



Perceptions of the Lyon-Turin project

French and Italian views compared

Overview



for



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Methodology: a multi-level mirror study



Four representative samples with:			
403 inhabitants from the Maurienne valley	302 inhabitants from Lyon urban district (over-sampled by 170)	601 inhabitants from Rhone-Alpes region (excluding Auvergne)	1,000 French people
Representativeness ensured by the variable quota method:			
<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Head of household's SPC ➤ Combined district council 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Head of household's SPC ➤ Area 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Head of household's SPC ➤ Département 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Head of household's SPC ➤ Region ➤ Urban district category
Interviews conducted over the phone (CATI) from 26 June to 16 July 2019	Interviews conducted over the phone (CATI) from 26 June to 16 July 2019	Interviews conducted over the phone (CATI) from 26 June to 16 July 2019	Interviews conducted online (CAWI) from 25 June to 4 July 2019



Four representative samples with:			
401 inhabitants of the Susa valley	292 inhabitants of the Turin urban district	600 inhabitants of Piedmont	1,000 Italian people
Representativeness ensured by the variable quota method:			
<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Situation ➤ Qualifications ➤ District 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Area 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Situation ➤ Qualifications ➤ Province 	<ul style="list-style-type: none"> ➤ Gender ➤ Age ➤ Situation ➤ Qualifications ➤ Region
Interviews conducted over the phone (CATI) from 26 June to 16 July 2019	Interviews conducted over the phone (CATI) from 26 June to 10 July 2019	Interviews conducted over the phone (CATI) from 26 June to 10 July 2019	Interviews conducted online (CAWI) from 27 June to 3 July 2019

AWARENESS OF THE LYON-TURIN PROJECT

Good awareness of the project in France, fairly precise knowledge in the Rhône-Alpes region

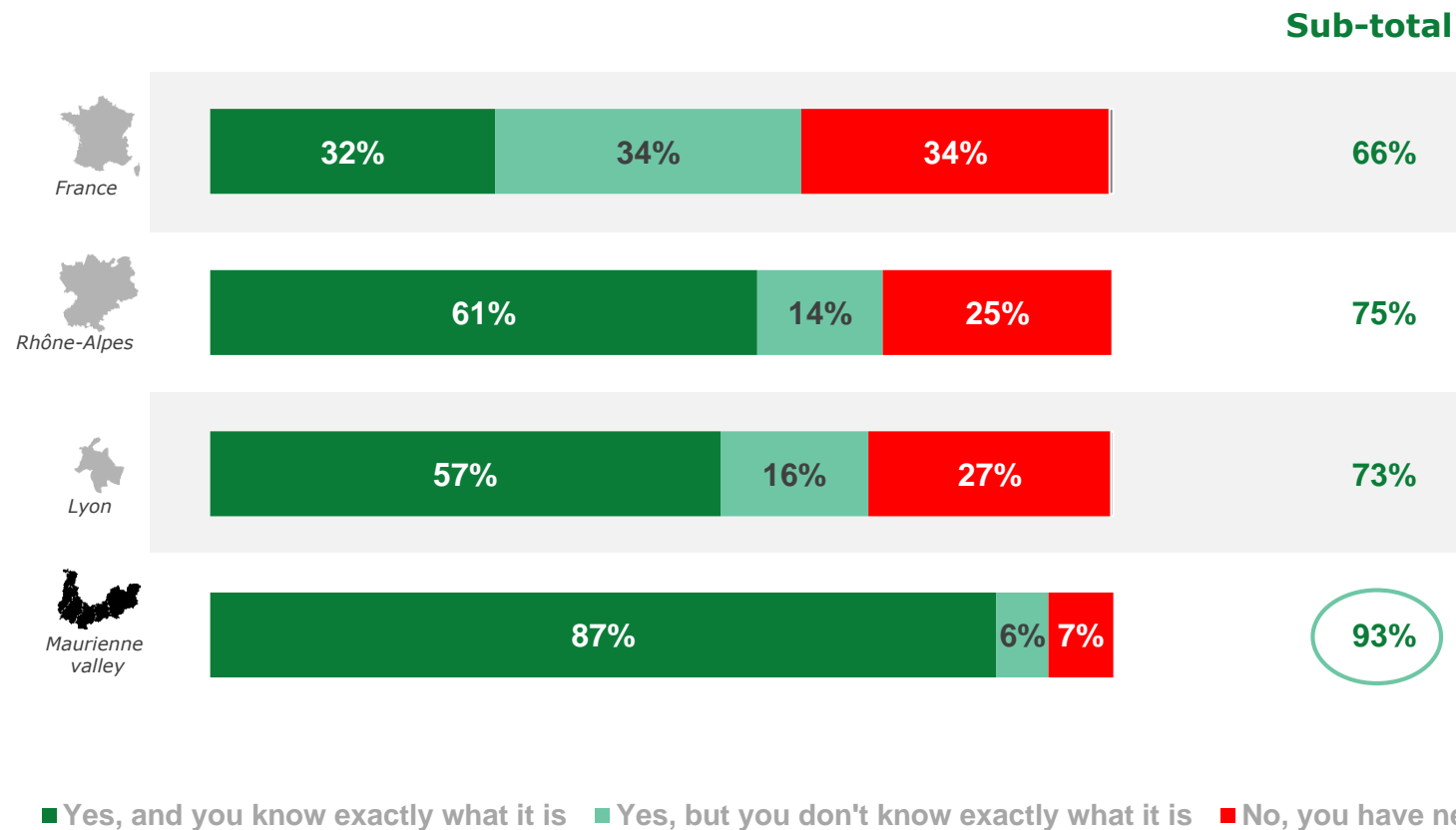


KEY FIGURES

- 1 66% of French respondents have heard about the railway tunnel project and new high-speed rail line between Lyon and Turin.
- 2 Awareness of the project is 75% in the Rhône-Alpes region.
- 3 Logically, the Maurienne valley is where awareness of the Lyon – Turin project is highest (93%).
- 4 Awareness of the project proves fairly accurate when we narrow down to the regional level.

HAVE YOU HEARD ABOUT THE RAILWAY TUNNEL PROJECT AND NEW HIGH-SPEED RAIL LINE BETWEEN FRANCE AND ITALY DUE TO RUN BETWEEN LYON AND TURIN?

To French respondents



The term "TAV" is now very clearly associated with the Lyon-Turin line in Italy

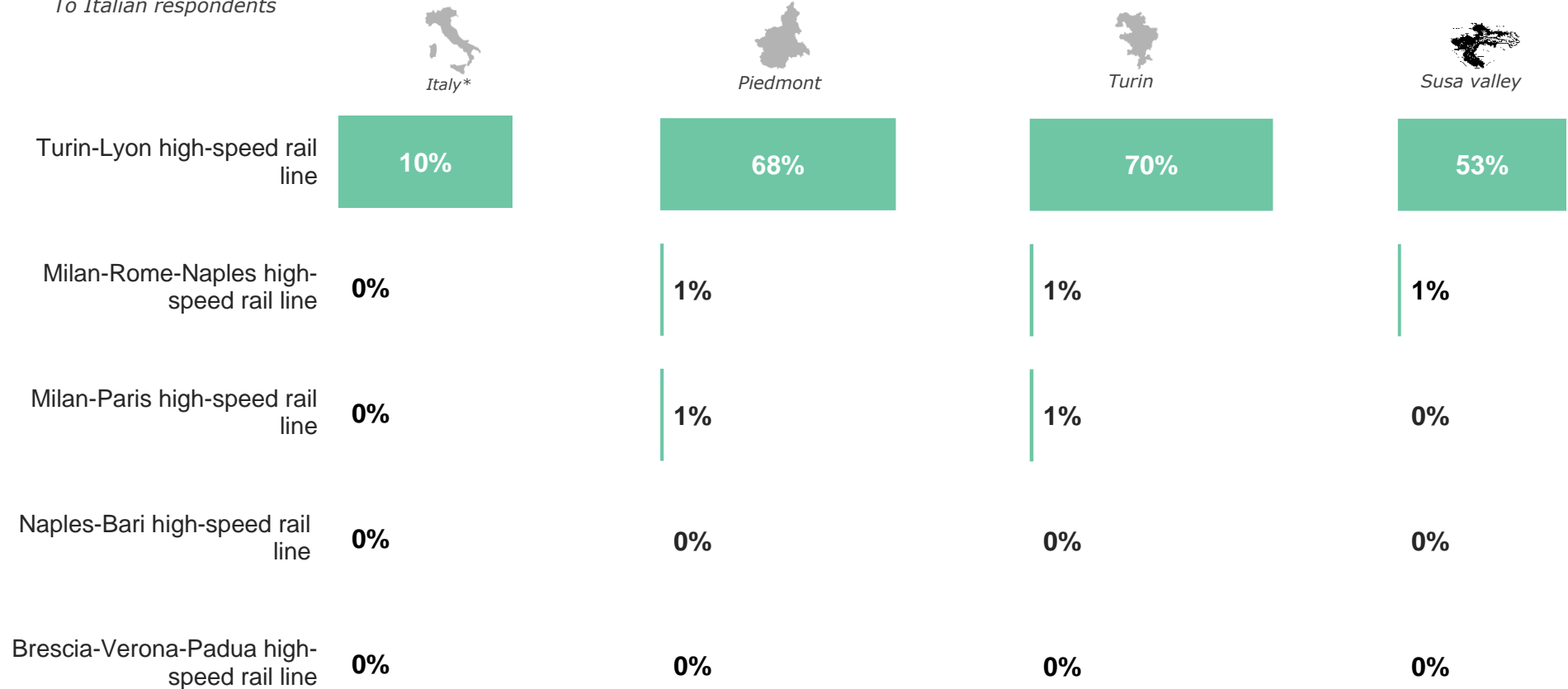


KEY FIGURES

1 When we ask Italians what "TAV" means to them, they mention the Lyon-Turin line first among the proposed options. This answer comes far ahead of others, proof of the population's awareness of this project.

WHAT DO YOU THINK THE "TAV" IS?

To Italian respondents



Other: A high-speed train, the high-speed rail line that connects Italy to France, a line network, a tunnel for the high-speed rail line

* Comparison to be interpreted with caution. In the Italy (CAWI) sample the question was an open question, respondents could answer freely in an open field, and the answers were re-coded subsequently. In the other (CATI) samples, responses were coded in advance enabling the interviewer to clarify the answer and recode it directly to one of the pre-defined items.

Knowledge of the project was higher and more heterogeneous in Italy

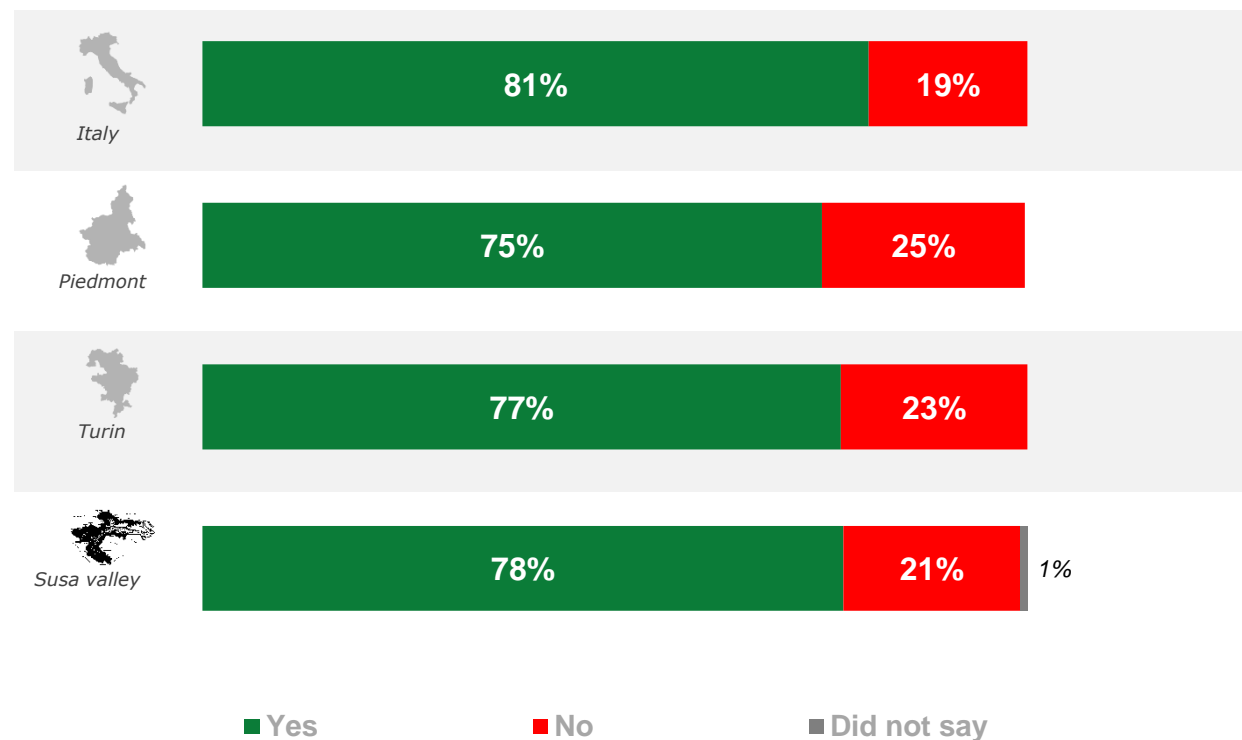


KEY FIGURES

- 1 Approximately 8 out of 10 people know about the project in Italy.
- 2 However, it is less known in the Susa valley than in the Maurienne valley (87%), probably due to the difference in the progress of the construction work.

DO YOU KNOW ABOUT THE TURIN-LYON PROJECT?

To Italian respondents



Italian respondents identify the Lyon-Turin project as a means of connecting Italy to France and facilitating the circulation of people and goods.



KEY FIGURES





- 1 Respondents familiar with the project primarily describe it as a high-speed line connecting France to Italy.
- 2 The construction of a new tunnel is also mentioned by respondents, particularly in the Susa valley (18% of mentions).

WHAT DO YOU KNOW ABOUT THIS PROJECT?

To Italian people aware of the project

Open question – unprompted answers

Note: Items with low values are not represented

	 Italy	 Piedmont	 Turin	 Susa valley
GENERIC DESCRIPTION (ST)	50%	51%	51%	48%
It is a rail line/high-speed rail line	18%	22%	21%	15%
Has more advanced features than existing lines / would complement the existing line with more advanced features (upgrade infrastructure)	5%	2%	2%	3%
ROUTE (SST)	29%	28%	29%	20%
Connects Turin to Lyon / It is the Turin – Lyon high-speed line	13%	10%	11%	13%
Links Italy and France	11%	9%	8%	3%
Links all of Europe / It is an international rail line	5%	4%	5%	2%
CONSTRUCTION OF A NEW TUNNEL (SST)	10%	12%	10%	18%
Construction of a new rail tunnel	3%	3%	3%	7%
Construction of a new rail tunnel passing through the Susa valley	3%	2%	1%	4%
Construction of a new rail tunnel between Italy and France to connect Turin and Lyon	2%	5%	4%	4%
FACILITATING THE MOVEMENT OF PEOPLE AND GOODS (ST)	23%	18%	22%	14%
This new line will be used to move people and goods / for the transport of passengers as well as goods	7%	3%	4%	2%
Shorter transport time / Time savings	3%	3%	4%	-
Will allow faster connections between Turin and Lyon / Paris, between France and Italy	2%	1%	1%	2%
TRANSPORT OF GOODS (SST)	12%	10%	13%	10%
High-speed rail link for transporting goods / Speeds up transport between France and Italy	5%	2%	3%	2%
Expands transport of goods by rail	4%	4%	6%	6%
Reduces the number of lorries on the roads / Less traffic on the roads	3%	4%	5%	2%

... but also a controversial project on hold



KEY FIGURES

1 At the same time, they identify the project as a source of debate in Italy. It has stopped according to nearly one in ten Italians (9%).

2 It started 30 years ago and is still not finished according to the 11% of Susa valley inhabitants who know about it.

WHAT DO YOU KNOW ABOUT THIS PROJECT?

To Italian people aware of the project

Open question – unprompted answers

Note: Items with low values are not represented



	Italy	Piedmont	Turin	Susa valley
PROJECT ON HOLD (ST)	19%	20%	20%	15%
Is stopped / blocked / blocked for political reasons (the 5-star Movement doesn't want it)	9%	9%	8%	2%
Started 30 years ago and is still not finished	6%	7%	8%	11%
Is being built / under construction	4%	1%	1%	1%
There are people for and people against	2%	3%	3%	1%
CONTROVERSIAL PROJECT (ST)	14%	10%	9%	13%
This is a controversial project / one disputed by the population	9%	5%	5%	3%
It is a pointless project / It should not continue / I'm against it	4%	3%	3%	8%
It was designed years ago with different assumptions / It is a project based on calculations and traffic forecasts from many years ago	2%	2%	2%	2%
GENERAL ASSESSMENT OF THE PROJECT (ST)	7%	14%	15%	12%
It is an important / necessary project / It should be built / I am in favour	5%	11%	11%	9%
It is a useful project	2%	2%	3%	3%
ECONOMIC & SOCIAL USEFULNESS (ST)	3%	6%	5%	4%
PROJECT COSTS (NEUTRAL COMMENTS) (ST)	3%	1%	1%	-
Is partly financed by the European Union	2%	1%	1%	-
ENVIRONMENTAL IMPACT (ST)	2%	2%	2%	5%
Harmful to the environment	2%	1%	1%	3%
PROJECT COSTS (NEGATIVE COMMENTS) (ST)	2%	2%	1%	6%
OTHER	2%	1%	2%	1%
I've only heard of it	2%	1%	2%	1%
DON'T KNOW	8%	4%	3%	3%

Unprompted responses

WHAT DO YOU KNOW ABOUT THIS PROJECT?

To Italian respondents aware of the project



They want to build a tunnel, this project has been around for a long time, there is a lot of opposition.

Susa valley



It's a railway line that connects Italy to France, and they call it the Turin-Lyon high-speed line! It is a public transport project that will prevent gas emissions and, as a result, this project will reduce pollution.

Turin



It is a high-speed rail line, i.e. high-speed trains to link Piedmont, then Italy with France and other countries for the transport of goods and passengers.

Turin



It is a new rail tunnel between Italy and France to connect Turin and Lyon and develop goods transport.

Susa valley



It is the high-speed train project that connects Lyon and Turin, and the part under Italian control has been stopped because of political problems.

Italy



This is international connection infrastructure between two places, created to speed up trade between Italy, France and Europe; unfortunately, as is often the case, the project has stopped because of economic inefficiency or incorrect budget forecasts/cost-benefit analysis.

Italy



It is a project that will help citizens improve traffic and develop trade. But not everyone agrees.

Piedmont



The high-speed rail line to connect European states and accelerate the transport of goods.

Susa valley



A high-speed line to help reduce the traffic of heavy goods vehicles and perhaps air pollution.

Susa valley



That it is currently suspended, that tenders for contractors have started, that it will be partly financed by the European Union but France has postponed everything to 2030. It's pointless.

Italy

SUPPORT FOR THE LYON-TURIN PROJECT

A project that has extensive support on both sides of the Alps

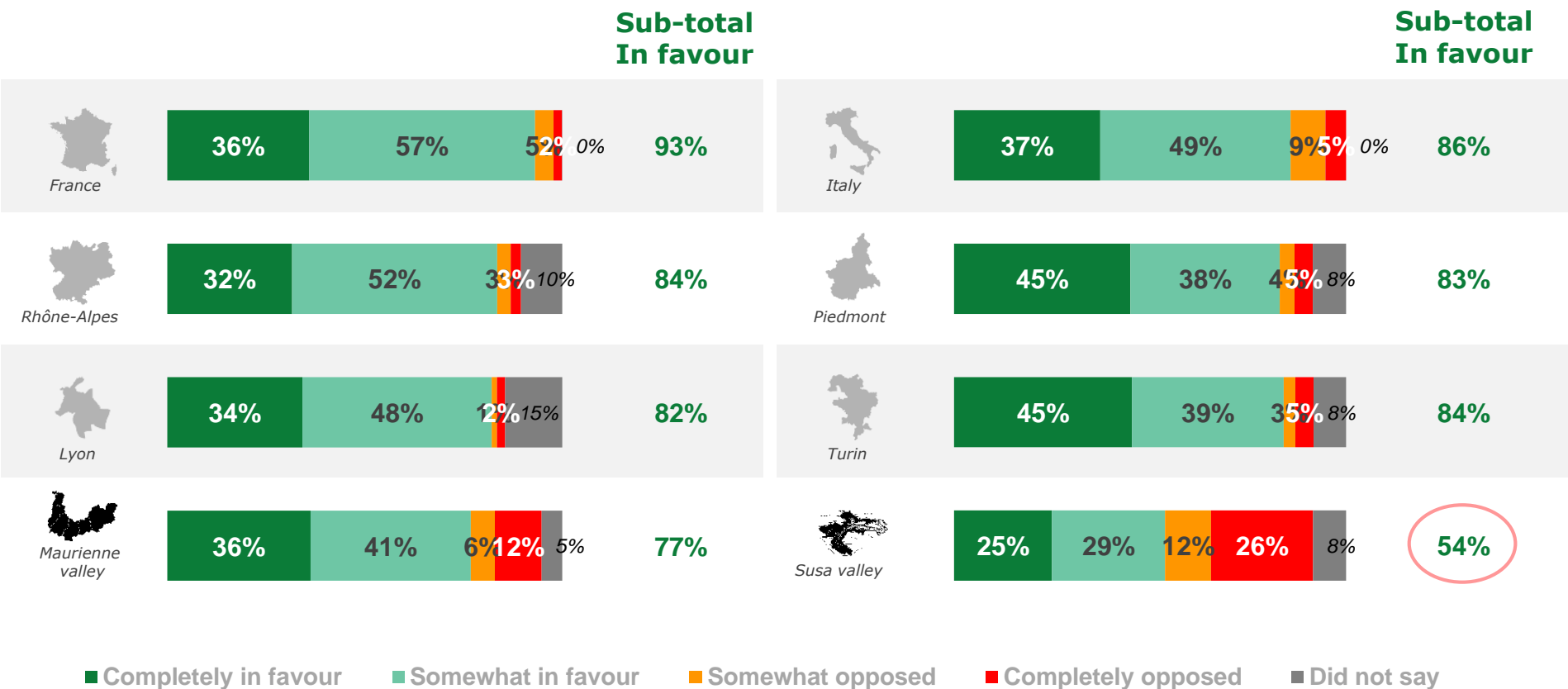


KEY FIGURES

- 1 From the national level to regional capitals, the project is supported by more than 8 out of 10 inhabitants.
- 2 The only real area with less support is the Susa valley with only 54% of inhabitants in favour.

THIS PROJECT CONSISTS OF BUILDING A NEW RAIL TUNNEL BETWEEN FRANCE AND ITALY TO LINK LYON AND TURIN IN TWO HOURS AND EXPAND GOODS TRANSPORT BY RAIL. THIS NEW LINE WILL THEREFORE BE USED FOR THE TRANSPORT OF BOTH PASSENGERS AND GOODS. PERSONALLY, ARE YOU...

To all respondents



On the French side, the project is mainly supported for its ability to improve the conditions of transport to Italy, and for ecological reasons



KEY FIGURES

1 In France, it was the improvement in transport that was highlighted by the majority of those in favour of the project, mainly because of reduced road traffic (42% of mentions in the Maurienne valley).

2 Ecological reasons were mentioned by almost one-third of the respondents in favour of the project. Inhabitants in Rhône-Alpes and the Maurienne valley give this reason more often (respectively 28% and 29% of citations).

WHY ARE YOU IN FAVOUR OF THIS PROJECT?

To French respondents in favour of the project
Open question – unprompted answers



France



Rhône-Alpes



Lyon



Maurienne valley

IMPROVEMENT IN TRANSPORT	60%	70%	76%	68%
Because there will be fewer lorries & cars on the roads (less road traffic, etc.)	28%	37%	36%	42%
Because there will be a reduction in travel time (time saved, etc.)	22%	21%	26%	14%
Because this makes travelling between the two countries easier (movement of people)	13%	13%	15%	12%
Because it will improve rail traffic	5%	3%	3%	5%
Because it will facilitate goods transport	4%	6%	13%	6%
ECOLOGICAL REASONS	33%	34%	31%	31%
Because there will be less pollution (CO2 emissions, etc.)	22%	28%	24%	29%
Because it's greener (train vs lorry, etc.)	13%	7%	9%	3%
ECONOMIC REASONS	12%	15%	17%	18%
To facilitate trade between France and Italy	4%	4%	4%	4%
Because it will promote economic development	3%	5%	8%	4%
Because transport will be cheaper	3%	2%	2%	-
Because it will promote tourism	2%	1%	-	1%
For better communication between the two countries (links, etc.)	1%	4%	3%	3%
Because it will create jobs (more employment, etc.)	1%	3%	4%	9%
OTHER REASONS	15%	10%	11%	14%
Because I find it positive	7%	4%	6%	7%
Because it is safer (fewer HGVs on the road)	5%	4%	2%	3%
Because it is an interesting project	5%	2%	3%	5%
Others	1%	1%	2%	2%
Nothing, none, nothing to add	1%	0%	0%	-
Did not say	8%	-	-	-

In Italy, improving transport conditions is also the main reason mentioned, followed by the general importance and usefulness of the project as well as its economic and social benefits

WHY ARE YOU IN FAVOUR OF THIS PROJECT?

To Italian respondents in favour of the project

Open question – unprompted answers

Note: Items with low values are not represented



Italy



Piedmont



Turin



Susa valley



KEY FIGURES

- 1 In Italy, as in France, the improvement in transport (for people and goods) is the top reason for being in favour of the project.
- 2 The importance of the project, its usefulness and the necessity of completing it are a reason for almost one in five respondents.
- 3 Susa valley residents in favour of the project are particularly sensitive to its economic and social impact; 24% believe that it will create jobs.
- 4 Ecological reasons are, meanwhile, mentioned less often in Italy than in France.

	Italy	Piedmont	Turin	Susa valley
IMPROVEMENT IN TRANSPORT	52%	46%	44%	33%
Because there will be a reduction in travel time (time saved, etc.)	20%	16%	15%	5%
Because there will be fewer lorries & cars on the roads (less road traffic, etc.)	18%	16%	16%	16%
Because it will facilitate goods transport	10%	10%	8%	7%
Because this makes travelling between the two countries easier (movement of people)	6%	5%	4%	3%
GENERAL ASSESSMENT OF PROJECT	23%	19%	21%	27%
It is an important / necessary project / It should be built / I am in favour	11%	9%	10%	14%
Usefulness	6%	5%	7%	6%
Started 30 years ago and must be finished / It would be wasteful not to finish it	5%	4%	4%	6%
ECONOMIC & SOCIAL BENEFITS	22%	33%	30%	38%
To facilitate trade between France and Italy	11%	15%	13%	10%
Because it will create jobs (more employment, etc.)	8%	12%	11%	24%
PROGRESS / INNOVATION	13%	12%	14%	16%
You have to live with the times / encourage progress / innovation	9%	10%	11%	15%
ECOLOGICAL REASONS	13%	12%	13%	9%
Because there will be less pollution (CO2 emissions, etc.)	9%	10%	11%	7%
ROUTE	8%	11%	12%	8%
Links all Europe/It is an international rail line	3%	3%	4%	3%
Links Italy to Europe	2%	5%	6%	3%

Unprompted responses – in favour of the project

WHY ARE YOU IN FAVOUR OF THIS PROJECT?

To French and Italian respondents in favour of the project



Transporting passengers and goods by rail is a good idea, particularly to cut road traffic, reduce pollution and save time.
France



I am in favour of any project that is likely to reduce the vehicle traffic, in particular lorries on the roads.
Rhône-Alpes, excluding Auvergne



Linking two major European countries is a good thing. It is part of the country's spatial planning.
France



I think that this project will provide a better connection between France and Italy. This project is more cost-efficient.
Lyon



The Mont Blanc tunnel is always very busy and freight remains practical.
Lyon



Because we need to increase the transport of goods and people by rail and make travel as fast and safe as possible.
Italy



Because it is infrastructure that will be used for both goods and passengers. It will also create jobs during the construction phase.
Susa valley



The train is not only quicker and more efficient (it carries more goods), it is also more eco-friendly. Moreover, rail links across Europe cannot exclude Italy.
Italy



Because it would make transporting people and goods faster and more eco-friendly.
Turin



Because it will reduce goods transport on motorways, which will allow for a faster connection with France and an improvement in the economic situation of Italy, and Piedmont in particular.
Piedmont

In France, different reasons for opposition, depending on the region



KEY FIGURES

- 1** In France, ecological reasons are among the main reasons behind an opposition to the project. Nationally, owing to destruction of the ecosystem (28%), and in the Maurienne valley as a result of the increase in pollution (21%).
- 2** Inhabitants of Rhône-Alpes first and foremost believe the project is expensive (30%) and residents of Lyon that it is not profitable (26%).
- 3** The top reason for inhabitants of the Maurienne valley is that there are other transport options (30%).

WHY ARE YOU AGAINST THIS PROJECT?

To French respondents opposed to the project
Open question – unprompted answers



	France	Rhône-Alpes	Lyon	Maurienne valley
ECOLOGICAL REASONS	44%	38%	46%	36%
Because it will destroy the ecosystem and nature	28%	7%	18%	6%
Because there will be environmental problems (for ecological reasons)	16%	12%	19%	3%
Because there will be an increase in pollution	3%	6%	-	21%
Because it will damage mountains	1%	8%	-	4%
Because it will destroy the valley	-	16%	8%	8%
ECONOMIC REASONS	23%	41%	48%	33%
Because it's expensive or costly	19%	30%	22%	22%
Because it's not profitable, it won't make any difference, no added value	6%	11%	26%	8%
Because it won't make any difference	-	-	-	9%
OTHER REASONS	16%	23%	10%	42%
Because there are already other travel options (there is already a rail link on this route)	10%	20%	10%	30%
Because it doesn't serve a purpose	6%	4%	-	19%
Other	10%	15%	15%	16%
Did not say	15%	-	-	-

For project opponents in Italy, the added value of the project itself is challenged



KEY FIGURES

1 In Italy, project opponents highlight the superfluous and costly side of the project, the fact that infrastructure of the same type already exists, and that this project is not a priority.





2 They also highlight the environmental impact, in particular in the Susa valley which is directly affected by this project (38% of mentions against 28% nationally).

WHY ARE YOU AGAINST THIS PROJECT?

To Italian respondents who are opposed to the project

Open question – unprompted answers

Note: Items with low values are not represented

	 Italy	 Piedmont	 Turin	 Susa valley
INFRASTRUCTURE	30%	22%	21%	30%
There are other priorities in Italy / other, more important infrastructures to be built	20%	6%	4%	2%
Because there are already other travel options (there is already a rail link on this route)	10%	10%	7%	24%
I am against building the tunnel	1%	6%	9%	3%
There is already a tunnel	-	4%	5%	2%
ECOLOGICAL REASONS	28%	22%	20%	38%
Because there will be environmental problems (for ecological reasons)	17%	8%	4%	12%
Because there will be damage to the valley	7%	9%	7%	15%
Because there will be an increase in pollution	3%	3%	4%	8%
GENERAL ASSESSMENT OF PROJECT	26%	48%	45%	45%
Because it doesn't serve any purpose	20%	35%	39%	39%
Risk of bribery / Mafia infiltration	2%	2%	5%	1%
PROJECT COSTS	24%	38%	43%	29%
Because it's expensive, costly	10%	34%	38%	19%
Waste of public money	9%	4%	5%	10%
SIMPLIFICATION OF THE TRANSPORT OF PEOPLE AND GOODS	19%	12%	12%	12%
GOODS TRANSPORT	16%	12%	12%	9%
It is a project from years ago based on various assumptions / simulated traffic forecasts that are years old	16%	4%	-	8%
Does not reduce HGV transport	2%	6%	9%	1%
ECONOMIC & SOCIAL UTILITY	8%	10%	4%	5%
There will be none (will not be beneficial to Italy's economic development)	8%	10%	4%	5%
MOBILITY OF PEOPLE	3%	4%	4%	3%
Will not carry passengers, only goods	3%	4%	4%	3%
Did not say	5%	-	-	1%

Unprompted responses – against the project

WHY ARE YOU OPPOSED TO THIS PROJECT?

To French and Italian respondents opposed to the project



We are going to tunnel through the mountains again and destroy part of nature, just to save a few hours of travel time.
France



The project will cost a lot of money, almost €11 million and there are already two perfectly serviceable rail routes between Lyon and Chambéry.
France



They will dig to be able to build this tunnel and I think that will bring a lot of drawbacks. The project is too expensive. The option of transporting goods lorries on trains already exists, but no-one uses it.
Maurienne valley



We're pouring more and more concrete, it will cost a fortune in an area already maimed by pollution.
Rhône-Alpes, excluding Auvergne



It will be much cheaper to improve the present rail system.
Maurienne valley



Because it is a pointless project and a waste of public money, with a negative environmental impact.
Susa valley



It's pointless, it will ruin the valley which is already full of infrastructure, two roads, a motorway, and a power line.
Susa valley



High costs, negative cost / benefit analysis, minimal prospects for use, disruption to valleys crossed.
Italy



The "TAV" would have a negative impact on the valley's environment, with the extraction of millions of cubic metres of rock from the mountains for the tunnel, we could accidentally find uranium and asbestos, which are then difficult to eliminate, as well as damaging the hydro-geological balance.
Italy



Because firstly, the cost is excessive; secondly, the travel time saved will be reduced, we could use the existing line; thirdly, mountains must be destroyed to dig the tunnel.
Piedmont

SALES PITCH TESTING

Overall, the need for the project is not questioned

KEY FIGURES

1

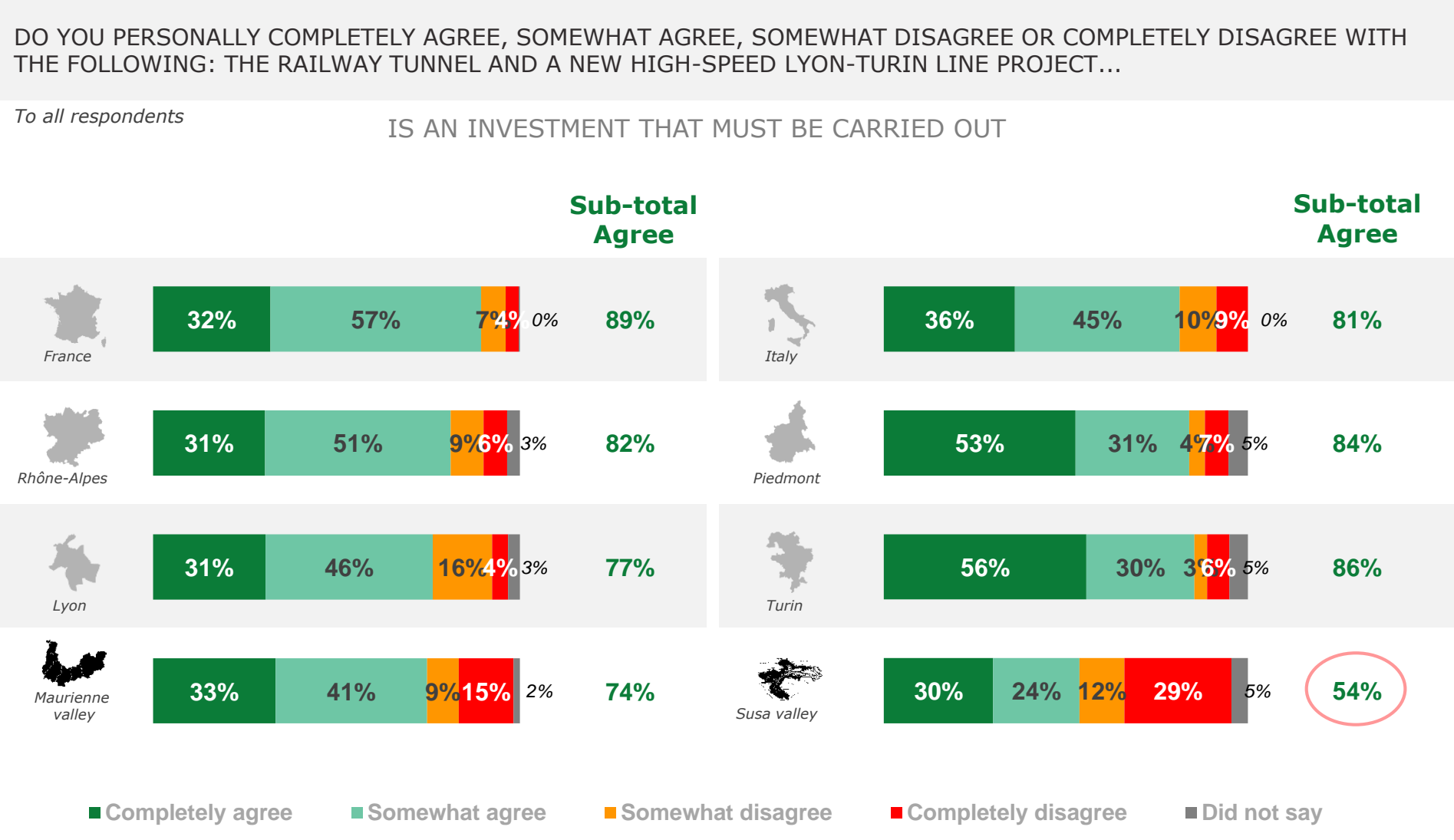
More than 7 out of 10 people say Lyon-Turin is an investment that needs to be made.

2

Turin and Piedmont residents are especially convinced, more than half of them saying they 'completely agree' with this idea.

3

Support for this statement is lower in the valleys, particularly in the Susa valley where only 54% believe that this is a necessary investment.



Questioned on financial aspects, most respondents nonetheless think the project is too expensive

KEY FIGURES

1

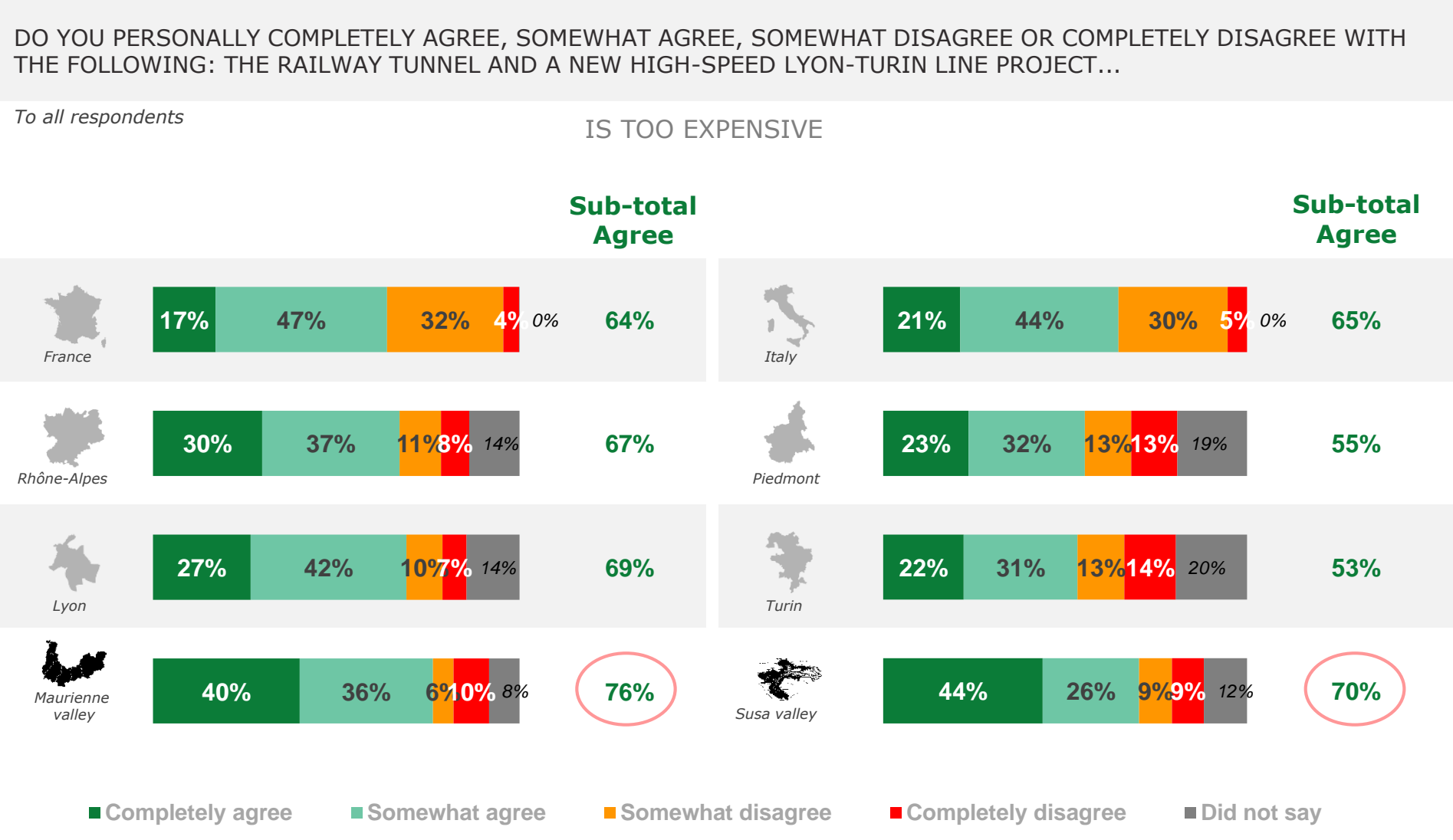
Most of the respondents rejecting the idea that the project is too costly are found at the national level.

2

In the valleys, the project cost is considered too high (>70%), probably owing to greater knowledge of the project.

3

Residents of regions and cities are more reserved on this question, with a higher non-response rate than elsewhere.



A project that embodies Europe's unity and development

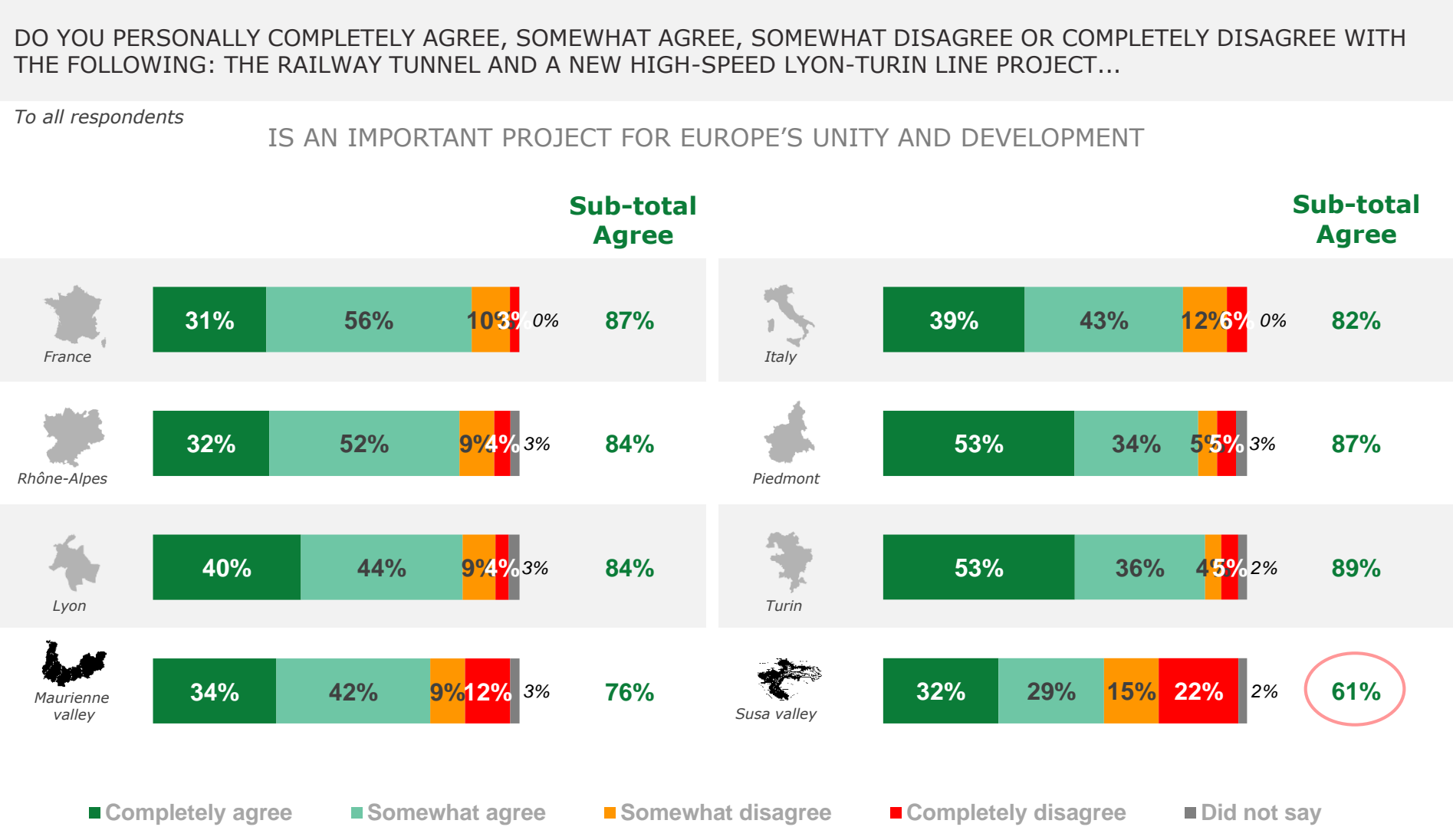
KEY FIGURES

1

Overall, French and Italian respondents agree with the idea that building the tunnel will promote European unity and development.

2

While the Rhône-Alpes and Piedmont regions also believe the project will promote this unity, the reality is different in the two valleys. Only 76% of Maurienne valley residents feel the same, and less than two thirds in the Susa valley (61%).



A perceived improvement in travel and trade between the two countries and in Europe



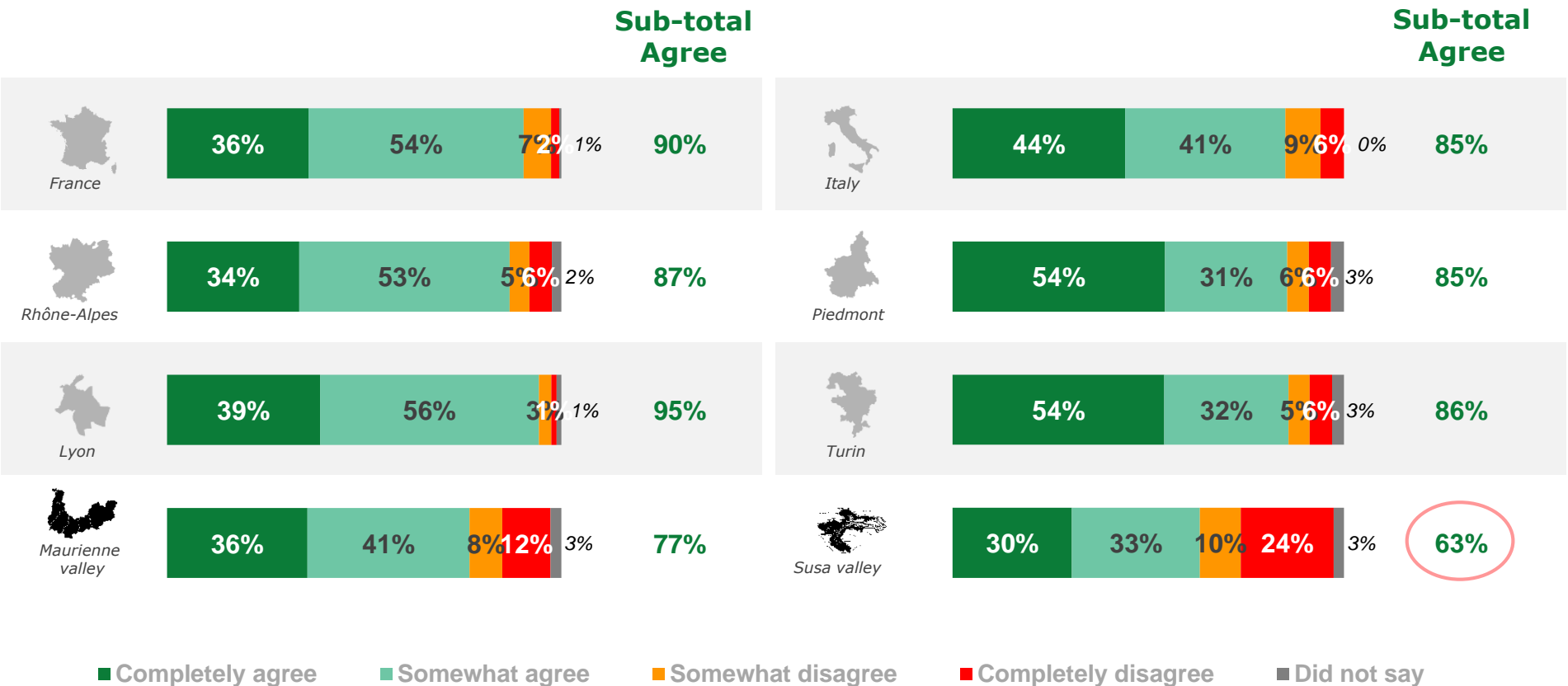
KEY FIGURES

- 1 Overall, the different regions believe that the rail tunnel project will improve the travel and trade in France or Italy and in Europe. However, we note stronger support in French respondents.
- 2 Susa valley residents (63% positive opinions) and, to a lesser extent, inhabitants of the Mauritian valley (77%) are more sceptical about this outlook.

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To all respondents

WILL IMPROVE TRAVEL AND TRADE [IN FRANCE / IN ITALY] AND IN EUROPE



Shorter travel time between Turin and Lyon/Paris widely supported in Italy



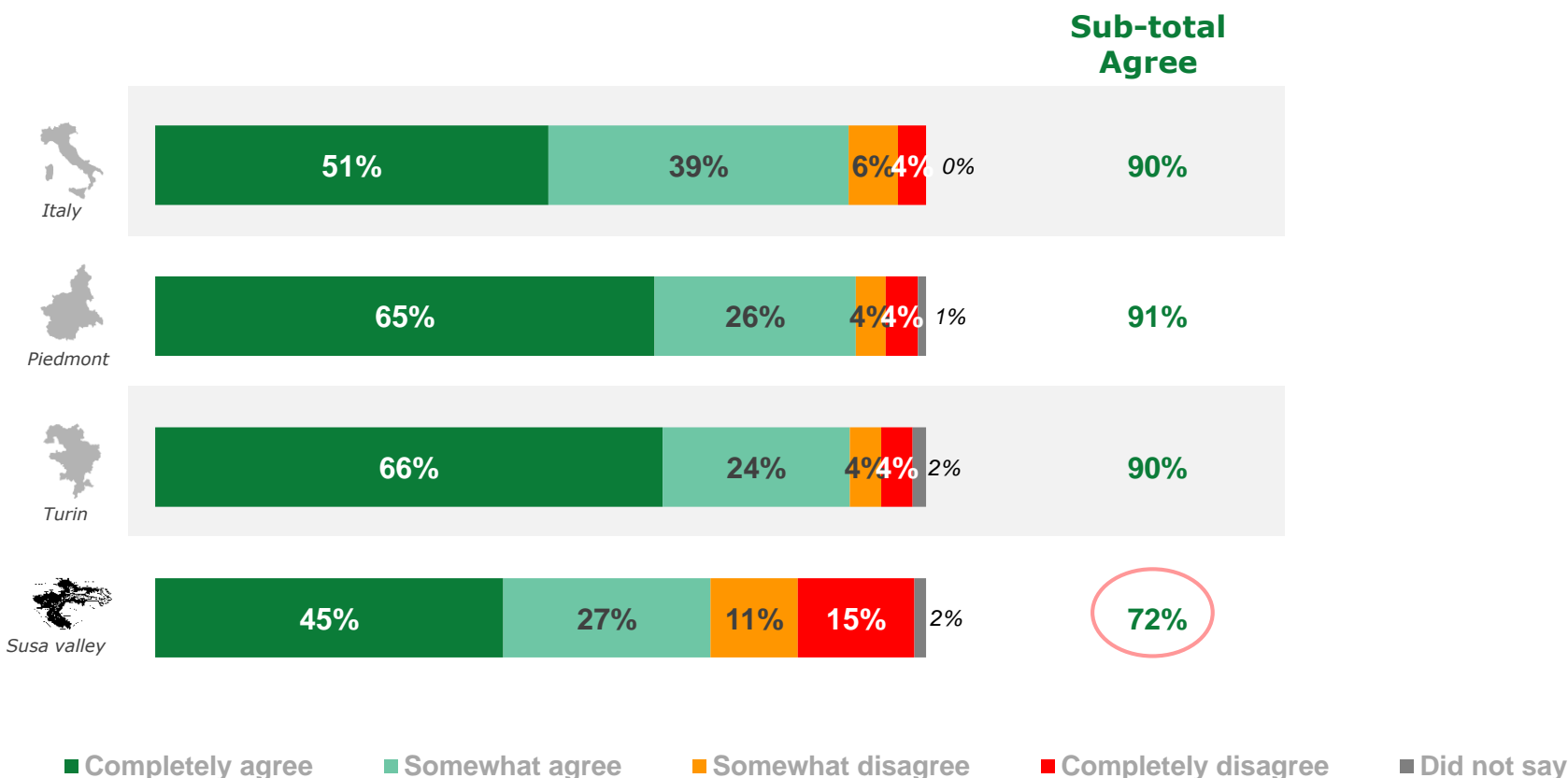
KEY FIGURES

- 1 The fact that the project provides faster connections between the two countries is not really a matter of doubt for Italians, since more than 50% of them say 'completely agree'.
- 2 With an exception in the Susa valley, where more than one resident in 4 disputes this objective statement, probably a sign of opposition "in principle" by some of those living near the rail road line.

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To Italian respondents

WILL PROVIDE FASTER CONNECTIONS BETWEEN TURIN AND LYON\PARIS



The project's benefits in fighting global warming are more strongly acknowledged by French than by Italians



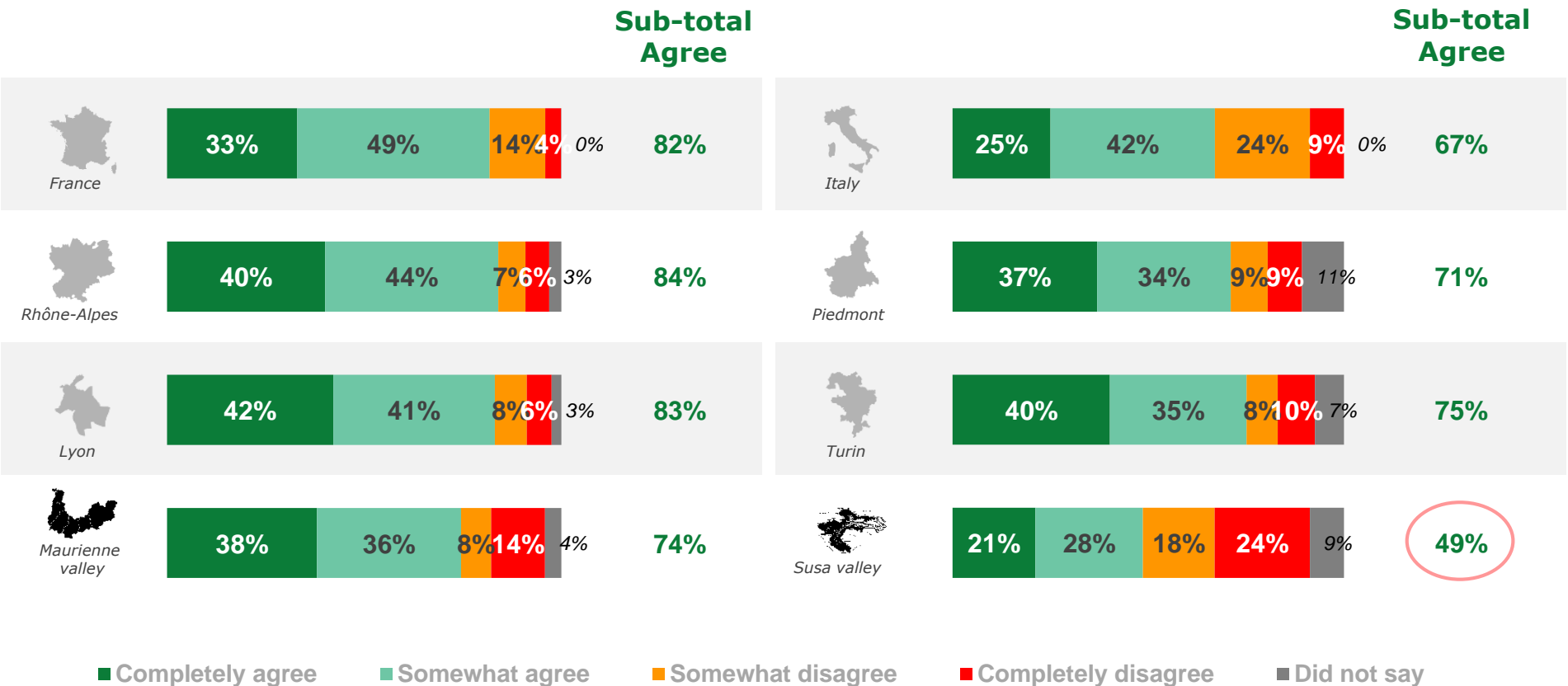
KEY FIGURES

- 1 The ecological argument works well, although it convinces the French more than the Italians, particularly at a national level.
- 2 This argument works less well in the valleys, especially in the Susa valley where less than half of residents agree with the proposed statement (49%).

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To all respondents

IS A GOOD WAY TO FIGHT GLOBAL WARMING



Similarly, French respondents are overall more convinced than Italians by the project's claim to help fight air pollution in Alpine valleys.

KEY FIGURES

1

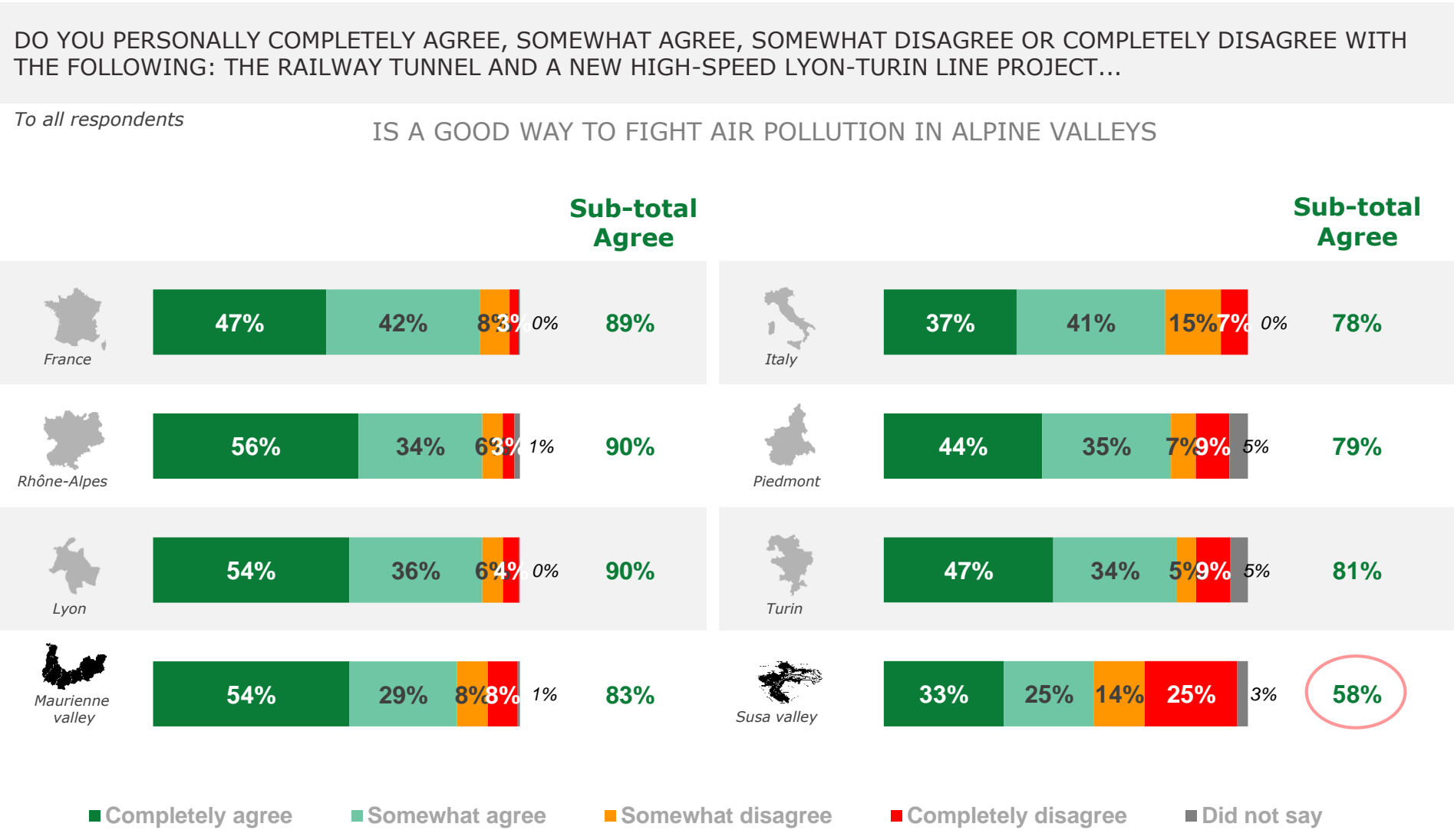
Approximately 9 out of 10 French respondents, from Lyon to nation-wide, agree on the project's impact in terms of reducing pollution in the valleys. In Italy, it is 8 out of 10.

2

Maurienne valley residents are slightly less convinced by this idea.

3

Only 58% in the Susa valley support it, and 25% even 'completely disagree' with the statement.



The reduction in HGV traffic in Alpine valleys is another popular argument



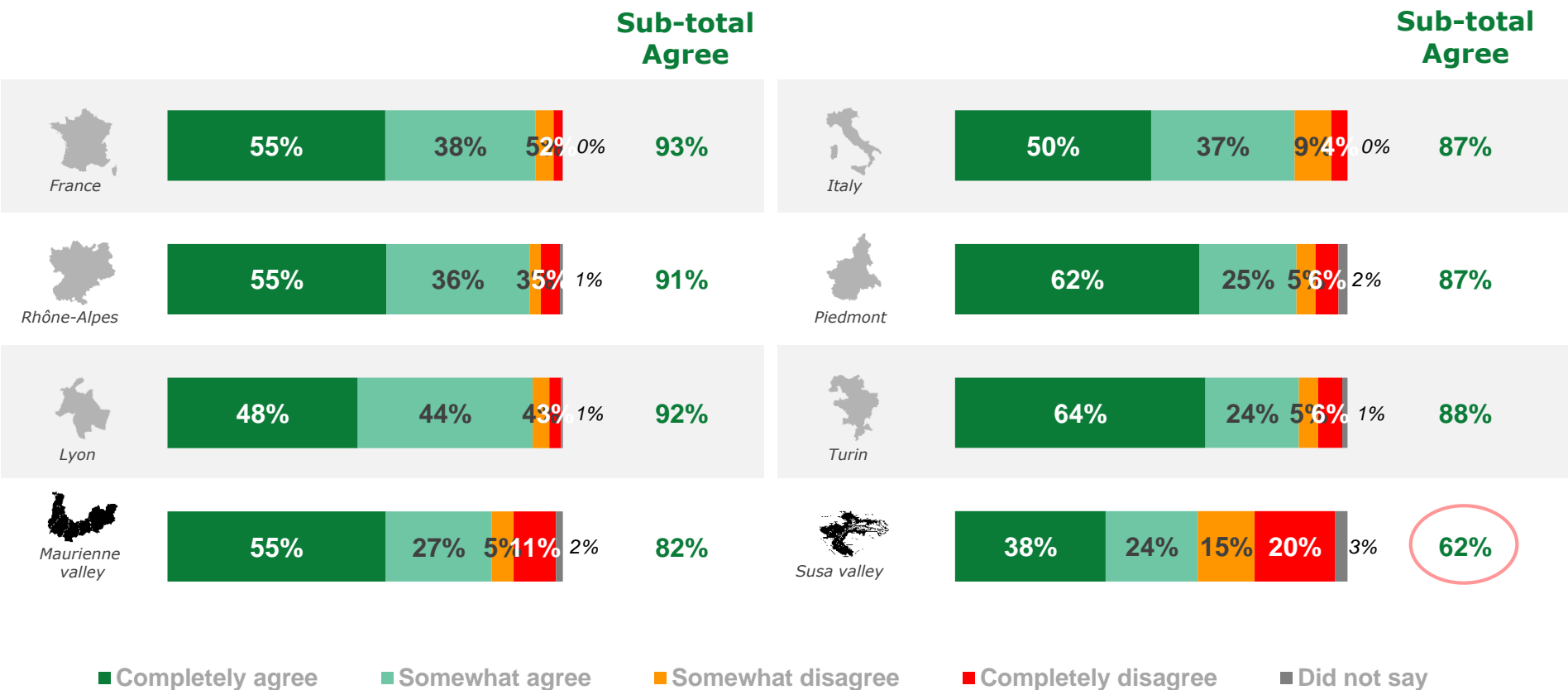
KEY FIGURES

- 1 French and Italian respondents agree that the planned rail tunnel will reduce HGV traffic in the Alpine valleys; respectively 93% and 87% agree with this statement.
- 2 While the inhabitants of all regions agree with this viewpoint, Susa valley residents' view are more mixed (62% positive opinions).

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To all respondents

WILL REDUCE HGV TRAFFIC IN ALPINE VALLEYS



Tourism and economic development in the regions involved will be boosted according to respondents in both countries

KEY FIGURES

1

Approximately 8 out of 10 respondents, from local to national level, believe the project will have a positive impact on tourism and economic development in the regions.

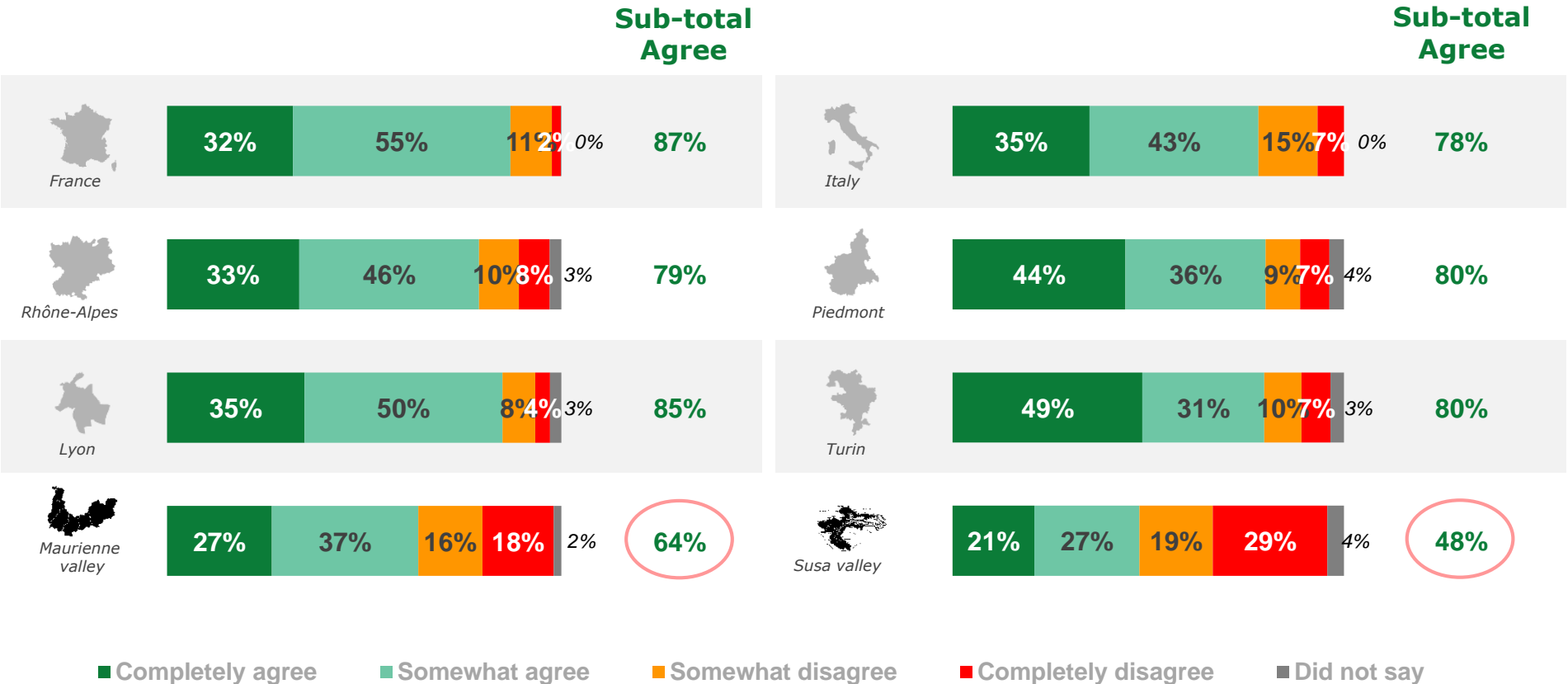
2

This is less the case in the valleys: 64% of Maurienne valley inhabitants agree, and only 48% of Susa valley inhabitants.

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To all respondents

WILL BOOST TOURISM AND ECONOMIC DEVELOPMENT IN THE REGIONS INVOLVED



A project seen as boosting employment in the regions involved



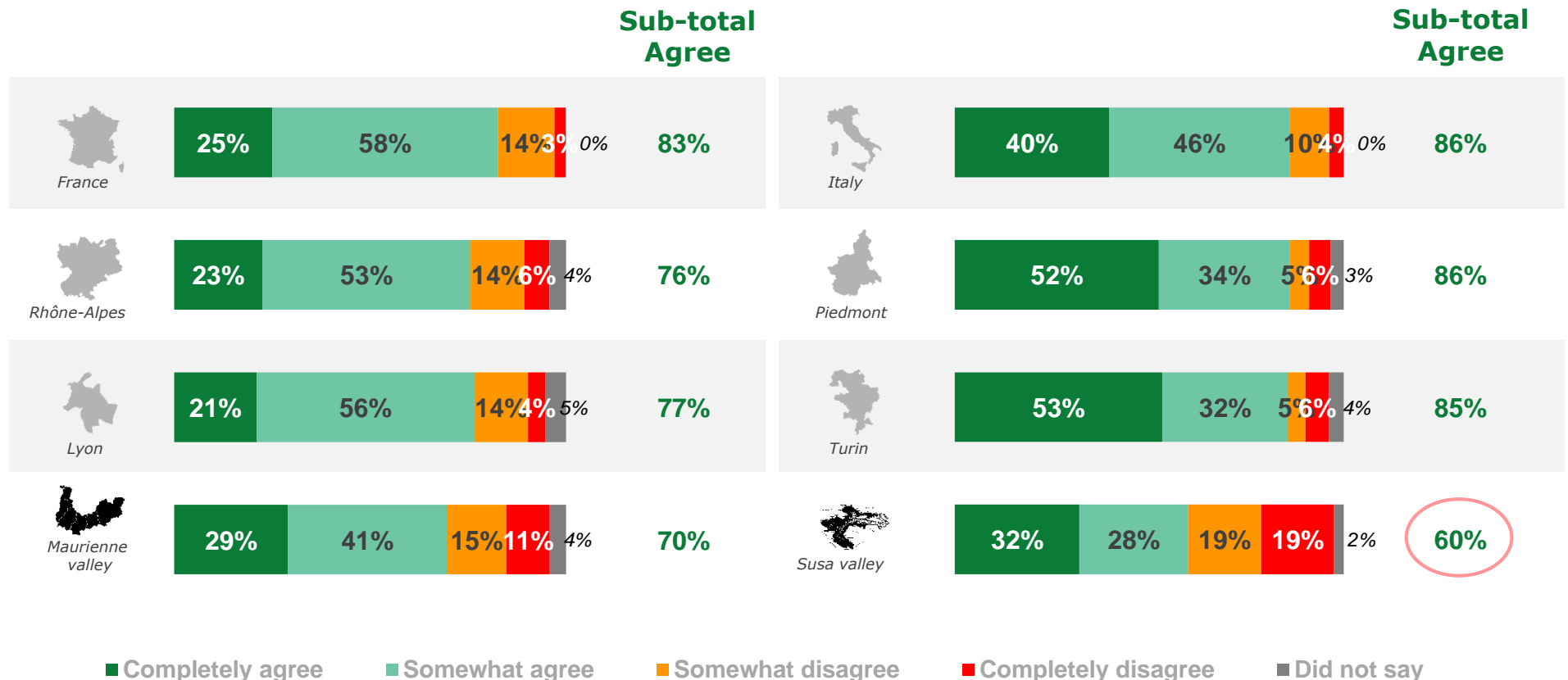
KEY FIGURES

- 1 The argument that the new line will boost employment is convincing on both sides of the Alps, and even more so in Italy.
- 2 The inhabitants of the valleys nevertheless are less supportive. Susa valley again saw the lowest level of support.

DO YOU PERSONALLY COMPLETELY AGREE, SOMEWHAT AGREE, SOMEWHAT DISAGREE OR COMPLETELY DISAGREE WITH THE FOLLOWING: THE RAILWAY TUNNEL AND A NEW HIGH-SPEED LYON-TURIN LINE PROJECT...

To all respondents

WILL BOOST EMPLOYMENT IN THE REGIONS INVOLVED



The improvement of daily travel in the valleys: an argument that fails to fully convince the residents concerned

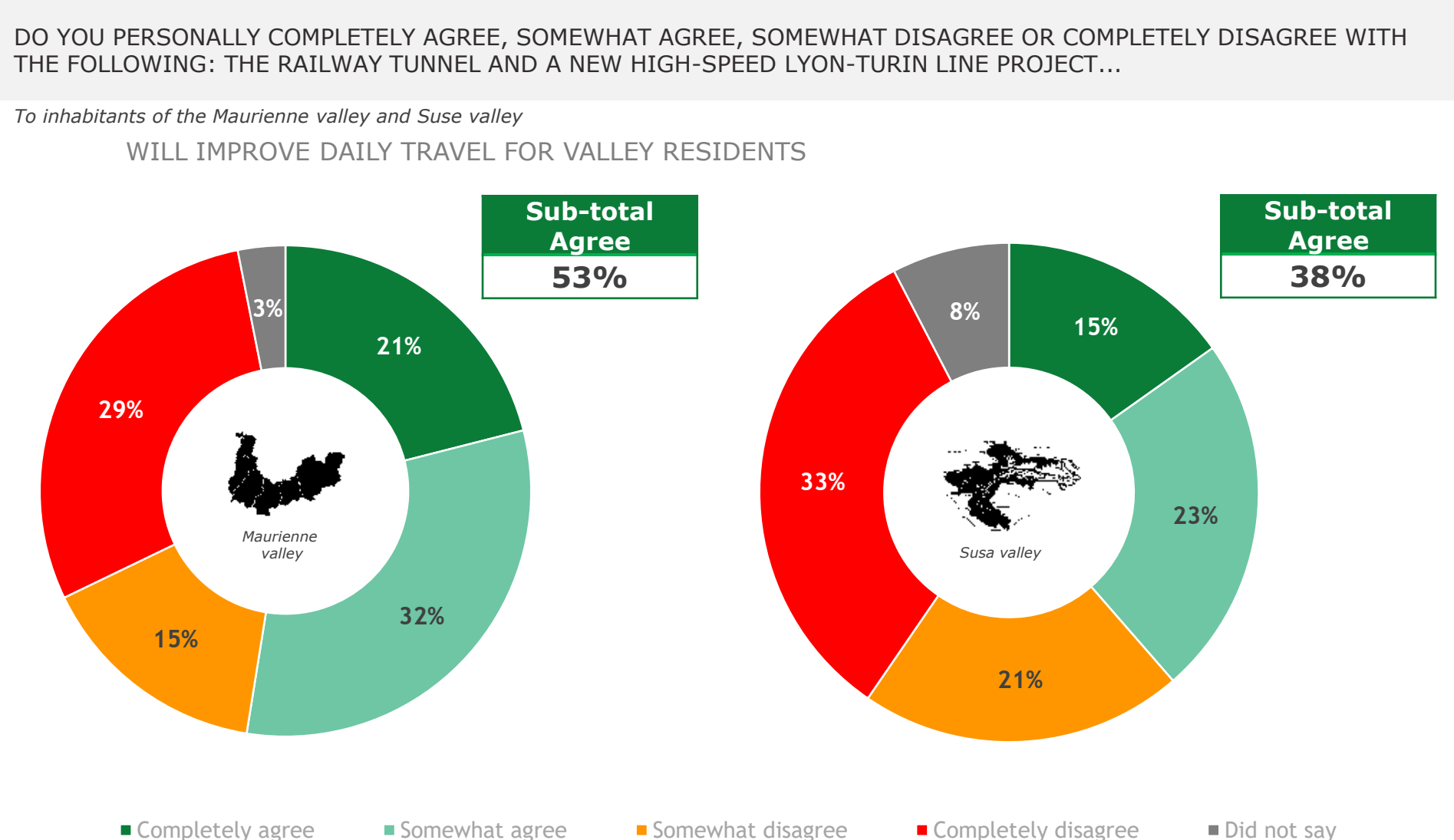
KEY FIGURES

1

This argument is much less convincing: only 53% of Maurienne valley residents and 38% of those in the Susa valley see improved daily travel with the Lyon-Turin line.

2

This point is clearly challenged in the Maurienne and Susa valleys, with 29% and 33% respectively saying 'completely disagree'.



OPINION ON FREIGHT

Agreement on both sides of the Alps in favour of freight

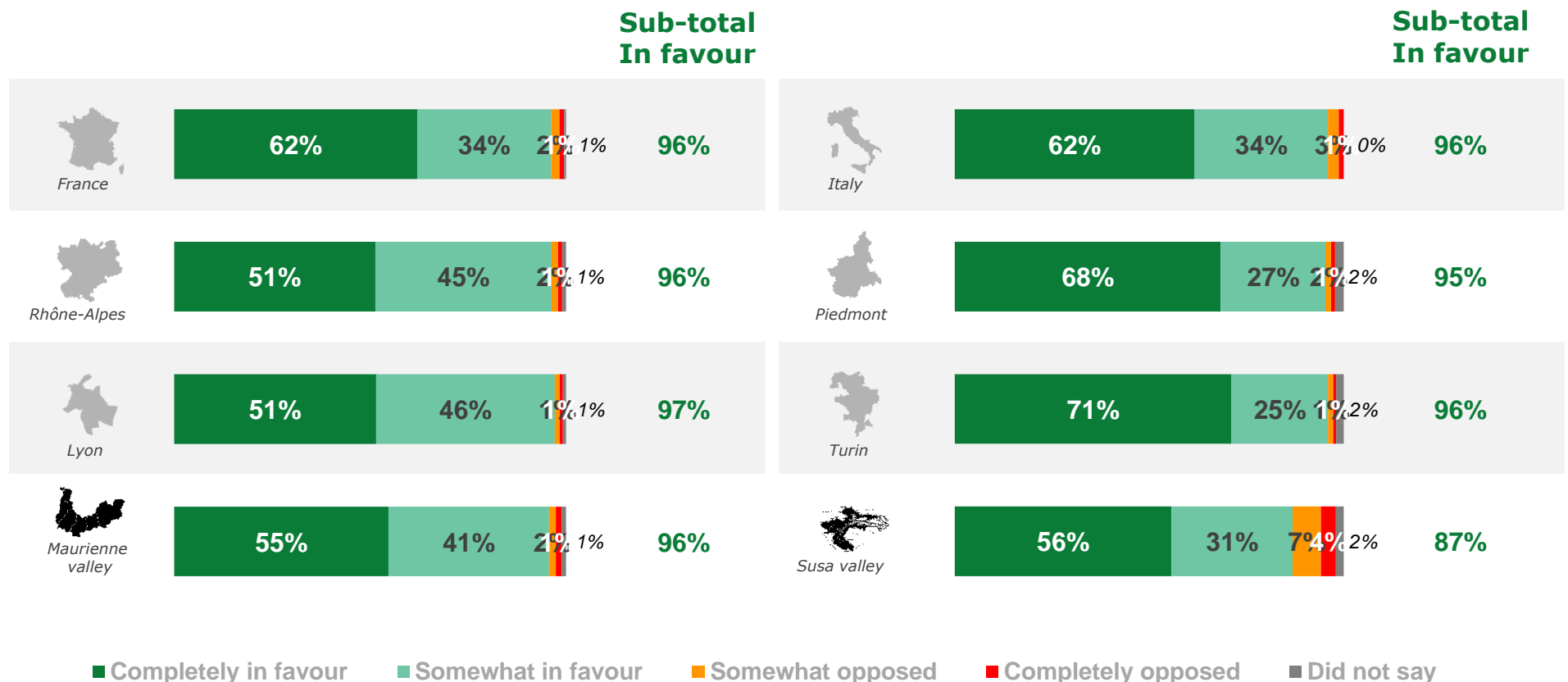


KEY FIGURES

- 1 Respondents are unanimous. At all levels, 9 out of 10 are in favour of more goods transport in Europe by rail rather than by road.
- 2 There is even stronger support in Turin and Piedmont.

ARE YOU PERSONALLY COMPLETELY IN FAVOUR, SOMEWHAT IN FAVOUR, SOMEWHAT OPPOSED, COMPLETELY OPPOSED TO THE EXPANSION OF GOODS TRANSPORT BY RAIL RATHER THAN BY ROAD IN EUROPE, ETC.

To all respondents



PERCEPTION OF THE WORK AND THE PROJECT'S IMPACT AT THE LOCAL LEVEL

The majority of respondents believe that the project will bring more advantages than disadvantages in their area

KEY FIGURES

1

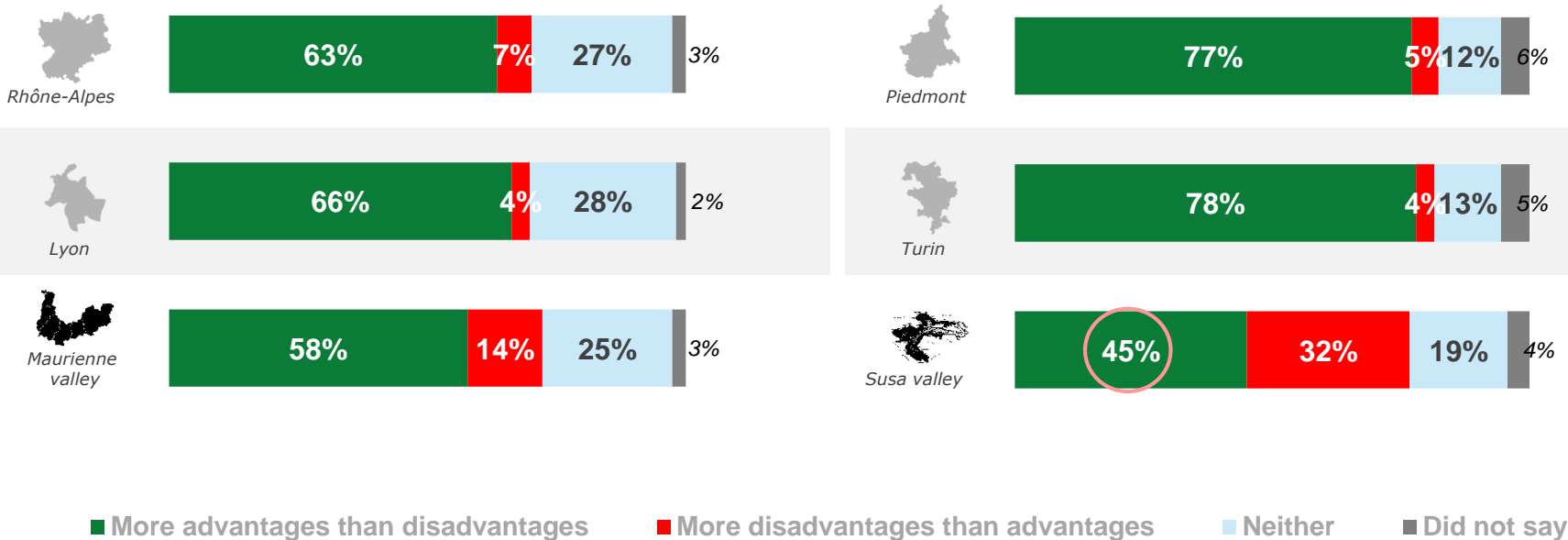
The project is clearly seen as offering more advantages than disadvantages, even if a significant percentage of respondents are neutral.

2

The situation is more mixed in the valleys, where 54% of Maurienne valley residents and 45% of those in the Susa valley see more advantages than disadvantages in the project. In the Susa valley, one in three people see more disadvantages.

WOULD YOU SAY THAT ULTIMATELY, THIS PLANNED TUNNEL AND NEW RAIL LINE BETWEEN LYON AND TURIN WILL GIVE YOUR [REGION / CITY / VALLEY] ...

To the inhabitants of Rhône-Alpes, Lyon, the Marianne valley and the inhabitants of Piedmont, Turin and the Susa valley



Three-quarters of Italians are aware of the progress of the works in the Maurienne valley

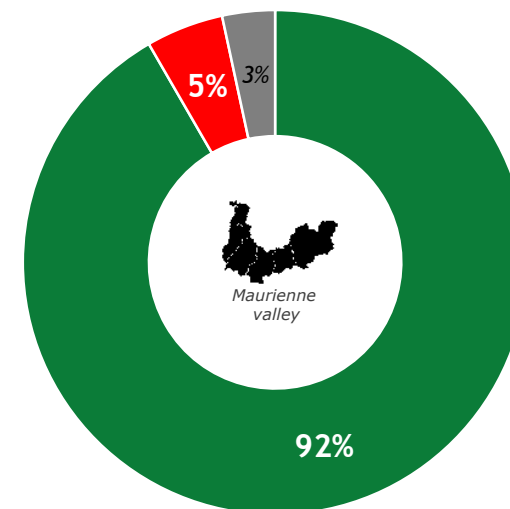
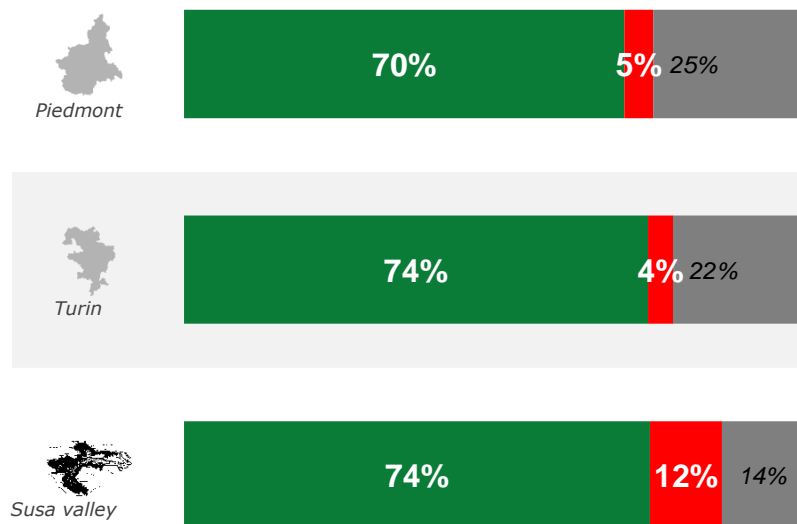


KEY FIGURES

- 1 It's no surprise that almost all of the inhabitants of the Maurienne valley are aware of the progress of work in their valley.
- 2 The fact that the work has already started is also known by three quarters of the inhabitants of Piedmont, Turin and the Susa valley.

DO YOU THINK BUILDING WORK ON THE LYON-TURIN LINE HAS STARTED IN THE MAURIENNE VALLEY?

To inhabitants of the Maurienne valley, Piedmont, the Turin and the Susa valley



■ Yes

■ No

■ Did not say

Nearly half of the inhabitants in the Maurienne valley experience daily disruption because of the works being carried out



KEY FIGURES

1

The works have an effect in terms of disruption: 44% of Maurienne valley residents experience this, although only 14% say 'a lot'.

TODAY, AS A RESULT OF THESE WORKS, ON A DAILY BASIS, YOU EXPERIENCE...

To the inhabitants of the Maurienne valley, that the work has begun

