

# RAILWAY TUNNEL BENEATH MONTGENEVRE




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President  
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## EDITO

### A Step forward for the Marseille-Turin link in 2010

At long last, we can begin economic and technical feasibility studies for the proposed Montgenèvre rail tunnel construction, included on the State Regional Projects Contract 2007/13. On the 15th January, the President of the Provence-Alpes-Cote d'Azur region announced the plan of attack.

#### The stated goal : a public enquiry by 2013

Since the first of April, the Region, the project administrator, has gradually been issuing invitations to tender for conducting the studies, with the deadline for completion set for the end of 2010. The tunnel should be ready to open by 2023, if the normal schedule for large-scale projects is respected.

This twenty-kilometre long tunnel will finally open up the Provence-Alpes-Cote d'Azur region to the economic heart of Italy without further adding to the already congested Cote d'Azur roads. It will lead to a more efficient connection between the regional cities of Turin, Milan and Marseille, and will increase the hinterland of the "Grand Port Maritime" Marseille Sea port to the Italian Piedmont region beyond the Alps. It will offer European access to global business and research clusters in the South of France, and to CEA Cadarache and Iter. It will make the Southern Alps with its 700 000 tourist beds more easily accessible not only to central Europe but also to northern Europe via the Lyon-Turin route. The Marseille-Turin route is without a doubt a strategic rail link which will lead to a faster and more sustainable connection between the south of France and the European economic backbone.

In 2010, Setumont and its partners are even more committed to making the proposed Franco-Italian connection a reality, and are striving towards its official approval. The contributions in this review, from French and Italian representatives from the economic sector, confirm that the construction of this tunnel is essential.

## ■ Interviews with

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## More infrastructures would consolidate the “Alps Mediterranean Euroregion”, a territory which, historically, was united



Photo : CCI du Piémont

### Ferruccio Dardanello

President of the Italian Union of Chambers of Commerce, President of the Piedmont Union of Chambers of Commerce, Industry, Crafts and Agriculture



*What does the Piedmont represent in terms of economic wealth?*

**Ferruccio Dardanello :** With more than 469 000 registered businesses, slightly more than 4.4 million inhabitants and an active working population estimated at almost 2 million, the Piedmont region has a gross domestic product of 127.4 billion Euros, placing it at the national peak. It is an outstanding result, much higher than that of certain nations. In fact, based on the latest available database, if we inserted the Piedmont into the World Bank’s official Country Classifications, it would be ranked in 39th place, just behind the Czech Republic and in front of countries like Romania, Chili, Israel, the United Arab Emirates and New Zealand. The Piedmont produces more than twice the wealth compared to countries such as the Slovakia Republic and Morocco, about 3 times that of Libya and 3 to 5 times that of Croatia.

*What are the current trade relations between France and Italy and what is curbing their development?*

**F. D. :** For decades now, France has been the leading export market for Piedmont produce. This is a lasting partnership that works and emphasizes the reciprocal interest between businesses and territorial economic systems. Growth is being hindered by a shortage of efficient transportation infrastructures. This lack of development means higher transport costs and consequently, our businesses are less competitive.

*Do you believe in possible synergies between the Marseille-Turin and Lyon-Turin routes?*

**F. D. :** The Turin-Marseille route should complement the Turin-Lyon route rather than being an alternative option. The Turin-Marseille route via Montgenevre or the Mercantour could not stand on its own out with a European TEN-T network such as the Corridor 5 and Turin-Lyon in particular.

*What benefits will the rail link bring to inhabitants and businesses in Piedmont?*

**F. D. :** More infrastructures would consolidate this territory which, historically, was united and that the Regions and Chambers of Commerce concerned have identified as the “Alps Mediterranean Euroregion”. This is a rich, highly-populated, and industrialized area, which economically can be compared to a State. It is a flourishing Region with many opportunities for business, employment and tourism but problems arising from a divided infrastructure system need to be resolved as quickly as possible. To this end, we have to act together, for the common good of businesses in the territory, to find a solution for the shortcomings of these infrastructures.

Ferruccio Dardanello (continued)

**“Act together  
for the common good  
of businesses  
in the territory”**

*Do you think it would be a good idea to introduce an incentive policy, like the “ecobonus” system\*, as an incentive to road haulage contractors to use rail transportation?*

**F. D. :** Goods are usually transported by road in Italy. We need to change course and find efficient solutions using multimodal transportation and rail transportation in particular. Society legitimately demands a system of transportation that is more environmentally -friendly. This should be taken as an opportunity for change and not as an obstruction to development. All political strategies are good if they fulfil prefixed goals. ■

\*Italy has introduced the "ecobonus», which is direct financial aid as an incentive to road haulage contractors to use sea shipping transportation

## ■ The Alps are still a problem area for passenger and freight transportation to-day



Photo : CCI de Turin

**Alessandro  
Barberis**  
*President  
of Eurochambers,  
President of the Turin  
Chamber of Commerce,  
Industry, Crafts and  
Agriculture*

*What is the current situation for passenger and freight transportation between the region of Turin and France?*

**Alessandro Barberis :** France is the leading export market for goods produced in the province of Turin. The close geographical location is obviously a major factor and strong links have been forged, a sign of productive collaboration. Turin businesses traditionally export goods for the sum of 2 billion Euros to France, which represents 14% of total exports.

*What do you think the benefits of the construction of a tunnel beneath Montgenevre will be for Turin and its region?*

**A. B. :** This tunnel will bring Turin and Marseille much closer in terms of journey time and consequently connections between the two cross-border territories, businesses and populations can only increase. The Alps, unfortunately, are still a problem area for passenger and freight transportation to-day. During the last three decades the level of cross-border services has deteriorated.

*Has the project for the rail link between Marseille and Turin via Montgenevre been held back because of the Lyon-Turin link?*

**A. B. :** Our priority is, and will remain, the new Turin-Lyon line. Our position is unambiguous and quite clear, and it has been publicly expressed several times. It is a route which fits into a logical European transport network and without which our territory would be excluded de facto from European transport flows.





## SETUMONT REVIEW

**“Europe should encourage the networking of existing infrastructures”**



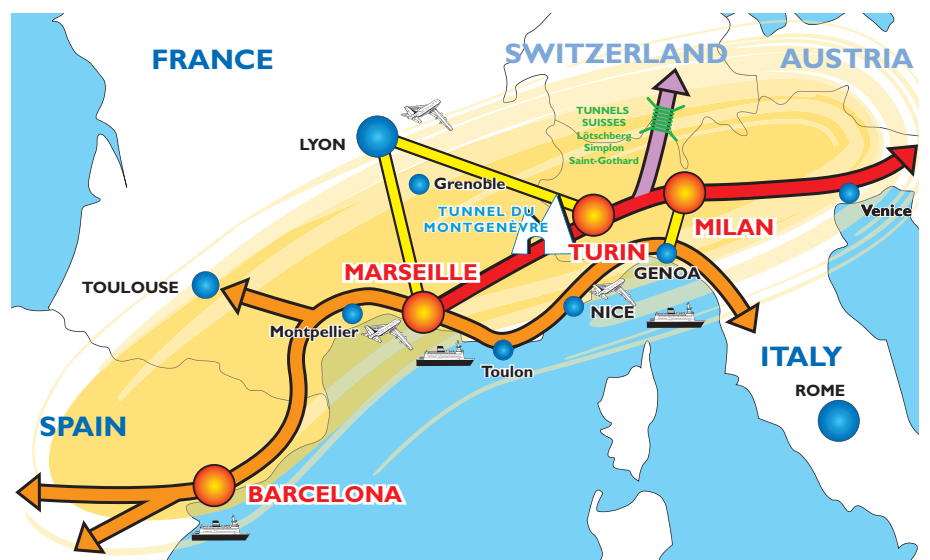
We have no ideological prejudice against the Turin-Marseille route via the Montgenevre tunnel. Nevertheless, we would like to avoid any manipulation by those who, nonetheless, see the tunnel beneath Montgenevre as an alternative to the TAV Turin-Lyon line.

*What is Italy's position concerning this project?*

**A. B. :** For the time being, it is not a high priority project for our government. We are currently confronted with a shortage of public resources accentuated by emergency interventions imposed by the economic crisis we are going through. Therefore, we are running into difficulties starting or progressing with large scale infrastructure projects. Furthermore, public opinion has not been properly informed.

*How much shorter would it be to travel from Marseille to Turin as compared to the current journey time?*

**A. B. :** It is currently difficult to make an exact estimate of how much time would be saved between Marseille and Turin with the tunnel. However, there will be far more connections between the two towns, whichever option is chosen. The journey from Turin to Marseille and vice versa is far from easy. Connections between the towns are difficult, whether by rail via Lyon or via Cuneo-Nice or by motorway via the Montgenevre Pass or via Savona. There is no direct air link; you have to change at Paris, Milan or Rome. ■



## ■ Completing the network of infrastructures on the Mediterranean Arc



Photo : CRCI PACAC

**Jacques Bianchi**  
President of the  
Provence-Alpes-Côte-d'Azur-  
Corse Regional Chamber  
of Commerce  
and Industry



**“20 million Euros  
available for  
feasibility studies”**

*Where do we currently stand regarding the project for the inclusion of the proposed tunnel beneath Montgenevre in the European Transport Plan?*

**Jacques Bianchi :** A review of the directions and priority projects in European policy for transportation has been scheduled for 2010. It is imperative that regional players strive to have this project included at a European level. In 2009, the CRCI (Regional chambers of Commerce and Industry) and the regional network of Chambers of Commerce and Industry, took part in two European consultations preparing the review of European policy. Each time, we seized the opportunity to raise the arguments in favour of this project. In 2008, the Secretary of State for Transport, Dominique Bussereau, declared that this joint Franco-Italian project should be included in the European plan.

*How about its inclusion in the National Transport Infrastructure Plan?*

**J. B. :** According to the latest information from the Ministry, the SNIT project (National Transport Infrastructure Plan) will come out in June 2010. Regional players will still have to take care that this project is included in the national plan. What is more, it meets several of the “Grenelle de l’Environnement”’s directions concerning transportation, namely, the development of the use of rail and rail motorways. The non-road modal part of goods transportation has to increase from 14% to 25% by 2022. This will only be possible by investing, as a priority, in infrastructures associated with the regeneration and modernisation of the existing network. This project will contribute to improving multimodal services and enlarging the Marseille-Fos port hinterland.

*Do you think this project will bring a new dimension to the Mediterranean Arc?*

**J. B. :** Adding the missing link by constructing a rail tunnel beneath Montgenevre will open up a new route and complete a network of infrastructures on the Mediterranean arc. The last European consultations in 2009 seem to indicate a change of strategy due to the mixed results of current European policy. It would appear, and the CRCI (Regional Chambers of Commerce and Industry) confirm this trend, that Europe would rather focus on existing facilities and encourage setting up networks than base everything on one infrastructure subject to vagaries.

*What is currently holding up this project?*

**J. B. :** In the CPER 2007-2013, 20 million Euros of funding were made available for carrying out feasibility studies ,including studies for preparing the public enquiry announced in 2013. The State has never backed this project , preferring another project further north. In 2009, the Regional council was given the status of administrator for this international project. The progress of this project is today in our hands.





## SETUMONT REVIEW



*Do you think that this link will contribute to increasing the regional gross domestic product?*

**J. B. :** The Regional gross domestic product is difficult to measure. However transportation is a necessity for our economy. More than in any other area, the economy of South-east France is based on trade encouraged by its geographical position and made possible by the progressive construction of transport networks. Today, these networks are even more in demand because of the increased mobility of both passengers and goods, and therefore require be modernising, adapting and extending. The stakes at play are not only economic and social but also societal.

Finally it is important to guard against the marginalization of France in a Europe which is growing towards the East. By creating the missing links and strengthening the capacity of the often congested major networks in the South –East, France can keep its place in European dynamics.

Th CRCI's and Unione Camere de l'eurorégion Alpméd have decided to work together on a certain number of themes, including Tourism and Transportation with the goal of presenting the common position of the five consular regions by 2010. ■

## ■ Promoting the development of a major corridor between the Iberian peninsula and the north of Italy



Photo : CRCI Languedoc-Roussillon

**Serge Clause**  
President of the  
Languedoc-Roussillon  
Regional Chamber  
of Commerce and Industry

*What benefits do you think the construction of a rail route between the lower Rhone valley and the region of Turin will bring ?*

**Serge Clause :** This infrastructure has many advantages. Firstly, it will be competitive and by offering an alternative European trade route, it will help fight against the already congested Rhône corridor and coast roads. Secondly, it will promote the modal shift from road to rail, enhancing an environmentally-friendly mode of transport which is compatible and coherent with the areas' principles of sustainable development, and which will channel growing traffic flows in the Mediterranean arc. Finally, it will formalize the development of a major international logistics corridor between the Iberian Peninsula and northern Italy. This will help construct a global economic integration zone in the south of France, to match that of northern Europe.

*The port of Sete is developing international sea connections. Do you believe that this project will increase port traffic?*

**S. C. :** Of course. The importance and quality of a port's hinterland, as well as connections to major production and consumer areas, determines its influence and appeal. Goods will be transported directly to Turin via the Durance and Suse Valleys without detours via Chambéry or Nice.

Serge Clause (continued)

**“Bringing  
Languedoc-Roussillon  
businesses commercial  
strategy up to date”**



Thereby, this project will enhance facilities at the port of Sete, which already has rail services, opening up new markets for traffic from or to the economic heart of northern Europe.

*Do you think that France's role as the transit country between Spain and Italy will be strengthened?*

**S. C. :** This project will effectively contribute to the creation of an integrated logistical backbone in southern Europe, which will offer an alternative environmentally-friendly and more competitive option for international transportation than the existing detour via the congested Rhone corridor. By 2013, East-west traffic will directly access the Pan-European Corridor No 5 in the heart of the Po plain in Italy and north-south flows will link to the Swiss Loetschberg and Saint Gothard rail tunnels.

The proposed rail link will open up a major European trade route between France and Italy. Eventually this will strengthen de facto France's role as a transit country. France will take its place in a more strategic and environmentally-friendly vision of European development.

*Will this project create new markets for businesses in Languedoc-Roussillon?*

**S. C. :** Obviously. This infrastructure will reduce the journey time between neighbouring towns, thus opening up our region and making it more attractive and accessible. The decision to set up businesses in a particular area and the growth of commercial activity depend on such factors; which are essential for regional development and reinforce the performance of territorial organisation.

The construction of this alternative rail route to northern Italy will lead to additional mobility. This means that regional businesses will have to bring commercial strategy up to date. This will concern many different sectors, namely the service industry which is well-represented in our region, and obviously, the logistics service, a strategic field of activity in Languedoc-Roussillon. If this industry is to prosper and grow, better operating conditions and more efficient and secure transportation services are required. ■



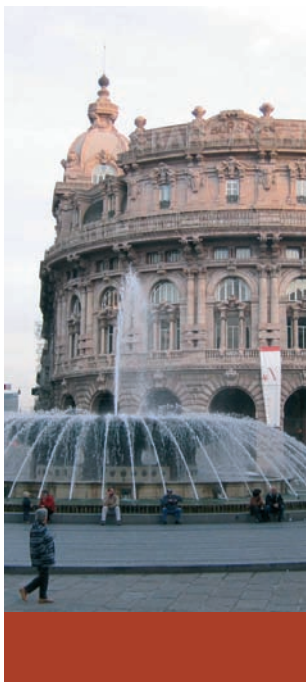


## Towards a structured Mediterranean railway arc



CCIAA de Gênes

**Paolo Odone**  
*President of the Genoa Chamber of Commerce, Industry, Crafts and Agriculture*



*What are the main rail projects supported by the Genoa Chamber of Commerce and Industry?*

**Paolo Odone :** In 2017, we will have finished renovating the Franco-Italian line, namely the Genoa- Ventimiglia rail route, which will enable passenger trains to travel at up to 200 km per hour and freight trains to travel at 100 km per hour. RFF (Réseau Ferré de France) is planning to modernize the missing link of 30 km between Nice and Ventimiglia. We could therefore transport freight trains from the port of Marseille to the Po valley. At the same time, France is planning to open the Paca LGV high speed line in 2023. On the Italian side, the construction of a third track between Genoa and Milan , called the Terzo Valico, has been launched. This is a new line that will enable trains to travel at high speeds and at high capacity. It will be the preferred means of access for transporting goods from Genoa to Novara in the Piedmont region, then on to Milan and Germany via the Gotthard Tunnel on the European E24 route.

*What obstacles are there on the Italian side to constructing the tunnel beneath Montgenevre?*

**P. O. :** Today, the Lyon-Turin line is more important as it is a priority European route. We also think the tunnel beneath Montgenevre is good as a complement to the Lyon-Milan project. As these are major projects, it is therefore difficult to raise funds. According to the latest communications for European planning, a “priority network” approach has preference over a “priority project” approach, offering a pragmatic solution by striving for the efficiency of a network based on all the existing structures. The priority is for global transport supply.

*What are your wishes in terms of structuring the Mediterranean arc?*

**P. O. :** The Alpmed Euroregion (Piedmont, Aosta Valley, Liguria, Paca and Rhone-Alpes) regional Chambers of Commerce and Industry express their support to the process of revising European transport policy based on the creation of priority networks. The Alpmed Euroregion would be concerned with a real European network for the south West of Europe, from the Iberian peninsula to northern Italy and Central Europe. This network has a major problem area, namely crossing the Pyrenees and the Alps, essential to creating a veritable South European corridor.

*What percentage of port traffic at Genoa is conveyed by rail?*

**P. O. :** Currently, rail freight traffic at Genoa is only 13% but we would like to increase this percentage. ■

## ■ Presenting a united front to make the tunnel beneath Montgenevre a priority



Photo: CCI Marseille-Provence

**Jacques Pfister**  
President of the  
Marseille-Provence  
Chamber of Commerce  
and Industry



*Is the shortage of communication routes between the Marseille region and the towns of Turin and Milan a brake to trade?*

**Jacques Pfister** : Italy is the leading trade partner with the Marseille-Provence area. Sufficient and reliable communication routes are essential to maintain and develop the efficiency of this trade between Marseille-Provence, the Piedmont and Lombardy.

Today, everything is transported by road leading to problems such as congestion and pollution. Our region suffers more from this traffic than it gains. We need a solution to this shortage of communication routes between our regions. An efficient and secure rail link would promote trade between our region, the port and northern Italy or further afield to north and east European markets.

Giving the Mediterranean Arc an economic reality and placing Marseille-Provence in the centre of trade routes means optimizing a reliable Italian, French and Spanish railway system.

*What is the potential of the rail tunnel project in terms of passenger and freight traffic?*

**J. P.** : Technical and economic feasibility studies recently launched by the PACA Regional Council are designed to determine the potential of the project.

Constructing the Montgenevre tunnel would help to open up the Alpine departments and to further develop the area as a tourist destination.

Stimulating passenger traffic in this way would increase freight traffic. The Montgenevre rail tunnel would open new markets for the Marseille-Fos seaport (Grand Port Maritime) thereby enlarging its hinterland towards northern and eastern Europe, something which is clearly lacking today. In fact, Genoa should not be the only south-European gateway for major global flows.

A rail link for passengers and for freight, connecting Marseille directly to Turin would be a credible alternative to road traffic and a tremendous means of further boosting economic activity in the Marseille-Provence area and PACA region.

The Montgenevre tunnel is a project for the development of the Mediterranean area.

*Will this proposed rail link reduce the amount of heavy traffic on the roads, the amount of pollution and the number of road accidents?*

**J. P.** : the aim of developing rail transportation.

This link will promote the shift to rail of heavy vehicles using





## SETUMONT REVIEW

### « Elargir l'hinterland du Grand Port Maritime de Marseille-Fos »



the coast roads in our region, thereby logically reducing the risks of congestion, pollution and accidents.

This modal shift is becoming urgent, in view of expected growth of East-West traffic in the years to come and without taking into account the expected developments at the port (projects 2-3-4 XL for example).

These prospects urgently call for efficient rail links connecting central and Eastern Europe.

*Do you think that the Franco-Italian political union will guarantee the success of this project?*

**J. P. :** presenting a united front is essential for this project to see the light of day.

Common economic interest exists, shared by France, Italy of course and even Spain which has also a lot to gain through a reliable and efficient link with Italy.

Turin's sea access , accessibility for tourists, as much in France as in Italy, securing South-North and East-West flows , a better balance of European flows in favour of southern Europe and the creation of a Mediterranean railway Arc , all justify this political union.

The benefits of the Marseille-Turin link are designed to increase political consensus already acquired, going beyond the regional bodies already engaged in the project. In fact, this political union arises from the wishes of the Alpes Mediterranean Euroregion, formed by Michel Vauzelle, President of the PACA Regional Council, and by the Piedmont region.

We need to present a united front to make our regions more attractive and influential. This is the strategy to adopt to make the rail tunnel beneath Montgenevre a priority.. ■



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- Hautes-Alpes General Council
- Hautes-Alpes Chamber of Commerce and Industry
- Provence-Alpes-Cote d'Azur-Corsica Regional Chamber of Commerce and Industry
- Marseille-Provence Chamber of Commerce and Industry
- Alpes de Haute-Provence Chamber of Commerce and Industry
- Hautes Alpes chamber of Trades and Crafts
- Major Seaport of Marseille
- The communities of Argentiere La Bessee, Briançon, Gap, Marseille, Montgenevre, Nevache, Val des Pres.

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## Past issues

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**1 Janvier 2009** LES CAHIERS DE SETUMONT

### TUNNEL FERROVIAIRE SOUS LE MONTGENÈVRE

**EDITO**

Le tunnel sous le Montgenèvre évidemment ...

La région Provence Alpes Côte d'Azur, via le port de Marseille.

« Dans ce contexte, le réseau régional des Chantiers de Commerce et d'Industrie est en effet le principal partenaire de la construction du Tunnel Ferroviaire sous le Montgenèvre. Le projet de liaison ferroviaire entre la France et l'Italie, ce qui est démontré au quotidien par le nombre de véhicules de tourisme et de camions qui la franchissent même difficilement, semble pouvoir bénéficier d'un regain d'intérêt. La percée d'un tunnel ferroviaire sous le Montgenèvre, pour le développement du Haut des Alpes du Sud, mais aussi pour l'accroissement de tous les échanges sud-européens, est une mission que porte aujourd'hui le SETUMONT, soutenu par l'ensemble de ses membres. Le SETUMONT, avec ce premier cahier, signe sa volonté de faire inscrire parmi les projets européens la percée d'un tunnel ferroviaire sous le Montgenèvre et la construction d'une liaison rapide sur le même mode, dans le Val de Durance relative, la métropole d'Alpe-Marseille à Turin et, au-delà, Lisbonne à Budapest.

Maurice BRUN  
 Président de SETUMONT

- Quelques lignes d'histoire
- De l'Europe à la Région : les enjeux
- La problématique

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**2 juillet 2009** LES CAHIERS DE SETUMONT

### TUNNEL FERROVIAIRE SOUS LE MONTGENÈVRE

**EDITO**

Tous les acteurs se concertent d'échanger la volonté forte d'une grande entreprise européenne et la volonté d'un développement durable. Le développement durable est l'unique principe de gestion que les entreprises européennes ont adopté pour assurer la pérennité de la France vers le Montgenèvre.

« Cette liaison rapide sur un axe européen, notamment, directement connecté aux liaisons nord-sud de la région provençale, est une réponse évidente à la croissance et au développement des flux commerciaux et de la circulation de Grand Nord-France de Marseille, qui se place à la tête des grands ports de la Méditerranée. Les soutiens également régionaux et européens.

« Dans ce contexte, le réseau régional des Chantiers de Commerce et d'Industrie est en effet le principal partenaire de la construction du Tunnel Ferroviaire sous le Montgenèvre. Le projet de liaison ferroviaire entre la France et l'Italie, ce qui est démontré au quotidien par le nombre de véhicules de tourisme et de camions qui la franchissent même difficilement, semble pouvoir bénéficier d'un regain d'intérêt. La percée d'un tunnel ferroviaire sous le Montgenèvre, pour le développement du Haut des Alpes du Sud, mais aussi pour l'accroissement de tous les échanges sud-européens, est une mission que porte aujourd'hui le SETUMONT, soutenu par l'ensemble de ses membres. Le SETUMONT, avec ce premier cahier, signe sa volonté de faire inscrire parmi les projets européens la percée d'un tunnel ferroviaire sous le Montgenèvre et la construction d'une liaison rapide sur le même mode, dans le Val de Durance relative, la métropole d'Alpe-Marseille à Turin et, au-delà, Lisbonne à Budapest.

Maurice BRUN  
 Président de SETUMONT

**Entretiens avec :**

- Jean-Claude GAUDIN  
 Sénateur Maire de Marseille, Vice-président du Sénat
- Michel VAUZELLE  
 Député, Président de la Région Provence-Alpes-Côte d'Azur
- Jean-Yves DUSSERRÉ  
 Président du Conseil Général des Hautes-Alpes
- Jean-Claude TERRIER  
 Président du directoire du Grand Port Maritime de Marseille

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