

GENOA JUNCTION/TERZO VALICO DEI GIOVI UNIFIED PROJECT: QUADRUPLING OF NEW RAIL TRACKS READY FOR SERVICE ON VOLTRI–SAMPIERDARENA SECTION

Genoa, October 6, 2025 – Today marks the inauguration of two new tracks of the so-called “Nodo di Genova” (Genoa Junction), completing the quadrupling of the rail line between Genoa Voltri and Genoa Sampierdarena on Italy’s Ligurian Coast. This is part of the “Progetto Unico Nodo di Genova/Terzo Valico dei Giovi” (Terzo Valico dei Giovi-Genoa Junction Unified Project), built by a general contractor led by the Webuild Group on behalf of Rete Ferroviaria Italiana (RFI) – the client of the entire project – supervised by Italferr (a company of the FS Italiane Group), and coordinated by Government Commissioner Calogero Mauceri. The new line will allow for the separation of long-distance and freight traffic from local and regional flows, improving the regularity of rail service at the Genoa Junction and across the regional network.

Aboard the inaugural train, which travelled today from Genova Piazza Principe to Genova Voltri and back, were Edoardo Rixi, Deputy Minister for Infrastructure and Transport; Calogero Mauceri, Commissioner for the Terzo Valico dei Giovi, the Genoa Junction and Campasso projects; Marco Bucci, President of the Liguria Region; Silvia Salis, Mayor of Genoa; and, representing the FS Italiane Group, Chief Executives and General Managers Aldo Isi (RFI), Dario Lo Bosco (Italferr), and Gianpiero Strisciuglio (Trenitalia); with Nicola Meister, Vice President Operations Rail Italy at Webuild in attendance, along with representatives of national and local institutions.

The quadrupling of the rail line spans approximately 8,500 metres, including existing tunnels Doria–Monte Gazzo and the new Polcevera tunnel. It features four tracks: two existing ones for local and regional traffic along the current coastal line Voltri–Sampierdarena, and two newly built tracks for long-distance freight and passenger services, resulting in the completion of the Pra’ Bypass (formerly Voltri Bypass). The rail line will later connect directly to the Terzo Valico dei Giovi for long-distance freight and passenger trains via two new interconnection chambers linking the tracks.

To complete the project, the existing Doria – Monte Gazzo tunnels (also known as the Pra’ Bypass, a continuous single-tube, double-track tunnel) were extended eastward, while the Polcevera tunnel, stretching about 3 kilometres, to connect to the Succursale dei Giovi line at the current Polcevera Junction. It merges into the new junction serving the single-track Genoa – Ovada line and the double-track Succursale dei Giovi line.

The project also includes two new Evacuation and Rescue Points compliant with tunnel safety interoperability technical specifications: one at the entrance of the Doria Tunnel near Voltri (PES Doria), and the other at the entrance of the Polcevera Tunnel (PES Spinola-Raggi).

Starting October 7, the new line will be used by Intercity trains on the Savona/Ventimiglia – Milan/Eastern Liguria route, and by freight trains traveling west–east and vice versa. This will free up the coastal line, separating traffic flows entering and exiting the Genoa Junction

to and from the west. Once the Genoa Junction is built, service to and from Savona/Ventimiglia can be increased. When the Terzo Valico dei Giovi is open for service, freight trains will be able to travel directly from the port of Pra' to Milan.

Traffic along the new section will be managed from a control room at Genoa Teggia, ensuring comprehensive oversight of rail traffic at the junction, information to the public, and any assistance that might be needed in case of service disruptions.