

Genoa, 22 June 2010

Ansaldo wins a new EUR 160 million order for Line 6 of the Naples underground

As part of the Concession to design and build Line 6 of the Naples underground, Ansaldo STS (STS.MI), has won a new contract worth EUR 160.5 million.

Ansaldo STS will build the connecting tunnel between Mostra station and the former military Arsenal area on Via Campegnà, and the depot/workshop to house/maintain the fleet of trains serving the whole Mostra-Municipio section (approximately 6.5 km and 8 stations). Ansaldo STS will also complete the Arco Mirelli and Chiaia stations and the work on the Mergellina-Municipio section and will supply the rolling stock.

Ansaldo STS is the Concessionaire appointed by the Municipality of Naples to design and build all the civil and technological works along the whole of Line 6. This contract is in addition to the ones signed in December 2003 and September 2007, thus confirming the quality and reliability of the work carried out by Ansaldo STS.

The Mostra-Mergellina line is currently open to the public and the Mergellina-Municipio section is under construction. Work sites are operational for the construction of the four stations: Arco Mirelli, San Pasquale, Chiaia and Municipio, while a new generation TBM (Tunnel Boring Machine) is currently creating the tunnel for the line and is about to reach the first station under construction (Arco Mirelli).

NOTE TO EDITORS

Ansaldo STS for the Naples Underground Line 6

Line 6 is part of the east-west multimode transport corridor (Fuorigrotta - Riviera di Chiaia - Centre - Port) of the city of Naples, and links the interchanges of Piazzale Tecchio, Mergellina and Piazza Municipio. The line runs underground for about 6 km from the Campi Flegrei junction to the Piazza Municipio junction, with eight stations and a central operations room.

The Line 6 System provides a maximum frequency of one train every 4.5 minutes and a maximum transport capacity of 7,200 passengers/hour (154,000 passengers/day - 46 million/year) at an average speed of 28 km/h. In order to cope with any future increases in the demand for transport, the system is

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technologically set up to provide a maximum service frequency of one train every 3 minutes.

In particular, Ansaldo STS is designing and building:

- the automatic train control system, which is operated from a central operations room and carries out the security, monitoring and information functions and manages operation and maintenance.
- the signalling system, configured according to the latest standards used in underground systems recently built in Italy and overseas.
- the automation system that monitors all power supply and station equipment, guaranteeing rapid reconfigurations and advanced diagnostics capability and maintenance of parts.
- modern integrated fibre-optic telecommunications systems, which provide a network of telephone, data and image links that monitor the efficient operation of the system and a high degree of passenger safety both in stations and on trains.
- on-board equipment for protection (*ATP-Automatic Train Protection*) and automatic operation (*ATO-Automatic Train Operation*), data communication systems and a digital radio system that allow information to be sent with the highest degree of reliability.
- the outfitting system with an innovative track laying system in tunnels to reduce noise and vibration, an essential feature for a transport system operating in an urban environment with a significant historical and artistic heritage.
- the power supply and ventilation systems in galleries and stations, sized to ensure maximum safety and reliability in all emergency situations, in coordination with the detection and fire extinction systems.

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