



SECTOR:

Railways & Rolling Stock, Public Transport

CLIENT:

Autonomous Region of Valle d'Aosta

SERVICES PROVIDED:

Management service for the implementation of the supply contract

IMPLEMENTATION PERIOD:

2015 - ongoing

INVESTMENT VALUE:

€ 43.000.000

DESCRIPTION

In August 2015, the Autonomous Region of Valle d'Aosta approved the purchase of 5 bimodal trains FLIRT 3, to be used for the railway transport on the Aosta-Torino line. The new trains will allow to eliminate the train changeover in the Ivrea station, due to the lack of electrification in the section up to Aosta.

It is a newly designed train for the Italian network, able to combine a train with electric traction with the possibility to use diesel engines, in the section without electrification. The articulated trainset is in units of 3 cars, with the addition of a diesel intermediate module, with a maximum capacity of 160/180 seated passengers and as many standing ones. It's about 67 m long and it's able to reach the speed of 160 km/h with the electric traction and 130 km/h with the diesel engine.

NET was chosen by the Autonomous Region for the management service for the contract implementation, in compliance with the art. 299 of the Decree of the President of the Republic n. 207/2010. The scope of work is the monitoring, in real time, of the contract evolution, including the matters related both to the production and to the approval procedures of the relevant stakeholders.

With regards to the production process, the monitoring procedure is based on the project control methodology, with checks of the real progress and of the budget, in order to predict any critical issues related to the manufacturer, urging it to solve them before delays became serious and dangers. The activity of work assistance includes also the performance of inspections at the plants of the manufacturer and its suppliers, the attendance during the type tests and the standard tests – which have the purpose of certifying that the equipment, the component, the system or the installation comply with the required functional, mechanical and environmental characteristics – and during the acceptance tests.

One of the most critical phases of the service is the monitoring of the authorization procedure for the operation of the trains: as it is a train prototype, not yet active on the national network, it shall get the authorization by RFI and, thus, it will be subject to the registration in the National Vehicle Register (NVR); this registration could be get only after the AMIS approval procedure by the Italian National Safety Authority (ANSF).

