

11th European Greenways Award

International Conference on Greenways and Sustainable Tourism
Rome, 20th November 2023



ROMA



ASSOCIATION EUROPÉENNE DES VOIES VERTES
EUROPEAN GREENWAYS ASSOCIATION
ASOCIACIÓN EUROPEA DE VÍAS VERDES

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Regarding Italian law and EuroVelo

In Italy the **law n. 2/2018 of the Cycle Mobility Act** contained measures to spread the use of cycling in Italy, both as a means of transport and for recreational purposes.

A general **cycle mobility plan** is included which identifies the national cycle network, integrated into the **Eurovelo**, trans-European cycle network system and in connection with protected natural areas, areas of significant tourist interest, the soft mobility network.

EuroVelo identifies a network of cycling itineraries that will **crisscross all of Europe**. To date it already comprises **17 paths**; some of these itineraries need to be still realized.

The principal objective is to guarantee that all European Nations are crossed by at least one quality cycling itinerary. For the construction of the cycle network, existing minor roads and disused railways must be used when possible.



The Italian Tourist Mobility Extraordinary Plan (adopted in 2022)

The Extraordinary Plan, approved by *the Ministry of Infrastructure and Transport* and by *Ministry of Culture*, provides for the support of "**safe and sustainable tourism**", through the development of the cycle-pedestrian network, in which the disused railway lines - to be converted - can be framed.

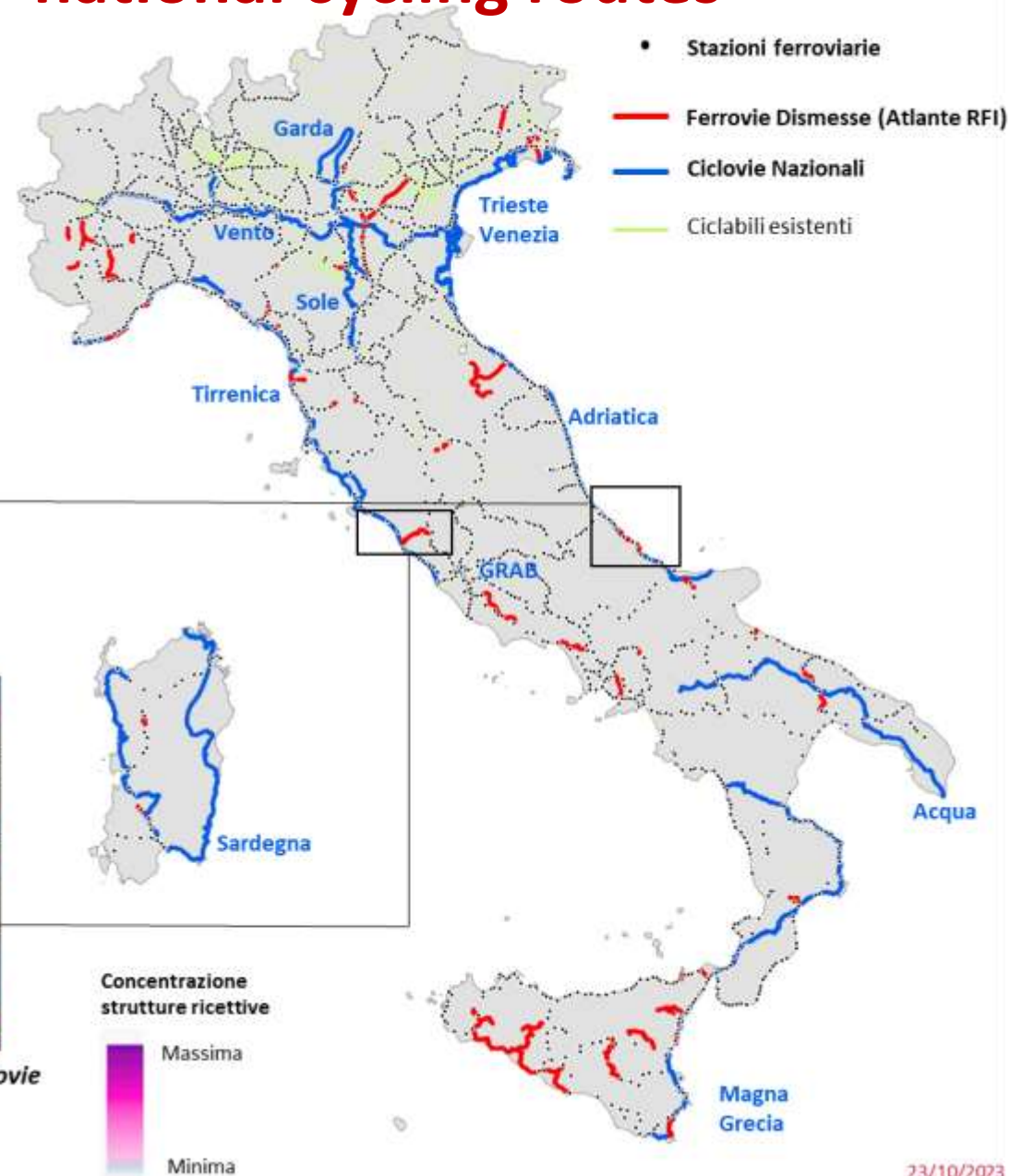
The Plan foresees the construction of 17 cycle paths, with the involvement of local government institutions, part of National System of Tourist Cycle paths: a total of **6000 km to be planned and issued, with a great investments.**

Some of these 10 bike paths cross our disused railway tracks (**Fiumefreddo di Sicilia – Catania Ognina, Ortona – Vasto, Gioia del Colle – Palagianello, etc.**)

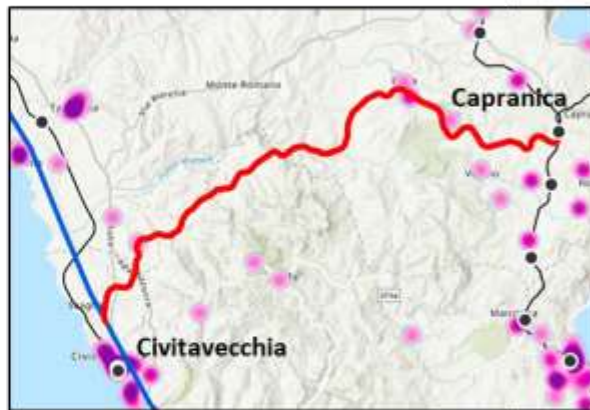


Interconnections disused railway lines - national cycling routes

In the analytical phase, the close relationship between the system of **National Cycling Routes** and the **disused railway lines** has emerged, which in some cases may form part of the route, but more often they can create a network to expand the national cycling routes.



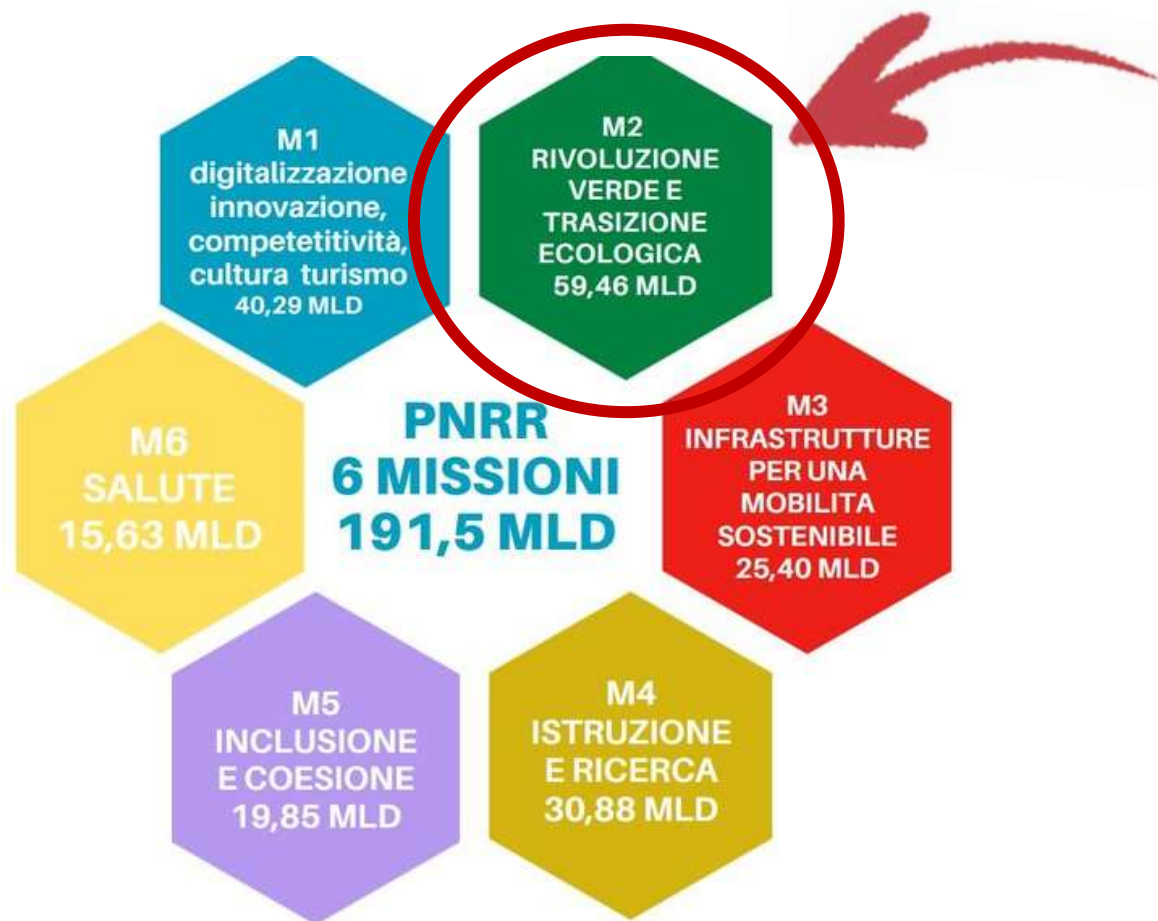
Tratti di Ciclovie nazionali



Itinerari cicloturistici di collegamento con le Ciclovie

The future: Recovery Fund and soft mobility investments

Recovery and Resilience Plan (RRP) (january 2021) focuses on the theme of green revolution and ecological transition in its second *Mission*, which also includes the *Component* dedicated to **Energy Transition and Sustainable Mobility**



M2-Componente2: "Renewable energy, hydrogen, network and sustainable mobility" with resources of 23.78 billion € of which relating to the development of more sustainable local transport about 8.58 billion €.

It is planned to build 570 Km of urban and metropolitan cycle paths and the construction of 1,250 Km of tourist cycle paths



Post pandemic Cyclotourism in Italy (source year 2022)



58.000
 Km of cycling tourism network
 (cycle path, Cycle - pedestrian ways / cycle routes)

70-74 €
 Average expense per cyclist

4,1 bln €
 Total expenditure generated by Cycle tourism

33
 mln cycle tourist presence
 (4,3% of the annual total)

10 average
 overnight stay per cyclist

Ecological transition and reuse of desused FS real estate

The recent energy crisis due to the conflict in Ukraine has expedited the subject of ecological transition inside **Gruppo FS**. The new **FS Industrial Plan** establishes important changes from an energy point of view for sustainable transport, especially in an urban context.

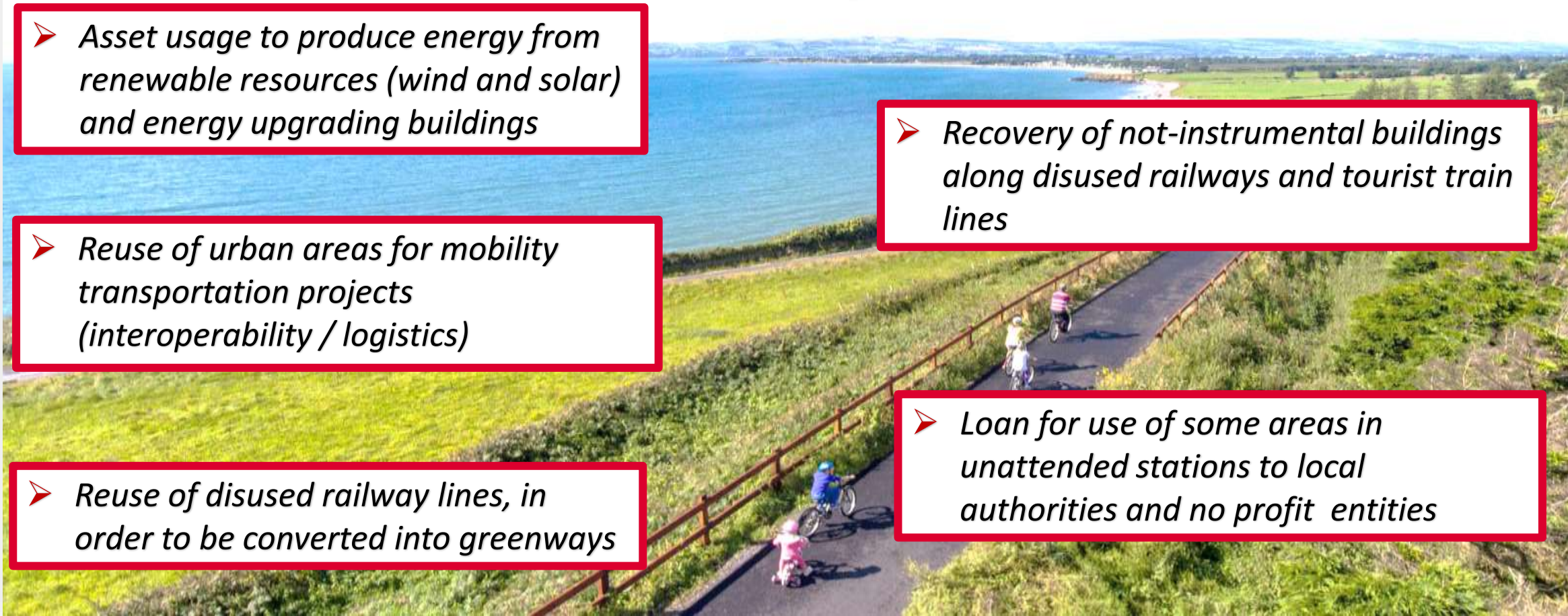
➤ *Asset usage to produce energy from renewable resources (wind and solar) and energy upgrading buildings*

➤ *Recovery of not-instrumental buildings along disused railways and tourist train lines*

➤ *Reuse of urban areas for mobility transportation projects (interoperability / logistics)*

➤ *Loan for use of some areas in unattended stations to local authorities and no profit entities*

➤ *Reuse of disused railway lines, in order to be converted into greenways*



Italy: the disused lines of FS Groups

Ferrovie dello Stato Italiane and Rete Ferroviaria Italiana are today owners of extensive disused real estate, of which a big part is composed of disused railways:

- ✓ about **1.379 km** of sediments of railways:
 - ❖ **665 Km** - disused railways owned by RFI S.p.A.
 - ❖ **434 Km** - disused railways owned by FS S.p.A.
 - ❖ **185 Km** - disused railways to be transformed into tourist railways

- ✓ **474 Km** of *Greenways* realized through conversion of disused railways before owned by FS/RFI

- ✓ at least a thousand buildings in the disused stations



The 10th European Greenways Awards

The three Atlases received in **October 2021** a very important recognition, they have been awarded **SECOND PRICE** to the tenth European Prize of Greenways

“10TH EUROPEAN GREENWAYS AWARDS” :

- *for having spread , trough publications and participation in events, the knowledge of the disused railway heritage, its value and the advantages that can be obtained from their conversion into greenways;*
- *for encouraging people to get to and enjoy the greenways by bike, on foot and/or by train.*

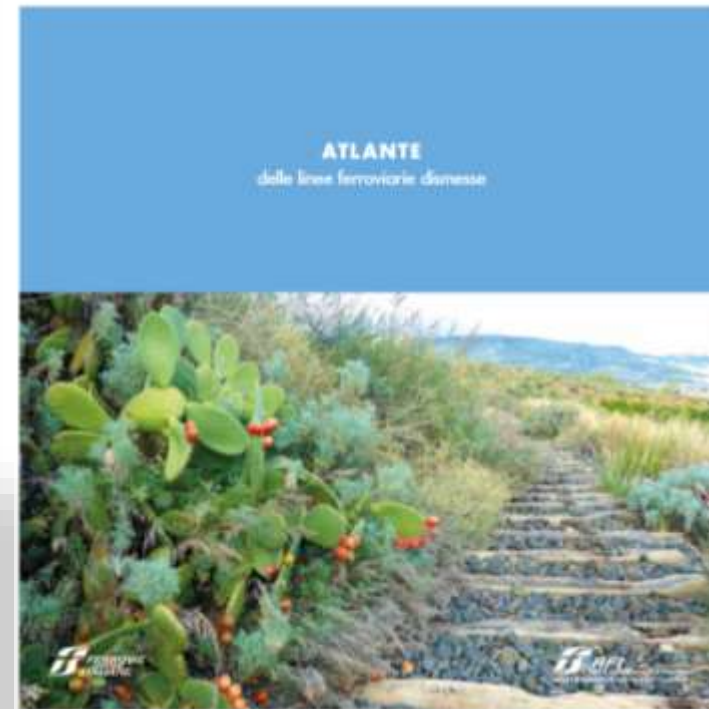


The publications have been characterized by the Commission as **excellent and valuable; examples of good practices of successful transformations and suggestions for new ideas of converting green ways in Italy.**

The Atlas of the disused railways lines

The **Atlas of the disused railways lines** describes the properties of the FS Italiane Group: contains cards complete with technical data on the number of bridges, viaducts and buildings present, historical notes on the birth and divestiture of the lines, photographs of the routes and detailed maps.

- ✓ REGIONAL LOCATION
- ✓ HISTORY AND CURRENT SITUATION OF THE LINE
- ✓ PHOTOS OF BUILDINGS, BRIDGES, TUNNELS AND VIADUCTS
- ✓ RAILWAY TRACK
- ✓ TECHNICAL SHEET



The Atlas of travel along the disused railways

The *Atlas of travel along the disused railways* describes the natural beauties, the historic villages, the archaeological sites along, with the already existing cycle paths, the most important paths and greenways.

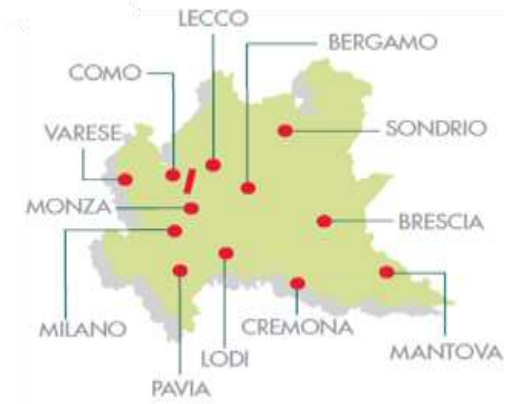
We wanted to use **evocative pictograms** in order to give immediate perception of the site's richness crossed by our railway lines.

RFI with the objective of establishing a fruitful dialogue with public administrations interested in building cycle lanes, has drawn up a new Atlas of disused lines thus enhancing the peculiarities of the territories crossed.

✓ REGIONAL LOCATION

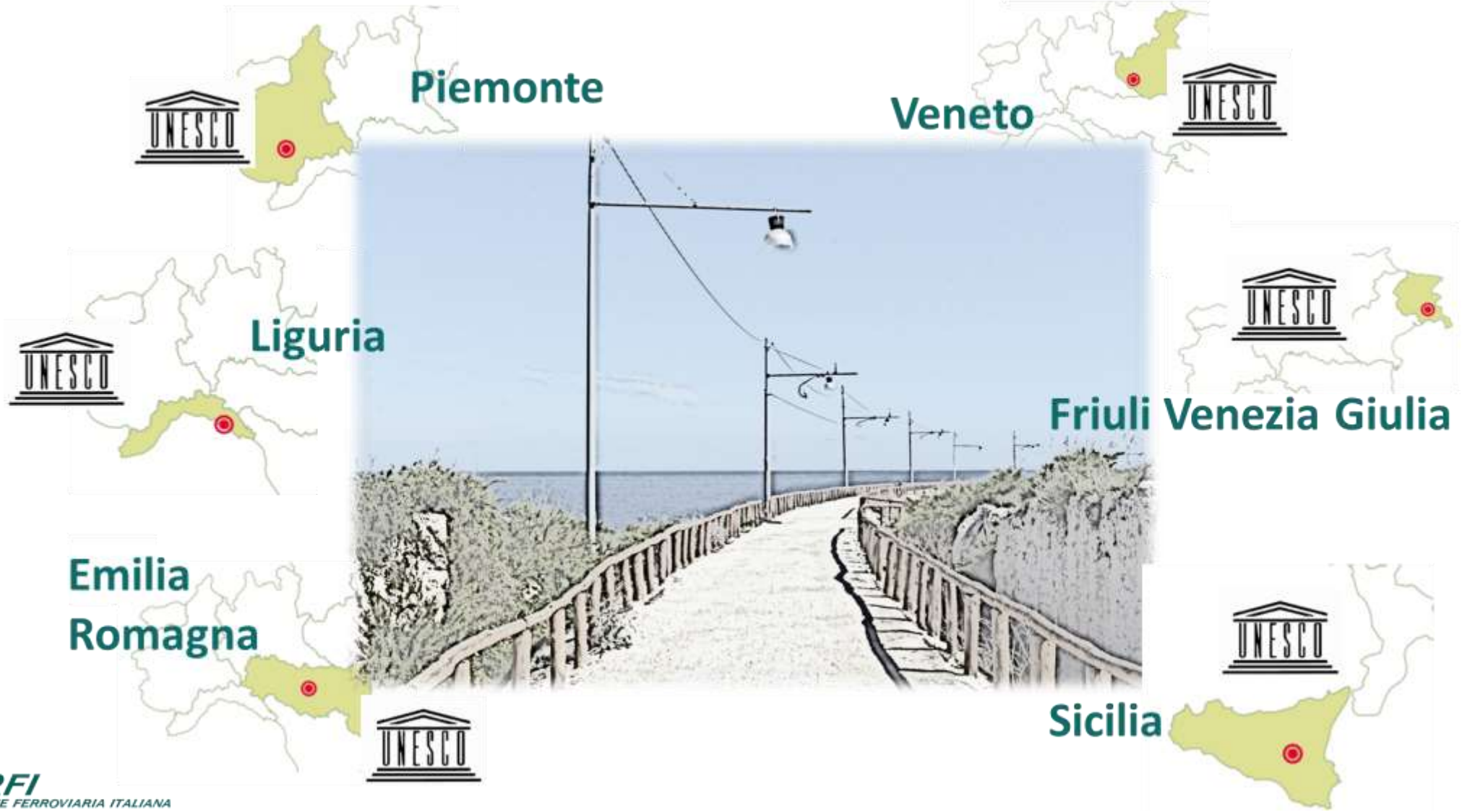
✓ LIST OF LOCAL ATTRACTIONS

✓ QUALIFIABLE/ON SALE BUILDINGS



Unesco Sites along the disused railways

The Atlas of travel along the disused railways shows the **Unesco sites** located near the analyzed tracks.



Piemonte, Section Bra- Narzole on the Bra-Ceva line (13,5 Km)

The line runs the lower river valley of Tanaro, crossing cities enriched with monumental evidences, winding at the foot of the Langhe hills.

In 1997 the **CASTLE OF POLLENZO** near Bra was declared a UNESCO heritage site.

In June 2014 the wine-producing landscape of **LANGHE-ROERO AND MONFERRATO** have been recognised as an integral part of the World heritage.

The constant and passionate dedication by generations of people who cultivate the vineyards, following traditions and farmer's knowledge made Langhe-Roero and Monferrato, an area of extraordinary universal value.



Veneto, Dossobuono-Isola della Scala (17 Km)

The disused line branches out into an extensive flat area and it is a largely agricultural region in the south of Verona, which is only 5 km away. Verona is recognized as a UNESCO World Heritage Site in 2000 under the name **"CITY OF VERONA"**.

The historical city serves as an exceptional example of fortified town, which has preserved a considerable number of ancient monuments from the Middle Age and the Renaissance and for this reason it is a city of culture and art.

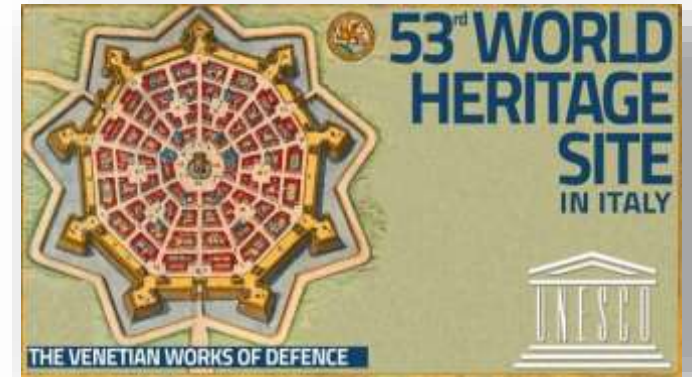


Friuli Venezia Giulia, Palmanova – S. Giorgio di Nogaro (10 Km)



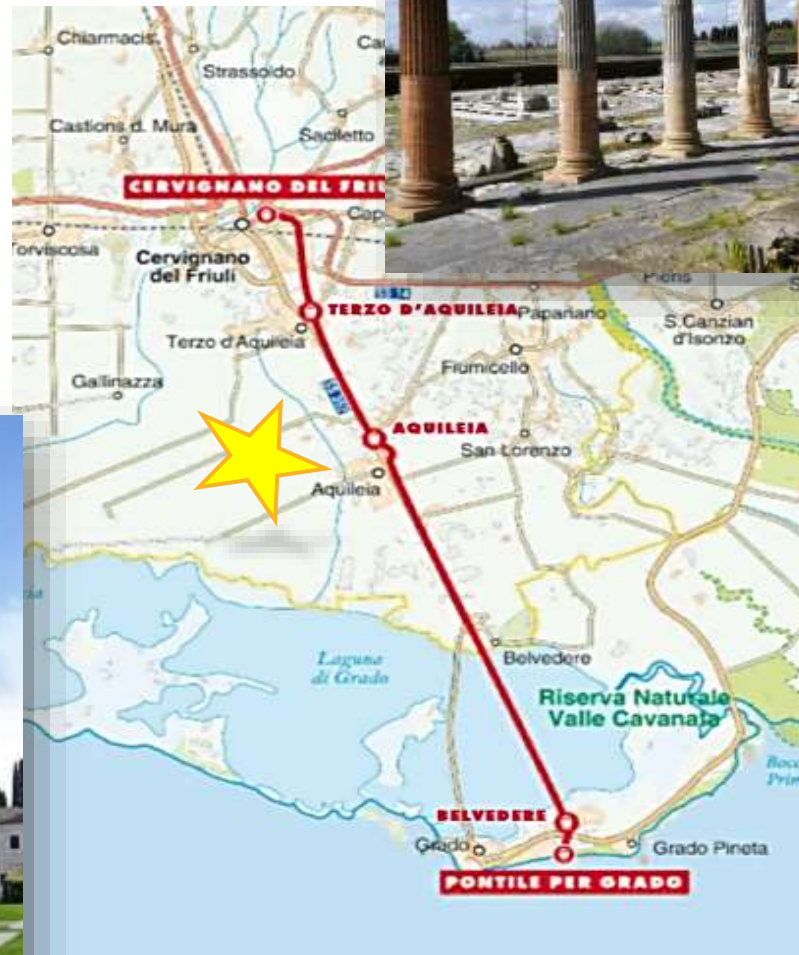
The railway starts a little further southwards the city of Palmanova, a fortified city, with an octagonal plan, recently listed as a UNESCO World Heritage Site.

From 9 July 2017, **THE FORTRESS-CITY OF PALMANOVA** became part of the UNESCO World Heritage Site, on serial trans-boundary site "Venetian defense works between the 16th and 17th century".



Friuli Venezia Giulia, Cervignano – Pontile per Grado (12,3 Km)

The disused railway is developed from Cervignano towards the sea and after the station of Terzo, the stretch reaches Aquileia, proceeding along the archaeological site and the patriarchal church of Aquileia. **AQUILEIA** was declared a World Heritage Site by UNESCO in 1998 as one of the largest and richest cities of the Ancient Roman Empire. The complex of the Patriarchal Basilica of Aquileia is the proof of the decisive role in the spread of Christianity throughout Europe in the early Middle Age.



Emilia Romagna – Modena Rubiera (8,2 Km)

The disused section between Modena and Rubiera is developed entirely within the municipality of Modena, covering part of urban area and part of the surrounding countryside. The **CITY OF MODENA** is characterized by an old town in which lots of museums and monuments are concentrated. Among them, stand out the complex made up of the Cathedral, of the Ghirlandina Tower and Piazza Grande with the ancient buildings of the square, listed as a UNESCO World Heritage Site.



Liguria, Cavi – Manarola (7 Km)

The disused railway between Cavi and Manarola has an highly valued landscape, stretching always along the coast. The southernmost portion of the line crosses the renowned area of the Cinque Terre.

In 1997 UNESCO included the **CINQUE TERRE** in the list of World Heritage Sites as a "cultural landscape" with the characteristic coastal settlements and the agricultural landscape modelled by terraces and built by the man.



Sicilia, Dittaino – Caltagirone (71 km)

The disused line will provide a stop in the city of **PIAZZA ARMERINA**, an important historical-cultural center, recognized by UNESCO as a World heritage site, which boasts the presence of the famous Roman Villa del Casale, as well as the archaeological site of the ancient Sicilian and Greek city of Morgantina.



FS Groups - *The Atlas of Greenways on disused FS's railways*

An analysis of the sold disused railways showed that 500 km of those lines were transformed into *greenways*.

The existing Greenways, describe in detail in the Atlas, and the disused lines which are potential extensions of existing paths are not to be considered more infrastructure but also for health, tourist and recreational purposes.



Greenways projects: transformation operations

With a few operations the regeneration process is started to give new life to disused paths

1. Railroad track Treviso-Ostiglia



3. Ballast crushing operations



2. Elimination of sleepers, rails and attack elements



4. Track ready for use







Potential cycle paths

At the end of the Atlas, there is a list of disused FS railways which would be suitable to transform into Greenways because:

- ✓ *Ideal for extensions of preexisting Greenways*
- ✓ *They intersect soft – mobility itineraries*
- ✓ *They are in proximity to important natural and cultural heritage sites (Unesco)*



<p>LOMBARDIA LINEA CALOLZIOCORTE O.-CERNUSCO MERATE</p>  <p>13,5 km</p> <p>Possibile trasformazione in greenway per la quasi totalità della sua lunghezza. Possibile collegamento alla pista ciclopedonale lungo il fiume Adda.</p>	<p>EMILIA ROMAGNA LINEA MODENA-RUBIERA</p>  <p>8,2 km</p> <p>Il Comune di Modena ha manifestato l'intenzione di acquisire il sedime per trasformarlo in pista ciclopedonale integrandolo nella rete di mobilità dolce della città. Presenti 3 CC.</p>
<p>VENETO LINEA PC DOLCÈ-DOMEGLIARA S. AMBROGIO</p>  <p>7,8 km</p> <p>Il sedime si presta alla riconversione con la possibilità di collegamento alla Ciclopista del Sole già realizzata. Presenti 2 FV.</p>	<p>PUGLIA LINEA GIOIA DEL COLLE-PALAGIANELLO</p>  <p>28 km</p> <p>La linea si presta all'eventuale prolungamento della pista realizzata creando un collegamento con la Ciclovía dei Borboni e Via dei Pellegrini. Presenti 2 FV e 5 CC.</p>

Greenways in northern Italy



1, *Via della Pietra*

Piemonte

2, *Via delle Risorgive*

Liguria

3, *Genova Voltri – Finale Ligure*

4, *Pista ciclopedonale Maremonti*

5, *Parco costiero Riviera dei Fiori*

Trentino Alto Adige

6-8, *Percorso ciclop. Bolzano-Brennero (porz.)*

7, *Ciclabile delle Valli di Tures e Aurina*

9, *Sentiero del Trenino della Val Gardena*

10, *Pista ciclopedonale Valle d'Adige (porz)*

Friuli Venezia Giulia

11-13, *Ciclovia Alpe Adria (porzione)*

12, *Tarvisio - Jesenice*

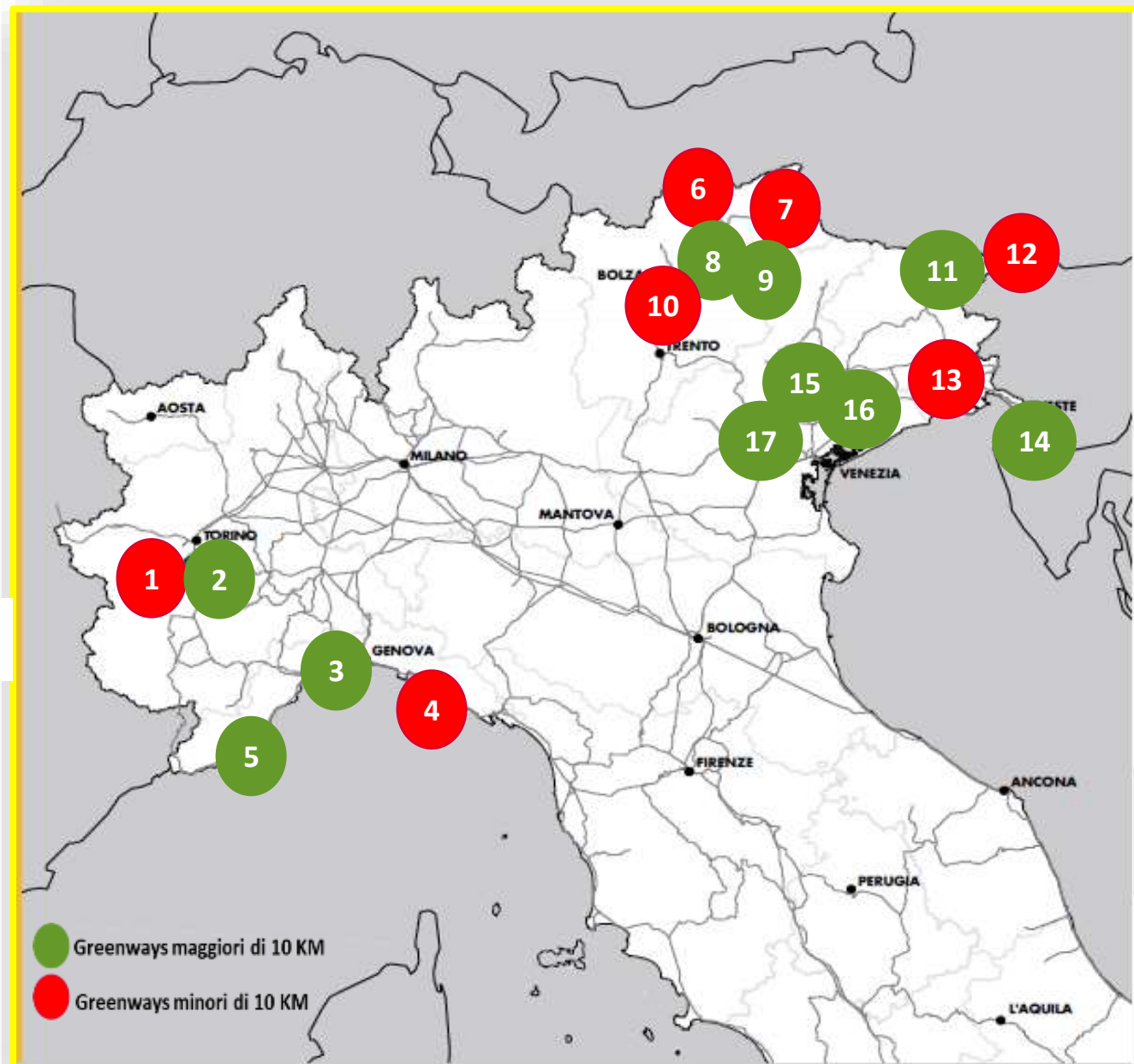
14, *Pista ciclopedonale Giordano Cottur*

Veneto

15, *Montebelluna – Nervasa della Battaglia*

16, *Perc. Sorelle Amabile e Regina Carnelos*

17, *Pista ciclopedonale Treviso - Ostiglia*



Greenways in central Italy



Emilia Romagna

18, Modena Villanova - San Pancrazio

19, Ciclovía del Sole (porz)

20, Solignano - Berceto

Toscana

21, Greenways Fiume Magra

22, Perc. Ciclot. Colle - Poggibonsi

Umbria

23, Perc. Ciclop. Nestore Magni

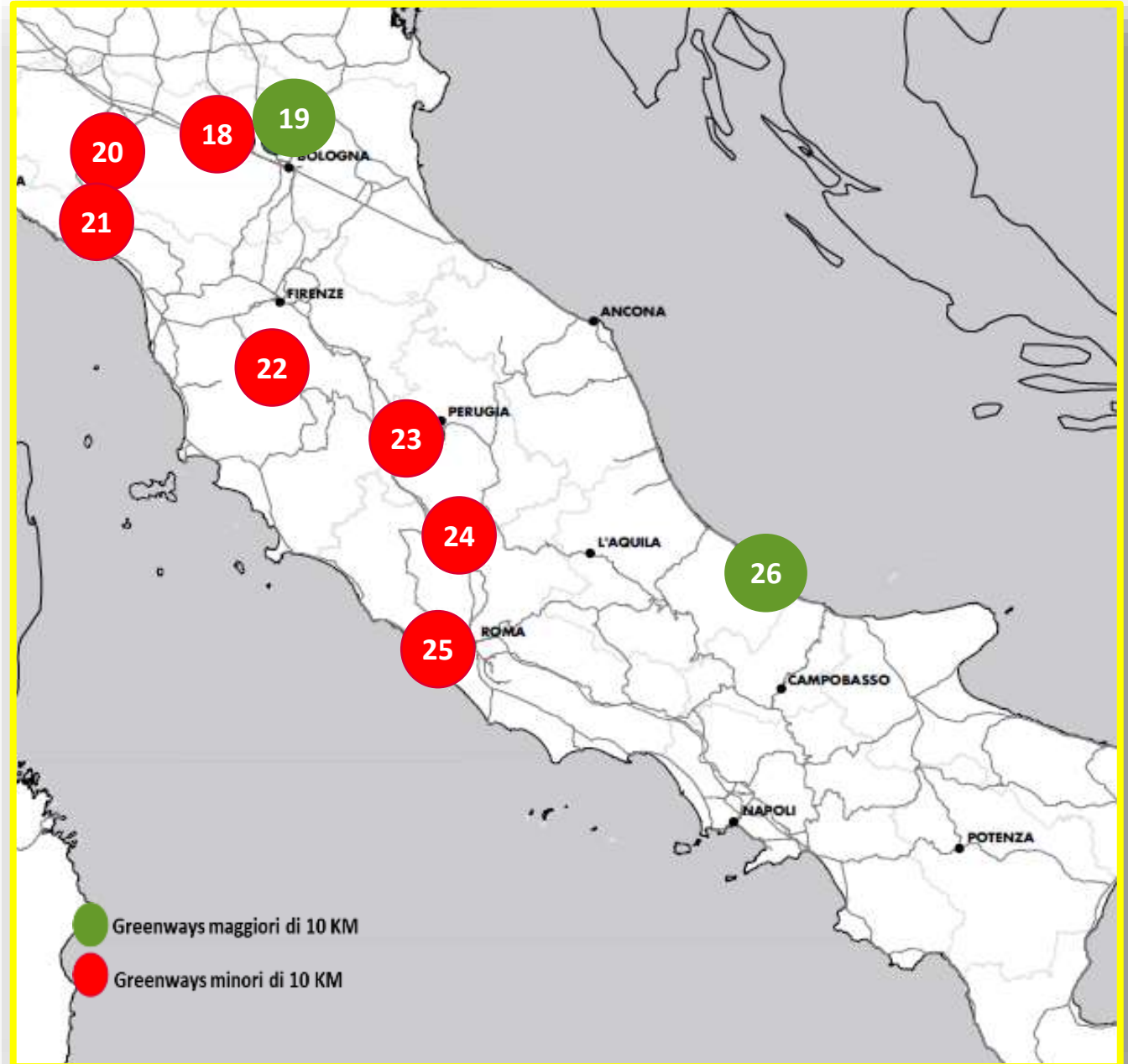
24, Pista Ciclab. Lungo il fiume Nera

Lazio

25, P. Lin. Ciclop. Monte Ciocchi-Monte Mario

Abruzzo

26, Via Verde Costa dei trabocchi



Greenways in southern Italy and islands



Campania

27, *Pista Ciclop. Paesaggi Sanniti*

Puglia

28, *Percorso Ciclop. «Area delle Gravine»*

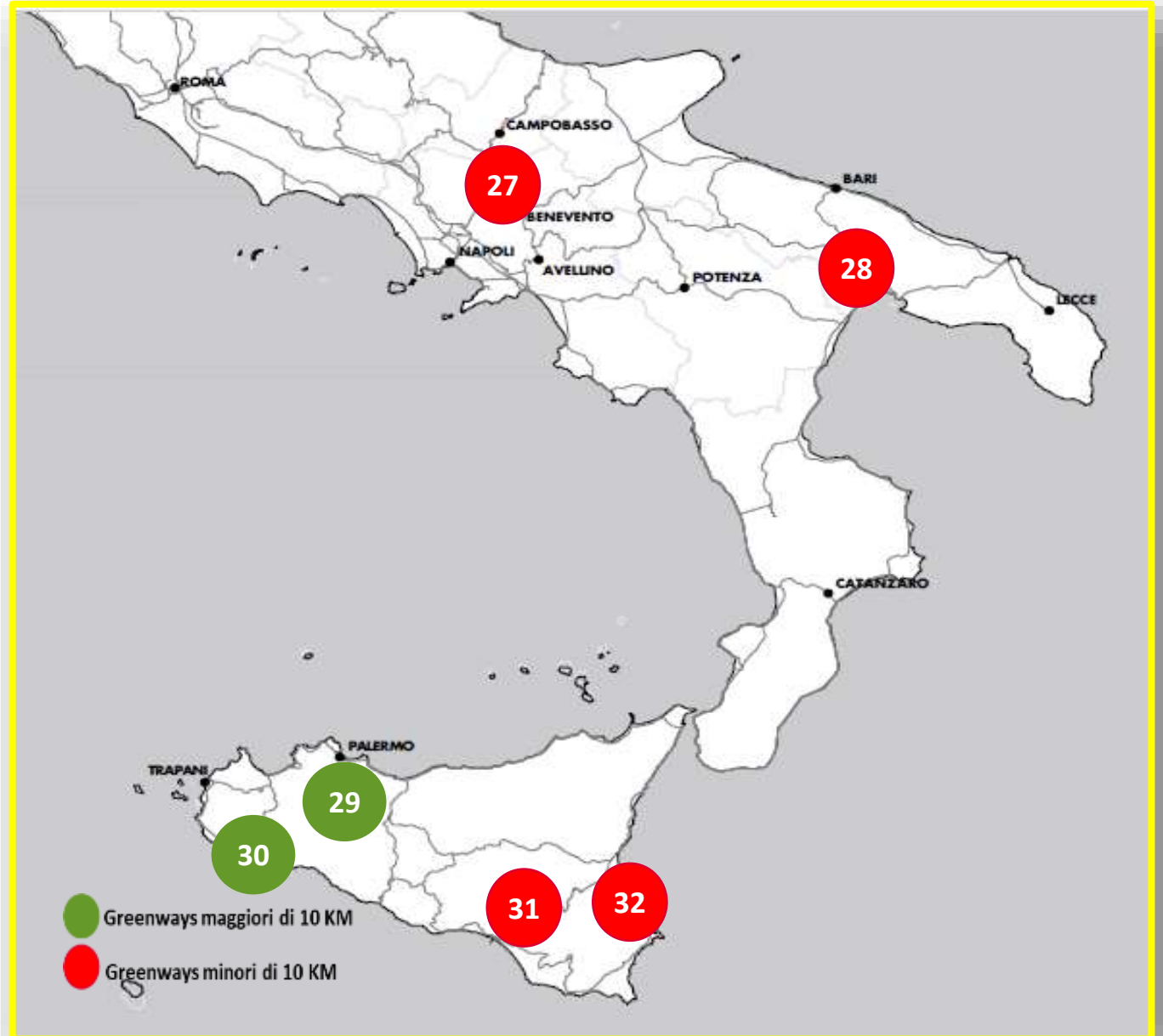
Sicilia

29, *Godrano - Burgio*

30, *Porto Palo-Menfi*

31, *Parco Lineare Caltagirone- S. Michele*

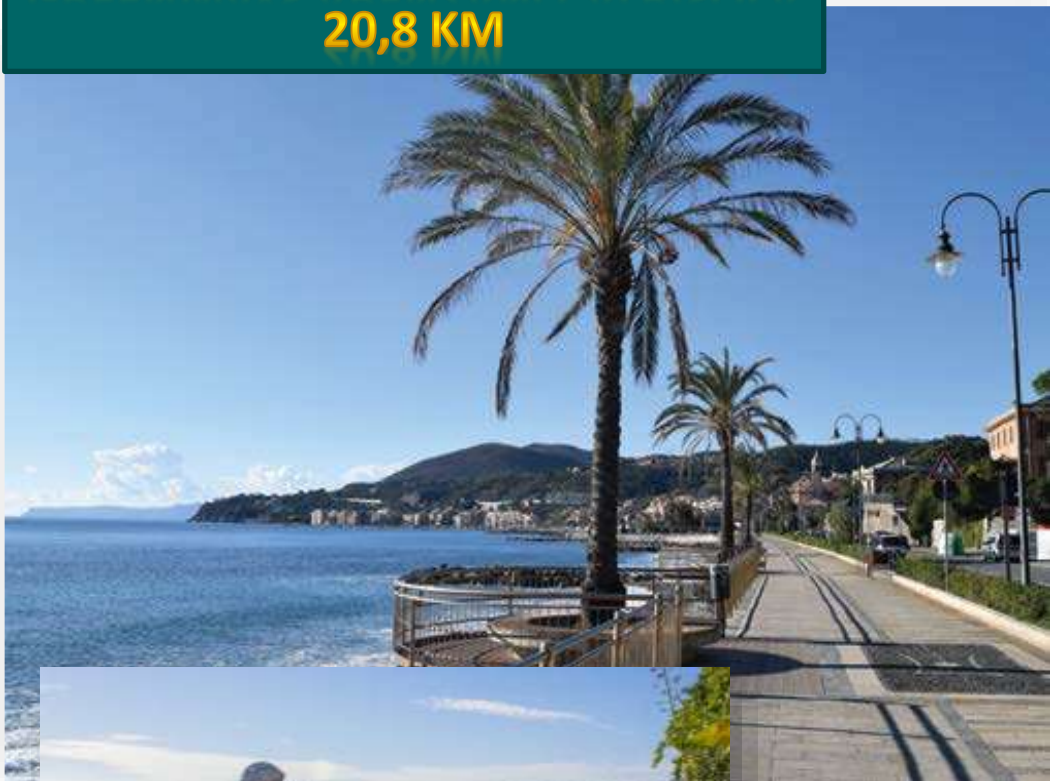
32, *Pista Ciclop. Rossana Maiorca*



Photos of Greenways ex FS lines



**GREENWAYS ARENZANO-ALBISOLA
20,8 KM**



**VIA DELLE RISORGIVE IN LOCALITÀ AIRASCA
18,8 KM**



**VIA VERDE DELLA COSTA DEI TRABOCCHI
43 KM**

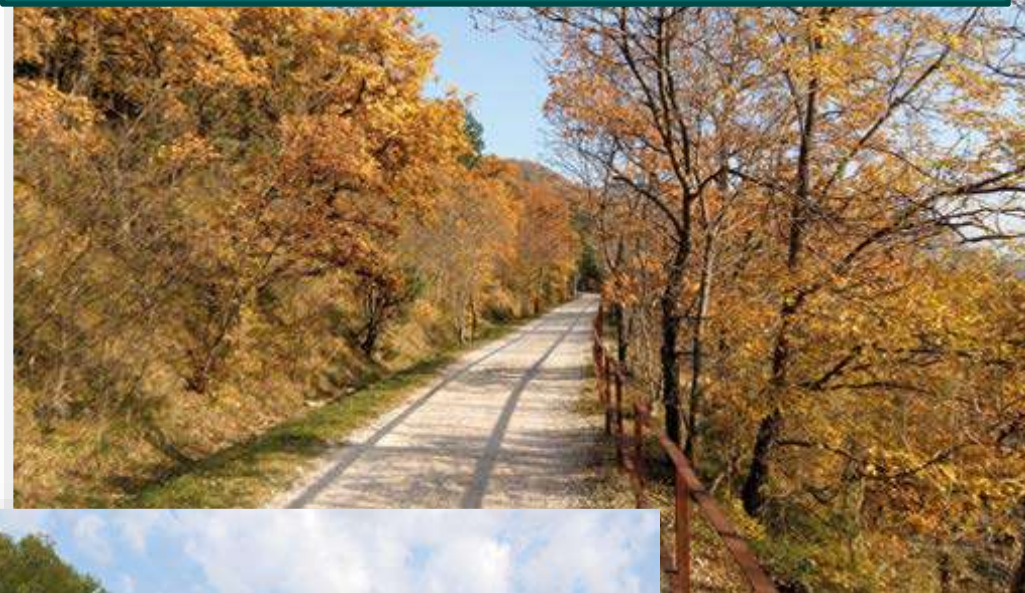


Photos of Greenways ex FS lines



**CICLOVIA DEL SOLE (PORZIONE - TRAMUSCHIO-
OSTERIA NUOVA) 46,3 KM**

**PISTA CICLOPEDONALE GIORDANO COTTUR
12,2 KM**



**PORTO PALO-MENFI
17,6 KM**



WIP: Riviera of flowers - Coastal Park (1 / 2)



23 KM



2008
2014



ASPHALT



YES



OSPEDALETTI
LIGURE

The greenway has made it possible to give back to the community an area that for many decades constituted a barrier between the residences and the sea, creating a multifunctional park offering comfort, well-being and entertainment. It traverses the typically man-made landscape of the Ligurian Rivas.



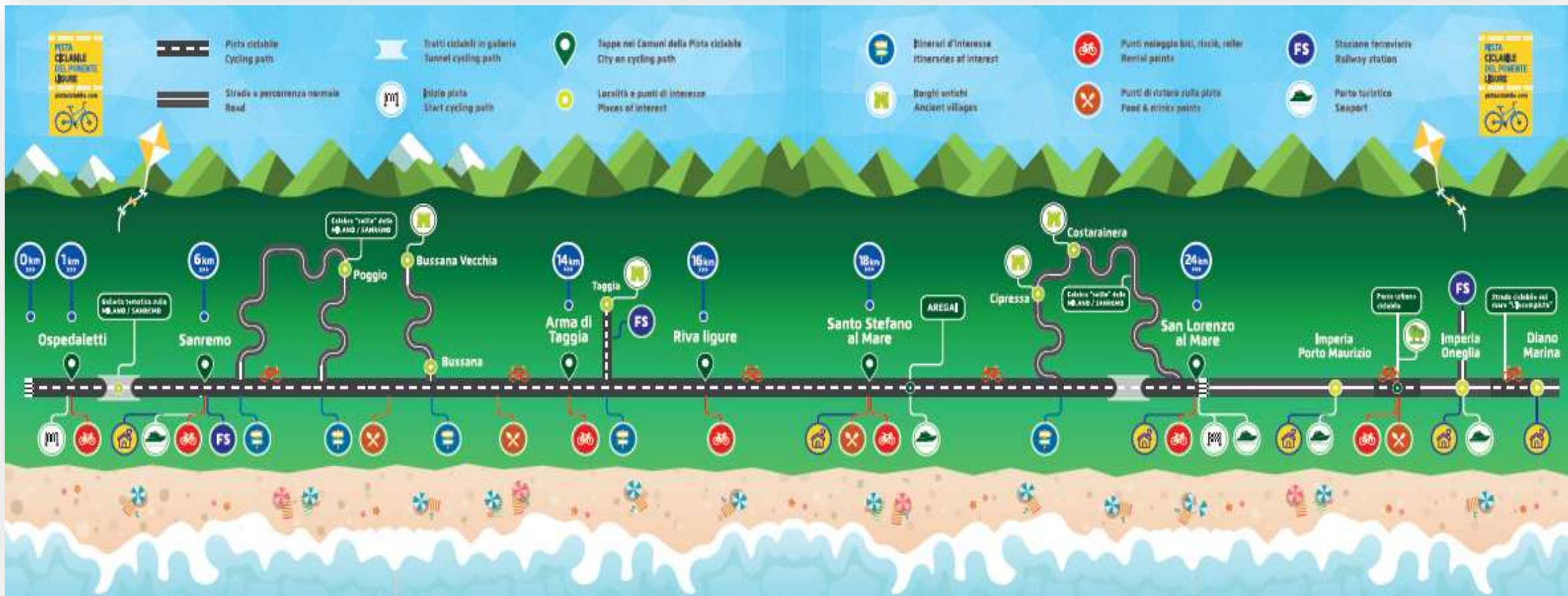
**PISTA
CICLABILE
DEL PONENTE
LIGURE**

pistaciclabile.com



WIP: Riviera of flowers- Coastal Park (2/ 2)

Liguria Region, thanks to the PNRR financings, has decided to extend the green way, from San Lorenzo al Mare to Ospedaletti, until Andora, using the former disused railways Andora-S. Lorenzo al Mare, crossing the municipalities of Imperia, Diano Marina, San Bartolomeo al Mare, Cervo and Andora, for a total of about 20 km.



WIP: Cycle /Walking Path Treviso - Ostiglia



52,1 KM



2005
2019



ASFALTO,
STERRATO



SI



TV CAMPO-
SANPIERO
GRISIG.
DI ZOCCO

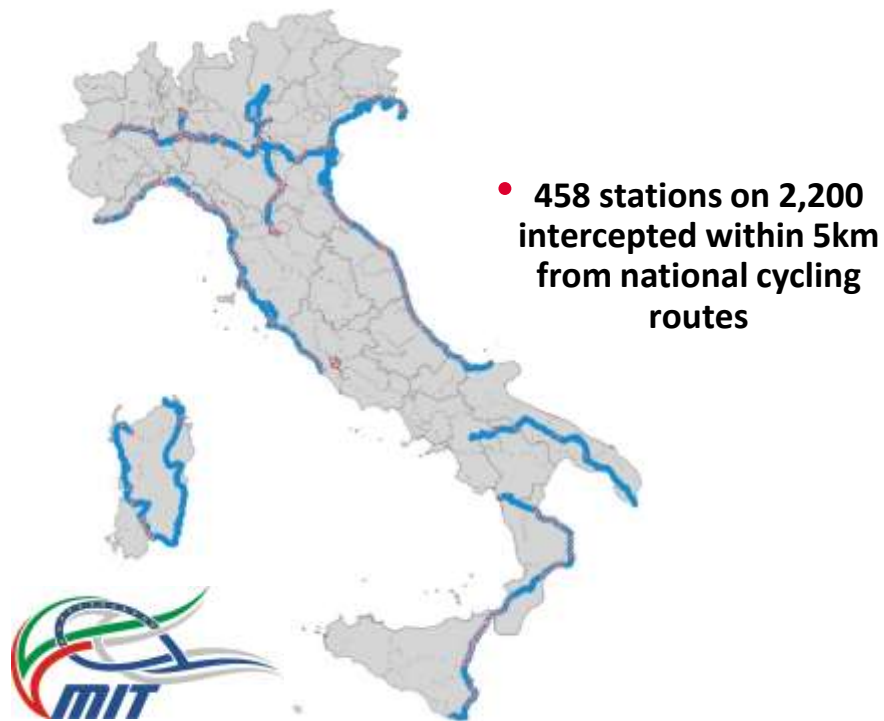


Thanks to the financial commitment of the Veneto Region, the traversed provinces acquired the disused trackbed falling within their territories, whilst the reuse project was gradually extended to reach as far as Colzè on the one side and Treviso on the other, becoming part of the regional Green Tour project. The currently-completed section of the Treviso-Ostiglia cycle and walking path has a length of 52.1 kilometres, 85% of which derives from the old trackbed.

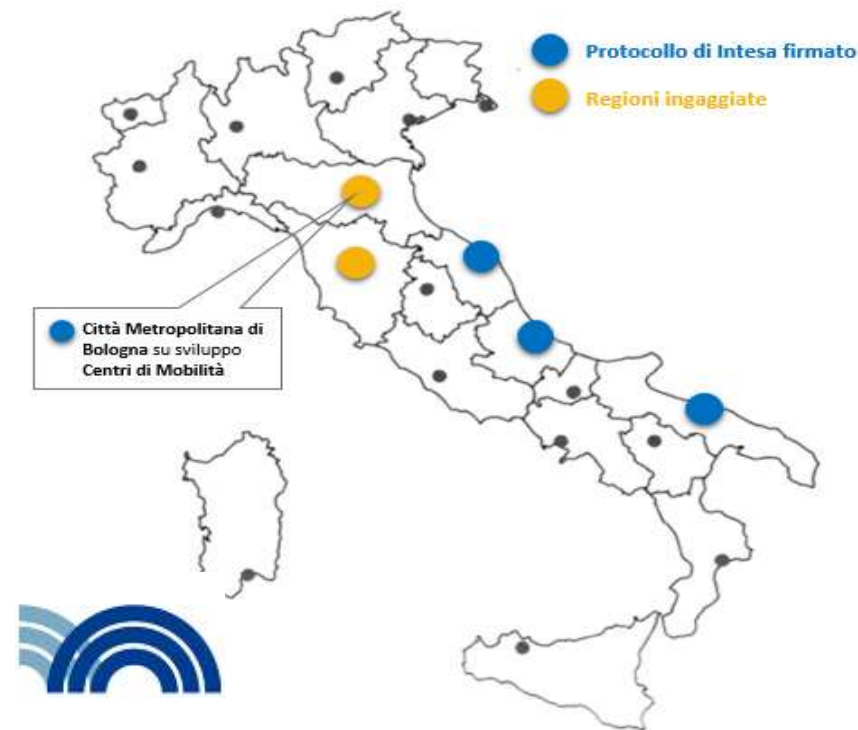
The section in the municipality of Montegalda is being built to extend the route towards Ostiglia, recovering the 63 kilometres of the old stretch that remains abandoned.



The RFI railway stations and the cycle tourism routes



RFI is part of the technical table, established by Decree no. 705 of 16.12.2019, to examine technical and economic feasibility projects related to **10 national cycling routes**, with the aim of connecting the stations to new cycling infrastructure.



RFI has started a stakeholder engagement phase for the subscription of protocols of understanding with the Regions, finalized to the development of the intermodality in the railway stations and for the links of the same ones with cycle tourism routes of national scale, regional and local.

Reuse of buildings for greenways

Identify the needs of the population located in a territory crossed by the disused railway lines by creating activities that can revitalise buildings with uses that at the same time are of service to the citizens who live next to the stations and recall the population of the area for their uniqueness.



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THANK YOU



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