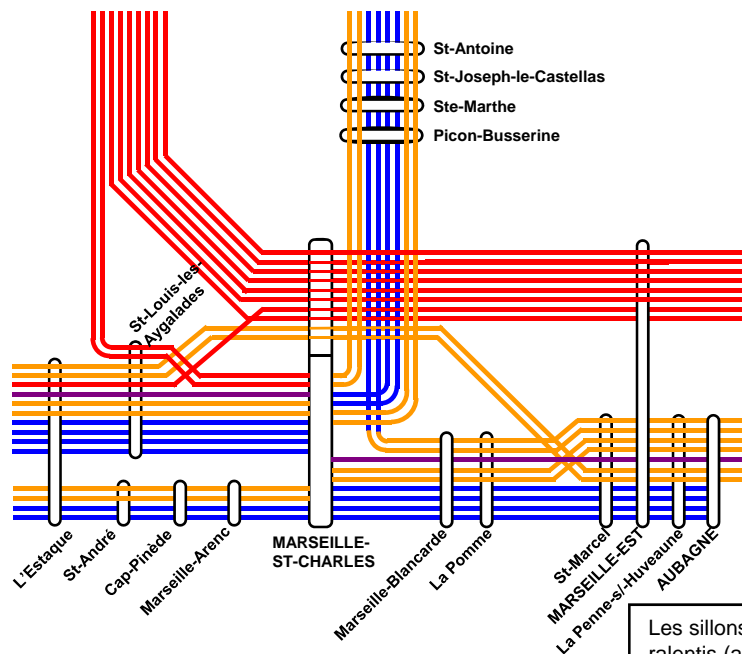
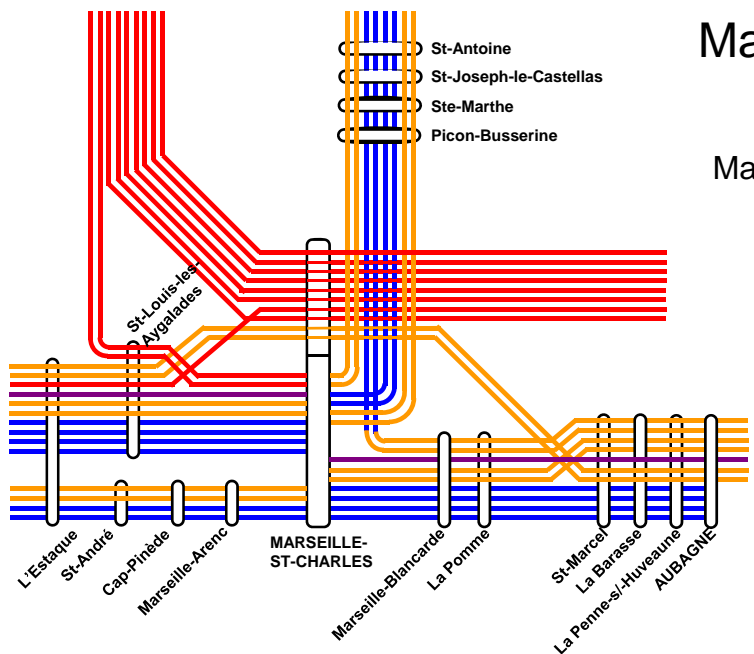


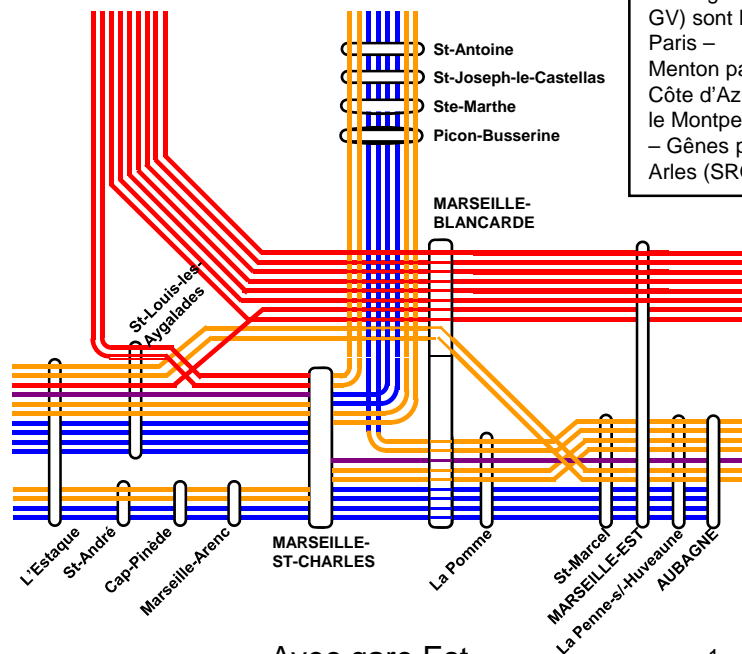
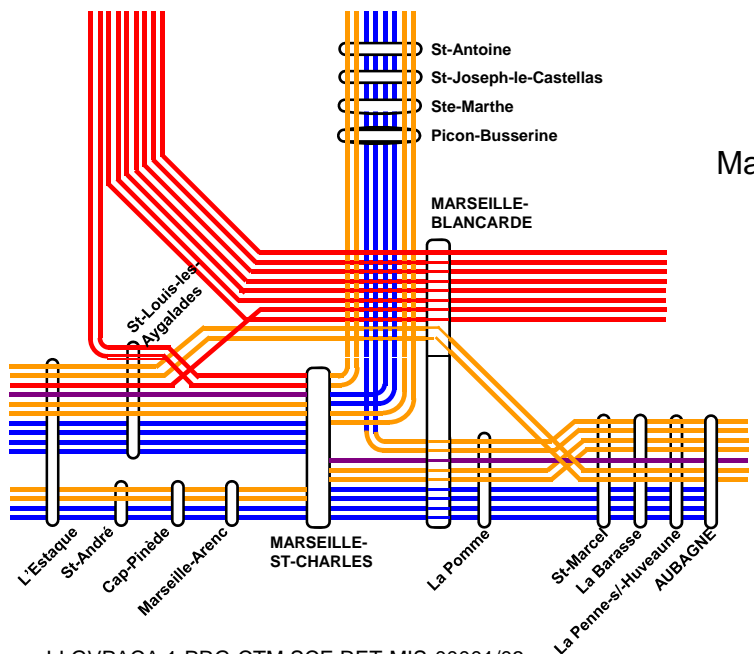
# Marseille 2040

## Marseille-St-Charles



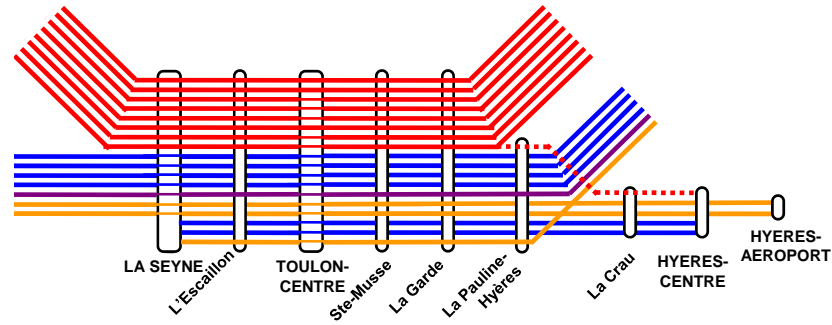
Les sillons ralentis (arrêt aux 2 gares GV) sont le Paris – Menton par la Côte d'Azur et le Montpellier – Gênes par Arles (SRGV).

## Marseille-Blancarde

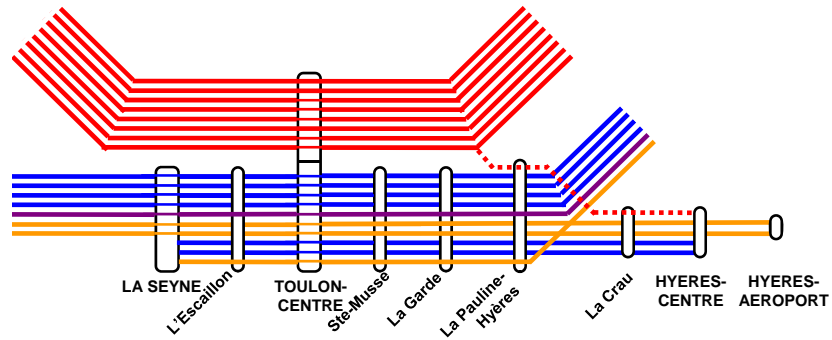


# Toulon 2040

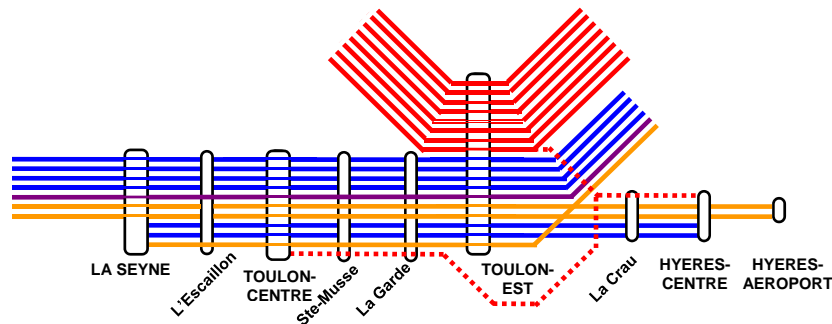
Toulon-Centre surface



Toulon-Centre souterrain

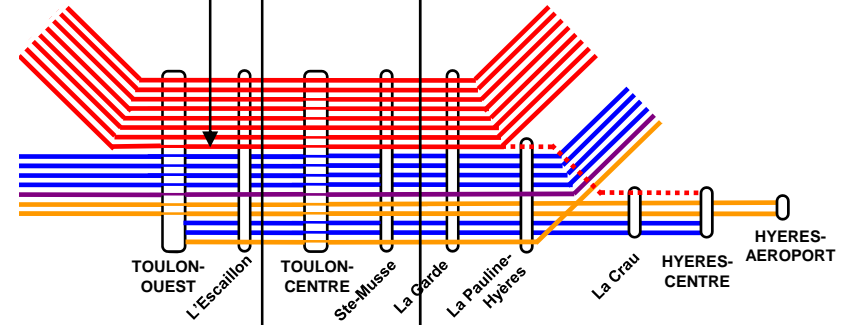


Toulon-Est

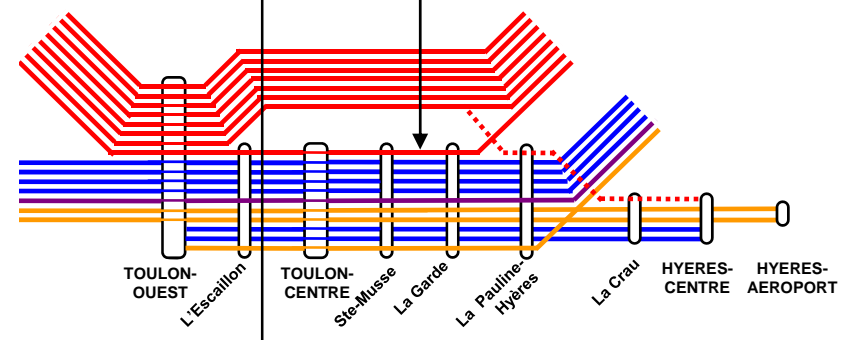


Le sillon ralenti (arrêt aux 2 gares ou traversée de Toulon par LC) est le Paris – Menton cabotant sur la Côte d'Azur (SRGV).

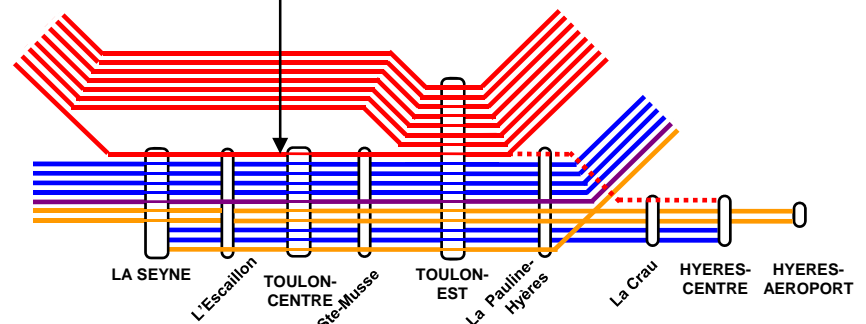
Toulon-Centre surface + gare Ouest



Toulon-Ouest

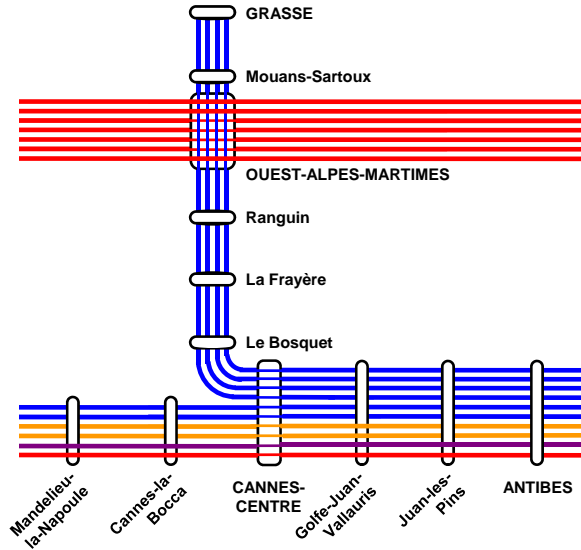


Toulon-Est tunnel filant

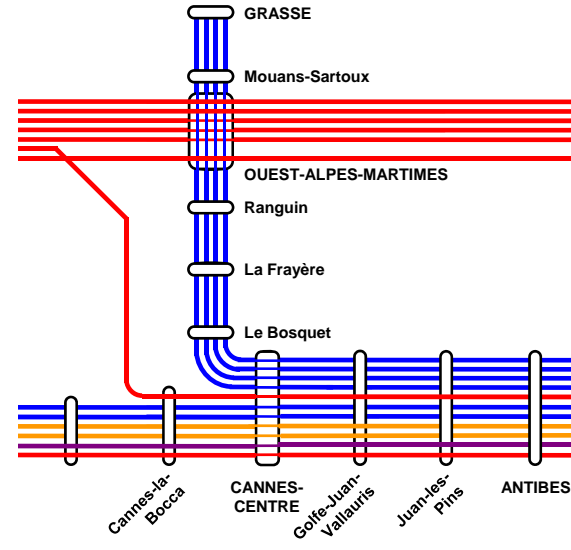


# Ouest-Alpes-Maritimes 2040

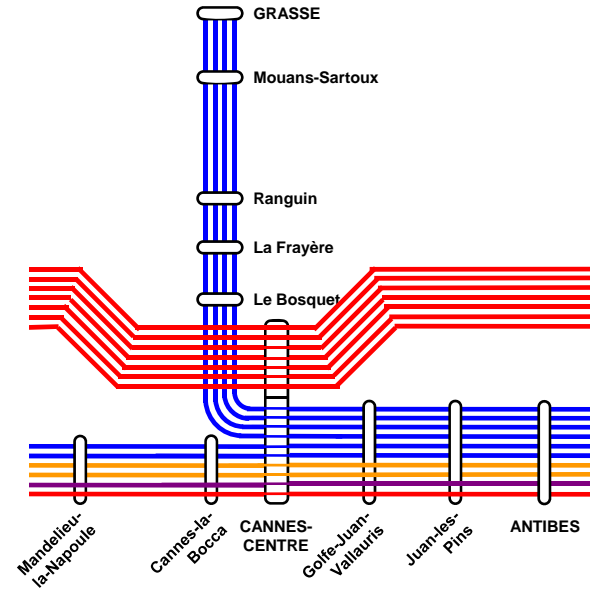
## Ouest-Alpes-Maritimes



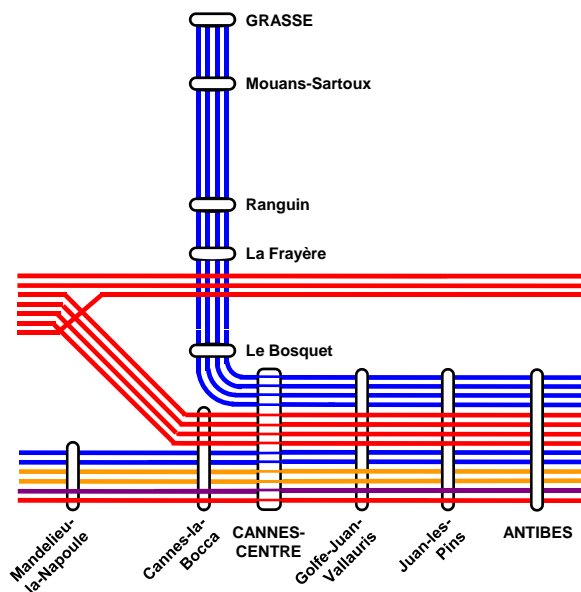
## Ouest-Alpes-Maritimes + raccordement



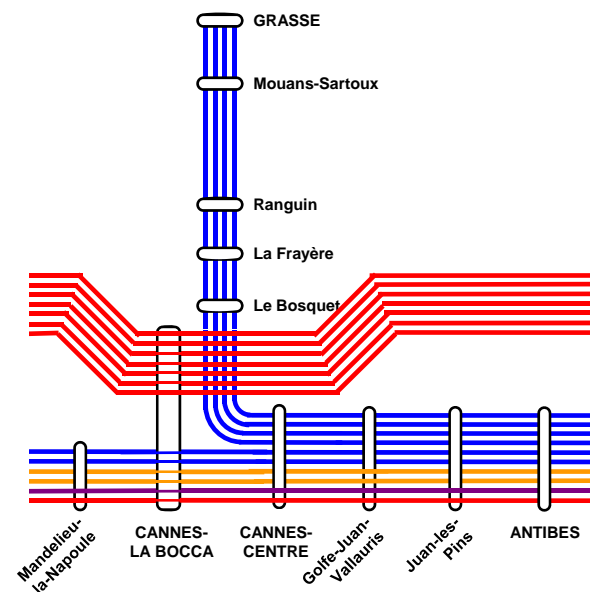
## Cannes-centre souterrain



## Cannes-centre surface



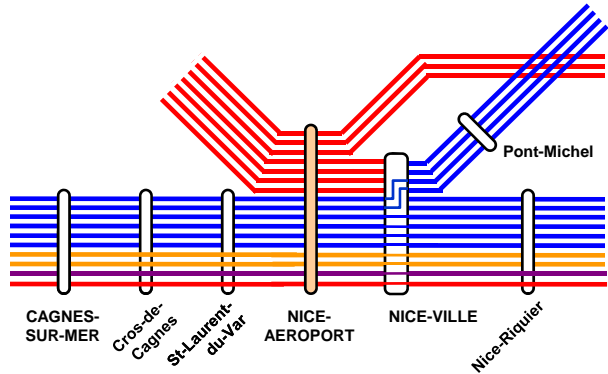
## Cannes-la Bocca



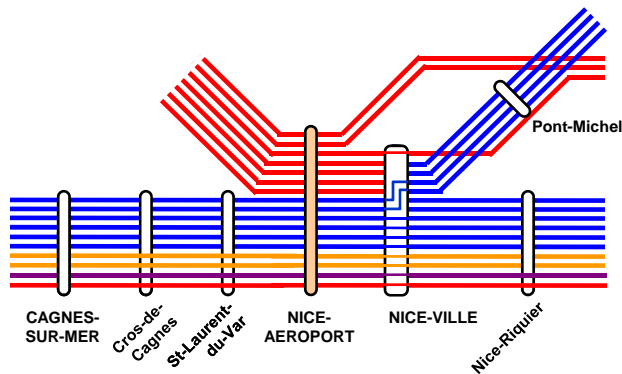
# Nice 2040

Gare principale GV: Nice-Aéroport

Tunnel filant



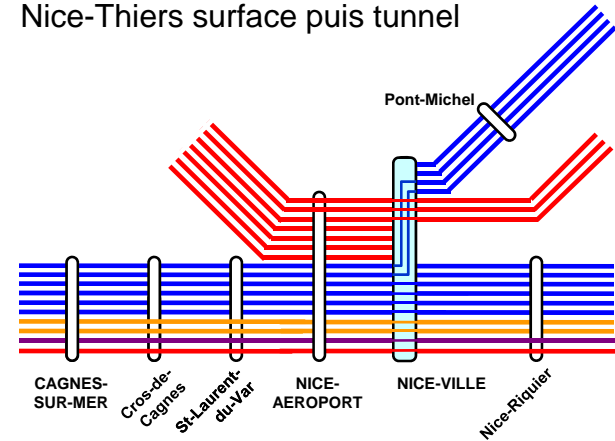
Tunnel filant + raccordement St-Roch



**Hypothèse: dans les 3 variantes où Nice a 2 gares sur la ligne Aix – Italie, 1 seul des 3 sillons TAGV dessert les 2 gares.**  
 Raison: ne pas pénaliser les temps de parcours des plus longues liaisons internationales tout en permettant une liaison directe Gênes – Monaco – Nice-Aéroport (SRGV). Le sillon choisi dessert toutes les gares d'Avignon à Nice.

Gare principale GV: Nice-Thiers

Nice-Thiers surface puis tunnel



Aménagement ligne existante

