

DEVELOPMENTS IN NAPOLI

by Colin and Iain Frew

A massive investment programme will Italy's third largest city, (population of 1.3m) during the next decade. It will see the construction of new metro lines, the transformation of surface suburban railways into underground metros, and the creation of new light rail routes. The city lies around the Bay of Naples and spreads over the hills and mountains immediately adjacent to the coast. The mainline station in the heart of the city is Carabaldi, or Centrale, and the Circumvesuviana Railway (for the south eastern suburbs) starts nearby at Porta Nolana with a stop at Garibaldi which is the transport hub. Once the investment programme is completed Garibaldi will be served by the Main Line railways, and Metro lines 1, 2, 3, and 4.

Metro Line 1, the Metropolitan Collinare (literally "hill subway") when completed about 2013 will be a continuous line 53 km long with 68 stations serving the heart of the city, the airport to the north, and the hilly suburbs to the north and west. The section immediately west of the city centre follows what appears to be a ridiculously indirect route including a complete spiral loop but in fact the completed line will start at sea level in the city centre then climb steeply (5.5% gradient) in a sharply curved tunnel to reach a summit at Polidrico 268m above sea level and the spiral loop is quite simply the means of attaining the required height. The first 8 km section between Vanvitelli and Coll Aminei opened in 1993 and runs more or less south to north in tunnel over the summit. At Vanvitelli interchange is

Line 2 is the Metropolitana FS, an urban

Work is now progressing actively at both ends. From Dante the route will run south through Toledo to Municipio then north east at sea level under the most important street in the city centre to Università, Duomo, and Garibaldi. The new city centre stations are being built by a cut and cover process and for the time being are massive caverns seriously disrupting the traffic flow. It is possible to see the extent of the engineering works with a concourse just below the street, a further circulating area below this, then far below the platform level. From Piscinola-Scampia a long extension is being built on or above ground south east to the Airport and both extensions are likely to open in 2006-7. The relatively short segment from the Airport south east then south west to Garibaldi has still to be started and was originally to open in 2010 though this is now unlikely before 2013.

made with two funiculars south to Piazza Amedio and south east towards the harbour at Plebiscito. An extension at the northern end opened in 1995, falling steadily with much of it on a high viaduct to reach Piscinola - Scampia (126m above sea level). The next extension on 5 April 2001 was at the south end taking the route around the loop, then north east and subsequently south to Museo falling almost to sea level. Museo to Dante opened on 27.3. 2002 to complete the present 13.5 km long route. Trains run every six minutes even though the line has not yet reached the heart of the city.

Lines 5 and 7 start at the Montesanto terminus connecting with Line 2 and are suburban railways parts of which are being placed underground and serve the western suburbs. Line 5 heads west into growing suburbs while Line 7 is a loop through the inner west suburbs. Connection is being established at Cilea between Lines 1, 5, and 7 by means of new elevators the Line 1 station being at a much higher elevation than the platforms on Line 5/7. Line 6 is still under construction and is a tramway running west from Municipio (on Line 1) to Campi Flegrei on Line 2 and serves communities close to the harbour and sea front. A further interchange with Line 2 will be possible at Mergellina. Line 8 will be a new branch from Line 2 between Campi Flegrei and Dazio (5km). Finally Line 9 will be a new underground railway 3.8 km long linking Museo and Colli Aminei, both on

The basic service on the Napoli - Sorrento route runs twice an hour from 05.00 to 23.00, taking 1h10m for the journey - calling at all stations. A few semi-fast trains run during the day, taking 50m. All trains call at Ercolano & Pompei Villa Dei Misteri - where huge numbers of tourists disembark - leaving those nervous travellers with no doubt that they have reached 'their' station. The line itself terminates in Sorrento at a pleasant four platform terminus a short walk from the coast and shops. Inner suburban services give the line an increasingly intensive service close to Napoli centre. The Circumvesuviana is an expensively engineered line, traversing the mountains that surround Napoli, travelling through long tunnels and over high bridges as it finds a level route to the Amalfi coast. It does, however, form a vital part of the travelling infrastructure of the city.

and Sorrento €6.80.

Line 3 and 4 are routes of the 950mm gauge Circumvesuviana Railway which will be upgraded and extended to serve growing eastern suburbs. Trains run from Porta Nolana - adjacent to the main sea port, but not convenient for the inter island services - through Garibaldi towards Sorrento & Baiano. These routes, energised at 1500V DC overhead, are the best way to reach tourist points of interest such as Herculaneum & Mt Vesuvius (Ercolano station) Pompei (Pompei Villa Dei Misteri station) and Sorrento. Cheap fares and frequent services make this a practical option - Naples to Herculaneum €3.50 return, Pompei €4.50

Vanvitelli, and also with lines 5 and 7. another funicular ending a little way from station a connection is made with yet Vanvitelli on Line 1, while at Montesanto station connects with the funicular to and Pompei collection). Piazza Amedeo Museo (adjacent to the main city art gallery 1 at Piza Cavour which is close to Line 1's been started. Line 2 interchanges with Line San Giovanni is planned, but no work has An extension eastwards from Cianurco to passing low level platforms.

Railway owned and operated by the State Railway. It starts at Cianurco, just east of the city centre, and passes through Garibaldi before heading in tunnel generally south west in tunnel to Leopardi then on the surface to Campi Flegrei and Pozzuoli (14.5 km) and was opened in 1925. Services operate nominally every 8 minutes (long gaps in the service are common place - queues being met with typically Italian shrugs!) and some long distance services including the high speed services to Roma share the tracks. City centre stations are underground, extremely gloomy and not at all inviting - especially when long distance expresses pass through at moderate speed,

just €3, or €9 for a whole week. Napoli is a major centre for tourists and once completed the transport upgrades will make travel across the region very much easier.

Line 1, giving a much more direct route between these points by-passing "the loop".

An integrated fare structure applies across all of the lines and buses and usefully there is a Day Pass giving unlimited journeys for