

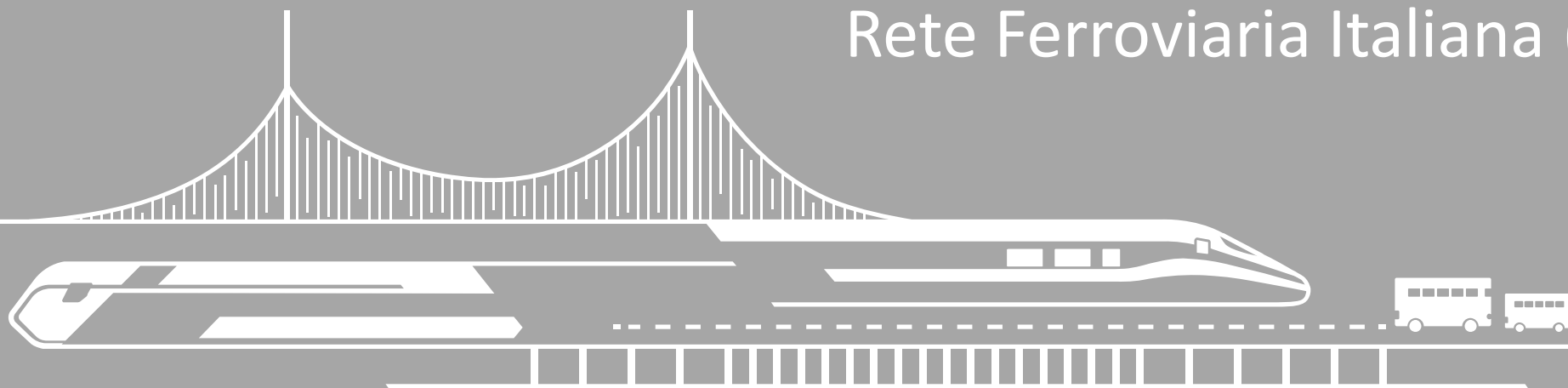
“Greenways HERITAGE” Project

The role of the Italian railway company

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Rete Ferroviaria Italiana (Italy)

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The riuse of disused lines

The disused lines - if not reused - could have a negative impact on the territory. The circular economy suggests that we should be moving towards a real change, which produces innovation and advantage: we must commit ourselves to their reuse. Foreign countries, more than Italy, are reviewing these infrastructures for a new soft mobility.



Lower environmental impact



Lifestyle improvement in terms of health and mobility



Tourism promotion



Economic growth

The Italian cultural heritage

The FS Group owns a large number of disused lines: in the past thirty years, about 400 km have been sold and converted to soft mobility by local authorities. Today we have 1500 km to recover (including 230 km to use as Tourist Railways – Decree Law no. 128/2017).

A small proportion of **1270** km has already been granted to some Municipalities for the realization of cycle and pedestrian paths, and new reuse projects are currently being studied.

RFI's effort is to give more value to the former railway lines, taking full advantage of the surrounding landscape: Italy.

Italian cultural heritage is an immense asset to be valued and protected, and this needs to pass also through the conversion of disused lines - no longer functional for the railway operation – in Greenways.



Examples of reuse : greenway Treviso - Ostiglia

Sale of part of disused railway

Location: Veneto and Lombardia
(Provincia di Treviso and Mantova)

Length : 50 Km ca. of cycle and pedestrian track built, from Quinto to Treviso a Badoere

Manager: Parco naturale regionale del fiume Sile

Dedicated signage : present



In July 2019, the **HILLS OF CONEGLIANO AND VALDOBBIADENE**, in the province of Treviso, were declared World Heritage Sites.

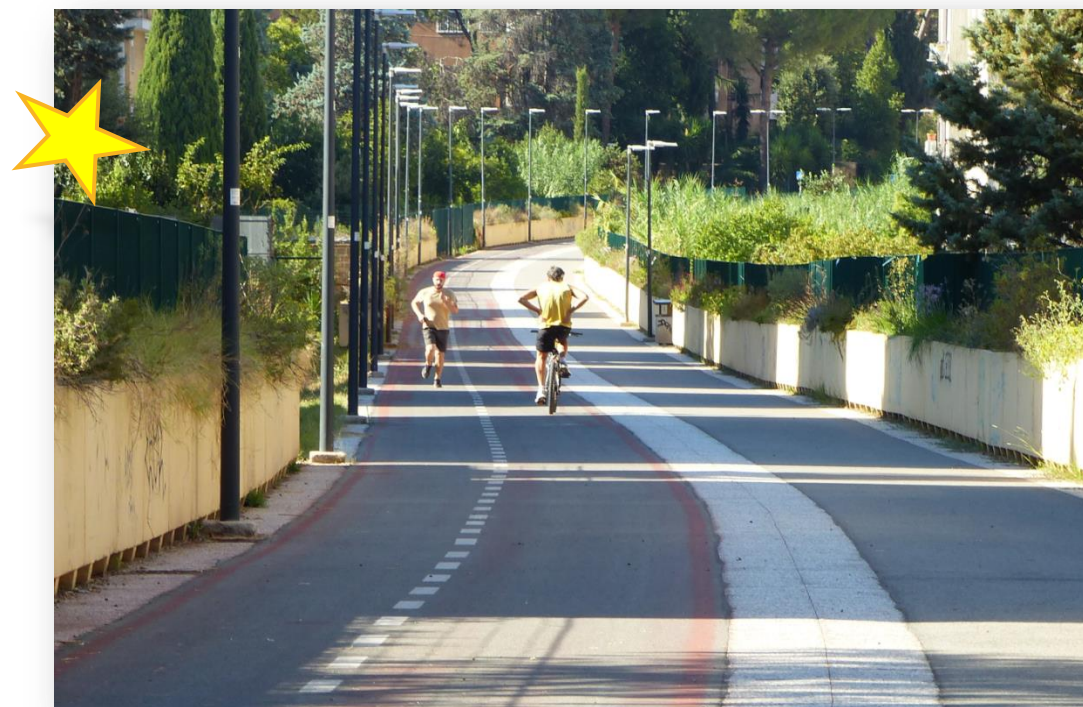
Examples of urban recovery: greenway in Rome

Cycleway Monte Mario – Monte Ciocci



- ✓ Realization of a 5 km long greenway
- ✓ Ten integrated accesses on the road
- ✓ Interconnections with four railway stations: Appiano, Balduina, Gemelli and Monte Mario
- ✓ Made mainly on the former railway grounds of the Rome-Viterbo line
- ✓ Near the **BASILICA OF ST. PETER** declared a UNESCO World Heritage Site

The cycleway was inaugurated together with the Municipality of Rome in June 2014



Tourist Mobility Extraordinary Plan 2017-2022

The Extraordinary Plan, approved by **MIT** and **MIBACT**, 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 10 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 investments for over 374 million euros.**

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



FS Groups - *The Atlas of travel along the disused railways (2017)*

Through the use of the **pictograms** are highlighted the sites of historical, archaeological and religious interest located near disused lines, the attractions most closely related to the environment, nature and panoramic views and the existing cycle paths (Bicitalia itineraries or cycle paths), the greenways (even those on disused railways) and the paths.



Castello, Torre, Palazzo Storico



Museo, Monumento



Rudere, Scavi archeologici



Santuario, Chiesa, Complesso religioso



Certosa di Pisa (Calci – PI)
Linea Lucca – Pontedera Casciana
Terme



Parco naturale, Riserva, Oasi protetta



Panorama



Spiaggia, Area Balneare



Porto turistico



Gola del Furlo
Linea Fano-Urbino
Foto: www.parks.it



Greenway



Pista Ciclopeditoneale



Itinerario Bicitalia



Cammino



Greenway su ferrovia dismessa



On UNESCO sites by bike along disused lines

Piemonte

Veneto

Liguria

Friuli Venezia Giulia

Emilia Romagna

Sicilia

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.

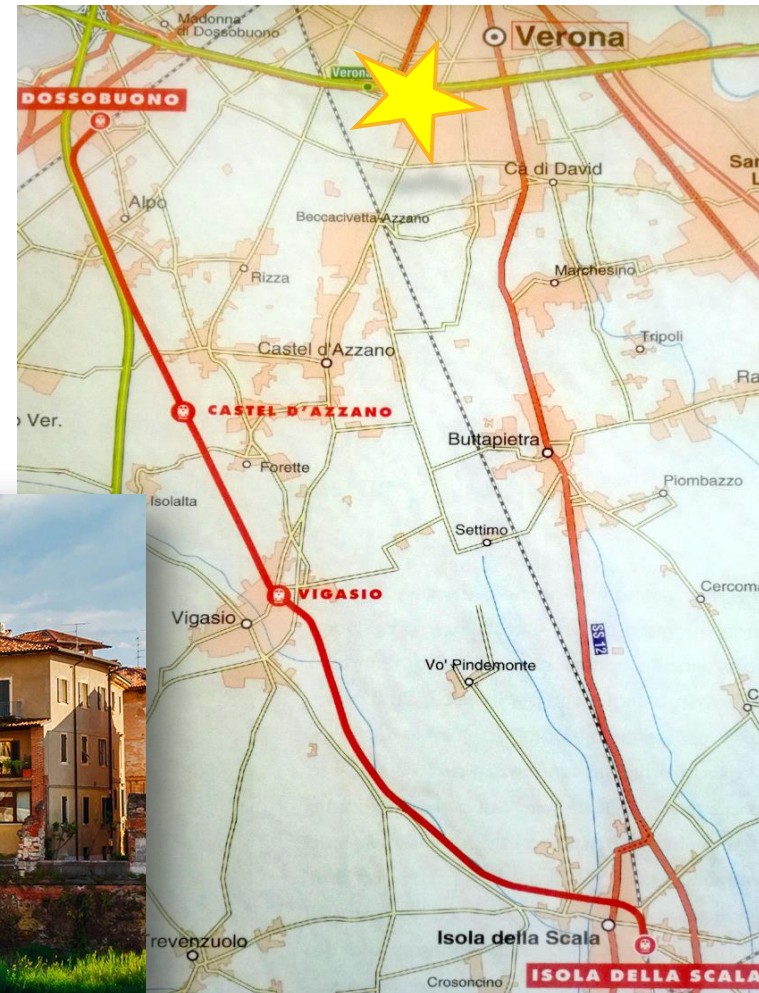


Veneto

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.

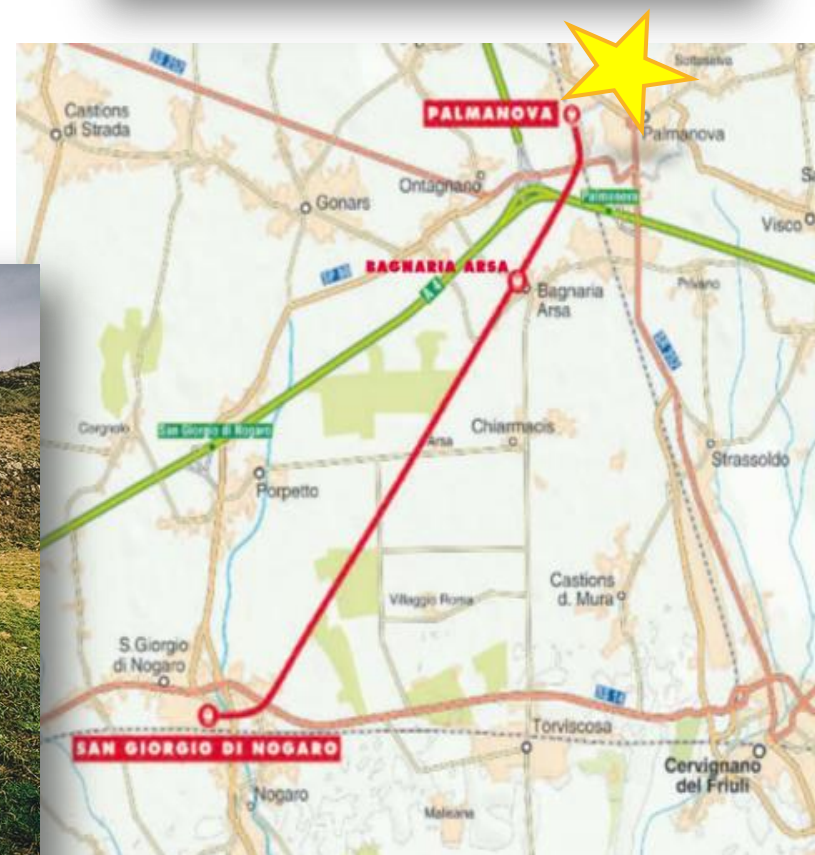
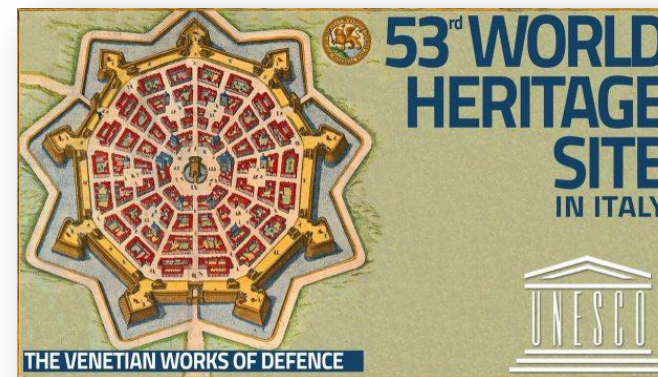


Friuli Venezia Giulia

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.

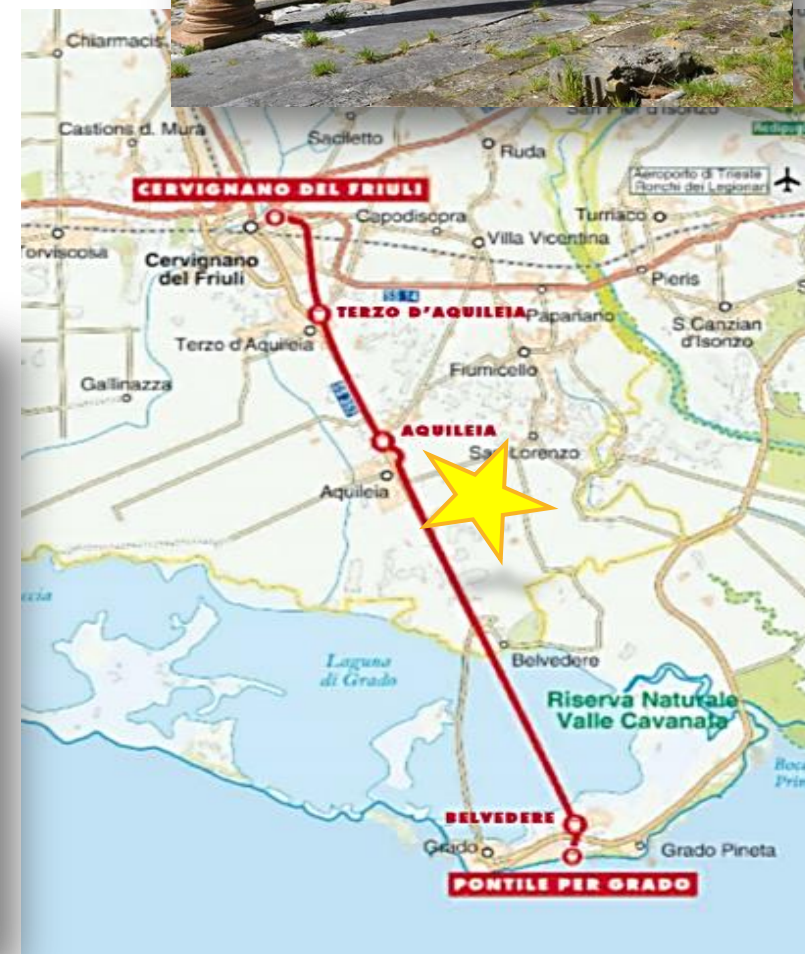
From 9 July 2017, **THE FORTRESS-CITY OF PALMANOVA** became part of the UNESCO World Heritage Site, on serial trans-boundary site "Venetian defense works between the 16th and 17th century".



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.



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.



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.

UNESCO Modena



United Nations
Educational, Scientific and
Cultural Organization



Modena:
Cattedrale, Torre Civica, Piazza Grande



Comune di Modena



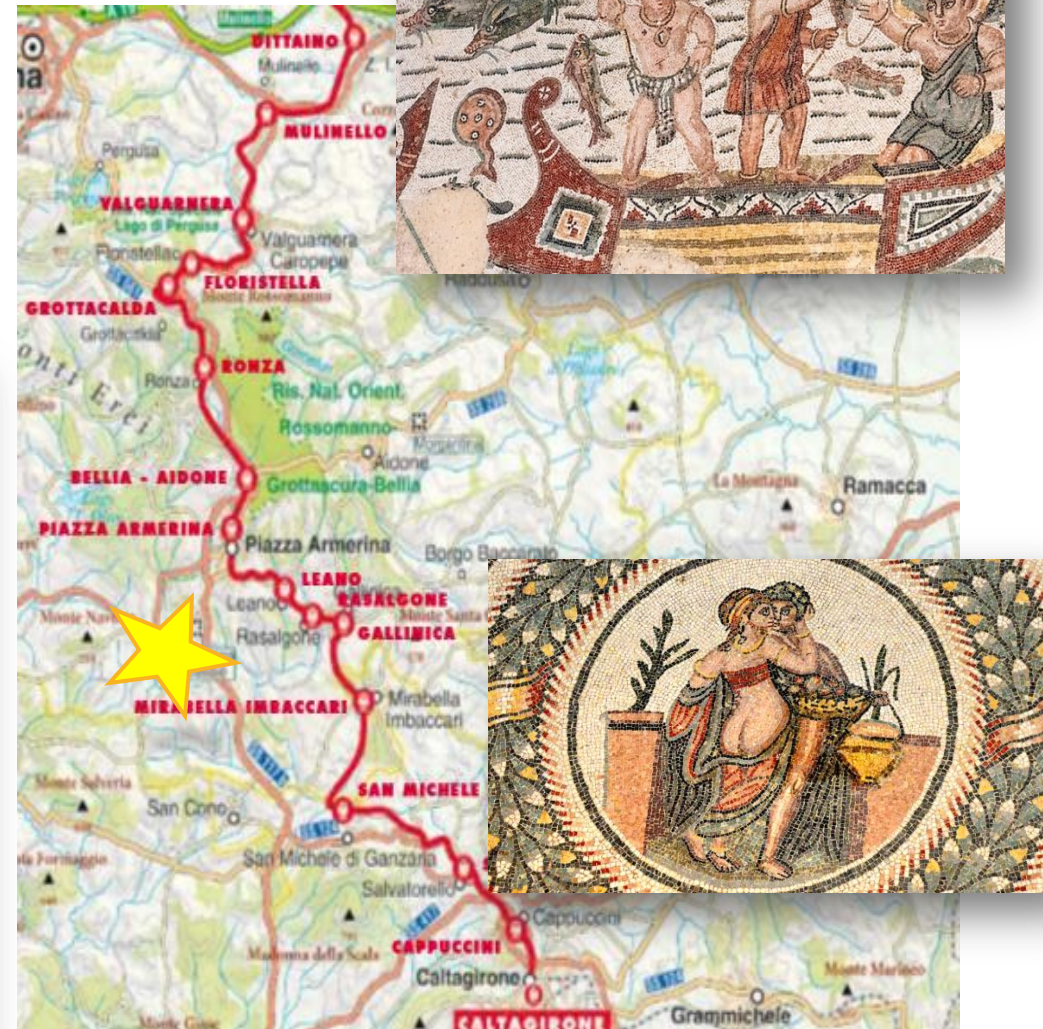
CAPITULUM
METROPOLITANUM MODENSE



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.



Sicilia

Noto – Pachino (27 Km)

The line is developed in the extreme southern part of Sicily, it opens up to the Ionian Sea, at the height of the Gulf of Noto, crossing through the characteristic landscape of low hills, carob and olive trees, dry stone walls. The line starts from the station of **NOTO**, the most important capital of the Sicilian Baroque and UNESCO World Heritage.



Unesco Sites to reach by train

The publication *"The Unesco World Heritage List – 33 Italian sites to reach comfortably by train"* has been realized by FS Group in collaboration with the Italian National Commission for UNESCO.

The publication (also translated into English) is a brief guide of no fewer than 33 Italian sites of Unesco World Heritage which can be easily reached by rail. For each of these sites, the Commission has given a short presentation with the reasons of recognition by UNESCO, with the aim of contributing towards the dissemination of knowledge of the cultural heritage and the sustainable tourism. It follows that travelling by train is one of the most representative way.



Tourist railways

The "Timeless Tracks Project", which came out in 2014, has recovered and enhanced 10 disused lines for tourism and cultural purposes. This project represents an interesting case in Europe and wants to reproduce an open air museum inserted in the thousand scenarios of an Italian province, whose history is linked to railway tracks loaded with memories.

FONDAZIONE



In the Law Decree no. 128/2017 some railway RFI lines have been **identified** and **classified** as «**railway paths for tourist use**», those falling especially within in operation and «suspended lines»; **in the list are included among the tourist lines also some «disused lines»** that the legislator recognizes of particular landscape value and that should be made subject of reactivation projects.



Valsesia Railways

Piemonte: Novara – Varallo Sesia Line

The journey along this line, on board of the historic train, meets the **SACRED MOUNT OF VARALLO**, one of the nine Sacred Mounts of northern Italy, declared a World Heritage Site by UNESCO in 2003.



The railway line of Temples

Agrigento Bassa – Porto Empedocle Branch line

The railway line – travelled by an historical train - goes from Agrigento Bassa to Porto Empedocle, among the **TEMPLES OF MAGNA GRAECIA**, that has been declared in 1997 a World Heritage Site by UNESCO. The Committee decided to inscribe this site considering that Agrigento was one of the greatest cities of the ancient Mediterranean world, and it has been preserved in an exceptionally intact condition. Its great row of Doric temples is one of the most outstanding monuments of Greek art and culture.



Thank you

