

**PRESS RELEASE**

## **Lyon-Turin Engagement Forum: at the first meeting, companies and TELT plan the challenges for the sustainability of construction sites**

Paris, 30 July 2024 – The construction sites of the new Lyon-Turin railway as a laboratory for developing new practices and rethinking sustainability within the context of large-scale works projects. This is the objective behind the meeting held on the morning of 30 July in Paris between the bi-national promoter TELT and the major international companies that are building the Mont Cenis base tunnel, marking the launch of the first **Lyon-Turin Engagement Forum**. The commitments and planned actions on the construction sites are collected in the paper entitled "*Commitment to the construction sites of the Lyon-Turin railway line*", presented during the first meeting of the Forum. The setting was not by chance that of Casa Italia, in the context of the Paris 2024 Olympics, which are dedicated precisely to the theme of sustainability.

The commitments made by the companies in the Integrity and Sustainability Pact signed when the contracts were stipulated will be transformed into actions: the Lyon-Turin Engagement Forum will accompany the progress of the project over the next few years and will not only be an appointment for discussion and updating, but also for verifying the actions implemented.

The managers of 11 construction and engineering companies involved in the ten construction sites of the project attended along with senior executives from TELT. They presented their projects on environmental protection and the circular economy, occupational safety, maximising local impact and fighting corruption. The event was moderated by Erika Vaniglia, the CEO of the Collège des Ingénieurs in Turin.

During the morning, Olivier Gil, the communication manager from the French network of the United Nations Global Compact, which TELT has been part of since 2015, emphasised that only through a genuine collective effort in connection with the Ten Principles of the Global Compact can we achieve a sustainable global economy.

A similar effort was also called for in his video message by Herald Ruijters, Deputy Director-General of the European Commission's Directorate-General for Mobility and Transport, who emphasised in his introduction to the paper that this forum "*is a step in the right direction to make investments in transport infrastructure more environmentally friendly*".

TELT's president and CEO, Daniel Bursaux and Maurizio Bufalini, emphasised that "*with the progress of construction sites, which will peak in the next few years with 7 TBMs at work and over 4,000 directly employed workers, there is an urgent need to unite companies around the themes of sustainability and safety at work: our construction sites are a challenge, but they are also an unmissable opportunity to set up practices that will set the standard in the world of large infrastructures.*"



## **The paper “Commitment to the construction sites of the Lyon-Turin railway line”**

The implementation of a complex project such as the Lyon-Turin railway and, in particular, its main component, the Mont Cenis tunnel, involves challenges that extend way beyond construction and encompass the human, environmental and territorial dimensions of the project. The paper, which is the first *policy document* jointly written by companies and clients, establishes among its main objectives for the construction sites to "strongly reaffirm the priority of safety at work among the commitments and great aspirations that guide TELT and the other companies of the Turin-Lyon project, with the awareness that there is still much work to be done."

To this end, the Paper identifies best practices already in place in construction sites and introduces 8 new operational challenges that the companies will tackle over the coming months.

In addition to adhering to the environmental management system and committing to the protection of territories, biodiversity and natural resources, the companies involved in the Lyon-Turin project already have multiple solutions in place:

- A. Technical innovation to improve the safety of workers in underground work, through new prototypes with remote guidance (e.g. the Axel robot by Webuild at the Maddalena di Chiomonte site and the ventilation shaft lining robot at Avrieux – Dodin Campenon Bernard.)
- B. Introduction of eco-friendly systems and the use of sustainable and energy-efficient materials in the construction and operation of site offices.
- C. Collection and closed-circuit management of water, with maximum reuse for construction operations (e.g. construction, vehicle cleaning, machinery cooling and wetting of construction site roads).
- D. Transparent reporting of sustainability indicators, within the life cycle of the works
- E. Coordination with local authorities to maximise benefits for the community (e.g. worker training, recruitment, management of workforce accommodation, etc.).

## **The 8 new actions for a sustainable construction site are divided into four areas:**

### *Environment:*

1. Introduction of at least 30% electric and low-emission construction vehicles to promote decarbonisation and further reduce energy consumption during the construction of the base tunnel (Eiffage – site CO5 and SETEC CO6/7).
2. Introduction of at least 10% of energy from renewable sources, through the use of geothermal energy and the installation of solar panels (Implenia – CO8).
3. Participation in at least one species protection project proposed by the Public Promoter and signing the International Convention on Biodiversity (Eiffage CO5 and Systra – CO6/7).

### *Staff:*

4. Introduction of an artificial intelligence system to minimise interaction between workers and



- heavy machinery, thereby increasing safety standards (Dodin Campenon Bernard Co5a).
5. Creation of a training area to prepare workers for construction site operations (Webuild and Vinci CO6/7).
  6. Provide ergonomic infrastructure at workstations to protect workers during tunnel lining operations (Implemia – CO8)

#### *Legal aspects*

7. Participation in the establishment of an ethics committee of the Lyon-Turin companies with a whistleblowing mechanism common to all construction sites (Italferr Co3/4 and SETEC CO6/7)

#### *Territory*

8. 40 additional hours of training, in addition to the mandatory ones, in collaboration with local authorities, for workers to enhance skills, improve safety and train young workers (UXT – CO3/4)

TELT is the bi-national public promoter responsible for the construction and the management of the cross-border section of the Lyon-Turin freight and passenger rail link. The company is 50% owned by the Italian State, through Ferrovie dello Stato Italiane (FS), and 50% by the French State.

#### Press Contacts

Hervé de Lacotte, Director of Communications, External Relations and Brand - TELT  
+33 7 89 22 11 77 - herve.delacotte@telt-sas.com  
Sara Settembrino, Head of External Relations and Media - TELT  
+39 334 62 19,234 - sara.settembrino@telt-sas.com