

The Future Rail tunnel beneath Montgenèvre :

The missing link in the Trans-European network in the southern Alps

The strategy : what needs to be done

Europe needs a 'core network' of traffic corridors with high efficiency and low emissions. The core network must ensure efficient multimodal links between the EU capitals and other main cities, ports, airports and key land border crossings, as well as other main economic centres. **It should focus on the completion of missing links — mainly cross-border sections and bottlenecks/bypasses.**

Extracts from the White Paper on European transport policy, March 2011



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The Evolution of European trans-Alpine traffic flow : constant shift of north-south flows towards the East and west-east flows towards the South.

What you need to know : different origins/destinations of south and north flows

The origins/destinations of traffic flows in the Southern Alps are very different to those in the northern Alps. Flows in the northern French Alps consist of exchange and local traffic between neighbouring regions, whereas, in the southern Alps, long distance international transit traffic is a majority, for which rail transportation is particularly relevant.

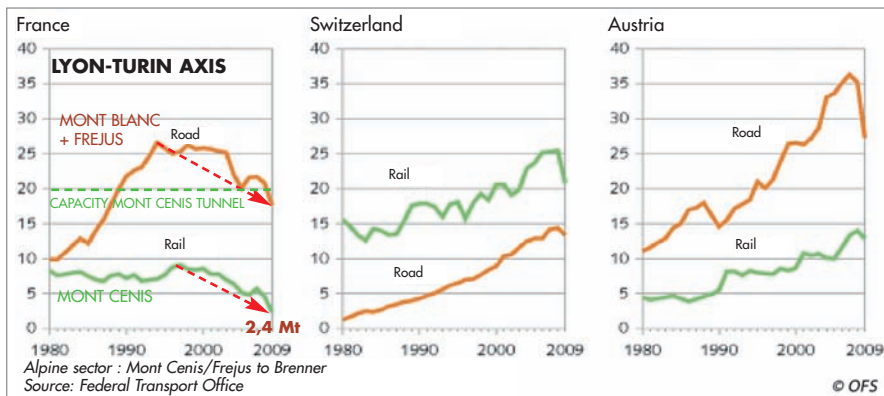
Although the amount of traffic in the French Northern Alps has decreased while traffic in the Southern Alps has simultaneously increased, there is no sustainable economic possibility of transfer from one corridor to another. In consequence, the large capacity margin of the northern alpine paths cannot be used to shift traffic which is congesting the southern alpine routes. For travelers from the Durance valley

and massed flows coming from or transiting via the southern Alps, the future rail tunnel beneath Montgenèvre is the only direct access to the Pô plain European network, a TEN-T hub. This structure meets European directives in favour of modal shift and would protect the reliability of economic flows notably during the winter period.

Evolution of all traffic flows in the northern Alps

(Data from Alpifret and Alpinfo reports)

Freight traffic throughout the Alps in millions of net tonnes



Notice :

Excess capacity in the current Mont Cenis tunnel is over 7 times the amount of 2009 traffic. This capacity has been reinforced by recent work carried out to bring it up to B+ gauge.

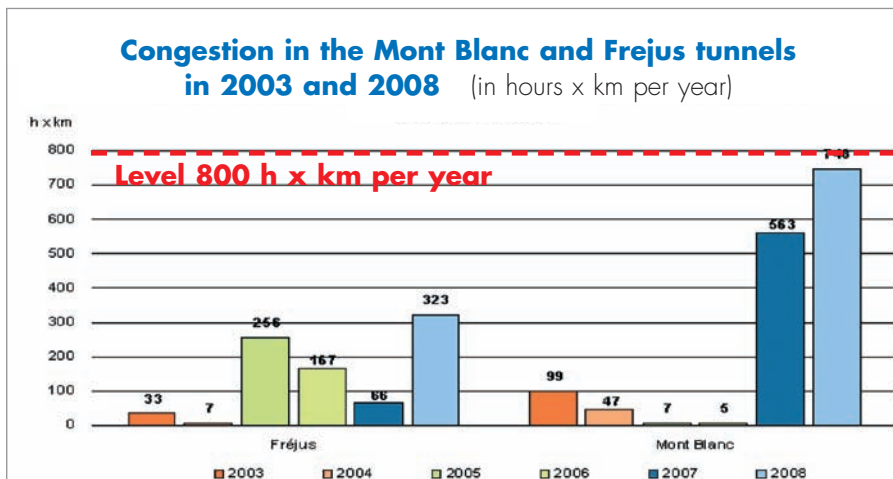
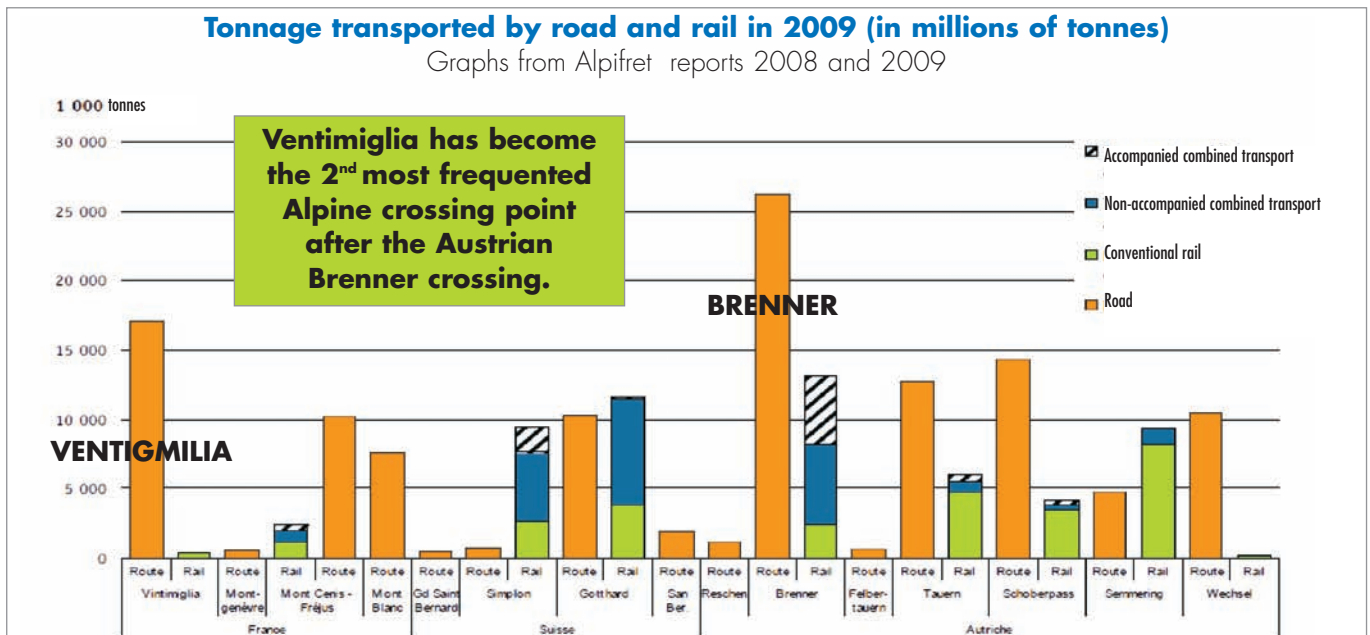
The Evolution of European Transit Flows (not including local exchanges)

(sources : Alpifret and Alpinfo reports)

Goods traffic crossing the Alps and transiting through France, Switzerland and Austria.

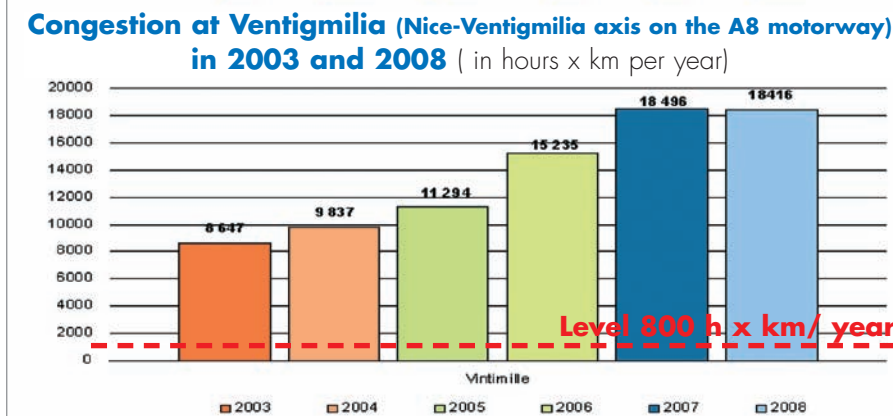
Goods traffic through the Alps transiting via France, Switzerland and Austria by road or rail	2000				2004				2008				2009			
	Road		Road +Rail	Rail	Road		Road +Rail	Rail	Road		Road +Rail	Rail	Road		Road +Rail	Rail
	PLM 1000	t(mio)	t(mio)	t(mio)	PLM 1000	t(mio)	t(mio)	t(mio)	PLM 1000	t(mio)	t(mio)	t(mio)	PLM 1000	t(mio)	t(mio)	t(mio)
France																
Ventimiglia	545	8.3	8.3	0.0	794	12.0	12.0	0.0	821	12.4	12.4	0.0	752	11.4	11.4	0.0
Montgenèvre	36	0.4	0.4		4	0.0	0.0		7	0.1	0.1		6	0.0	0.0	
Mont-Cenis			2.6	2.6			0.9	0.9			0.1	0.1			0.0	0.0
Fréjus	453	8.2	8.2		227	3.5	3.5		165	2.6	2.6		138	2.2	2.2	
Mont-Blanc			0.0		112	1.7	1.7		187	2.8	2.8		164	2.4	2.4	

Consequences of current choices for cross-border crossings in the southern Alps : traffic bans at Montgenèvre, congested roads at Ventimiglia.



Comment from the Alpfret 2008 report

In France, congestion remains very low in the Mont Blanc and Frejus tunnels apart from during peak holiday periods in general. Therefore, congestion is not caused by, or subjected to, heavy goods traffic. On the contrary, very high levels of congestion are observed at Ventimiglia on the Nice-Ventimiglia corridor on the A8 motorway



Therefore, it is essential to create an alternative high volume axis to the road in the Southern Alps.

NB
 Please note the different scales of the two graphs. A special scale is needed to illustrate the level of congestion at Ventimiglia.

Official Evaluations : consensus on the real nature of trans-Alpine flows

What you need to know : complementarity between southern and northern trans- Alpine crossing points

Official evaluations quoted below confirm and explain data gathered by Alpifret and Alpinfo.

Because of their distinct origins/departures, southern Alpine flows cannot be transferred to French northern Alpine crossings on slots made available by severe competition from the Swiss Simplon-Lötschberg and Saint Gotthard crossings. On the other hand, the future Montgenèvre Tunnel will provide significant assistance to the Lyon-Turin axis as this rail axis forms the natural northern access of the Montgenèvre project.

The estimated cost of the Montgenèvre project is 10% of the total cost of doubling the Lyon-Turin rail axis.

February 2003 Audit Report of the "Inspection Générale des Finances" (Financial Inspection) and the "Conseil Général des Ponts et Chaussées" (Highways and Civil Engineering Department) on major transport infrastructure projects.

Rail projects Annexe F1

Appreciation of quantitative elements

Extracts concerning the distinct characteristics of flows in the northern and southern Alps

B freight traffic

Current traffic (north Alpine axes)

The main challenge lies in determining which area to choose in order to evaluate the evolution of alpine traffic as all areas do not have similar origins/destinations and are not therefore in direct competition.

Delimitation of the area concerned in the North does not pose a problem, but consideration of traffic transiting via the Mediterranean coast at Ventigmilia and Montgenèvre is a different matter.

At the end of its investigations, the mission considers however that these traffic flows are not really competing with traffic in the Maurienne and Mont Blanc areas and should not therefore be retained within the considered perimeter. Therefore, traffic passing south of Frejus, Montgenèvre and Ventigmilia are of different origins and destinations.

The transport of goods across the Alps, major changes over the last ten years

Ministry of Transport Analysis- SESP NO 163- December 2006

Extracts concerning the distinct characteristics of north alpine/south alpine flows and the consequence on the mutually coherent Montgenèvre-Ventigmilia link.

"Decrease in the level of attractiveness for the Mont-Blanc and Frejus tunnels(..) the decrease in the amount of traffic on French crossings linked to changes of route over 10 years is 10 Mt for 2004, namely 675 000 heavy goods trucks in total.

These changes only affect Franco-Italian north Alpine crossings as the Ventigmilia route is not in direct competition with the Swiss and Austrian crossing points. Traffic between Germany and Italy has practically disappeared from French crossings since 1999.

Increase of road traffic at Ventigmilia. The number of heavy goods crossing the Franco-Italian border at Ventigmilia has almost doubled in ten years. The economic dynamism of Spain has made it a major transit area (..)the

increase in traffic at Ventigmilia over the last years is not just linked to structural growth. In fact, when the Montgenèvre Pass was closed to heavy goods vehicles over 26 tonnes as from 11 August 2003, traffic from the Provence-Alpes-Côte d'Azur and Languedoc-Roussillon regions and also the Iberian peninsula increased.

How can we apply the "Grenelle de l'Environnement" to trans-Alpine rail crossings?

TDIE (Transport, Development, Intermodality, Environment) Debate Trans-Alpine Infrastructures and Mobility- 2 December 2009

Extracts from the minutes published on the website www.transalpine.com

Claude GRESSIER, the inter-ministerial delegate for the Lyon-Turin project

As the journey from Germany or the Benelux countries to Milan or Turin is much shorter via Austria or Switzerland, a large part of transit traffic which used the French trans-Alpine tunnels therefore changed routes. On the other hand, traffic keeps increasing at Ventigmilia, in particular because of Franco-Spanish transit.

Claude GRESSIER points out that although in a partnership contract, the private partner will provide funding and has to be reimbursed, the ultimate funders are evidently the two States concerned and the European Commission.

Tunnel tolls should not cover more than 10% of the total cost of the works.

The Durance Valley – Piedmont Rail link

The Durance Valley– Piedmont rail link via the Montgenèvre Tunnel meets specific and complementary services : improving access to the southern Alps for both passengers and freight, rail

road transportation, international transit, increasing the hinterland of the Mediterranean ports etc. The map designed by the FNAUT-PACA (National Federation of Transport Users

Associations) lets you visualize and understand the stakes of this project which is strategically urgent for the southern Alps.



The decisions : 10 years of studies and headway for the southern Alps

23rd March 2000 : the PACA Regional Council adopts the 4th State-Region contract plan CPER 2000-2006. The State and the Region "decide, as a matter of priority, to commit to studies for the modernization and electrification of the current Durance Valley line, in view of a future rail tunnel beneath Montgenèvre.

9th July 2002: the Interministerial Committee for Territorial Planning and Development (CIADT) at Limoges validates the France 2020 Collective Services schemes with the Montgenèvre tunnel.

27th November 2001: during the Périgueux summit, French and Italian governments ask the intergovernmental Commission (CIG) for the improvement of Franco-Italian links in the southern Alps to put forward practical proposals for opening up the southern Alps, and in particular to study a rail project for Montgenèvre.

3rd December 2003: the Province of Turin and the Hautes Alpes Conseil Général (local area council) sign a political agreement defining four priority objectives for the Montgenèvre project.

This agreement specifies that "with gradual improvements this solution will make the following possible:

- With the construction of just one tunnel, improved TGV high speed rail access to the tourist destination of Briançon and Clavières-Cesana, from Milan, Turin, Paris and Lyon and the installation of a TER (Regional Express Train) Marseille-Turin link;
- With the improvement and electrification of the railway line between Briançon and Gap, TGV high speed access to the whole of the Hautes Alpes;
- With the creation of a road-rail transportation centre at the intersection of the railway line and the

A51 motorway in the Bâtie Neuve sector, heavy goods transit by road-rail transportation to Orbassano and the Pianura Padana;

- With the improvement and electrification of the railway line towards the Mediterranean, transport of freight convoys from Marseille and Spain to Turin and Eastern Europe.

25th February 2004: the Commission for Regional Transport and Tourism Policy at the European Parliament, in the Bradbourn report, calls for the completion of project 6 of the TEN-T with the Marseille-Turin rail axis with the Montgenèvre tunnel as the cross-border section (2015).

16th June 2006 : the Interregional Development and Improvement Plan for the Alps (SIADMA) emphasized the necessity to construct the Montgenèvre tunnel. The Committee of the Massif calls for the Montgenèvre tunnel to be included in Corridor 5 of the European transport network.

16th December 2006: the SRADT Regional Development plan is validated by the PACA regional council "the tunnel beneath Montgenèvre combined with an improved railway line from the PACA area to the Turin region is a major step in terms of infrastructure. Construction of this line creates the opportunity of transferring part of road flows between the Provence-Alpes-Côte d'Azur, Languedoc-Roussillon regions, Piedmont in Italy and Catalonia. The link via Montgenèvre could be used for both conventional goods trains as well as a rolling rail-road motorway.

20th March 2007: the PACA Regional Council adopts the State-Region project contract (CPER) 2007-2013. The State and the Region undertake "economic and technical

feasibility studies for the boring of the tunnel beneath Montgenèvre". Furthermore they commit to "the modernization of the Alpine railway line from Aix to Briançon.

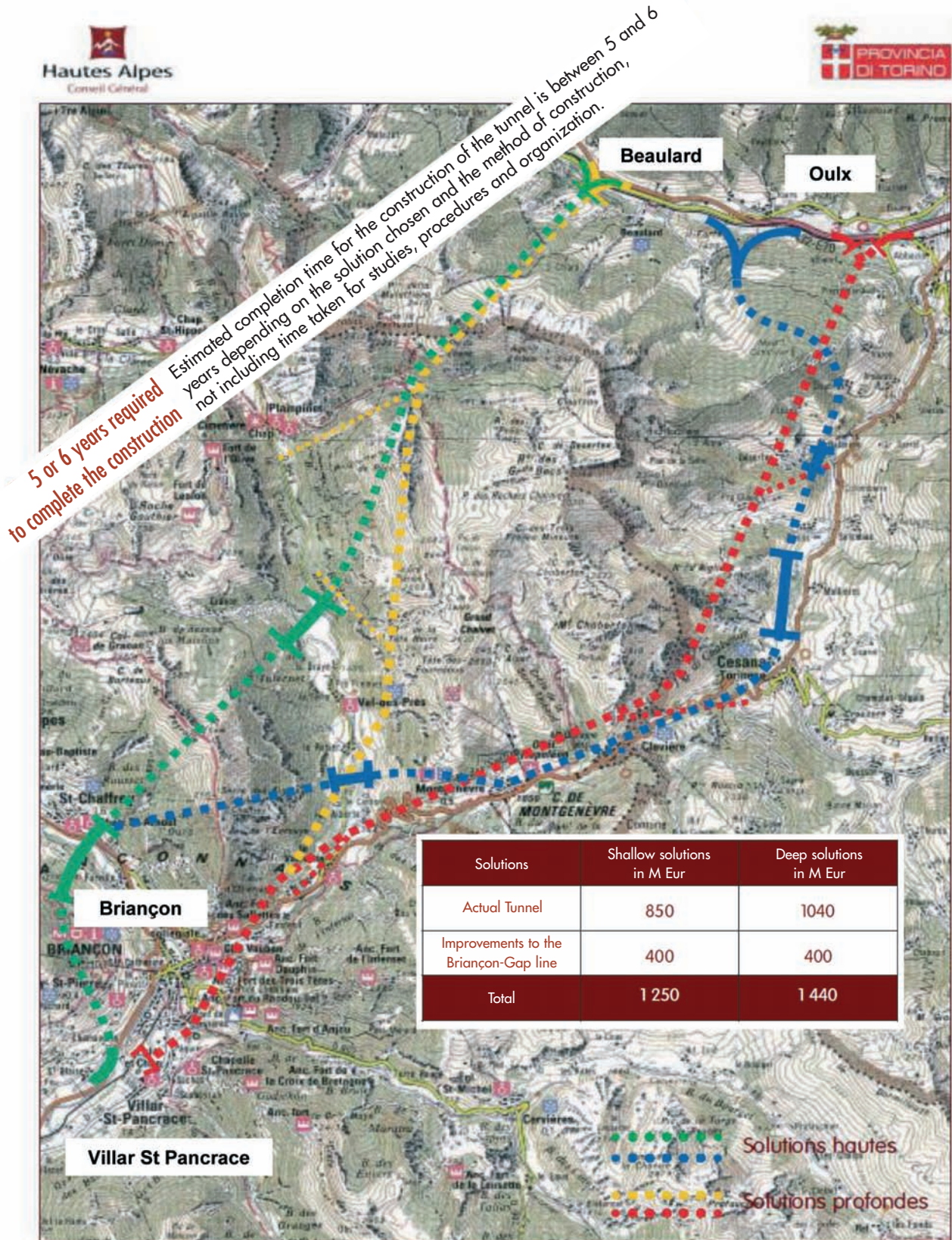
11th May 2007: the Official Journal publishes decree No. 2007-779 approving the Bouches du Rhône Territorial Planning Directive that in its prescriptive guidelines put the Durance Valley-Italy link via the Montgenèvre railway tunnel as priority 1 of objective 1.

17th September 2009: the Development Council of the Marseille-Fos Grand Port Maritime Major Seaport unanimously adopts the following two proposals for railway services :-

- The Development Council calls upon policymakers, economic and social leaders and non-governmental organizations, both locally and national, to act for the inclusion of the Montgenèvre railway tunnel on the TEN-T Trans-European Transport networks"
- The Development Council suggests that a preliminary study should rapidly be undertaken by the PACA region on the entire route between Marseille and Turin via Montgenèvre.

The Future Montgenèvre Tunnel Project

The SETEC-TPI study of November 2003, carried out jointly by the Hautes Alpes General Council and the Province of Turin, puts forward several different solutions. The deep solution between Villar Saint Pancrace and Oulx (red dotted line) is the preferred option.



Montgenèvre rail tunnel project – synthesis report – SETEC PI – Minéa – November 2003

Integration in the trans-European Transport Networks (TEN-T)

On the 25th February 2004, the European Parliament Commission for Regional Policy, Transport and Tourism, in the Bradbourn report, called for the Montgenèvre Railway tunnel to be included in the TEN-T to complete European priority project No. 6 (Pô plain).

European Parliament
25 February 2004
REPORT
 Commission of Regional Policy, Transport and Tourism
Rapporteur : Philip Charles Bradbourn Amendment : 19 (extracts)

Extension of project No 6 along the railway axis
 Lyon-Trieste/Koper-Ljubljana-
 Budapest-Ukrainian border

Railway axis Marseille-Turin, with the Montgenèvre Tunnel as a cross-border section (2015).

Justification

It is in the European interest that the project should make the missing connections...., The Alps represent a major natural obstacle to the development of several regions, including Provence-Alpes-Côte d'Azur.

A Marseille-Turin rail link (via the Durance Valley and the future Montgenèvre Tunnel) would make it possible, at reasonable cost, to create a cross-border section capable of completing the Lyons-Turin axis and ensure a genuine opening up of border regions and of the Rhône Valley.

Finally, the construction of the Montgenèvre Tunnel will make it possible to develop a new intermodal transport centre in Marseille.

Setumont's Partners

- Provence-Alpes-Cote d'Azur Regional Council
- Hautes-Alpes General Council
- Hautes-Alpes Territorial 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 Argentière La Bessée, Briançon, Gap, Marseille, Montgenèvre, Nevache, Val des Prés.

Members of the Advisory Committee

- Monsieur Alessandro BARBERIS, President of the Turin Chamber of Commerce, Industry, Trade and Agriculture President of Eurochambers
- Monsieur Luc CORSO, Honorary vice-President of the Marseille-Provence Chamber of Commerce and Industry
- Monsieur Franco CAPRA Mayor of the commune of Clavière, Italy
- Monsieur Alain SEGUIN, Consultant
- Monsieur Jean-Pierre HUCHON, Consultant in economic intelligence and member of the NosterPaca Association

