

White Paper on infrastructural priorities in **Liguria**

Monitoring of
infrastructural priorities
of Ligurian businesses



2025

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Introduction



INTRODUCTION

With the **Infrastructure Programme**, the Ligurian chambers of Commerce aim to further strengthen their monitoring activity and ability to stimulate changes in demand, while reinforcing their strategic role in infrastructure development.

The first two editions of the Programme focused on analysing the needs of businesses, which represent the demand for transport and logistics infrastructure required to access their reference markets. In the current edition, the focus shifts towards the supply side, with greater involvement of infrastructure managers and investment decision-makers.

The main activities of the third edition of the Programme include:

- Monitoring the region's infrastructure priorities through the update of the White Paper.
- Producing a regional dossier summarising the key figures of the regional economic and infrastructure system, based on data available through the C.Stat website.
- Preparing an analysis of the future outlook for logistics in Liguria.
- Raising awareness among businesses on the opportunities offered by the National Recovery and Resilience Plan (NRRP).

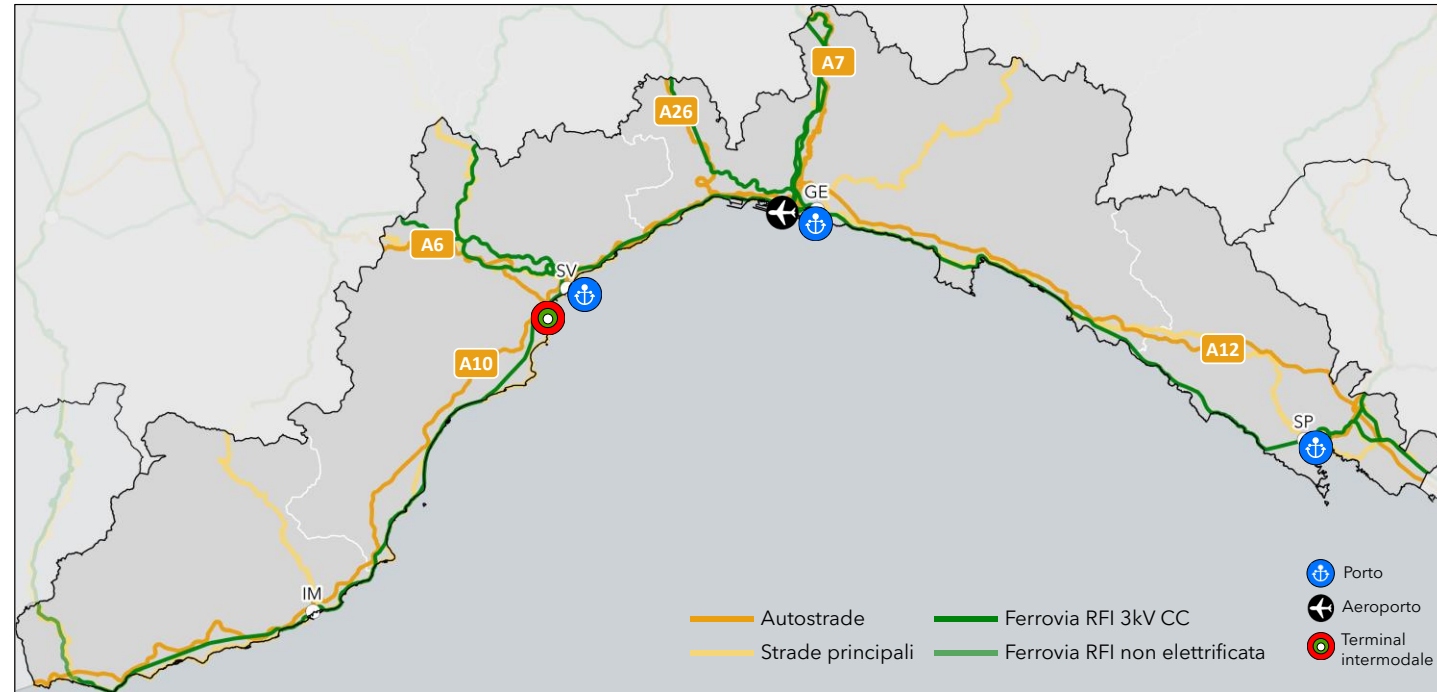
Ligurian economy is highly service-based and driven by sectors such as tourism, trade, and logistics. Within the industrial sector, shipbuilding represents a strategic activity, positioning the region first in Italy with 17% of national value added.

The regional KPI (108.9) benefits from the positive impact of transport and logistics infrastructure on local areas. Liguria ranks first among Italian regions for its port KPI, with a value of 267.7. While Genoa, La Spezia and Savona all score above the national average, the province of Imperia shows the greatest criticalities, mainly due to its more peripheral position with respect to major nodes such as ports and airports.

INTRODUCTION

Liguria's infrastructure network is composed of:

- 3,954 km of **road network**, of which 10% motorways and 17% national roads managed by Anas;
- 488 km of **railway lines**, managed by RFI, of which 306 km are classified as fundamental lines, 97% electrified (3kV DC) and 68% double-track;
- Genoa Airport, part of the European Core Network (1,335,095 passengers recorded in 2024, +4.3% compared with 2023);
- The ports of **Genoa** (47.5M t, 3.9 M pax in 2024), **Savona-Vado** (16.3 Mt, 372K TEU, 1.1M pax in 2024) and **La Spezia** (12.2M t, 1.2M TEU, 1.2M pax in 2024), with significant cargo and passenger volumes and strategic roles in the Core Network.



- **Intermodal terminals** including the Vado Interporto (VIO) and the Santo Stefano di Magra terminal, the latter potentially relevant for the Scandinavian-Mediterranean Corridor.

INTRODUCTION

In light of evolving regional economic conditions, this edition of the White Paper confirms the strategic vision aimed at overcoming Liguria's historical infrastructural isolation from the rest of north-western Italy. However, it partially revises its macro-objectives to reflect the changing context:

- **MO1 - Improve Motorway Connections and Secondary Road Networks.** Priority is given to resolving bottlenecks caused by upgrade works and improving secondary roads, especially those connecting Liguria with southern Piedmont.
- **MO2 - Enhance rail connections for freight and passengers.** The main goal is to complete ongoing investments in order to reduce interference between passenger and freight traffic.
- **MO3 - Increase the Competitiveness of Ports.** This objective aims to improve the safety and operational capacity of ports, providing greater manoeuvring space for larger vessels.
- **MO4 - Ensure Territorial Safety.** This includes works aimed at mitigating hydraulic risks by improving water flow capacity to protect urbanised areas.











INTRODUCTION

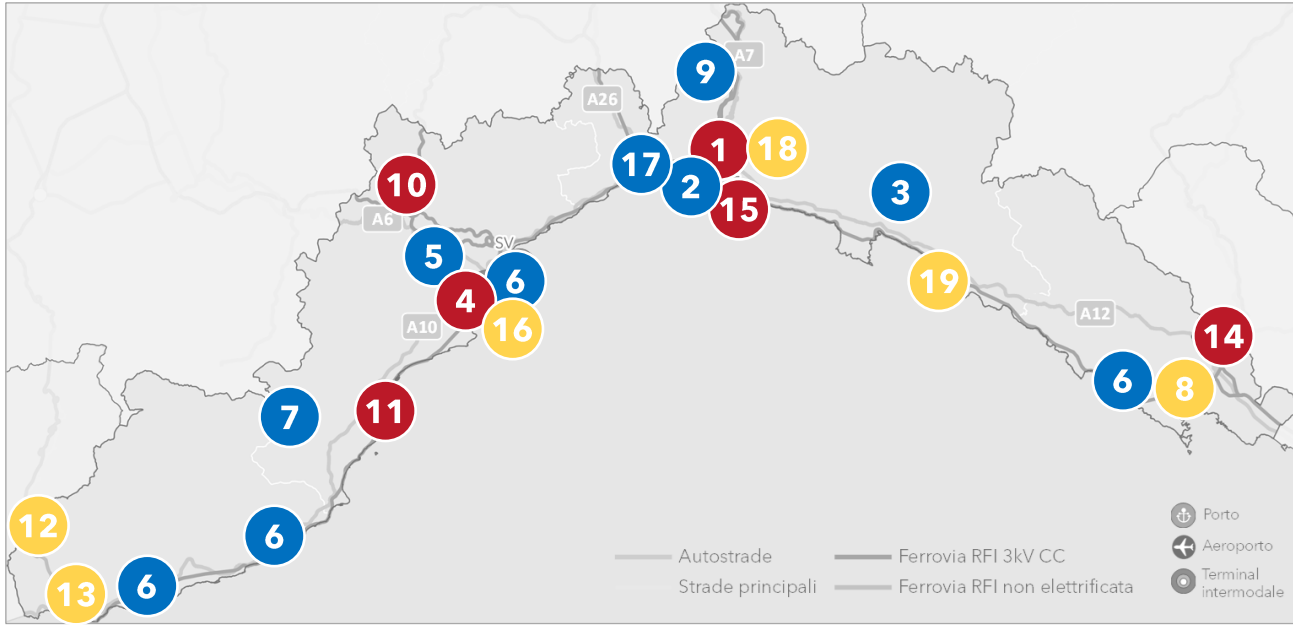
The **monitoring activity** summarised in the White Paper is structured into three main components:

- an **assessment of progress** on interventions included in previous editions, using a risk-based traffic-light system (low, medium, high).
- the addition of **detailed fact sheets** for new projects that provide broader territorial coverage and reflect the specific needs of areas whose development remains constrained by orographic factors. A dedicated fact sheet also addresses the governance of Genoa Airport, given its strategic significance as the region's sole airport.
- a shift in **focus towards the infrastructure investment**, analysing project progress and the actions undertaken by infrastructure managers to ensure compliance with timelines. Several projects were subject to in-depth technical meetings in 2025, including the New Genoa Breakwater, the Val Fontanabuona Tunnel, planned interventions on the road network in western Liguria, and the Pontremolese railway line.

INTRODUCTION

1. Improving motorway connections and secondary road network












MO		Primary Projects	N° ref. map
1. Improving motorway connections and secondary road network		Genoa Bypass	1
		Sub-port Tunnel	2
		New Coastal - Hinterland road link - Val Fontanabuona Tunnel	3
		Construction of Carcare - Predosa motorway link road	4
		Autostrada dei Fiori: New Savona - Altare - A6 motorway road	5
		Maintenance works along SS1 and alternative routes to Aurelia bis	6
		SS28 Pieve di Teco - Ormea alternative road with Armo - Cantarana Tunnel	7
		New road system for the La Spezia area	8



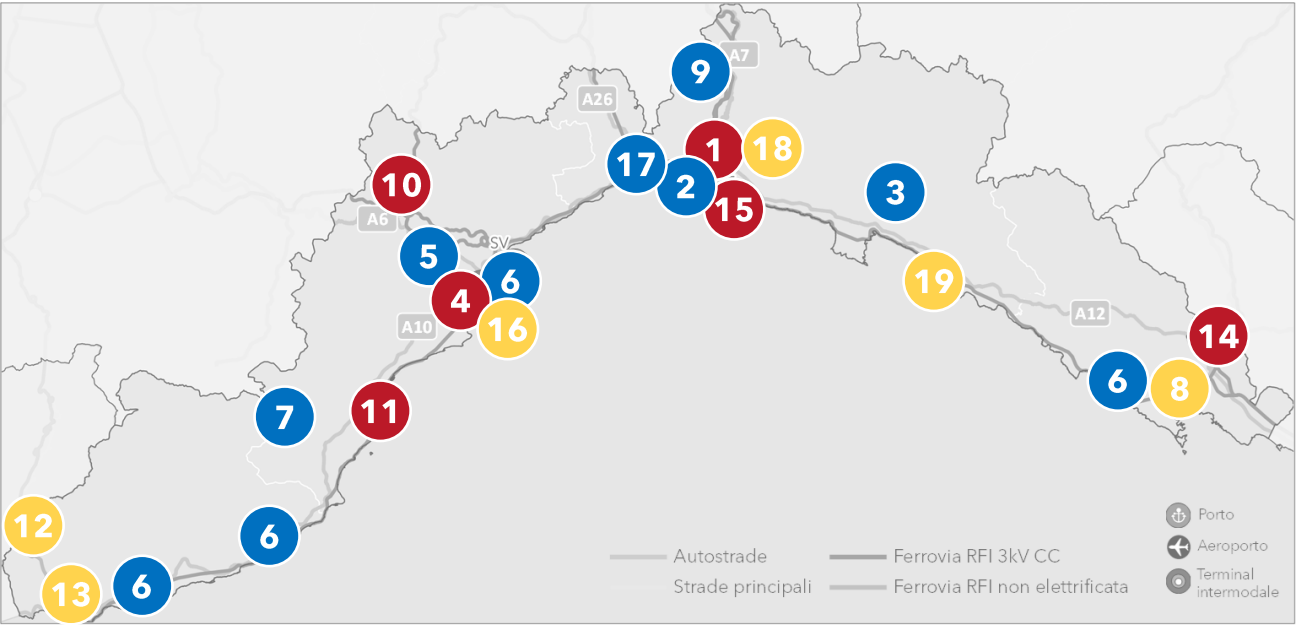
Note: The project "Genoa Airport Governance" is not included in the list, as it is not an infrastructure project.

● Priorities 2022 ● Priorities 2023 ● Priorities 2025

INTRODUCTION

MO		Primary Projects	N° rif. mappa
2. Enhance rail connections for freight and passengers		Terzo Valico dei Giovi	9
		Upgrading Freight corridors Savona - Torino e Savona - Alessandria	10
		Doubling of the Genoa-Ventimiglia railway line: Andora-Finale Ligure Section	11
		Upgrading of the Cuneo -Breil - Ventimiglia railway line	12
		Modernisation of Ventimiglia railway hub	13
		Doubling of the Pontremolese railway line	14
3. Increase Competitiveness of the Ports		New Breakwater of Genoa	15
		New Breakwater of Vado Ligure	16
		Lorry park: Equipped rest area for Road Haulage	17
4. Ensure Territorial Safety		Bisagno Diversion tunnel	18
		Tigullio Diversion tunnel	19

● Priorities 2022 ● Priorities 2023 ● Priorities 2025







Note: The project "Genoa Airport Governance" is not included in the list, as it is not an infrastructure project.

Monitoring of Priority Projects for Ligurian Economic System



ESSENTIAL PRIORITIES: CURRENT STATE









































Source: Uniontrasporti on SILOS, Anas, RFI and other data

Priorities	State	Cost (M €)	Available resources	End of works	Commissioner	Criticality		
						P	T	F
 Genoa Bypass	D	4,775	100%	Beyond 2030	–			
 Sub-Port Tunnel	W	1,000	100%	2029	–			
 New Coastal - Hinterland road link - Val Fontanabuona Tunnel	D	356	100	2032	–			
 Construction of Carcare - Predosa motorway link road	D	5,579	–	Beyond 2030	–			
 Autostrada dei Fiori: New Savona - Altare - A6 motorway road	F	760	–	2028	–			
 Maintenance works along SS1 and alternative routes to Aurelia bis	D	908	20%	2026/n.d.	X			
 SS28 Pieve di Teco - Ormea alternative road with Armo - Cantarana Tunnel	D/W	446	1%	Beyond 2030	–			
 New road system for the La Spezia area	F	540	–	–	–			
 Terzo Valico dei Giovi	W	8,492	95%	Beyond 2026	X			



















Key: «State» New proposal; Feasibility study; Design; Tender; Work in progress; «Criticality» Political; Technical; Financial

ESSENTIAL PRIORITIES: CURRENT STATE

Source: Uniontrasporti on SILOS, Anas, RFI and other data

Priorities		State	Cost (M€)	Available resources	End of works	Commissioner	Criticality		
							P	T	F
	Upgrading Freight Corridors Savona - Torino e Savona - Alessandria	D	120	–	Beyond 2030	–			
	Doubling of the Genoa-Ventimiglia railway line: Andora-Finale Ligure Section	D	2,576	2%	Beyond 2030	X			
	Upgrading of the Cuneo -Breil - Ventimiglia railway line	F	–	–	–	–			
	Modernisation of Ventimiglia railway hub	D/W	7	100%	2027	–			
	Doubling of the Pontremolese railway line	D	5,300	9%	Beyond 2030	X			
	New Breakwater of Genoa	W	1,300	73%	2027	X			
	New Breakwater of Vado Ligure	W	87.4	100%	2025	–			
	Lorry park: Equipped rest area for Road Haulage	F	–	–	–	–			
	Bisagno Diversion tunnel	W	204	100%	2027	–			
	Tigullio Diversion Tunnel	D	–	–	–	–			

ESSENTIAL PRIORITIES: DEVELOPMENT

Priorities		Cost [M€]			State			End of works			Risk indicator
		2022	2023	2025	2022	2023	2025	2022	2023	2025	
	Genoa Bypass	4,775	4,775	4,775	D	D	D	Beyond 2030	Beyond 2030	Beyond 2030	
	Sub-port Tunnel	–	900	1,000	–	D/W	WL	–	2030	2029	
	New Coastal – Hinterland road link – Val Fontanabuona Tunnel	–	230	356	–	D/W	D	–	2030	2032	
	Construction of Carcare – Predosa motorway link road	5,579	5,579	5,579	F	D	D	Beyond 2030	Beyond 2030	Beyond 2030	
	Autostrada dei Fiori: New Savona – Altare – A6 motorway road	–	760	760	–	F	D	–	2028	2028	
	Maintenance works along SS1 and alternative routes to Aurelia bis	–	1,079	908	–	D/W	D/W	–	2026/ n.d.	2026/ n.d.	
	SS28 Pieve di Teco – Ormea alternative road with Armo – Cantarana Tunnel	–	340	446	–	D	D	–	Beyond 2030	Beyond 2030	
	New road system for the La Spezia area	–	–	540	–	–	F	–	–	–	
	Terzo Valico dei Giovi	–	8,492	8,498	–	W	W	–	Beyond 2026	2027	

Key: «**State**» New proposal; Feasibility study; Design; Tender; Work in progress.

Meeting project timelines



HIGH risk























MEDIUM risk



LOW risk

ESSENTIAL PRIORITIES: DEVELOPMENT

Priorities		Cost [M€]			State			End of works			Risk indicator
		2022	2023	2025	2022	2023	2025	2022	2023	2025	
	Upgrading Freight Corridors Savona - Torino e Savona - Alessandria	120	120	120	D	D	D	Beyond 2030	Beyond 2030	Beyond 2030	
	Doubling of the Genoa-Ventimiglia railway line: Andora-Finale Ligure Section	1,951	2,150	2,567	D	D	D	Beyond 2025	Beyond 2025	Beyond 2030	
	Upgrading of the Cuneo -Breil - Ventimiglia railway line	–	–	–	–	–	F	–	–		
	Modernisation of Ventimiglia railway hub	–	–	7	–	–	D/W	–	–	2027	
	Doubling of the Pontremolese railway line	2,304	4,137	5,800	D	D	D	n.d.	Beyond 2026	Beyond 2030	
	New Breakwater of Genoa	1,300	1,300	1,300	T	W	W	2026	2026	2027	
	New Breakwater of Vado Ligure	–	–	87.4	–	–	W	–	–	2025	
	Lorry park: Equipped rest area for Road Haulage	–	–	–	–	F	–	–	–	–	
	Bisagno Diversion tunnel	–	–	204	–	–	W	–	–	2027	
	Tigullio Diversion Tunnel	–	–		–	–	D	–	–	–	

Key: «*State*» New proposal; *Feasibility study*; *Design*; *Tender*; *Work in progress*.

Meeting project timelines  HIGH risk  MEDIUM risk  LOW risk



PROJECT
GENOA BYPASS



Source: Autostrade per l'Italia

Cost	4,775.20 M€
Available Resources	100%
End of the works	Beyond 2030
Criticality	Political
Documents	Italia Veloce 2020
Note	-

Relevance
REGIONAL

State
FINAL DESIGN

Objective 1
**IMPROVE ROAD CONNECTIONS AND
SECONDARY ROADS NETWORK**

Description

The Genoa motorway bypass project was conceived with the aim of providing the city with an infrastructure capable of easing traffic along the A10 motorway between the Genoa Ovest tollgate (Port of Genoa) and the district of Voltri. The route will extend for a total of 65 km, 81% of which runs in tunnels, and connects with the junctions that define the urban area as well as the link towards the A26 at Voltri. The project will be financed entirely through an increase in toll charges applied at the start of construction works. The affected section of the A10 will also undergo redevelopment and will subsequently be free of tolls. The project has been declared to be of public utility, and the final design was submitted to the competent ministry in 2018. It has already obtained all required urban planning and environmental approvals. The Genoa Bypass is listed among the non-variable projects of the PRIIMT in the post-2030 scenario.

Benefits

Among the benefits for Genoa’s road network there is the separation of heavy and through traffic from urban traffic, relieving congestion along the A10. Time savings are estimated at approximately 3.5 million hours per year. Reduced traffic loads on the A10 will also help improve safety standards and lower accident rates.

Actions

Following the launch of the first three preparatory construction phases for the Genoa Bypass, an update of the final design is under way, incorporating technological upgrades aligned with the smart road model. In addition to the €4.7 billion investment borne by ASPI, further costs may be covered by ministerial funding. Delivery of the updated final design is expected by mid-2024. Construction works are scheduled to last 10 years.



PROJECT
SUB-PORT TUNNEL



Cost	1,000 M€
Available Resources	100%
End of the works	2029
Criticality	–
Documents	Accordo di Ristoro del 14.10.2021 tra ASPI, Regione Liguria, Comune di Genova, AdSP Mar Ligure Occidentale, MIMS
Note	–

Relevance
LOCAL

State
WORK IN PROGRESS

Objective 1
IMPROVE ROAD CONNECTIONS AND
SECONDARY ROADS NETWORK

Description

The Sub-Port Tunnel project consists of a 4.2 km road link, of which 3.4 km is underground. It envisages the construction of two separate main tunnels, each containing an urban through-road with two traffic lanes and an emergency lane, with a minimum height of 4.80 m and a platform width of 11.25 m. The design speed inside the tunnel will be 70 km/h. The tunnel will connect to the road system at Lungomare Canepa and from there, via the Guido Rossa expressway, to the Genoa Airport tollgate (A10). Connection with the Genoa Ovest tollgate (A7) will be achieved through the road system of the new San Benigno junction.

Benefits

The project forms part of the urban road system as an alternative to the existing elevated road. Its purpose is to improve rapid access and transit across the city centre, from the San Benigno junction to the Foce district, particularly by diverting heavy vehicles currently travelling across the city to reach the ship-repair area. In addition, the construction of a car park near the exit at Calata Gadda, together with the nearby Marina car park, will increase available parking space. Once operational, the tunnel will support the redevelopment of the urban waterfront, reducing travel times and offering environmental benefits for the local population.

Actions

The first phase of works began in March 2024 with demolition in the Lanterna area and was completed by the end of the year. Primary excavation work began in early 2025. The tunnel-boring machine (TBM) is expected to start operation in mid-2026. Monitoring activity is deemed appropriate.



PROJECT
NEW COASTAL - HINTERLAND ROAD LINK - VAL FONTANABUONA TUNNEL



Cost	356.0 M€
Available Resources	100%
End of the works	2032
Criticità	–
Documents	Accordo di Ristoro del 14.10.2021 tra ASPI, Regione Liguria, Comune di Genova, AdSP Mar Ligure Occidentale, MIMS
Note	–

Relevance
PROVINCIAL

State
FINAL DESIGN

Objective 1
IMPROVE ROAD CONNECTIONS AND SECONDARY ROADS NETWORK

Description

The project involves the construction of a full junction connecting to the A12 motorway in the stretch between existing tunnels, with entry and exit ramps in both directions, towards Genoa and towards Livorno. The actual link between the Ligurian coast and Val Fontanabuona will consist of a 5.6 km ramp, of which 4.6 km will run underground in two tunnels. At the terminal section, near the connection with provincial road SP22, a toll barrier will be constructed. The project also includes upgrading SP22 between the intersection with the main ramp and SP225 near the settlement of Moconesi. Two roundabouts and a new bridge over the Lavagna stream are also planned.

Benefits

The project aims to establish a direct connection between Val Fontanabuona and the Ligurian coast, thus reducing travel times and costs for commuters travelling to the coast, improving access to essential services, and supporting economic development throughout the area. According to ASPI estimates, travel time savings between the coast and the valley will exceed one million hours per year.

Actions

In January 2025, the Ministry of the Environment issued a positive Environmental Impact Assessment with conditions. In June, the Higher Council of Public Works also issued a favourable opinion with conditions. Initial works are planned for spring 2026 and will last approximately six years.



Technical meeting 23/01/2025 (cfr. Focus)





PROJECT

CONSTRUCTION OF CARCARE - PREDOSA
MOTORWAY LINK ROAD



Cost	5,579.0 M€
Available Resources	—
End of the works	Beyond 2030
Criticality	Political, financial
Documents	PRIMT Liguria
Note	—

Relevance
REGIONAL

State
FINAL DESIGN

Objective 1
IMPROVE ROAD CONNECTIONS AND
SECONDARY ROADS NETWORK

Description

The motorway link road will include 45 km of tunnels (69% of the route), 5 km of viaducts (13%), and 14 km of embankments (18%). The route will cross the municipalities of Altare, Cairo Montenotte, Spigno, and Montechiaro.

The PRIMT of Liguria includes this intervention for strengthening the motorway network: the “new motorway section Borghetto S. Spirito-Carcare-Predosa”, with completion scheduled beyond 2030.

Within the Silos Infrastructure, the intervention is grouped within the unified motorway project Albenga-Garessio-Ceva-Millesimo and Carcare-Predosa.

Benefits

Completion of the Carcare-Predosa motorway section will provide an alternative route to efficiently connect western Liguria with the rest of north-western Italy and France, easing pressure on the existing network, particularly the A10 and the Genoa junction, by absorbing tourist and commercial vehicle traffic.

The project is opposed by several local communities, which claim that the motorway link road will have high environmental, economic, and social impacts on an area of agricultural, forestry, and tourism value.

Actions

Its inclusion in the Regional Territorial Plan will help shorten the project approval timeline. Monitoring activity is deemed appropriate.



PROJECT
AUTOSTRADA DEI FIORI: NEW SAVONA - ALTARE
- A6 MOTORWAY ROAD

Relevance
REGIONAL

State
PLANNING

Objective 1
IMPROVE ROAD CONNECTIONS AND
SECONDARY ROADS NETWORK



Cost	760 M€
Available Resources	—
End of the works	2028
Criticality	Financial, technical
Documents	PRIIMT Liguria
Note	—

Description

The project envisages the construction of a completely new 7 km road (6.8 km southbound and 7.2 km northbound) as an alternative to the current A6 section between the Altare tollgate and the junction near the entrance to the Vaneusa tunnel. The existing motorway section is highly winding and includes 40 viaducts and 15 tunnels that no longer meet modern standards and impose limits on heavy-vehicle traffic. The new alignment will reduce curves, gradients, and overall tortuosity. It will include 6 viaducts and 4 tunnels.

The estimated cost is €760 million, of which €420 million relates to tunnel excavation and equipment.

Benefits

The new route is expected to make the Apennine stretch between Altare and Savona smoother, faster, and safer.

Actions



The feasibility study, submitted by the concessionaire Autostrada dei Fiori, is under ministerial review and supported by a positive cost-benefit analysis. The goal is to complete the works by the end of 2028.

The project is listed among the plan adjustments within the Liguria PRIIMT.



Technical meeting 11/09/2025 (cfr. Focus)



<div>  <div> <div>PROJECT</div> <div>MAINTENANCE WORKS ALONG SS1 AND ALTERNATIVE ROUTES TO AURELIA BIS</div> </div> </div>	
	
Cost	907.9 M€
Available Resources	20%
End of the works	2026/n.d.
Criticality	Financial
Documents	Contratto di Programma 2021-2025 tra MIT e Anas sottoscritto in data 24/09/2024
Note	Placed under receivership (DPCM 05.08.2021)

<div> <div>Relevance</div> <div>REGIONAL</div> </div>	<div> <div>State</div> <div>PRELIMINARY DESIGN /WORK IN PROGRESS</div> </div>	<div> <div>Objective 1</div> <div>IMPROVE ROAD CONNECTIONS AND SECONDARY ROADS NETWORK</div> </div>
<div> <div>Description</div> <p>This complex project concerns a set of interventions aimed at improving access to SS1 Aurelia and Aurelia Bis. Due to its complexity, it has been assigned a government commissioner (DPCM 05.08.21) and is included among NRRP-funded projects. The commissioned interventions include:</p> <ul style="list-style-type: none"> ▪ Savona Port Hub Bypass: completion of the section Letimbro stream - Albisola Superiore; section Savona Letimbro stream - Savona motorway tollgate. The remaining cost is €92.165 million, with completion expected by 2026. ▪ La Spezia Port Hub Bypass: relating to the 3rd construction phase of the access road to the La Spezia Port Hub, ensuring interconnection between the A12 tollgates and the port over approximately 4 km. Works under way concern functional section B, costing €51.039 million, financed by NRRP resources. ▪ Imperia Bypass, enabling interconnection with SS28. The estimated cost is €919 million; the project is at final design stage. ▪ Sanremo Bypass, extending from the Sanremo Centro junction (connected to Aurelia Bis) to the coast, where it links to the existing SS1 Aurelia at Cava Cangiotti. The project is at feasibility-study stage, with an estimated budget of €150 million. </div>		
<div> <div>Benefits</div> <p>These interventions aim to enhance accessibility to coastal towns, improving connections with the long-distance national road network.</p> </div>		
<div> <div>Actions</div> <p>Monitoring activity is deemed appropriate.</p> </div>		



PROJECT

SS28 PIEVE DI TECO - ORMEA ALTERNATIVE ROAD WITH ARMO - CANTARANA TUNNEL

Relevance

CROSS-REGIONAL

State

PRELIMINARY DESIGN

Objective 1

IMPROVE ROAD CONNECTIONS AND SECONDARY ROADS NETWORK



Cost	446.028 M€
Available Resources	1%
End of the works	Beyond 2030
Criticality	Financial, technical
Documents	PRIIMT Liguria
Note	—

Description

The upgrading of SS28 involves several interventions, two of which have been approved by CIPE. In particular, the variant between Pieve di Tecco (IM) and Ormea (CN), with the Armo-Cantarana crossing tunnel, will offer an alternative route to the Savona-Turin motorway and the Autostrada dei Fiori. The road is a secondary extra-urban C1-category road with two 3.75 m lanes and 1.50 m hard shoulders, extending for roughly 9.296 km, including four tunnels totalling 6,362 m, three viaducts, and three junctions. Most of the route lies within Liguria, while the Piedmont section includes only the stretch between the tunnel exit and its final connection to the existing SS28.

Benefits

This infrastructure is strategically important as, together with the Imperia variant of SS1 Aurelia Bis, it provides a direct connection between the industrial areas of lower Piedmont and the Port of Imperia. The tunnel would reduce the elevation difference on the existing route from 662 m to 370 m, cutting travel times by around 20 minutes and avoiding town centres.

Actions

The preliminary design was approved by CIPE in 2004. Up to 2018, the Silos Infrastructure lists the final design as available, with a cost of €322 million. In subsequent editions of the ANAS Development Plan, the project is included among those with design-stage funding but not in programming. The Liguria PRIIMT lists the project among plan variants, with a post-2030 horizon and an estimated cost of €340.2 million. In December 2023, the Armo-Cantarana tunnel was identified by Piedmont and Liguria as a priority in planning submitted to ANAS. The Infrastructure Decree (Law no. 105/25) includes the project among those ANAS is authorised to develop as a priority.



PROJECT
NEW ROAD SYSTEM FOR THE LA SPEZIA AREA



Fonte: Confindustria La Spezia

Cost	540 M€
Available Resources	—
End of the works	—
Criticality	Political
Documents	—
Note	—

Relevance
PROVINCIAL

State
NEW PROPOSAL

Objective 1
IMPROVE ROAD CONNECTIONS AND SECONDARY ROADS

Description

The La Spezia area presents several elements of vulnerability, largely due to the absence of an efficient alternative to the main La Spezia-Santo Stefano di Magra motorway link road. A project proposal is under study for a new road system composed of:

- **Gulf Expressway:** a 4.8 km C1-category expressway including two tunnels and a 220 m viaduct.
- **Cisa Variant:** a 4.3 km C1-category alignment including 3 roundabouts, 6 junctions connecting to existing roads, and a 550 m viaduct.
- **Santo Stefano Magra Bypass:** a 1.7 km C1-category section with 2 roundabouts and a 660 m viaduct.

These new infrastructures would complement the enhancements to Aurelia bis managed by Anas

The total investment amounts to €540 million.

Benefits

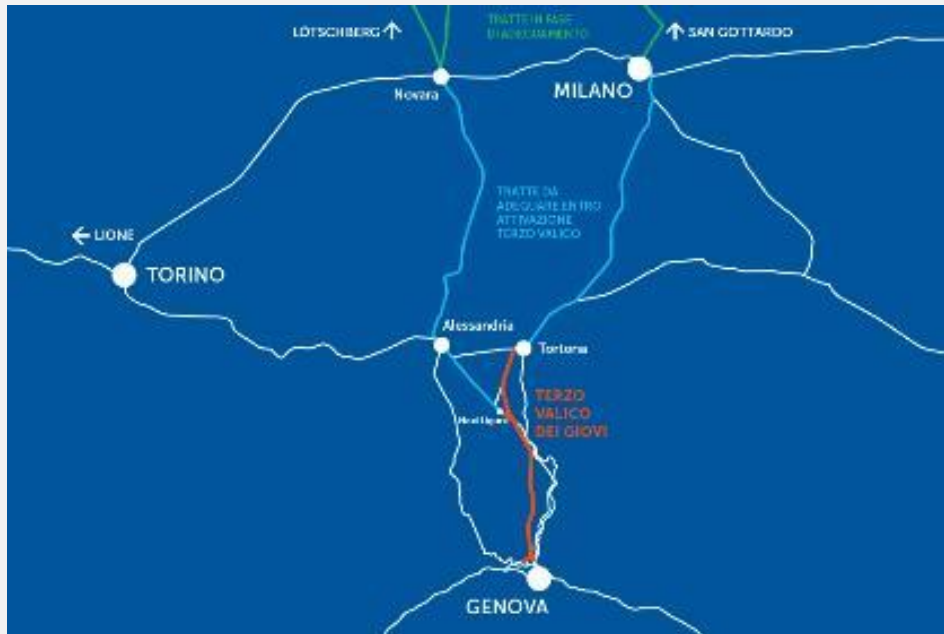
The study aims to offer alternative routing options in the event of partial or total closure of the La Spezia-Santo Stefano di Magra motorway link road. The main benefit would be ensuring operational continuity for the port and local businesses. Under ordinary conditions, the new system could ease congestion on the Santo Stefano-La Spezia stretch, redistribute traffic flows, reduce travel times to industrial areas, and separate heavy from light traffic.

Actions

Promoters have initiated discussions with the Liguria Region to include these project proposals in the PRIIMT.



PROJECT
TERZO VALICO DEI GIOVI



Cost	8,498.0 M€
Available Resources	100% (3.614 M€ NRRP)
End of works	2027
Criticality	–
Documents	NRRP
Note	Placed under receivership (DPCM 16.04.2021)

Relevance
NATIONAL

State
WORK IN PROGRESS

Objective 2
STRENGTHENING RAIL CONNECTIONS
FOR FREIGHT AND PASSENGERS

Description

The construction of the Terzo Valico dei Giovi is part of a broader Single Project combining three major interventions: the “Milan-Genoa High-Speed/High-Capacity Line - Terzo Valico dei Giovi”, “Voltri-Brignole Infrastructure Enhancement”, and “Genova Campasso Enhancement”. This unified plan aims to accelerate the restart of works on the Genoa Railway Node and ensure last-mile connections between the Terzo Valico and the historic port. The total cost amounts to €10,623 million, of which €8,492 million relate to the Terzo Valico, €1,513 million to the Genoa Node, and €414 million to the Campasso upgrade.

The new line extends for 53 km, 36 of which run in tunnels, and is connected to the existing network through 12 km of interconnections. It starts from the Genoa node, crosses the provinces of Genoa and Alessandria along the Genoa-Milan axis up to Tortona, and along the Alessandria-Turin axis up to Novi Ligure, before joining the existing lines to Milan and Turin. The project is divided into six construction lots. In January 2024, the first 8.5 km of the new line between Tortona and Novi Ligure were inaugurated.


Benefits

The new line will allow trains to reach speeds of up to 250 km/h. It will offer freight services from the Port of Genoa a dedicated route, separate from local traffic, to reach central and northern European markets and the Port of Rotterdam.

Actions

Excavation works are 90% complete. However, geological difficulties and high gas concentrations encountered in some stretches may delay completion. Tunnel excavation works for the Genoa railway, node-complementary to the Terzo Valico, are essentially complete.





PROJECT

UPGRADING FREIGHT CORRIDORS SAVONA - TORINO E SAVONA - ALESSANDRIA



Cost	120 M€
Available Resources	n.d.
End of works	Beyond 2030
Criticality	Technical. financial
Documents	PRIIMT Liguria
Note	–

<div>Relevance</div> <div>CROSS-REGIONAL</div>	<div>State</div> <div>PLANNING</div>	<div>Objective 2</div> <div>STRENGTHENING RAIL CONNECTIONS FOR FREIGHT AND PASSENGERS</div>
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Description

The upgrading of railway lines connecting Savona with the lower Piedmont is part of a strategy to provide an alternative low-impact route for the growing freight flows from the Port of Savona-Vado. These lines lie along a corridor of strategic importance for the development of European transport networks and connect areas hosting major intermodal infrastructures such as the Orbassano freight village, the CIM in Novara, and the Alessandria intermodal terminal, currently undergoing major development.

In May 2022, a Memorandum of Understanding was signed by the regions of Piedmont and Liguria, RFI, and the Western Ligurian Sea Port Authority to upgrade the line between Fossano and San Giuseppe di Cairo and adapt it for freight services. The first interventions concern the Piedmont section between Trofarello and Fossano.

The Liguria PRIIMT lists the upgrading of the San Giuseppe di Cairo railway line among the interventions designed to complete and strengthen port connections, with a cost of €120 million and a post-2030 horizon.

Benefits

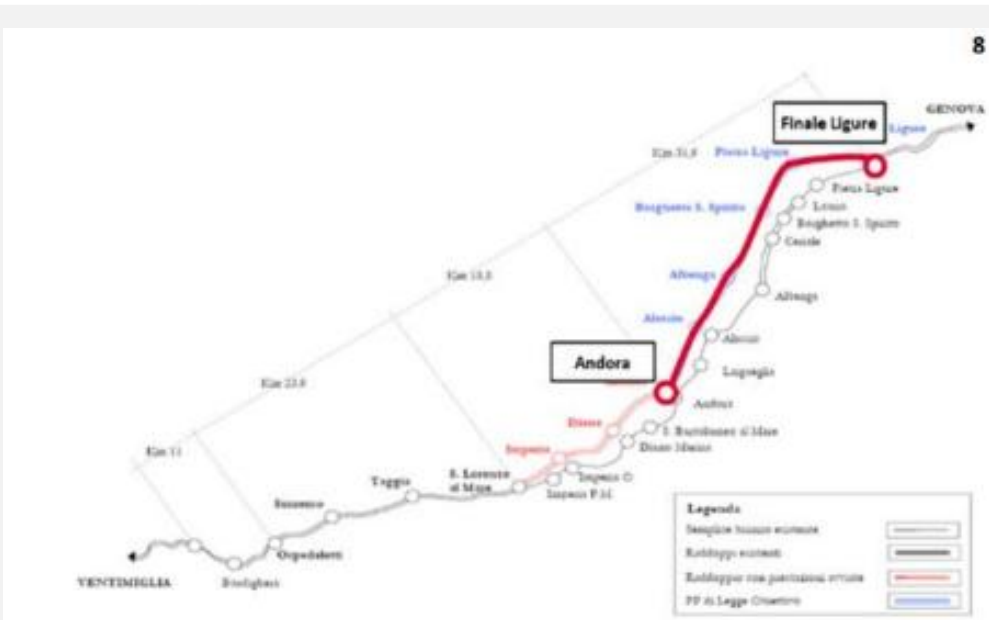
Increasing freight capacity on the Turin-Fossano-Savona railway and doubling the track between Savona and San Giuseppe di Cairo represents a key element in future port-traffic development and in strengthening European transport infrastructure. The works will increase line capacity and the permissible maximum axle load, helping absorb the expected rise in port traffic.

Actions

The project has been identified by Ligurian businesses as one of the most urgent priorities, not only to improve connections between the Port of Savona and inland logistics hubs but also to provide a sustainable alternative to the heavy port-related traffic currently routed via road.



PROJECT
DOUBLING OF THE GENOA-VENTIMIGLIA
RAILWAY LINE: ANDORA-FINALE LIGURE
SECTION



Cost	2,567
Available Resources	2%
End of works	Beyond 20230
Criticality	Finanziaria
Documents	Italia Veloce
Note	Placed under receivership (DPCM 16.04.2021)

Relevance
REGIONAL

State
FINAL DESIGN

Objective 2
STRENGTHENING RAIL CONNECTIONS
FOR FREIGHT AND PASSENGERS

Description

The project entails the construction of the double-track section between Andora and Finale, extending for 31.4 km, of which 25 km will run through tunnels, entirely on a new alignment compared with the line currently in operation. The project also includes the construction of a new station in Albenga and of the stops in Alassio (in a tunnel), Borghetto-Ceriale-Loano and Pietra Ligure, completing the sections already doubled in the past. A speed increase to 200 km/h is also planned. To ensure swift implementation, the project was included in the NRRP and placed under special commissioners at the beginning of 2021.

The Liguria PRIIMT includes an intervention for the technological upgrading of the Genoa-Ventimiglia line and the adjustment of railway tunnel profiles, with a budget of 199 million euro.

Benefits

Completing the doubling works will have positive effects on commuter, student and worker traffic, as well as on tourist flows, especially during the peak summer periods. The project provides for performance upgrades (loading gauge and axle load) and enhanced safety levels. Once operational, the intervention will allow part of the traffic currently using the road network to shift to rail.

Actions

EU Regulation 2021/1153, which provides for the alignment of the core network corridors and the related preliminary sections, includes this section within the Mediterranean Corridor of the TEN-T network.

With Ordinance no. 23 of 29th July 2024, the Government Commissioner initiated the approval procedure for the final design of the project "Completion of the Doubling of the Genoa-Ventimiglia Line: Finale Ligure-Andora Section".

On 8th September 2025, RFI launched the Inter-agency meeting for the final design. The deadline for the competent local authorities to submit comments and specific contributions is 4th November





PROJECT
UPGRADING OF THE CUNEO -BREIL -
VENTIMIGLIA RAILWAY LINE



Cost

—

Available Resources

—

End of the works

—

Criticità

Political, technical

Documents

—

Note

—

Relevance
INTERNATIONAL

State
FEASIBILITY STUDY

Objective 2
STRENGTHENING RAIL CONNECTIONS
FOR FREIGHT AND PASSENGERS

Description

The Cuneo-Breil-Ventimiglia railway line, also known as the “Railway of Wonders”, is an international route connecting Cuneo to Ventimiglia and crossing a section of French territory.

In recent years, the line has suffered several interruptions due to landslides and slope failures, highlighting the need for maintenance and upgrading works.

The projects currently under study propose various solutions, including alignment variants to bypass areas most exposed to landslide risk and modernisation of the stations. This activity presents several challenges, including high costs, intervention complexity and the need for coordination between Italy and France. Nonetheless, it also represents a significant opportunity to improve mobility, reduce the isolation of some communities and enhance the historical and environmental heritage of the area.

Benefits

The Cuneo-Breil-Ventimiglia line is important both locally, as it serves several communities in the Roya Valley and the Ligurian hinterland, and internationally, as it represents a cross-border link between Italy and France. Its enhancement can support tourism, trade and economic development in the areas concerned.

Actions

The Fossano-Cuneo-French border-Ventimiglia line has been included in the TEN-T comprehensive network.

On 9 January 2025, the Chamber of Deputies approved the new convention between Italy and France regarding the ordinary maintenance and use of the French section of the Cuneo-Breil-Ventimiglia railway line. The text provides that maintenance and usage costs be shared proportionally to the number of services operated by each country. The convention is awaiting approval by the Italian Senate.



PROJECT

MODERNISATION OF VENTIMIGLIA RAILWAY HUB



Cost	7 m€
Available Resources	100%
End of the works	2027
Criticità	–
Documents	–
Note	–

Relevance

INTERNATIONAL

State

PLANNING/WORK IN PROGRESS

Objective 2

STRENGTHENING RAIL CONNECTIONS FOR FREIGHT AND PASSENGERS

Description

Ventimiglia station is the connecting point between the Italian and French railway networks. It serves the Genoa-Ventimiglia line, partly double-track; the Marseille-Ventimiglia line, double-track; the Cuneo-Breil-Ventimiglia line, single-track; and the freight line Ventimiglia-Parco Roja, now out of service. A major challenge for trains crossing the border relates to the different electrical systems: the French network uses 25 kV AC, while the Italian network uses 3 kV DC. By agreement between the infrastructure managers, the station yard is powered with 1.5 kV DC, allowing interoperability between French and Italian trains but reducing onboard services. Currently, only the most modern trains (Frecciarossa and TGV) can handle different voltages, whereas regional Pop and Rock trains cannot operate on a voltage different from 3 kV; consequently, international passenger trains require a locomotive change. As for freight transport, the junction cannot accommodate 2,300-tonne trains arriving from France, which must be split. Furthermore, the Principality of Monaco opposes night-time freight train traffic due to noise.

Benefits

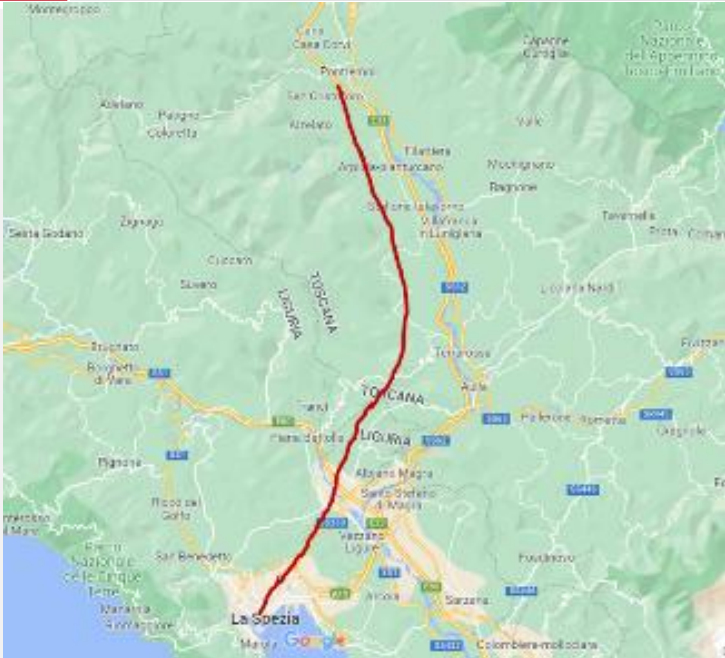
The implementation of ERTMS along the entire Italian-French coastal line will enable a greater number of daytime paths, potentially solving part of the issues affecting freight transport. For passengers, the modernisation of the Marseille-Genoa corridor is an opportunity to ensure seamless cross-border rail services.

Actions

RFI has begun adapting the electrical voltage system at Ventimiglia station, which will allow regional trains to arrive. The cost of the intervention is €7 million, €4.5 million of which funded by the Liguria Region. Completion is expected by 2027.



PROJECT
DOUBLING OF THE PONTREMOLESE RAILWAY LINE



Relevance
CROSS-REGIONAL

State
FINAL DESIGN

Objective 2
STRENGTHENING RAIL CONNECTIONS FOR FREIGHT AND PASSENGERS

Description

The upgrading project for the Pontremolese railway line aims to create a double-track connection between the Po Valley and Central Europe, linking the regions of Tuscany, Liguria and Emilia-Romagna, and the ports of Livorno and La Spezia. The intervention does not affect Ligurian territory, as the regional sections and some in Tuscany and Emilia-Romagna have already been completed. The project to complete the line is divided into two functional phases:
Phase 1 - track and station upgrade in Parma, including the new signalling system and the doubling of the Parma-Vicofertile-Osteriazza section;
Phase 2 - Berceto-Chiesaccia section, completing the doubling of the entire route.

Benefits

Completing the doubling will speed up connections between the ports of La Spezia and Tuscany and the Po Valley for freight transport. Faster travel times will also benefit passengers, with positive effects on tourism. Environmental benefits are expected as well, stemming from a modal shift from road to rail.

Actions

The “Completion of the Pontremolese Doubling” intervention has been included in List 1 of works under Article 4, Decree-Law 32/2019, in the category “Railway Infrastructure”, with an estimated cost of €2,304 million. RFI has launched a preliminary study to reassess the entire Cost-Benefit Analysis of the functional lots and to evaluate transport and environmental impacts.

Cost	486.4 M€ 1 ^a phase 5,300 M€ 2 ^a phase
Available Resources	9%
End of the works	Beyond 2030
Criticality	Technical, financial
Documents	RFI CdP 2022-2026
Note	Placed under receivership (DPCM 16.04.2021)



Technical meeting 28/07/2025 (cfr. Focus)





PROJECT
NEW BREAKWATER OF GENOA



Fonte: Webuild

Cost	1,300
Available Resources	73%
End of the works	2027
Criticality	–
Documents	NRRP
Note	Placed under receivership (DPCM 16.04.2021)

Relevance
LOCAL

State
WORK IN PROGRESS

Objective 3
INCREASE THE COMPETITIVENESS
OF THE PORTS

Description

The new Breakwater is designed to allow the Port of Genoa to safely accommodate larger vessels, without restricting access and manoeuvring towards the berths, and to meet the requirements of the major shipping companies. The project includes the construction of a new entrance approximately 300 metres wide and a long access channel of around 2.8 km to create a theoretical turning basin of about 800 metres. Once completed, the port will be able to receive container ships of up to 22,000 TEU.

Phase A concerns the easternmost section and includes the demolition of the existing structure and the construction of approximately 4 km of works. It costs €950 million, including €250 million funded by the Port Authority and €700 million from NRRP funds. Phase B involves the construction of approximately 2.2 km of breakwater.

A public debate held in January and February 2021 led to the selection of the most suitable design option. Works officially began in 2024 following the conclusion of the Inter-agency meeting.

Benefits

The New Breakwater will provide a new configuration of port access guaranteeing safe transits and manoeuvres for next-generation vessels, improved protection of inner basins against storm surges and climate change, and a more rational separation between commercial and passenger traffic, ship repairs and recreational boating areas.

Actions

During Phase A works, a design modification was assessed and approved, allowing Phase B to begin in parallel. This will shorten the overall construction time by approximately two years.

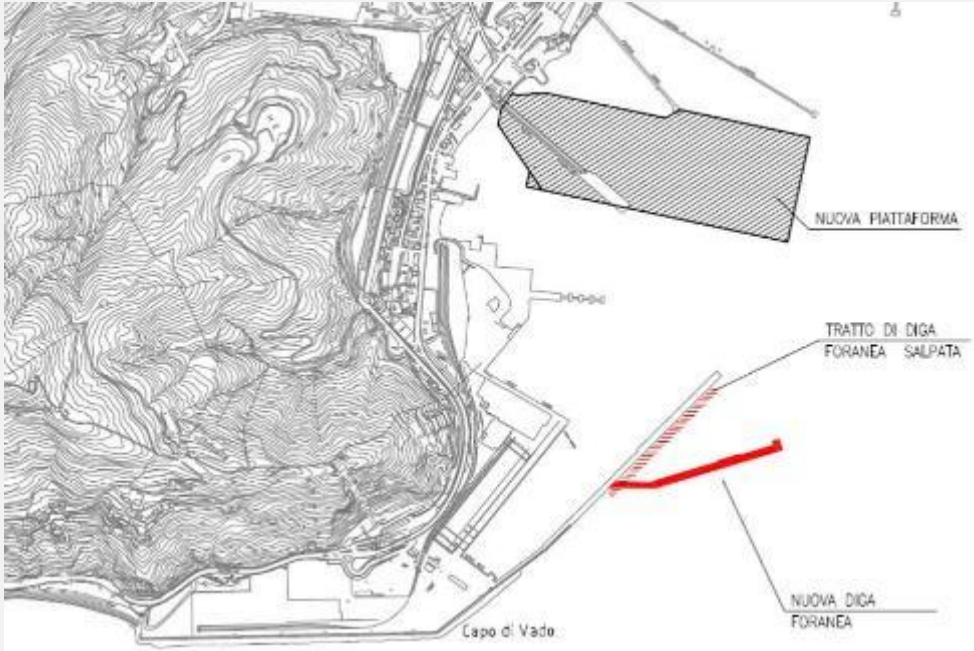


Technical meeting 23/01/2025 (cfr. Focus)





PROJECT
NEW BREAKWATER OF VADO LIGURE



Cost	87.4 M€
Available Resources	100%
End of the works	2025
Criticality	—
Documents	—
Note	—

Relevance
LOCAL

State
WORK IN PROGRESS

Objective 3
**INCREASE THE COMPETITIVENESS
OF THE PORTS**

Description

The construction of the new breakwater in Vado Ligure aims to protect the harbour basin and improve maritime accessibility. The first phase covers around 450 metres of breakwater, using caissons recovered from the old structure and adding four newly built caissons. The intervention will be carried out on seabeds with depths ranging from 35 to 49 metres and will widen the entrance by approximately 150 metres, improving safety and facilitating manoeuvres for the Multipurpose Platform and the nearby ferry/RoRo terminals.

Works began in 2021 and completion is expected in December 2025. The work plan has been structured to operate on several fronts simultaneously and to reuse excavated materials for the foundation. The port hosts “Dario”, Fincosit’s floating precast plant.

Benefits

The infrastructure is strategic for strengthening the port system of the Western Ligurian Sea. The new breakwater is located further offshore than the existing one, with the aim of improving nautical accessibility and ensuring greater safety during port operations.

Actions

The project is noteworthy for its emphasis on circular-economy principles. Processed recovered materials and reclaimed caissons will be reused for further construction phases.



PROJECT
LORRY PARK: EQUIPPED REST AREA FOR ROAD HAULAGE



Cost	–
Available Resources	–
End of works	–
Criticality	Political, technical, financial
Documents	–
Note	–

Relevance
LOCAL

State
NEW PROPOSAL

Objective 3
ENCREASE THE COMPETITIVENESS OF THE PORTS

Description

The need for safe, well-equipped rest areas for lorries heading to the Port of Genoa has been evident for over twenty years, owing to the increase in port traffic. Currently, approximately 5,000 heavy vehicles pass through the port gates every day. This flow creates several challenges, mainly related to the shortage of waiting areas for lorries heading to the terminals. In 2022, the Port Authority expanded the Sestri Ponente lorry park by 6,000 m². Haulage associations in Liguria estimate a shortfall of around 800 spaces. Over the years, various sites for a lorry park have been considered, but many proposals were abandoned due to financial unsustainability. Operators have repeatedly expressed interest in the former ILVA area in Cornigliano, which could accommodate around 1,000 vehicles daily. Upcoming construction works in the port basin and those linked to the Gronda project pose a serious risk of reducing over 400 existing spaces.

Benefits

The availability of lorry rest areas affects congestion and road safety in the vicinity of the Port of Genoa, where private and commercial traffic heavily overlap. It also provides essential services for drivers, improving their working conditions.

Actions

In 2012, the Genoa Chamber of Commerce presented a pre-feasibility study for a lorry park in Genoa. The study identified the Cornigliano area as suitable due to its excellent accessibility to both the motorway network and the port area. The proposed layout was inspired by European equipped rest areas offering services for drivers and vehicles. A working group involving haulage associations, the Port Authority and the competent institutions could update the project and cost estimates, taking into account technological innovation and EU guidelines on road safety and the green transition.



PROJECT
BISAGNO DIVERSION TUNNEL



Cost	204 M€
Available Resources	100%
End of the works	2027
Criticality	Technical
Documents	–
Note	–

Relevance
LOCAL

State
WORK IN PROGRESS

Objective 4
ENSURE TERRITORIAL SAFETY

Description

The project consists of constructing a diversion tunnel to reduce the flow of the Bisagno stream during flood events by diverting excess water into a collector (the diversion tunnel) through a system of gates and a side-spill intake structure built in the riverbed near the Sciorba sports centre. The intervention includes:

- demolition of the existing piers in the riverbed and construction of a single-span pedestrian bridge;
- construction of barrier works with gates designed to regulate water flow;
- construction of a 6,650-metre tunnel using a TBM, conveying water to the sea in the San Giuliano area;
- extension of the coastline through the construction of an onshore protective breakwater.

The tunnel will connect to the Fereggiano diversion system.

Benefits

The project is one of the main hydraulic risk-mitigation interventions for the city of Genoa.

Actions

The TBM arrived in Genoa in February 2025. The start of excavation, initially planned for earlier, was postponed to September 2025 due to delays in assembling the TBM components.



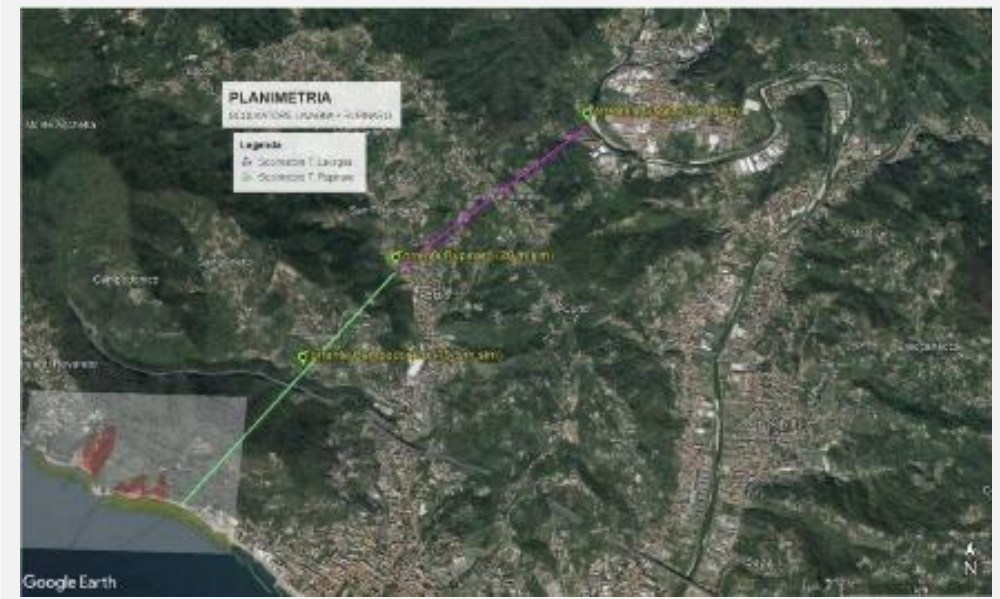
PROJECT

TIGULLIO DIVERSION TUNNEL

Relevance
LOCAL

State
FEASIBILITY STUDY

Objective 4
ENSURE TERRITORIAL SAFETY



Description
The project provides for the construction of a diversion tunnel approximately 3 km long to reduce the flow of the Entella river and prevent flooding during high-water events. The project is promoted by Confindustria - Tigullio Delegation.

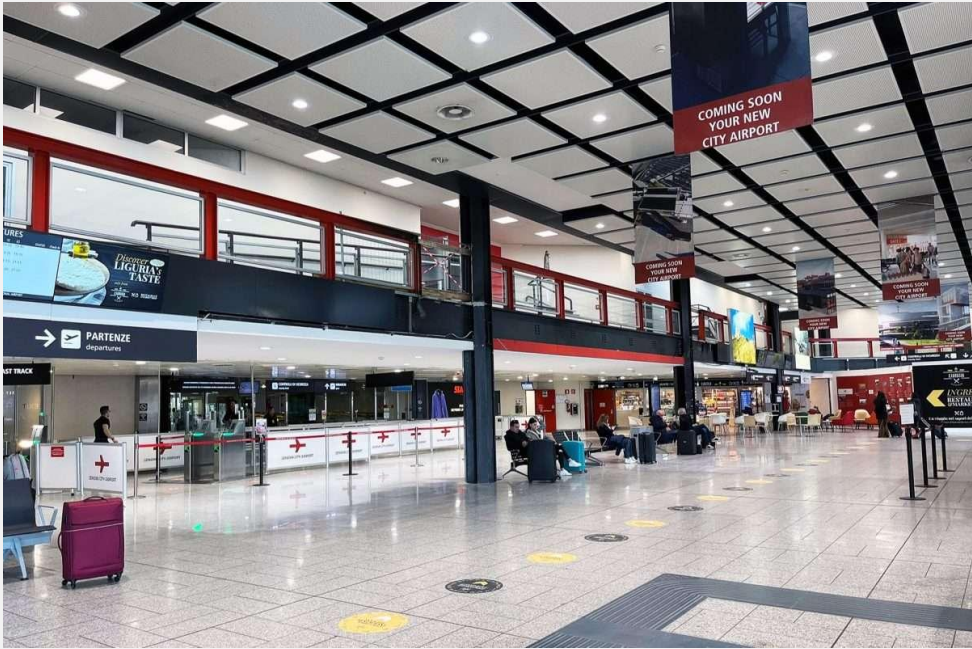
Cost	—
Available Resources	—
End of the works	—
Criticality	Political
Documents	—
Note	—

Benefits
Securing the Entella would bring benefits to the area in terms of hydraulic-risk mitigation and prevention of flood-related damage.

Actions
The project is still under discussion.



PROJECT
GOVERNANCE OF GENOA AIRPORT



Nominal capital	7,746,900
Business Partner	Autorità di Sistema Portuale del Mar Ligure Occidentale, 60% Camera di Commercio Industria Artigianato di Genova, 40%
Net profit 2024	255.255 euro
Concession	Convenzione ENAC n.22 del 30/04/2009
Pax 2024	1,335,095

Relevance
REGIONAL

State
—

Objective
—

Description

The company managing Genoa’s Cristoforo Colombo Airport is Aeroporto di Genova S.p.A. The shareholding structure consists of the Western Ligurian Sea Port Authority with a 60% stake and the Genoa Chamber of Commerce with the remaining 40%, following the acquisition of Aeroporti di Roma's share in 2024.

After a difficult period, the 2024 financial year closed with positive results: a record 1.3 million passengers, revenues of €30.1 million and a profit of €255,000.

Two issues are currently under discussion regarding the airport’s future governance: the entry of new private investors and the concession expiry.

The concession was initially set to expire in 2026. Due to Covid-related extensions, the new deadline is 2029.

The airport’s development plans include bringing private shareholders into the company. From this perspective, the 2029 expiry is considered too close to attract investors.

Benefits

Opening to private shareholders is considered as an opportunity to support the development of the cruise and passenger sectors and to establish Genoa as a reference hub in this area, with positive effects on the entire regional economy.

Actions

Discussions with ENAC are ongoing regarding the concession expiry. Options under consideration include extending the existing concession or launching a new tender before 2029.

The procedures for the entry of new private shareholders have yet to be defined.

In September 2025, the Liguria Region announced that it would join the shareholding structure of Aeroporto di Genova S.p.A. The Municipality of Genoa has also expressed interest in a possible expansion or revision of the shareholding, with an official communication sent to the current shareholders.

Focus on Selected Projects: Technical-Operational Meetings with Stakeholders

- New Breakwater of Genoa
- New Coastal -Hinterland Road Link -
Val Fontanabuona Tunnel
- Planned Upgraded to the Road Network
in Western Liguria
- Doubling of the Pontremolese Railway



AIMS OF THE MEETINGS

As part of the 2025 monitoring campaign, several priority interventions were examined through dedicated technical-operational meetings involving project promoters, institutional bodies, and infrastructure managers. These meetings were aimed at assessing the actual progress of works, identifying constraints and bottlenecks, and understanding how stakeholders are adapting their implementation strategies to ensure compliance with timelines.

The four projects selected for in-depth analysis are:

- New Breakwater of Genoa
- Val Fontanabuona Tunnel and coastal-hinterland road link
- Planned upgrades to the road network in Western Liguria
- Pontremolese railway line (doubling and modernisation)

Each meeting allowed for a detailed discussion of technical issues, administrative procedures, financial coverage, and the expected impact of the interventions on regional and interregional mobility.



THE NEW BREAKWATER OF GENOA

CONTEXT OBJECTIVES

The **Port of Genoa is a fundamental infrastructural asset** for the economic and productive development of Liguria and Italy as a whole. Historically a commercial and logistics hub of the Mediterranean, it now represents the largest industry in Genoa, employing a highly skilled workforce both in direct activities and throughout the wider supply chain.

The port is also a strategic node within the **European TEN-T transport network**, as one of the cornerstones of the North Sea-Rhine-Mediterranean Core Corridor, which connects major European production areas. The integration of the Port of Genoa into this axis is ensured by new infrastructural investments, including the Terzo Valico dei Giovi, aimed at improving rail freight and passenger connections towards Europe.

Recent international tensions are reshaping global trade routes, and the Mediterranean may regain a new central role. The New Breakwater, designed to allow the Port of Genoa to safely accommodate larger vessels without restricting access or manoeuvring operations at berths, and to meet the requirements of the major shipping companies, therefore assumes a **significance that goes beyond national borders**.

Within the framework of the third edition of the Infrastructure Programme, a technical and operational meeting with the **Western Ligurian Sea Port Authority** was deemed necessary in order to gain deeper insight into the state of progress of the works. The meeting took place on 23rd January 2025 at the initiative of the Genoa Chamber of Commerce and involved the **Liguria Region**.

NEW BREAKWATER OF GENOA

The project

The structure will be built approximately 450 metres offshore from the existing breakwater and will allow for **the widening of the Sampierdarena navigation channel**, the creation of a new outer harbour with a diameter of 800 metres, and the construction of a new eastern access channel with a width of 300 metres.

The New Breakwater of Genoa is a unique engineering project: its foundation will rest on seabeds at a record depth of up to 50 metres and, in its final configuration, it will reach an overall length of approximately 6,000 metres. More than 7 million tonnes of rock material will be used to construct the foundation, on top of which prefabricated reinforced concrete elements will be placed, consisting of 103 cellular caissons. The caissons will measure up to 33 metres in height, up to 33 metres in width and up to 67 metres in length.

Technical analyses carried out during the detailed design phase led to an optimisation of the layout of the New Breakwater. This design modification aims to significantly improve navigational safety while also allowing the two construction phases, originally planned to be carried out sequentially, to proceed in parallel. This will result in substantial time savings and improved operational efficiency.

NEW BREAKWATER

Benefits

The New Breakwater will deliver three major benefits:

- ❑ more **effective protection of the Genoa harbour basin** from storm surges, which are becoming more intense and frequent due to climate change;
- ❑ a significant **contribution to navigational safety**, thanks to better separation of different types of traffic (freight, passenger and leisure) and larger water basins suitable for the manoeuvring of next-generation vessels up to 400 metres in length and with a capacity of up to 25,000 TEUs;
- ❑ **increased competitiveness of the Port of Genoa**, with positive spill-over effects in terms of traffic growth, economic and employment development in sectors linked to logistics and the blue economy in its broadest sense, which represents the leading industry in Liguria in terms of value added.

The Cost-Benefit Analysis commissioned by the Port Authority estimates that the New Breakwater will lead to a **progressive increase in commercial traffic of around 25%**, generating an economic benefit valued at **€4.2 billion**, in terms of higher revenues from container traffic, port duties and charges. Employment benefits are estimated at over 3,000 jobs generated by traffic growth, with direct, indirect and induced effects.

NEW BREAKWATER

Actions

In May 2024, the first caisson was laid, marking the start of the construction of the more than 100 caissons that will make up the structure.

In January 2025, the Inter-agency Meeting concluded with a favourable opinion on the new layout (pursuant to Article 5 of Law 84/1994, as amended). The design modification aims to enable the parallel execution of the two construction phases, improving operational efficiency and significantly reducing overall implementation times.

The next step will be the launch of the public tender for the award of the works related to the project variant, followed by the start of Phase B.

Further updates

In July 2025, the Offshore Breakwater was included, together with the Messina Strait Bridge, among projects with dual-use value (civil and military), in support of the increase in military expenditure to 5%. With this designation, in the event of a military crisis the Port of Genoa will be able to accommodate small aircraft carriers and NATO military vessels.



NEW COASTAL - HINTERLAND ROAD LINK - VAL FONTANABUONA TUNNEL

CONTEXT AND OBJECTIVES

Val Fontanabuona is one of the main valleys within the territory of the Metropolitan City of Genoa. It extends north of the Portofino promontory and the Gulf of Tigullio. It is crossed by SS225 (Val Fontanabuona) and SP77 (Boasi). The motorway network can be accessed via the Genoa-East and Lavagna tollbooths. There are no railway connections. From an economic perspective, the valley is primarily known for its numerous slate quarries.

Since 2022, Val Fontanabuona has been classified as an “inner area” (SNAI Area 2021-2027), comprising 11 municipalities within the Metropolitan City of Genoa (Avegno, Cicagna, Coreglia Ligure, Favale di Malvaro, Lorsica, Moconesi, Neirone, Orero, San Colombano Certenoli, Tribogna and Uscio), with a resident population of approximately 15,000.

The **Val Fontanabuona-A12 connection** therefore arises from the need to link an inner area with limited accessibility to the coastal zone. The construction of the motorway tunnel will improve residents’ quality of life by reducing commuting times, increasing access to personal services and creating the conditions for economic development through greater attractiveness for new business investment.

Within the framework of the third edition of the Infrastructure Programme, a technical and operational meeting with **Autostrade per l’Italia (ASPI)**, the project executor, was deemed necessary to gain a deeper understanding of the state of progress of the works. The meeting took place on 23 January 2025 at the initiative of the Genoa Chamber of Commerce and also involved the **Liguria Region**.

PROJECT DEVELOPMENT PROCESS

The project to build a motorway tunnel between Ferrada di Moconesi and Rapallo has been under discussion since the 1990s, but no works have ever been carried out.

In 2011, ASPI signed a **Memorandum of Understanding** with the Ministry of Infrastructure, the Liguria Region and the Grantor, committing to prepare the preliminary design of the project with a financial contribution from the Liguria Region. The preliminary design was delivered in 2012.

In 2015, the Detailed Design and Environmental Impact Assessment were submitted to the Ministry of Infrastructure and Transport, for a total estimated cost of €308 million. The selected solution involved a single-bore infrastructure with two tunnels, with a total length of 4,746 metres.



Total Length	Tunnel Length
6.435 m	Caravaggio 2.092 Valfontanabuona 2.582

Fonte: ASPI

PROJECT DEVELOPMENT PROCESS

On 14 October 2021, **ASPI signed an agreement with the Liguria Region, the Western Ligurian Sea Port Authority, the Municipality of Genoa and the Ministry of Infrastructure and Transport**, committing to finance and construct the motorway connection between Val Fontanabuona and the A12 at its own expense, for an amount of €230 million. The remaining cost is to be covered through an increase in tolls. From this point onwards, the authorisation process for adapting the design solution presented in 2015 began.

The Detailed Design therefore includes:

- ❑ a variant of the A12 alignment between the Maggio and Casalino tunnels, aimed at accommodating a new interchange;
- ❑ a full interchange connecting to the A12 section between the existing Giovanni Maggio and Casalino tunnels;
- ❑ a connecting road network with a total length of approximately 5 km, constituting the actual link with Val Fontanabuona;
- ❑ upgrading of SP22 between the ramp intersection and SP225 near Moconesi.

Construction planning consider the division of works into two areas, Rapallo and Val Fontanabuona, where the essential construction site facilities are located. Overall, 10 construction site areas are planned.

Cost: 356 M€

Available resources: 100%

State: DESIGN

PROJECT DEVELOPMENT PROCESS

In June 2025, the Higher Council for Public Works unanimously issued a **favourable opinion, subject to conditions**, allowing progression to subsequent phases. These conditions relate to aspects such as financial coverage and the design of the park-and-ride facility in Rapallo.

By autumn, publication of the new expropriation procedures for the Val Fontanabuona tunnel is expected. During the same period, the request to the Ministry to convene the Inter-agency meeting will be submitted, which could conclude by the end of 2025. The objective is to start construction of the first lot in the first half of 2026.



Fonte:
ASPI



INVESTMENT PLAN FOR THE WESTERN LIGURIAN HIGHWAY NETWORK

CONTEXT AND OBJECTIVES

Western Liguria extends from the western districts of Genoa to Ventimiglia, on the border with France. The coastal area in particular displays strong tourism appeal, characterised by seasonal flows and significant peaks during the summer period. In 2024, the provinces of Imperia and Savona recorded 2,272,808 tourist arrivals, for a total of 8,575,810 overnight stays.

Alongside tourism, the area hosts important commercial and logistics activities, primarily linked to the operations of the Port of Savona-Vado, which is currently experiencing a phase of expansion. In 2024, more than 16 million tonnes of goods were handled at port terminals, representing an increase of 7% compared with 2023.

The main traffic corridors connect Western Liguria with Piedmont, Lombardy and France, placing significant pressure on two motorway axes in particular: the A10 motorway from Savona to Ventimiglia, and the A6 motorway from Savona to Turin.

The main critical issue affecting the Ligurian motorway network is its age, which requires concession-holding companies to carry out extensive upgrading works to meet current safety standards, especially for viaducts and tunnels. Following the collapse of the Morandi Bridge, extraordinary maintenance activities intensified, leading to the opening of numerous construction sites that caused congestion and delays across the network, with increased costs for private vehicles and heavy goods traffic.

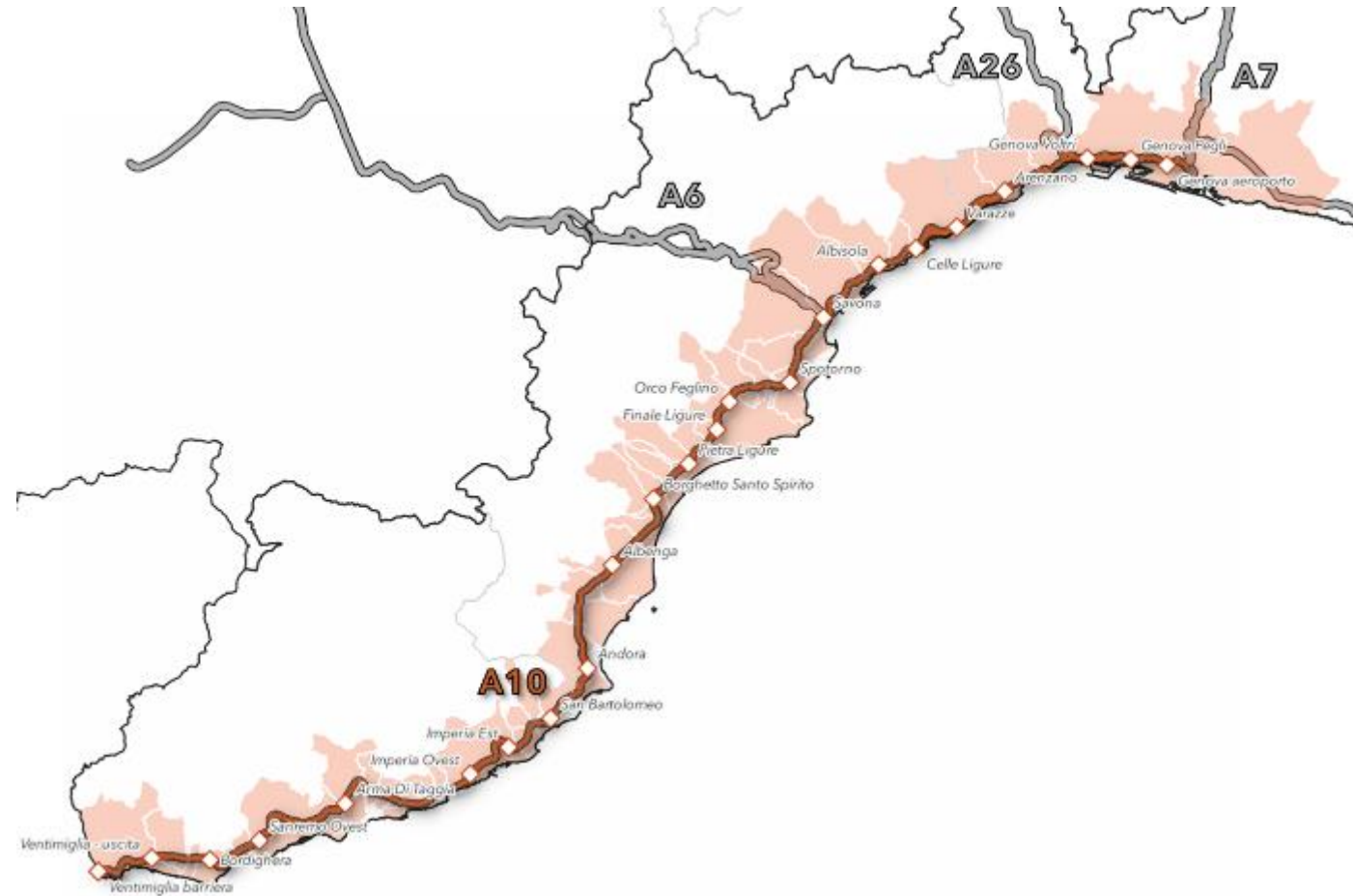
CONTEXT AND OBJECTIVES

Within the framework of the third edition of the Infrastructure Programme, a technical-operational meeting was therefore held with the concessionaires **Concessioni del Tirreno** and **Autostrada dei Fiori**, which manage the A10 Savona-Ventimiglia and the A6 Turin-Savona motorways respectively. The aim was to gain an in-depth understanding of the state of progress of the ongoing works. The meeting took place on 11 September 2025 at the initiative of the Riviera di Liguria Chamber of Commerce.

Although the A10 does not currently feature among the top intervention priorities identified by businesses, given the expected growth in freight traffic driven by the implementation of major infrastructure projects, it was nonetheless considered appropriate to continue monitoring this motorway.

CONTEXT AND OBJECTIVES

In its entirety, the **A10 connects Genoa with the French border** at Ventimiglia. In addition to serving Ligurian mobility, it carries substantial through traffic between the Iberian Peninsula, France and the Po Valley. The motorway crosses 48 municipalities, hosting just under one million residents and over 88,000 businesses employing more than 315,000 workers. Among the most significant sectors are accommodation and food services, as well as transport and warehousing activities, which, while accounting for only 3.5% of enterprises, employ 11.2% of the workforce (an average of 11.3 employees per enterprise), largely within the economic orbit of the ports of Genoa and Savona. The A10 is one of the busiest roads in the region, with average daily traffic exceeding 70,000 vehicles between Ventimiglia and Savona, and over 117,000 vehicles between Savona and Genoa. As a consequence, it also records one of the highest accident rates on the national motorway network, with around 17 accidents per 100 million vehicle-kilometres.

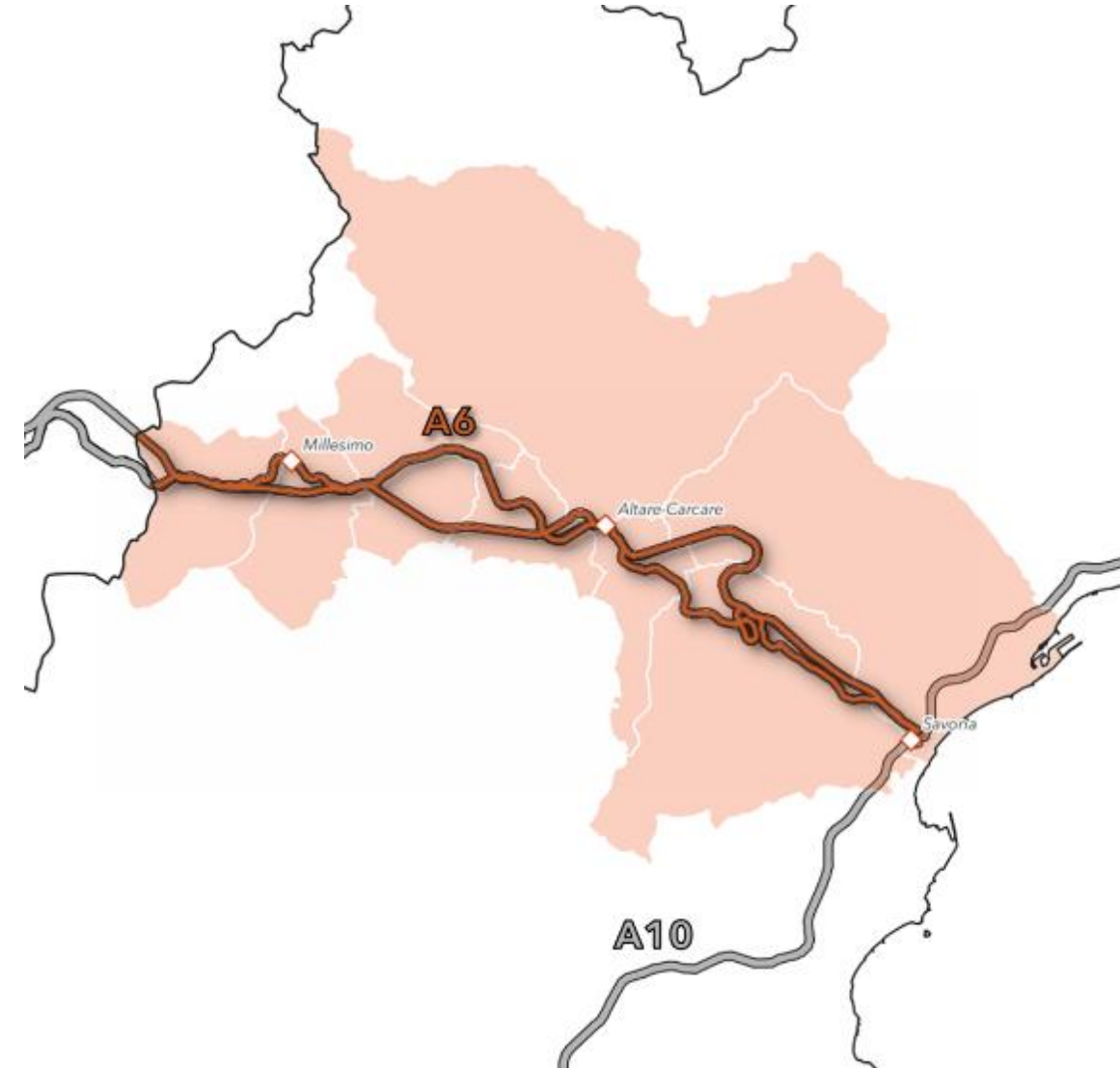


CONTEXT AND OBJECTIVES

The A6 Turin-Savona motorway represents the fastest connection between the Alpine area and the coast for both tourist and commercial traffic. In particular, it facilitates the movement of goods generated by the Port of Savona-Vado towards Piedmont and, more generally, beyond the Alps. The route follows a winding alignment, with two independent carriageways between Savona and Ceva, built approximately 30 years apart. For several years, a project to construct a variant alignment has been under discussion, aimed at reducing curvature and improving traffic flow in both directions. The feasibility study is currently under review by the Ministry.

The Ligurian section of the A6 crosses nine municipalities, all of small size with the exception of Savona (58,620 inhabitants) and Cairo Montenotte (12,766 inhabitants). The area hosts just over 7,000 businesses employing approximately 28,000 workers.

Average daily traffic amounts to around 53,000 vehicles, with heavy goods vehicles accounting for about 20%. Despite the challenging alignment, the A6 shows a lower level of accident risk compared with other Ligurian motorways, with approximately 8 accidents per 100 million vehicle-kilometres.



Investment plans affecting the A10 Savona-Ventimiglia motorway can be grouped into two main categories:

- upgrading works to bring viaducts and tunnels into compliance with current regulations;
- new infrastructure works.

Upgrading works

On the A10 Savona - Ventimiglia, the upgrading of viaducts and tunnels has a particularly high impact, as it requires extensive excavation and demolition activities that cannot be carried out while keeping tunnels open to traffic.

Of the 19 tunnels along the motorway, 16 have been fully upgraded, one partially upgraded, and two still require intervention. The tunnels currently affected are: Fornaci (between Savona and Spotorno, partial upgrade), Orco (between Feglino and Finale Ligure), and Montegrosso (between Finale Ligure and Pietra Ligure).

The scheduling of works is coordinated with the Liguria Region and the Ministry of Infrastructure and Transport, with the aim of safeguarding periods of peak traffic (summer and the Christmas holidays). The next phase of works is planned for the winter of 2026. At present, progress is in line with the established timetable.

Upgraded tunnels are equipped with **smart cameras** capable of detecting critical situations and automatically triggering emergency responses. New signage and technologies aimed at mitigating the effects of accidents have also been installed. Interventions include lowering sidewalks to create dedicated passageways that allow emergency vehicles to move more quickly.

New infrastructure works

The project for the **new Vado Ligure interchange**, designed to serve the port, has been presented and approved by the Inter-agency meeting. It is currently awaiting final inputs from the Liguria Region in order to incorporate the requirements emerging from the Inter-agency meeting and submit the project to the Ministry.

Works related to the new tollbooth will affect the stretch between Savona and Spotorno and may overlap with upgrading works in the Fornaci tunnel.

Among the additional requests put forward by the Liguria Region there is the **modernisation of the Savona tollbooth**. Once implemented, this intervention is expected to resolve critical congestion issues at the Savona node, particularly at weekends, caused by traffic transferring from the A10 to the A6 and by vehicles entering the motorway towards Genoa.

Financial resources

Financial resources for the implementation of new infrastructure works derive from toll revenues set aside by the concessionaire.

Upgrading works

On the A6 Turin-Savona motorway, interventions primarily concern viaducts. The route also includes seven tunnels, of which only the one near the Altare interchange still requires upgrading; works on the remaining tunnels have largely been completed.

There are approximately 80 viaducts along the motorway. Of these, 30 have already been upgraded and a further 15 are currently under construction. **The upgrading programme is expected to continue until 2028.**

The main issue linked to the extent of construction sites was resolved in mid-2025, and currently around 7-8 km of the motorway are affected by works. A key advantage of the A6 is that construction site layouts generally allow two lanes to be maintained in the prevailing traffic direction: two lanes towards Savona on Fridays and Saturdays, and two uphill lanes on Sundays.

Specific criticalities are linked to meteorological events that can trigger landslides and ground movements. To mitigate these risks, a satellite monitoring system has been implemented, capable of detecting ground movements within a 500-metre corridor on both sides of the motorway. Any detected movement automatically triggers an alert.

Additional considerations

Between 2019 and 2020, Autostrada dei Fiori developed the Altare variant project, an alternative motorway **alignment linking Savona with Altare**, largely in tunnel and therefore significantly safer with respect to landslide risks and straighter than the existing route. The project was submitted to the Ministry, but no updates are currently available.

A potential long-term alternative to the A10, even after completion of works, could be the **Albenga-Carcare-Predosa route**. This road infrastructure would connect Albenga to the A6 in the Altare-Millesimo area by crossing the mountains and then rejoin the A26 at Predosa. Several design alternatives have been examined, but the project presents considerable complexity. In order to avoid intrusive impacts on valleys, tunnels of 7-8 km would be required, resulting in very high costs.



COMPLETION OF THE PONTREMOLESE RAILWAY DOUBLING

CONTEXT AND OBJECTIVES

The Pontremolese railway line connects La Spezia with Parma and the Po Valley. The original line, built at the end of the nineteenth century, was only partially double-tracked and characterised by steep gradients that still limit its operational capacity. The modernisation project dates back to 1981, with the Integrated Plan. Since then, doubling has been completed only on certain sections. The most recent activation was the Solignano-Osteriazza section in 2014. Since then, the project has effectively stalled.

The doubling of the line forms part of the **comprehensive TEN-T network** and connects two major railway corridors: Genoa-Rome and Milan-Bologna. The approximately 110 km-long line will link La Spezia and Parma. Its strategic relevance is particularly significant for the Port of La Spezia, which transports around 30% of its container traffic by rail.

Discussions with business associations in the province of La Spezia, within the framework of the Infrastructure Programme, highlighted the need to bring the **completion of the Pontremolese doubling** back to the centre of the policy agenda.

For this reason, a technical-operational meeting with the Government Commissioner for the project was organised at the initiative of the Riviera di Liguria Chamber of Commerce. The Chamber also emphasised the **supra-regional importance** of the line by convening a joint table involving the **Chambers of Commerce of Emilia and North-West Tuscany, whose territories are directly affected by the Pontremolese corridor.**

THE PONTREMOLESE RAILWAY LINE

First functional phase: Parma-Vicofertile

The **Parma - Vicofertile section** is approximately 8 km long. The doubling will involve 5 km on a new alignment and 3 km alongside the historic line. The preliminary design was prepared by the Ferrovie dello Stato Group in 2002 and approved by CIPE in 2009. In 2021, the detailed design was completed and submitted to the Inter-agency meeting. The authorisation process was therefore initiated and concluded in 2024 with approval by the Government Commissioner.

The **total cost of this lot**, estimated in 2024, **amounts to €486 million**. Of this, €360 million are available under the RFI-MIT Programme Contract. A further €126 million are still required in order to launch the tendering and construction phases.



THE PONTREMOLESE RAILWAY LINE

Second functional phase

The second functional phase consists of several functional lots:

- Vicofertile-Fornovo-Osteriazza;
- Berceto-Pontremoli;
- Pontremoli-Chiesaccia, entirely located in Tuscany.

The design of this phase has been updated on a parametric basis starting from the 2009 preliminary design, bringing the **total estimated cost to €5.3 billion**. Available resources under the RFI-MIT Programme Contract amount to €25 million, covering only the design phase.

In line with CIPE guidance, the detailed design of the Vicofertile-Fornovo-Osteriazza lot was launched in 2024. This involves doubling 22 km of line, largely alongside the existing track, with some sections on a new alignment. Near Fornovo, a 2 km tunnel bypass is planned to avoid passing through the urban centre.

No design activities are currently underway for the remaining lots due to a lack of funding.

Cost: 5,3 bn€**Available resources:** 0,5%**State:** DESIGN

THE PONTREMOLESE RAILWAY LINE

Main critical issues

The main critical issue of the Pontremolese doubling project concerns the construction of the summit tunnel. The summit section of the historic line has a gradient of 23‰, which poses significant challenges for freight trains, particularly when departing from La Spezia towards Parma, as the steep slope severely limits hauled tonnage and train length. As a result, alternative routes via Genoa or Milan are often preferred.

The pass tunnel project will need to be revised to comply with updated safety regulations. The re-evaluated cost has been estimated at €5.3 billion.

Benefits

The Pontremolese line is primarily intended for freight transport. Construction of the summit tunnel would reduce gradients and allow the circulation of longer and heavier trains. Furthermore, new alignments would eliminate interference with urban areas.

The doubling will also generate benefits for regional passenger services, which can materialise even before completion of the summit tunnel. Commuters travelling between La Spezia and Parma, as well as within the Taro Valley, would benefit from faster infrastructure, reduced travel times, and improved punctuality and service regularity.

Monitoring of Ultra Fast Broadband (UFB) Projects



INTRODUCTION

Ultra-Fast Broadband (UFB) networks are an essential infrastructure for businesses, public administrations and citizens.

The performance required by users in terms of speed and quality of connectivity has increased over time, in proportion to the growing communication needs resulting from the digital transformation of society and businesses.

However, the deployment of such networks entails long implementation times and substantial investments, which are sustainable for private operators only in so-called “market areas”.

In order to avoid discrimination against businesses and citizens based on their place of residence, the European Commission has defined coverage and performance targets for both fixed and mobile networks. These targets have been progressively strengthened over the years in line with emerging communication needs, have been shared by all Member States and therefore commit individual countries to developing strategies, plans and regulatory frameworks to support, directly or indirectly, infrastructure deployment also in so-called “market failure areas”.

Accordingly, over the years the Italian Government has developed and revised its strategy for UFB development, with the aim of ensuring connectivity of at least 1 Gigabit for all households and 5G coverage in inhabited areas, in line with the current European Commission targets for 2030.

At present, interventions launched under the following strategies are underway:

- **2015 - White Areas Plan**
- **2021 - Italian UFB Strategy «Towards the Gigabit Society»**
- **2023 - Italian UFB Strategy 2023-2026.**

At the end of 2021, 68% of real estate units (REUs) in the Liguria region were covered by fixed networks offering speeds of at least 30 Mbit/s. More specifically, 52% of REUs were served with speeds of at least 100 Mbit/s, while 32% were covered by networks offering at least 1 Gbit/s.

By 2026, the following distribution of coverage for real estate units is expected:

- ✓ 62.7% served by private operators with networks providing at least 1 Gbit/s;
- ✓ 21.5% covered by public infrastructure interventions under the UFB White Areas Plan;
- ✓ 15.7% covered by the Italia 1 Giga Plan, implemented by Infratel Italia under the National Recovery and Resilience Plan (NRRP).

The mapping of mobile networks in 2021 identified the following coverage levels:

- ✓ 65.5% of the territory covered by mobile networks with download speeds of at least 30 Mbit/s;
- ✓ 32.2% covered by mobile networks with download speeds between 2 and 30 Mbit/s;
- ✓ the remaining 2.3% of the territory lacking coverage.

By 2026, the expected distribution is as follows:

- ✓ 80.8% of the territory covered by mobile networks with download speeds of at least 30 Mbit/s;
- ✓ 17.6% covered by mobile networks with download speeds between 2 and 30 Mbit/s;
- ✓ 1.6% of the territory without coverage.

AREE BIANCHE PLAN

The cabling plan for white areas was launched under the 2015 Strategy, which envisaged, among other actions, the construction and management of an infrastructure that remains publicly owned in so-called “white areas”, to be implemented by a concessionaire selected through a public tender. The objective of the strategy is to provide fast internet (at least 30 Mbit/s download speed) to approximately 9.6 million real estate units (around 14.3 million inhabitants) in “market failure areas” across 7,632 municipalities, as well as connectivity **exceeding 100 Mbit/s for public administration offices and industrial areas located within these areas.**

The contract was awarded for €1.6 billion, compared to a tender base of €2.8 billion, to the concessionaire **Open Fiber.**

The planned works, which include the construction of infrastructure enabling services above 100 Mbit/s (FTTH) for 83% of real estate units and above 30 Mbit/s (FWA) for the remaining 17%, were originally expected to be completed by 2020 but **are still ongoing.**

As a result of a number of difficulties, some of which operational in nature (such as extended timeframes for obtaining permits and shortages of labour), completion deadlines have been postponed from the original end-2024 target to 2025.

Following on-site verifications, in **Liguria** the municipalities involved in both FTTH and FWA interventions amount to 231.

Province	Municipalities involved:			Saleable districts
	Total	FTTH	FWA	
Genova	65	55	65	30
Imperia	67	60	66	41
La Spezia	31	26	31	10
Savona	68	57	67	32
Liguria	231	198	230	113

The “**Italian Ultra-Fast Broadband Strategy - Towards the Gigabit Society**” effectively anticipates the European objective of achieving 1 Gbit/s connectivity across the entire national territory by 2026.

It consists of **seven plans/interventions**, two of which were already underway under the previous 2015 Strategy (the White Areas Plan and the Voucher Plan), and **five new plans** approved by the Council of Ministers on 29 April 2021 and included in the NRRP (allocated resources of approximately **€6.7 billion**). These plans complement the infrastructure development programmes declared by telecommunications operators in “market failure areas”.

The **five NRRP-funded plans** of relevance for Liguria are:

- Italia 1 Giga Plan
- Italia 5G Densification Plan
- Italia 5G Backhauling Plan
- Connected Schools Plan
- Connected Healthcare Plan

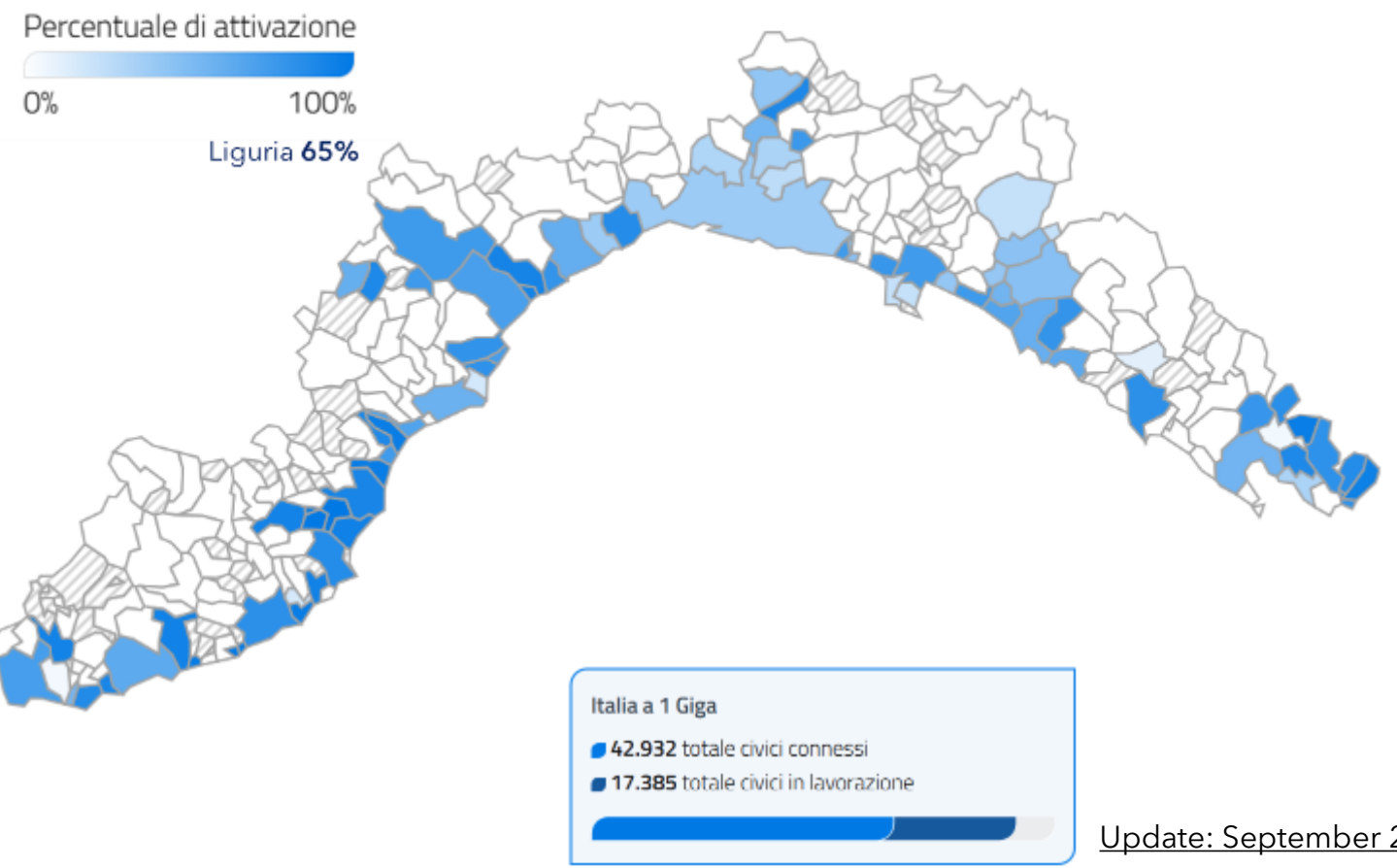
Infratel has prepared, launched and awarded tenders for all five new plans, thereby enabling the start of works, which must necessarily be completed by 30 June 2026, under penalty of losing the allocated funding.

Approximately **75% of the funds**, amounting to just over **€5 billion**, have been awarded, largely concentrated in the Italia 1 Giga and Italia 5G Plans.

As with the previous strategy, these plans are accompanied by a process of simplification of authorisation procedures to accelerate the rollout of infrastructure across the territory, as well as regulatory updates recognising ultra-high-speed fixed and mobile networks as strategic assets. The following pages illustrate the implementation status of the new plans, with specific reference to Liguria.

ITALIA 1GB PLAN (NRRP)

Objective	Total house numbers Italia
At least 1 Gbit/s download and 200 Mbit/s upload at market failure addresses in black and grey areas	6,872,070



Contractor in Liguria			
TIM s.p.a.			
Province	Total house numbers ⁽¹⁾	Connected house numbers ⁽²⁾	Number of municipalities ⁽¹⁾
Genova	25,766	22,542	58
Imperia	10,143	9,215	49
La Spezia	11,323	10,126	29
Savona	19,635	18,424	59
LIGURIA	66,895	60,307	195

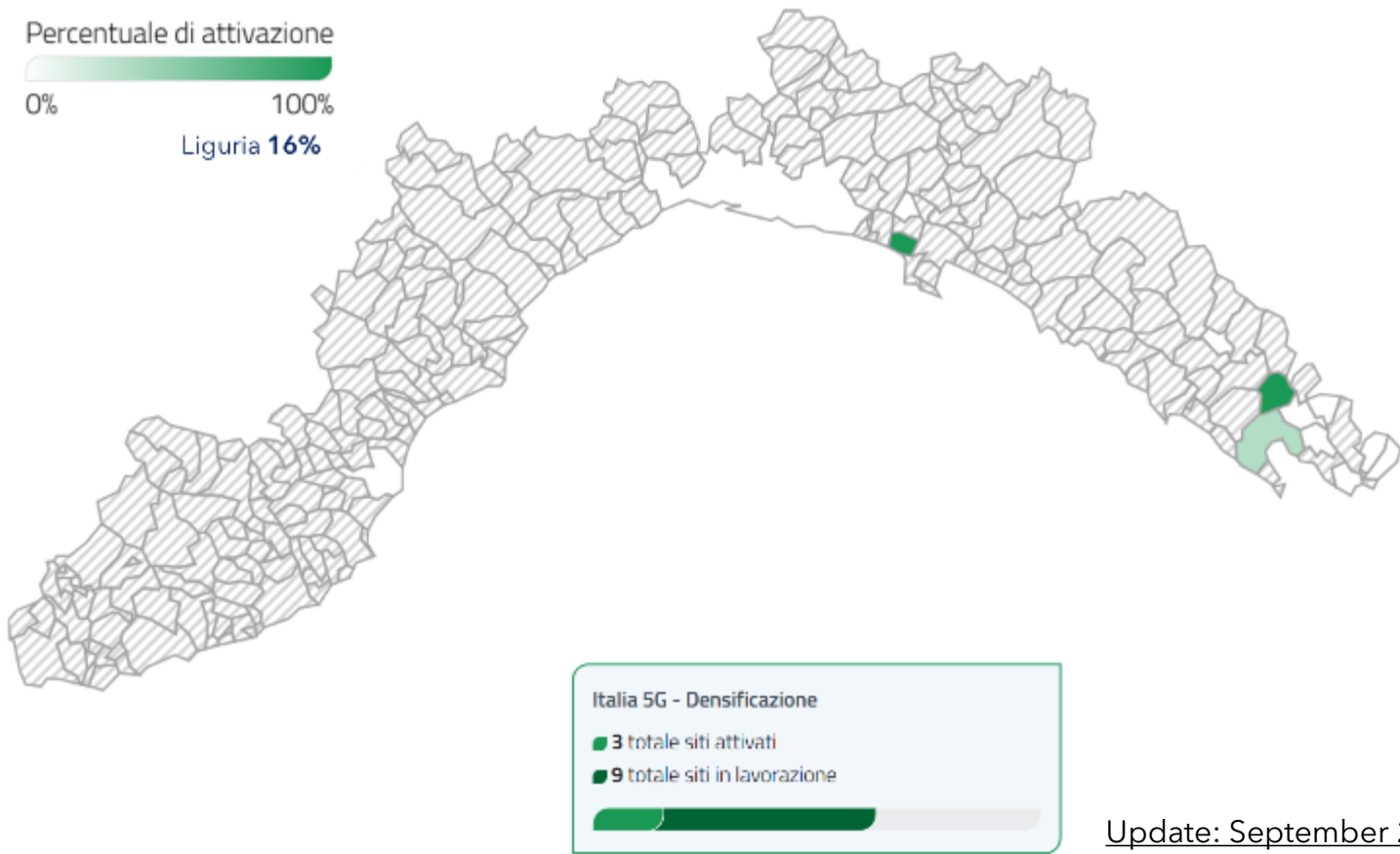
- (1) As per the results of the field checks by the operators after the award in order to determine the final number of street numbers to be covered. These checks are being monitored by Infratel Italia.
- (2) Connected and in progress

Update: September 2025

Source: Infratel - <https://connetti.italia.it/>

ITALIA 5G Densification PLAN (NRRP)

Objective	Total areas to be covered	Contractor in Liguria
New wireless sites (150Mbps/30Mbps) - Densification	1,385	INWIT, TIM and Vodafone



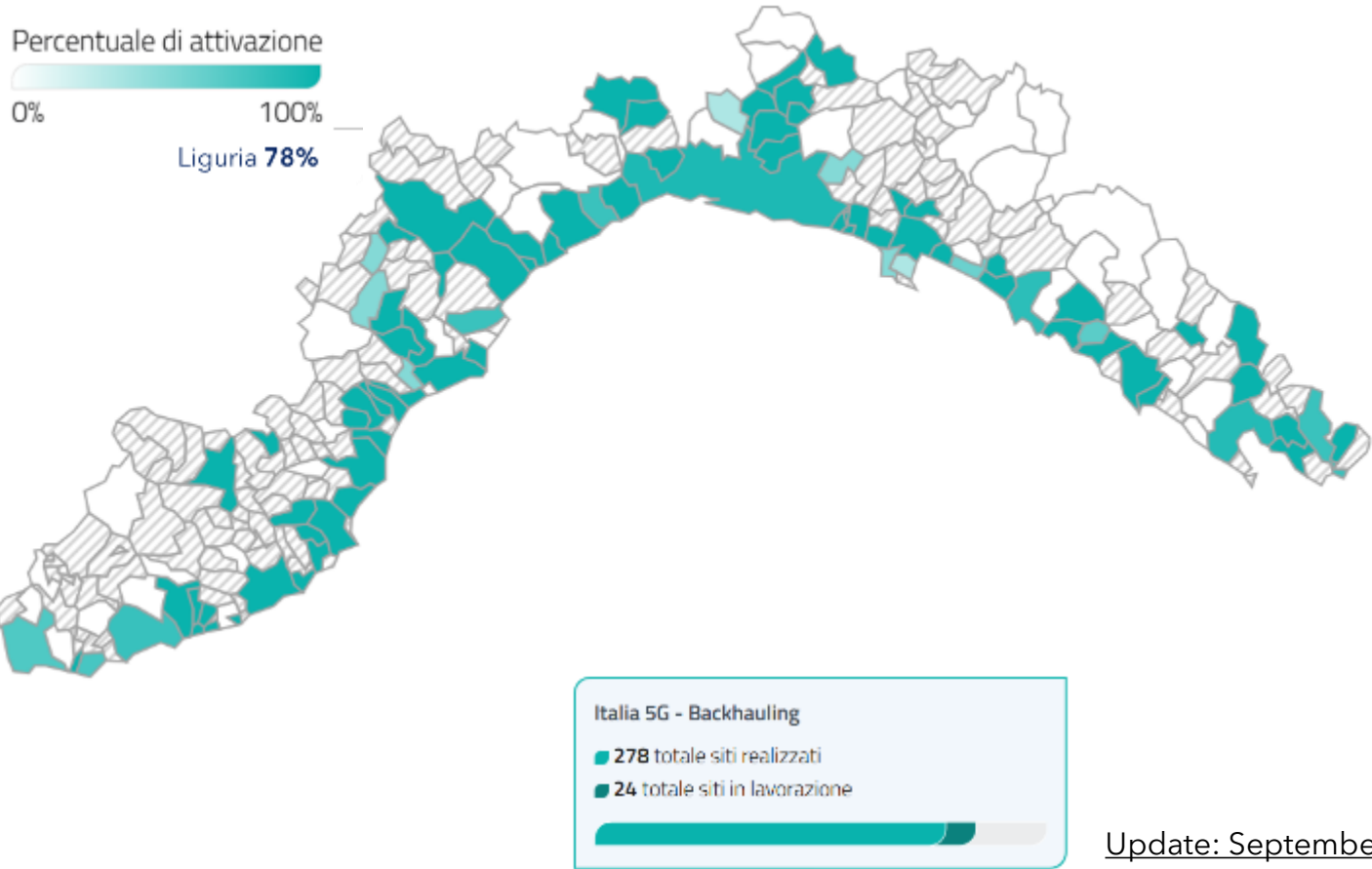
Province	New sites (Progress and made)	Number of municipalities
Genova	3	7
Imperia	0	0
La Spezia	8	13
Savona	1	1
LIGURIA	12	21

Update: September 2025

Fonte: Infratel - <https://connetti.italia.it/>

ITALIA 5G Backhauling (NRRP)

Objective	Total sites	Contractor in Liguria
Fibre optic connection of existing mobile radio sites	11,098	TIM s.p.a.



Province	Number of sites ⁽¹⁾	New connections ⁽²⁾	Number of municipalities ⁽¹⁾
Genova	170	138	43
Imperia	91	67	25
La Spezia	45	28	20
Savona	90	69	36
LIGURIA	396	302	124

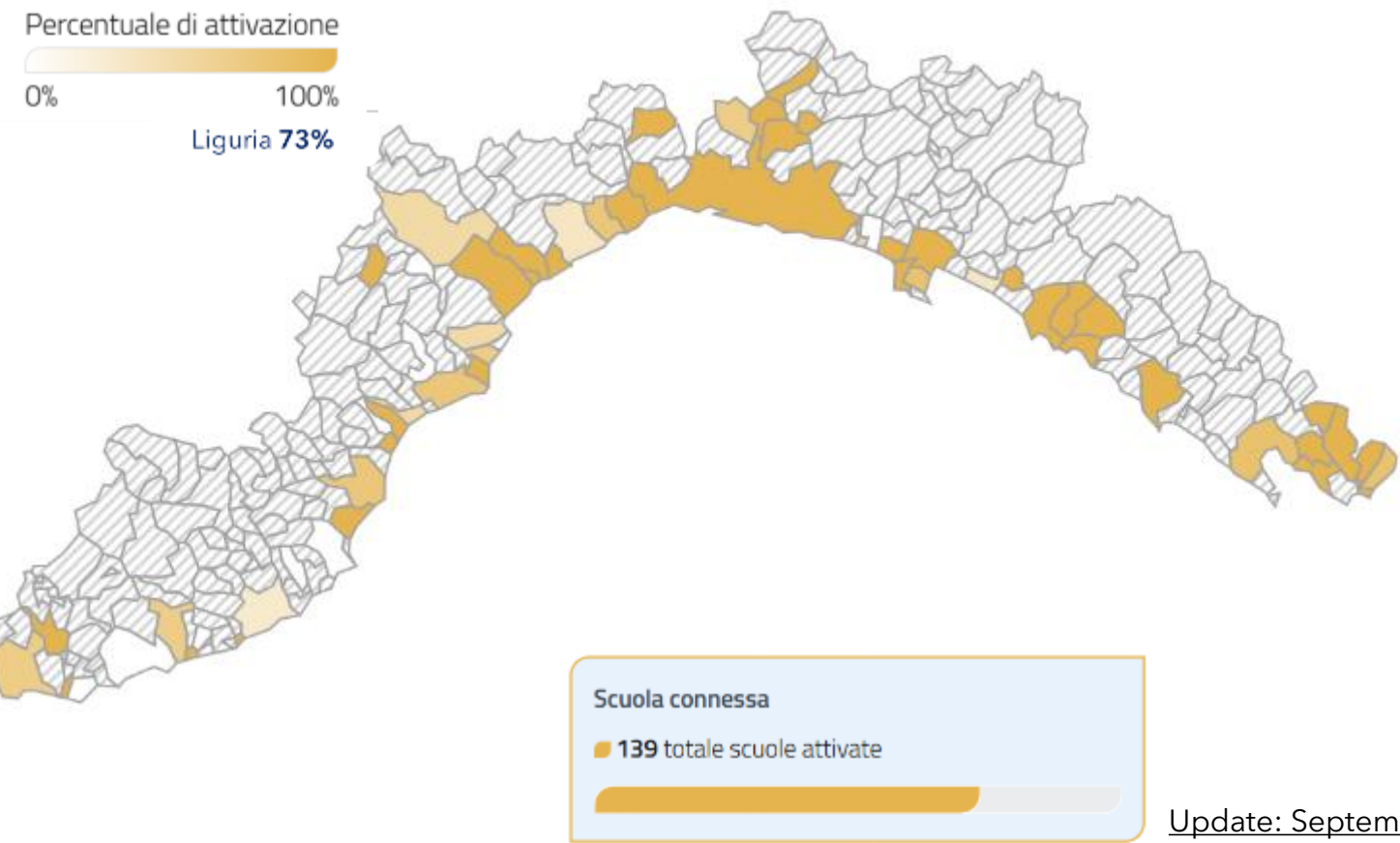
- (1) As per the results of the field checks by the operators after the award in order to determine the final number of street numbers to be covered. These checks are being monitored by Infratel Italia.
- (2) Connected and in progress

Update: September 2025

Fonte: Infratel - <https://connetti.italia.it/>

CONNECTED SCHOOLS (NRRP)

Objective	Total schools	Contractor in Liguria	
Fiber optic connection of schools with maintenance and management services for at least 6 years	9,915	TIM s.p.a.	



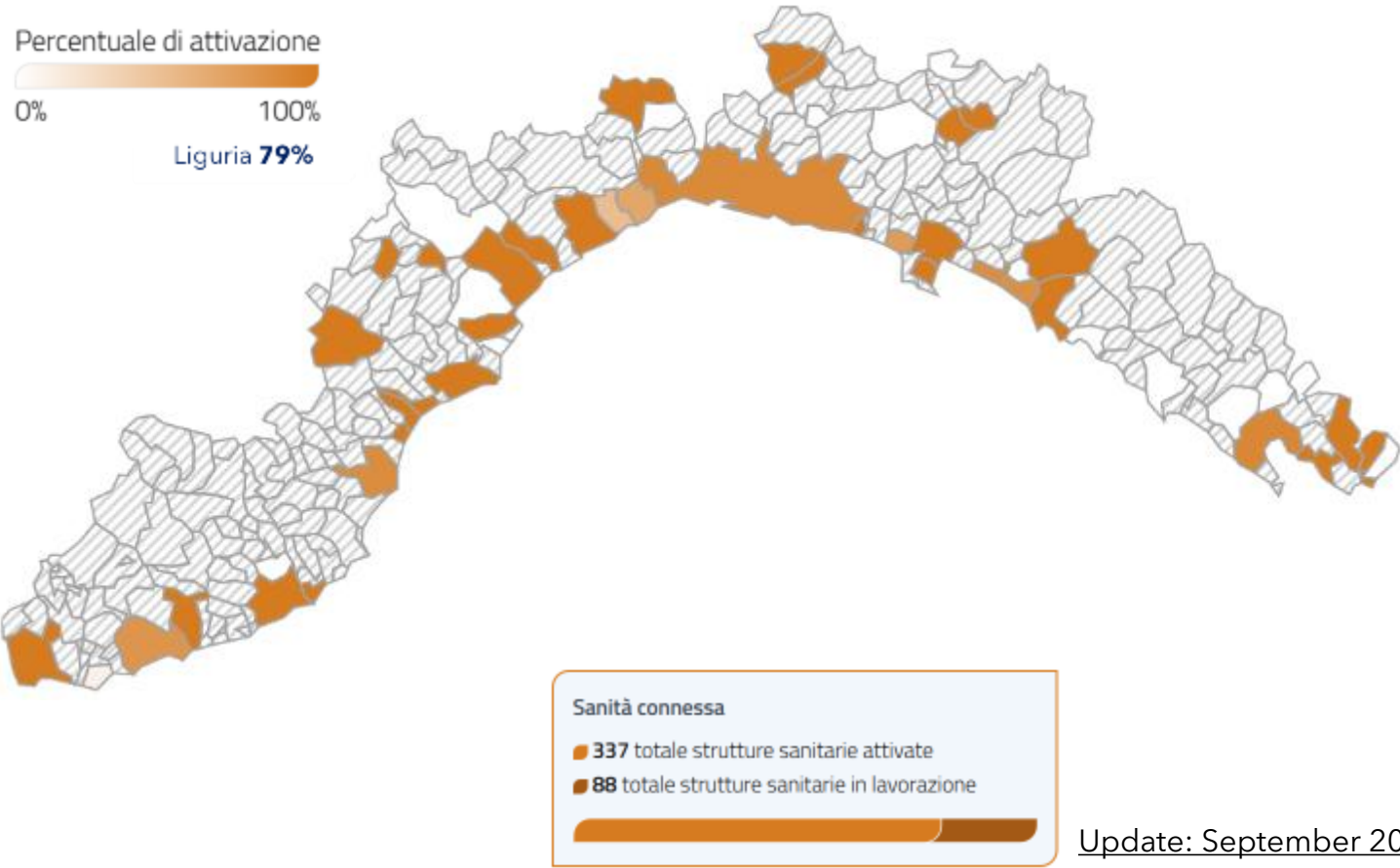
Province	Total schools	Activate schools	Numbers of municipalities
Genova	48	41	21
Imperia	37	15	11
La Spezia	48	45	8
Savona	57	38	20
LIGURIA	190	139	60

Update: September 2025

Fonte: Infratel - <https://connetti.italia.it/>

CONNECTED HEALTHCARE (NRRP)

Objective	Total facilities	Contractor in Liguria	
Connection to at least 1 Giga of public health service facilities and management and maintenance services	12,279	Vodafone s.p.a.	



Province	Total health facilities	Connected health facilities ⁽¹⁾	Number of municipalities
Genova	162	172	22
Imperia	129	107	7
La Spezia	97	92	9
Savona	95	58	16
LIGURIA	541	429	54

(1) Connected and in progress

Update: September 2025

Fonte: Infratel - <https://connetti.italia.it/>

For the plans described above – the **White Areas Project (2015 Strategy)** and the **NRRP ultra-fast broadband and 5G network plans** (2021 Strategy) – several critical issues have emerged, impacting the planned implementation timelines and slowing down deployment. This led to the definition of a new National Strategy, namely the **Italian Ultra-Fast Broadband Strategy 2023-2026**, presented and shared at the Council of Ministers meeting of 7 August 2023.

The strategy is the outcome of consultations with sector operators and the work of the Interministerial Committee for the Digital Transition (CITD). It aims to contribute to the digitalisation of the national system, including through the revitalisation of the telecommunications sector, in order to respond to the needs of citizens and businesses, while supporting both the supply and demand of connectivity and innovative services.

The new Strategy is structured around three macro-objectives, which are further articulated through four guiding principles and **four areas of intervention**.

Macro-objectives

- Relaunching the telecommunications sector
- Completing ongoing public plans and defining their evolution
- Promoting the deployment of next-generation networks and innovative services

Guiding principles

- Supporting the supply-demand cycle of innovation
- Technological neutrality and complementarity between mobile and fixed services
- Scalability and sustainability of solutions compatible with environmental requirements (green transition)
- Reducing the digital divide between metropolitan areas and peripheral and rural areas

Areas of intervention

- **Cross-cutting interventions** aimed at supporting the entire telecommunications system
- Interventions for the **development of fixed connectivity**, aimed at fostering the deployment and adoption of fixed infrastructure and services
- Interventions for the **development of mobile connectivity**, aimed at fostering the deployment and adoption of next-generation mobile infrastructure and services
- **Demand-side interventions** aimed at encouraging the adoption of next-generation fixed and mobile connectivity by users

Each area of intervention is organised into clusters grouping the planned measures. In total, 25 interventions are identified, with associated funding and responsibilities, **grouped into 10 clusters**.

The total **planned funding amounts to €2.8 billion**, the majority of which (€2.4 billion) is already potentially available from various funding sources (including, for example, the NRRP, the National Complementary Plan, Cohesion and Structural funds, Development funds, resources related to the green transition and environmental sustainability, and funding for the enhancement of trans-European networks). An additional €400 million still needs to be secured.

The time horizon is consistent both with NRRP objectives and with the duration of the current parliamentary term.

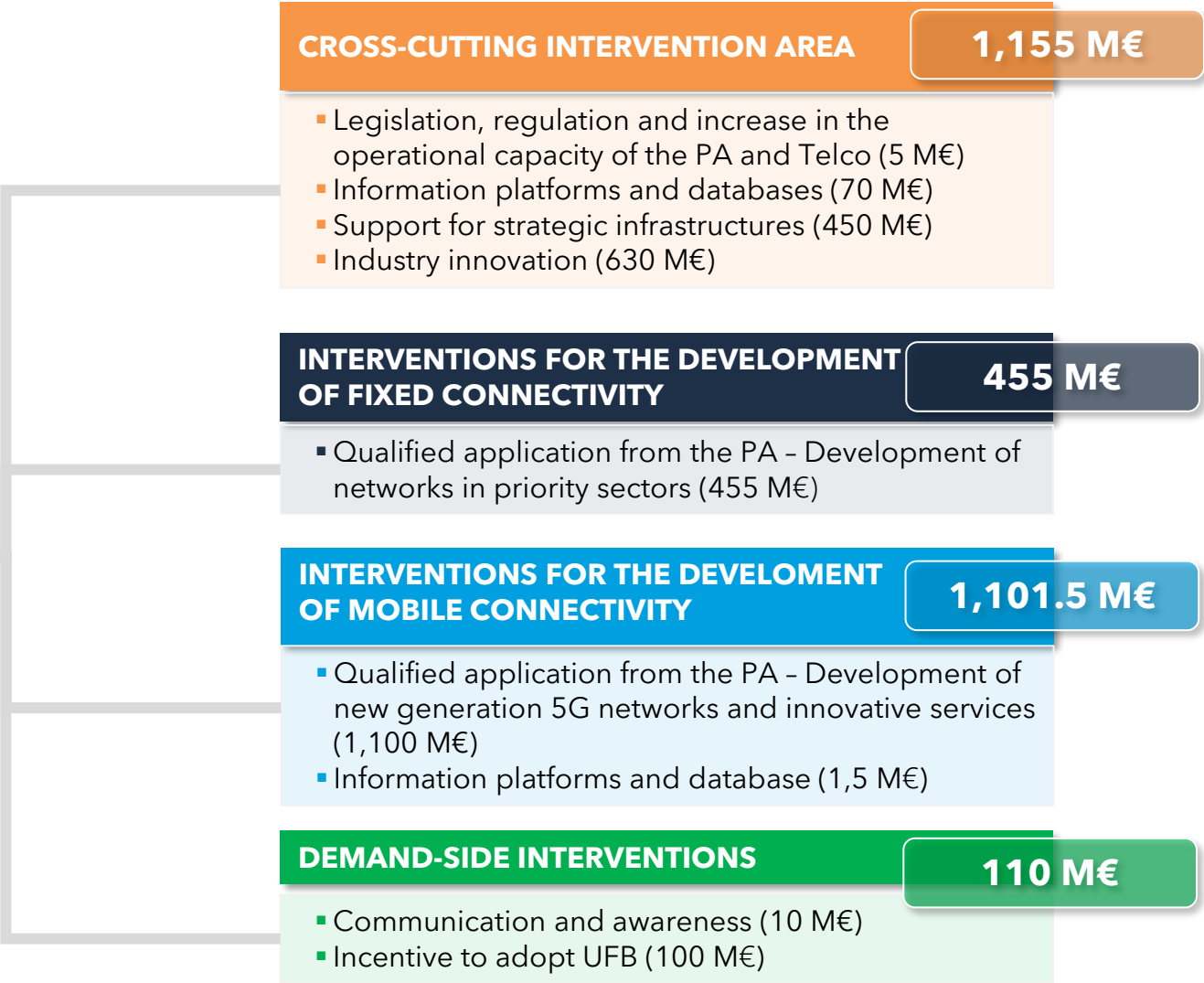
With regard to governance, the technical and administrative secretariat of the CITD will perform an overall coordination and steering role for the Strategy, including the assessment of any critical issues and the implementation of adjustments and synergies among the various interventions. Each administration responsible for individual measures will carry out monitoring activities for their implementation.

Progress reports on the various interventions and measures are scheduled to be presented every 60 days.

Economic details of the intervention areas and related clusters of the new BUL Strategy

**STRATEGY
2023-2026**
Intervention areas and related clusters

2,821.5 M€



Final Considerations



FINAL CONSIDERATIONS

The new edition of the “White Paper 2025” highlights the **complexity of the infrastructural needs** of the Ligurian business community. This is demonstrated by the number of priorities monitored in this document, which has almost tripled compared to previous editions, as well as by the wide range of topics addressed through the technical and operational meetings held with infrastructure operators.

From an economic perspective, **Liguria is home to excellence value chains** such as yachting and shipbuilding; the share of firms operating in the logistics sector (3.5% of the total) is the highest in Italy; technological innovation represents one of the most important factors underpinning the resilience shown by businesses in the face of global change.

Within this context, **transport infrastructure remains the main weakness**. On several occasions, the technological backwardness of roads and railways has been underlined, together with the need for action to ensure that citizens and businesses in Liguria can enjoy the same level of accessibility as those in other regions.

In response to the tragedy caused by the collapse of the Morandi Bridge, concession-holding companies have accelerated plans to upgrade motorway infrastructure. While these measures aim to improve user safety, they also result in extensive construction works that disrupt traffic flows, generate congestion, lengthen travel times and, overall, increase travel costs for both private users and commercial vehicles. Investment in railway networks, by contrast, is progressing slowly. Ports, on the other hand, appear to be advancing more rapidly along the path of modernisation, for example through the construction of new breakwaters. The risk is that this may create an imbalance in the overall intermodal supply, to the detriment of the development of the entire economic system.

FINAL CONSIDERATIONS

The technical and operational meetings with infrastructure operators and institutional representatives have made it possible to **explore a wide range of issues**, reflecting the specific criticalities of the different areas of the region.

In the western part of Liguria, the motorway network represents the backbone of east-west communications via the A10 and north-south connections via the A6. Intervention plans for the upgrading of tunnels and viaducts have a significant impact on traffic conditions, causing inconvenience to users. Discussions with concessionaires have confirmed that works are proceeding in line with the established schedules, which implies greater certainty in terms of timing for motorists and businesses.

In the case of **Genoa**, discussions with the Port System Authority and with Autostrade per l'Italia have made it possible to examine two very different aspects of accessibility. The New Breakwater represents the investment that will allow the Port of Genoa to accommodate larger vessels and to enhance its accessibility and competitiveness within the Mediterranean port system. The Val Fontanabuona Tunnel, by contrast, is a long-awaited project aimed at ending the isolation of an inland area whose development has been significantly constrained.

In eastern Liguria, the most critical situation has emerged in relation to the proposed doubling of the Pontremolese railway line. This project, too, has been waited for many years. The connection is of strategic importance for the entire La Spezia area. The delays accumulated so far and the uncertainty surrounding the necessary funding call for joint political action by local institutions across Liguria, Tuscany and Emilia-Romagna.

FINAL CONSIDERATIONS

In addition to these issues, attention has also been devoted to the future ownership structure of the company managing **Genoa Airport** and to its development potential. As the only international airport in the region, it represents a key infrastructure for Liguria's connections with other Italian regions and with the rest of the world. The construction of the new eastern wing, opened to the public at the beginning of 2025, has increased the airport's capacity to a potential 3 million passengers. Further refurbishment works in passenger areas are planned by 2026, aimed at delivering best-in-class services and new forms of connectivity with the surrounding territory. At present, Genoa Airport serves 23 destinations in 12 European countries, operated by eight companies. With regard to possible governance actions to maximise airport traffic, various proposals have been put forward by local stakeholders, including the recognition of **territorial continuity** on certain routes – particularly to Rome, where the rail alternative remains inefficient – and the **re-engineering of tariff structures** to reduce airport charges paid by airlines. In regions where such measures have been implemented, the return in terms of increased passenger numbers and routes, driven by the attraction of new carriers, has been rapid and significant.

The other side of the coin concerns **digital infrastructure**. The digital divide has profound impacts on a country's social and economic growth, particularly in light of the speed at which digital technologies evolve. Low levels of digital skills can reduce opportunities for labour market integration and professional development, while also constituting a technological barrier for firms seeking to access new markets or remain competitive in existing ones. According to some studies, a 10% increase in broadband penetration can lead to GDP growth of around 1.5%.

FINAL CONSIDERATIONS

The survey on the **digital maturity** of provincial capitals carried out by FPA for Dada Next analyses the state of progress of Italy's main municipal administrations in achieving the digitalisation objectives set out in national strategies (such as Digital PA, digital service provision, open data, and so on). The survey shows that the municipalities of Genoa and Imperia display a good level of digitalisation, while La Spezia and Savona rank at a medium-high level. There remains, however, a marked discrepancy between major and minor centres, particularly in more inland and rural areas, where just over 60% of the population is reached by ultra-broadband connections.

Liguria is involved in five of the plans under the **Italian Strategy for Ultra-Broadband**, funded through the NRRP. Monitoring of progress, based on Infratel data, shows advancement levels broadly in line with those of other north-western regions, with the exception of the 5G Densification Plan, where Liguria lags behind.

In Liguria, the issue of digitalisation is closely linked to the growth of the **logistics supply chain**. In this sector, access to new digital infrastructures contributes to improving system efficiency, enhancing interoperability and competitiveness, particularly with a view to:

- facilitating logistics activities while awaiting the completion of physical infrastructure works, compensating for shortcomings, delays and criticalities caused by interventions on networks and transport hubs;
- connecting industrial and logistics supply chains through standardised platforms that can communicate with one another in compliance with the procedures and operational protocols envisaged by the National Logistics Platform and with the European regulatory framework established by the eFTI Regulation.

FINAL CONSIDERATIONS

In summary, the monitoring of priority interventions and discussions with infrastructure operators have highlighted three main challenges:

- **Implementation times:** despite the perceived urgency, the timeframes for delivering major infrastructure projects remain lengthy. This is due both to design difficulties linked to the mountainous nature of the territory and to the availability of financial resources.
- **New projects:** projects involving new connections, including alternative routes or measures to relieve pressure on existing transport corridors – such as the Carcare-Predosa link road and the Val Fontanabuona Tunnel – remain stalled at various stages of planning, often due to lengthy authorisation procedures.
- **Funding and economic sustainability:** while the NRRP and the appointment of special commissioners represent a decisive boost for many projects, the continuity of funding and long-term economic sustainability remain critical factors, especially for projects not directly included in national or European recovery plans, as in the case of the Pontremolese line.

FINAL CONSIDERATIONS

Through its action within the Infrastructure Programme, the Chambers of Commerce have become an active player in infrastructure development. Acting as an authentic and authoritative voice for businesses, Chambers of Commerce position themselves as a **privileged and proactive interlocutor with institutions and infrastructure managers**, with the aim of ensuring full sharing of objectives and certainty regarding the usefulness of projects for the Italian economic system.

At the heart of chamber action lies the preparation and continuous updating of the “White Paper on Infrastructure Priorities”. This is not a mere list of desired projects, but a document **based on in-depth analysis and concrete data**, translating the needs of the productive fabric into clear and well-argued policy recommendations.

This is evidenced by the extension of monitoring activities to projects already under way, for which funding availability and completion dates appear relatively certain. The objective is to keep attention focused on these issues by providing up-to-date information to the business community, enabling firms to plan their activities on the basis of reliable data.

Through meetings, technical working groups and hearings, efforts are made to overcome bureaucratic and financial obstacles, coordinate actions and ensure that infrastructure planning responds concretely to the needs of the territory. This **capacity for networking and mediation** is essential in a complex context such as that of Liguria.

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PROGRAMMA
INFRASTRUTTURE

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