

PRESS RELEASE

THE LYON-TURIN LINE: with the 10.5 KM BASE TUNNEL COMPLETED ON TIME AND ON BUDGET TELT presents Mission-S, the programme to improve safety at work

28 April 2022, Saint-Martin-la-Porte (France) — This morning at Saint-Martin-la-Porte in the Maurienne Valley, **excavation of the first 10.5 km of the Lyon-Turin base tunnel was completed.** At around 11:00 a.m., the workers **broke through the last rock wall**, connecting the 9 km excavated by the Federica TBM with the kilometre and a half built using the traditional method in one of the most delicate points of the mountain between France and Italy, marked by the presence of a long coal fault. **This is the second construction site of the project to be completed on time and on budget, following the completion of the entrance at Saint-Julien-Montdenis, which was accomplished in autumn 2021.** At the same time, **work has begun on the French section of the tunnel through which the trains will travel, with the contract for this being awarded in July of last year. At the moment, more than 1,000 people are working in the 10 construction sites in the two countries.**

This moment of transition coincides with the **World Day for Safety and Health at Work**, which TELT has chosen to present **Mission-S (Mission Safety).** **This is a programme which, together with the companies working in the construction sites, reinforces the safety supervision of workers on the cross-border section.**

Over the next few years, more than 4,000 people will be working in the construction sites and it is essential to set up a rigorous safety strategy now, involving all levels of the production chain. The starting point is that safety can only be maximised if it becomes **a shared responsibility**, a dimension in which everyone has to play their part for the good of all.

The bar is set high: the goal is to **minimise accidents at work** and **eliminate serious and fatal accidents.** It is an ambitious but achievable goal. History shows that working conditions have gradually improved over the **last two hundred years**, thanks to technological and social innovations, medical and hygiene breakthroughs and an awareness of the importance of human life and health. This has **also been the case for underground workers, for whom the development of technologies during the 19th and 20th centuries has been fundamental.** And the figures show that today the goal of zero mortality is achievable.

In order to achieve this goal, **the public promoter, together with the companies involved, is deploying all the latest cutting-edge tools available in terms of training, methodologies and technologies, drawing on the world's best experiences in each sector.**

The programme was presented to an audience of over 100 people. The day was opened by the general director of TELT, Mario Virano, who was followed by the presentation of the balance sheet of the recently completed construction site by the **group led by Spie Batignolles** (together with Eiffage Génie Civil, Ghella SpA, CMC di Ravenna, Cogeis SpA). The managers of the public promoter then illustrated the Mission-S programme, while the companies working in Italy and France talked about the innovations implemented for tunnel safety in the construction sites: the **group led by Webuild-CSC Construction** (together with Vinci Constructions France TP, CSC Entreprise de Constructions, Dodin Campenon Bernard) which is building the niches in the Maddalena di Chiomonte tunnel, the **LYTO group** (VINCI Construction Grands Projets (principal), Dodin Campenon Bernard, VINCI Construction France, Webuild and Bergteamet) which is working in the

ventilation shafts of the Avrieux tunnel and the section of the base tunnel to be excavated between Saint-Martin-la-Porte and Modane, and the **group led by Implenia** (Implenia Suisse (principal) / Implenia France / NGE / Itinera / Rizzani de Eccher), which is working in the construction of the section of the base tunnel between the entrance at Saint-Julien-Montdenis and Saint-Martin-la-Porte. The heads of **Carsat** (Caisse d'Assurance Retraite et de Santé Au Travail) and the **Occupational Safety Unit of the ILO** also spoke.

MISSION-S, Sharing Safety

A shared culture and the commitment of the companies

The first step has been to include a high control of **safety as an important criterion in the tender documents** for the project. The technical and organisational response, the propensity to innovate and the attention paid to the people who will be working in the construction phase has become an object of evaluation and contributes to the choice of contractors. To seal this commitment at the time of awarding the contract, the companies sign with TELT the "**Sustainability and Integrity Pact of the Lyon-Turin Companies**", which involves all the players present in the construction sites (Client, Works Management, Safety Coordinators, companies, sub-contractors and self-employed workers) sharing and pursuing the same objectives. In the wake of international best practices, an incentive mechanism is being worked on with a reward system for those who distinguish themselves each year in the field of safety, encouraging companies to do even better.

Smart construction sites and benchmarking

To build Europe's longest tunnel, **the construction sites need to be 4.0, with software capable of sharing and managing safety processes**. For this reason, the objective is to **integrate the information systems increasingly for remote control** (access, movement of materials and people, etc.) and continuous monitoring of the working environment. This goes hand in hand with a **constant comparison of procedures, best practices** and performance with other international clients engaged in similar works or who have long experience in highly complex activities.

Continuous training

A fundamental step is to **increase the perception of risks by all those involved**: employees, managers and workers' representatives. Everyone must be informed of the potential risks and dangers of the construction site. In addition to the **continuous training** of its employees on health and safety issues in the various operational areas, a **constant monitoring of events in the construction sites has been put in place**. This is a tool that makes it possible to intervene promptly in critical situations with actions of investigation, warning and focus on suppliers. Furthermore, starting from the assumption that every accident or incident is almost never the result of chance or bad luck, but of small or large causes whose combination can generate one, it becomes essential to be able to **know the causal links in order to block the chain that leads to the accident before it actually takes place**.

TELT-Tunnel Euralpin Lyon Turin, is the company responsible for the construction and management of the cross-border section of the railway link between Lyon and Turin. It is 50% owned by Italy and by France through Ferrovie dello Stato Italiane (FS) and the French Ministry of Economy and Finance.

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