TELT

Press kit

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COMPANY PROFILE

About us

TELT (Tunnel Euralpin Lyon-Turin) is the Public Promoter in charge of the construction and management of the Lyon-Turin cross-border section. The main infrastructure, now under construction, is the **Mont Cenis base tunnel** which, with its **57.5 km**, will be the longest railway tunnel in the world. Work is scheduled for completion in 2033.

TELT was established on 23 February 2015 on the basis of the international agreement between Italy and France signed in January 2012. A simplified joint-stock company under French law, TELT is **50% owned by the Italian State**, through the Italian State Railways Group, and **50% by the French State**. The construction and operation of the new Lyon-Turin railway are enshrined in **four international agreements**: 1) the 1996 agreement establishes the IGC - Franco-Italian Intergovernmental Committee with the task of following up the issues related to the preparation and construction of a new railway line between Lyon and Turin; 2) the 2001 agreement initiates the preparatory activities; 3) the 2012 agreement establishes the conditions for the realisation and operation of the work and TELT's competences; 4) the 2015 agreement, supplemented by the Additional Protocol of 2016, initiates the final work.

TELT continues the legacy of Lyon Turin Ferroviaire (LTF), which, from 2001 to 2012, coordinated studies, investigations and preliminary work on the project, and of Alpetunnel, established in 1994, which was entrusted with the preliminary studies of the railway route.
Today, TELT manages the works contracts for the construction of the Mont Cenis base tunnel and coordinates the construction sites of the cross-border section, monitoring the application of all **binational rules** and ensuring that the work is carried out to the highest standards of engineering, construction and transparency and integrity, safety in the workplace, environment, sustainability and innovation.

Key data (updated September 2025)

- **a total of 44,6 km was excavated, including 18,8 km of base tunnel of the 164 km of tunnels planned for the project,** (i.e. 27,3% of the total). It Is a complex system consisting of two parallel tunnels, four access adits and 204 safety by-passes;
- **113 km of exploratory surveys** and core borings were carried out in Italy and France;
- **Eleven construction sites** are in operation for the above ground and underground works**, including 4 construction sites for the excavation of the base tunnel,** 3 in France and 1 in Italy;
- **More than 3,000 workers,** that will become **4,000 at the peak of the activities** (plus another 4,000 indirect employees);

- **7 TBMs are planned:** currently one is at the construction site, four have been delivered to the factory and one of the two TBMs that will dig the Italian side has been ordered
- These 7 TBMs will excavate **75% of the base tunnel;**
- **100 per cent of the civil works** for the tunnel worth €4 billion were awarded**;**
- the two lots for the reuse of excavated material on the Italian and French sides were entrusted.

Our commitments

The international guidelines on sustainable development are a fundamental principle for TELT, which in 2015 joined the **United Nations Global Compact**, an initiative created to promote a sustainable global economy based on respect for human rights and labour rights, environmental protection and fight against corruption. TELT incorporates these principles in a system of rules and pacts with the companies that combine Italian and French regulations in what is called the "**Lyon-Turin single construction site**": a model of binational governance aimed at achieving greater operational efficiency in the execution of the works and at the same time aimed at setting new standards, in particular with regard to safety in the workplace, anti-corruption and anti-mafia, management of excavated materials and environmental monitoring.

The financing system of the project

The study and exploratory phase was co-financed 50% by Italy and 50% by France, excluding the European contribution of 50% of eligible costs.
The first phase was co-financed 57.9% by Italy and 42.1% by France, excluding the European contribution of 40% of eligible costs.
The modalities are as follows:

- The European contribution is effected through the Grant Agreement, i.e. the agreement drawn up between the EU, Italy and France within the framework of the Connecting Europe Facility (CEF);
- In Italy, the funding is provided by "construction lots" which include various activities and works according to the executive phases. Currently, CIPES has financed four out of five construction lots;
- France, instead, has an annual financing mechanism: each year it commits the sums for which it is responsible through specific agreements signed between the Agence de financement des infrastructures de France (Afitf) and TELT, on the basis of the budget provided by the public promoter
- The co-financing modalities of the next steps are currently being defined

Governance

Ten voting members, designated by each of the states, form the Board of Directors, plus one representative of the European Commission, two representatives of the Auvergne-Rhône-Alpes Region (France) and the Piedmont Region (Italy). The French State appoints the Chair and the Italian State appoints the CEO from the Board members.

The President is Daniel Bursaux (term of office: April 2022 - April 2028) and the **CEO Maurizio Bufalini** (term of office: July 2023 - February 2027).

Two bi-national bodies monitor the company's progress: the **Contracts Committee** and the **Permanent Inspection Service**.

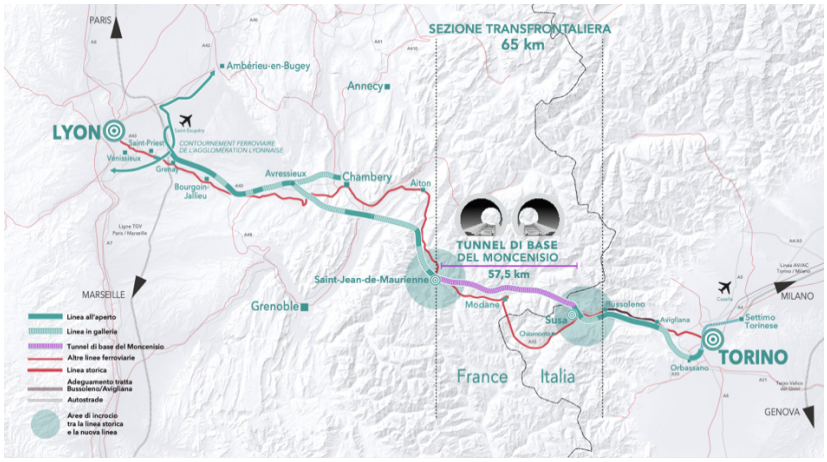
The Contracts Committee consists of 12 independent expert members, 6 selected by each Government for a renewable term of 5 years, recognised for their expertise in the technical, legal, economic and financial aspects of the award and execution of contracts concluded by the company.

The Permanent Inspection Service consists of 12 members, 6 selected by each government for a renewable term of 5 years, who are experts in the fields affected by the company's activities. The body's mission is to supervise the proper execution of the new line project and, more generally, the proper functioning of the company and the proper use of public funds.

TELT AND THE LYON-TURIN LINE

The future Lyon-Turin line running 270 kilometres, 70% of which are in France and 30% in Italy, is the heart of the **Mediterranean Corridor,** one of the 9 axes of the TEN-T European transport network, linking Spain with Eastern Europe, crossing France, Italy, Slovenia and Croatia. The line is divided into three sections:

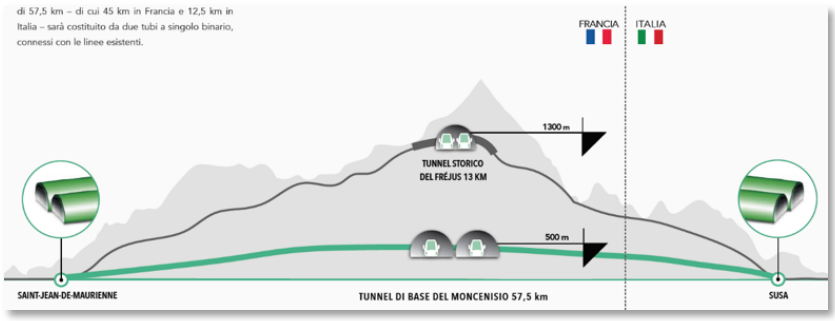
- the **common cross-border section** between Italy and France covers **65 km of TELT's area of responsibility** and includes, in addition to the Mont Cenis base tunnel, the sections connecting to national lines and the two international stations of Susa (Piedmont) in Saint-Jean-de-Maurienne (Savoy)
- the Italian part, from the Turin hub to Bussoleno (Susa Valley), roughly 50 km under the responsibility of Rete Ferroviaria Italiana (RFI)
- the French part, from Saint-Jean-de-Maurienne to Lyon, about 160 km under the responsibility of SNCF Réseau.



A line between the Alps that runs at the same level as the valley plain

The historical railway line and the Fréjus tunnel, which has been in service for more than 150 years, are no longer able to sustain the traffic levels required by the Italian, French and European economies: configuration, characteristics and gradients affect the possible number of trains per day, limit commercial speed and increase energy consumption.

The commissioning of the Mont Cenis base tunnel will allow trains to travel on a **plain level line**, with positive environmental, economic and transport benefits.



Six railway base tunnels have been planned in Europe to facilitate the crossing of the Alps with similar plain lines: Gotthard (57 km), Brenner (56 km), Koralm (32 km), Semmering (27 km), Ceneri (15.4), Lötschberg (34.6 km).).

Advantages for the economy and the environment

Thanks to its increased efficiency and sustainability, the new railway line will improve the connection **between Italy and France**, making rail more competitive than road transport for goods and air transport for people and **thereby supporting economic development** in the territories crossed

Advantages for freight transport

- **Greater interchange:** with the creation of a tangible alternative to road transport, it will be possible to intercept the increase in the circulation of goods, as seen through the other Alpine passes**;**
- **Greater capacity:** the extended compliance with the European standard will allow the passage of trains with capacities of up to 2,000 tons, compared to the 600-700 tons seen today
- **Ecology:** the long-term strategic goal is to reduce greenhouse gas emissions from road freight transport. Since a single train can take 50 heavy goods vehicles off the roads, the Lyon-Turin line will free the Alpine roads between Italy and France from about one million heavy goods vehicles per year and will reduce greenhouse gas emissions up to 1 million tons of CO2 equivalent.

Advantages for passengers

- **More trains:** The Lyon-Turin line will permit the transit of **22 long-distance trains a day,** compared to the 6 travelling today on the historic line between Turin and Lyon
- **Less travel time between European cities**;
- **More connections:** the departures-destinations will multiply for passengers on different European routes, encouraging new passengers to travel by train, using the corridors and their connections.

FACTSHEET: THE SINGLE CONSTRUCTION SITE

TELT considers all the construction sites open on the French and Italian sides as a **single bi-national construction site**. To realise this, it adopted for itself and its suppliers a single set of regulations that combines the best practices of Italian and French regulations on safety, transparency and integrity, the circular economy of excavated materials, and the environment

Workplace safety

Since 2015, TELT has adopted a strategy to ensure the highest safety standards at its construction sites. Called **Mission S**, this strategy involves contractors and workers at all stages of the construction works. The programme is based on the principle that safety is a shared responsibility of all those involved and aims to raise standards by investing in knowledge, continuous training and innovative technologies that help to safeguard personnel working on construction sites

Transparency and ethics in project management

For the **first time in Europe**, a **transnational anti-mafia regulation** is applied at TELT's single construction site that provides for the same procedures regardless of the nationality of the construction sites.

A binational structure formed by the two regional Prefectures, Italian and French, works together sharing information, with the support of the respective police forces, which can also carry out joint inspections. Checks are carried out not only on contractors, but on the entire subcontracting chain for any type of contract, regardless of economic value. Companies from third countries are also subject to checks against Mafia infiltration. In this case, the checks are carried out by the Italian or French Prefecture depending on the country where the work starts or where the company carries out most of the work.

Companies that have passed all the checks are included in a binational **White List** – the registry of companies that are allowed to work on TELT sites

Circular economy of excavated materials

According to the 2023 agreement drawn up by the Intergovernmental Committee and ratified by Italy and France, TELT will be able to reuse **excavated material** extracted at construction sites across national borders. For the first time in Europe, the principle of the **circular economy** is being applied in a single bi-national construction site.

The excavated earth and rocks are selected according to an environmental and geomechanical classification. The highest quality ones are taken to a treatment site where they are processed to produce aggregates that can be reused in the construction of **segments** for tunnel lining or **road and railway embankments**; the part of material that

cannot be reused is instead used for filling and remodelling **in renaturation and reenvironmentalisation works**.

TELT, with the support of technical partners such as CERN, the Polytechnic of Turin and CETU - Centre d'Études des Tunnels, is committed to the efficiency of all stages of the process in order to reuse up to **60% of the material** that will be extracted for the construction of the tunnel, estimated at 37 million tonnes.

Environmental monitoring

The importance of environmental protection is reflected in TELT's decision to implement a **shared environmental policy between Italy and France** that imposes the same standards on all companies operating in the single construction site. Under the supervision of the national control bodies, monitoring is carried out regularly through control units inside and outside the construction sites with measurements of various environmental parameters.

The main aspect of TELT's environmental policy is the responsible control of water resources in the construction site of the Mont Cenis base tunnel. The Company's commitment in this respect aims to protect the conservation of this essential resource at all times through:

- **protection of water sources**: the impact of excavations on water resources is minimised through a considered choice of routes and the use of innovative sealing methods;
- **quality controls**: monitoring stations check the quality of the water through measurements taken at regular intervals at numerous catchment points throughout the construction site area;
- **water reuse:** the companies operating on the TELT single site reuse water for industrial use in cement production or to water the heaps of materials and the construction site slopes to avoid creating dust clouds.

FACTSHEET: TELT AND THE TERRITORIES

The Susa Valley

With its 80 km of length and more than 90,000 inhabitants, the Susa Valley has always been a place of passage between France and Italy. In addition to the classic economic sectors of the alpine valleys, it is home to world-class ski resorts and architectural and cultural, Roman and mediaeval remains, which the mountain unions committed to promote in 2021 with the signing of the "Susa Valley Tourist Destination" agreement

Regional Law 4/2011

The **Piedmont Region** has issued Regional Law 4/2011 for the promotion of measures in favour of the communities affected by the construction of the Mont Cenis base tunnel, i.e. activities accompanying the start-up phase of the works aimed at mitigating the negative impacts, producing positive effects for the territories and ensuring the sustainability of the transformations.

In November 2018, as part of the implementation of the law, the "**Pact for the Territory**" was signed to promote vocational training, stimulate local employment, support measures to recover and enhance the economic, cultural, and real estate assets, and promote accommodation opportunities for the Lyon- Turin workers.

In addition, the following measures to promote and support the region became operational in 2024. The ***Network for the Susa Valley***, born from the agreement signed between the Piedmont Region, Agenzia Piemonte Lavoro and TELT, is the programme designed to respond to the needs of the operators involved in the tunnel construction works and in the subsequent management of the operation and is aimed at training both young people and those seeking new employment. The integrated system of regional, public and private services includes solutions such as dual apprenticeships, innovative supply chain academies and specialised higher education pathways of the ITS institutes.

Based on the French experience, the ***Valsusa Maison de l'Habitat*** was born: the contact point for public and private owners of residential property and companies operating in the framework of the Lyon- Turin sub-contracts. The aim is to enhance and utilise the Valley's housing stock to accommodate the workers and professionals (as well their families) who will be engaged in the construction sites between Salbertrand and Susa. The Maison filters and directs applications and offers so as to make this interaction between territory and companies efficient and sustainable.

The Maurienne Valley

The Maurienne is an Alpine valley in the Savoy department, 120 km long; crossed by the Arc river, it has about 43,000 inhabitants with an average density of 22 inhabitants per km2.

The traditional economy, based on agriculture and animal husbandry, is today complemented by the electrochemical and aluminium refining industries, hydroelectric power plants and winter and summer tourism

Démarche Grand Chantier

An initiative led by the French State through the Prefecture, in collaboration with the Auvergne-Rhône- Alpes Region and the Savoie department, includes a comprehensive programme of actions aimed at integrating and supporting the construction site in terms of hiring, training and welcoming workers, and mobilising local and regional businesses.

The initiative looks at the Lyon-Turin project as a lever of development for the area and has the dual objective of preparing and accompanying the construction site, facilitating the stable integration of local and external companies and workers, and of rooting the project in the Maurienne Valley, so that the area can take ownership of it together with all its opportunities.

Various initiatives have been developed over the years, including:
MELT - Mon Employ Lyon Turin connects recruiters and future employees of Lyon-Turin companies through a unique and free-of-charge programme managed by France Travail and the Mission Locale Jeunes Pays de Maurienne. The programme is open to all types of profiles interested in underground work and the contracts are designed to promote the integration of people who are far from the labour market, thanks to the social clauses imposed on companies. Training opportunities are offered before starting working in the construction site.

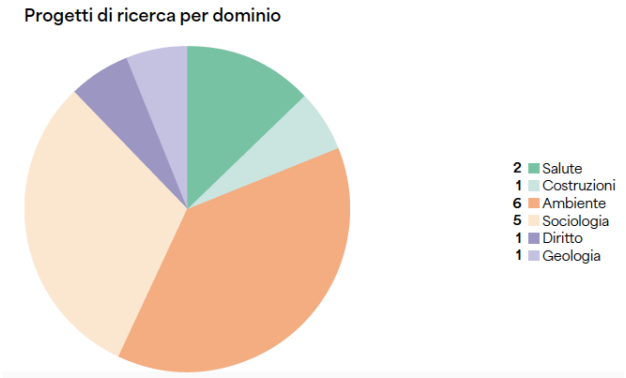
Mon logement Lyon Turin operates in Maurienne where many houses are vacant or in a state of disrepair. Their renovation represents an opportunity to accommodate the workers of the Lyon-Turin railway, while improving the long-term quality of the buildings and the living environment of the valley's population. Démarche Grand Chantier also mobilises exceptional funding for modernisation and energy efficiency improvements to private and public housing stock and facilitates the rental of these properties

FACTSHEET: RESEARCH AND DEVELOPMENT

Since 2015, TELT has initiated numerous agreements with leading European research institutes with a twofold aim: to open the Lyon-Turin project to researchers from different disciplines, thus bringing the latest technological and management innovations into the work. In particular, the company has entered into two types of partnerships

- **commissioned study:** with a specific scope, where TELT relied on researchers to **solve a complex technical problem**;
- **research project:** in which the **work** and the very **organisation** of the Public Promoter itself **became the object of testing and investigation in various domains of knowledge**

There are **16** active **research projects**, with an investment of around **€1 million** for the co-financing of scholarships and PhD programmes, plus 15 partnerships with research institutes.



TELT's most important areas of research and innovation are large infrastructures, rail mobility, the environment, safety in the workplace, new technologies, control and certification processes, and the legal and economic fields.

TELT's partners are both Italian and French. These include the University of Turin and the Polytechnic University of Turin, the Ecole de Management of Grenoble and the University of Milan Bicocca.

From benchmarking to shared research

With the aim of learning about, capitalising on and borrowing experiences and information from other similar projects at the national and international level, TELT undertook a systematic benchmarking activity by analysing 72 rail, road and metro tunnel infrastructure projects on 5 continents and 11 international infrastructure projects related to the reuse of excavated soil from rail, road and hydroelectric pipeline tunnels on 3 continents.
Following this phase of study and comparison, TELT entered into partnerships with international projects and companies such as Rail Baltica, CERN, ITER, Links Foundation and Société des Grands Projets (formerly Société du Grand Paris)

Artificial Intelligence

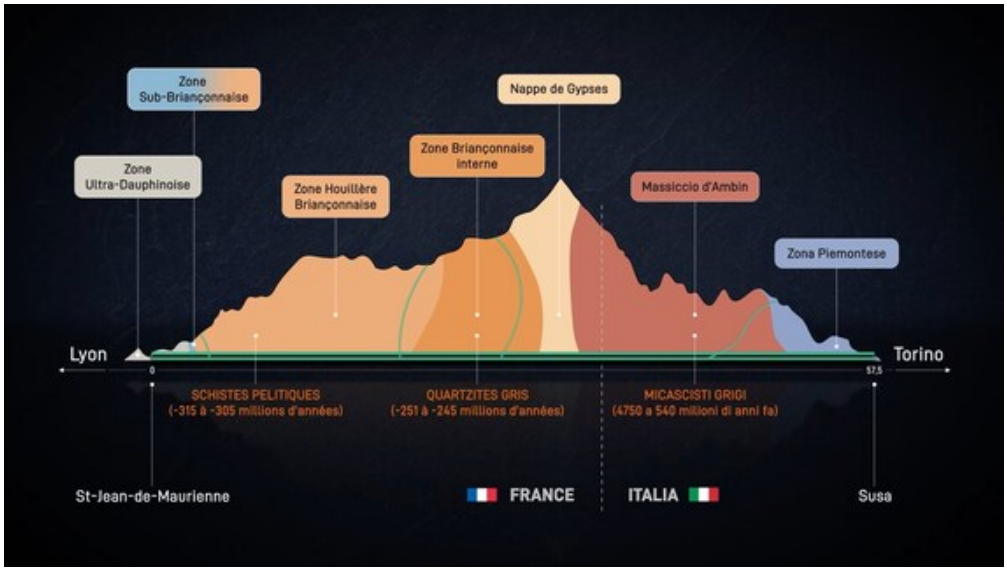
TELT is committed to research and innovation in the field of artificial intelligence and has been participating in **Claire**, a pan-European network of laboratories dedicated to research on the topic, since 2022. In this context, TELT also cooperates with Adra, the EU agency in charge of drafting the new AI Act. Specifically, TELT is sensitive to the issue of artificial intelligence at the service of major works and pursues the goal of the "**Connected tunnel**"

FACTSHEET: UNDERGROUND CONSTRUCTION SITES (updated September 2025)

Excavation techniques

The Mont Cenis base tunnel will cross the Outer Alps (French side) and the Inner Alps (Italian side) and will be located in one of the most complex geological systems in Europe with very different rocky areas such as granular soils (alluvial deposits) and rock formations (schists) that require different workings depending on the geological sector that will be crossed.

In order to develop a precise picture of the Mont Cenis geological system, approximately 65 km of drill core was extracted and analysed, which led to the identification of 7 geological domains.



In practice, the 164 km of tunnels will be excavated using 60 per cent mechanised method and 40 per cent traditional method with explosives and hammers.

Mechanised excavation using TBMs

TBMs – Tunnel Boring Machines are impressive machines, custom-built to dig underground quickly and safely. These huge TBMs make it possible to automate all digging, clearing and transporting of material while minimising working time

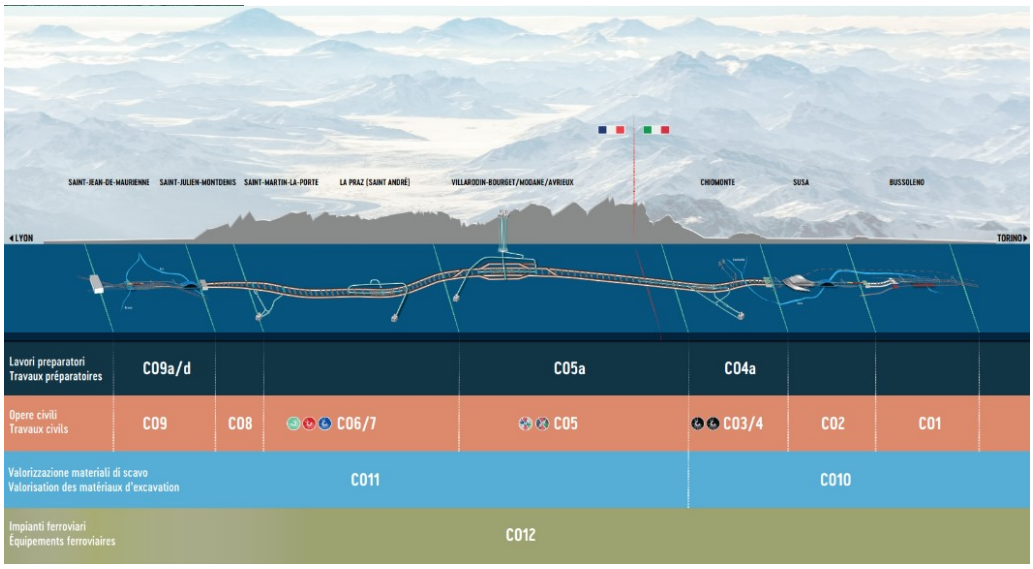
Traditional excavation using explosives

This is used in the more complex mountain sections. This technique involves making holes in the rock wall which are then filled with explosives and subsequently ignited. After the debris are removed, the front is consolidated with beams and sprayed concrete. In some cases, the shell can be reinforced with steel bars.

Traditional excavation using pneumatic drills

Where the rock is less resistant and explosives cannot be used, progress is made using pneumatic drills, with the excavation again being consolidated with beams and concrete.

Ongoing construction sites



Chiomonte: BASE TUNNEL CONSTRUCTION SITE (Operational Construction CO3/4)

In Chiomonte there is the largest Italian construction site for the Lyon-Turin railway line. Since 2012, it has been a site of strategic national interest and is the Italian access route to the base tunnel.

After the completion in November 2023 of the excavation of the niches to facilitate the passage of construction vehicles in the Maddalena 1 tunnel, completed in 2017, in December 2023 the new group of companies for the excavation of the base tunnel entered the construction site. The companies will complete the two tubes of the tunnel up to the Susa entrance. In this area, the use of two dual-mode TBMs is planned; these are capable of changing their advancement mode according to the type of terrain they have to face. When fully operational, this construction site will employ about 700 workers.

Group of companies: Itinera, Ghella, Spie Batignolles

Saint-Julien-de-Montdenis: BASE TUNNEL EXCAVATION - SAINT-JULIEN-MONTDENIS/SAINT-MARTIN-LA-PORTE (Operational Construction CO8)

The works for the excavation of the base tunnel access, started in December 2022, continue in the

2.8 km section between the French entrance portal in Saint-Julien-Montdenis and towards Saint- Martin-la-Porte. The operations are taking place on the Villard-Clément platform that previously hosted the work for the cut-and-cover tunnel. Excavation in this section will be

carried out using the conventional method, that is, with a hydraulic breaker and/or explosives.
The excavation work will be followed by the completion of the site, entailing the construction of the portal part for the entrance into the mountain that completes the cut-and-cover tunnel already built and the restoration of the site to its original state.
Group of companies: IMPLENIA Suisse (group head) / IMPLENIA France / NGE / ITINERA / RIZZANI de ECCHER

Saint-Martin-La-Porte and La Praz: BASE TUNNEL - SAINT-MARTIN-LA-PORTE/LA PRAZ-MODANE (Operational Construction CO6/7)
This construction site for the excavation of the 23.1 km of the base tunnel between Saint-Martin-la- Porte and Modane proceeds on two work platforms in Saint-Martin-la Porte and La Praz.
In these areas, excavation of the two tubes sections of the base tunnel is under way using the traditional method and work is in progress to build some logistical tunnels to connect the branches of the existing access adit with the outside yard and the technical caverns for the TBM assembly. In mid-September 2025, the tunnel boring machine Viviana has began the excavation of the 9 km base tunnel between Saint-Martin-la-Porte and Modane
On this area, the La Praz safety site, linkage branches every 333 metres between the tunnels, technical rooms, niches and tunnels for operation and safety will also be built. In total, 43.5 km of tunnels will be excavated, starting from the 17.5-km-long grid of tunnels excavated between 2003 and 2022. The territories of the municipalities of Saint-Martin-la-Porte, Saint-Michel-de-Maurienne, Orelle, Saint André, Villargondran and Saint-Julien-Mont-Denis are affected by the works for this part of the tunne.
Group of companies: VINCI Construction Grands Projets (group head) / Dodin Campenon Bernard / VINCI Construction France TP Lyon / WeBuild

Villarodin-Bourget/Modane and Avrieux: UNDERGROUND WORKS AND VENTILATION SHAFTS OF THE BASE TUNNEL (Operational Construction CO5a)
The construction of the ventilation shafts for the base tunnel is under way. These are four parallel vertical tunnels to be built at an altitude of 1,300 metres. They are very important because they must reach the underground station of Modane (at the foot of the Villarodin/Bourget-Modane access adit), 500 metres below, where they will contribute to ventilation and safety. The four parallel shafts with a diameter of
5.2 metres are excavated using Raise Boring Machines, a technology developed in the mining industry specifically for the mechanised excavation of vertical shafts of small diameter. Pilot holes are excavated into the underground caverns at a depth of 500 metres. Bars are then inserted into the holes, at the ends of the bars the reamers (the heads of the vertical cutters) are mounted, which then go back up and dig the shaft vertically. The excavated material, which falls by gravity, is taken out through the existing access adit. The safety site tunnels and several technical caverns, measuring up to 22 metres in height and

23 metres in width, are also being built underground. They will be used to assemble the two TBMs that will then excavate towards Italy.
Group of companies: VINCI Construction Grands Projets (group head) / DODIN CAMPENON BERNARD / CAMPENON BERNARD Centre Est / WeBuild / MASTER DRILLING Europe.

Villarodin-Bourget/Modane: BASE TUNNEL MODANE-ITALY (Operational construction CO5)
In January 2025, the construction site area was handed over to the companies tasked with building the 22 km section of tunnel between the existing access adit at Villarodin-Bourget/Modane and the Clarea construction site in Italy. The tunnel excavation will proceed in the direction of Turin using two tunnel boring machines (TBMs), and in the direction of Lyon using traditional methods (hydraulic hammer and/or explosives). This area will also host the Modane safety site, communication branches placed every 333 meters between the two tunnels—essential for maintenance and safety—as well as all the niches and cross-passages required for the tunnel's operation and safety.
The territories of the municipalities Villarodin-Bourget, Modane, Avrieux, and Aussois are involved.
Group of comanies: EIFFAGE Génie Civil (group head) / SPIE BATIGNOLLES / GHELLA / COGEIS

FACTSHEET: ABOVE GROUND CONSTRUCTION SITES (updated September 2025)

Chiomonte: NEW MOTORWAY JUNCTION ON THE TORINO-BARDONECCHIA MOTORWAY

In Chiomonte, construction of the new A32 motorway junction, which will allow construction vehicles to circulate without impacting local roads, has been completed; finishing touches are underway and it is scheduled to open in December. The construction of the new junction is managed by SITAF, a motorway company, on the basis of an agreement with TELT.

Agreement with SITAF (Società Italiana per il Traforo Autostradale del Frejus SpA)

San Didero: RELOCATION OF THE SUSA CAR AND TRUCK TERMINAL

The new car and truck terminal between San Didero and Bruzolo is part of the final project for the Lyon-Turin railway line and will replace the one that is currently in Susa, where the facilities for the new international station are planned. The relocation is managed by SITAF on the basis of an agreement with TELT.

The car and truck terminal will be built on an area of approximately 68,000 square metres, between the A32 motorway and the "Moncenisio" State Road 25. The project has been approved by all the competent bodies and has been developed from a green perspective in terms of materials, processes and technologies. Moreover, it also minimises the use of forest areas in the territory: the interference of the new work constitutes 0.5% of the woods in the municipalities of San Didero and Bruzolo and 0.08% of the total wooded area in the valley bottom, around the Dora Riparia river. When work for the terminal is completed, a restoration is planned of all the areas not concerned by the new infrastructure.

Agreement with SITAF (Società Italiana per il Traforo Autostradale del Frejus SpA)

Réseau Saint-Jean-de-Maurienne: RAILWAY INTERCONNECTION (CO9 Operational Construction Site)

Following the commissioning of the transitional multimodal hub in June 2022 – a hub that replaces the old station during the construction period and will then be replaced by the definitive international station – work is under way on the railway interconnection with the historic line in the Saint-Jean-de- Maurienne area.

Agreement with SNCF Réseau

Salbertrand: REUSE SITE

The abandoned material removal activities continue to prepare the area for the sorting and reuse of the excavated materials from the base tunnel construction site, in Italy. Between

2021 and 2022 the first phase of removal of the piles of materials abandoned over the years by various subjects was completed and the cleaning of another portion of the site is under way. TELT is carrying out this operation on the instructions of the Prescription No. 9 of CIPE Resolution No. 39 of 26 April 2018 updated by CIPESS Resolution No. 3/2022. The environmental monitoring plan is operational in the area to control the different environmental components with a special focus on soil. All the results about the investigation are shared with Arpa Piemonte and reported to the relevant territorial stakeholders.

FACTSHEET: WORK COMPLETED

- In Italy, the Chiomonte exploratory tunnel (Susa Valley, 7,020 m) was completed in 2017;
- The interchange niches inside the Maddalena 1 tunnel were completed In Chiomonte in November 2023;
- In Saint-Julien-de-Montdenis, the cut-and-cover tunnel, an artificial tunnel that will be the French entrance to the base tunnel, was completed in the autumn 2021;
- In Saint-Jean-de-Maurienne a new temporary multimodal hub (station) has been in operation since mid-June 2022. The new station (the construction of which started in 2019) was built by SNFC Réseau in agreement with TELT to support travellers and maintain the bus and train stations operational during the construction of the new lines. It will then be replaced by the new final international station;
- In Saint-Martin-la-Porte 9 km of the base tunnel excavated using the Federica TBM were completed in 2019. In the same area, 1.5 km were completed in 2021 using the conventional method;
- In Villargondran, consolidation works were carried out on the embankments of the Arc river to protect the Saint-Jean-de-Maurienne basin from floods, as well as to prepare the platform where the others railway and technical structures of the Lyon-Turin cross-border section will be located. Work was completed in October 2021. At the same time, work was completed along the Arc river, at the Resses d'en Bas logistics site to adapt it to house part of the construction site that will manage the base tunnel excavation material;
- The Modane bypass, that will lead around the Modane and Fourneaux town centres and be used to supply the Villarodin Bourget/Modane base tunnel construction site and connect to the A43 motorway, was complited between 2024 and 2025
- In France, the access adit required to start the construction sites inside the mountain were completed:
    - completed in 2007 Villarodin-Bourget/Modane (4.000 m);
    - completed in 2009 La Praz (2.480 m);
    - completed in 2010 a Saint-Martin-la-Porte (2.400 m);
    - completed in 2016 a Saint-Martin-la-Porte (1.800 m)