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PROJET DE NOUVELLE LIGNE FERROVIAIRE ENTRE LYON ET TURIN

Réponses conjointes de l'Agence CINEA et de la DG MOVE à la Commission européenne faisant suite aux questions posées par Gwendoline Delbos-Corfield, députée européenne Groupe Verts/ ALE au Parlement européen.

Gwendoline a rencontré la directrice de l'Agence exécutive européenne pour le climat, les infrastructures et l'environnement (CINEA) et ses services en mars 2023 au sujet du Lyon-Turin. Elle a ensuite rencontré les services de la Direction générale de la mobilité et des transports (DG MOVE) de la Commission européenne en mai 2023.

Pour confirmer et compléter les informations obtenues à l'oral, Gwendoline a adressé deux courriers comprenant des questions écrites relatives au projet de nouvelle ligne ferroviaire entre Lyon et Turin à CINEA ainsi qu'à la DG MOVE.

Vous trouverez ci-dessous les questions posées suivies des réponses conjointes de la DG MOVE et de CINEA reçues par Gwendoline. Des réponses qui « ne constituent pas la position officielle de la Commission, mais plutôt des informations partagées de manière informelle par les services de la Commission ».

1. Quel est le rôle du DG MOVE/CINEA dans l'avancée et la gestion du projet de nouvelle ligne ferroviaire entre Lyon et Turin ? Comment supervisez-vous l'avancée et la gestion du projet ?

The European Commission coordinates the completion of the TEN-T Network with a special focus on the core network corridors. The European Coordinator for the Mediterranean Core Network Corridor participates in meeting of the Inter-governmental Commission Lyon-Turin (CIG), maintains contacts with Ministries responsible for project's implementation in France and Italy. The European Commission participates as an observer in TELT Boards to monitor progress in project's implementation. It also maintains regular contacts with CINEA and discusses the spending profile of applicable grant agreements.

CINEA is responsible for the following tasks:

- Selection for funding of the best proposals following the principles of transparency, objectivity and equal treatment.
- Close monitoring of the project portfolio, including mitigation of potential risks.
- Dissemination of project results, success stories and funding opportunities.
- Identification of potential synergies between sectors and programmes.
- Feedback to policy through the provision of timely and comprehensive information to the Commission's services in support of their policy.

2. Le CEF/MIE est-il la seule enveloppe européenne pour les financements européens du projet ? Existe-t-il d'autres enveloppes européennes pour le financement du Corridor méditerranéen et pour le projet de nouvelle ligne ferroviaire entre Lyon et Turin ?

Other European funds such as the European Regional Development Fund or Recovery and Resilience Facility can also be used to co-finance railway transport infrastructure between Lyon-Turin. It is a decision of each Member States on how to program and which European fund to use on different priorities.

3. La DG MOVE participe-t-elle encore aux discussions sur le choix des accès du projet de nouvelle ligne ferroviaire entre Lyon et Turin et dans quelle mesure ? La DG MOVE est-elle impliquée auprès des gouvernements français et italiens d'une manière ou d'une autre.

Yes, the European Commission participates in meetings of the CIG and have contacts with both Ministers/Ministries. The Commission looks at compliance of accesses with the standards of the TEN-T Regulation. The decision on the exact and final alignment belongs to each Member State.

4. CINEA a-t-elle son mot à dire dans le choix des accès, leur tracé, leur financement

No, this is up to the Member States.

5. Pouvez-vous nous expliquer plus clairement comment se déroule l'expertise du projet ? Comment les experts sont-ils sélectionnés et sur quels critères? Comment leur indépendance est-elle garantie ?

Projects submitted by Member States, for CEF co-financing, are first evaluated by independent external experts. Proposals which meet the eligibility criteria and formal requirements specified for a call are evaluated on the basis of the criteria defined in the relevant work programme and call texts.

Guidance on how to assess each individual criterion is provided by CINEA. A list of proposals recommended for funding is then prepared by the European Commission on the basis of the evaluation by the external experts. Successful applicants are then invited by the Agency to prepare and sign the individual grant agreements.

CINEA maintains a database of experts willing to evaluate projects. For each call, CINEA selects a pool of experts. Experts are chosen on the basis of their professional experience, but the objective is also to ensure that additional criteria, such as appropriate geographical and gender balance, are fulfilled. Before allocating projects to individual experts, CINEA assess the information submitted by the expert and in particular his/her CV to ensure there is no apparent conflict of interest. Experts have to sign an absence of conflict of interest declaration.

More information can be found at the following website:
Application and evaluation process (europa.eu)

6. Quelle est la grille d'analyse des experts ? Quels sont leurs différents critères d'analyse ?

In addition to the admissibility and eligibility check, financial feasibility, cost-benefit analysis, the experts evaluate each proposal against 5 criteria: priority and urgency, maturity, quality, impact, catalytic effect.

7. Dans quelle mesure les questions environnementales sont-elles prises en compte dans l'analyse du projet ?

Each project submitted for CEF co-financing has to be preceded by meticulous planning including feasibility studies, permit procedures, environmental assessments in line with applicable EU and national legislation, public consultations.

8. La DG MOVE/CINEA peut-elle refuser le financement d'un projet à fort bilan carbone ou impact environnemental ?

Yes.

9. Nous avons été alertés au sujet de multiples atteintes à la ressource en eau. Considérez-vous qu'il est de votre rôle de mesurer ce type de répercussions sur le territoire ?

No, it is the role of the competent national authorities to ensure that projects are implemented in accordance with the permits and authorisations delivered.

10. Considérez-vous qu'il est de votre rôle d'évaluer la viabilité du projet ?

As part of the application file, applicants need to submit socio-economic data and analysis demonstrating the economic viability of the project. This information is used during the evaluation process of the projects.

11. Le coût du projet ne cessant d'augmenter, la DG MOVE s'interroge-t-elle sur son coût élevé ?

The real cost of a project cannot be based on an initial design study or a mere political project. Only after assessment of all environmental impacts, the performance of detailed design studies, the analysis of risks and the calculation of the ensuing costs, can reliable figures be established so that the project in question will have an established and solid figure that can be used for comparison during the different stages of the project. Often changes in scope are integrated, for instance upon explicit request by the local population and authorities.

Once the design studies were completed, the cost of the tunnel was assessed by an independent auditor at €8.3b (certified in 2012). Obviously, this amount needs to be adjusted based on the overall increase in the level of prices. The last estimated and certified cost for the construction of the cross- border section, including the base tunnel, is € 9,630 billion.

12. CINEA peut-elle refuser le financement d'un projet trop coûteux ?

Yes, based on the judgement of independent experts and the entire evaluation process of the submitted proposals.

13. Qui contrôle la bonne gestion et la bonne utilisation de l'argent européen attribué ?

The European Commission has delegated this task to the European Climate, Infrastructure and Environment Executive Agency (CINEA).

14. Quel est le montant de l'enveloppe totale du CEF/MIE pour la période 2021-2027 ?

CEF 2021-2027 is aimed at supporting investment in key projects in the areas of transport, digital and energy infrastructure with an overall budget of €33.71 billion. The budgets for each sector are:

- transport: €25.81 billion (including €11.29 billion for cohesion countries)
- energy: €5.84 billion
- digital: €2.07 billion

15. Quel est le reliquat de l'enveloppe 2021-2027 ?

Out of the €25.81 billion allocated to transport, approximately €11 billion have been already awarded through 2 CEF calls for proposals.

16. Quel est le coût estimé du projet de nouvelle ligne ferroviaire entre Lyon et Turin ? La DG MOVE/CINEA possède-t-elle une estimation actualisée des coûts prenant en compte l'augmentation des coûts des matériaux de construction et l'inflation ?

With regard to access lines, DG MOVE is aware about the following figures:

The last estimated and certified cost for the construction of cross-border section, including the base tunnel is € 9,630 billion.

France, costs of access lines will depend on the exact alignment and technical characteristic of future railway line based on the existing DUP. The following estimation can be provided.

- scenario "dominante fret": € 4.8 billion
- scenario "fret grand gabarit" € 6.7 billion
- scenario "mixte" € 5 billion

Italy

- Bussoleno-Avigliana modernisation of the historical line € 200 million.
- new line Avigliana-Orbassano (including freight station in the RRT) € 1.7 billion.

17. Sachant que ni la France ni l'Italie ne font partie des Etats relevant de la politique de cohésion; quel est le montant maximum auquel le projet peut prétendre sur l'enveloppe CEF/MIE ?

There is no pre-defined amount per project as CEF is managed on the basis of competitive call for proposals.

18. Combien d'autres projets sont-ils éligibles au programme de financement CEF/MIE ?

Projects situated on the TEN-T core and comprehensive network are eligible for CEF co-financing as long as they fulfil the criteria of CEF call for proposals, published by CINEA. On the following website, you can find all relevant information concerning eligibility for the last CEF 2022 call:

2022 CEF Transport Call (europa.eu)

19. L'Ukraine est désormais associée au Mécanisme pour l'interconnexion en Europe (MIE). À la suite de la signature, le 6 juin, de l'accord d'association de l'Ukraine au programme de financement MIE ; le montant de l'enveloppe totale du CEF/MIE sera-t-il réévalué ?

The possibility of association of third countries to the CEF programme is stipulated in the Article 5 of the CEF Regulation (Regulation 2021/1153 of the European Parliament and of the Council). Based on the association treaty which foresees the participation of Ukraine in EU programmes (Protocol III), Ukraine requested the association in 2022 and the respective agreement was signed in June 2023. As a general rule, the budget of an EU programme will be not re-assessed in the context of association of third countries to an EU programme. Concerning the CEF programme, it is important to note that the scope of the eligible actions in relation with third countries or on the territory of the third countries is significantly limited compared to the eligible action in Member States.

20. Quel est l'état des financements européens pour le projet ?

With regard to the base tunnel:

- Between 2007-2013 : EU funding for studies and preparatory works on the international section. Total costs € 489 million with the final EU funding paid € 235 million.
- In 2014, first CEF grant for the construction of the international section (base tunnel). Total estimated cost of the Grant Agreement 1,915 million with 813 million of CEF contribution.

With regard to access lines, the following projects are ongoing:

- CEF 1
 - o 2019-FR-TM-0255-S-Studies for the realisation of the French accesses to the Lyon-Torino tunnel
- CEF 2
 - o 21-IT-TG-PFD-AviO - Lyon-Turin Base Tunnel Access: Preliminary and Final Designs of the Avigliana-Orbassano Line
 - o 22-EU-TG-RE-AVIBUS-TELT-2 - Lyon – Torino base tunnel access: Upgrading of the rail historic line Bussoleno – Avigliana (Grant Agreement not yet signed)

21. Confirmez-vous ces montants ? Confirmez-vous que ni la France ni l'Italie n'ont répondu aux deux appels à financements 2021/2022 et 2022/2023 ? La France et l'Italie ont-elles déposé des demandes pour l'appel à projet en cours ?

The CEF2 Grant Agreements related to Lyon-Turin section are listed above. The next open call for proposals for the general CEF transport will be open end September 2023.

22. Quelles sont les perspectives de financement européen du projet et à quelle échéance ?

Before the submission of a project proposal by France and Italy as well as an independent evaluation of the proposal, DG MOVE is not able to answer this question.

23. Avec les perspectives de financement et pour un budget estimé à (???) , le projet de nouvelle ligne ferroviaire entre Lyon et Turin peut-il obtenir les financements nécessaires avant 2030 (date théorique de sa livraison) ?

Yes. The construction of the international section is based on 4 Treaties and 3 binational agreements between France and Italy. Financing has to be secured by both states with the support of EU funding.

24. En l'état actuel des financements accordés et disponibles ; les travaux du projet de nouvelle ligne ferroviaire entre Lyon et Turin devront-ils attendre au moins jusqu'en 2029, lorsque les fonds du prochain Cadre Financier Pluriannuel 2028-2034 seront disponibles ?

Concerning the French access lines the answer is yes. The proper construction has to be preceded by a detailed preparatory studies, decision on the alignment and technical characteristic of the future line in compliance with the TEN-T Regulation. Works will start in the next multiannual financial perspective.

25. Quel est le taux de cofinancement européen pour le projet de nouvelle ligne ferroviaire entre Lyon et Turin ? Quels sont les détails de cofinancement par section du projet ? Quel montant et pourcentage à la charge de l'UE ?

The co-funding rate of the current grant agreement is 50% for activities 1 to 5 (studies), and 40% for all other activities (works).

26. Confirmez-vous la possibilité de cofinancement européen de la section transfrontalière à 55% ? Sous quelles conditions ?

CEF can provide up to 50% for projects defined as cross-border. 5% premium is also envisaged for projects managed by bi-national entities like TELT. The final CEF contribution depends anyway on the budget available (per call) and the number of submitted proposals.

27. Comment seront financés les accès français et italiens du projet de nouvelle ligne ferroviaire entre Lyon et Turin ?

By France, Italy and European funds like CEF depending on the proposals for co-financing submitted by France and Italy and their possible selection by the European Commission.

28. En cas d'arrêt des travaux du projet de nouvelle ligne entre Lyon et Turin, l'UE pourrait-elle financer les travaux de modernisation de la ligne existante via le programme de financement CEF/ MIE ?

No.

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