) 'Identification and Transfer to the Regions of the Resources for the Exercise of the Functions and Tasks Conferred Pursuant to Articles 9 and 12 of Legislative Decree no. 422 of 19 November 1997 concerning HLP';
- [Law No. 388, dated 23 December 2000](#) Article 131, paragraph 1 'Provisions on rail transport and the application of the regulations in force on rail contracts';
- [Ministerial Decree 29/T of 15 July 2003](#) 'Adjustment of the railway infrastructure charge to the inflation rate';
- [Legislative Decree No. 82 of 7 March 2005](#) 'Digital Administration Code' (CAD);
- [Decree of 24 March 2005](#) 'Adjustment of the railway infrastructure charge to the inflation rate' (Official Gazette 20 April 2005);
- [Ministerial Decree 28 October 2005](#) 'Safety in railway tunnels', limited to on-board train fire-fighting requirements;

- Ministerial Decree 18 August 2006 'Update of the national railway infrastructure charge', as supplemented by communication of the Ministry of Infrastructure and Transport (Official Gazette 7 October 2006);
- [Law No 296 of 27 December 2006 art. 1 par. 970](#), 'Provisions for the formation of the annual and multiannual State budget (2007 Budget Law)';
- [Ministerial Decree No. 92/T of 11 July 2007](#) 'Applicability of the discount on the railway infrastructure charge';
- [Legislative Decree No. 162 of 10 August 2007](#) 'Implementation of Directives 2004/49/EC and 2004/51/EC on safety and development of the Community's railways';
- [Legislative Decree No. 163 of 10 August 2007](#) 'Implementation of Directive 2004/50/EC amending Directives 96/48/EC and 2001/16/EC on the interoperability of the trans-European rail system';
- [Ministerial Decree No. 81T of 19 March 2008](#) 'Railway Traffic Safety Directive';
- [Ministerial Decree 2 April 2008](#) 'Update of the cost per kilometre of electric traction in the national railway infrastructure access/use toll formula';
- [ANSF Decree No. 1 of 6 April 2009](#) (as amended and supplemented) 'Attributions in the field of railway traffic safety';
- [Directive of the President of the Council of Ministers](#), in agreement with the Minister of Infrastructure and Transport and the Minister of Economy and Finance of 7 July 2009;
- [Ministerial Decree of 2 February 2011](#) 'Identification of the requirements for the issue of the national passenger licence for the performance of passenger rail services with origin and destination in the national territory' (Official Gazette 7 April 2011);
- [Legislative Decree 43 of 24 March 2011](#) 'Implementation of Dir. 2008/110/EC amending Dir. 2004/49/EC on safety on the Community's railways';
- [Law No. 148 of 14 September 2011](#) 'Conversion into law, with amendments, of Decree-Law No. 138 of 13 August 2011, containing further urgent measures for financial stabilisation and development. Delegation of power to the Government for the reorganisation of the distribution of judicial offices in the territory' (Article 8, paragraph 3bis);
- [Law No. 214 of 22 September 2011](#) 'Conversion into law, with amendments, of Decree-Law No. 201 of 6 December 2011, containing urgent provisions for growth, equity and the consolidation of public accounts' (Art. 37);
- [Law No. 27 of 24 September 2012](#) 'Conversion into law, with amendments, of Decree-Law No 1 of 24 January 2012, containing urgent provisions for competition, infrastructure development and competitiveness' (Articles 36 and 37);
- [Presidential Decree 9 August 2013](#) 'Appointment of Transport Authority Members';
- [Ministerial Decree 10 September 2013](#) '15% toll reduction on HS lines' (Official Gazette 19 September 2013);

- Ministerial Decree 5 April 2013 'Definition of energy-intensive enterprises' (Official Gazette 18 April 2013);
- Resolution of the Authority for Electricity, Gas and Water Services No. 641/2013/R/COM of 27 December 2013 'Update from 1.1.2014 of the tariff components intended to cover general charges and additional components of the electricity and gas sector' and consequent acts;
- Legislative Decree No. 70 of 17 April 2014 'Penalty regulation for violations of the provisions of Regulation (EC) No. 1371/2007 on passengers' rights and obligations in rail transport';
- Decree-Law No. 91 of 24 June 2014 (converted into Law No. 116 of 11 August 2014) 'Urgent provisions for the agricultural sector, environmental protection and energy efficiency in school and university buildings, the containment of costs burdening electricity tariffs, as well as for the immediate definition of fulfilments deriving from European legislation (Art. 29);
- Resolution of the Transport Regulatory Authority No. 70 of 31 October 2014 (published on 5 November 2014) 'Regulation of fair and non-discriminatory access to railway infrastructure and initiation of the procedure for the definition of criteria for the determination of tolls for the use of railway infrastructure';
- Legislative Decree 112 of 15 July 2015 Implementation of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast);
- Resolution of the Transport Regulatory Authority No. 96 of 13 November 2015 on 'Criteria for determining charges for access to and use of the railway infrastructure';
- Ministry of Economic Development Decree of 22 December 2015 'Modalities for determining the relevant consumption to which the special tariff regime in favour of RFI – Rete Ferroviaria Italiana should be applied';
- Resolution of the Transport Regulatory Authority No.75 of 1 July 2016 on the 'Tariff System 2016-2021 for the Minimum Access Package to the National Railway Infrastructure. Compliance with the regulatory model approved by Resolution No. 96/2015 and subsequent supplements';

All applicable legislation can be consulted at www.eur-lex.europa.eu (European law), www.legifrance.gouv.fr (French law), <https://www.normattiva.it/> (Italian law).

Internally at TELT and via the Intergovernmental Commission (CIG), a number of documents have laid down rules to ensure the safety of traffic in the tunnel, in particular the Operational Safety Criteria, the current version of which is version 22 of 31 March 2010.



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