



12th European Greenways Award International Conference **on** **Greenways as a Tool for Sustainable Industrial Tourism**

Greenways, industrial and railway heritage for active tourism

9th October 2025

Asset Strategy Advisory: mission

**Ilaria
Maggiorotti**

Head of Asset
Strategy
Advisory
RFI

Engineer

30+ years of experience in real
estate asset management

Manager at the FS Group
(Italian State Railway) **since
1993**

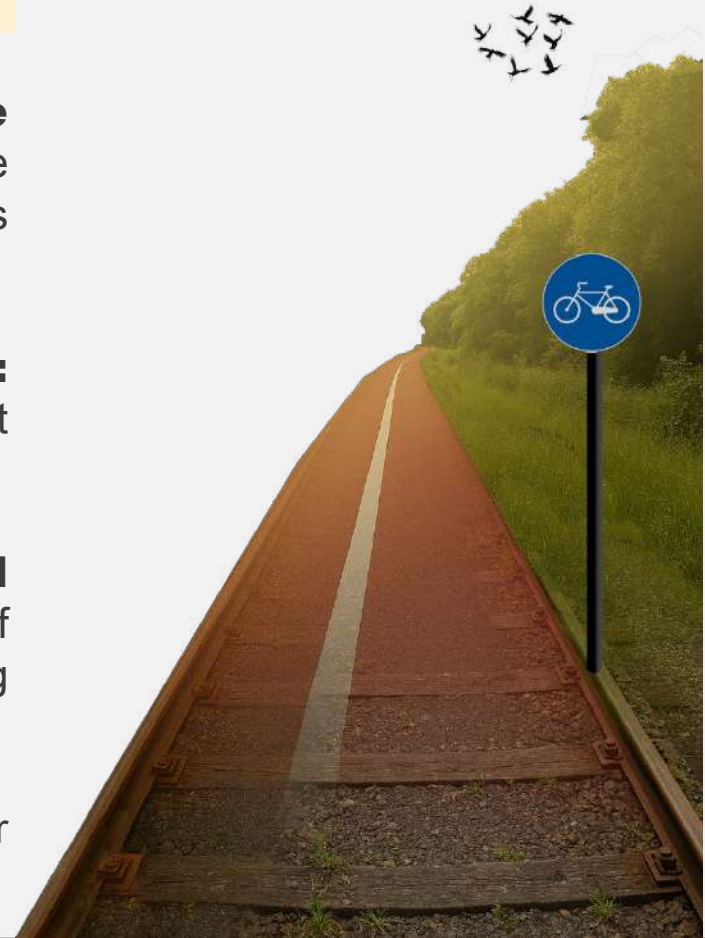
Main responsibilities

• **Preserve the value of real estate assets:** define new strategies for the reuse of non-functional assets and make decisions based on available investments.

• **Optimize the real estate portfolio:** plan a long-term, solid and sustainable asset allocation strategy.

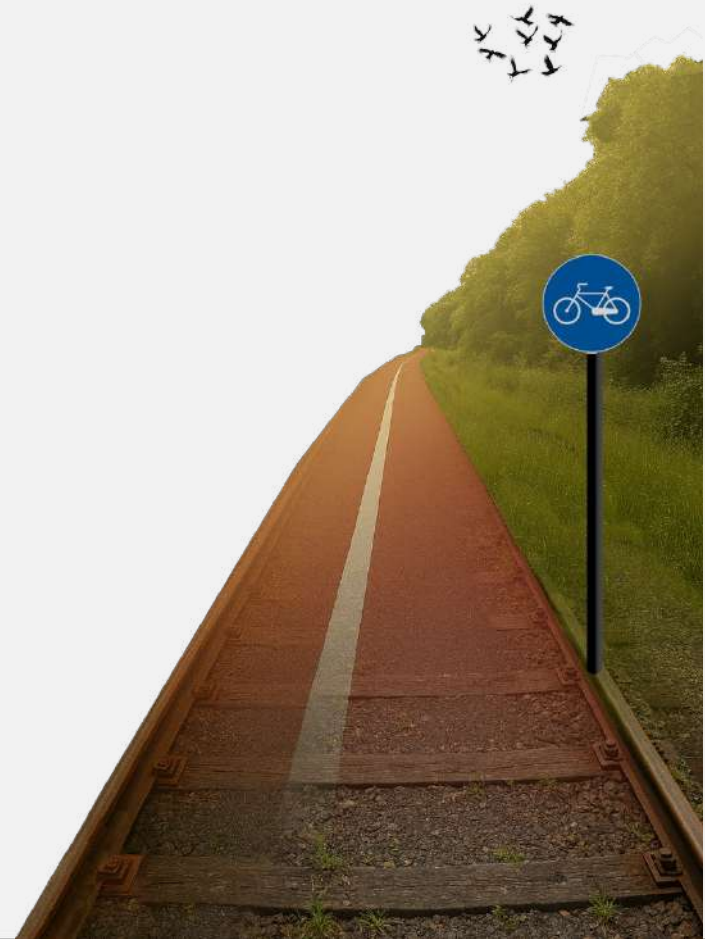
• **Develop a comprehensive and integrated vision:** based on objectives of return, risk and sustainability, responding quickly to market changes or internal needs.

• **Digitalize:** development of IT tools for asset management.



Why a greenway

Disused railway tracks are particularly well-suited for transformation into **greenways** for several reasons:



Transforming the railways



The past and the present of FS Group's disused railways

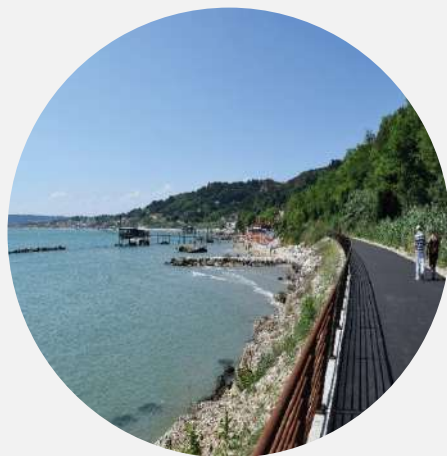


- Greenway Treviso - Ostiglia
52 km

- Greenway Costa dei Trabocchi
(Ortona - Vasto) 43 km



- Greenway Rossana Maiorca
(Targia - Siracusa) 7,7 km



NORTH 330 km

CENTER 66 km

SOUTH 118 km

TOTAL ~600 km

30 greenways

➤ **90 km ongoing**



The new «high line» in Rome: from Monte Mario to the Basilica of St. Peter

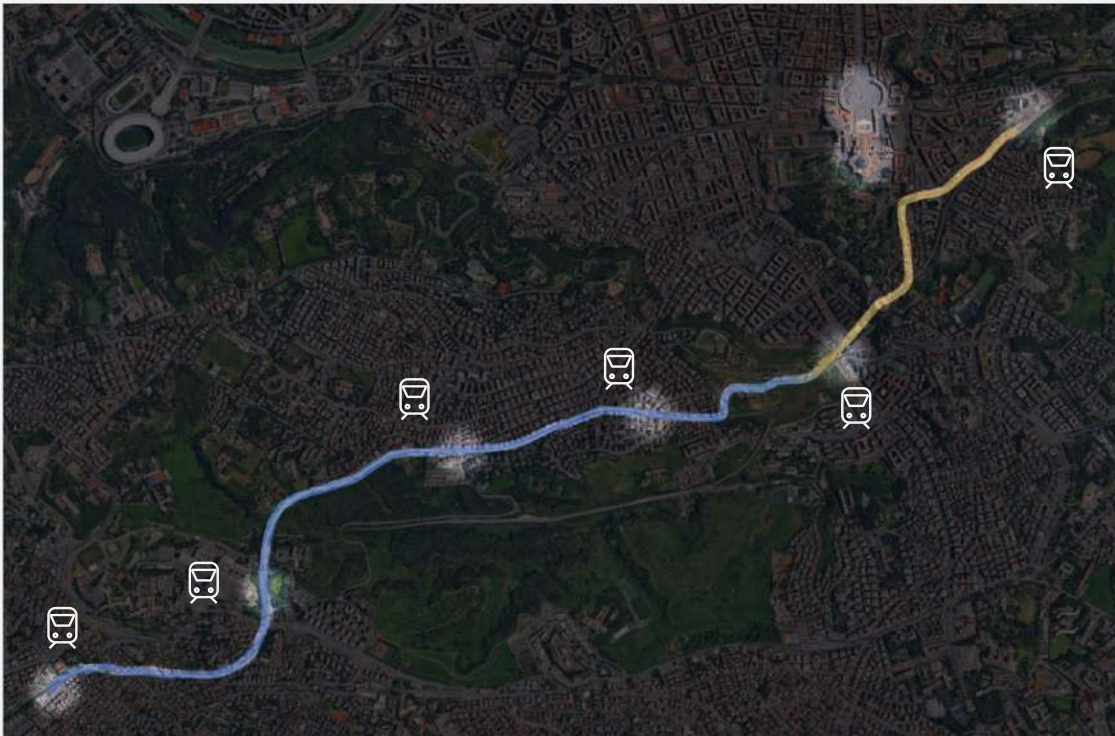
Ist part 2017 (6 km)

From: Monte Mario
To: Monte Ciocchi

IInd part 2025 (2 km)

From: Monte Ciocchi
To: the Basilica of St.

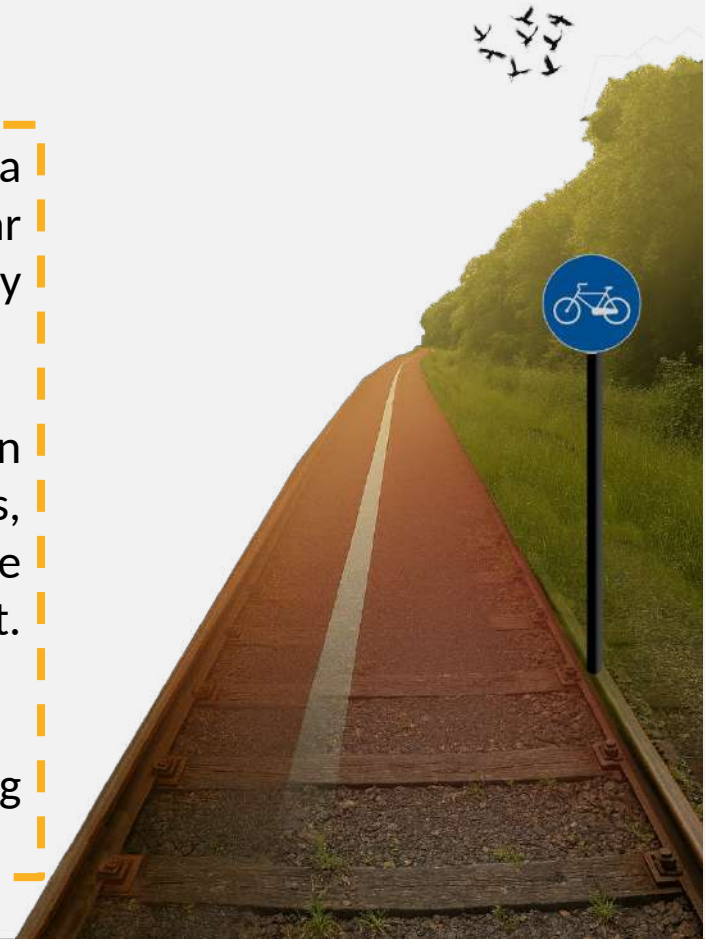
Total: 8 KM



The project, on behalf of Roma Capitale, allowed RFI to clear space and create a greenway by routing the railway underground.

The first section was completed in 2017 and, thanks to Jubilee funds, it was possible to extend the existing track to the Basilica of St. Peter's.

The greenway connects six running railway stations.



The new «high line» in Rome: from Monte Mario to the Basilica of St. Peter

1st part 2017 (6 km)

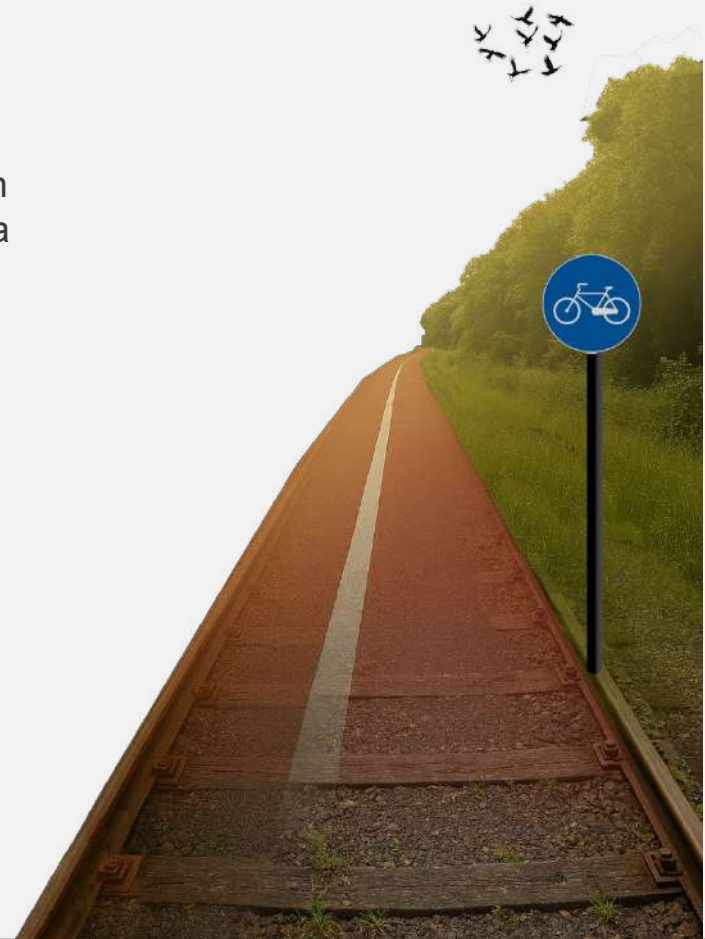
From: Monte Mario

To: Monte Ciocci

2nd part 2025 (2 km)

From: Monte Ciocci
To: the Basilica of St. Peter

Total: 8 KM



The new «high line» in Rome: from Monte Mario to the Basilica of St. Peter

1st part 2017 (6 km)
From: Monte Mario
To: Monte Ciocci

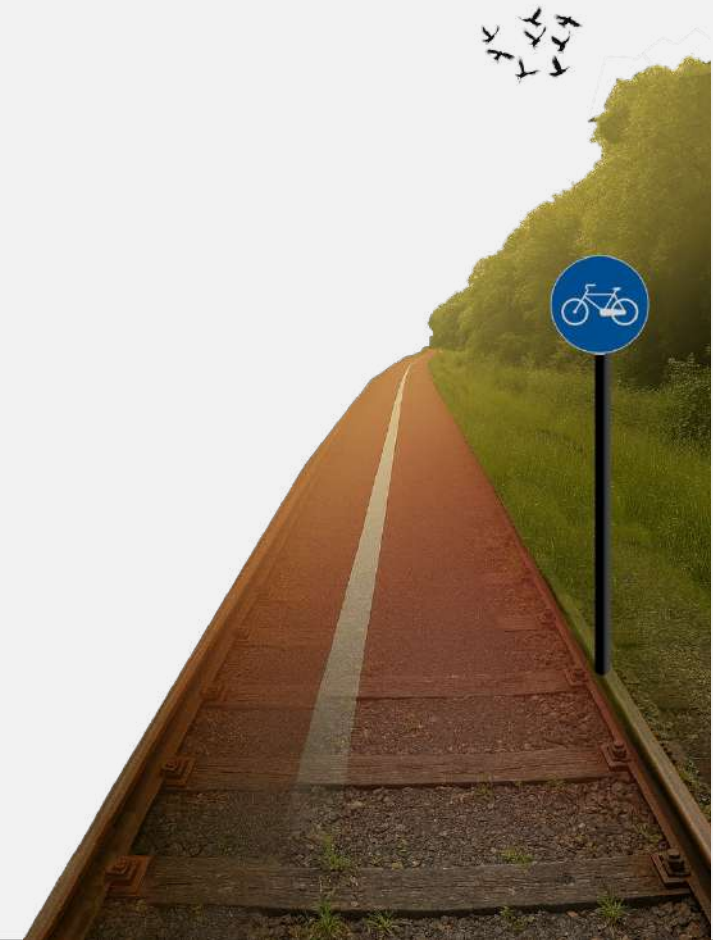
2nd part 2025 (2 km)
From: Monte Ciocci
To: the Basilica of St. Peter

Total: 8 KM

Train station:
Valle Aurelia

Basilica of
St. Peter

Train station:
St. Peter



The new «high line» in Rome: from Monte Mario to the Basilica of St. Peter

The conjunction



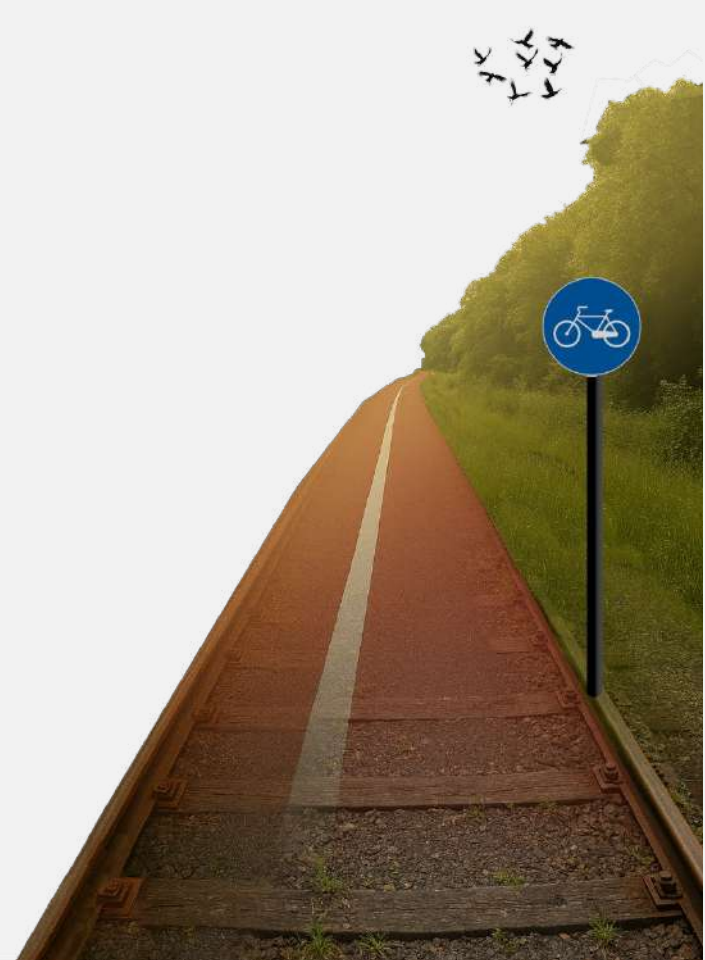
The bridge



Ante
Operam



Post
Operam



The new «high line» in Rome: from Monte Mario to the Basilica of St. Peter

The gallery



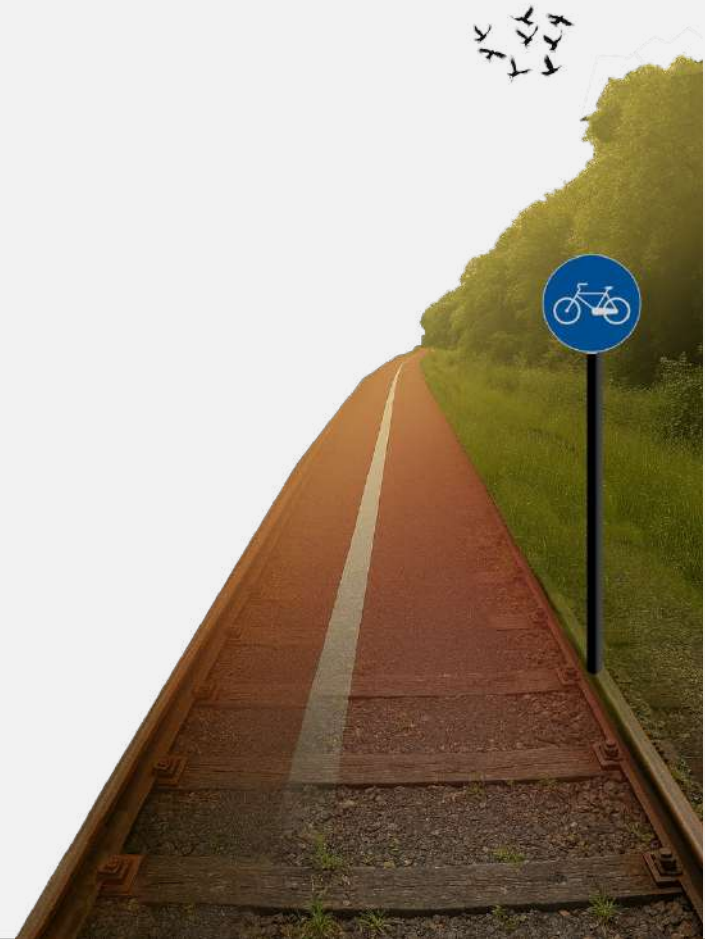
The concrete volume



Ante Operam



Post Operam



The future of FS Group's disused railways

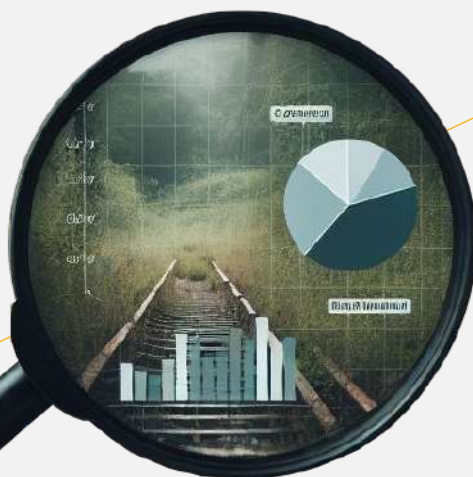
2024 census project

In 2024, a survey was carried out on disused railways still owned by the Group, revealing significant potential for transformation.

1.200 km of disused lines

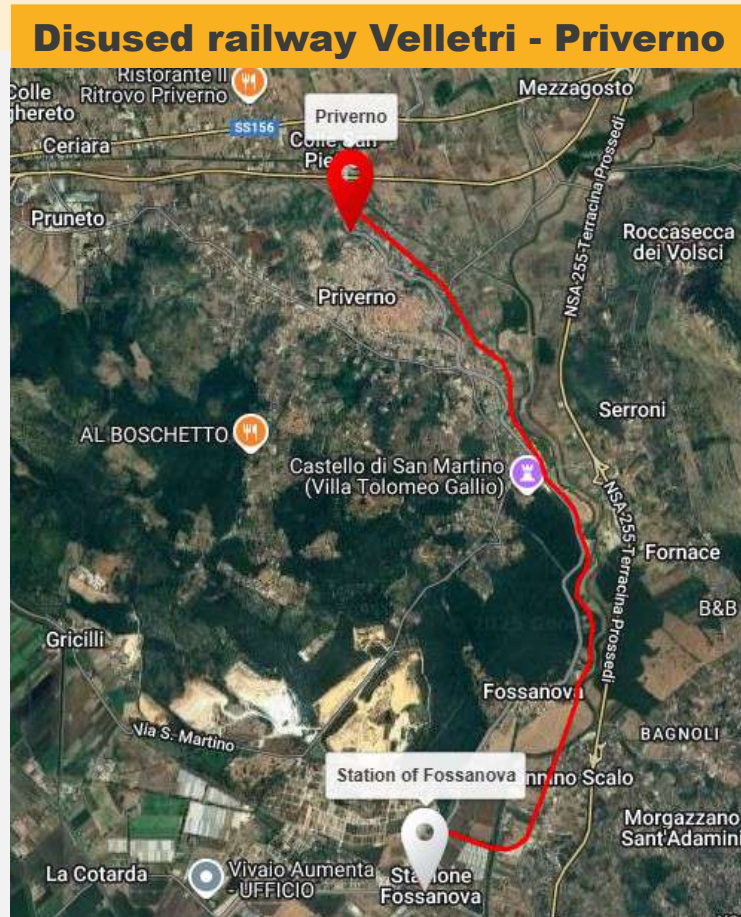
of which 185 km are destined to become historic tourist railways

New opportunities can be provided by temporarily suspended railways (1.200 km to date)

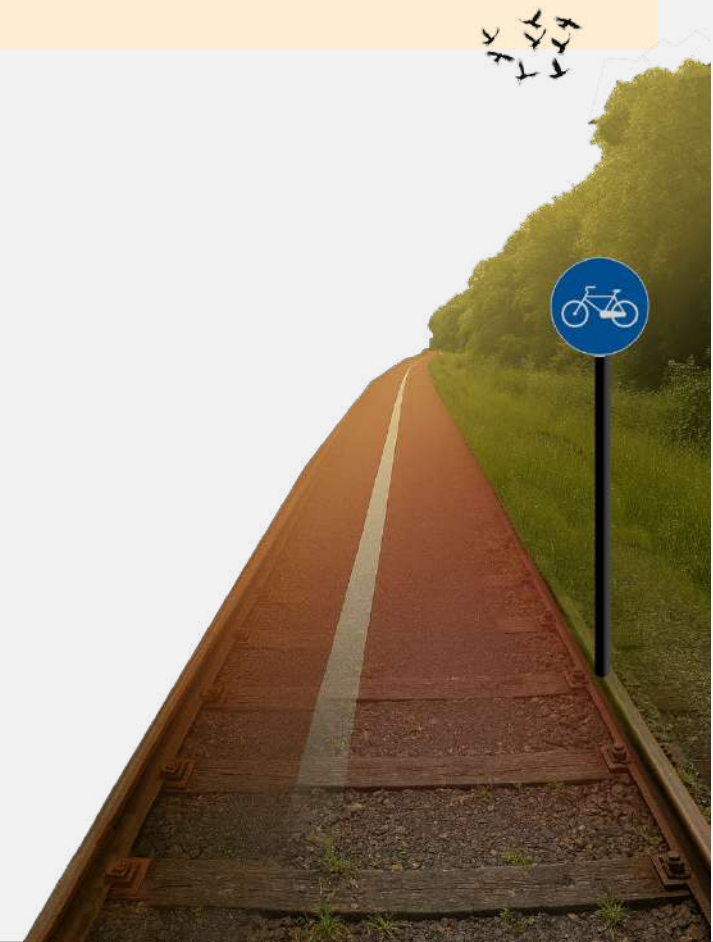


Greenways as a support to inner areas: Italy's case study

Italian municipalities are approximately **7.900** of which 85% have less than 10.000 inhabitants. In Italy there are several funds (National Strategy for Inner Areas, RRP and regional funds) devoted to promote the development of inner areas.



RFI can act as a facilitator, helping small Municipalities to accelerate greenway's development.



Greenways as a support to inner areas



Villafranca in Lunigiana, disused railway path

Enhancing accessibility

Railway routes were originally designed to connect remote areas to cities. By repurposing them:

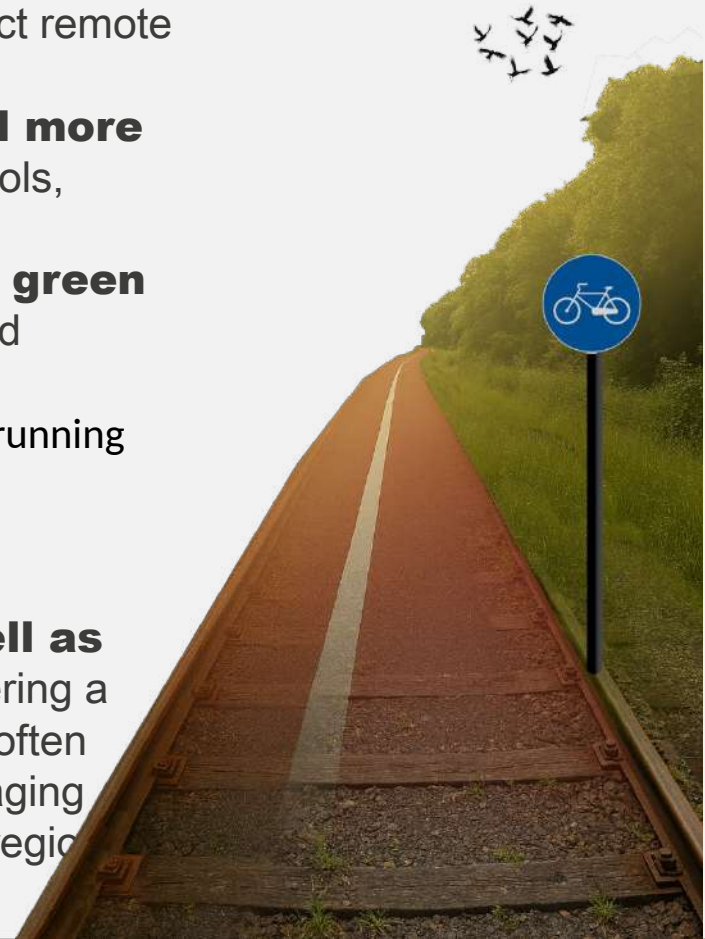


- **Rural communities gain safer and more direct access** to urban services (schools, hospitals, markets).
- **Urban residents can easily reach green spaces**, promoting outdoor activities and improving quality of life.
- **A better connection** is established between running railway stations and small municipalities.

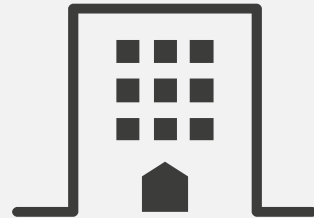
Encouraging regional cohesion



- Greenways can act as **physical as well as symbolic links** between regions, fostering a sense of unity and shared identity. They often cross administrative boundaries, encouraging cooperation between municipalities and regions, maintaining and promoting the route.



Transforming the Buildings



From disused real estate heritage to community's property

Buildings along the disused lines can once again become an aggregative and central place for local communities, becoming hub of various interests, agoras of participatory discussion, and solidarity activities.

From disused building...

...to market... to bike repair shop



...to food outlet



...to coworking space



Examples of transformable buildings along disused lines

1. Pole Piobbico,
Puglia



2. Roccavandina, Sicilia



3. Gozzano,
Piemonte



The census project carried out in 2024
highlighted the great potential for
transformation of most existing buildings.

~ 400 buildings with development potential



Examples of transformable buildings along greenway

Several buildings along the greenways can still be sold and developed.

The criticalities of their transformation stem from two main factors:

constraints imposed by the Ministry of Culture

urban planning laws

Available buildings along the «Alpe Adria» greenway



A valuable example of a former station converted along a greenway



Salionze station, *former railway Mantova – Peschiera*

An example of admirable urban regeneration: this building has been converted into a bed and breakfast with a swimming pool inside the former loading bay. It is located in Valeggio sul Mincio, and from here you can ride along the Mincio Cycle Path (part of the EV7, one of Europe's 10 cycle routes).



Thank you for your attention