



# Ministero delle Infrastrutture e dei Trasporti

## The Giovi Third Pass tunnel A work and a process that must dialogue with the territory

Iolanda Romano, Commissioner for the  
government per Giovi Third Pass high  
speed railway line



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# Un'opera e un processo

- As special commissioner I was nominated on January 2016
- With a project already under construction (now 15% of the whole work)
- An **unusual choice** for the role: not a public official but a mediator, expert in public consensus building:
  - independent
  - active in listening of local communities
  - pursuing **public interest**, above all (Art 1. Act of nomination)
- that is the reason why I will talk of the **project** as well as of the **process**



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## **The work**

A railway of European scale

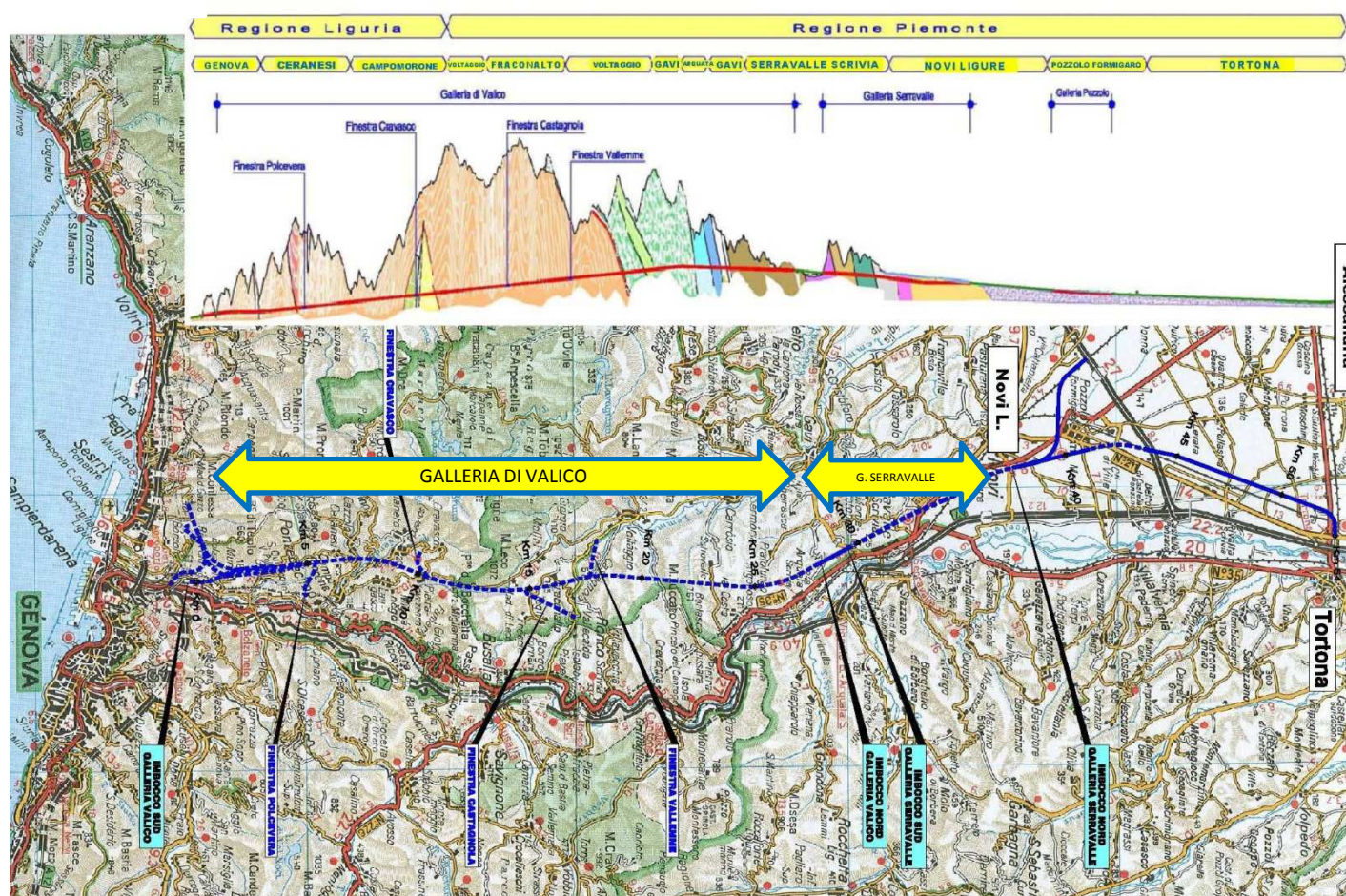


# The new line

- A new high speed train line, for **freight** and **passengers**, that will complete the Italian part of the Rhine–Alpine corridor, connecting Genoa and the Ligurian ports with northern Europe
- an extension of **53 km**, of which **37 km in tunnel**
- “Third” as it after 2 other existing from Genoa to Tortona (to Milan), that are not adequate to EU standards for freight transport
- Technical standards: support of long trains of **750 meters** of **2 thousands tons**, with an increase of 25% of freight and less energy consumption
- Speed, for the freight it will be **100-120 km/per hour** and for passengers **200-250 km/per hours** (with limitations to con 100-160 km in the existing lines)- the trip from Genova to Milan will be covered in 58 minutes (33' less than actual 91')



# 37 km of base tunnel







## Description

The route unfolds mainly in a **37 km tunnel** system using double-tube with with a single track, **linked by** by-pass every 500 metres, for security reasons

the main works are **3 natural tunnels**:

- Tunnel Campasso: 716m
- Tunnel Valico: 27 kilometres
- Tunnel Serravalle: 7 kilometres

Furthermore there are **2 artificial tunnels**, built with the cut and cover technique and

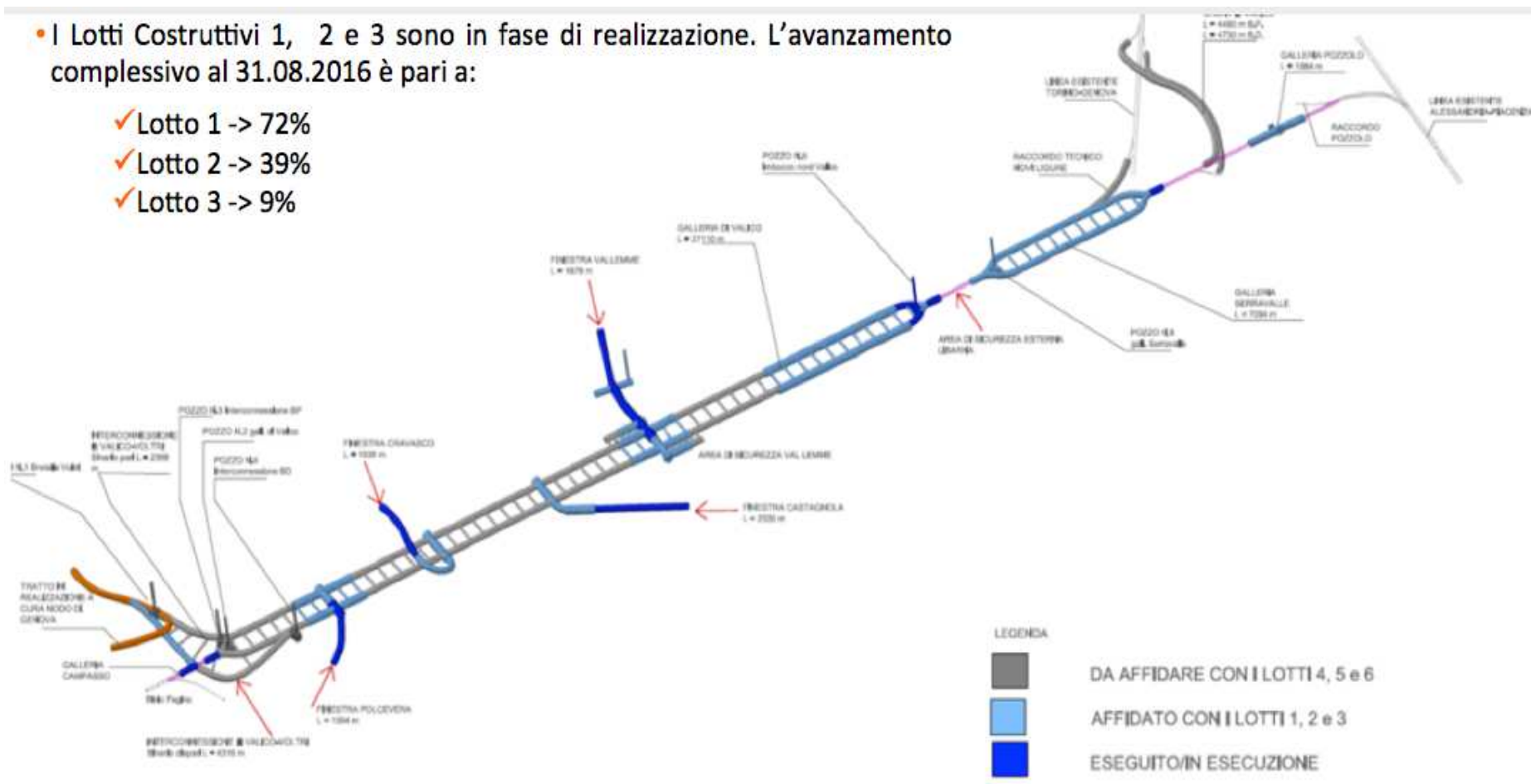
The Pass tunnel is connected to **4 access points**, built in tunnel as well as for constructions and for security reasons



# Organization of the work

- I Lotti Costruttivi 1, 2 e 3 sono in fase di realizzazione. L'avanzamento complessivo al 31.08.2016 è pari a:

- ✓ Lotto 1 -> 72%
- ✓ Lotto 2 -> 39%
- ✓ Lotto 3 -> 9%





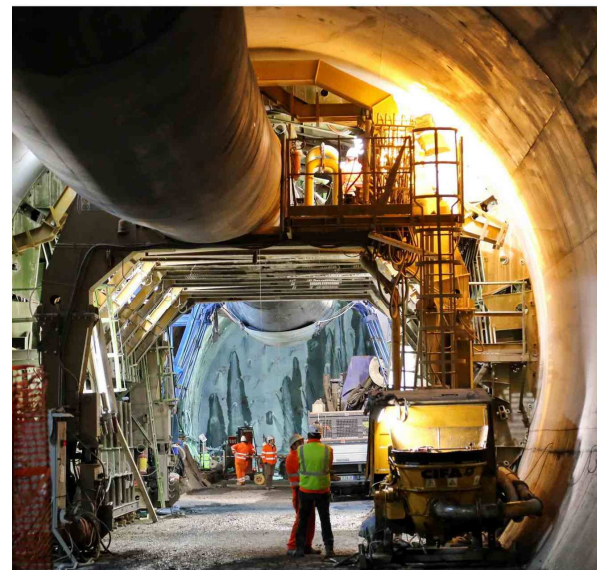
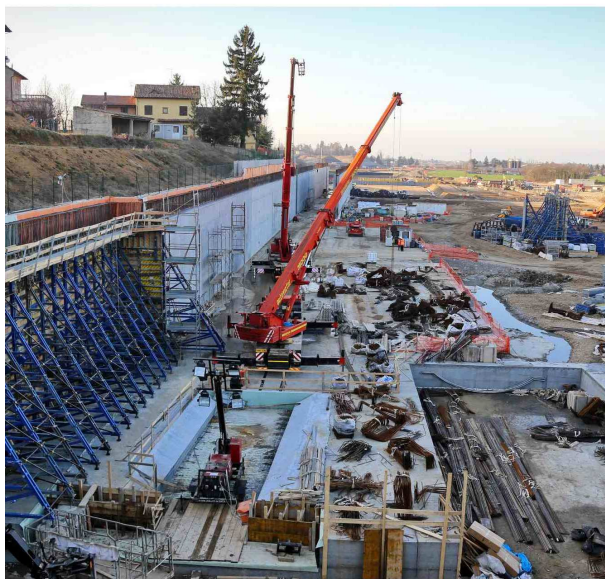
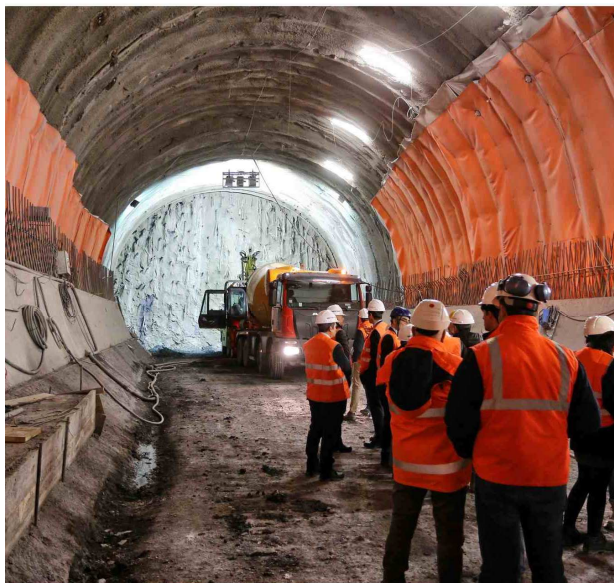
# Advancement

- Total cost of the work is **6.2 Billion Euros**, with a financial system that develops in 6 lots, 4 of which have been authorized by the Government for a total amount of **1.967 Billions Euro**.
- Next two lots will be authorized by the State in mid 2017 and mid 2018
- The construction site has started in April 2012 and will last until **December 2021**
- In September 2016 the advancement of the work is around approx. **15% of the total work**
- workers involved in the construction site are actually 2500 and will be **4.300**. Most of them will be accommodated in base camps, 4 for each region





# The construction





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## The process

Opportunities and threats on the territory for  
the construction of the line



## The impact on the territory

The area crossed by the Third Pass line involves two regions, Piedmont and Liguria

- It is composed by:
  - the southern part of the **province of Alessandria** (11 municipalities)
  - the northern part and the bottom of **Polcevera Valley** and a part of the Province of Genova (3 municipalities)
- These areas are affected by the construction in different ways: the line **works**, the base **camps**, the **disposal sites**, and the impact of the **trucks** on local traffic (or the four things together)



# The impact: overcome obstacles

Until the end of 2015 three are the main obstacles encountered in the implementation of the project, with related delays:

1. planning and approval of the plans for **the management of rocks and grounds** dug from the excavation
2. **contrasts** with land owners and local activists opposing the project during the acquirement of the properties
3. delay in the financing of the third lot

These problems have impacted on the schedule for a delay of 22 months and do far they are all resolved.



# The impact: new threats to face

Two are the main impacts threatened:

1. the first is on **environment** and on the risks for **public health**:
  - the risk related to natural asbestos contained in the rocks and grounds (found in Liguria in July 2015) and for the drying up of the water sources
  - citizens' worries related to the same item, extended for the transport and storage of bulk material
  - diseases caused by the works, particularly on traffic, dust, road safety
2. the second is the **opposition to the project** from part of the local communities



# Opportunities to catch

Is it very important, in order to “give impulse” to the implementation of the works, to:

- guarantee a **safe and efficient** execution;
- figure out and **emphasize the opportunities** that the new line can bring to the local area;

For the **ligurian area** the economic impacts are clear because there are evident advantages for the ligurian ports and the city of Genoa

For the **piedmonese area**, at the moment, there are no clear advantages for the local area.





# We need a development project

During these months the effort has been focussed on the building of the conditions for the development project. The results as far are:

- an Agreement, signed by the Minister of Infrastructure, the Piedmont Region and 11 municipalities to commit **60 Billions Euro of the budget on a development project**, designed in a **participated** process with the local communities
- outreach work with local stakeholders and a participative event with **300 citizens**
- a programme of **communication** (a web site, an itinerant infopoint, electronic displays) dedicated to increase transparency on the impact of the work



# 60 Billions of opportunities

300 participants – Saturday 29 October 2016

*“Which opportunities, linked to the Third Pass, can we catch to improve the economy, environment and tourism of our local communities?”*



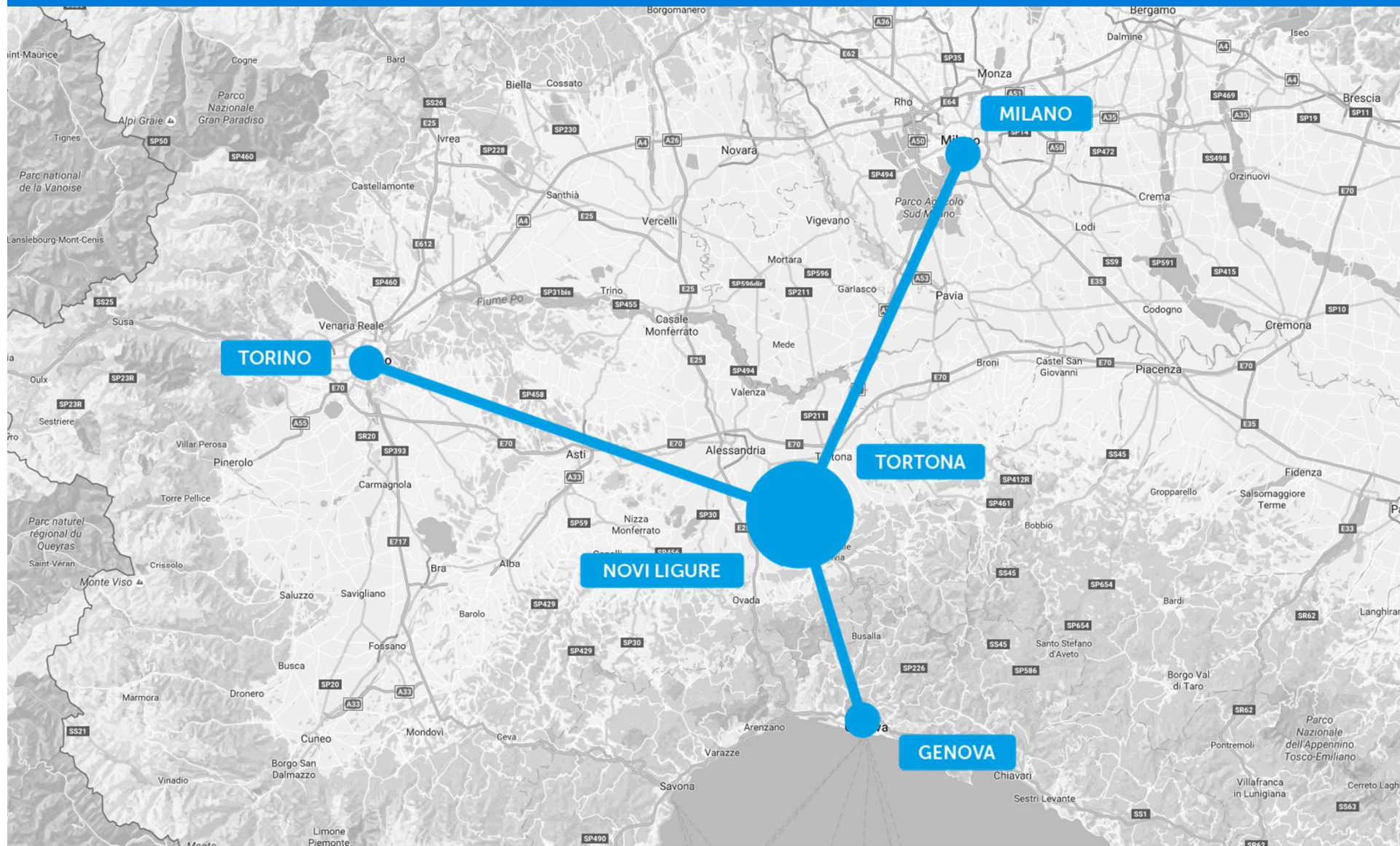


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# The communication

a new identity for the  
Commissioner role











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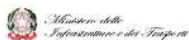






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IL TERZO VALICO L'OPERA I CANTIERI AMBIENTE E SALUTE IL TERRITORIO IL COMMISSARIO DI GOVERNO

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ISCRIVITI ALLA NEWSLETTER



**60 MILIONI**

di euro per progetto di sviluppo aleandino

SCOPRI DI PIÙ



**58 MINUTI**

da Genova a Milano

SCOPRI DI PIÙ



**37 KM**

di percorso in galleria

SCOPRI DI PIÙ



**4.200**

lavoratori sul cantiere nel 2017

SCOPRI DI PIÙ



## IL COMMISSARIO DI GOVERNO

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LEGGI DI PIÙ

INFOPOINT MOBILE

## MARTEDÌ 22 NOVEMBRE SERRAVALLE SCRIVIA

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VAI AL CALENDARIO



## IL TRACCIATO

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L'OPERA

I CANTIERI

AMBIENTE E SALUTE

IL TERRITORIO

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## I CORRIDOI EUROPEI TEN-T

La politica europea per le reti transeuropee di trasporto Ten-T ha l'obiettivo di integrare i sistemi di trasporto nazionali in un sistema di trasporto europeo che colleghi i diversi paesi tra loro e l'Europa con il resto del mondo.

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## PERCHÉ UNA NUOVA LINEA

Il Terzo valico dei Giovi, oggi in costruzione, è una nuova linea ferroviaria per il trasporto di merci e passeggeri. Sarà una linea ad alta velocità e alta capacità, cioè che consente un'alta frequenza di treni grazie agli avanzati meccanismi di controllo.

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