

# Lanciano



LIGHT RAIL (TRAM)  
OPERATION FOR  
RURAL RAIL TRACK

## 🔍 USE CASE DESCRIPTION

TUA SpA, the transport operator for both bus and rail services in Regione Abruzzo, is evaluating the possibility of using the now-abandoned historic route of the “Sangritana” railway for a rural tram-train service. This would cross the city of Lanciano, connecting the areas of Marciinese (on the southwest side of city) and Santa Rita (on the north side of Lanciano), with a further extension from Santa Rita towards the town of Marina San Vito on the Adriatic coast. The length of the route will be 5.26km between Marciinese and Santa Rita, mainly within an urban environment with an additional extension of 9.18km between Santa Rita and Marina San Vito, mainly within an extra urban environment). A further extension beyond Marciinese as far as the village of Crocetta - inside the municipality of Castel Frentano - is also planned and will be implemented in a subsequent phase. The catchment of this system covers a population of around 45,000 inhabitants.

## ✓ RESULTS AND LESSONS LEARNT

The results of the use case have still to be implemented. TUA SpA expects the system to become the backbone of the local public transport thanks to the regularity of the service and competitive travel times. The following benefits are expected:

- Improved environmental quality, due to the modal shift towards public transport
- Improved urban quality, provided by salvaging previously abandoned infrastructure
- Improved overall perception of public transport, since Lanciano currently has a weak and underused public transport system. Constructing the light tram-train system would represent a major breakthrough over the existing scenario

Introduction and management of the system should not present any major technological difficulties especially taking into account TUA's specific experience in the sector as a railway operator.



## FUTURE PLANS

The next steps will be pursue the practical implementation of the system. Further developments can be foreseen following two potential thematic areas. One within the scope of ELIPTIC: optimising the electric traction installations for compatibility with existing systems, energy recovery and interactions with other electrified systems. The other, outside ELIPTIC: innovative and low-cost technologies for safe operation of the system (controlling level crossings, potential interactions with satellite systems, etc.).

**TUA SpA expects the rural tram-train service to become the backbone of the local public transport thanks to the regularity of the service and competitive travel times.**

**“ The implementation of a modern tram-train system will be a great opportunity to introduce a positive image of public transport that is capable of reinventing citizens’ approach to personal mobility. ”**

Sandro Imbastaro, TUA manager and project coordinator



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