

AWARD OF THE CONTRACT FOR THE VENTILATION SHAFTS OF THE BASE TUNNEL

Le Bourget du Lac – 10 July 2020 – TELT has awarded the contract to build the Avrieux ventilation shafts to the consortium comprising **VINCI Construction Grands Projets, consortium leader, Dodin Campenon Bernard, VINCI Construction France, Webuild and Bergteamet**. The construction work is worth around € **220 million**, will last for 36 months and employ up to **250 people** including workers and managers.

The contract concerns the construction of four vertical shafts to be excavated from the foot of the Villarodin-Bourget / Modane access tunnel. The shafts will be 500 meters deep and have a diameter of 5.2 meters. They will be excavated using Raise Boring Machine type TBMs, a technology developed by the mining industry for vertical excavation of small-diameter tunnels. This technique is especially efficient in terms of worker safety and minimises the impact on the territory since it requires a smaller working area above ground. Excavated materials will be removed from the shaft through the existing access tunnel. The contract also includes construction work at the foot of the access tunnel required for proper operation of the shafts, in particular the excavation of 7 caverns up to 22 meters high and 23 meters wide that will subsequently be used to assemble the TBMs to excavate the base tunnel towards Italy.

Activities will continue simultaneously on the other six operational construction sites. In France in Saint-Julien-Montdenis, the cut and cover tunnel is close to completion. The cover-slab will be installed by the end of the summer supporting the motorway that will move back to its initial location in the autumn. In Villargondran, TELT is reinforcing the Arc dams in order to protect the Saint-Jean-de-Maurienne basin from the risks of flooding, to prepare the platform that will host the future cross-border section structures and to reorganise utility networks by creating in particular a new valve chamber to supply water to the Saint-Jean-de-Maurienne municipality. The site will be raised by some 6 meters with 25,000 tonnes of excavation materials from the cut and cover tunnel and the Saint-Martin-La-Porte site used as backfill. This project should be completed by March 2021.

In Saint-Jean-de-Maurienne, under the project entrusted to SNCF Réseau, construction sites have been started to prepare for the work on the new line. Work on the temporary multimodal hub required to maintain passenger traffic during construction work up to 2021 will start by September. In Saint-Martin-la-Porte, work is continuing with the conventional method in the most fragile zone of the entire project layout whereas disassembly of the Federica TBM will be completed by the end of the summer.



In Italy, the La Maddalena construction site is being prepared for the future base tunnel excavation work in the country. The surface area of the construction site has been extended by around one hectare, with fences and a 20-meter bridge being installed to link up the two banks of the Clarea torrent for site machine traffic. At the same time, SITAF (the Italian operator of the Fréjus road tunnel) will start the construction of a new motorway junction near Chiomonte to provide direct access for machines to the construction site. SITAF has also a call for tenders in progress to move the Suse autoport to San Didero.

The procedures for the calls for tenders with respect to the construction of the base tunnel for a value of € 3 billion are also being pursued. Companies have already submitted their bids for the three tunnel construction lots on the French side, between Saint-Jean-de-Maurienne and Italy (€ 2.3 billion). Contracts will be awarded by the end of the year. Procedures are also being pursued for work on the 12.5 km of tunnels on the Italian side (€ 1 billion). Contracts should be awarded in 2021. Up to now, 2.8 billion euro have already been committed for the project.

TELT, Tunnel Euralpin Lyon Turin, is the company responsible for completing and managing the cross-border section of the new Lyon-Turin rail link. It is 50% owned by France through the Ministry of Economy and Finance and 50% by Italy through Ferrovie dello Stato Italiane (FS), the Italian railway company.

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