

ATSF (Ansaldo STS) and AnsaldoBreda win contract for Thessaloniki metro

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Finmeccanica companies (including Ansaldo Signal) to have EUR 300 million share of the contract.

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Ansaldo Trasporti Sistemi Ferroviari (a Finmeccanica company which was recently merged, together with Ansaldo Signal, into Ansaldo STS) and AnsaldoBreda have won the contract to build an automatic driverless metro system in Thessaloniki, Greece.

Ansaldo Trasporti Sistemi Ferroviari will provide the technology and AnsaldoBreda the trains, generating a total of EUR 300 million for the group.

This latest success follows the contracts recently won for the new Line C in Rome, Line 5 in Milan and the Brescia metro system, and demonstrates the company's ability to make its presence felt on both the domestic and the international markets.

An Italian-Greek consortium, comprising the Athens-based company AEGEK and the Italian companies Impregilo and Seli, all of which specialise in public building works, as well as the technology specialists Ansaldo Trasporti Sistemi Ferroviari and AnsaldoBreda—with the help of Metropolitana Milanese in the planning—has won the contract to provide the automatic metro system in Thessaloniki, capital of the province of Macedonia and Greece's second-largest city in terms of population and economic importance.

In 2005, in competition with other major international companies, the consortium presented its bid for the project, which is being partly financed by the European Union. The bids were examined carefully by an awarding commission, with the Italian-Greek consortium coming out on top both technically and in terms of price. Shortly thereafter it was announced as the winner by the client, Attilo Metro.

The metro will run underground for its whole length of around 9.5 km, and will include 13 stations. It will be able to transport 18,000 passengers per hour in each direction, with trains running every 90 seconds. The work is scheduled for completion and opening in 2012, and will cost more than EUR 800 million in total.

The project will draw on the experience gained by Ansaldo companies in building the Copenhagen automatic metro, which has been operating reliably for more than four years now. It will also make use of the automatic signalling technology and products manufactured by the Pittsburgh-based Union Switch & Signal, which is part of the Ansaldo Signal group. No driver or conductor will be required on board the trains, since all operation, security checking and information support for passengers will be carried out remotely and automatically.