

**ASR 2020 - 2014-EU-TM-0401-M**

**Annex 2.3**

**Description of the activities' progress in the previous reporting period**

**a) Actual progress of the activities in relation to the forecast**

**Activity 1 – TELT Administrative costs for studies**

Activity ended; according to Grant Agreement, the Project management is allocated to activity no.6 as of January 1<sup>st</sup> 2018.

**Activity 2 - Monitoring and follow-up of the descending shafts**

In 2019, only the access tunnel of Villarodin-Bourget/Modane was concerned by this activity. This is therefore to ensure the supervision, the maintenance of the civil engineering and the equipment.

**Activity 3 - La Maddalena exploratory activities**

Meanwhile the construction site is completed and waiting for the beginning of the construction of the interchange niches, further activities in support of law enforcement and maintenance of the Maddalena tunnel will go on.

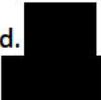
**Activity 4 - Exploratory activities from the foot of the Saint-Martin-La-Porte access tunnels**

**The Saint-Martin-la-Porte exploratory tunnel**

During 2019, works have been completed on the following parts:

- Part 2 completed with the Tunnel Boring Machine (TBM),
- Part 3b completed using the traditional method.

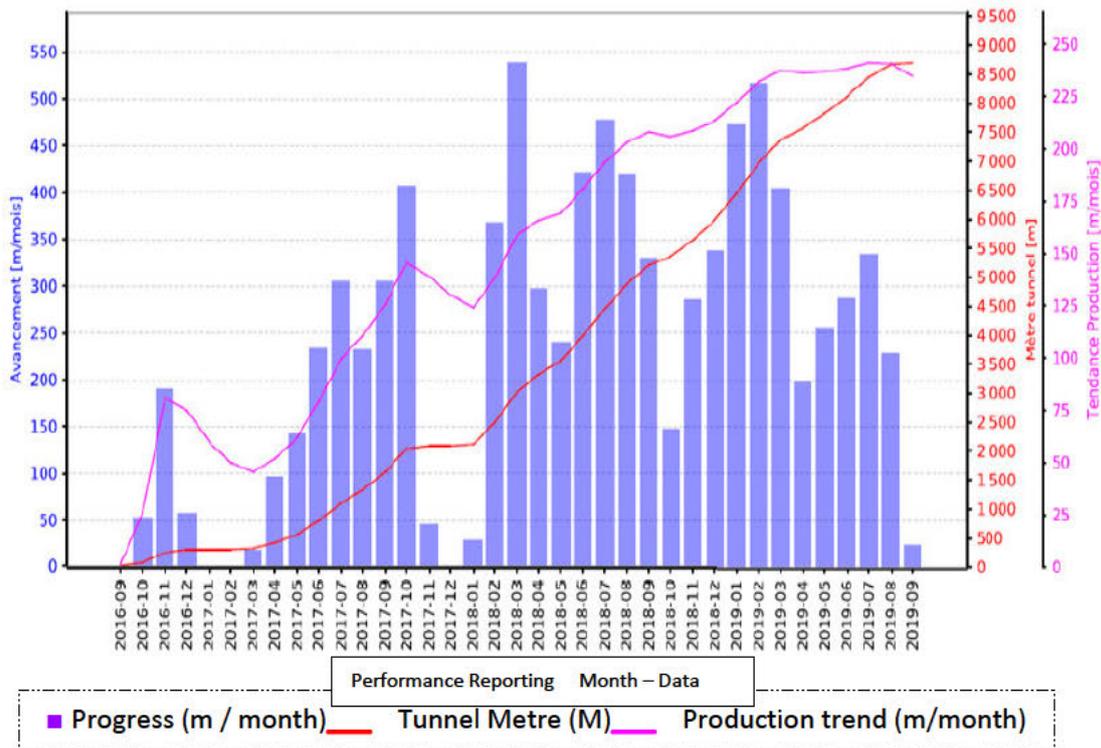
**Work progress on part 2 (TBM)**

At the end of December 2018, the TBM had completed 5,981 m on this part. In September 2019, the TBM broke through (arriving at the foot of the La Praz shaft) after having reached 8,700 m. The linear distance completed in 2019 is therefore 2,719 m. Thus, the excavation of part 2 is now completed. 

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The following chart summarizes the TBM progress since its launch :



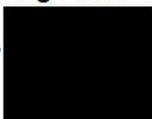
Works progress on part 3 (traditional method)

The excavation of the “coal” front on part 3b encountered complex geological conditions at the beginning of 2018. The front was located at kilometric point (kp) 10 + 410 at the beginning of December 2018 where it was reached in small section.

At the end of 2019, the front reached the kp 10 + 484 in full section (final clearance).

A counter attack was launched on 30 October 2019 from the kp 11 + 469. This front reached the kp 11 + 424 at the end of 2019, i.e. 45 meters achieved.

The average monthly rates observed for full-section excavations range between 0.6 and 0.8 m/day. At the end of 2019, 940 meters had still to be excavated on part 3b.



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#### **Activity 5 - Final modifications of the reference design**

This design phase has been completed in April 2017 on the Italian side and in December 2018 on the French side.

Although at 31 December 2018, the studies were completed, by the, the French administrative procedures requested additional information in 2019.

This activity also provided an opportunity to draw lessons from the progresses of the geological investigation activities. This positive feedback, which was included into the specifications for the French lots of the Mont-Cenis Base Tunnel, was provided to bidders in September 2019.

This activity concerning the “final review of the reference project” was successfully completed in December 2019.

#### **Activity 6 – TELT Administrative costs for works**

The main purpose of this activity is to provide support for several activities, in particular:

- The support of the operational activities (Finance, HR, Communication, Legal, Risk Management and IT) ;
- The preparation of tender calls for the definitive work ;
- The studies carried out within the framework of the conventions agreed with the different infrastructure managers [REDACTED] ;
- Certain specific environmental procedures: tree clearing, preventative archaeology, implementation of the compensatory environmental measures (fauna, flora, human activities).

The execution of the project management activity necessitates an adequate dimensioning of the TELT structure.

Staff reached a workforce of 165 people at the end of December 2019.

Important investments have been made to allow the company to modernise operations: in particular, a big effort is made in the Information Technology area (implementation of a SAP ERP, applications for business reporting and business intelligence ...).

#### **Activity 7 - Release of the land acquired for public purposes and demolitions**

With regard to demolitions, a first wave of work was launched in January 2019 and was completed in September 2019. In this period, 28 lots were deconstructed throughout the Saint Jean de Maurienne basin (buildings and residential houses, buildings and warehouses, garages [REDACTED]).

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#### **Activity 8 - Utilities diversions in France**

In 2019, the main agreements and work concerning utility diversions concerned:

- The diversion of the [REDACTED] 63 kV Aussois-Terres Froides electric power line: after consultations, the initially planned route (05 June 2019) was modified and this resulted in an amendment that will be submitted to the Contract Committee;
- The diversion of the [REDACTED] 42kV-63kV and 150kV electric power lines in the Saint-Jean-de-Maurienne basin: work started after work agreements were signed on 21 December 2018 and 19 December 2018 respectively;
- The diversion of an [REDACTED] electric power line at the Illaz site (Saint-Julien-Montdenis): first studies agreement signed on 17 January 2019 and agreement for the detailed study signed on 03 December 2019.
- Enedis 20 Kv Frejus line diversion; this work is being carried out on a part of the route planned for the diversion of [REDACTED] 63 KV Aussois Terres Froides line.
- In 2019, 10 agreements on network diversions were finalized/signed.

#### **Activity 9 - Utilities diversions in Italy**

In 2019, the following agreements were signed concerning network diversion within the meaning of the CIPE resolutions No.s 19/2015 and 67/2018 – Construction Lot 1:

- Agreement with [REDACTED] for the final project and the environmental impact study for the future relocating of the [REDACTED] in Buttigliera Alta and Cesana Torinese.
- Agreement with [REDACTED] for the diversion of networks between the [REDACTED] connections called “Piedmont-Savoy” and the transfer of the Autoport for the diversion of networks with the railway infrastructure, on the territory of the villages of San Didero and Bruzolo (To).
- Agreement with [REDACTED] for the executive design and works for the purpose of the [REDACTED] networks diversion.

Concerning network diversion activities, the following work started during the year:

- Diversion of networks between the [REDACTED] connections called “Piedmont-Savoy” and the transfer of the Autoport on the territory of the San Didero and Bruzolo villages (To [REDACTED])

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- Development of the new 15 kV electric power line linking up the Chiomonte and Susa power plants and definitive dismantling of the 50 kV “Chiomonte-Susa” overhead line interfering with the TELT construction site.

#### **Activity 10 - Chiomonte Interchange**

In 2019, the approval procedure for the interchange executive project launched on 27 July 2018 was completed and the call for tenders was launched by [REDACTED] on 15 November 2019.

The construction work agreement was signed with [REDACTED] on 30 November.

#### **Activity 11 – Relocation of A32 Autoport**

During 2019, the executive autoport project was submitted to administrative bodies as part of the necessary approval procedure. The agreement for construction work was signed with [REDACTED] on 23 December 2019.

#### **Activity 15 - Avrieux shafts**

2019 was first marked by an increase in works management support activities then by the concluding phase of the tender notifications’ analysis.

#### **Activity 16 – Villard Clément cut and cover**

In 2019, work on this site has been intensified with the completion of the temporary relocation of departmental road 1006 (August 2019) and the temporary relocation of the motorway (November 2019).

#### **Activity 17 – Electric connection for French worksites**

During 2019, agreements on electric power supply to construction sites, and required to ensure the overall schedule timetable is met, moved forward and in particular:

- Creation of the 63-20 kV electric substation to supply the Operational Worksite 5 with the project ownership carried out by the Villarodin-Bourget Electricity authority: amendment No. 2 that will be submitted to the contracts committee in early 2020 [REDACTED]

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- Electric power supply to Operational Worksite 8 for a power level of 5.8 MW: agreement signed with [REDACTED] on 18 February 2019.
- Electric power supply to the La Praz worksite: the work took place in 2019. All that remains for 2020 is finishing work that has been postponed at the request of the Town Hall but this will not have any impact on TELT's overall schedule.
- Electric power supply to Operational Worksite 5a at the level of the Avrieux shafts: the agreement was signed on 30 December 2019.

#### **Activity 21 – Maddalena-Susa (o.w.3-4)**

The tender for the Project Management contract for the Operational Worksite 3-4 has been completed.

The contract was awarded to [REDACTED] on 18 October 2019.

On 05 July 2019, the procurement notice for the Base Tunnel work on the Italian side was published along with the procurement notice for the works to reuse excavated materials.

#### **Activity 22 – Maddalena interconnecting Niches (o.w.4A)**

In December 2019, the Maddalena Inteconnecting Niches works' contract was awarded to the [REDACTED]

#### **Activity 27 – St Jean de Maurienne (SNCF-R) (o.w.9B)**

In 2019, works financing agreements for road accesses to the Hermillon site and the Villargondran / TELT/ [REDACTED] tripartite agreement on modifications to the road system and networks managed by the municipality came into effect.

As part of the financing agreement No. 5, [REDACTED] intensified the work initiated at the end of 2018, with the start and completion of work on the Reses embankments at the end of December 2019.

At the Saint Jean de Maurienne site, earthworks and structural work on the future building intended to house the computerized control cabin for the historic line was also completed in 201 [REDACTED]

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In addition, structural work on [REDACTED] technical buildings was started (2 buildings for railway telecommunications facilities, one to house the historic line maintenance crews and one to store the equipment required for maintenance work). On this site, work has been completed on one of the two Telecom buildings and structural work has been completed on the other [REDACTED] technical buildings. At the St. Avre site, preliminary work for the construction of the new control cabin has started and structural work is in progress for this building (basement, walls and partitions have been completed). Work has been carried out on the equipment to access the future tracks required for freight traffic. On the Hermillon site, security work is in progress for the material loading site.

#### **Activity 28 – St Jean de Maurienne (TELT) (o.w.9C)**

The demolition works have been completed at the end of September 2019.

#### **Activity 29 – Trimet and Villargondran dams (o.w.9D)**

Works on the "Trimet" and "Villargondran" dams has started.

#### **Activity 31 – Management of excavated materials -Italy (o.w.10)**

During 2019, the main activities carried out were as follows:

Drafting of the executive project for the Torrazza rail connections;

- Drafting of an alternative study on excavated material transportation to Torrazza Piemonte at the request of the municipality, including a study establishing the feasibility of transport by rail.
- Completion of the call for tenders and analysis of bids to provide project management services for the reuse of excavated materials on the Italian side;

Activities concerned both production sites (Susa, Bussoleno, and Interconnection) and destination sites (Caprie and Torrazza).

#### **Activity 32 – Management of excavated materials –France (o.w.11)**

Part of 2019 was dedicated to setting up agreements with sites that could take excess materials from future base tunnel work on the French side [REDACTED]

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This approach was based on the conclusions of the study launched by the Savoy Prefect in 2016 led by [REDACTED] and which sought out sites to take the materials from TELT's work that could ensure optimal reuse of these materials. This study was submitted to TELT at the end of 2018 identifying several quarry sites, some of which can be accessed by train that could take backfill materials to be used in the reclamation of these sites.

Thus, several agreements were initiated in 2019, the most advanced of which concerns a minimum volume of 750,000 tonnes of inert materials.

The preliminary study agreement for the creation of the Illaz branch line (ITE) was signed on 27 March 2019 between TELT and [REDACTED]

**b) New task during the period of reference**

Not applicable [REDACTED]