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A Finmeccanica Company

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Ansaldo STS is awarded work worth EUR 42 million for Genoa metro

The Genoa local authority has appointed Ansaldo STS (STS.MI) as the contractor to carry out work worth EUR 42.3 million to extend the depot at Dinegro station on the Genoa metro.

The works concern the initial functional extension of the existing depot situated in the vicinity of Dinegro Station, and are intended to prepare both the sheltered/shunting area and the maintenance workshop for the new 39-metre trains.

The contract also includes building a car park with approximately 150 park-and-ride spaces for cars and 50 for motorcycles over the depot at street level (Via Buozzi) and will operate in conjunction with the existing station.

The work is scheduled to be completed by 31 March 2012.

Note for editors

The Genoa metro currently serves a network of 5.5 km, and has seven stations serving places of tourist, cultural and commercial interest in the city: Brin, Dinegro, Principe, Darsena, San Giorgio, Sarzano and De Ferrari. Today, 18 trains are used on the six stretches of line: six are first-generation and 12 second-generation, and they have a transport capacity of 4,000 people an hour in each direction. The first stretch of the metro between Brin and Dinegro (2,510 metres) was opened in 1990, while its extension to Brignole is expected to be completed in December 2011. The opening of the new De Ferrari – Brignole line, scheduled for March 2012 after operational tests, is expected to generate transport demand estimated at 9,000 people an hour in each direction.

The Genoa metro is a manned light rail system.

The trains are driven by an Automatic Train Operation (ATO) system, which includes automatic turnaround at the terminus and station stopping, and is under the full control of an Automatic Train Protection (ATP) system.

The vehicles currently in use are formed of two articulated boxes supported on three bogies with an engine placed lengthwise whilst the centre carriage has a single bearing function. It has electrical traction equipment with full chopper control. The braking system is electrodynamic (which is energy

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efficient), supported by a mechanical electro-hydraulic system for low speeds.

Vehicles are bi-directional with a driver cabin at each end, and have passenger access doors on both sides. They are also equipped with ventilation and winter heating systems in the driver cabin. The vehicles can travel singly or coupled together by means of fully automatic front-end couplers.

New 7 + 7 rolling stock with four articulated carriage units and five bogies (three motorised and two load bearing), with electrical inverter traction equipment and asynchronous motors will support the increase in transport demand triggered by the opening of the Brin – Brignole line.

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