



European  
Commission



# Annual Report of the Coordinator

Priority Project 6  
Laurens Jan Brinkhorst

Transport





## **PP6 - Railway axis Lyon-Trieste-Divača/Koper-Divaca-Ljubljana- Budapest-Ukrainian border**

This report only represents the opinion of the European Coordinator and does not prejudice the official position of the European Commission.





## Priority Project 6

### ► Railway axis Lyon-Trieste-Divača/Koper-Divaca-Ljubljana-Budapest-Ukrainian border

Trans-European transport network. Achievement of the Priority projects

#### European Coordinator



## Laurens Jan BRINKHORST

### Summary

The railway axis from Lyon to the Ukrainian border is the main east-west passage south of the Alps, connecting the Iberian peninsula with the eastern part of Europe and beyond. The 1,638 km long railway axis is an important high capacity east-west connection crossing the Alps between Lyon and Turin. The project concerns four Member States (France, Italy, Slovenia and Hungary) and it will link important urban areas. It will also deliver an important increase in transport capacity, thus allowing a modal shift from road to rail to be realised in the sensitive mountainous regions it crosses.

Laurens Jan Brinkhorst is the European Coordinator for this Priority Project (hereafter referred to as PP6), succeeding Mrs Loyola de Palacio on 5 July 2007.

As was the case in the previous years the Coordinator's work and efforts concentrated on the cross-border sections of PP6, in particularly on the two projects involving the construction of a new high speed railway link partly in tunnels: Lyon-Turin and Trieste-Divača.

Both of these sections are still advancing rather slowly. However, some major milestones have been passed in the reporting period which will move both projects closer to their realisation. The progress achieved must be seen against the background of an increasingly negative and – in some regions – even hostile public opinion vis-à-vis new infrastructure projects as well as the dire state of public finances and the expanding European debt crisis, which are creating a difficult environment for governments to take decisions on major infrastructure investments.

#### Cross-border sections

PP6 includes three cross-border sections:

##### *Lyon-Turin*

The Lyon-Turin section, totalling 235 km, constitutes the core of the Lyon-Ukrainian border high capacity rail axis. This section comprises the 57 km long cross-border base tunnel, which starts at St Jean de Maurienne and exits in the Valley of Susa. It also comprises the access routes from Lyon and Turin. Civil works on the access routes and on the actual base tunnel have not yet begun. Progress on the base tunnel section differs between France and Italy. In France, the necessary authorisations for the construction of the base tunnel are in place. In addition, the three access tunnels on French territory have been completed.

After considerable delay, preparation in Italy of the construction site for the La Maddalena exploratory and access tunnel near Chiomonte started in June 2011 and was finished in March 2012. Excavation works are scheduled to begin in September 2012.

The efforts of the Italian authorities to engage with the local population of the Susa valley continued throughout the reporting period. Mr. Mario Virano, chairman of the Italian Observatory for the Torino-Lione railway link continued his valuable work in facilitating and organising a structured dialogue with all interested local and regional parties. The work of the Observatory has been instrumental in organising a transparent and democratic decision-making process in Italy. Without the unflinching efforts of the Observatory under the leadership of Mario Virano,

the entire project would not have reached the current momentum of support.

The European Commission earmarked €672 million for the studies and start of the civil works on the base tunnel, originally to start before the end of 2013. This deadline will be extended to 2015. Even with this extension the schedule is tight, and no further delays should be incurred to warrant the disbursement of the full amount by the Commission.

### *Trieste-Divača*

After a first alignment proposed in 2008 had to be discarded for environmental reasons, agreement was found on a new alignment, the “high corridor”. Three different solutions were studied on the Italian side and two on the Slovenian side, all running not far from the route of the existing railway line which connects Bivio di Aurisina to Opicina, Sežana and Divača. At the end of June 2011, Italy and Slovenia decided on one alignment for which the preliminary design will be elaborated.

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The setting up of the organisational structure for the Trieste-Divača corridor has taken longer than originally foreseen mostly due to the change of Government in Slovenia. The structure was at last agreed on 3 July 2012 between Italy and Slovenia. This should now facilitate a more permanent momentum for supervising the agreed engagements on both sides with the active assistance of the European Commission.

### *Slovenia-Hungary*

The cross-border section between Slovenia and Hungary lies between Hodoš and Boba. The section from Pragersko to Hodoš and further to the Hungarian border is not yet electrified. The electrification and reconstruction of the entire section of 109 km is scheduled for completion by 2015. The upgrade of the Hungarian section to Boba has been completed.

Both countries have resumed bilateral talks on how to improve the corridor, with a view to establishing a permanent cooperation structure.

## Key developments in 2011/2012

### *Lyon-Turin*

- The negotiations between France and Italy on a new agreement governing Lyon-Turin resumed after the summer of 2011. On 27 September 2011, France and Italy agreed on the distribution key for the works of the first phase (base tunnel, two stations and the interconnections).
- On 19 December 2011, the Coordinator met for the first time with the new Italian Minister for Economic Development, Infrastructure and Transport, Corrado Passera, and with the Vice Minister for Infrastructure and Transport, Mario Ciaccia. The Minister confirmed his Government’s full support for the project.
- On 20 December 2011, the Intergovernmental Commission France-Italy approved the new agreement on Lyon-Turin which amends the 2001 Treaty of Turin.
- On 30 January 2012, the Transport Ministers of France and Italy signed in Rome the new Agreement on the realisation of the new Lyon-Turin railway link. This agreement (referred to from now on as “2012 Agreement”) is the precondition for advancing the project from the study phase into the design and implementation phase.
- On 6 March 2012, the Lyon-Turin Corridor Platform held its second meeting in Chambéry, at the invitation of the Coordinator.
- On 26 April 2012, the Italian Transport Minister presented the latest cost benefits analysis for Lyon-Turin issued by the Observatory which establishes that the benefits of this new major infrastructure far outweigh its costs.
- At the beginning of June 2012, the historic line between Modane et Orbassano (Turin) was at last opened for the new GB2 loading gauge after the completion of works in the Mont Cenis tunnel and of all verification and safety procedures by the infrastructure authorities in charge.

### *Trieste-Divača*

- On 10 February 2012, the new Slovenian government of Prime Minister Janez Janša took office.
- On 18 June 2012, the European Coordinator held a first meeting with the new Slovenian Minister of Infrastructure and Spatial Planning and the State Secretary, Mr Igor Šalamun.
- On 3 July 2012, Italy and Slovenia agreed on the statutes of the project promoter to be established as a European Economic Interest Grouping (EEIG).



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## 1. Project overview

### 1.1. Introduction to the project

The previous annual reports<sup>1</sup> give a comprehensive description of PP6 and the progress made up to summer 2011. PP6 is the only east-west corridor south of the Alps which will be able to capture significant traffic from the Iberian Peninsula through the project countries France, Italy, Slovenia and Hungary and vice-versa. Its completion will also provide for fall back options for north-south and south-north rail traffic on several sections.

The underlying reason for PP6 is the necessity of a policy of co-modality, of using every transport mode to the best of its environmental and economic possibilities. The sensitive alpine environment and unsustainable growth of road traffic on this corridor make its realisation all the more urgent. Another argument for the project is the positive effect it will have on the employment in the regions it crosses, especially with Italy, just like France, now also having chosen an approach to the works that will maximise the benefits for the territories the line crosses.

For ease of reference this report distinguishes the following four sections in this order:

- Lyon–Turin
- Turin–Trieste
- Trieste–Divača/Koper–Divača
- Divača–Ljubljana–Budapest–Ukrainian border

At the TEN-T days in Zaragoza on 8 June 2010, France, Italy, Slovenia and Hungary signed a Memorandum of Understanding on the project. Vice President Kallas and the Coordinator signed a declaration of support on behalf of the European Commission. In the Memorandum, the countries reiterated the political priority they attach to the completion of PP6.

They equally undertook specific engagements to ensure progress on the project, especially on the cross-border sections. France and Italy reinforced their commitment to the project by signing, an amendment to the 2001 Treaty of Turin on 30 January 2012. This new agreement, established the public promoter for the works phase of the common section and laid down the alignment as well as the relative share of the costs to be borne by each country.

Italy and Slovenia have at last agreed on the statutes of the new project promoter for their cross-border section between Trieste and Divača. They have also nominated their first directors and agreed to seat the new promoter in Trieste.

### 1.2. Lyon-Turin – International section

#### 1.2.1. *The French section – access routes to the joint section*

The French part of the international section<sup>2</sup> starts at Saint-Didier-de-la-Tour, outside Lyon, and ends at the approach of St Jean de Maurienne, where the common section – the base tunnel – starts. The state of play concerning the access routes is as follows<sup>3</sup>:

Starting from the eastern railway ring line of Lyon the new Lyon-Turin line will consist of a mixed line for freight (120 km/h) and passengers (220 km/h) up to Avressieux. From there the high speed line, exclusively for passengers, will continue to Chambéry. The freight line will depart in a south-easterly direction into the Chartreuse tunnel. In the Isère valley it will reconnect again with the line from Chambéry to Grenoble. The new line will continue in a south-easterly direction into the Belledonne tunnel coming out in the Maurienne valley. There it will enter the Glandon tunnel and exit at St. Jean de Maurienne to enter the base tunnel.

The Avant-projet sommaire (APS) for this alignment was approved in 2010. The time estimate for all necessary authorisation and tendering procedures up to the end of the works is roughly ten years. The goal is to complete a first

<sup>1</sup> For a full history of the project please refer to the first Annual Reports 2005-6, 2006-7, 2007-8, 2008-2009, 2009-10 and 2010-11 available at [http://ec.europa.eu/ten/transport/coordinators/index\\_en.htm](http://ec.europa.eu/ten/transport/coordinators/index_en.htm)

<sup>2</sup> Art. 2 lit. a) of the 2012 Agreement

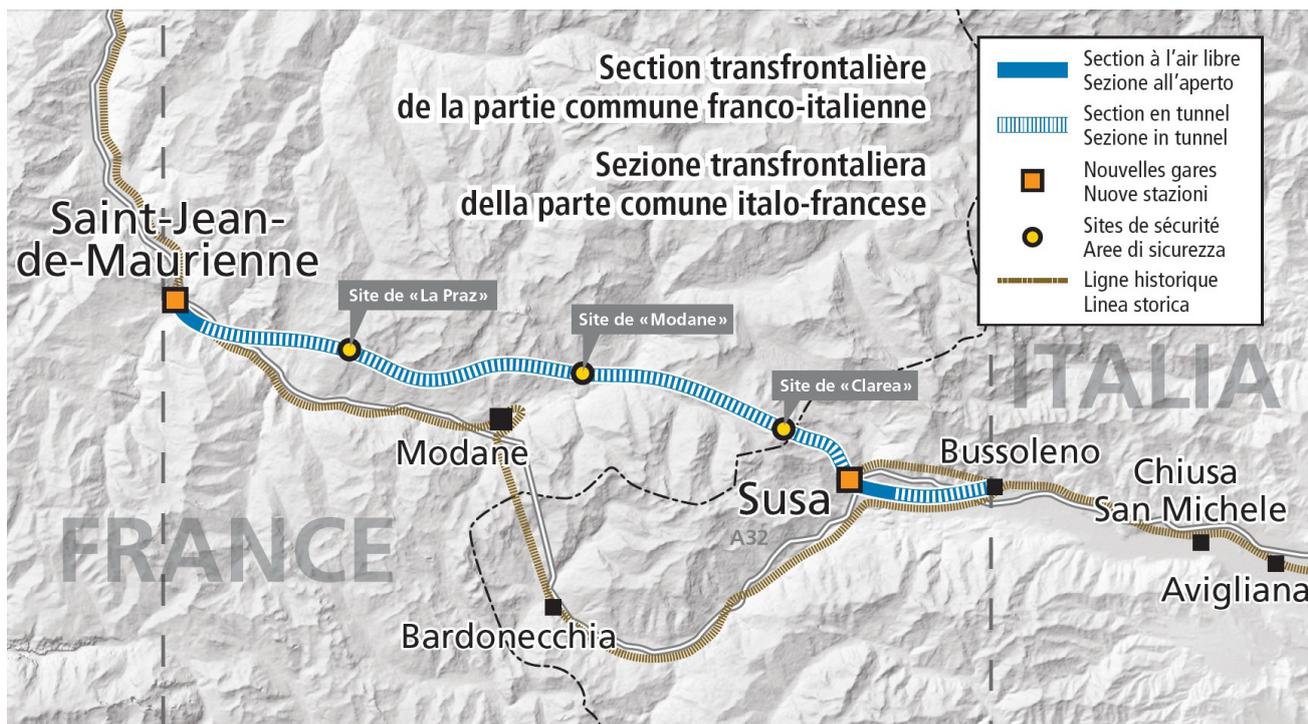
<sup>3</sup> A detailed presentation of the French access routes can be found at <http://www.lyon-turin.info>

phase of the access routes in parallel with the completion of the base tunnel. The total cost of the French access routes is estimated to amount to €6.7 billion (2010 prices).

The public consultation for the access routes took place in early 2012 and the final report<sup>4</sup> of the Public Consultation Commission was rendered on 2 July 2012, giving a positive opinion on the project.

### 1.2.2. Common Franco-Italian section – including the base tunnel Lyon–Turin

The common Franco-Italian section consists of the links with the historic line closest at both ends to the border, near St Jean de Maurienne in France and Bussoleno/Bruzzolo<sup>5</sup> in Italy. In 2001, Lyon Turin Ferroviare (LTF), a 50/50% joint venture of Réseau Ferré de France (RFF) and Rete Ferroviaria Italiana (RFI), was created as promoter of the new railway link up to the start of the actual construction work. Works on the three access tunnels in France (St Martin La Porte, Modane and La Praz) totalling a length of 9 km have been completed.



The common France-Italian section

Works on the access tunnel on the Italian side started at the end of June 2011. In a first phase, the future site of the entrance of the La Maddalena exploratory and access tunnel, near Chiomonte, was prepared. This included building a direct access to the motorway, which runs on bridges above the site, thus lorries will not need to pass the village of Chiomonte. The actual site of the tunnel portal lies on the northern side of the motorway in an uninhabited area. All seven hectares were acquired by LTF by February 2012.



Works to prepare the site of the tunnel portal started in spring 2012. These comprised geological probing of the first 65 m of the future tunnel and the reinforcing of the area around the portal. In addition, the site for the provisional deposit of the excavation material has been prepared as well as the basin for the cooling off of the mountain water. Actual excavation works are due to start in late autumn this year. The Maddalena tunnel will be 7,500m long and 6.3 m in diameter<sup>6</sup>. The first 250 m will be excavated by explosives making room for the assembly of the tunnel boring machine that will be used to dig the tunnel. The estimated duration of the works is four years.

<sup>4</sup> The full report is accessible under <http://www.savoie.pref.gouv.fr/Les-politiques-publiques/Amenagement-du-territoire-et-construction/Deplacements-Transports/Lyon-Turin-Ferroviare>

<sup>5</sup> Art. 2 lit. b) of the 2012 Agreement

<sup>6</sup> A leaflet explaining the works at La Maddalena can be accessed under <http://www.ltf-sas.com/upload/File/LTF%20brochure%20FR-b.pdf>



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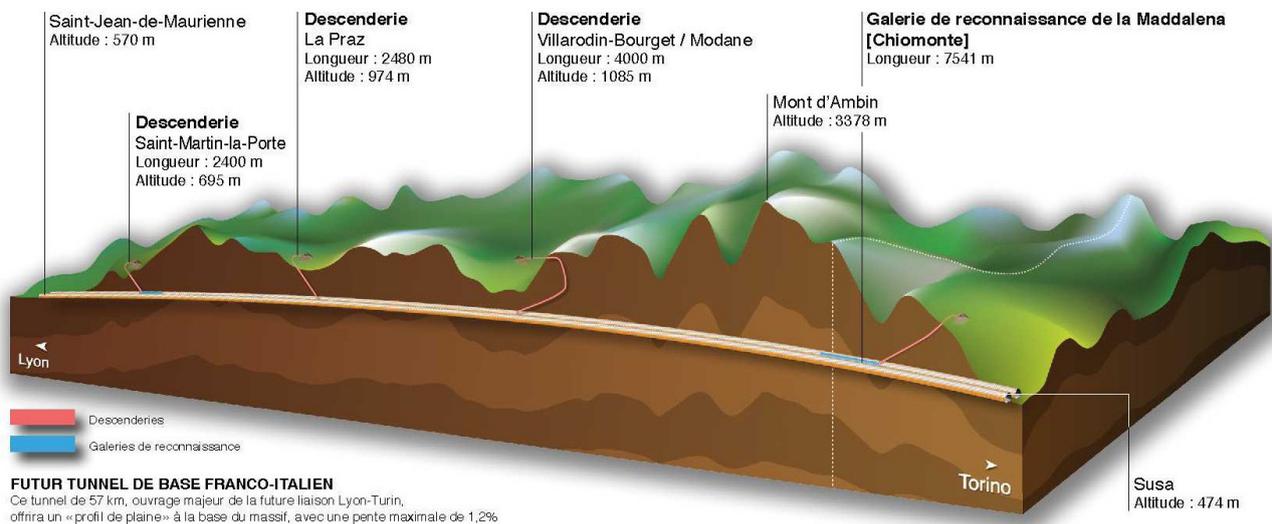
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On 3 August 2011, the Italian *Comitato Interministeriale per la Programmazione Economica (CIPE)* approved the Preliminary Project, thus paving the way for work to start at La Maddalena and the future design works for the access routes on the Italian side.

The base tunnel, with a length of around 57 km, will run between St Jean de Maurienne and Susa. It will be constructed from the French and Italian entrances to the future structure. Excavation will also be undertaken from the base of each access tunnel. This will allow simultaneous tunnelling at several places and shorten the deadline for completion of the base tunnel. Even before the closure of the civil engineering phase, works could begin on installing the tunnel equipment, followed by preliminary commissioning tests. Contrary to what was indicated in the funding application to the European Commission, the delays mentioned above will make it unlikely that construction works on the tunnel start by the end of 2013.

Base tunnel



In December 2008, the European Commission decided to reserve €671.8 million for studies and works on the Italian-French common section for the 2007-2013 period. The actual payment of these funds depends on the capability of both beneficiaries to respect the project deadlines indicated in their submission for TEN-T co-financing.

In order to carefully follow-up the spending of scarce resources of the present financial perspective, the Commission carried out a Mid-Term Review of all multi-annual co-funding decisions for 2007-2013. It was found that important delays occurred compared to what was foreseen in the Lyon-Turin co-funding decision. In view of this, conditions were formulated to extend the period of eligibility up to the end of 2015 in order to make use of the allocated budget (conclusion of a new treaty, approval of the preliminary design by both countries, and start of the works at La Maddalena). Given the very complicated situation, the Commission allowed additional time to meet the conditions.

Cooperation between France and Italy is gaining new impetus from the 2012 Agreement, signed by the two Governments on 30 January 2012 and amending the 2001 Treaty of Turin. This new agreement lays down the alignment as well as the relative share of the costs to be borne by each country. In addition, it also establishes detailed rules on the public promoter for the works phase of the common section. The Agreement is currently in the process of ratification in France and Italy.

#### 1.2.3. Italian section – access routes from Turin to the common section

As provided for in the 2012 Agreement, the Lyon-Turin project will be implemented in phases in order to reduce costs. This means that on the Italian side, in the first phase only the base tunnel, the Susa station and a short stretch

(2 km) of the Orsiera tunnel will be built. The new line will then exit the mountain and connect to the historic line at Bussoleno. The rest of the Orsiera tunnel would only be built at a later stage.

Cost savings for this phasing of the works range from 15% to 18% as compared to the original project with the complete Orsiera tunnel. The drawback of these solutions is the lower capacity of the existing line between Bussoleno and Avigliana, which is about 20% below the capacity of the new line.

### 1.3. The Italian Observatory

The work of the Observatory for the rail link Turin-Lyo' started in December 2006 in response to opposition to the project by citizens of the Valley of Susa. The Observatory, chaired by Mr Virano, was successful in establishing an inclusive process after a period of fierce confrontation. The Observatory Phase I ended its activities according to schedule at the end of June 2008 by proposing a new alignment in the Susa valley. In the following two phases the Observatory continued its technical work with representatives of all interested parties during the elaboration of the preliminary project. The third phase of the Observatory was concluded on 30 June 2010 with the handover to authorities of the preliminary project for the line on Italian territory up to Turin.

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In the fourth phase (from July 2010 onwards) the Observatory developed the concept of phasing the works, i.e. postponing the construction of the Orsiera tunnel in the Susa Valley and instead interconnecting the new railway line with the historic line at Susa. Furthermore, the Observatory oversaw the elaboration of the cost-benefit analysis which was presented by the Italian Transport Minister on 26 April 2012.

In the reporting period, Mr Virano continued his efforts to communicate the project to the local population, notably the future works on the La Maddalena exploratory and access tunnel at Chiomonte. In the CIG on 6 July 2011, Mr Virano explained that of the 14 municipalities affected by the project, at present only four were opposed and ten were in favour of the project.

Despite this clear majority in favour of the project, a small yet determined group of opponents continued to stage violent protests throughout the summer of 2011, culminating at one point in leaving 200 hundred police injured. Criminal as well as civil liability charges have been brought against the demonstrators and are still pending in the courts and tribunals of Turin.

As the project stands now – further to the signing of the 2012 Agreement – the only two municipalities actually affected by physical changes (both by the project itself and the ensuing construction sites) are Chiomonte and Susa.

Chiomonte is the location of the Italian descending shaft, which will become one of the four access points of the base tunnel for safety and rescue purposes (the other three are in France).



*The future international station at Susa*

Susa will serve as the exit/entrance point for the base tunnel on the Italian side and host the Italian construction site for the main works. This site is established on an area already affected by an Autoporto and a Drive Safe driving track.



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This area, once fully implemented, will house all the technical equipment (maintenance, control room, electrical substations, etc.) and the new international passenger station. These two municipalities, the only two truly touched by the new line, are two of the main towns and have always been present in the Observatory and have always been proponents of dialogue in all institutions.

#### 1.4. Renewal of the Treaty of Turin

On 30 January 2012, after three years of intensive negotiations, France and Italy signed a new bilateral agreement on Lyon-Turin. This Agreement amends the Treaty of Turin of 2001 and provides rules on these matters:

- the future promoter of the civil works on the common section, who will succeed the current promoter LTF and whose seat will remain in Chambéry, with a branch office in Turin;
- the alignment of the new railway line, which takes into account the changes on the Italian side, as well as the phasing of the project;
- the distribution of costs between Italy and France as regards the works of the first phase, of which 42.1% will be borne by France and 57.9% by Italy, after deduction of the co-financing provided by the European Union;
- the principles of measures promoting modal shift in the Alps;
- the new governance structure of the project, including the role of the European Commission.

As regards the last point, in the new structure of the future project promoter the Commission will be represented in the Administrative Board where it will participate “de plein droit”, thus able to exert a level of control commensurate with the level of co-financing from the EU funds.

#### 1.5. The Lyon-Turin Corridor Platform (CPLT)

At a stage when the project of a new railway link Lyon-Turin is entering into a new phase and with the historic line becoming fully operational after several years of renovation and up-grade, the time has come to step up the efforts to manage the whole corridor (existing line + new railway link + road passage). This is done by bringing together all stakeholders involved in the planning and management of this important transport infrastructure in order to plan, coordinate and supervise the actions to be taken in the coming years.

After the first meeting in Brussels on 19 May 2011, the second meeting of the CPLT was held on 6 March 2012 in Chambéry. Under the chairmanship of the Coordinator, the key players of the Lyon-Turin corridor discussed the state of the project, the progress made since the last meeting and agreed on the way ahead. The CPLT comprises the European Coordinator, the European Commission, the national, regional and local authorities of the two Member States concerned, France and Italy, the railway managers and operators, the current promoter LTF, the Observatory, and the organisations representing the interests of industry and of the future users, such as Transalpine and Transpadana.

The main points of the meeting were the adoption of the 2012 Agreement by France and Italy and the reopening of the Mont Cenis rail tunnel. The Coordinator called on the two Governments to swiftly proceed with the ratification of the Agreement and to quickly set up the new project promoter. The CPLT fully agreed with the Coordinator that all possible measures should be taken in order to use a maximum amount possible of the funding offered by the European Union.

As regards the historic line, the infrastructure managers RFF and RFI committed themselves to resolving all open issues in order to be able to assure the full reopening of the Mont Cenis tunnel by end of May 2012 at the latest.

The CPLT's main objective will be to establish an action plan and to coordinate and supervise its implementation over the coming years. The action plan will, first of all, list all measures necessary to complete the new railway link and to put it in operation. Furthermore, it should contain the measures necessary to ensure an optimal functioning of the existing line (combined transport; rolling motorway; passenger services).

The CPLT is presided by the European Coordinator. Working groups will be established as necessary in order to carry out the necessary technical work. These will work independently under the chairmanship of one CPLT member and regularly report to the CPLT.

## 1.6. Existing line between Lyon and Turin

The historical line between Lyon and Turin is a piece of infrastructure dating back, for the largest part, to the 19th century. The main bottleneck is the 14 km long Fréjus railway tunnel (also called the Mont-Cenis tunnel), which opened in 1871. The antiquated gauge of the tunnel adds to a series of other challenges on this line, such as the high gradient, the high altitude and harsh meteorological conditions in winter and quick wear of wheels and brakes of rolling stock in all seasons.

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Over the past few years extensive works have been carried out independently by Italy and France on their respective sections of the tunnel in order to enlarge the tunnel profile and to modernise the electrical installations, including communication and signalling. The works were completed in December 2010 and the tunnel was expected to reopen in January 2011.

Despite the efforts of both sides and after several meetings by the experts from both sides, the Italian infrastructure operator RFI, responsible for the operation of the entire tunnel, declared itself still unable to give the green light to a full opening of the tunnel.

Only later and after the commitment of RFI and RFF at the Corridor Platform of 19 May 2011, was the root of the problem analysed, which lies in the different approaches applied by France and Italy when renovating the tunnel. The Italians had lowered the tunnel base by 50 to 80 cm in order to achieve the new profile plus a comfortable margin. This was done on the basis of a detailed plan with exact geographic coordinates (base absolute). The French had lowered the tunnel base to a much smaller extent, but had enlarged the upper part of the tunnel where necessary and moved the two tracks closer together. At critical points the tracks were realigned to achieve the required profile. This was done on the basis of locally defined markers and reference points (base relative). For RFI, responsible for the maintenance of the whole tunnel, it was impossible to carry out this work without having the exact coordinates of the newly aligned tracks.

On 27 July 2011, the two sides agreed to a pragmatic solution: SNCF would take over responsibility from RFI for the maintenance of the tracks on the French part of the tunnel until the complete technical documentation is submitted to, verified and approved by RFI. This solution was formalised by all parties on 5 September 2011 through signing an amendment to their Agreement of 2007. On 15 September 2011, the tunnel was provisionally reopened to two-way traffic at reduced speed.

During the following months the verification was carried out, which required a realignment of certain parts of the tracks. These works, partly delayed by the meteorological conditions of the winter months, were only finished in spring 2012.

Since the beginning of June 2012 the whole section of the historic line between Lyon and Turin is open to two-way traffic using the enlarged gauge at normal speed.

### 1.6.1. Development of the Alpine rolling motorway

At the end of 2003, France and Italy started an experiment with a rolling motorway service of 175 km between Aiton (FR) and Orbassano near Turin through the Fréjus tunnel. The service is operated by Autoroute Ferroviaire Alpine/Autostrada Ferroviaria Alpina - AFA, a subsidiary of SNCF and Trenitalia.

This service transports lorries and semi-trailers by rail. It differs from other rolling motorway services in that every wagon is loaded individually, allowing the transport of unaccompanied semi-trailers. Due to the limited profile of the Mont-Cenis rail tunnel, the service could only be used for certain types of semi-trailers, especially tankers, in the past. With the works to widen the profile of the Mont-Cenis tunnel complete, the transport potential of the AFA has been doubled and the operator plans to increase the number of vehicles from 25,000 in 2010, to 100,000 by 2015. This would include the setting up of new services possibly reaching even the Paris region. However, in the current climate



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of the economic crisis these plans have been put on hold for the time being.

AFA is thus the first and main beneficiary of the full reopening of the Fréjus rail tunnel. Two months after the re-launch of the service for the wider loading profile, GB1 semi-trailers requiring this profile account already for 25% of all transported units. The overall loading factor for the period January to September 2012 has been 84%.

#### 1.7. Turin-Milan-Trieste section

The sections along the Turin-Milan-Trieste part of the project are either in advanced stages of construction or planning. The high speed Torino-Milan section is complete and has been operational since 2008. Work on the upgrading and new construction of rail lines between Milan and Venice is proceeding. The Milan-Treviglio section is in operation, as is the Padova-Venice section. The Brescia-Verona section is still in the phase of preliminary design and is not expected to be complete before 2020. The other sections are in varying stages of planning.

Works on the section between Treviglio and Brescia started in May 2012 and are expected to finish in 2016. Concerning the Venice-Trieste section, the preliminary project for the four sub-sections was published at the beginning of 2011 and has since been in public consultation. Obviously, east-west traffic is just as vital as north-south and south-north traffic and both can serve as back-up options for each other. It is therefore important that this section does not fall behind schedule for the competitive position of the Italian north Adriatic ports (Venice, Monfalcone and Trieste among others) and of course for their hinterland which is much broader than the Veneto and Friuli Venezia Giulia regions.

#### 1.8. Trieste-Divača/Koper-Divača

##### 1.8.1. Trieste-Divača

Currently, there is no credible rail alternative in the east-west direction on this part of the Priority Project. Its development is fundamental to enable a decrease in growth of freight traffic by road, and increasingly to capture a significant part of the traffic that is handled through the ports of Trieste and Koper, but equally of other north Adriatic ports.

The Italian and Slovenian governments jointly set up an Intergovernmental Commission for the Trieste-Divača section, which met for the first time in December 2007. In December 2008, the European Commission decided to allocate nearly €51 million for the study and design of the Trieste-Divača section. As proposed in the Mid-Term Review of 2010, the project documentation should be finished by the end of 2015, after which construction works on the optimum alignment can start.

It is essential to establish a common Italian-Slovenian structure for the cross-border section between Trieste and Divača. On 12 October 2010, Italy and Slovenia formalised their agreement to obtain the project documentation for the new Trieste-Divača railway link and on the modalities to be applied, notably the establishment of a common promoter for the project with its seat in Trieste. The statutes setting up the future promoter in the form of an EEIG (European Economic Interest Grouping) were at last agreed on 3 July 2012 between Italy and Slovenia. They provide for the seat of the promoter in Trieste and for two directors, one nominated by Italy and one by Slovenia. The statutes also provide for the European Commission to take part in the meetings of the Members' Assembly.

Concerning the alignment the situation is as follows: A first alignment parallel to the coastal line was developed at feasibility study level in 2008. However, the study showed that this alignment would have resulted in a considerable impact as far as karst geology and hydro-geology were concerned and, for this reason, Italy proposed to abandon it. In January 2011, agreement was found on a new alignment which runs through the karst highland in places where the presence of underground caves is comparably lower compared to the 2008 solution.

For this new alignment, known as the "high corridor", three different solutions were studied on the Italian and Slovenian side, all running not far from the route of the existing railway line which connects Bivio di Aurisina to Opicina,

Sežana and Divača. At the end of June 2011, Italy and Slovenia decided on one optimised alignment for which the preliminary design will be elaborated by the new project promoter.

It needs to be pointed out at this stage that the Trieste-Divača project has considerably fallen behind schedule. The delay occurred in 2011 (compared to the timing agreed between Italy and Slovenia in October 2010) was further exacerbated by the lack of cooperation between the two countries following the de facto resignation of the former Slovenian Government in September 2011. It will thus be necessary to revise the Commission's Financing Decision, given that not all the activities originally planned can be carried out by the end of 2015, and the eligible costs will be reduced.

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### *1.8.2. Koper-Divača*

The modernisation of the existing track is in the implementation phase, for which EU funding out of the Cohesion Fund has been obtained. Works are underway and expected to be finished by mid-2015. For the new line, the project documentation and studies have been prepared, with funding out of the TEN-T budget. Currently, the acquisition of land is almost finished and the environmental impact assessment is on-going. The construction of the first phase is envisaged to be financed with support from the Cohesion Fund. The operational phase of the entire new section is expected to start in 2018.

## 1.9. Divača-Ljubljana-Budapest-Ukrainian border

### *1.9.1. Divača-Hungarian border*

The Slovenian authorities have an extensive plan for upgrading the railway lines along the path of PP6. They are considering several alternatives to realise these investments. A study by the European Investment Bank from spring 2008 seems to advocate a prudent approach and a progressive phasing in network upgrades to accommodate higher speeds and higher capacity.

#### *Divača-Ljubljana; Ljubljana-Zidani Most*

The feasibility study on the improvement of these sections is being prepared and is expected to be finished in 2013. The budgetary provisions have been made and the study is receiving co-financing from the TEN-T budget. The Slovenian authorities and railway companies are working seriously on preparatory works for the Ljubljana railway hub. The feasibility study for this node was finished in 2009. The spatial documentation is under preparation and is expected to be completed by 2015. The Ministry of Environment has been asked to elaborate a national spatial plan.

Works are underway on this section near Košana, where around five km of track, including three tunnels, is being modernised. The works should be finished by the end of 2015.

#### *Zidani Most-Pragersko*

On the Zidani Most-Pragersko section the following projects are in implementation phase:

- Upgrade of the Poljčane railway station: this project comprises the upgrade of tracks and catenaries, renewal of the safety signalling and telecommunication devices, construction of new passenger platform including out-of-level access to the new platform. The project started at the end of 2009 and is expected to be finished by the end of 2013.
- Upgrade of the Dolga Gora-Poljčane railway line: the design documentation has been prepared. The tender documentation for the contractor is currently being elaborated. Works will start in the first half of 2013. The project covers the radical upgrade of the section over a length of 7.5 km, including upgrading of tracks, renewal of the safety signalling and telecommunication devices, modernisation of the catenary, sanitation of dyke and retaining wall, settlement of out-of-level crossings, etc. The implementation is envisaged to be financed with support from the Cohesion Fund.
- Upgrade of the Poljčane-Pragersko railway line: the design documentation for the upgrade of the section is being prepared. The project is co-financed by the TEN-T budget and will be finished in 2012. Upgrading work will begin after the preparation of the design documentation.

#### *Pragersko-Hodoš*

The line from Pragersko to Ormož has now been upgraded, with modernised safety and signalling installations, allowing speeds of up to 120 km/h. The section from Pragersko to Hodoš and further to the Hungarian border has



## Priority Project 6

### ► Railway axis Lyon-Trieste-Divača/Koper-Divaca-Ljubljana-Budapest-Ukrainian border

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not yet been electrified. The electrification and reconstruction of the entire section of 109 km is scheduled to be completed by the end of 2015.

On the Pragersko-Hodoš section a wide range of investments is under implementation and is expected to be finished by 2015. The following investments have already been accomplished: the renewal of the safety signalling and telecommunication devices and the upgrading of some railway stations on the Pragersko-Ormož section; the upgrading of the railway line on the Ptuj-Mekotnjak section of a length of 24 km and the reconstruction of the Hodoš railway station, which includes the building of a new track and platform with out-of-level crossings. Various reconstructions on this section are in progress, such as the upgrading of the Pragersko-Ptuj and Mekotnjak-Murska Sobota sections, totalling a length of 35 km. Five other reconstruction projects on this section are in the public procurement stage with a view to increasing the train speed, including the electrification and the renewal of out-of-level crossings on the above-mentioned section.

Investments are envisaged to be co-financed by European funds. After conclusion of this investment cycle in 2015, the line will ensure inter-alia the increase of train speed up to 160 km/h.

#### *1.9.2. Slovenia-Hungary cross-border cooperation*

Following the Coordinator's intervention, the ministers responsible for infrastructure in the two countries met in late November 2010 to discuss their cooperation on this cross-border section. Several meetings at expert level have taken place since then. A first common project is the electrification of Hodoš station, which will allow use of the electric traction systems of both countries.

Despite these first signs of cooperation between Hungary and Slovenia on this cross-border section, there is still no structured cooperation between the two countries. When meeting with the Slovenian State Secretary in May 2012, the Coordinator pointed this out as a vital component of the efforts to revitalise this part of the corridor. On the technical level, discussions between the two sides have started on how to improve the section in order to allow increasing volume of cargo and passenger traffic. These talks should form the basis for a Letter of Intent signed by the two governments. The Coordinator will follow developments on this point with close interest.

#### 1.10. Developments in Hungary

In November 2010 and again in February 2011, the Coordinator met with the Hungarian authorities and with representatives from the railway infrastructure company.

The Hungarian authorities pursue their prudent and pragmatic policy to save time and money on the upgrading of the alignment of PP6 in Hungary, by phasing in the various works as necessary. Upgrading existing tracks and phasing in new equipment that will allow for higher speeds and higher capacity have priority over immediately constructing new infrastructure.

The official alignment of PP6 in Hungary runs via Hodoš-Boba-Székesféhervár-Budapest-Miskolc-Záhony. No new infrastructure is needed to complete PP6 in Hungary at this stage. The upgrade of existing tracks and adaptations to superstructure would make PP6 a viable route for the medium term at least. East of Budapest there is an alternative to this alignment, running southeast via Szolnok-Debrecen and Nyíregyháza to Záhony.

The Coordinator is of the opinion that an official alignment should not be a straitjacket for any Member State or neighbouring country. He would show well pondered flexibility towards temporary solutions that might be considered for the sake of expediency and costs that would be temporarily too heavy for an economy like Hungary's to bear. Of course, this flexibility would exclude leniency for temporary solutions which, for any reason, are impractical solutions for market players.

On the western side of the Hungarian part of PP6, the upgrade of the section between Hodoš and Boba is now finished. Also in this part of PP6, the Boba-Győr-Budapest line is an alternative to the official alignment Boba-Székesfőhérvár-Budapest. The official alignment runs through hills and needs expensive upgrading work to arrive at a speed of 160 km/h.

## 2. Conclusions and priorities

While important progress was made in 2011/2012 on the two key sections of PP6, the project overall fell even further behind compared to the schedule which Member States committed themselves to in the Memorandum of Zaragoza in June 2010.

Regarding the cross-border section between Lyon and Turin, the long-awaited conclusion of the new Agreement is the most positive development to be reported from PP6 in this period. However, there is the danger that the momentum gained by signing the 2012 Agreement is being lost or at least not fully utilised by the incoming new administration. Important next steps, such as the ratification of the Agreement by the Parliaments of both countries, and the decision by France to start works on the base tunnel at Saint-Martin-la-Porte seem to be held back, to be taken only after the next Franco-Italy summit scheduled for early December 2012. This is a most deplorable situation which leads the Coordinator to conclude that the Lyon-Turin project is not yet beyond the point of no return. The picture is only brightened a bit by the fact that the Enquête Public in France on the access routes has been concluded positively.

The new Italian alignment in the Susa valley is now approved. However, works at the La Maddalena tunnel only progress slowly; partly due to the still fierce opposition manifested at the construction site.

On the historic line, the progress made now with the full opening of the Mont Cenis tunnel for trains using the enlarged loading gauge needs to be translated into a tangible improvement in the operation of the line. To this end the work of the High Level Group should be continued and possibly merged with the work of the newly created Corridor Platform.

On the Italian-Slovenian side, the project is now under way with the adoption of the alignment by both parties, which will be the basis for the preliminary project. Italy and Slovenia have at last agreed on the structure of the EEIG which will manage the project. The elaboration of Preliminary Design needs now to be started without further delay in order not to jeopardise the ambitious timetable of the Commission funding decision.

Events during the reporting period have again shown the considerable difficulties which cross-border sections present for the governments of the Member States concerned. These sections involve a high financial burden while usually having a lower political priority than domestic projects. They also require the cooperation of two countries with often diverging priorities, and there are no predefined structures for cooperation available.

Against this background, the role of a European Coordinator has proven useful and conducive to facilitating communication and cooperation between the countries involved in PP6. The different governments have expressed at numerous occasions their gratitude for the Commission's involvement in this way. It thus became again apparent in this reporting period that a structured approach is the most promising one when dealing with complex infrastructure projects.



# Priority Project 6

► Railway axis Lyon-Trieste-Divača/Koper-Divaca-Ljubljana-Budapest-Ukrainian border

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<p>0 100 200 km</p> <p>Cartography: DG MOVE, October 2012          © EC, DG MOVE, TENtec Information System 2012          © EuroGeographics 2001 for the administrative boundaries</p>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Completed</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; margin-right: 5px;"></span> Completed in 2011</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid green; margin-right: 5px;"></span> Works ongoing</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Works to start between 2012 and 2013</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> Works to start after 2013</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Completion Date</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Priority sections</li> </ul>
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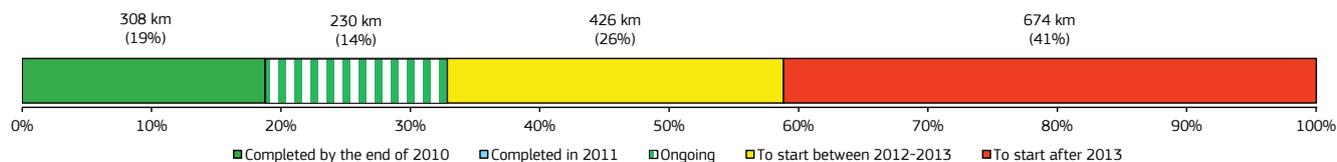


Ongoing and completed projects financed by the 2007-2013 TEN-T Programme (TEN-T support figures refer to the initially adopted Decision)	Member State(s)	TEN-T support (in million)	Project status
Nouvelle liaison ferroviaire Lyon-Turin Partie commune franco-italienne de la section internationale	FR, IT	€671.8	Ongoing
Nodo di Torino, tratta Porta Susa-Stura, progetto prioritario n. 6, rimozione bottleneck	IT	€52.7	Ongoing
Crossborder Railway Line Trieste/Divaca : study and design of the Trieste-Divaca-Ljubljana-Budapest-Ukrainian Border	IT, SI	€50.7	Ongoing
Tratta Ronchi sud - Trieste: Progetto Prioritario 6 - sezione Nazionale	IT	€24	Ongoing
Studies for preparation of approval of the railway line section Budapest - Keleti - Miskolc - Nyiregyhaza	HU	€8	Ongoing
Projet Ferroviaire Lyon - Turin: Etudes des itinéraires d'accès français au tunnel de base	FR	€7.6	Ongoing
Completion of final design of the Treviglio-Brescia Section, on the Milano-Verona high speed/high capacity line	IT	€6.1	Completed
Projet ferroviaire Lyon-Turin: Itinéraires d'accès français au tunnel de base	FR	€4.7	Completed
Elaboration of the Executive design for upgrading of the section of the railway line Poljčane - Pragersko	SI	€1.1	Ongoing
Working out of preliminary studies for the construction of the new line of high capacity/high speed line Ljubljana – Zidani most	SI	€0.4	Ongoing
Working out of preliminary studies for the construction of the new line of high capacity/high speed line Divaca - Ljubljana	SI	€0.4	Ongoing
<b>TOTAL</b>		<b>€827.4</b>	

PP 6

#### Completion status of works (km)

Total length = 1,638 km







PP 6





Data cut-off: 31 October 2012 (please note that this report does not contain any financial data)

Contact details:

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Sector B.1.001 – Open Method of Coordination: TENtec & Innovation

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**Trans-European Transport Network Executive Agency**

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