



Infrastructural Transformation in the Metropolitan Area of Bologna

Over the coming years, Bologna will undergo substantial infrastructural change which will greatly improve the territory's accessibility, competitiveness and thus its overall appeal. Total investments in Bologna shall exceed 4.3 billion euros. Considering also national infrastructural projects, however, the total reaches **22 billion**.

PROJECTS OF NATIONAL RELEVANCE

Important infrastructural works aimed at cutting travel times on both railway and motorway networks that will affect Bologna directly are currently in progress in Italy. Thanks to its strategic position, Bologna's connections with the country's main North-South routes will be greatly enhanced.

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High speed-high capacity railway lines (TAV)

Work is underway to complete the High Speed Turin-Milan-Bologna-Florence-Rome-Naples railway. The Bologna-Milan section of the High Speed-High Capacity line was inaugurated in December 2008, allowing travel between the two regional capitals in less than 60 minutes. In 2009 works on the Bologna-Florence section of the High Speed-High Capacity Railway line were completed: the journey to the Tuscan capital now takes just 30 minutes. The underground urban rail line and the station now remain to be completed, as part of Bologna's extended Central Station complex

Enhancement of the Bologna-Verona railway line

The Bologna-Verona stretch of the rail link to the Brenner Pass will be doubled by 2010, allowing more trains to circulate (up to 220 per day) and reducing travel times.

The Valico Variant

Within the general framework of improvements affecting the A1 Milan-Bologna-Rome-Naples motorway, the Valico Variant has considerable strategic significance for travel between the North and South of Italy along the Apennine section between the Emilia Romagna and Tuscany regions. The Valico Variant is nearly 63 km long and carries an overall cost of more than 3.2 billion euros. With the addition of lanes in each direction and the construction of new stretches, it will greatly improve driving conditions and reduce travelling times between Bologna and Florence, providing comfort and safety for both leisure and business traffic.

Infrastructures projects

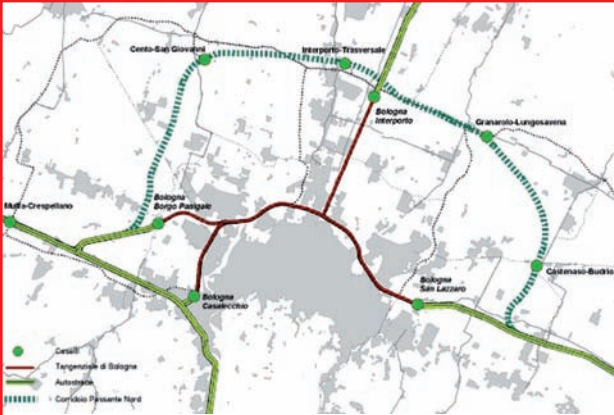


Infrastructure projects

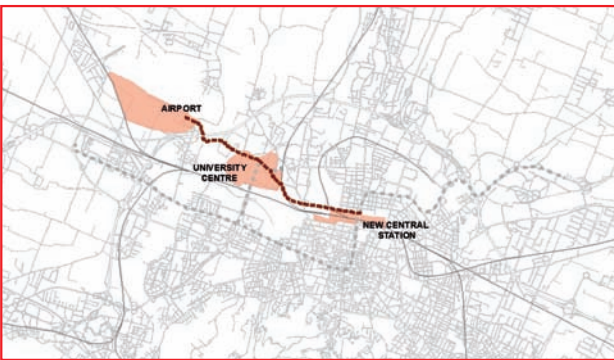
LOCAL INFRASTRUCTURAL PROJECTS

Many changes will affect internal mobility in the Bologna's metropolitan area. The strategy adopted by the local authorities involves enhancing the public transport system, streamlining road traffic on the A1 and A14 motorways with the construction of a new Northern Bypass and developing an efficient system for integrating the various forms of public and private transport with enhanced or new interchange points.

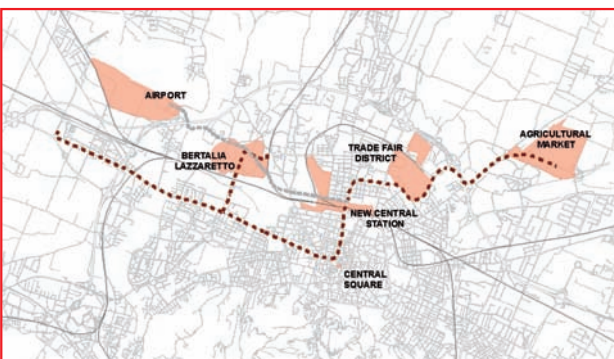
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The **Northern Bypass** is one of the most significant local infrastructural projects of national importance. It is a new 40 km 6-lane motorway with four new exits, for an estimated total investment of 1.7 billion euros, which will reduce traffic congestion on Bologna's current motorway system from 17% to 2%, with a 26% reduction in travel times in the Bologna section of the system.



In terms of urban mobility, one of the most important projects is the **People Mover**, a modern raised monorail transport system which will connect the G. Marconi International Airport to the Central Station in less than 10 minutes, with a single stop in the new residential-university complex of Bertalia-Lazzaretto. The project financing competition is closed and the association of companies that won the competition is now working on the final planning phase of the project. The project, which carries a cost of around 100 million euros, is due to be inaugurated in 2013.



With the aim of further enhancing public transport, the municipal authorities are set to create a **metropolitan tramway** connecting the suburbs with the historical centre, with stops in key commercial, administrative and business districts, such as the Trade Fair of Bologna, the Central Station and the Main Hospital, for a total distance of 12 km, 6.5 of which through tunnels.

Also in the sphere of public transport, the **SFM (Sistema Ferroviario Metropolitano – the Metropolitan Railway System)** is a rail-based transportation system that will provide a fast and regular service between the province and the city centre, with 87 stations and a frequency of 30 minutes on all sections. The SFM will transport up to 120/160 thousand passengers daily.

