RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

Connecting Europe, Creating Value
Investing in Southern Italy on the ScanMed Corridor

The ETC Scandinavian–Mediterranean Network across Italy

Passenger

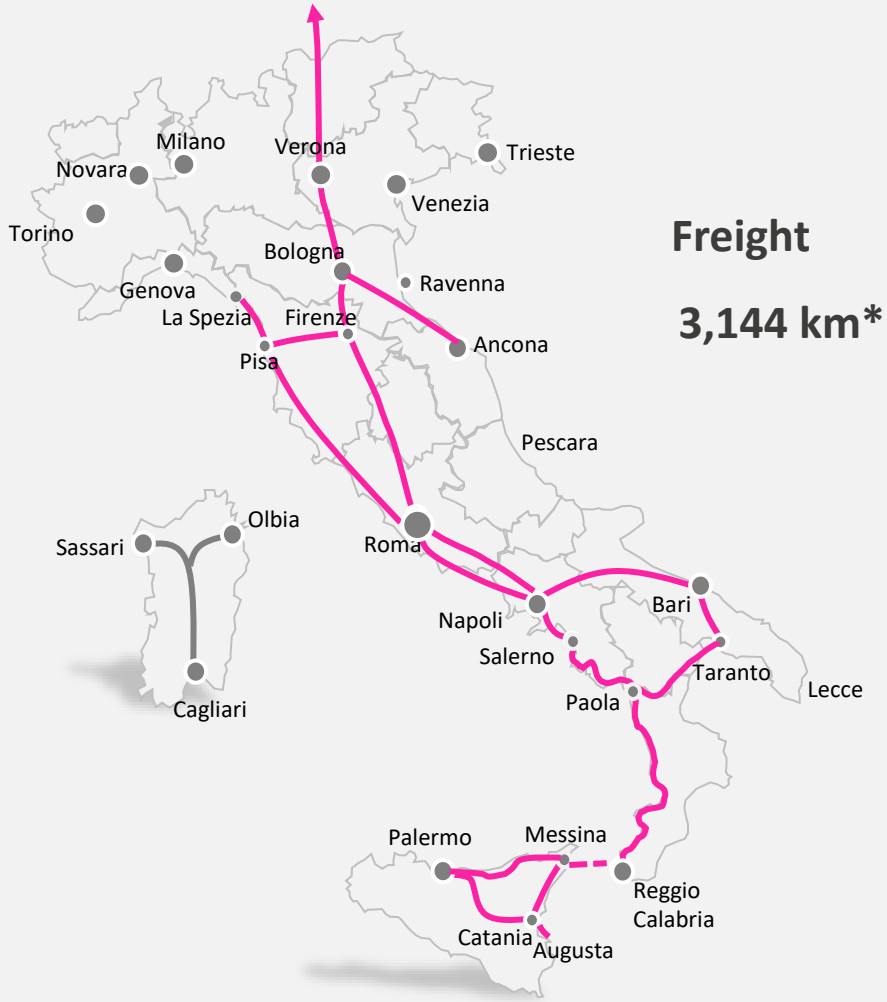
2,111 Km*

Total rail extension

in Italy 4,177 Km

Freight

3,144 km*



*Please, be aware that some rail sections are both passenger and freight

RFI RETE FERROVIARIA ITALIANA

Strategic Investments for a better-connected south

Napoli-Bari

The new Naples-Bari HS line will allow to reach Bari from Rome in 3h and from Naples in 2h.

Messina-Catania-Palermo

The construction of the Messina – Catania – Palermo route will make the rail carrier more competitive and will allow to reach Catania from Messina in 55 min. and from Palermo in 2h.

Salerno – Reggio Calabria

The new Salerno-Reggio C. HS line will allow to reach Reggio Calabria from Rome in 4 hours and from Naples in 3 hours.

Strategic project Napoli - Foggia - Bari

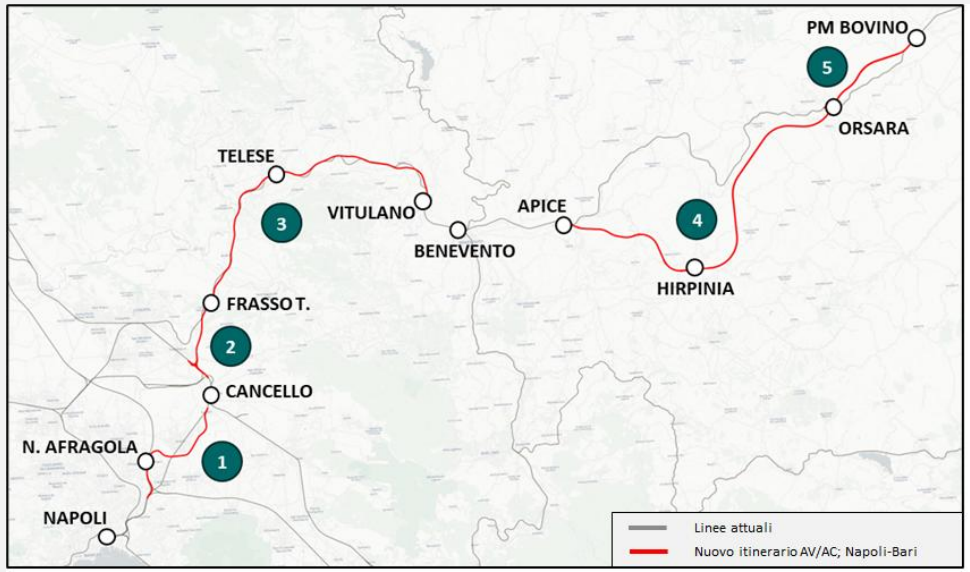
Investment

€ 6,9 billion €

of which: 6.6 billion financed 94,8%

Work progress

Project	Permissions	Tenders	Start of work
Since 2015	Since 2016	Since 2016	Since 2016



Project summary

The project involves the strengthening and speeding up of the Naples - Foggia - Bari route to improve connections between the two metropolitan poles.

Benefits

Increase in capacity (from single track to double track) and improvement of the performance of the passenger rail service (speed), enhancing the potential of the areas crossed.

On the Naples - Foggia section, trains for the transport of semi-trailers will be possible, with axle weights of up to 22.5 tons and a length of 750 m

Elimination of level crossings on sections subject to doubling

Finanziato dall'Unione europea NextGenerationEU

MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI

Italiadomani

Project highlights

- **145 km** INFRASTRUCTURE
- **250 km/h** MAXIMUM SPEED
- **Up to10 trains/h** THEORETICAL CAPACITY PER DIRECTION OF TRAVEL
- **Up to ~2 hours** NAPOLI-BARI REDUCTION vs. 4h current
- **Up to ~1 hour and 30** REDUCTION ROMA-BARI vs. 4h30m current
- **14** NEW STATIONS AND STOPS
- **2/3 mln** EXPECTED ANNUAL PASSENGERS
- **~60.000** (FTE) JOBS GENERATED
- **~4,4** Billion ADDED VALUE
- **~ 127.000** ton CO_2 /year SAVED

RFI RETE FERROVIARIA ITALIANA

Palermo – Catania – Messina strategic project

Investment

€ **14 bln €**

of which 10,5 bnl

75,1% financed

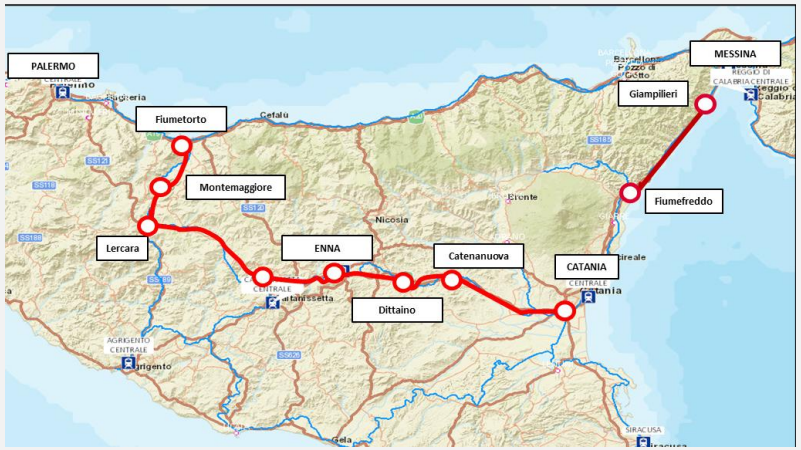
Work progress

Project	Permissions	Tenders	Start of work
Sincel 2015	Since 2016	Since 2017	Since 2018

Finanziato dall'Unione europea NextGenerationEU

MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI

Italiadomani PIANO NAZIONALE DI RIPRESA E RESILIENZA



Project summary

The program provides for the strengthening and speeding up of the Palermo - Catania connection, through the doubling of the sections approaching the nodes and the construction of a new single-track line in the central section. The programme is completed by the completion of the doubling and the increase in speed on the Messina - Catania route

Benefits

The entire intervention will allow a significant increase in the competitiveness of rail passenger transport, responding to mobility needs in terms of reduction of travel times, regularity and frequency

Improvement of accessibility to railway services thanks to the construction of new service locations and the adaptation of the main stations falling within the new line and on the sections of the historic line that will remain in operation

Project highlights

227 km INFRASTRUCTURE

200 km/h MAXIMUM SPEED

Up to 10 trains/h THEORETICAL CAPACITY PER DIRECTION OF TRAVEL

Up to ~1 hour

REDUCTION PALERMO-CATANIA vs. 3h current

8 NEW STATIONS AND STOPS

~117.000 (FTE) JOBS GENERATED

~9 BILLION ADDED VALUE

~ 92.000 ton CO_2 /year SAVED

RFI RETE FERROVIARIA ITALIANA

UNIQUE infrastructure works: complexity

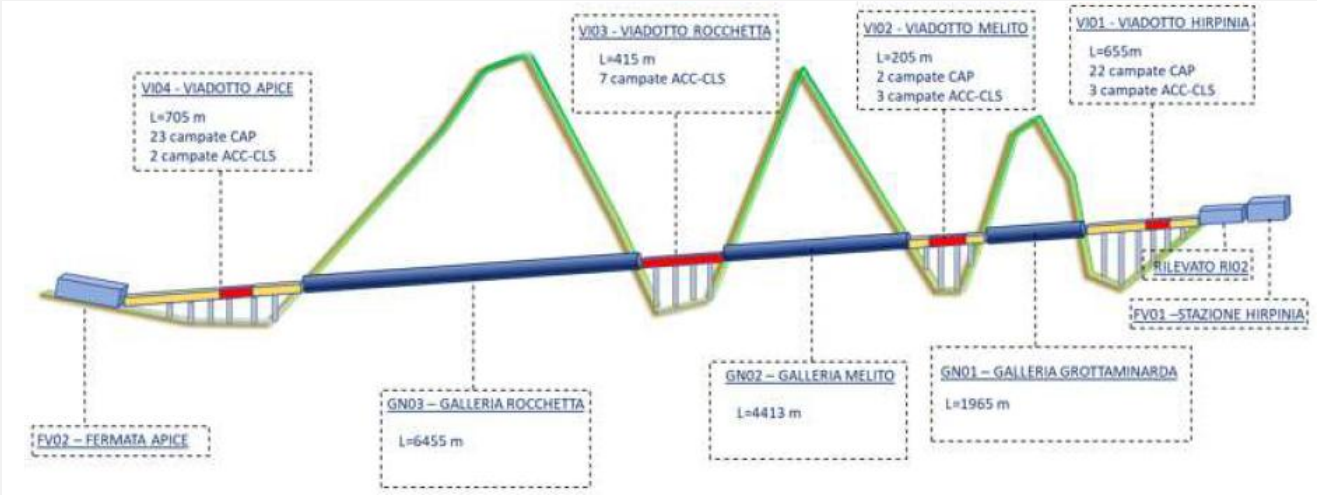
Carrying out infrastructure works of this magnitude is complex, especially in an area like our south characterized by complex orography, difficult terrain, scarcity of supplies (water, energy, ...).

Palermo-Catania

178 km of line
including 72 km of tunnel

Tunnel for 128 km

17 Tunnel Boring Machine
(TBM - talpa meccanica)



Napoli-Foggia-Bari

Apice-Hirpinia section
69% tunnels
11% viaducts

UNIQUE infrastructure works: complexity

Palermo-Catania

Transportation Tunnel Boring Machine: Shangay to Dittaino

Difficulties in the transfer of TBM by road

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

Focus Salerno – Reggio Calabria High Speed line

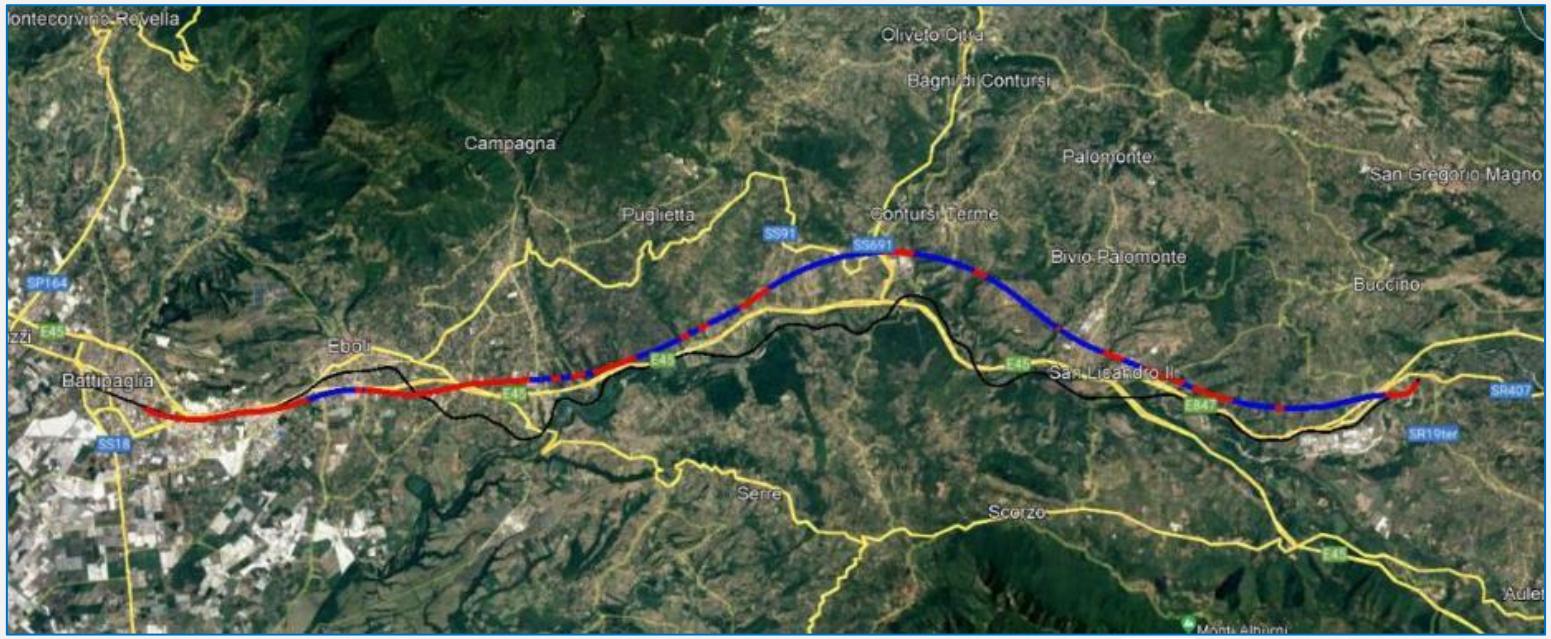
New Salerno - Reggio Calabria HS line

The new Salerno – Reggio Calabria line represents the continuity of a strategic route for the connection between the south and north of Italy. The objectives of the new line include the reduction of travel times, the increase in accessibility to the HS network and the freight network, the environmental, landscape, construction and financial sustainability of the planned interventions.

LOTS OF NEW SA-RC HIGH-SPEED LINE		LEVEL OF DEVELOPMENT
Lotto 0	SALERNO – BATTIPAGLIA	Design
Lotto 1a	BATTIPAGLIA – ROMAGNANO	Realization
Lotto 1b	ROMAGNANO – VALLO DI DIANO	authorization process
Lotto 1c	VALLO DI DIANO – PRAIA	
Lotto 2	PRAIA – PAOLA	Design
Lotto GS	RADDOPPIO COSENZA-PAOLA/S.LUCIDO (SANTOMARCO)	executive design
Lotto 4	PAOLA – LAMEZIA T.	Design
Lotto 5	LAMEZIA T. – GIOIA T.	Design
Lotto 6	GIOIA T. – VILLA S.G. (PONTE) / Reggio Calabria	Design

Lot 1a Battipaglia - Romagnano

The new HS line starts from the Battipaglia station and extends on a double track to the junction with the historic Battipaglia-Potenza line. The route develops mainly in tunnels/viaducts, optimising the insertion of the work in the territory and crossing the municipalities of Battipaglia, Eboli, Campagna, Contursi Terme, Sicignano degli Alburni and Buccino, in the Province of Salerno.



Intervention included in the NPRR

Technical features

Total length: approx. 35 km

Tunnel: 18 km - 51%

Viaduct: 6 km - 18%

Embankment/trench: 11 km - 31%

Max longitudinal slope: 18‰

Max line speed: up to 300 km/h

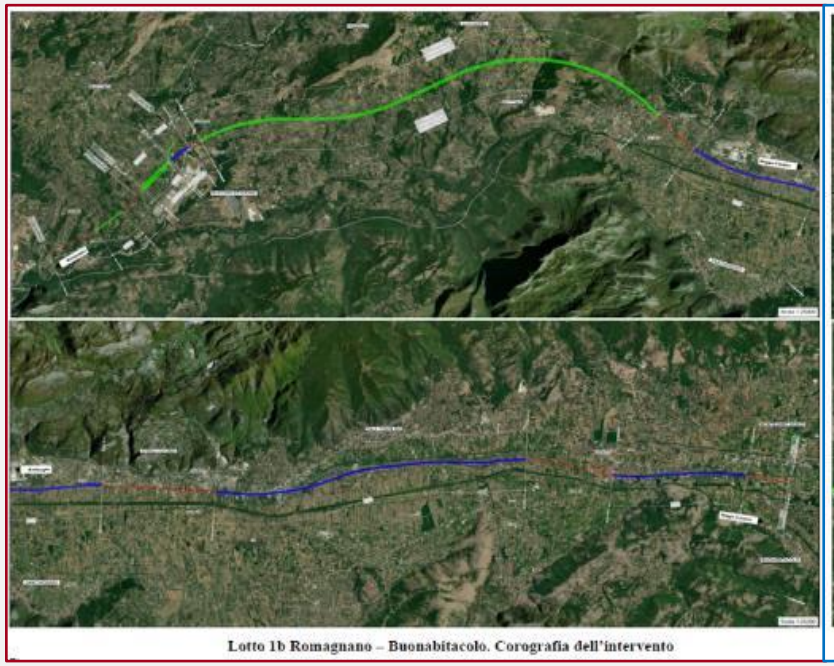
Power supply: 3kVdc, then 25kVac (with Lots 1b and 1c)

TBMs used: n. 4

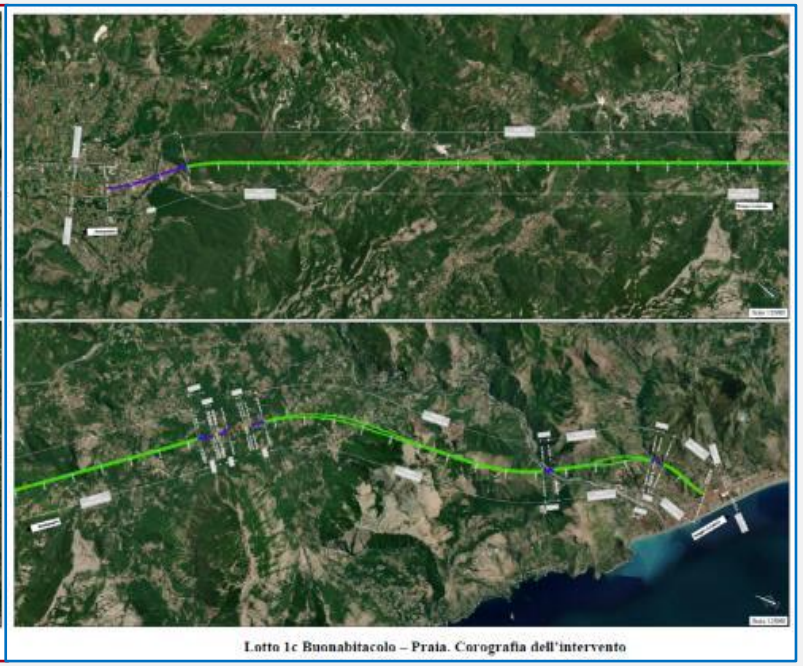
Lot 1b+c Romagnano – Vallo di Diano – Praia

Lot 1b Romagnano – Vallo di Diano: the route from Romagnano continues through the Vallo di Diano, where the construction of a new station is planned. In particular, starting from the interconnection area with the Battipaglia-Potenza line near Romagnano, the route of Lot 1b continues to develop up to the new station in Vallo di Diano and crosses the territories of Buccino, Auletta, Caggiano, Polla, Sant'Arsenio, Atena Lucana, Sala Consilina and Padula all in the Province of Salerno.

Lot 1c Vallo di Diano - Praia: represents the third section that concludes Lot 1 near Praia, reconnecting the route with the existing Tyrrhenian line. The route develops from the new station in the Vallo di Diano and extends to the Praia interconnection with the current line. The new section involves the territories of: Padula, Montesano sulla Marcellana, Casalbuono, Casaletto Spartano in the Province of Salerno; Lagonegro, Rivello, Trecchina, Nemoli and Maratea in the Province of Potenza; Tortora and Praia a Mare in the Province of Cosenza.



Lotto 1b Romagnano – Buonabitacolo. Corografia dell'intervento



Lotto 1c Buonabitacolo – Praia. Corografia dell'intervento

HS/HC Salerno – Reggio Calabria (priority lots)

Investment

€ 13,1 bln €

Work progress

Project	Authorization	Tenders	Start of work
Since 2021	Since 2022	Since 2022	Since 2023

Finanziato dall'Unione europea NextGenerationEU

MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI

Italiadomani PIANO NAZIONALE DI RIPRESA E RESILIENZA

Project summary

The project involves the construction of a new railway line with high-speed characteristics, on the Salerno-Reggio Calabria railway line, which constitutes a strategic passenger and freight route for the connection between the north and south of the country

Benefits

The interventions will ensure greater accessibility to the railway system and the possibility of developing new passenger traffic along the north-south axis of the peninsula, also benefiting the connections to and from Potenza/Taranto and between the Ionian and Tyrrhenian lines

The infrastructure will allow the strengthening of freight transport routes in line with the interventions in progress and planned

Project highlights

150 km INFRASTRUCTURE

300 km/h MAXIMUM SPEED

~25 minuts
REDUCTION OF TRAVEL TIME ROME-REGGIO C. vs. 5h30' current

2 NEW STATIONS AND STOPS

~138.000 (FTE) JOBS GENERATED

~11 Bn VALUE ADDED (*)

~ 35.000 ton CO_2 /year SAVED

RFI RETE FERROVIARIA ITALIANA

Doubling Cosenza – Paola/S. Lucido (Santomarco tunnel)

The main intervention covers an extension of about 22 km, of which about 17 km underground (Santomarco tunnel) while the remaining 5 km are related to outdoor sections, involving the municipalities of Paola, San Lucido, Rende, Montalto Uffugo, San Vincenzo la Costa and San Fili, in the Province of Cosenza. Near the entrance to the tunnel on the Cosenza side, the construction of the new station is planned, serving the territory and the university campus of Rende.

Other lots

As for the other lots, to complete the Salerno-Reggio Calabria route, they are in the design phase with the development of the Feasibility Document of the Design Alternatives (DOCFAP), using the available financial resources. At the end of the current design phase, the updated picture of the route and financial needs will be sent for the evaluations of the interested bodies.

- **Lotto 0 Salerno – Battipaglia:** Lot 0 is located entirely in the Campania Region, is grafted near the Sarno junction and ends in the Municipality of Eboli (SA), a few kilometers south of the Battipaglia station.
- **Lotto 2 Praia – Paola:** Lot 2 originates in the area between Tortora and Praia a Mare, until it interconnects with the Battipaglia-Reggio C. line north of the existing Paola station.
- **Lotto 4 Paola – Lamezia T.:** The lot originates from Lot 2, up to interconnect with the historic Battipaglia-Reggio Calabria line north of the Lamezia Terme Centrale station.
- **Lotto 5 Lamezia T. – Gioia T.:** Lot 5 Lamezia Terme-Gioia Tauro represents the natural southward continuation of lot 4. The route runs from Gizzeria (CZ) to Palmi (RC), where it will connect to lot 6
- **Lotto 6 Gioia T. – Reggio Calabria:** Lot 6 Gioia Tauro - Villa S.G./Ponte SdM-Reggio C. is the southernmost lot of the SA-RC HV line, extending from Palmi (RC) to Campo Calabro.

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

THANK YOU FOR THE ATTENTION