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COMMISSION IMPLEMENTING DECISION

of 30.7.2025

laying down detailed rules for the application of Regulation (EU) 2024/1679 of the European Parliament and of the Council as regards the implementation of the Lyon-Turin cross-border project on the Mediterranean European Transport Corridor

(Only the Italian and French texts are authentic)

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union Guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013¹ and in particular Article 55(2) thereof,

Whereas:

- (1) As underlined by the Work Plans for the Mediterranean Corridor, the cross-border project Lyon-Turin (the ‘project’) plays a crucial role in ensuring the functioning of the corridor with an interoperable and efficient connection across the Alpes, between France and Italy, for the transport of goods and passengers by rail.
- (2) Decarbonising transport through creating the conditions for an ambitious modal shift of long-distance transport of goods and passenger to energy-efficient transport modes, is a key policy objective of the Union and in line with the Union’s objectives towards fighting climate change.
- (3) In this context, fostering railway transport of goods and passengers is a clear priority of the Union transport policy, as outlined by the Smart and Sustainable Mobility Strategy² and a long-standing priority of in the development of the TEN-T network.
- (4) Through the completion of the Lyon-Turin railway, the Mediterranean European Transport Corridor and its transalpine cross-border section will be equipped with modern, safe and energy efficient railway transport infrastructure contributing to modal shift.
- (5) The Lyon-Turin cross border link is listed as a pre-identified cross border link on the Mediterranean European Transport Corridor eligible for Union funding under the

¹ OJ L, 2024/1679, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1679/oj>.

² Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Region, Sustainable and Smart Mobility Strategy – putting European transport on track for the future, COM/2020/789 final.

Connecting Europe Facility in Part III of the Annex to Regulation (EU) 2021/1153 of the European Parliament and of the Council³.

- (6) Three bilateral treaties and one additional protocol between France and Italy⁴ regulate and plan the project within the agreed political, legal and financial framework. A further bilateral agreement for cross-border transfers of material for the construction of the project was signed on 4 August 2023.
- (7) The Work Plan for the Mediterranean Corridor emphasises the need to ensure completion of the project in its entirety, which includes the cross-border base tunnel as well as access lines between the pre-identified urban nodes of Lyon and Turin.
- (8) All sections of the project are essential for a good functioning of the Mediterranean European Transport Corridor. They will be planned in line with standards set out in Article 16 and 18 of Regulation (EU) 2024/1679.
- (9) The project is a complex cross-border long-term investment involving France, Italy and their respective neighbouring regions of Auvergne Rhône Alpes and Piedmont. It also benefits other Member States, which rely on a modern connection between France and Italy across the Alps.
- (10) The project implies the creation of new infrastructure and the improvement of the existing one. In order to support the coordinated and timely implementation of the project, it is necessary to adopt provisions laying down a description of actions and a timetable for their implementation. The project is a long-term commitment requiring planning of investments across several budgetary cycles both at national and Union level. It will help achieving the cross-border objectives of the Work Plan for the Mediterranean European Transport Corridor, including the construction of access lines that will ensure the transit of 24 million tons of goods per year and 1,5 million passengers per year.
- (11) France and Italy have already carried out significant actions such as studies and infrastructure works. Those actions include the ongoing construction of the base tunnel in both countries (as of 31 October 2024), where 38,6 km of galleries have been excavated, out of which 14,7 km of the base tunnel), the planning of access lines on the Italian territory, the planning of the modernisation of the conventional rail line Ambérieu – Saint-Jean-de-Maurienne as from 2027 with a dedicated budget of EUR 700 million, and the ongoing modernisation of the conventional rail line between Bussoleno-Avigliana. Regarding the French new railway lines, a decree of 13 August 2013⁵ declared the works to be in the public interest, the detailed railway alignment was approved. The avant-projet détaillé (APD) studies, co-financed by the Commission, France and the French regional authorities will be launched in 2025.

³ Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, OJ L 249 14.7.2021, p. 38, ELI:<http://data.europa.eu/eli/reg/2021/1153/2024-07-18>

⁴ “Agreement between the Government of the Italian Republic and the Government of the French Republic” dated 30 January 2012, ratified by France by Law No. 2013 - 1089 dated 2/12/2013 and by Italy by Law No. 71/2014.

“Agreement between the Government of the Italian Republic and the Government of the French Republic for the commencement of the final works of the cross-border section of the new Turin - Lyon railway line” of 24/2/2015; “Additional Protocol, with Annex” of 8/3/2016; “Contract Regulations” of 7/6/2016, all ratified by France by Law 2017-116 of 1/2/2017 and by Italy by Law 1/2017.

⁵ *Journal Officiel de la République Française* no. 197 of 25 August 2013.

- (12) The clear identification of the necessary actions to complete the project and the timetable for their implementation are also important to plan and fully optimise the availability of Union, national, and regional funding. Union co-financing has an essential leverage effect on national and regional decision-making for the implementation of the actions. Therefore, it is important to identify the remaining actions necessary for the full completion of the project, so that Union resources can be exploited at the maximum level, in line with the respective planning and the applicable co-financing rates, together with the available financial resources at national and regional level. Pursuant to Regulation (EU) 2021/1153, all of the sections of the project are eligible for Union funding (up to a maximum of 55 % for the base tunnel and 50 % for access lines). The remaining actions must demonstrate a high degree of integration in the planning and implementation of the actions and be in line with the award criteria set out in Article 14 of Regulation (EU) 2021/1153. Financial resources should therefore be fully optimised with the maximum efforts of all parties involved.
- (13) The Agreement between the Government of the French Republic and the Government of the Italian Republic for the construction and operation of a new Lyon-Turin railway line⁶ and the additional protocol specify the certified cost of the cross-border base tunnel and, after subtracting the contribution of the Union and the part financed by tolls, the cost allocation key of 57,9 % for Italy and 42,1 % for France. Any additional costs will be equally allocated between Italy and France. The additional protocol also provides for the possibility of monetary revaluation and evolution of the costs of the production factors of the works.
- (14) The Franco-Italian company Tunnel Euralpin Lyon Turin, as a bi-national entity, is responsible for managing and constructing the cross-border section of the project. The national infrastructure managers of France and Italy respectively are responsible for constructing the access routes.
- (15) In order to monitor the progress of the project's implementation, France and Italy should provide the Commission with regular reports on the matter concerning the sections situated in their respective territories, and notify any delays encountered.
- (16) Pursuant to Article 6(1) of Regulation (EU) 2024/1679, Member States are to take appropriate measures to develop the core network by 31 December 2030. This obligation, however, is subject to the conditions set out in Article 8(5) of that Regulation, emphasising that the execution of projects of common interest is contingent upon factors such as their degree of maturity, compliance with both Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.
- (17) The implementation timetable should be without prejudice to the fulfilment of the requirements set out in international law and Union law, including provisions to protect the environment and human health. The timetable should allow Member States to plan and fully optimise the availability of funding, without prejudging the financial commitment of a Member State or of the Union. It should, under no circumstances, compromise the Union's and Member State's standards for environmental protection and public participation.
- (18) Without prejudice to Article 54(3) of Regulation (EU) 2024/1679], it is appropriate to start the review of this decision by the end of 2026, to reflect accurately the state of planning and construction of actions listed in Article 2.

⁶ *Journal Officiel de la République Française* No 206 of 16 September 2014.

- (19) France and Italy have approved the measures provided for in this Decision.
- (20) The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 61(1) of Regulation (EU) 2024/1679,

HAS ADOPTED THIS DECISION:

Article 1
Subject matter

This Decision lays down the actions and the timetable for the implementation of the cross-border rail project and its related access lines linking the urban nodes of Lyon and Turin (the ‘project’), as well as related governance provisions.

Article 2
Actions

France and Italy shall ensure the implementation of the following actions in accordance with the timetable set out in Article 3:

- (a) the cross-border section of the tunnel together with the connecting stations of Saint Jean de Maurienne and Susa.
- (b) access lines on the Italian territory, composed of:
- (i) upgrading of the existing conventional line – Bussoleno-Avigliana section:
- Lot 1: Realization of new technological installations for the management of the traffic on the Bussoleno - Avigliana section;
 - Lot 2: Elimination of two level crossings at Borgone Susa;
 - Lot 3: Implementation of the Technical Specifications for Interoperability for Persons with Reduced Mobility in the stations of Sant’Ambrogio, Borgone and Bruzolo;
 - Lot 4: Construction of two priority tracks with 750 m long modules, one in Condove and one Bruzolo;
 - Lot 5: Adaptation of the line power supply system through the construction of two new electrical substations, one in Avigliana and one in Borgone;
 - Lot 6: Demolition of 281 piles of the primary electric line 66 kV;
 - Lot 7: Acoustic mitigation;
 - Lot 8: involves the complete replacement of the current electric traction line, the Rete Ferroviaria Italiana standard one, between the Bussoleno and Avigliana stations with a 540 sq mm section and the addition of a 230 sq mm reinforcement feeder, necessary for the correct operation of the line according to the planned future train traffic;
- (ii) construction of the new line Avigliana-Orbassano section;
- (iii) rearrangement of the Orbassano marshalling yard including south junction;
- (iv) connectivity within the Turin railway urban node:
- completion of the Turin railway bypass, Porta Susa - Stura section;

- upgrading of the high-speed line between Porta Susa and Porta Nuova, new 4,5 km long independent double-track line, and construction of a number of new stops in the Turin railway system;
 - speeding up the Turin-Genoa line;
 - infrastructural and technological upgrading of the Turin railway urban node and related lines, and renewal of the centralized circulation management systems or insertion of new centralized circulation management systems;
 - new railway bypass from Orbassano to Settimo Torinese - phase 1b “Gronda Merci”.
- (c) access lines on the French territory composed of:
- (i) upgrading of the existing conventional line Ambérieu – Saint-Jean-de-Maurienne;
 - (ii) connectivity within the Lyon agglomeration – Lyon railway bypass between Saint-Pierre-de-Chandieu and Dagneux;
 - (iii) construction of the new line between Lyon and Saint-Jean-de-Maurienne:
 - mixed passenger and freight railway line between Grenay and Avressieux;
 - new freight railway line between Avressieux and Montmélian;
 - new freight railway line between Montmélian and Saint-Jean-de-Maurienne.

Article 3
Timetable

1. The timetable for the actions referred to in Article 2 point (a), shall be the following:
 - (a) In 2025: start of mechanized excavation of the first French lot of the base tunnel (operational construction site 7) – France.
 - (b) by the end of 2026/early 2027: start of mechanized excavation of the other lots of the base tunnel (operational construction sites 3-4-5-6) – France and Italy.
 - (c) by 2028: end of civil works at the entrance section - Saint Martin La Porte (operational construction site 8) – France.
 - (d) by 2027: contract award proposal of railway and non-railway installations (operational construction site 12) – France and Italy.
 - (e) by 2028: start of the interconnection tunnel excavation with traditional method in Bussoleno (operational construction site 1) – Italy.
 - (f) by 2029: start of civil works at Susa international station (operational construction site 2) –Italy.
 - (g) by 2030: end of civil works of the multimodal exchange hub at Saint-Jean-de-Maurienne international station (operational construction site 9) – France.
 - (h) by 2031: completion of the base tunnel excavation on the French and Italian sides (operational construction sites 3-4-5-6-7-8) – France and Italy.
 - (i) by 2031: completion of the Saint-Jean-de Maurienne international station with related ancillary infrastructure; starting of the construction of the Susa

international station equipment (operational construction sites 9 and 2) – France and Italy.

(j) By 31 December 2032: completion of the railway infrastructure for mixed traffic, in compliance with the TEN-T parameters set out in Regulation (EU) No. 1679/2024 – France and Italy.

(k) By 2033: operational installation ERTMS Level 2 – France and Italy.

2. The timetable for the actions referred to in Article 2, point (b), shall be the following:

(a) upgrading the existing conventional line Bussoleno-Avigliana section: end of works between 2026-2032.

(b) construction of the new line Avigliana-Orbassano:

(i) environmental assessment and permits obtained between 2024-2025;

(ii) start of works by 2026;

(iii) end of works by 2033.

(c) rearrangement of the Orbassano marshalling yard including South Junction, first phase, Turin side, by 2026.

(d) connectivity within the Turin railway urban node:

i) Porta Susa - Stura section: concluded at 98% (completion expected by 2025)

(ii) Porta Susa- Porta Nuova section: completion by 2028;

(iii) Turin-Genoa line: by 2027 (first phase):

– completion of the technological adaptation of the systems of the CCS Subsystem of the Trofarello-Alessandria section with the construction of the ACCM-SCCM in sub-phases;

– completion of the ACC of the Villafranca station;

– completion of the new ACC of Asti.

3. The timetable for the actions referred to in Article 2, point (c), shall be the following:

(a) upgrading the existing conventional line Ambérieu – Saint-Jean-de-Maurienne:

(i) preliminary studies, including a socio-economic analysis by the middle of 2025;

(ii) start of works on first operations by 2027;

(iii) design studies by the end of 2028;

(iv) administrative procedures for land acquisition by the end of 2028;

(v) environmental assessment by the end of 2028;

(vi) final studies by the end of 2029;

(vii) end of works by 2033:

– modification of access to the Aiton platform

– capacity improvements at Aix-les-Bains

– capacity improvements at Chambéry

- grade separation in Montmélian
 - securing the Lac du Bourget
 - securing level crossings
 - reinforcement of fixed Installations for Electric Traction.
- (b) connectivity within the Lyon agglomeration – Lyon railway bypass between Saint-Pierre-de-Chandieu and Dagneux:
- (i) detailed design studies by the end of 2027
 - (ii) environmental assessment
 - (iii) final studies
 - (iv) land acquisition in line with study and construction schedule
 - (v) works
- (c) construction of the new lines between Lyon and Saint-Jean-de-Maurienne in line with parameters of the “grand gabarit” as the main scenario explored at this stage:
- (i) detailed design studies on the following operations, including a socio-economic analysis and studies related to reconnaissance works by mid-2028 (French accesses to the Lyon-Torino rail tunnel – detailed studies - APD):
 - mixed line between Grenay and Avressieux;
 - improvements at Ambérieu station;
 - new freight railway line between Avressieux and Montmélian including a single-track freight tunnel under the Chartreuse massif, for which detailed design studies will be carried out in parallel with the construction of the reconnaissance structures;
 - doubling the connection at Montmélian station;
 - new freight railway line between Montmélian and Saint-Jean-de-Maurienne including single-track freight tunnels under the Belledonne massif and the Glandon massif, for which detailed design studies will be carried out in parallel with the construction of the reconnaissance structures;
 - (ii) Environmental assessment
 - (iii) Construction of reconnaissance structures
 - (iv) Final studies
 - (v) Land acquisition in line with study and construction schedule
 - (vi) Works

Article 4
Governance

The European Coordinator for the Mediterranean European Transport Corridor and a representative of the Commission shall be invited to participate as observers in the meetings of the Board of Directors of the Tunnel Euralpin Lyon Turin as well as the meetings of the Intergovernmental Commission Lyon-Turin (CIG).

Article 5
Reporting

France and Italy shall report at least once a year to the Commission and to the European Coordinator for the Mediterranean European Transport Corridor on the progress in implementing the actions referred to in Article 2 and shall notify any delay encountered, specifying the causes for the delay and indicating the corrective measures taken. For this purpose, France and Italy may use, when appropriate, the content of the Annual Status Reports to be submitted under the Connecting Europe Facility Grant Agreements.

Article 6
Review

The Commission shall start a review of the actions and of the timetable referred to in Articles 2 and 3 by the end of 2026.

Article 7
Addressees

This Decision is addressed to the French Republic and the Italian Republic.

Done at Brussels, 30.7.2025

For the Commission
Apostolos TZITZIKOSTAS
Member of the Commission