



EUROPEAN CLIMATE, INFRASTRUCTURE AND  
ENVIRONMENT EXECUTIVE AGENCY (CINEA)

CINEA.B - Sustainable networks and investments  
B.3 - CEF Transport: South West Europe, BeNeLux + Innovation, ITS and RIS

### AMENDMENT N° 3 TO AGREEMENT No INEA/CEF/TRAN/M2014/1057372

The **European Climate, Infrastructure and Environment Executive Agency (CINEA)** ("the Agency"), under the powers delegated by the European Commission ("the Commission"), represented for the purposes of signature of this amendment by the [REDACTED] B3 of the Agency, [REDACTED],

on the one part,

and

**1. Ministero delle Infrastrutture e dei Trasporti (MIT)**

Via Nomentana 2

00161 Roma

Italy

hereinafter referred to as "the coordinator", represented for the purposes of signature of this amendment by [REDACTED], [REDACTED]

and the following other beneficiaries:

**2. Ministère de la Transition écologique et de la Cohésion des Territoires (MTECS) -**  
established in France

duly represented by the coordinator by virtue of the mandate included in Annex IV of the above-mentioned grant agreement for the signature of this amendment,

hereinafter referred to collectively as "the beneficiaries", and individually as "beneficiary" for the purposes of this amendment where a provision applies without distinction between the coordinator or another beneficiary,

on the other part,

Having regard to the above-mentioned grant agreement concluded between the Agency and the coordinator on 01/12/2015 as amended on 17/04/2020 and 08/12/2022,

Whereas:

- (1) The coordinator has requested the Agency on 28/09/2023 to amend the above-mentioned grant agreement for the following reason(s): Modify the technical scope of the Action to reflect technical and operational developments, in particular:

- Modify the technical scope of 14 out of 33 activities: AA 8, 9, 14, 15, 19, 21, 22, 23, 24, 25, 26, 27, 28, 33;
  - Add 3 activities (A34, A35 and A36) to the scope of the Action;
  - Reallocate budget between activities, without modifying the total amount of costs and grant;
  - Postpone the end date of the Action by 2 months (from 31/12/2023 to 28/02/2024);
- (2) The measures provided for in this amendment do not affect the award of the Union financial aid.

HAVE AGREED AS FOLLOWS:

## Article 1

- (1) Article 2.2 is replaced by the following article:

**"2.2 The action shall run from 01/01/2014 ("the starting date") until 29/02/2024 ("the completion date")".**

- (2) Article 3 "Maximum amount and form of the grant" is replaced by the following article:

## **"ARTICLE 3 – MAXIMUM AMOUNT AND FORM OF THE GRANT**

**The grant for the action shall be of a maximum amount of EUR 813,781,900.**

**The grant shall take the form of:**

- (a) the reimbursement of the eligible costs of the action ("reimbursement of eligible costs"), which are estimated at EUR 1,915,054,750, according to the following conditions:
- (a1) Reimbursement of 40% of the eligible costs for the direct costs of the following activities: Activity 6, Activity 7, Activity 8, Activity 9, Activity 10, Activity 11, Activity 12, Activity 13, Activity 14, Activity 15, Activity 16, Activity 17, Activity 18, Activity 19, Activity 20, Activity 21, Activity 22, Activity 23, Activity 24, Activity 25, Activity 26, Activity 27, Activity 28, Activity 29, Activity 30, Activity 31, Activity 32, Activity 33, Activity 34, Activity 35, Activity 36, which are
    - (i) actually incurred ("reimbursement of actual costs")
    - (ii) reimbursement of unit costs: not applicable
    - (iii) reimbursement of lump sum costs: not applicable
    - (iv) reimbursement of flat-rate costs: not applicable
    - (v) declared on the basis of an amount per unit calculated in accordance with the beneficiary's usual cost accounting practices ("reimbursement of costs declared on the basis of the beneficiary's usual cost accounting practices") for personnel costs
  - (a2) Reimbursement of 50% of the eligible costs for the direct costs of the following activities: Activity 1, Activity 2, Activity 3, Activity 4, Activity 5, which are

- (i) actually incurred ("reimbursement of actual costs")
  - (ii) reimbursement of unit costs: not applicable
  - (iii) reimbursement of lump sum costs: not applicable
  - (iv) reimbursement of flat-rate costs: not applicable
  - (v) declared on the basis of an amount per unit calculated in accordance with the beneficiary's usual cost accounting practices ("reimbursement of costs declared on the basis of the beneficiary's usual cost accounting practices") for personnel costs
- (b) unit contribution: not applicable
- (c) lump sum contribution: not applicable
- (d) flat-rate contribution: not applicable"

(3) Article 22 is added to the grant agreement as follows:

**"ARTICLE 22 – IMPLEMENTATION OF ACTIVITIES NOT FINANCIALLY SUPPORTED UNDER THE AGREEMENT**

The following activities as described in Annex I shall not be financially supported under the Agreement:

- Activity 14 - N.A..

Costs incurred by the beneficiaries, entities affiliated to the beneficiaries and implementing bodies designated by the beneficiaries in relation to these activities shall not be eligible and shall not contribute to the eligible costs of the action as estimated in Article 3 and to the estimated budget of the action as specified in Annex III. The reimbursement rate(s) specified in Article 3 do(es) not apply to these activities.

The possible costs related to the implementation of these activities shall not be taken into consideration for determining the final amount of the grant in accordance with Article II.25. These activities shall not be taken into consideration for the purpose of Article II.25.4.

By way of derogation from Article II.22, the estimated budget breakdown set out in Table 2 of Annex III may not be adjusted by transfers of amounts to these activities. An amendment may not have the purpose or the effect of transferring amounts to these activities."

(4) Annex I shall read as follows:

## **“ANNEX I DESCRIPTION OF THE ACTION**

### **ARTICLE I.1 – IMPLEMENTATION OF THE TEN-T NETWORK**

The action contributes to the implementation of the:

- the core network
  - Corridor(s): Mediterranean
  - Pre-identified section(s) on the core network corridor(s):
    - Lyon - Torino

### **ARTICLE I.2 – LOCATION OF THE ACTION**

I.2.1 Member State(s): France, Italy.

I.2.2 Region(s) (using the NUTS2 nomenclature): Rhône-Alpes (FR71), Piemonte (ITC1).

I.2.3 Third country(ies): not applicable.

### **ARTICLE I.3 – SCOPE AND OBJECTIVES OF THE ACTION**

The main goal of New Lyon-Turin Rail Link (NLTL) for creating a new rail infrastructure with optimal safety, technological and operational characteristics is to ensure a major axis along the Mediterranean corridor for both passenger and freight traffic.

Among the most important Trans European Transport Network infrastructure projects, the NLTL is indeed the only East-West or West-East passage through the Alps. Once completed, it will improve connection between France and Northern Italy, and link the Iberian Peninsula, North West Italy and South-East of Europe.

The overall objectives of the Action are to:

- Remove a bottleneck along a cross border section. The NLTL will offer a flat route, eliminating the current slopes of around 30 ‰ for freight trains crossing the Alps;
- Fill a missing link along transalpine and European traffic;
- Contribute to EU sustainable development objectives of reducing the levels of greenhouse gases by 20% by 2020 (based on 1990 levels), improving energy efficiency by 20% and reaching 20% of renewable energy in overall energy consumption by 2020. The base tunnel and its access lines will also allow to save the equivalent 3 million tons of equivalent CO<sub>2</sub>, reduce traffic congestion and any other risks on the intra-alpine and transalpine transport;
- Promoting transport efficiency: the flat route will shorten travelling time and reduce operating costs between St Jean de Maurienne and Susa by around 40% with the provision of vertical drop and route conditions similar to flat land railways (eliminating booster locomotives for heavy freight trains);

- Shift from road to rail the crossing of the Alps via the Mediterranean Corridor;
- Create a more favorable environment for private, public or private-public partnership investments.

As indicated in the 2012 binational French-Italian Treaty, NLTL is made of a:

- French section, from Saint-Didier-de-la-Tour to Montmélian (France);
- French-Italian common part, from Montmélian to Chiusa San Michele (Italy);
- Italian section, from Chiusa San Michele to Turin hub.

The Action is located along the cross border section (between Saint-Jean-de-Maurienne and Susa/Bussoleno) of the French-Italian common part. It includes the connection to the existing line in Saint-Jean-de-Maurienne railway station, the Mont-Cenis cross-border base tunnel (around. 57.5 km), Susa valley crossing, interconnection tunnel (approx. 2 km) and the entry into the existing Bussoleno railway station.

The existing line from Maurienne to Susa valley can transport rail traffic, but it is a mountain line, thus severely limiting wide gauge heavy freight, rolling motorway and high speed passenger trains. As a result, the majority of trade is transported by road. From 2002 to 2012, 68% of trade in the Ventimiglia – Tarvisio arch was carried out by road and only 32% by rail. Few roads cross the Alps, thus concentrating heavy vehicles traffic in a few valleys, creating heavy traffic jams during rush hour periods.

The cross border section will have a plain profile with three sections- Saint-Jean-de-Maurienne, Susa plain and Bussoleno – at open air. This is the best technical option to allow minimum inclination compatible with both high speed and mixed rail traffic and shortest alignments with reduced operating costs and travelling times. With the French and Italian section, it is expected to shift of one million heavy goods vehicles per year from road to rail between France and Italy thus considerably reducing environmental nuisances.

The scope of the Action includes studies and civil works. Ongoing studies and geological investigations will be completed, paving the way for preparatory works and the start of main civil works, which will then continue until their completion. Therefore, the Action is an intermediate phase of an overall infrastructure investment in this region.

## ARTICLE I.4 – ACTIVITIES

### I.4.1 Activities timetable

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
1	TELT Administrative costs for studies	01/01/2016	31/12/2017	1, 2
2	Monitoring and follow-up of the descending shafts	01/01/2016	31/12/2021	3, 4, 6
3	La Maddalena exploratory activities	01/01/2016	31/12/2022	5, 7
4	Exploratory activities from the foot of the Saint-Martin-la-Porte access tunnels	01/01/2016	31/12/2023	8, 9, 10, 11, 12, 13, 14, 15

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
5	Final modifications of the reference design	01/01/2016	31/12/2020	16
6	TELT Administrative costs for works	01/01/2018	31/12/2023	17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 259, 262
7	Release of the land acquired for public purposes and demolitions	01/01/2014	29/02/2024	27, 28, 29, 30, 31
8	Utilities diversions in France	01/01/2016	31/12/2023	32, 33, 34, 35, 36, 260
9	Utilities diversions in Italy	01/01/2017	29/02/2024	37, 38, 39, 40, 41, 42, 263
10	Chiomonte Interchange	01/01/2017	29/02/2024	43, 44, 45, 46, 47
11	Relocation of A32 Autoport	01/01/2017	29/02/2024	48, 49, 50, 51
12	Relocation of [REDACTED] « safe driving » track	01/01/2017	29/02/2024	52, 53, 54
13	Interconnection tunnel Susa-Bussoleno	01/10/2017	29/02/2024	55, 56, 57, 58, 59
14	N.A.	01/10/2017	31/12/2023	60, 61, 62
15	Avrieux shafts	01/01/2016	29/02/2024	63, 64, 65, 66, 67, 68, 69, 70
16	Villard Clément cut and cover	01/10/2017	31/12/2023	71, 72, 73, 74, 75, 76
17	Electric connection for French worksites	01/01/2016	31/12/2023	77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93
18	Main civil works until 31/12/2018	01/01/2017	31/12/2018	172
19	Civil works in Susa plain (o.w.2A)	01/01/2019	29/02/2024	94, 95, 96, 97, 98, 99, 100, 101
20	Info point Henry Barrack (o.w. 2E)	01/01/2019	31/12/2023	102, 103, 104, 105, 106
21	Maddalena-Susa (o.w. 3-4)	01/01/2019	31/12/2023	107, 108, 109, 110, 111, 112, 113, 114, 115, 116
22	Maddalena interconnecting Niches (o.w. 4A)	01/01/2019	31/12/2023	117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128
23	Modane and Maddalena (o.w.5)	01/01/2019	29/02/2024	129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139
24	La Praz-Modane (o.w. 6)	01/01/2019	29/02/2024	140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150
25	St Martin la Porte-La Praz (o.w.7)	01/01/2019	31/12/2023	151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 266
26	St Julien Montdenis (West entrance)-Saint Martin la Porte (o.w. 8)	01/03/2019	29/02/2024	161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 267

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
27	St Jean de Maurienne (o.w. 9B)	01/01/2018	31/12/2023	173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196
28	St Jean de Maurienne (TELT) (o.w. 9C)	31/07/2019	31/12/2023	197, 198, 199, 200, 201, 202
29	and Villargondran dams (o.w. 9D)	01/01/2019	31/12/2023	203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214
30	Arc Bridge (o.w. 9E)	01/01/2020	29/02/2024	215, 216, 217, 218
31	Management of excavated materials-Italy (o.w. 10)	01/01/2019	29/02/2024	219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230
32	Management of excavated materials-France – (o.w.11 )	01/01/2019	31/12/2023	231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245
33	Engineering and other costs not included in other OW	01/01/2019	29/02/2024	246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 261
34	Excavation of the definitive "gabarit" of the La Praz access adit tunnel	01/08/2022	31/12/2023	264
35	Excavation of the definitive "gabarit" of the Modane access adit tunnel	30/06/2021	31/12/2023	265
36	Info Point Chiomonte	01/10/2019	29/02/2024	268

#### I.4.2 Activities description

##### **Activity 1: TELT Administrative costs for studies**

In 2002 LTF-SAS (now TELT) was set up to implement the studies, exploratory and geological investigation activities and preliminary works in compliance with article 5 & 6 of the 2001 Franco-Italian Treaty. TELT will manage the contracts signed for studies, exploratory and geological investigation activities. This activity covered administrative costs for studies activities as follows:

- Human resources, rental of TELT main offices in Torino and Le Bourget du Lac , vehicles, furniture, office supplies, IT systems, consultancy and regulatory controls, communication including the management of Modane information point;
- Specific studies to prepare future works and to successfully complete them;
- Preparation of the tender dossier for preparatory (activities 13-16) and main works;
- Study realized by TELT, public utility owners or infrastructure managers to prepare agreements for works covered by activities 10,11,12 and 17;

- Specific environmental procedures for each part of the foreseen worksites which could not be done before the beginning of works: vegetation clearing, preventive archeology, compensatory measures for wildlife, flora or human activities;
- Deepening of financial engineering and contractual studies.

The relative costs incurred before 31/12/2015 were supported by the TEN-T program, while those incurred on 01/01/2016-31/12/2017 are supported by CEF.

This activity was completed at 31/12/2017.

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

Activity 2 concerns the maintenance (monitoring and follow-up) of: i) Villarodin-Bourget/Modane descending shafts until they are handed over (between 2021 and 2022) to the contractors of civil works at the base tunnel; and ii) Maddalena exploratory tunnel, once this latter is completed (end of Activity 3).

During the phase of works at the base tunnel, these descending shafts (together with la Praz, the other shaft already completed) will serve as access to the underground worksites. Once works are completed, these descending shafts will be used as safety and maintenance access.

This activity covers any contract (services, supplies and works) required for:

- surveillance;
- maintenance work on the equipment;
- monitoring any possible changes in the structure

### **Activity 3: La Maddalena exploratory activities**

The 7.5 km La Maddalena exploratory tunnel of 6,30 m diameter was made up of a descending section leading to the axis of the base tunnel alignment, then a section parallel to the alignment of the base tunnel.

The purpose of the exploratory activities is to identify the geological, hydrogeological and geo-mechanic characteristics of the cross border section of the Ambin rock massif, where the future excavation of the base tunnel will cross the highest overburden. In large civil construction projects, it is essential to gather information about rock properties before the full excavations begin.

The exploratory activities identified the geological, hydrogeological and geo-mechanic characteristics of the cross border section of the Ambin rock massif, where the future excavation of the base tunnel will cross the highest overburden. In large civil construction projects, it is essential to gather information about rock properties before the full excavations begin and retrieved geological data allowed:

- evaluating the technical feasibility of future works;
- planning appropriate technical solutions for a timely and cost-effective implementing plan of future works;
- preparing tender of the future works (define terms of reference and decide the most



appropriate financial package) at base tunnel Maddalena-Susa (activity 22, operational worksites 3-4).

At the end of 2015, around 4 km of tunnel were completed under 2007-EU-06010-P Action, co-funded under TEN-T program.

From 01/01/2016 until 21/07/2017, this activity covered the completion of the geological investigations. Investigations included test drilling cores, seismic studies, and outcrop investigations to explore rock types, structure, and physical properties and any geological investigation to understand how the Ambin mountain massif reacts while tunnel boring machines (TBM) perform.

As from 21/07/2017, the activity also included operations to clear the worksite and contracts on project management, safety coordination, environmental monitoring, disposal of the excavated material (not included in activity 32), monitoring of the structure until the achievement of the construction.

The activity was completed at 31/12/2019.

#### **Activity 4: Exploratory activities from the foot of the Saint-Martin-la-Porte access tunnels**

This activity covers the exploratory and geological investigations activities at the second branch of the existing access tunnel and more than 10 km exploratory tunnel (south tube).

The worksite of this Activity has been divided into 5 sections: 1, 2, 3A, 3B and 4.

Until 30/09/2019, this activity covered:

- Section 3 A: crossing the Houiller section with a small diameter at first and later enlarging to reach the same diameter as the base tunnel. This section is completed;
- Sections 1 and 4: setting up several caverns at the foot of the existing Saint-Martin-La-Porte and La Praz access tunnels for logistic purposes to mount and dismantle the TBM. These sections are completed;
- Section 2: exploratory and geological investigations activities with a hard rock TBM with segmental lining for the 9 km long section between the feet of these two access tunnels. This section is completed.

Excavations investigated the geological, hydrogeological and geo-mechanic characteristics of the section in the Houiller rock massif, where the excavation of the base tunnel will cross the weakest ground conditions. In large civil construction projects, it is essential to gather information about rock properties before the full excavations begin and retrieved geological data allowed:

- evaluate the technical feasibility of future works;
- plan appropriate technical solutions for a timely and cost-effective implementing plan of future works;
- prepare tender of the future works (define technical specification of the tender dossier and decide the most appropriate financial package) at base tunnel Saint Martin la Porte (activity 26, operational worksite 7).

The activity also covered all the complementary activities such as the disposal of material which cannot be reused or the temporary stocking of other types of material, as well as related contracts (project management, safety coordination, environmental monitoring, insurance...).

As from 30/09/2019, this activity covers engineering and excavation costs for the section 3B. This 1.4 km second branch of the Saint-Martin-La-Porte access tunnel towards the west, surrounds the most critical section (Houiller rock massif) between the base of the current access tunnel and the one completed in September 2019.

This section will have a small diameter at first and later enlarging to reach the same diameter as the base tunnel. This second branch and the exploratory tunnel will verify the existence of plurimetric carboniferous levels, evaluate soil behaviour when excavated under real overburden, assess the fractures containing water and soil behaviour eastbound from Brequin-Orelle geological unit. They will also test and adapt excavation method.

At the end of the Action, the second branch of the access tunnel and the exploratory tunnel will be completed, and the following objectives will be reached:

- check the existence of plurimetric carboniferous levels
- evaluate soil behaviour when excavated under real overburden
- experiment and if necessary adapt excavation method
- characterize the fractures containing water
- investigate the soil behaviour eastbound from Brequin-Orelle geological unit by crossing this geological area in full section.

Cost incurred before 31/12/2015 were co-funded by TEN-T 2007-EU-06010-P Action and those incurred from 01/01/2016 are co-funded by the CEF program.

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

The activity covers the revision of final design studies in Italy (Progetto Definitivo) and of the Reference design studies in France (Projet de référence), as required by the national administrative approval procedures. It also covers the development of several recommendations issued by the first phase of the cost certification (done by an external third party in June 2015).

In 2018, the final design studies on open air works alignment in Italy (variante) were modified and the main excavation site of the Base Tunnel in Italy was moved from Susa to Chiomonte. In France, the reference design (Projet de référence) in France were complemented by studies done by [REDACTED]

Both studies were included in the tender dossiers for future works.

Costs incurred before the 31/12/2015 were co-funded by TEN-T 2007-EU-06010-P Action and those incurred after the 01/01/2016 are co-funded by the CEF program.

The activity was completed at 31/12/2019.

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

In order to successfully complete works activities TELT will support project management costs such as:

- project management (maîtrise d'ouvrage) to coordinate management of different parts of the project and monitor compatibility between civil engineering and the equipment;
- updating the traffic forecasts, the economic studies and the financial studies to specify the type of contract needed for building the equipment;
- actions linked to rail safety leading to an authorization for operation;
- insurance for buildings, vehicles, Directors and officers liability insurance
- the administrative work of TELT for the preparation of tenders for civil works at base tunnel (the preparation of tender documents by the contractors is included in the scope of the respective activities);
- Human resources, rental of TELT main offices in Torino and Le Bourget du Lac, vehicles, furniture, office supplies, IT systems, consultancy, regulatory controls performed in TELT headquarters of Torino and Le Bourget du Lac, communication including the management of Modane information point;
- for activities 10 (Chiomonte Interchange, o.w. 4C) and 11 (New Autoport o.w. 2C) tasks for monitoring the technical implementation and their spending profile, as indicated in the agreements signed with [REDACTED]
- for activity 12 (New "Safe driving" track, o.w. 2D) tasks for monitoring the technical implementation and their spending profile, as indicated in the agreements signed with [REDACTED]

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

This activity isn't related to the purchase of land (not eligible under CEF) but the operations required to prepare the land for the worksites: temporary occupation, servitudes, demolishing buildings, fencing off activities to secure the sites before the start of works, depolluting, demining, etc. It covers all the work contracts and/or agreements with public utilities' owners.

By the end of the Action, the following objectives will be reached:

- In France, approximately 45 buildings in the Saint Jean de Maurienne basin (Saint Jean de Maurienne, Villargondran, Saint Julien Mondenis) will be demolished (50% by the end of 2019). Demolitions in the plain of Saint Jean de Maurienne phases 1-2-3-4 are also included;
- In Italy, areas in sites of Chiomonte, Giaglione (by February 2020), San Didero-Bruzolo, Torrazza Piemonte, and Salbertrand (by February 2020) will be temporarily occupied.

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

This activity covers engineering and works costs linked to agreements with public utility owners to deviate those utilities whose alignment is interfering with the open air works (other

than canals and roads which are included in Activity 10 to 34): electricity lines, gas pipes, water, drains, telecommunications, optic fiber. These deviations are a precondition to release future work sites and allow to begin the construction activities.

This activity also covers any other contract related to these works. These deviations involve all public and private suppliers relating mainly to dry networks, as follows:

- Electrical supply networks: [redacted] local electricity boards [redacted]
- Fibre networks: [redacted] and [redacted]
- Phone networks: [redacted]
- Gas networks: [redacted] and [redacted]

The following objectives will be reached by the end of the Action:

1. Agreement owner [redacted] (in Villarodin Bourget and Modane municipalities): the diversion of electricity line « 63kV Aussois Terres Froides » will allow works of the "Moulin" platform and use the site of "Tierces". The electric airline will be replaced by an underground line on 3,8 km. This deviation is carried out in coordination with the 20kV [redacted] deviation Fréjus;
2. Agreement owner [redacted] (in Villarodin Bourget municipalities) will cover studies for the electric deviation. Completed at 31/12/2016;
3. Agreement owner [redacted] (in Villarodin Bourget and Modane municipalities): the diversion of electricity line « 20 kV Fréjus » will works of the "Moulin" platform and use of the site of "Tierces". The electric airline will be replaced by an underground line on 7,3 km;
4. Agreement owner [redacted] (in Saint Julien Montdenis municipality): The derivation of telephony and optical fiber networks under RD 1006 and A43 are required as a result of construction of the Covered Trench;
5. Agreement owner [redacted] (in Saint Julien Montdenis municipality): The deviation of HTA power grids (20KV) along the RD1006 is required to construct the Villard Clément Cut and Cover. Such deviation will be done in coordination with the Villard Clément Cut and Cover.
6. Agreement owner [redacted] / [redacted] (in Saint Julien Montdenis municipality): the deviation of Optical Fibre Network will allow building the Villard Clément Cut and Cover;
7. Agreement owner [redacted] (in Saint Jean de Maurienne municipality): will cover studies for the diversion of the gas transmission network and the studies on the impact of [redacted] work for TELT on the gas network;
8. Agreement owner [redacted] (in Saint Jean de Maurienne municipality): the relocation of 20 kV electrical supply station will allow works on the new line. Completed at 31/12/2017;
9. Agreement owner [redacted] (in Saint Jean de Maurienne and Villargondran municipalities): studies for the derivations of telephony networks and optics fibers will allow works in the Saint Jean de Maurienne Basin.
10. Agreement owner [redacted] (in Saint Jean de Maurienne and Villargondran municipalities): the derivations of telephony networks and optics fibers will allow works in the Saint Jean de Maurienne Basin. Deviations works (Derivation optic fiber - route Amoudon to Villargondran; Derivation [redacted] - rue Louis Sibué - zone Ouest Arvan - Saint Jean de Maurienne; Derivation networks - zone Ouest Arvan - Saint Jean de Maurienne; Diversion resumption cabling - front of station - rue Bastille - Saint Jean deMaurienne) are carried out according to the planning of the main work.
11. Agreement owner [redacted] (in Saint Jean de Maurienne municipality): studies on the deviation of the 42KV Chaudannes Arvan electric line will increase the power of this electric line to cope with works on the new rail line;

12. Agreement owner [REDACTED] (in Saint Jean de Maurienne municipality): the deviation of the 42KV Chaudannes Arvan electric line will increase the power of this electric and cope with works on the new rail line;
13. Agreement owner [REDACTED] (in Saint Jean de Maurienne municipality): the deviations of optic fiber networks will allow works on the Bastille sector;
14. N.A.
15. N.A.
16. Agreement owner [REDACTED] (in Saint Jean de Maurienne Saint-Julien-Montdenis and Villargondran municipalities): the deviation by grounding of the 150KV overhead electric line will allow main works;
17. Agreement owner [REDACTED] (in Saint Jean de Maurienne Saint-Julien-Montdenis and Villargondran municipalities): the deviation by grounding of the 42KV and 63 KV overhead electric lines which gene for the main works.
18. Agreement owner [REDACTED] (in Saint Jean de Maurienne municipality): studies for the deviation by grounding of the 42KV and 63 KV overhead electric lines which impact main works. Completed at 31/12/2018;
19. Agreement owner [REDACTED] (in Villargondran municipality): studies for the deviation Electrical networks by raising 2 pylons. It is necessary to upgrade the too low overhead lines that interfere with the construction work of the Electric Sub-Station on the site of the "plan des Epines";
20. Agreement owner [REDACTED] (in Villargondran municipality): the electrical networks will be deviated by raising 2 pylons. It is necessary to upgrade the too low overhead lines that interfere with the construction work of the Electric Sub-Station on the site of the "plan des Epines";
21. Agreement owner [REDACTED] (in Villargondran municipality): supply for the deviation Electrical networks by raising 2 pylons. It is necessary to upgrade the too low overhead lines that interfere with the construction work of the Electric Sub-Station on the site of the "plan des Epines";
22. Agreement owner [REDACTED] (in Saint Julien Montdenis municipality): studies for the deviation of the power line in the ILLAZ sector, to allow Illaz railway branch line;
23. Agreement owner [REDACTED] (in Saint Julien Montdenis municipality): the derivation of the [REDACTED] 42KV power line by air or underground to create branch line to the Illaz sector for the loading of materials.

Due to the high number of interferences with existing networks, the complex phase-out at the same time as the progress of the main works and the modest reference amount, general milestones are indicated for this activity for each year of implementation. A detailed progress report on the resolution of interferences will be provided at the end of each year as mean of verification.

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

This activity covers engineering and works costs linked to agreements with public utility owners to deviate those utilities whose alignment is interfering with the open air works (other than canals and roads which are included in Activity 10 to 34): electricity lines, gas pipes, water, drains, telecommunications and optic fibres. These deviations are a precondition to release the future working sites and allow the start of the construction activities. This activity also covers any other contract related to these works.



The following objectives will be reached by the end of the Action:

1. Agreement owner [REDACTED] (in Torrazza Piemonte, San Didero, Bruzolo municipalities): the power lines in San Didero and Bruzolo will be deviated to allow building roundabout of access to the New Autoport. In Torrazza the connection from the railway to the deposit will be also done;
2. Agreement owner [REDACTED] (in Torrazza Piemonte municipality): the medium pressure gas pipeline will be deviated to allow the beginning of the deposit;
3. Agreement owner [REDACTED] (Chiomonte municipality): the deviation of the section of the interfering aerial cable 50 Kv Power line Chiomonte-Susa will allow to extend the worksite for the Base Tunnel;
4. N.A.
5. N.A.
6. Agreement owner [REDACTED] (Chiomonte municipality): the deviation of an electrical line will allow preparing works site logistics;
7. Agreement owner [REDACTED] (Salbertrand municipality): the deviation of underground power lines will allow preparing works site logistics;
8. Agreement owner [REDACTED] (Salbertrand municipality): the deviation of water mains and sewerages will allow preparing works site logistics;
9. N.A.
10. Agreement owner [REDACTED] (San Didero and Bruzolo municipalities): the deviation of an HVDC power line will allow starting the construction of the New Autoporto.

This activity covers not only the main agreements with public utility owners but also any other contract related to these works. For each utility, the activity covers:

- The construction of a new network section (on the new roads and tracks or out of the working sites areas) to supply and maintain the functionality;
- The removal of any network interfering with the works;
- Engineering supervision;
- Tests related to the deviation works supported by the utility operators.

Due to the high number of interferences with existing networks, the complex phase-out at the same time as the progress of the main works and the modest reference amount, general milestones are indicated for this activity for each year of implementation. A detailed progress report on the resolution of interferences will be provided at the end of each year as mean of verification.

#### **Activity 10: Chiomonte Interchange**

This activity, under [REDACTED] responsibility, covers the construction of the new interchange in Chiomonte which will connect the A32 motorway to the worksite of La Maddalena, where the worksite for the excavation of Clarea ventilation shaft and underground safety area will be located.

This interchange will be used by heavy-goods vehicles to supply material to the worksite and carry the excavation materials to the processing plant in Susa valley without using local roads. Chiomonte interchange will also connect the above indicated worksites from/to Torino. This activity includes:

- detailed design (under [REDACTED] responsibility), which was completed on 16/07/2018;
- tendering the works contract (under [REDACTED] responsibility). Works tender was launched on 20/11/2019;
- works for widening Clarea viaduct (track side Torino) and start of works of the Chiomonte interchange (under [REDACTED] responsibility).

An agreement between TELT and [REDACTED] (to monitor technical implementation and spending profile of tasks done by [REDACTED]) will include specific clauses to control the good progress of the works and the respect of the planned costs.

At the end of the Action, works for widening the Clarea viaduct (track side Torino) and the foundations construction of Chiomonte interchange will be completed. This Activity covers the "structural extension" phase and does not include the finishing works (paving the road, testing etc.).

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

In Susa valley, the alignment of the new high speed line will interfere with the A32 motorway, operated by the [REDACTED]. The activity covers any contracts of engineering and works linked to the relocation of the Autoporto (A32 truck parking area) and other supporting facilities associated with the A32 motorway. They will be moved to a suitable place. This activity includes:

- detailed design (under [REDACTED] responsibility) which was completed on 28/11/2018;
- tendering the works contract (under [REDACTED] responsibility). Works tender was launched on 29/01/2020;
- start of works for the new Autoport and construction of [REDACTED] operation control building (under [REDACTED] responsibility).

An agreement between TELT and [REDACTED] (to monitor technical implementation and spending profile of tasks done by [REDACTED]) will include specific clauses to control the good progress of the works and the respect of the planned costs.

At the end of the Action, [REDACTED] operation control building will be completed. This Activity stops at the "structural extension" phase. The Activities does not included the finishing works (paving the road, testing etc.).

#### **Activity 12: Relocation of [REDACTED] « safe driving » track**

In Susa valley, the alignment of the new high speed line will interfere with the driving training centre operated by [REDACTED] which will be relocated into a more suitable place. The Italian government asked to relocate this cars safety track to Buttigliera. [REDACTED] completed the Project Design (Progetto Definitivo) in May 2019.

The [REDACTED] will manage all contracts. An agreement between between TELT and [REDACTED] (to monitor technical implementation and spending profile of tasks done by [REDACTED]) will include specific clauses to control the good progress of the contracts and the respect of the planned costs.

This activity covers the detailed design studies (under [REDACTED] responsibility). At the end of the Action, the detailed studies on relocating [REDACTED] cars safety track to Buttigliera will be to the level of design that allows obtaining authorisations for construction.

This study design is carried out and is submitted to the Services Conference and the administrations' advice.

The CIPESS decision is expected before the end of the action.

Works are outside the scope of the Action.

### **Activity 13: Interconnection tunnel Susa-Bussoleno**

This activity aims at preparing the construction of the 2 km Susa-Bussoleno interconnection tunnel, along which a part of the material excavated from the base tunnel will be hauled to disposal sites. For environmental reasons, a large part of the material excavated from the base tunnel will be reused to construct the base tunnel itself, while the remaining part will be carried to disposal sites by train.

The Activity aims also at preparing the connection with the historical railway line, construction of two bridges over Dora Riparia river (about 75 m length), a box shaped underpass on state road SS24, and the demolition of three interfering buildings.

This activity includes the preparation of tenders for works supervision, construction management, civil works, including complementary fencing off activities for the site during the works. The final objective of this activity is the sending of the proposal of contract award to the Contracts Commission.

The procurement process includes 4 steps, each of which is preceded by the advice of the external bi-national committee - the contract committee - which has up to 90 days to provide its decision: call for tenders, selection of bids, transmission of tender specifications to candidates, proposal for contract award.

At the end of the Action, the proposal of tender specification will be sent to the Contract Commission. Works are outside the scope of the Action.

### **Activity 14: N.A.**

N.A.

### **Activity 15: Avrieux shafts**

The ventilation scheme of the base tunnel includes a double flow plant in Villarodin-Bourget/Modane. This activity covers the realisation of four vertical shafts (length 500 m each one) that will allow air supply. These shafts will also be used during the construction stage of the underground Modane safety area and the base tunnel from the Modane/Villarodin-Bourget access tunnel.

This activity covers the first part (BC1) of an operational worksite that is divided in three



parts:

- BC1: four 500 m-high vertical shafts of an internal diameter of 6.0 m will allow air entering into the base tunnel. These shafts will also be used during the construction stage of the Modane underground safety area and base tunnel from the Modane/Villarodin-Bourget access tunnel (as several excavation fronts will be active simultaneously, ventilation requirements will be relevant);
- BC2: two main tubes (approximately 750m each) will be constructed as safety area;
- BC3: construction with traditional methods of double tubes towards La Praz.

This activity includes BC01 works' contracts and all contracts necessary to implementation of their technical scope (works supervision and construction management, complementary fencing off activities for the sites during the works, etc.), as follows:

1. Detailed and execution studies to be completed and approved;
2. Completion of ongoing works tender with the signature of the works' contract;
3. Verification of site and equipment conditions to be delivered to main works contractor;
4. construction of the four ventilation shafts and other miscellaneous works (putting layers of different material covering the inside surface of the shafts);
5. works supervision and construction management, complementary fencing off activities for the sites during the works etc).

The start of preliminary works with the preparation of the construction site is planned by end of august 2020. These preliminary works include:

- external work at the site installations (protection of cliffs and embankments, earthwork, burial of platform networks);
- site installations on the Avrieux platform (access path, block protection nets, earthwork, supporting walls, acoustic hangar, installations);
- site installations on the Tierces, Moulins site;
- ventilation, cooling and drainage installations required for the works;
- upgrade work on the drift;
- provision of refuge chambers required at the start of the works;
- excavation works at the cavern at the shaft base, the ventilation shaft, connecting gallery and other activities depending on the company's works programme.
- realization of Piste A43, access to the site by the highway for all the site needs:
  - > open air works: earthworks / road works / drainage (lot 1)
  - > excavation work on a 195-m tunnel and associated roadworks (lot 2)

The start of the excavation works of excavation shafts (P1) is planned by 31/01/2021.

The following BC1 works will be completed by the end of the Action:

- Construction of two out of four ventilation shafts and layers of different material covering the inside surface of the shafts;
- Tunnel boring machine assembly cavern;
- Logistic cavern;
- Connecting tunnel between technical and logistic cavern.
- Widening of the nailed wall: raising of the wall (5 m) in order to widen the Avrieux platform

- Excavation of the underground starting points (full-section excavation for a length of 50 m); anticipation of the excavation activities in relation to CO5 to prepare the digging of the base tunnel under the responsibility of the next contract.

Other activities linked to the building security area (also those included into the BC1) and works for BC2 and BC3 (included PMC activities) are outside the scope of the Action.

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

At the west entrance of the base tunnel in Villard-Clément, just after crossing the Arc River with a new bridge, the new high speed line will interfere with the A43 motorway and RD1006 road.

This activity covers the construction of a cut and cover section (4 box shaped underpass), under the A43 motorway and RD1006 road, which will require the temporary shift of both A43 motorway and RD1006 road. This cut and cover will allow the traffic along the motorway and national road during the construction phase and once the new high speed line will enter into service.

This activity includes engineering and civil works' contracts (shift of the highways, civil and protection works) and all contracts necessary to implementation of their technical scope (works supervision and construction management, complementary fencing off activities for the sites during the works, etc.).

Works started in February 2019, the activity will be completed at the end of the year 2022.

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

This activity covers agreements with French national or local electric power suppliers [REDACTED] to provide the necessary power to the Villarodin-Bourget/Modane, La Praz and Saint-Jean-de-Maurienne worksites, particularly for the use of tunnel boring machines. Agreements will provide for engineering and works for the construction of electric substations and cables connections with the national electric networks.

This activity covers not only the main agreements with French electric power suppliers, but also any other contract related to these works.

At the end of the Action, the following agreements will be completed:

1. Agreement owner [REDACTED] (in Villarodin-Bourget municipality): creating the electrical transformer station 63/20 KV for the electrical supply of the site in a first stage, then the auxiliaries High Voltage and for the power supply electric traction of the base tunnel in the operating phase in a second stage;
2. Agreement owner [REDACTED] (in Villarodin-Bourget municipality): building a temporary electrical connection for the construction of the Avrieux shafts, on the site "le Moulin (completed at 31/12/2018);
3. Agreement owner Régie d'Avrieux (in Avrieux municipality): bringing Electrical

power supply for the Avrieux shaft construction site;

4. Agreement owner [REDACTED] (Saint-André (La Praz municipality): bringing electric power supply for the La Praz construction site;

5. Agreement owner [REDACTED] (Saint Julien Montdenis municipality): connecting the electrical power supply of the Villard-Clément construction site for excavation of the base tunnel entrance in the traditional method: supply of 5.8 MW;

6. Agreement owner [REDACTED] (Saint Jean de Maurienne and Villargondran municipalities) : power supply to the electrical substation for: 1. Electric power supply for the 1500 V Railway Traction; and 2. Electrical power supply for base tunnel auxiliaries (Lighting and tunnel ventilation);

7. Agreement owner [REDACTED] (Saint Julien Montdenis municipality): Electrical distribution network connection for electrical power supply to the construction site of the covered trench in Villard Clément, and for the power supply electric traction of the base tunnel in the operating phase in a second.

#### **Activity 18: Main civil works until 31/12/2018**

This activity covers the civil and environmental engineering works for the base tunnel until 31/12/2018. It includes the implementation of all contracts necessary for works supervision and construction management, complementary fencing off activities for the sites during the works, etc. The administrative costs incurred by TELT for tenders are included in activity 6.

At 31/12/2018 the following objectives have been achieved:

- award in April 2018 of the contract for project management ("Maître d'oeuvre") of civil works at the Base Tunnel in French side ;
- completion of the PRO phase (project studies) for all civil works;
- completion of the technical specifications (DCE, Dossier de Consultation des Entreprises) of civil works tender;
- drafting by the "Maître d'oeuvre" and the Security Coordinator of the tender dossier of works at Niches for interchange of La Maddalena (anticipatory works of the Base tunnel in the Italian side),
- start of the preparatory works for security fences, lighting, video surveillance, support for law enforcement and maintenance of the outdoor systems and in underground in la Maddalena area;
- Signature of an Operational Partnership Agreement between TELT and [REDACTED]  
[REDACTED] The agreement transfers project ownership from TELT to [REDACTED] for work on the cross-border section of the line, interfacing with the National Rail Network (in the basin of Saint Jean de Maurienne). It also defines roles and responsibilities of each party, the scope of [REDACTED] intervention, the budget and operational planning of batches 9B (civil engineering in Saint Jean de Maurienne), 12B (outfitting of the existing line in Saint Jean de Maurienne), 12Y (Saint Avre) and 12Z (Hermillon).

During this period, the services delivered by [REDACTED] on these batches were financed through the following five financing agreements:

- Agreement no.1: feasibility study from the relocation of facilities necessary for freight traffic in Maurienne (completed in 2016);
- Agreement no.2: studies supplementing the Final Revision of the Reference Project and the PRO level studies for the first phase of work (completed in 2017);
- Agreement no.3: real estate acquisitions required at Saint Avre and Hermillon still not

made until 2018. This activity isn't related to the purchase of land (not eligible under CEF) but the eligible operations such as temporary occupations of land.

- Agreement no.4: PRO studies for phases 2 - 5 of the work. Of the 33 tenders being planned for this initial work phase, 3 have been notified, consultation is underway for 19, and DCEs are being drawn up for 3 as of 31/12/2018.
- Agreement no.5: works, project management and Project Ownership during the work phase.

#### **Activity 19: Civil works in Susa plain (o.w.2A)**

This activity aims at preparing the open-air civil works in Susa plain to realize the NLTL infrastructure works between the east entrance of the base tunnel and the west entrance of the interconnection tunnel, to allow the traffic along the future new high-speed line and to integrate the new functionalities.

This Activity only covers engineering activities to prepare the several tenders for the following civil works. At the end of the Action, the tenders of the following works will be launched and the proposed contract award for the following works will be sent to the Contract Commission:

- Fences and security systems in construction site areas;
- Dismantling of the areas of the Autoport and the [REDACTED] safe driving center, including the demolition of existing buildings;
- NLTL railway embankment and related secondary works for completion between the east entrance of the base tunnel and the west entrance of the interconnection tunnel;
- NLTL technical and security area;
- Bridge on Dora River;
- Railway buildings serving the NLTL;
- Susa International Station;
- Interference resolution work:
  - o utilities
  - o [REDACTED] Bussoleno-Susa railway line (carried out by [REDACTED])
  - o Adaptation of the roads SS24 and SS25 and local roads
  - o Adaptation of A32 motorway and construction of new Susa Est interchange (carried out by [REDACTED])

The procurement process includes 4 steps, each of which is preceded by the advice of the external bi-national committee - the contract committee - which has up to 90 days to provide its decision: call for tenders, selection of bids, transmission of tender specifications to candidates, proposal for contract award.

At the end of the Action, the proposal of tender specifications for the above-mentioned works will be sent to the Contract Commission.

Costs only cover work management accompanying measures for TELT activities.

#### **Activity 20: Info point Henry Barrack (o.w. 2E)**

The Henry Barrack building is owned by the Italian State and is currently partly used by the Guardia di Finanza. Part of the building will be renovated and transformed into a TELT Info

Point for the duration of the NLTL works. Once the NLTL works will be completed, the premises used for Info point will be returned to the Guardia di Finanza.

The Activity only covers detailed studies for designing the future renovation work and the preparation of the tender documents for the works; all activities of the compulsory HSE (Health, Security and Environment) assistance contract in the design phase are included herewith.

The Henry Barrack is owned by the Italian State and is currently partly used by [REDACTED]

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

This Activity will cover the excavation of the base tunnel along the section Chiomonte - Clarea and Chiomonte-Susa Est.

Maddalena 1 is the geognostic tunnel realized during the period 2012-2017.

Reference design studies foresee a new access tunnel, Maddalena 2, which will be used as TBM (tunnel boring machines) access and assembly cavern. From Maddalena 2 TBM assembly cavern, the mechanized excavation is foreseen toward Susa (two tubes of 9.430 m). The Clarea security site and logistic cavern to assembly TBM will be bored with traditional method.

Clarea safety area and ventilation shaft will be excavated from La Maddalena gallery and will serve as one of the safety area and ventilation shafts for the base tunnel.

This activity covers the implementation of works' direction (maîtrise d'œuvre) whose tender dossiers were prepared under Activity 18 and procurement procedure under Activity 6. Works direction contract was awarded in October 2019.

This Activity includes both engineering costs and the first part of the works. At the end of the Action, the following will be achieved:

- launch of the detail design of worksites and of the dedicated and customized TBM which will be used exclusively for these construction works;
- launch of the worksite preparation (gates, fencing, offices, roads, ...);

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

18 niches interconnecting niches (length 33-65 m with interdistance of about 400 m) along the exploratory tunnel of La Maddalena will be excavated. Until the pk 2+220, 8 niches allow vehicles to circulate in both directions in the tunnel; other 10 niches will be used for the storage of green rocks during the excavation of the base tunnel.

This Activity includes both engineering costs and works. The activity covers also the follow up of tender procedure for civil works and works direction (maîtrise d'œuvre), whose tenders were prepared under Activities 6 and 18. The works contract was signed on 08/01/2020.

The following objectives will be reached:

- Relocate existing equipment and build temporary road platform;
- Exploration activity between pk 4000 and pk 7000 (axel robot without personnel, because of the high temperature and humidity and the danger of collapse of the tunnel);
- Construction of reinforced niche for underground explosive storage (Santa Barbara);
- Bolting activities around pk 4000;
- Excavate the 18 niches and complete the first phase lining (and other lining phases if needed);
- Worksite maintenance and support to police and military service (fencing installation, security equipment installation to guarantee the correct worksite public order):
  - o realization and extension of the enclosures with accompanying lighting and video surveillance in the area of the La Maddalena site;
  - o railway and drainage works for the implementation of the excavation sites for the base tunnel and the La Maddalena security area;
  - o maintenance of the existing installations in the Maddalena 1 gallery (underground pumping station and existing equipment maintenance), which is outside the scope of Activity 3;
  - o bulkhead work for the protection of future excavations of the base tunnel entrance connected to tracks/visitor spaces.

#### **Activity 23: Modane and Maddalena (o.w.5)**

##### **Activity 23: Modane and Maddalena (o.w.5)**

The base tunnel civil works along the section Villarodin-Bourget/Modane include:

1. excavation of a double tube section in mechanized excavation towards “La Maddalena” (2 tubes of 18.751m);
2. excavation of a double tube section in traditional towards “La Praz”;
3. construction of Modane security area (approx. 750m).

This Activity includes both engineering costs and works, whose tenders were prepared under Activities 6 and 18 (this latter until 31/12/2018). Detailed design studies were approved and the works’ tender was launched in March 2019.

At the end of the Action, the following objectives will be achieved:

- The Contractor (of the civil works) execution studies;
- The Contractor (of the civil works) design of the two dedicated and customized TBMs which will be used exclusively for these construction works;
- Order of the two TBMs (tunnel boring machines), construction and its set up in the supplier’s factory;
- Worksite preparation: mobilization of material, human resources, installation of the external site, installation of platforms, ventilation, cooling and drainage installations required for underground works, installations to remove excavation materials;

The TBMs are purchased directly from the group of companies awarded of the tender and used exclusively for the operational worksite covered by the contract.

#### **Activity 24: La Praz-Modane (o.w. 6)**

La Praz Modane will cover the excavation of the base tunnel along the section La Praz - Villarodin-Bourget/Modane, as follows:

1. Excavation of a double tube section in mechanized towards La Praz length (2 tubes of 9.717 m);
2. Excavation of La Praz security site in traditional excavation (approx. 750m);
3. Construction of and access adit (final connection with intertube tunnel) and technical cavern construction

This Activity includes both engineering costs and works, whose tenders are managed under A.6 and, until 31/12/2018, under A.18. Detailed design studies were approved and the works' tender was launched in March 2019

At the end of the Action, the following objectives will be achieved:

- Contractor (of the civil works) execution studies and their approval;
- Contractor (of the civil works) design of the two dedicated and customized TBMs, which will be used exclusively for this section of the base tunnel;
- Order of the TBMs (tunnel boring machines), construction and set up in supplier's factory. They are purchased directly from the group of companies awarded of the tender and used exclusively for the operational worksite covered by the contract;
- preliminary works from access tunnel La Praz to prepare underground worksite at the foot of La Praz access tunnel: initial reinforcements, supports and pre-treatment regularization of the connection gallery for the realization of the gallery for the concrete plant, technical gallery and the line galleries of said security area (even tracks, odd tracks) for a total length of at least 660 m
- Completion of at least 360m of the adit tunnel gallery with traditional method;
- Completion of at least 300 m of intertube tunnels, up and down lines, including assembly caverns for the launch of TBMs.

#### **Activity 25: St Martin la Porte-La Praz (o.w.7)**

The Activity covers the base tunnel activities and the section along Saint Martin La Porte - La Praz, as follows:

1. excavation of a single tube section in mechanized towards la Praz and unpair tube (8 439 m);
2. excavation of a double tube section in conventional excavation towards west entrance (2 tubes of 2 145 m);
3. excavation of a single tube in conventional excavation through the geological formation productive Houiller (1 769 m)

This Activity includes both engineering costs and works, whose tenders are managed under A.6 and, until 31/12/2018, under A.18. Detailed design studies were approved and the works' tender was launched in March 2019.

At the end of the Action, the following will be achieved:

- Contractor (of the civil works) execution studies and their approval;



- Contractor (of the civil works) design of the dedicated and customized TBM, which will be used exclusively for this section of the base tunnel;
- Order of the TBM (tunnel boring machines), constructions and set up in supplier's factory. It is purchased directly from the group of companies awarded of the tender and used exclusively for the operational worksite covered by the contract;
- worksite installation: mobilization of human resources and material, installing the external site, installation of platforms, ventilation, cooling and drainage installations required for underground works, installations to remove excavation materials (conveyor belt, etc.).
- Excavation with conventional method covering the connecting galleries and logistic access for a total of at least 250 m in the Saint Martin La Porte drift area.
- Excavation of 250 m of logistics tunnel connecting the two branches (to improve safety conditions)
- Excavation of technical cavern (at least 150m)
- Excavation of 2 logistic caverns (at least 11,200 m<sup>3</sup> and 8,400 m<sup>3</sup>)
- Start of excavation of GN03 and GN04 (at least 100ml and 50ml respectively)

#### **Activity 26: St Julien Montdenis (West entrance)-Saint Martin la Porte (o.w. 8)**

The excavation of the base tunnel along this section will include the excavation from west entrance of two tubes of about 3 km with traditional methods.

This Activity includes both engineering costs and works, whose tenders are managed under A.6 and, until 31/12/2018, under A.18. Detailed design studies were approved and the works' tender was launched in March 2019.

At the end of the Action, the following objectives will be achieved:

- Contractor (of civil works contract) execution studies and their approval;
- Preliminary works on west worksite of Villard Clement (completion of the structure supporting the entry of the tunnel):
  - o site installations (installation of the external site, installation of platforms, ventilation, cooling and drainage installations required for underground works, installations to remove excavation materials to the Les Resses temporary storage site);
  - o earthwork and consolidation work on the west cut and cover tunnel;
  - o installation of the industrial site at the Les Resses temporary storage site for excavation materials;
- Excavation with traditional method of at least 450m for each two tubes of the base tunnel from west entrance.

#### **Activity 27: St Jean de Maurienne (o.w. 9B)**

In Saint Jean de Maurienne basin, civil works at the base tunnel will interfere with the national railway network. The required deviations will be done by [REDACTED] as indicated in agreements signed under the scope of A.6 and A.18.

According to the current studies prepared by the [REDACTED] the French public railway company, these works will be implemented in 6 phases.



#### Phase 1 and anticipated phase 2 (2A)

In Phase 1, the work simplifies the Saint-Jean-de-Maurienne track plan and rebuild existing functionalities : Buildings (PAI LH, FSA LH,...) and substation.

At Saint-Avre, works cover the relocation of the relay and freight facilities, 7 km downstream in the Maurienne valley, and require the creation of an even bundle of 5 remotely controlled tracks, 3 of which are made available to a Railway Company.

The gypsum loading facilities are moved to the Hermillon site, 2 km downstream in the Maurienne valley.

Some works related to phase 2 are carried out at the same time of phase 1: these are the "anticipated phase 2" works, better defined by the name of phase 2A: temporary PEM, base works, PRA Cassin, RD81,...The objective of this phase is to allow the start of civil engineering works related to phase 2.

#### Phase 2

Phase 2 consists mainly of creating the platform for the future new line within the Saint Jean de Maurienne Plain, to temporary relocate the historical line on this new platform.

Works also include:

1- The retaining walls to create the embankments for the future new line, the longitudinal profile of which rises gradually from west to east as far as the viaduct over the ARC and the entrance to the base tunnel – (Phase 2 retaining walls - MU01 (MT103))

2- Part of the civil engineering work known as the "PEM box", which consists of building the structure to cross the future international station via the rail links of the historic line (GC Boite Sud Gare internationale – PEM- on LH – FV01 (MT103))

#### Phase 3

The objectives of this phase 3 are to re-establish the [REDACTED] plant service road in a definitive situation and move the RD1006 to allow the start of work on the creation of the platform of the historic line.

#### Phase 4

Phase 4 consists mainly of creating the new platform for the historic line.

The objectives of this phase are to allow:

the movement of the historic line to its final location;

- access to the base tunnel of the cross-border section from track 1RN.

#### Phase 5

Phase 5 consists of completing the Lyon-Turin infrastructure to allow work trains access to the base tunnel of the cross-border section.

#### Phase 6

This phase, outside the scope of [REDACTED] aims to bring the base tunnel of the cross-border section into service.

The scope of this activity during the period of validity of the Amendment to the Grant Agreement is the implementation of phases 1 and 2A.

During the anticipated phases 1 and 2A, work is being done to recreate the existing

functionalities (marshalling yard, freight, loading Gypsum, railway station, bus station, roads, technical buildings, etc.) to allow the start of phase 2 on the New Line in 2022-2023.

Until end of 2018, the existing functionalities (marshalling yard, freight, loading Gypsum, railway station, bus station, roads, technical buildings, etc.) have been relocated to allow the start of phase 2 on the New Line in 2022-2023.

From 2019 to 2023 the mains works are those of phases 1 and 2A, consisting of lightening the Saint-Jean-de-Maurienne station's lane plan, thanks in particular to the relocation of certain railway functions to the Saint-Avre and Hermillon sites. The objective of this phase is to allow the start of civil engineering works related to phase 2.

This Activity includes both engineering costs and works. At the end of the Action, the following civil engineering works of phases 1 and 2A will be completed:

- temporary railway station (Pôle d'Echange Multimodal);

**Area Saint Avre CO12Y**

- Earthworks Saint Avre;
- "PAI" Saint Avre;
- Railway Equipment;
- Transfer of logistics activities.

**Area Hermillon CO12Z**

- authorization "silos";
- Earthworks Hermillon;
- PAI Hermillon;
- railway equipment;
- Gypse station.

**Area Saint Jean de Maurienne CO9B**

- Completion of detailed design studies for phase 1M4 (final design Saint Avre and Hermillon), Phase 2 anticipée M6 (final design phase 2A) and Phase 2M6 (final design phases 2, 3, 4, 5 except railway equipment);
- Release of environmental and building authorization;
- Completion of deviation works and works at electric station and worksite;
- End of construction of the PAI LH building;
- End of construction of buildings FSA LH/GA1/GA2;
- End of construction "PRA René Cassin";
- End of construction roads and networks Ouest Arvan (Bastille-Cassin-Sibué);
- End of construction roads and networks area Amoudon/plan des Epines (RD81).
- Construction of the railway flyover ("salto di montone") between the historical line and the new line.

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

Works in the plain of Saint Jean de Maurienne cover the construction of the international station and the associated road works, external arrangements and diversions of interfering networks. This will be done under TELT responsibility.

This Activity includes both engineering and preparatory works (tender prepared under A.6 and, until 31/12/2018, under A.18), covering a road connection between the West zone rotunda (at the level of the SDIS building offices and fire station of Saint Jean de Maurienne) and the RD906, providing access to the Saint Jean de Maurienne passenger building. The design of the multi modal railway station was approved on June 2015.

PMC tender was published in July 2019. At the end of the Action, the following will be completed:

- Design study of multi modal railway station (Pôle d'Echange Multimodal);
- Earth moving and construction of the related roadways;
- Detours and organization of the connecting networks;
- Road platform;
- Organization of the access roads for the north entrance to the rotunda of the city;
- Roundabout;
- Organization of the pedestrian and bicycle areas;
- Horizontal and vertical road signalling;
- Urban lighting.
- Deviation of electrical network [REDACTED]

#### Activity 29: [REDACTED] and Villargondran dams (o.w. 9D)

Works will consolidate the river embankment in front of the entry of the base tunnel, in Villargondran. It requires displacements and creations of various networks.

This activity includes civil works and engineering contracts and all other contracts necessary for the implementation of their technical scope (works supervision and construction management, complementary fencing off activities for the sites during the works, etc.).

The activity covers the follow up of tender procedure for civil works, whose tender dossier was prepared under A. 6 and, until 31/12/2018 under A.18. Lot 1 contract was signed in September 2019 and works started in October 2019.

Lot 1 works cover:

- o Reinforcement of the dyke by reinforcing the existing wall (by nailing on a line of about 500m).
- o backfilling at the rear (creation of a platform (approximately 200,000m<sup>3</sup>) and
- o laying of riprap (linear of about 800m)),
- o construction of the embankment for the displacement of the RD1006 from the bridge over the Arc towards Saint Jean de Maurienne (linear of about 400m),
- o rerouting and networking
- o relocation and re-creation of the Saint Jean de Maurienne/Villargondran/Saint Julien Montdenis water supply valve chamber

Lot 2 works cover:

- o the rerouting of the RD 1006
- o the creation of networks,
- o the construction of pavements and networks on the platform under the station.

At the end of the Action, both lots 1 and 2 will be completed.

### **Activity 30: Arc Bridge (o.w. 9E)**

The Arc Bridge is a bow string structure with a span of 135 metres allowing the new line to cross the river "Arc" before entering the base tunnel on the French side.

This activity includes engineering costs only, covering the design studies of the bridge, whose tenders were prepared under A.6 and until 31/12/2018 under A.18

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

The Activity concerns the Salbertrand industrial plant for material processing, the transportation, embankment and disposal of non-reusable part and the construction of Torrazza and Caprie technical areas equipped for the management of excavated materials.

The management of excavated materials (MATEX, EXcavated MATerials) is one of the most critical activities inside the construction of NLTL. The management strategy of excavated materials is intended to reduce negative impacts of transports by reducing, as much as possible logistic by trucks, using in particular material handling by train and to prevent pollution by using high performing vehicles.

Salbertrand industrial plant will receive the material excavated in civil works at base tunnel in Italy. From Salbertrand the excavated material will be transported by railway to Torrazza and Caprie technical areas, where it will be processed for further uses. The non-reusable material will be stocked in Salbertrand.

Following the beginning of excavating operations, MATEX coming from all outdoor and underground constructions sites (Maddalena 2 e 1 bis tunnels, Connection 1 e 2, Base and Interconnection Tunnels, will be moved by trucks to the Salbertrand Area where plans for treating materials (STM) and railway connections will be installed. Treated and classified materials will be then transported to their different final destinations, according with the logistic organization defined by the project itself.

This activity covers the follow up of tender procedure for works and works' direction (maitrise d'œuvre) and site preparation in areas A and C (Salbertrand), whose tender dossier was prepared under A.6 and, until 31/12/2018, A.18.

The contract for works direction has been awarded on 04/02/2020.

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

The Activity covers the works related to management of excavated materials produced by the civil works.

From worksites, the excavated material will be transported through Illaz and Modane rail

connection to deposit sites.

This activity covers works for using the excavated material and the disposal of its non-reusable parts and includes works contracts and all contracts necessary to implementation of their technical scope. It includes both engineering and works costs.

The activity covers the follow up of tender procedure for works' direction (maitrise d'oeuvre), whose tender dossier was prepared under A.6 and, until 31/12/2018, under A.18.

At the end of the Action, the following will be achieved:

- Signature of the works' direction (maitrise d'ouvrage). Tender was published in March 2018 ;
- Signature of the agreement with [REDACTED] for works on railway connections;
- Signature of civil works contract;
- Completion of preliminary works: earth removal operations, movement of material to organize the areas, organization of surface water and hydraulic organization of watercourses;
- Order of STM (Selective treatment of materials machine) located in Illaz and Modane;
- Construction of technical area equipped for the management of excavated materials (Illaz and Tierces).

### **Activity 33: Engineering and other costs not included in other OW**

- This activity concerns services, studies and works that are not directly linkable at the different operational worksites, such as: Engineering functional studies related to transport, traffic, security;
- Engineering technical studies or audit aimed at checking the engineer (MOE) and the sub-contractors design and planning.
- Technical environmental studies and monitoring;
- Technical studies for supply of rail traction.

All the above engineering services will be entrusted to specialist companies external to TELT through tenders and will not be included in the project management costs envisaged in Activity 6.

At the end of the Action, the following contracts will be signed:

- coordination of security during execution on the French side;
- preparation of the executive project of environmental monitoring on the Italian side;
- ante operam environmental monitoring and the water law on the French side;
- engineering technical studies or audit aimed at checking the engineer (MOE) and the sub-contractors design and planning;
- execution of the environmental monitoring plan ante operam, in course of work and post operam on the Italian side;
- coordination of security during execution on the Italian side;
- environmental coordination of the activities on the Italian side ;
- Detailed design in first phase – site preparation phase (Italy), to made it possible for TELT to obtain in advance the authorisations for the start of work in the main construction sites and for the management of excavated materials (PUT).

#### **Activity 34: Excavation of the definitive “gabarit” of the La Praz access adit tunnel**

The size (gabarit) of the existing La Praz adit tunnel is enlarged by lowering the current road plan by about 1 meter for a length of approximately 2,1 km.

This work, which is specified in the definitive project of the new railway line as an activity to be carried out within the operational worksite 12 in order to allow the transit of vehicles and ventilation during the operational phase of the railway line, will improve safety and the working conditions of workers employed on the operational worksite 6/7.

At the end of the action, the final section of the La Praz tunnel will be completed and finished with the necessary equipment for the excavation of the base tunnel (CO6).

#### **Activity 35: Excavation of the definitive “gabarit” of the Modane access adit tunnel**

The size (gabarit) of the existing Modane adit tunnel is enlarged by lowering the current road plan by about 0,7 meter for a length of approximately 2,0 km.

This work, which is specified in the definitive project of the new railway line as an activity to be carried out within the operational worksite 5 in order to allow the transit of vehicles and ventilation during the operational phase of the railway line, aims to:

- Preserving the traffic lane use during the preparatory works in the access adit section
- Allow the start of the main works in the beginning of July 2021, preserving the global scheduling of the shaft works (chamber at the foot of the shaft completed before the start of the pilot holes).

At the end of the action, the final section of the Modane tunnel will be available, complete with the equipment necessary for the excavation of the base tunnel (CO5).

#### **Activity 36: Info Point Chiomonte**

The visitors' centres for the Lyon-Turin cross-border section are set up in order to provide publicly accessible information and present the objectives of the project, the progress of the construction sites and the positive effects on the territories crossed by the new line to different target groups.

Three visitor centres are provided: two in Italy, Chiomonte and Susa, and one in France, at Modane.

TELT developed the project for the visitors' centre of the Chiomonte construction site, in addition to the one in Susa (Henry Barracks), which is called “La Maddalena visitor centre”. It will be a low environmental impact structure. Built using decommissioned shipping containers and heated through a hydraulic exchanger that exploits the naturally hot water coming from the exploratory gallery, the building has three floors and stands on an area of approximately 200 sq. m. located on the west side of the construction site platform. It has stairs and a lift and is divided into 12 exhibition spots, 6 of which are multimedia, an event space - already used for educational presentations, business meetings or training courses - and a PPE-equipped changing room.

At the end of the action, the info point will be open by appointment to regular weekly visits for accompanied groups of 14 people.

## ARTICLE I.5 – MILESTONES AND MEANS OF VERIFICATION

Milestone number	Milestone description	Indicative completion date	Means of verification
1	Approval of the 2016 accounts of TELT	31/12/2016	Statutory auditors report
2	Approval of the 2017 accounts of TELT	31/12/2017	Statutory auditors report
3	Production of monitoring reports in 2019	31/12/2019	Publication of the report
4	Production of monitoring reports in 2020	31/12/2020	Publication of the report
5	Completion of the first part of La Maddalena gallery contract	26/08/2016	Transfer protocol of partial reception
6	Production of monitoring reports in 2021	31/12/2021	Publication of the December Report
7	End of activities	31/12/2019	Official report by works' supervisor
8	Start of geological investigations with TBM at Saint Martin la Porte gallery (part 2) at Saint Martin la Porte gallery (part 2)	07/09/2016	Official report by works' supervisor
9	Completion of the SMP investigation by Completion of the SMP investigation by by TBM (part 2)	15/09/2019	Official report by works supervisor
10	Breakthrough P2	15/09/2019	Official report by works supervisor
11	Start "contre-attaque" part 3b	31/12/2019	Official report by works' supervisor
12	Part. 3b – 400 m before breakthrough	01/07/2020	Official report by works' supervisor
13	Part. 3b – 700 m before breakthrough	31/03/2021	Official report by works supervisor
14	Completion of Saint Martin La Porte exploratory tunnel	28/04/2022	Official report by works supervisor
15	Completion of Saint Martin La Porte exploratory tunnel testing activities	31/12/2022	Official report by works supervisor
16	Completion of the modified reference project	31/12/2019	Transfer protocol of reception by TELT
17	Approval of the 2019 TELT accounts	01/04/2019	Statutory auditors report
18	Approval of the 2020 TELT accounts	23/04/2021	Statutory auditors report
19	Approval of the 2021 TELT accounts	20/04/2022	Statutory auditors report
20	Approval of the 2022 TELT accounts	19/04/2023	Statutory auditors report
21	Signature of the AFITF Conventions	12/03/2020	Contract signed



Milestone number	Milestone description	Indicative completion date	Means of verification
22	Signature of the "Contratto di Programma" TELT MIT FS	21/05/2021	Contract signed
23	Signature of the AFITF Conventions	19/02/2021	Contract signed
24	Signature of the agreement with [REDACTED] for activity 10 (Chiomonte Interchange, o.w.4C)	31/12/2019	Contract signed
25	Signature of the agreement with [REDACTED] for activity 11 (New Autoport o.w.2C)	06/08/2020	Contract signed
26	Signature of the agreement with [REDACTED] (final design) for activity 12 (New "Safe driving" track, o.w. 2D)	28/02/2019	Contract signed
27	Start of works for demolition	15/01/2019	Official report by works supervisor
28	Temporary occupations of areas in sites of Chiomonte-Giaglione (phase 1)	22/06/2020	Signature of the final deeds of transfer of ownership in Italy
29	Temporary occupations of areas in sites of Chiomonte-Giaglione (phase 2), Torrazza Piemonte, Salbertrand	31/12/2021	Signature of the final deeds of transfer of ownership in Italy
30	End of demolitions works phase 1, 2 and 3	30/04/2021	Official report by works supervisor
31	End of demolitions works phase 4	29/02/2024	Official report by works supervisor
32	Finalising works agreements 1	27/12/2016	Contract signed
33	Start of works on the deviation	15/07/2019	Notice to proceed start works
34	Progress in utilities diversions 2020	31/12/2020	TELT Report
35	Progress in utilities diversions 2021	31/12/2021	TELT Report
36	Progress in utilities diversions 2022	31/12/2022	TELT Report
37	Finalising works agreements 3,10	31/12/2019	Contract signed
38	Start of works on the deviation	31/05/2019	Notice to proceed start works
39	End of works on the deviation	29/02/2024	Official report by works supervisor
40	Progress in utilities diversions 2020	31/12/2020	TELT Report
41	Progress in utilities diversions 2021	31/12/2021	TELT Report
42	Progress in utilities diversions 2022	31/12/2022	TELT Report
43	Tender publication	20/11/2019	Publication of JOUE
44	Start of evaluation of applicants qualification	19/02/2020	Transfer protocol of reception by TELT
45	Start of construction work for the Chiomonte Interchange	22/06/2020	Start of fencing activities in the worksite; Notice to proceed start works



Milestone number	Milestone description	Indicative completion date	Means of verification
46	Foundation construction – end of activities	29/02/2024	Official report by works supervisor
47	End of widening activities for viaduct Clarea (track side Torino)	29/02/2024	Official report by works supervisor
48	Tender publication	29/01/2020	Publication of JOUE
49	Start of construction works for the new Autoport	13/04/2021	Start of fencing activities in the worksite; Notice to proceed start works
50	Start of building [REDACTED] PCC (civil work -operation control building)	01/11/2022	Notice to proceed start works
51	End of civil works [REDACTED] PCC (except finishing works)	29/02/2024	Official report by works supervisor
52	Delivery of the final project by [REDACTED]	27/05/2019	Transfer protocol of reception by TELT
53	Send New Project to [REDACTED]	31/08/2022	Transfer protocol of reception by TELT
54	Agreement signature for detailed design execution	29/02/2024	Contract signed
55	Tender for PMC assistance contract	10/04/2019	Publication of the JOUE
56	Closure of the tender (receipt of candidatures)	24/05/2019	Transfer protocol of reception by TELT
57	Approval of contract award from TELT Board	15/12/2021	Resolution of the TELT Board
58	Tender for main works	13/07/2023	Publication of the JOUE
59	Proposal of contract award sent to Contracts Commission	29/02/2024	Report of the evaluation committee
60	N.A.	31/12/2019	Contract signed
61	N.A.	31/03/2020	Report of the evaluation committee
62	N.A.	31/12/2023	Official report by works supervisor
63	Tender notice publication for the civil works	30/03/2018	Publication of the JOUE
64	Receipt of technical and financial bids from selected candidates	31/01/2019	Report of the evaluation committee
65	Proposal of contract award to Contracts Commission	07/03/2020	Report of the evaluation committee
66	Approval of contract award from TELT Board	07/05/2020	Resolution of the TELT Board
67	Start of works on worksite	27/08/2020	Notice to proceed start works
68	Start of excavation of shafts (P1)	01/10/2022	Official report by works supervisor
69	Start of excavation of shafts (P3)	31/12/2023	Official report by works supervisor
70	End of excavation of shafts	29/02/2024	Official report by works supervisor
71	Signature of the contract	28/01/2019	Contract signed
72	Start of work on worksite	28/02/2019	Notice to proceed start works

Milestone number	Milestone description	Indicative completion date	Means of verification
73	Temporary shift of RD 1006 (departmental road with national stakes)	09/08/2019	Official report by works supervisor
74	Temporary shift of Highway A43	31/10/2019	Official report by works supervisor
75	End of construction plots 1, 2, 3 box shaped underpass	08/09/2020	Official report by works supervisor
76	End of works	30/11/2022	Official report by works supervisor
77	(63/20KV) Finalizing studies and works agreement 1	01/01/2017	Convention signed
78	(63/20KV) Start of works/studies	01/11/2020	Official report by works supervisor
79	(63/20KV) material ordered	31/12/2020	Official report by works supervisor
80	(63/20KV) building completed and delivered	31/05/2023	Official report by works supervisor
81	(63/20KV) End of works/studies	31/12/2023	Official report by works supervisor
82	St Jean de Maurienne and Villargondran Finalizing studies and works agreements 6	11/07/2017	Convention signed
83	St Jean de Maurienne and Villargondran Start of works/studies	01/01/2018	Convention signed
84	St Jean de Maurienne and Villargondran – signature of connection agreement	30/06/2020	Convention signed
85	St Jean de Maurienne and Villargondran Start of Works	02/05/2020	Official report by works supervisor
86	at Saint-Julien-Montdenis- start of trenching in l'Arc	02/05/2020	Official report by works supervisor
87	at Saint-Julien-Montdenis – start of cables laying	30/09/2022	Official report by works supervisor
88	St Jean de Maurienne and Villargondran End of works/studies	31/05/2023	Official report by works supervisor
89	at Saint-Julien-Montdenis Finalizing studies and works agreements 5	29/06/2020	Convention signed
90	at Saint-Julien-Montdenis Start of works/studies	30/07/2020	Notice to proceed start works
91	at Saint-Julien-Montdenis- orders for materials	29/06/2020	Official report by works supervisor
92	at Saint-Julien-Montdenis – commissioning of installations	30/09/2022	Official report by works supervisor
93	at Saint-Julien Montdenis - End of work	31/12/2023	Official report by works supervisor

Milestone number	Milestone description	Indicative completion date	Means of verification
94	Tender for PMC assistance contract	10/04/2019	Publication of the JOUE
95	Closure of the tender (receipt of candidatures)	24/05/2019	Transfer protocol of reception by TELT
96	DCE sent to selected candidates	21/04/2020	Letter to candidates
97	Approval of contract award from TELT Board	15/12/2021	Resolution of the TELT Board
98	PMC contract award	06/04/2022	Contract signed
99	N.A.	31/12/2023	-
100	N.A.	01/11/2023	-
101	Proposal of tender specifications sent to Contracts Commission	29/02/2024	Report of the evaluation committee
102	Tender for PMC assistance contract Henry Barrack	07/02/2020	Publication of the JOUE
103	1st order to PMC	01/10/2020	Order of service
104	Tender for HSE assistance contract Henry Barrack	29/02/2020	Publication of the JOUE
105	1st order to HSE	24/11/2020	Order of service
106	Tender for main works	31/03/2023	Publication of the JOUE
107	Proposal of contract award sent to Contracts Commission	16/05/2019	Report of the evaluation committee
108	Reply from the Contract Commission	02/07/2019	Notice from the Contract Commission
109	Approval of contract award from TELT	25/06/2019	Board Resolution of the TELT Board
110	PMC contract award	18/10/2019	Contract signed
111	Main works Tender notice publication	28/06/2019	Publication of the JOUE
112	Closure of the tender (receipt of candidatures)	25/09/2019	Transfer protocol of reception by TELT
113	DCE sent to selected candidates	15/10/2021	Letter to candidates
114	Main works contract award	15/07/2023	Contract signed
115	N.A.	17/08/2023	-
116	N.A.	31/12/2023	-
117	DCE sent to selected candidates	25/04/2019	Letter to candidates
118	Receipt of technical and financial bids from selected candidates	05/07/2019	TELT Report
119	Proposal of contract award sent to Contracts Commission	15/10/2019	Report of the evaluation committee
120	Reply from the Contract Commission	04/12/2019	Notice from the Contract Commission
121	Approval of contract award from TELT Board	12/12/2019	Resolution of the TELT Board
122	Contract award (by urgency anti-mafia procedure)	08/01/2020	Contract signed
123	1st Order to contractor	17/02/2020	Order of service
124	Send project to ministries to validation	29/05/2020	Transmission letter of TELT

Milestone number	Milestone description	Indicative completion date	Means of verification
125	Ministries Approval and start of works	17/12/2020	Letter of approval of the ministries and order to proceed with the work
126	End of excavation of 1st 5 niches	15/12/2021	Official report by works supervisor
127	End of niches excavation (18 niches)	31/05/2023	Official report by works supervisor
128	End of works (niches excavation, 1st phase lining, etc.)	31/05/2023	Official report by works supervisor
129	Tender notice publication for the civil works	12/03/2019	Publication of the JOUE
130	Closure of the tender (receipt of candidatures)	28/05/2019	Transfer protocol of reception by TELT
131	DCE sent to selected candidates	12/12/2019	Letter to candidates
132	Receipt of technical and financial bids from selected candidates	18/06/2020	TELT Report
133	Proposal of contract award sent to Contracts Commission	24/02/2021	Report of the evaluation committee
134	Reply from the Contract Commission	28/05/2021	Notice from the Contract Commission
135	Approval of contract award from TELT Board	07/07/2021	Resolution of the TELT Board
136	Signature of the contract	09/09/2021	Contract signed
137	Order of TBM1 & TBM2	31/12/2022	Order of service
138	Set up of TBMs in supplier's factory	29/02/2024	Transfer Protocol of Reception by MOE
139	N.A.	31/12/2023	-
140	Tender notice publication for the civil works	12/03/2019	Publication of the JOUE
141	Closure of the tender (receipt of candidatures)	28/05/2019	Transfer protocol of reception by TELT
142	DCE sent to selected candidates	12/12/2019	Letter to candidates
143	Receipt of technical and financial bids from selected candidates	29/06/2020	TELT Report
144	Proposal of contract award sent to Contracts Commission	11/03/2021	Report of the evaluation committee
145	Reply from the Contract Commission	28/05/2021	Notice from the Contract Commission
146	Approval of contract award from TELT Board	07/07/2021	Resolution of the TELT Board
147	Signature of the contract	09/09/2021	Contract signed
148	Order of TBMs	31/07/2022	Order of service
149	Set up of TBMs in supplier's factory	31/12/2023	Transfer Protocol of Reception by MOE
150	End of access adit tunnel gallery and Excavation with traditional method	29/02/2024	Official report by works supervisor

<b>Milestone number</b>	<b>Milestone description</b>	<b>Indicative completion date</b>	<b>Means of verification</b>
151	Tender notice publication for the civil works	12/03/2019	Publication of the JOUE
152	Closure of the tender (receipt of candidatures)	28/05/2019	Transfer protocol of reception by TELT
153	DCE sent to selected candidates	12/12/2019	Letter to candidates
154	Receipt of technical and financial bids from selected candidates	29/06/2020	TELT Report
155	Proposal of contract award sent to Contracts Commission	11/03/2021	Report of the evaluation committee
156	Reply from the Contract Commission	28/05/2021	Notice from the Contract Commission
157	Approval of contract award from TELT Board	07/07/2021	Resolution of the TELT Board
158	Signature of the contract	09/09/2021	Contract signed
159	Order of TBM	31/07/2022	Order of service
160	Set up of TBM in supplier's factory	01/08/2023	Transfer Protocol of Reception by MOE
161	Tender notice publication for the civil works	12/03/2019	Publication of the JOUE
162	Closure of the tender (receipt of candidatures)	28/05/2019	Transfer protocol of reception by TELT
163	DCE sent to selected candidates	12/12/2019	Letter to candidates
164	Receipt of technical and financial bids from selected candidates	29/06/2020	TELT Report
165	Proposal of contract award sent to Contracts Commission	11/03/2021	Report of the evaluation committee
166	Reply from the Contract Commission	28/05/2021	Notice from the Contract Commission
167	Approval of contract award from TELT Board	07/07/2021	Resolution of the TELT Board
168	Signature of the contract	09/09/2021	Contract signed
169	Start of works	18/10/2021	Notice to proceed start works
170	Start of excavation conventional tunneling	18/11/2022	Official report by works supervisor
171	Conventional excavation, at least 300 m for each tube reached by excavation conventional tunneling	31/12/2023	Official report by works supervisor
172	Signature Convention CFI 4 (financing agreement for design Phase 2 to 5 and preparation of tenders)	31/12/2018	Convention signed
173	Signature Convention CFI 5 (financing agreement for payment of works and management of works)	23/07/2018	Convention signed



Milestone number	Milestone description	Indicative completion date	Means of verification
174	End of construction Earthworks Saint Avre	27/11/2020	Official report by works supervisor
175	End of construction "PAI" Saint Avre	07/12/2020	Official report by works supervisor
176	End of construction Railway Equipment	15/11/2021	Official report by works supervisor
177	Transfer activity logistics	12/05/2023	Official report by works supervisor
178	Building authorization "silos"	09/09/2021	Official report by works supervisor
179	End of construction Earthworks Hermillon	04/08/2023	Official report by works supervisor
180	End of construction PAI Hermillon	04/02/2021	Official report by works supervisor
181	End of construction Rail equipment	25/09/2023	Official report by works supervisor
182	End of construction Gypse station	15/12/2023	Official report by works supervisor
183	Environmental authorization "Ouest Arvan"	20/02/2020	Official report by works supervisor
184	Environmental authorization "Est Arvan"	24/02/2021	Official report by works supervisor
185	Building authorization "PEM Transitoire"	29/10/2019	Official report by works supervisor
186	Building authorization "FSA LH"	12/03/2018	Official report by works supervisor
187	Completion detailed design "Phase 1 M4"	28/09/2018	Official report by works supervisor
188	Completion detailed design "Phase 2 anticipée M6"	15/10/2019	Official report by works supervisor
189	Completion detailed design "Phase 2 M6" (except railway equipments)	28/08/2020	Official report by works supervisor
190	End of construction "Digue des Resses"	13/12/2019	Official report by works supervisor
191	End of construction "PAI LH"	06/11/2020	Official report by works supervisor
192	End of construction "FSA LH /GA1/GA2"	26/02/2021	Official report by works supervisor
193	End of construction "PEM transitoire"	19/05/2022	Official report by works supervisor
194	End of construction "PRA René Cassin"	23/11/2020	Official report by works supervisor
195	End of construction roads and networks Ouest Arvan (Bastille-Cassin-Sibué)	07/12/2021	Official report by works supervisor
196	End of construction roads and networks area Amoudon/plan des Epines (RD81)	31/12/2023	Official report by works supervisor
197	Tender notice publication for the PMC	31/07/2019	Publication of the JOUE

Milestone number	Milestone description	Indicative completion date	Means of verification
198	Closure of the tender (receipt of candidatures)	08/10/2019	Transfer protocol of reception by TELT
199	Proposal of contract award sent to Contracts Commission	10/09/2021	Report of the evaluation committee
200	Approval of contract award from TELT Board	26/11/2021	Resolution of the TELT Board
201	Contract award for designer PEM	15/04/2022	Contract signed
202	End of preparatory work with interventions on road RD 906	31/12/2023	Official report by works supervisor
203	DCE sent to selected candidates	18/02/2019	Letter to candidates
204	Receipt of technical and financial bids from selected candidates ("lot 01")	01/04/2019	TELT Report
205	Proposal of contract award sent to Contracts Commission	08/06/2019	Report of the evaluation committee
206	Reply from the Contract Commission	15/07/2019	Notice from the Contract Commission
207	Approval of contract award from TELT Board	15/09/2019	Resolution of the TELT Board
208	Signature of the contract ("lot 01")	06/09/2019	Contract signed
209	Start of work on worksite "lot 01"	08/10/2019	Notice to proceed start works
210	Start of networks works	15/10/2019	Official report by works supervisor
211	Start of shoreline protection works	02/12/2019	Official report by works supervisor
212	Start of backfill works	02/12/2019	Official report by works supervisor
213	Signature of the contract lot 02	16/12/2021	Contract signed
214	Completion of work "lot 01 and lot 02"	31/07/2023	Official report by works supervisor
215	Tender notice publication for the works supervision "MOE CO9E" civil works	22/07/2020	Publication of the JOUE
216	Proposal of contract award sent to Contracts Commission	31/05/2022	Report of the evaluation committee
217	Signature of the contract	15/09/2022	Contract signed
218	End of the design of the Bridge	29/02/2024	Transfer protocol of reception by TELT
219	DCE sent to selected candidates	25/06/2019	Letter to candidates
220	Receipt of technical and financial bids from selected candidates	19/09/2019	TELT Report
221	Proposal of contract award sent to Contracts Commission	19/12/2019	Report of the evaluation committee
222	Reply from the Contract Commission	31/01/2020	Notice from the Contract Commission

Milestone number	Milestone description	Indicative completion date	Means of verification
223	Approval of contract award from TELT Board	04/02/2020	Resolution of the TELT Board
224	PMC contract award	23/04/2020	Contract signed
225	Tender for main Works	01/07/2019	Publication of the JOUE
226	Closure of the tender (receipt of candidatures)	25/09/2019	Transfer protocol of reception by TELT
227	Approval of DCE and candidatures by CdC	26/09/2020	Notice from the Contract Commission
228	DCE sent to selected candidates	05/11/2021	Letter to candidates
229	Main works contract award	31/01/2024	Contract signed
230	Order of Selective treatment of materials machine (Salbertrand)	29/02/2024	Order of service
231	DCE sent to selected candidates	16/07/2019	Letter to candidates
232	Receipt of technical and financial bids from selected candidates	21/10/2019	TELT Report
233	Proposal of contract award sent to Contracts Commission	28/02/2020	Report of the evaluation committee
234	Reply from the Contract Commission	23/09/2020	Notice from the Contract Commission
235	Approval of contract award from TELT Board	06/10/2020	Resolution of the TELT Board
236	Signature of the contract	03/12/2020	Contract signed
237	Signature of convention for work for railway connection [REDACTED]	18/05/2021	Convention signed
238	Start of work for "worksite preparation"	04/02/2021	Notice to proceed start works
239	Completion of work "worksite preparation"	15/07/2022	Official report by works supervisor
240	Tender notice publication for the civil works CO11	29/11/2020	Publication of the JOUE
241	Closure of the tender (receipt of candidatures)	08/02/2021	Transfer protocol of reception by TELT
242	DCE sent to selected candidates	14/03/2022	Letter to candidates
243	Main works contract award	31/12/2023	Contract signed
244	Order of Selective treatment of materials machine (Illaz and Modane)	31/12/2022	Order of service
245	N.A	31/12/2023	-
246	Edition of annual report from TELT for 2019	31/12/2019	TELT Report
247	Edition of annual report from TELT for 2020	31/12/2020	TELT Report
248	Edition of annual report from TELT for 2021	31/12/2021	TELT Report
249	Edition of annual report from TELT for 2022	31/12/2022	TELT Report



Milestone number	Milestone description	Indicative completion date	Means of verification
250	Signature of the contract for the coordination of security during execution on the French side	24/07/2019	Contract signed
251	Signature of the contract for the preparation of the executive project of environmental monitoring on the Italian side	29/01/2019	Contract signed
252	Signature of the contract for the ante operam environmental monitoring and the water law on the French side	06/03/2019	Contract signed
253	Signature of the contract for the engineering technical studies or audit aimed at checking the engineer (MOE) and the sub-contractors design and planning	19/06/2019	Contract signed
254	Signature of the contract for the execution of the environmental monitoring plan ante operam, in course of work and post operam on the Italian side	15/04/2020	Contract signed
255	Signature of the contract for the coordination of security during execution on the Italian side	30/05/2020	Contract signed
256	Signature of the contract for the environmental coordination of the activities on the Italian side	15/07/2020	Contract signed
257	N.A.	31/12/2022	-
258	N.A.	31/12/2022	-
259	Approval of the 2023 TELT accounts	31/12/2023	Statutory auditors report
260	Progress in utilities diversions 2023	31/12/2023	TELT Report
261	Edition of Annual report from TELT for 2023	31/12/2023	TELT Report
262	Approval by CIPESS of the third construction Lot	31/12/2023	Deliberation from CIPESS
263	Progress in utilities diversions 2023	31/12/2023	Official report by works supervisor
264	End of the excavation of the definitive "gabarit"	31/12/2023	Official report by works supervisor
265	End of the excavation of the definitive "gabarit"	31/12/2023	Official report by works supervisor
266	Start of the excavation of GN03-GN04 (base tunnel)	31/12/2023	Official report by works supervisor

Milestone number	Milestone description	Indicative completion date	Means of verification
267	Conventional excavation, at least 450 m for each tube reached by excavation conventional tunneling	29/02/2024	Official report by works supervisor
268	Inauguration of the Chiomonte InfoPoint	29/02/2024	Report by Public promoter

“

(5) Annex III shall read as follows:

**“ANNEX III  
ESTIMATED BUDGET OF THE ACTION**

**Table 1: Planned sources of financing of the eligible costs of the action**

Financing sources	Amount of financial contribution to the action eligible costs (EUR)	Amount of financial contribution to the action eligible costs (EUR)
	MIT	MEDDE
1. CEF-Transport financing	448,786,114	364,995,786
2. Beneficiary's own resources	0	0
of which:		
(a) EIB loan	0	0
3. State budget(s)	613,265,788	488,007,062
4. Regional/ local budget(s)	0	0
5. Income generated by the action	0	0
6. Other sources	0	0
<b>TOTAL</b>	<b>1,062,051,902</b>	<b>853,002,848</b>

Table 2: Indicative breakdown per activity and per beneficiary of estimated eligible costs of the action (EUR)

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
<b>ELIGIBLE DIRECT COSTS</b>													
Activity 1	0	0	18,600,000	19,182,578	0	0	0	0	0	0	0	37,782,578	1.97
MIT	0	0	9,300,000	9,591,289	0	0	0	0	0	0	0	18,891,289	0.99
MEDDE	0	0	9,300,000	9,591,289	0	0	0	0	0	0	0	18,891,289	0.99
Activity 2	0	0	722,592	722,592	722,594	688,171	605,734	187,000	0	0	0	3,648,683	0.19
MIT	0	0	361,296	361,296	361,297	344,085	302,867	93,500	0	0	0	1,824,341	0.1
MEDDE	0	0	361,296	361,296	361,297	344,086	302,867	93,500	0	0	0	1,824,342	0.1
Activity 3	0	0	24,181,696	15,066,700	1,000,000	1,278,064	0	0	0	0	0	41,526,460	2.17
MIT	0	0	12,067,279	10,566,700	1,000,000	1,278,064	0	0	0	0	0	24,912,043	1.3
MEDDE	0	0	12,114,417	4,500,000	0	0	0	0	0	0	0	16,614,417	0.87
Activity 4	0	0	88,879,532	49,000,000	71,000,000	95,313,036	26,530,974	39,903,728	1,557,331	0	0	372,184,601	19.43
MIT	0	0	44,439,766	24,500,000	35,500,000	47,656,518	13,265,487	19,951,864	778,666	0	0	186,092,301	9.72

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
MEDDE	0	0	44,439,766	24,500,000	35,500,000	47,656,518	13,265,487	19,951,864	778,665	0	0	186,092,300	9.72
Activity 5	0	0	7,000,000	5,986,872	8,444,549	1,026,256	0	0	0	0	0	22,457,677	1.17
MIT	0	0	3,500,000	2,993,436	4,222,275	513,128	0	0	0	0	0	11,228,839	0.59
MEDDE	0	0	3,500,000	2,993,436	4,222,274	513,128	0	0	0	0	0	11,228,838	0.59
Activity 6	0	0	0	0	19,613,414	23,696,972	26,330,882	29,724,646	26,514,051	26,514,052	0	152,394,017	7.96
MIT	0	0	0	0	11,356,167	13,750,980	15,245,581	17,210,570	15,336,419	15,336,419	0	88,236,136	4.61
MEDDE	0	0	0	0	8,257,247	9,945,992	11,085,301	12,514,076	11,177,632	11,177,633	0	64,157,881	3.35
Activity 7	274,642	351,647	13,132	42,897	393,726	2,563,993	697,642	1,569,948	1,309,107	1,070,155	0	8,286,889	0.43
MIT	159,047	203,641	7,605	24,842	227,967	1,484,552	403,935	909,000	757,933	619,587	0	4,798,109	0.25
MEDDE	115,595	148,006	5,527	18,055	165,759	1,079,441	293,707	660,948	551,174	450,568	0	3,488,780	0.18
Activity 8	0	0	1,960,853	743,570	3,485,575	7,047,758	0	5,934,356	5,971,483	310,506	0	25,454,101	1.33
MIT	0	0	0	0	0	0	0	0	0	0	0	0	0
MEDDE	0	0	1,960,853	743,570	3,485,575	7,047,758	0	5,934,356	5,971,483	310,506	0	25,454,101	1.33
Activity 9	0	0	0	0	0	0	0	953,743	345	764,244	0	1,718,332	0.09

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
MIT	0	0	0	0	0	0	0	953,743	345	764,244	0	1,718,332	0.09
MEDDE	0	0	0	0	0	0	0	0	0	0	0	0	0
Activity 10	0	0	0	0	29,555	0	114,736	1,643,865	18,807,651	62,211,678	0	82,807,485	4.32
MIT	0	0	0	0	17,112	0	66,432	951,798	10,889,630	36,020,562	0	47,945,534	2.5
MEDDE	0	0	0	0	12,443	0	48,304	692,067	7,918,021	26,191,116	0	34,861,951	1.82
Activity 11	0	0	0	0	48,391	0	113,439	2,585,333	16,633,810	50,795,495	0	70,176,468	3.66
MIT	0	0	0	0	28,018	0	65,681	1,496,908	9,630,976	29,410,592	0	40,632,175	2.12
MEDDE	0	0	0	0	20,373	0	47,758	1,088,425	7,002,834	21,384,903	0	29,544,293	1.54
Activity 12	0	0	0	0	0	7,277	0	54,653	0	256,510	0	318,440	0.02
MIT	0	0	0	0	0	4,213	0	31,644	0	148,520	0	184,377	0.01
MEDDE	0	0	0	0	0	3,064	0	23,009	0	107,990	0	134,063	0.01
Activity 13	0	0	0	0	0	0	0	0	146,005	258,482	0	404,487	0.02
MIT	0	0	0	0	0	0	0	0	84,537	149,661	0	234,198	0.01
MEDDE	0	0	0	0	0	0	0	0	61,468	108,821	0	170,289	0.01
Activity 14	0	0	0	0	0	0	0	0	0	0	0	0	0
MIT	0	0	0	0	0	0	0	0	0	0	0	0	0

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
MEDDE	0	0	0	0	0	0	0	0	0	0	0	0	0
Activity 15	0	0	0	15,290	556,393	801,016	7,375,693	31,771,073	79,838,342	48,085,700	0	168,443,507	8.8
MIT	0	0	0	8,855	322,152	463,788	4,270,526	18,395,451	46,226,400	27,841,620	0	97,528,792	5.09
MEDDE	0	0	0	6,435	234,241	337,228	3,105,167	13,375,622	33,611,942	20,244,080	0	70,914,715	3.7
Activity 16	0	0	0	60,407	245,257	14,624,233	13,282,318	8,867,697	60,719	2,635,621	0	39,776,252	2.08
MIT	0	0	0	34,982	142,004	8,467,431	7,690,462	5,134,397	35,156	1,526,018	0	23,030,450	1.2
MEDDE	0	0	0	25,425	103,253	6,156,802	5,591,856	3,733,300	25,563	1,109,603	0	16,745,802	0.87
Activity 17	0	0	382,116	1,147,200	348,225	3,184,682	5,192,354	5,229,097	12,817,504	2,091,544	0	30,392,722	1.59
MIT	0	0	221,286	664,351	201,622	1,843,931	3,006,373	3,027,647	7,421,195	1,210,981	0	17,597,386	0.92
MEDDE	0	0	160,830	482,849	146,603	1,340,751	2,185,981	2,201,450	5,396,309	880,563	0	12,795,336	0.67
Activity 18	0	0	0	796,555	1,171,341	0	0	0	0	0	0	1,967,896	0.1
MIT	0	0	0	461,205	685,679	0	0	0	0	0	0	1,146,884	0.06
MEDDE	0	0	0	335,350	485,662	0	0	0	0	0	0	821,012	0.04
Activity 19	0	0	0	0	0	0	0	58,600	138,033	378,197	0	574,830	0.03



Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
MIT	0	0	0	0	0	0	0	33,929	79,921	218,976	0	332,826	0.02
MEDDE	0	0	0	0	0	0	0	24,671	58,112	159,221	0	242,004	0.01
Activity 20	0	0	0	0	0	0	0	14,000	11,648	115,490	0	141,138	0.01
MIT	0	0	0	0	0	0	0	8,106	6,744	66,869	0	81,719	0
MEDDE	0	0	0	0	0	0	0	5,894	4,904	48,621	0	59,419	0
Activity 21	0	0	0	0	0	0	432,750	725,701	475,123	660,359	0	2,293,933	0.12
MIT	0	0	0	0	0	0	250,562	420,181	275,096	382,348	0	1,328,187	0.07
MEDDE	0	0	0	0	0	0	182,188	305,520	200,027	278,011	0	965,746	0.05
Activity 22	0	0	0	0	0	3,185,945	5,627,865	9,319,360	12,381,779	11,154,773	0	41,669,722	2.18
MIT	0	0	0	0	0	1,844,662	3,258,534	5,395,909	7,169,050	6,458,614	0	24,126,769	1.26
MEDDE	0	0	0	0	0	1,341,283	2,369,331	3,923,451	5,212,729	4,696,159	0	17,542,953	0.92
Activity 23	0	0	0	0	0	982,651	810,171	4,130,542	13,595,290	45,886,953	25,384,100	90,789,707	4.74
MIT	0	0	0	0	0	568,955	469,089	2,391,584	7,871,673	26,568,546	14,697,394	52,567,241	2.74
MEDDE	0	0	0	0	0	413,696	341,082	1,738,958	5,723,617	19,318,407	10,686,706	38,222,466	2

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
Activity 24	0	0	0	0	0	248,180	483,419	4,728,224	46,303,608	22,902,006	0	74,665,437	3.9
MIT	0	0	0	0	0	143,696	279,900	2,737,642	26,809,789	13,260,261	0	43,231,288	2.26
MEDDE	0	0	0	0	0	104,484	203,519	1,990,582	19,493,819	9,641,745	0	31,434,149	1.64
Activity 25	0	0	0	0	0	679,383	926,392	5,179,734	24,111,820	111,927,860	0	142,825,189	7.46
MIT	0	0	0	0	0	393,363	536,381	2,999,066	13,960,744	64,806,230	0	82,695,784	4.32
MEDDE	0	0	0	0	0	286,020	390,011	2,180,668	10,151,076	47,121,630	0	60,129,405	3.14
Activity 26	0	0	0	0	0	3,334,866	2,107,603	1,552,031	32,852,335	57,433,846	0	97,280,681	5.08
MIT	0	0	0	0	0	1,930,887	1,220,302	898,626	19,021,502	33,254,197	0	56,325,514	2.94
MEDDE	0	0	0	0	0	1,403,979	887,301	653,405	13,830,833	24,179,649	0	40,955,167	2.14
Activity 27	0	0	0	0	0	33,218,273	52,224,900	64,630,599	44,138,695	64,477,763	0	258,690,230	13.51
MIT	0	0	0	0	0	19,233,380	30,238,217	37,421,117	25,556,304	37,332,625	0	149,781,643	7.82
MEDDE	0	0	0	0	0	13,984,893	21,986,683	27,209,482	18,582,391	27,145,138	0	108,908,587	5.69
Activity 28	0	0	0	0	0	246,209	0	654,359	998,413	2,316,152	0	4,215,133	0.22
MIT	0	0	0	0	0	142,555	0	378,874	578,081	1,341,052	0	2,440,562	0.13

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
MEDDE	0	0	0	0	0	103,654	0	275,485	420,332	975,100	0	1,774,571	0.09
Activity 29	0	0	0	0	0	122,925	5,718,511	1,308,178	3,189,676	1,803	0	10,341,093	0.54
MIT	0	0	0	0	0	71,174	3,311,018	757,435	1,846,822	1,044	0	5,987,493	0.31
MEDDE	0	0	0	0	0	51,751	2,407,493	550,743	1,342,854	759	0	4,353,600	0.23
Activity 30	0	0	0	0	0	0	0	0	265,984	411,912	0	677,896	0.04
MIT	0	0	0	0	0	0	0	0	154,005	238,497	0	392,502	0.02
MEDDE	0	0	0	0	0	0	0	0	111,979	173,415	0	285,394	0.01
Activity 31	0	0	0	0	0	352,718	566,530	2,297,215	3,245,152	18,235,788	0	24,697,403	1.29
MIT	0	0	0	0	0	204,224	328,021	1,330,088	1,878,943	10,558,520	0	14,299,796	0.75
MEDDE	0	0	0	0	0	148,494	238,509	967,127	1,366,209	7,677,268	0	10,397,607	0.54
Activity 32	0	0	0	0	0	258,635	57,955	9,673,698	3,977,639	30,571,534	0	44,539,461	2.33
MIT	0	0	0	0	0	149,750	33,556	5,601,071	2,303,053	17,700,918	0	25,788,348	1.35
MEDDE	0	0	0	0	0	108,885	24,399	4,072,627	1,674,586	12,870,616	0	18,751,113	0.98
Activity 33	0	0	0	0	0	2,846,214	3,208,145	5,843,670	3,511,543	23,858,730	0	39,268,302	2.05
MIT	0	0	0	0	0	1,647,958	1,857,516	3,383,485	2,033,183	13,814,205	0	22,736,347	1.19
MEDDE	0	0	0	0	0	1,198,256	1,350,629	2,460,185	1,478,360	10,044,525	0	16,531,955	0.86

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
Activity 34	0	0	0	0	0	0	0	0	0	14,000,000	0	14,000,000	0.73
MIT	0	0	0	0	0	0	0	0	0	8,106,000	0	8,106,000	0.42
MEDDE	0	0	0	0	0	0	0	0	0	5,894,000	0	5,894,000	0.31
Activity 35	0	0	0	0	0	0	0	0	0	6,000,000	0	6,000,000	0.31
MIT	0	0	0	0	0	0	0	0	0	3,474,000	0	3,474,000	0.18
MEDDE	0	0	0	0	0	0	0	0	0	2,526,000	0	2,526,000	0.13
Activity 36	0	0	0	0	0	0	0	0	0	2,644,000	0	2,644,000	0.14
MIT						0	0	0	0	1,530,876	0	1,530,876	0.08
MEDDE						0	0	0	0	1,113,124	0	1,113,124	0.06
TOTAL ELIGIBLE DIRECT COSTS	274,642	351,647	141,739,921	92,764,661	107,059,020	195,707,457	152,408,013	238,541,050	352,853,086	607,971,153	25,384,100	1,915,054,750	100
MIT	159,047	203,641	69,897,232	49,206,956	54,064,293	102,137,294	86,100,440	131,913,635	200,706,167	352,141,982	14,697,394	1,061,228,081	55.42
MEDDE	115,595	148,006	71,842,689	43,557,705	52,994,727	93,570,163	66,307,573	106,627,415	152,146,919	255,829,171	10,686,706	853,826,669	44.58

Activities	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	Pro-rata share of the estimated eligible costs (%)
Annual instalments of maximum CEF contribution	109,856.8	140,658.8	70,634,350.4	46,101,738.6	50,940,322.3	88,113,535.5	63,676,876	99,425,492.8	141,296,967.5	243,188,461.3	10,153,640	813,781,900	42.49
MIT	63,618.8	81,456.4	34,925,726.9	24,484,054.5	25,734,074.4	45,834,097.1	35,797,011.4	54,769,990.4	80,360,333.4	140,856,792.9	5,878,957.6	448,786,113.8	23.43
MEDDE	46,238	59,202.4	35,708,623.5	21,617,684.1	25,206,247.9	42,279,438.4	27,879,864.6	44,655,502.4	60,936,634.1	102,331,668.4	4,274,682.4	364,995,786.2	19.06

**Table 3: Indicative breakdown per beneficiary of the maximum CEF contribution (EUR)**

	<b>Estimated contribution</b>	<b>Pro-rata share of the maximum CEF contribution (%)</b>
<b>MIT</b>	<b>448,786,114</b>	<b>55.15%</b>
<b>MEDDE</b>	<b>364,995,786</b>	<b>44.85%</b>
<b>Total</b>	<b>813,781,900</b>	<b>100.00%</b>

“



## Article 2

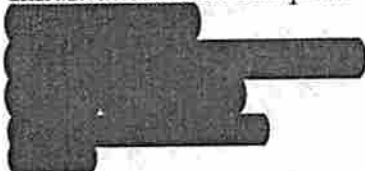
All the other provisions of the grant agreement shall remain unchanged.

## Article 3

The present amendment shall form an integral part of the grant agreement and it shall enter into force on the date on which it is signed by the last party. It shall take effect on the date of its entry into force.

## SIGNATURES

For the beneficiary Ministero delle  
Infrastrutture e dei Trasporti



Done at Roma, on

For the Agency



Done at Brussels, on



In duplicate in English.

