

PRESS RELEASE

TELT prepares for its future role as infrastructure manager

A preliminary version of the Network Statement is now available online

24 February 2025 - What types of trains will be able to travel through the Mont Cenis base tunnel? At what speed and with what tonnage? What signalling system will the new infrastructure be equipped with?

The preliminary version of the Network Statement provides the first answers to these questions and presents the functional characteristics of the future cross-border section of the Lyon-Turin railway line. This document follows the editorial structure recommended by RailNetEurope (RNE), the European Association of Infrastructure Managers and Capacity Allocation Bodies, and complies with EU Directive 2012/34.

TELT is publishing this preliminary version online to mark its 10th anniversary, outlining a key step towards its future as operator of the Mont Cenis base tunnel—currently under construction between Susa and Saint-Jean-de-Maurienne.

Once construction is complete, in accordance with international agreements, TELT will be the entity responsible for allocating train paths for both freight and passenger services—including high-speed and conventional trains—on this section between Italy and France.

Lionel Gros, Deputy General Director and Director of TELT's Rail Division, states: *'What we build today will be at the service of railway companies tomorrow. That is why, from now on, we are supporting them in preparing their business, to anticipate the characteristics of the trains and rolling stock that will use our infrastructure. This is a unique and symbolic moment, the birth of the partnership and commercial relationship that we want to develop together in the years to come.'*

The Network Statement sets out the functional characteristics, operational rules, pricing mechanisms, and access conditions for the railway network, guaranteeing fair and non-discriminatory treatment for all Railway Undertakings (RUs) using TELT's infrastructure.

This preliminary document is published for information purposes, in anticipation of the future Network Reference Document and to disseminate the data available to date as soon as possible. It will be completed gradually.

The new tunnel will allow the international transport of goods, including combined transport, as well as international passenger transport.



Some of its key technical features already defined include:

- UIC standard-gauge tracks (1,435 mm)
- Large-gauge railway for piggyback transport, allowing the passage of wagons carrying containers and semi-trailers, Modalohr wagons, and classic MA 100 or MA 120 wagons
- Maximum train load: 1,600 tons for large-gauge piggyback trains and Modalohr trains; 2,050 tons for freight trains
- Maximum speeds: 220 km/h for high-speed passenger trains; 100/120 km/h for freight trains
- Maximum train length: 400 meters for passenger trains; 750 meters for freight trains
- ERTMS train control system with digitally triggered route management
- Two traffic control centers (PCCs) located in Saint-Jean-de-Maurienne and Susa
- External monitoring systems transmitting data to the PCCs on: temperature, wind speed and direction, precipitation, rail-level temperature, snow height, and atmospheric pressure
- Tunnel monitoring systems for detecting derailments, temperature, flames, smoke, heat, and toxic or flammable gases

TELT is the bi-national public promoter responsible for the construction and the management of the cross-border section of the Lyon-Turin freight and passenger rail link. The company is 50% owned by the Italian state, through Ferrovie dello Stato Italiane (FS), and 50% by the French state.

Press contacts

Hervé de Lacotte, Communications and External Relations Director
+33 789 22 11 77 - herve.delacotte@telt-sas.com

Sara Settembrino, Head of Media Relations
+39 334 62 19234 - sara.settembrino@telt-sas.com