



ProGottardo – Ferrovia d'Europa

c/o Studio Botta arch., via Beroldingen 26, 6850 Mendrisio / www.progottardo.ch / info@progottardo.ch

NON PERDIAMO IL TRENO: PROSPETTIVA FERROVIA 2050+

Scheda informativa 3



EUSALP

La Strategia Macroregionale Alpina, ufficialmente **EUSALP (EU Strategy for the Alpine region)**, è un accordo siglato nel 2013 dai Paesi che fanno parte dell'Unione Europea: **Italia, Francia, Germania, Austria, Slovenia** e da due stati extra europei **Svizzera e Liechtenstein**; ne fanno parte le 48 regioni e province autonome che si trovano attorno alla catena alpina.

EUSALP mira a rafforzare la cooperazione tra le regioni e i paesi delle Alpi.

<https://www.are.admin.ch/are/it/home/cooperazione-internazionale/programmi-progetti/eusalp.html>

Presidenza svizzera 2023

Nel 2023, per la prima volta, la Confederazione e i Cantoni presiedono congiuntamente l'EUSALP. Il 2023 sarà un anno cruciale. La strategia verrà snellita in termini di contenuti e organizzazione. Durante la presidenza svizzera saranno discussi i tre temi trasversali seguenti:

- economia circolare,
- acqua,
- trasporti/mobilità.

L'anno di presidenza prevede, tra l'altro, tre conferenze tematiche che permetteranno di concentrarsi su questioni strategicamente importanti. **La Conferenza su trasporti/mobilità: 31 agosto - 1 settembre 2023 in Ticino.**

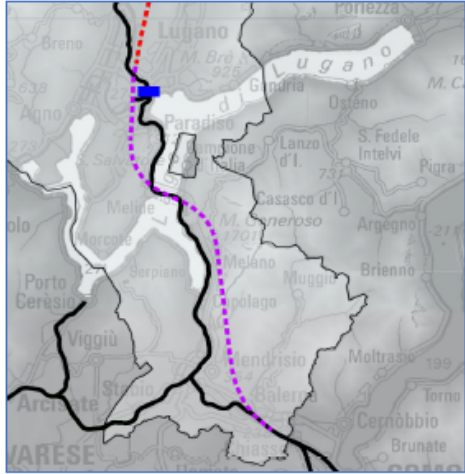
EUSALP ha inserito ufficialmente nel dicembre 2020 AlpTransit Sud, segnatamente la linea di 26.2 km tra Vezia e Chiasso, tra i progetti europei in grado di contribuire agli obiettivi della strategia UE per la regione alpina. Quale sezione della trasversale (Swiss transalpine railway), con il raccordo alla rete ad alta velocità italiana, AlpTransit viene visto come parte integrale del corridoio Reno-Alpi tra Rotterdam e Genova.

Allegata la scheda ufficiale.

Maggio 2023

PROJECT FACTSHEET

Project Name:	AlpTransit Sud
----------------------	-----------------------

Owner, Promoter:	Repubblica e Cantone TICINO Divisione dello sviluppo territoriale e della mobilità CH - 6501 Bellinzona
Person in charge:	Mirco Moser Capo Sezione della mobilità mirco.moser@ti.ch
Description:	The AlpTransit Sud project concerns the southern access section of the new Swiss transalpine railway (NEAT) and its connection to the Italian high-capacity rail network, and is an integral part of the Rhine-Alps Rotterdam-Genoa corridor. The project involves the construction of a new 26.2 km long line from Vezia (south portal of the Ceneri base tunnel) to Chiasso (state border), with a maximum gradient of 1.2 % and a maximum speed of 200 km/h. The route is always underground. The crossing of Lake Ceresio takes place under the current Melide dam bridge and continues under Monte Generoso. Before entering Chiasso station, passenger and freight traffic flows separate towards the tunnels of Monte Olimpino I (intended for passenger traffic, stopping at Como S. Giovanni) or Monte Olimpino II (intended for freight traffic, with access to the Italian railway network at the Rosales junction south of Como S. Giovanni station).
Map:	 Source: Piano Direttore Canton Ticino - Scheda M6
Partners:	Associazione "ProGottardo, ferrovia d'Europa"
Maturity:	☐ Project idea ☐ Pre-feasibility Study ☒ Feasibility study ☐ Planning phase ☐ all permits for implementation ☐ implementation ongoing
Budget [M€]:	5'325 MCHF (base 2008; accuracy +/-30%; source: Ufficio federale dei trasporti, CSD Ingegneri - Basler & Hofmann, "AlpTransit Sud Lugano-Chiasso / Approfondimenti della variante B", 3.12.2012)
Geographical coverage:	Swiss Confederation (Canton Ticino), from Vezia (south portal of the Ceneri base tunnel) to Chiasso (state border).
Obstacles:	After the construction of the Gotthard Base Tunnel (57 km, 2016) and the Monte Ceneri Base Tunnel (15 km, 2020), the construction of its continuation to the border and Milan is postponed until after 2040. Urgent reasons of traffic (motorway link depleted), the quality of the inter-metropolitan and cross-border connections, environmental and climate policy also call for the missing segments of the Rotterdam-Genoa TEN-T to be built early.
Governance:	This is a real problem of coordination and calibration of governance between different scales and territorial levels: regional, national, Alpine and international (EU).
Funding:	Basic studies (feasibility of route variants and their evaluation, geology, hydrogeology, environment) have been carried out and financed. The further step of the design needs to be financed.

PROJECT COHERENCE SHEET

Project Name: AlpTransit Sud

PROJECT EFFECTS, ARGUMENTS

FACTUAL CRITERIA	Contribution to connectivity (only 0 or + possible)	+
	Promotion of technological innovation to reach project objectives (only 0 or + possible)	+
	Duplicability (only 0 or + possible)	0
	Cross-border effects	The importance of the Gotthard axis will be strengthened in the long term thanks to the further expansion of the project. The project will further expand the range of rail passenger and freight services across the Alps, increase the transport capacity of the Rhine-Alps Rotterdam-Genoa corridor and reduce travel times in international traffic between Milan and Zurich. On a regional scale, it offers a competitive alternative to the car, particularly for daily cross-border commuter traffic.
POLITICAL CRITERIA	Support of affected countries	Convention of 2 November 1999 between the Federal Department of the Environment, Transport, Energy and Communications and the Ministry of Transport and Navigation of the Italian Republic on guaranteeing the capacity of the main lines linking the new Swiss transalpine railway (NEAT / AlpTransit) to the Italian high-capacity network (RAC) (RS 0.742.140.345.43) LSIF (RS 742.140.2) On 17 August 2015, the Federal Office of Transport included the AlpTransit South project in the Transport Sector Plan, part Railway Infrastructure (SIS).
	Support of affected regions	Canton Ticino: included in the Cantonal Master Plan. In particular, it aims to encourage a more balanced modal split by supporting public transport between and in the agglomerations and to implement the regional railway system Ticino-Lombardia (TILO), ensuring efficient connections between the agglomerations of the insubric region.
	Support of affected stakeholders	The realization of this missing segment involves and strategically stimulates all stakeholders at the level of: the public and private operators interested in Alpine transit of goods and passengers; international, national, cross-border and regional consumers; territorial communities; environmental and climate protection associations.
	Support of society	In 2018 a petition addressed to the entire population of the Canton Ticino collected over 11,000 signatures. This is also thanks to the support of the youth sections of all the parties represented at government level. As a result of this petition, the cantonal parliament - Grand Council - voted twice a motion, which was then accepted, to the cantonal executive, and on the 19 november 2018 it voted a resolution for the Alptransit 's completion from border to border. At the national level, the ten Ticino members of the parliament have always unanimously expressed this demand.

PROJECT PERFORMANCE (SUSTAINABILITY) SHEET	
Project Name:	AlpTransit Sud

PROJECT EFFECTS, ARGUMENTS

ECONOMY	Regional economy	Transfer of traffic (passengers, commuter, freight) from road to rail. Improve access to important urban centres, relieve congested road and motorway networks, reduce journey times, increase productivity.
	Travel / transport time	Decrease in travel time Lugano-Chiasso from 23 to 9 minutes. Reduction of travel time in international traffic between Milan and Zurich. Ensuring the synchronisation of the cadenced railway systems and freeing the road system from heavy traffic.
	Resilience	The project fully complies with the TEN-T Regulation and the Alpine Convention
SOCIETY	Territorial and social cohesion	Better connection and internal balance between the south of Ticino and the other regions and agglomerations of the City-Ticino. This reinforces the polycentric character of the Swiss urban network and specifically Ticino, as envisaged by the Swiss Territorial Project, as well as the interconnection within the functional intervention areas and cohesion, in spite of the Alps, between the various regions of the country and with Lombardy.
	Traffic safety	Increased traffic safety thanks to the new line, an alternative to the historic line, which remains in service for local passenger traffic and as an emergency solution. The only real alternative to the north-south surface rail, road and motorway link across the Melide bridge: without the new line, an accident like the one that occurred on the Bologna ring road in August 2018 would interrupt all north-south road and rail corridors.
	Attractivity, comfort	Finalization of the AlpTransit corridor as a lowland railway line
ENVIRONMENT	GHG emissions	The shift of freight and passenger traffic from road to rail, given the mix of Swiss Federal Railways electricity generation almost exclusively from renewable sources (hydroelectric), drastically reduces GHG emissions. The completion of the lowland line allows the use of more efficient trainsets for freight traffic.
	Pollut. Emissions	The south of Ticino is strongly affected by air pollution both in summer (photochemical smog) and winter (fine dust), with frequent exceeding of legal limits and consequent danger to health. One of the main causes is the high flows of commuter, regional and international road traffic. The expansion of the road and freight rail offer, made possible by the new line, would make the train competitive with the car, making it possible to reduce emissions, in particular NOx and fine dust.
	New surface area (land sealing)	Minimal impact thanks to the route entirely underground, with the sole exception of the access ramps to Chiasso
	Ecosystem conservation	The completely underground development of the route totally preserves the terrestrial ecosystems, with a limited impact on the lake ecosystem limited to 400 m in length.
	Soil and water	The impact on groundwater has been considered during the feasibility study and can be mitigated through normal protection measures. No resources allocated to water supply are affected. Minimum impacts on soils.
	Natural / cultural heritage	The impact on groundwater has been considered during the feasibility study and can be mitigated through normal protection measures. Minimum impacts on soils.
	Noise	The south of Ticino is strongly affected by noise pollution due to rail and road, regional and international traffic flows. The expansion of the passenger and freight railway offer makes the railway competitive with the road, making it possible to significantly reduce emissions, given the underground development of the new line's route.