GENERAL

TUNNELS AND UNDERGROUND CITIES:
ENGINEERING AND INNOVATION MEET ARCHAEOLOGY, ARCHITECTURE AND ART

BROCHURE
45th ITA - AITES General Assembly and World Tunnel Congress

TUNNELS AND UNDERGROUND CITIES:
ENGINEERING AND INNOVATION MEET ARCHAEOLOGY, ARCHITECTURE AND ART

YOUR HOST FOR THE CONGRESS
Società Italiana Gallerie
Italian Tunneling Society
Via Scarsellini, 14
20161 MILAN (Italy)
Tel. +39 02 25715805
segreteria@societaitalianagallerie.it
www.societaitalianagallerie.it

ORGANIZING SECRETARIAT
AIM Group International - Milan Office
Via G. Ripamonti, 129
20141 MILAN (Italy)
Ph. +39 02 36601.1
Fax +39 02 7004878
wtc2019@aimgroup.eu
www.aimgroupinternational.com

COMMUNICATION PARTNER
PPAN srl
Via Nomentana, 43
00161 ROME (Italy)
wtc2019@ppan.it
www.ppan.it

Ministero delle Infrastrutture e dei Trasporti
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INTRODUCTION TO WTC 2019

ARCHAEOLOGY, ARCHITECTURE, ART, NATURAL BEAUTY: THE ITALIAN HERITAGE OF 53 UNESCO WORLD HERITAGE SITES
Dear Friends, Colleagues and Companies,

We are delighted to invite you to the 45th ITA-AITES General Assembly and World Tunnel Congress, which will be held in Naples, Italy, from May 3 to May 9, 2019, hosted by the International Tunnelling and Underground Space Association (ITA-AITES) and the Italian Tunnelling Society (SIG).

The Congress will offer the traditional topics on design and construction of underground works, focusing on tunnelling, engineering and innovation. All of this combined with some unusual topics suggested by the true Italian trademarks, such as history (Archaeology), design (Architecture) and genius & creativity (Art).

The special Triple “A” Sessions and Technical Visits will be unique opportunities to appreciate how either in both ancient and new underground infrastructures, history, design and creativity (Archaeology, Architecture and Art) are integrated in the Neapolitan underground space, leaving the delegates astonished and fascinated!

The WTC 2019 in Naples is an opportunity to overlook the Mediterranean basin with all its history, culture and art, where past and traditions are blend with innovation and future. Naples has always been a melting pot of cultures, a place to share knowledge and to establish new business relationships. Delegates will experience the atmosphere of culture, technology and good living of this historic city filled with life, good humor and full of marvelous natural, artistic and historical treasures.

The WTC 2019 will also be the frame of an International Exhibition, where all the major companies will have the unique opportunity to show their products, technologies and know-how. The blooming gardens of the Congress and Exhibition Centre Mostra d’Oltremare will host, for company wishing to increase their visibility, an outdoor exhibition for machineries. This will be a showcase you cannot miss!

Young people will be encouraged, offering the opportunity to be introduced into the ITA world, through specific initiatives carried out in close collaboration with the Universities of Naples and other major Italian Universities will be involved through the use of the web technologies. Italy, the country of Leonardo Da Vinci, that contributed so much to the development of the engineering culture, will complete the WTC offer. Technical and cultural visits are planned, including the Rome’s new Metro C line – that is currently under construction and is unique for the enormous historic and monumental value of the areas it underpass – and far below the Brennero Base Tunnel, in the charming Alps mountain, that will be the longest railway underground connection in the world. Even the great social program we are working on – we are sure – will leave participants astonished and will be an opportunity to experience the beauties of Naples and its surroundings.

We invite you to join us in Naples for a memorable and inspiring Congress.

Andrea Pigorini
SIG President

Renato Casale
WTC 2019 Organizing Committee President

Naples is the place to be in May 2019!

Andrea Pigorini
SIG President

Renato Casale
WTC 2019 Organizing Committee President
KEY DATES

January 31, 2018
Abstract submission opening

June 8, 2018
Abstract submission deadline
Opening for registration and Hotel bookings

June 20, 2018
Abstract acceptance and call for paper

September 23, 2018
Paper submission deadline

January 31, 2019
Early bird registration deadline

March 1, 2019
Authors registration deadline

REASONS TO ATTEND WTC2019:

We are living in a new era, where architecture, archaeology, and art play a pivot role in underground design

Importance of underground spaces as a crucial element for building resilient cities is becoming an evidence

For the first time traditional market players are interconnected with new actors creating further and unique business opportunities for the whole productive chain

Opportunity to promote your company in an International environment

Access to and opportunity to interact with experts and key opinion leaders from around the world

Reach thousands of potential customers in 4 days
AND NOW TUNNELING, WITH UNIQUE UNDERGROUND WORKS, CONNECTING CULTURE AND HERITAGE
ITAAITES

The International Tunneling and Underground Space Association (ITA) is the leading international organization promoting the use of tunnels and underground space through knowledge sharing and application of technology. ITA represents all aspects of tunnel and underground space planning, design and construction.

Since its inception in 1974, ITA has encouraged the use of the subsurface and has promoted advances in planning, design, construction, maintenance and safety of tunnels and underground space. Currently, ITA is made up of 73 Member Nations and 300 Corporate or Individual Affiliate Members.

ITA holds, at once, its General Assembly Meeting and the World Tunnel Congress (WTC) in a different Member Nation, each year.

ITALYM

The YM Group, coordinated by Marco Ranieri and Giuseppe M. Gaspari, since 2016, proactively support SIG activities and connect young professionals from both University and Industry. It also aims to establish a fruitful collaboration with the others ITA’s Member Nations YM Groups.

The Italian YMs Group in the last years supported SIG in the Working Groups (WG) activities, in the management of the Editorial board of the official Journal “Gallerie” and in the development of Technical Visits, Workshop and Congresses.

SIG - Società Italiana Gallerie (The Italian Tunneling Society)

The Italian Tunneling Society is an open cultural association founded in 1974 to promote and coordinate studies and research in the field of tunnel construction and great underground works. It mainly organizes meetings and conferences, as well as technical visits and courses mainly focused on the sustainable exploitation of Underground. The Society aims to gather all the actors involved in the “underground field”, with their multiple specialities and professionalism.

The association currently consists of over 700 members, which represent public companies and organizations, universities, polytechnics, engineering companies, contractors, general and specialized firms.

SIG publishes its quarter-monthly periodical “Gallerie e Grandi Opere Sotterranee”, aimed to disseminating technical and scientific knowledge. SIG is the “Nation Member” representative for Italy in the International Tunneling Association (ITA), and its delegates participate in assemblies and Working Group activities every year.

SIG has successfully organized the WTC 1986 in Florence and, together with the Swiss Tunneling Association, the WTC 2001 in Milan.
“EXCEPTIONAL HOSPITALITY 
AND AMUSING STAY”
EXECUTIVE COMMITTEE

SIG President
Andrea Pigorini
Head of Infrastructures Engineering Department
Italferr S.p.A.

WTC2019 Organizing Committee President
Renato Casale
Railway Infrastructures and Technologies Expert

SIG Vice President - Scientific Committee Representative
Daniele Peila
Professor of Tunnelling
Politecnico di Torino

SIG Vice President - Italian member appointed to ITA board
International Steering Committee Coordinator
Giuseppe Lunardi
CEO
Rocksoil S.p.A.

SIG Vice President - Sponsor & Expo Committee Chair
Massimiliano Bringiotti
CEO
GeoTunnel S.r.l.

ITA Executive Director
Olivier Vion
ITA-AITES

Technical Visits Committee Chair
Antonello De Risi
Technical Director
Metropolitana di Napoli S.p.A

Web & Communication Committee Chair
Anna Forciniti
Head of Communication
Astaldi Group

Logistics and Venue Supervision Committee Chair
Francesco Bellone
CEO
Cipa S.p.A.

Scheduling & Budget Committee Chair
Ignazio Carbone
Past Business Development Director of MM SpA Milan Transportation and galleries Senior Consultant

Transportation & Mobility Committee Chair
Giuseppe Molisso
Senior Program Manager
Hitachi Rail STS S.p.A

Program Organization Committee Chair
Enrico Maria Pizzarotti
Board Member and Technical Director
Pro Iter S.r.l.

Social Program Committee Chair
Anna Bortolussi
Sales Manager
Bekaert Maccarelli Underground Solutions BVBA

ITACET-SIG Training courses Organization Committee Chair
Daniele Martinelli
Assistant Professor of Tunnelling
Politecnico di Torino

WTC 2019 Young Member Coordinator
Marco Ranieri
Manager Capital Projects & Infrastructure
PwC Advisory | Strategy Consulting

WTC 2019 Young Member Coordinator
Giuseppe M. Gaspari
Senior Manager
Arup - Infrastructure Group
The Organizing Committee is in charge of arranging the WTC2019 Congress, taking advice from the Italian Tunnelling Society Board, the ITA-AITES Executive Council members and from the International Steering Committee made up of international experts.

The Organizing Committee is driven by the Executive Committee.

Ten Subcommittees ensure the appropriate control of the strategic processes: Budget&Scheduling, Sponsorship&Exhibition, Program Organization, Social Program, Technical Visits, ITA CET – SIG Training courses, Logistics & Venue, Transportation & Mobility Web&Communication, Young Members.

The Organizing Committee communicates with the Scientific Committee through a Scientific Committee Representative.

The Liaison between Companies and The Committee will be supervised by the Chair and Vice Chair of the Sponsorship&Exhibition Committee.

40 members representing the major owners, contractors, engineering companies, industries, SIG young members, etc.

**ORGANIZING COMMITTEE**

**Renato Casale**  
WTC 2019 Organizing Committee President  
Railway Infrastructures and Technologies Expert

**Andrea Pigorini**  
SIG President  
Head of Infrastructures Engineering Department  
Italferr S.p.A.

**Massimiliano Bringiotti**  
SIG Vice President  
Sponsor&Expo Committee Chair  
CEO  
GeoTunnel S.r.l.

**Daniele Peila**  
SIG Vice President  
Scientific Committee Representative  
Professor of Tunnelling  
Politecnico di Torino

**Giuseppe Lunardi**  
SIG Vice President - Italian member appointed to ITA Exco International Steering Committee  
Coordinator  
CEO  
Rocksoil S.p.A.

**Enrico Luigi Arini**  
SIG General Secretary

**Francesco Bellone**  
Chairman and CEO  
Cipa S.p.A.

**Daniele Peila**  
SIG Vice President  
Scientific Committee Representative  
Professor of Tunnelling  
Politecnico di Torino

**Claude Berenguier**  
Executive Director  
ITACET Foundation

**Joseph Attias**  
Group Engineering, Development and Concessions Director  
Salini Impregilo S.p.A.

**Anna Bortolussi**  
Sales Manager Italy  
Bekaert Maccaferri  
Underground Solutions BVBA

**Margherita Bellone**  
Cipa S.p.A.

**Filippo Bonasso**  
Communication of BBT SE  
(Brenner Base Tunnel)

**Ignazio Carbone**  
Past Business Development Director of MM Spa Milan  
Transportation and galleries Senior Consultant

**Enrico Luigi Arini**  
SIG General Secretary

**Massimo Concilia**  
Head of the TBM Tunnelling Department  
Impresa Pizzarotti & C. S.p.A.
SECTION 3
LEADERSHIP TEAM

Matteo d’Aloja
Head of External Relations & Communications
Ghella S.p.A.

Enrico Dal Negro
Director Underground technology team
Mapei S.p.A.

Paolo Mazzalai
SWS engineering S.p.A. President

Gian Luca Menchini
Civil Engineer, Director of Overseas Operations
Cooperativa Muratori e Cementisti di Ravenna

Gianluca Dati
Deputy Director Communications and External Relations
TELT Tunnel Euralpin Lyon Turin

Antonello De Risi
Technical Director
Metropolitana di Napoli S.p.A.

Alessandro Micheli
Geotechnical and tunnels Manager
Anas S.p.A.

Giuseppe M. Gaspari
Senior Manager
Arup - Infrastructure Group

Enrico Maria Pizzarotti
Board Member and Technical Director
Pro Iter S.r.l.

Marco Ranieri
WTC 2019 Young Member Coordinator
Manager Capital Projects & Infrastructure
PwC Advisory | Strategy Consulting

Anna Forciniti
Head of Communication
Astaldi Group

Giuseppe M. Gaspari
Senior Manager
Arup - Infrastructure Group

Cesare Salvadori
Former SIG President

Stelvio Santarelli
Former SIG EXCO Member

Giovanni Giacomin
TBM & Tunnels Department Director at Ghella S.p.A.

Aniello A. Giamundo
ATP S.r.l. President

Enrico M. Pizzarotti
Former SIG EXCO Member

Paolo Mazzalai
SWS engineering S.p.A. President

Gian Luca Menchini
Civil Engineer, Director of Overseas Operations
Cooperativa Muratori e Cementisti di Ravenna

Mario Giovanni Lampiano
Technical Engineering Services Director
Salini Impregilo S.p.A.

Pompeo Levanto
Global Manager Italian Contractors
BASF Construction Chemicals Italia Spa

Andrea Sciotti
Director of Project Execution
Project Manager “Line C” Roma Metropolitane S.r.l.

Alberto Selleri
Director of Infrastructure Works
Autostrade per l’Italia
Atlantis Group

Mario Lodigiani
Former SIG EXCO Member

Maurizio Marchionni
Project Manager
Autostrade per l’Italia

Patrizio Torta
Chief Executive
Project Management & Engineering S.r.l

Daniele Vanni
Research & Development Advisor
Trevi S.p.A.

Davide Mardegan
Proposal Manager
MM S.p.A.

Daniele Martinelli
Assistant Professor of Tunnelling at Politecnico di Torino
Coordinator of SIG-ITACET Training Events

Olivier Vion
ITA Executive Director
ITA-AITES

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ITA Executive Director
ITA-AITES

Giuseppe M. Gaspari
Senior Manager
Arup - Infrastructure Group

Antonello De Risi
Technical Director
Metropolitana di Napoli S.p.A.

Enrico Maria Pizzarotti
Board Member and Technical Director
Pro Iter S.r.l.

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Manager Capital Projects & Infrastructure
PwC Advisory | Strategy Consulting

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Head of Communication
Astaldi Group

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Former SIG EXCO Member

Giovanni Giacomin
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Project Manager
Autostrade per l’Italia

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Olivier Vion
ITA Executive Director
ITA-AITES

Olivier Vion
ITA Executive Director
ITA-AITES
**WTC 2019 CONGRESS PRESIDENT**

Pietro Salini  
CEO Salini Impregilo S.p.A.

**HONORARY ADVISORY PANEL**

Pietro Lunardi  
President WTC 2001 Milan

Sebastiano Pelizza  
ITA-AITES Past President (1995-1998)

Bruno Pigorini  
President WTC 1986 Florence

**SCIENTIFIC ADVISORY BOARD**

Prof. Daniele Peila  
Politecnico di Torino, Italy

Prof. Giulia Viggiani  
University of Rome Tor Vergata, Italy

Prof. Tarcisio Celestino  
University of São Paulo - Brazil

**INTERNATIONAL STEERING COMMITTEE**

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Coordinator

Tarcisio Celestino, Brazil  
ITA President

Søren Eskesen, Denmark  
ITA Past President

Alexandre Gomes, Australia  
ITA Vice President

Ruth Haug, Norway  
ITA Vice President

Eric Leca, France  
ITA Vice President

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Xavier Roulet, Switzerland (STS)

Joao Bilé Serra, Portugal (CPT)

Martin Bosshard, Switzerland (STS)

Luzi R. Gruber, Switzerland (STS)
# Program Overview

<table>
<thead>
<tr>
<th>MAY 2019</th>
<th>FRIDAY 3rd</th>
<th>SATURDAY 4th</th>
<th>SUNDAY 5th</th>
<th>MONDAY 6th</th>
<th>TUESDAY 7th</th>
<th>WEDNESDAY 8th</th>
<th>THURSDAY 9th</th>
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<tr>
<td><strong>MORNING</strong></td>
<td>ITACET Training Courses</td>
<td>ITACET Training Courses</td>
<td>ITA General Assembly</td>
<td>Opening Ceremony</td>
<td>Open Session 1 ITA WG &amp; Committees Reports</td>
<td>Technical Sessions</td>
<td>Special AAA Off-site Event</td>
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<td>Opening Ceremony &amp; Keynote Lecture</td>
<td>Archaeological Working Lunch at Pausilypon Archaeological Site and Seiano Grotto</td>
<td>Technical Sessions</td>
<td>Special AAA Off-site Event</td>
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<td>ITA WG Meetings</td>
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<td>ITA Committees Meetings</td>
<td>ITA General Assembly</td>
<td>Technical Sessions</td>
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<td><strong>AFTERNOON</strong></td>
<td>ITACET Training Courses</td>
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<td>Special AAA Off-site Event</td>
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<tr>
<td><strong>EVENING</strong></td>
<td>ITA President's Reception Monumental complex of Santa Chiara By invitation only</td>
<td>WTC2019 Special Event &amp; ITA Tech Dinner at San Carlo Theatre</td>
<td>Welcome Reception at Exedra Fountain</td>
<td>WTC 2022 Candidates Dinner at Belvedere Castelli By invitation only</td>
<td>Gala Dinner at Pietrarsa Railway Museum</td>
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</table>

- **Archaeological Working Lunch at Pausilypon Archaeological Site and Seiano Grotto**
- **Closing Ceremony Mostra d’Oltremare**
# Technical Sessions

### Monday, May 6th 2019

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Session</th>
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<tbody>
<tr>
<td>08:45-10:30</td>
<td>PALACONGRESSI</td>
<td>Opening Ceremony</td>
</tr>
<tr>
<td>10:30-11:00</td>
<td>FOYER &amp; FIRST FLOOR</td>
<td>Opening of the Exhibition &amp; Coffee Break</td>
</tr>
<tr>
<td>11:00-11:30</td>
<td>PALACONGRESSI</td>
<td>Opening Ceremony &amp; Keynote Lecture</td>
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<tr>
<td>12:00-14:00</td>
<td>PALACONGRESSI</td>
<td>Lunch</td>
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<tr>
<td>14:00-15:20</td>
<td>PALACONGRESSI</td>
<td>Environment Sustainability in Underground Construction: Ground Improvement in Underground Constructions</td>
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<tr>
<td>15:20-15:40</td>
<td>PALACONGRESSI</td>
<td>Coffee Break</td>
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<tr>
<td>15:40-17:20</td>
<td>PALACONGRESSI</td>
<td>Environment Sustainability in Underground Construction: Ground Improvement in Underground Constructions</td>
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### Tuesday, May 7th 2019

<table>
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<tr>
<th>Time</th>
<th>Location</th>
<th>Session</th>
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<tbody>
<tr>
<td>08:30-10:15</td>
<td>PALACONGRESSI</td>
<td>General Assembly</td>
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<tr>
<td>10:15-10:45</td>
<td>PALACONGRESSI</td>
<td>Coffee Break</td>
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<tr>
<td>13:00-14:00</td>
<td>PALACONGRESSI</td>
<td>Lunch</td>
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<tr>
<td>15:20-15:40</td>
<td>PALACONGRESSI</td>
<td>Coffee Break</td>
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### Wednesday, May 8th 2019

<table>
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<tr>
<th>Time</th>
<th>Location</th>
<th>Session</th>
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<tbody>
<tr>
<td>10:30-11:00</td>
<td>PALACONGRESSI</td>
<td>Coffee Break</td>
</tr>
<tr>
<td>11:00-12:00</td>
<td>PALACONGRESSI</td>
<td>Long and Deep Tunnels: Innovation in Underground Engineering, Materials and Equipment, Forum Session, E-Poster Session, Geological and Geotechnical Knowledge and Requirements for Project Implementation, Arch. Architecture and Art in Underground Construction: ITACUS Session</td>
</tr>
<tr>
<td>13:00-14:00</td>
<td>PALACONGRESSI</td>
<td>Lunch</td>
</tr>
<tr>
<td>15:20-15:40</td>
<td>PALACONGRESSI</td>
<td>Coffee Break</td>
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SPECIAL AAA OFF-SITE EVENT
THE BOURBON TUNNEL AND THE MIRRORS HALL

The Bourbon Tunnel ("Galleria Borbonica") is one of the most fascinating underground route of the city. It is an ancient underground passage, commissioned by the Bourbon monarchs mainly for military purposes, to connect the Royal Palace of Naples to military barracks in Via Morelli.

The Special AAA Off-site Event is organized in conjunction with ITACUS and will be held at the Bourbon Tunnel on May 6-7-8, 2019. Keynote Lectures will be presented by International Experts inside the Salone degli Specchi (the Mirrors Hall) at Serra di Cassano Palace, bringing participants into the fascinating world of the underground discoveries based on Archaeology, Architecture and Art. Guests will take a jump into the past walking down the steep stairs caved in the tuff rock that link the basement of the Serra di Cassano Palace to the Bourbon Tunnel, where local guides will accompany them on a narrated tour.
AN OUTSTANDING CONGRESS VENUE: MOSTRA D’OLTREMARE, CONFERENCE HUB WITH GARDENS, PAVILIONS, A THEATRE AND MULTIFUNCTIONAL MEETING ROOMS
Mostra d’Oltremare is the main conference hub in the South of Italy. Its size, architectural features and services make it a large multi-purpose centre, a reference point for the Italian trade show sites. Mostra d’Oltremare features relevant congress areas: the new Palacongressi Pavilion, the Auditorium, the Mediterranean Theatre and the Sala Italia Conference Room; in addition the pavilions can accommodate up to 3,000 attendees.

The significant historical value of the site has prompted the Ministry of Heritage and Culture to issue regulations for the protection of the entire area.

Mostra d’Oltremare also hosts a small but priceless archaeological site. There is a short stretch of the “Via Antiniana” (an ancient Roman road), with an ancient aqueduct and a small temple.

Mostra d’Oltremare provides charming locations such as the Fasilides Pond, a faithful reconstruction of the Gondar Castle, located in Africa, the Fontana dell’Esedra, a suggestive fountain where water, light and music shows turn any event into a glamorous, unique and unforgettable experience.
Getting There

The high-speed rail network efficiently connects Naples with the main national and international destinations:
- Rome in 1 hour and 10 minutes
- Florence in 2 hours and 30 minutes
- Bologna in 3 hours
- Milan in 3 hours and 50 minutes

From the Central Station (High-speed and Eurostar train) connection to Metro Line 2 (stop at Campi Flegrei station, Tecchio square) or directly to the FS station Campi Flegrei travelling by Intercity Rome/Sicily or by regional trains.

Naples International Airport Capodichino is located about 7 km northeast of Naples city center. It has two terminals:
- Terminal 1 for scheduled flights and
- Terminal 2 for charter flights.

Mostra D’Oltremare can be easily reached by taxi in 15 minutes or by bus. By bus, take either direction to Piazza Municipio and then to Fuorigrotta or direction to Central Station (Stazione Centrale) then Metro Line 2 (stop at Campi Flegrei station).

To Naples city center: there is an organized shuttle service from Naples International Airport to the city center, called Alibus. The bus goes every 20 to 30 minutes daily.

Mostra D’Oltremare is walking distance from 3 Underground lines:
- Metro Line 2: Campi Flegrei station
- Metro Line 6: Mostra station
- Metro Line Cumana: Mostra station (Tecchio square)

Naples is linked to every part of Italy thanks to a first class motorway and trunk road network. Mostra D’Oltremare is easy to reach by car.
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- - -

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TUNNELS AND UNDERGROUND CITIES: ENGINEERING AND INNOVATION MEET ARCHAEOLOGY, ARCHITECTURE AND ART

7 MAIN TOPICS
THE NEAPOLITAN SUBSOIL

All the natural deposits within the depths of interest, are geologically recent and were formed in a relatively short period of time. The Yellow Tuff and the Pozzolanas were deposited about 12,000 years ago, as a result of the volcanic activity of the nearby Phlegrean complex.

The Yellow Tuff is a soft rock characterized by the occurrence of randomly distributed sub vertical fractures, locally known as "scarpine", generated by rapid cooling of the pyroclastic mass after eruption and deposition. Following deposition, erosion of the pyroclastic formations occurred over a period of about 2,000 years, causing material to be transported and redeposited. The remolded Pozzolanas are very well graded and not easily distinguished from the original intact pyroclastic deposits; they appear layered and sometimes interbedded with in situ Pozzolanas, or sometimes with marine sand deposits, such as encountered in the area of Municipio Station.

After erosion and redisposition of the pyroclastic formations, a new explosive phase of the Phlegrean complex deposited the so called Neapolitan Pyroclastic Pile, which consists of easily eroded alternating layers of pumices, ashes, pozzolana and lapilli, which where not eroded and has a thickness of about 15 m. The pyroclastic deposits are overlain by sands or silty sands of marine or fluvial-lacustrine origin. Most of the coastal areas of the city derive from relatively recent reclaims (1400 – 1800); this is reflected in the thickness of land-fill, which, in some areas, can reach more than 10 m. The water table is relatively close to ground surface.

The pyroclastic deposits are very common in the area of Naples and have very well-known physical and mechanical properties because of their granular nature, they were characterized mainly by in situ penetration tests, such as CPTs and SPTs. In many ways, the most important aspect of the geotechnical investigation is the definition of the level of the roof of the Yellow Tuff formation.
ARTIFICIAL GROUND FREEZING - Agf

Due to the water table level, very often underground works have to take into account possible water inflow. Municipio, Università, and Garibaldi Metro stations were carried out with the extensive use of the AGF, to ensure stability and waterproofing during excavation below the ground water table, through loose granular soils and the fractured tuff providing a recent example of an extensive and successful application of the AGF. Here the technique was extensively used to ensure stability and control ground water flow during excavation of the station tunnel platforms and passageways and in some instances, the innovative techniques that were implemented had almost the character of full scale experiments; therefore, construction of the metro line was accompanied by an intense program of monitoring designed to measure and/or control the construction processes and their effects on adjacent structures, which, for its extension and completeness, represented a unique opportunity to collect field data on the performance of AGF. At present, the use of AGF at Municipio is being considered again, to construct two 40 meters long tunnels connecting the main access shaft and the TBM extraction shaft of Line 6 and preserve the archaeological remnants (fortification walls built in the sixteenth century) emerged on the surface above the tunnels during the works, with a modification to the original design, which was based on dewatering and excavations with conventional methods. At Duomo, where the station develops mostly in the Yellow Tuff, AGF was used only to excavate one inclined passageway, which runs partly in the pozzolanas. The experience gained in the works of Line 1 of Napoli underground is significant mainly because of the size of the intervention: for each station, a volume of approximately 33,000 m³ of ground was frozen to permit excavation of the four station tunnels, with a cross section of 87 m² and a length of 40 to 70 m, and of the four inclined passageways, with cross section of about 40 m² and a length of 25 m.

THE VERTICAL TBM

During the works for the Metro Line 1, an advanced technology was implemented to build ten ventilation shafts. It is a mechanized method to dig and simultaneously case circular shafts, recently developed and called Vertical Shaft Sinking Machine (VSM). The method allows for the safe and controlled construction of shafts with diameters ranging between 4.5 and 9.0 m. The VSM machine includes an excavation unit, a lifting/lowering unit, a separation plant and a remote control unit. The excavation unit is fixed to the bottom of the final lining while operating. It is composed by a cutting bottom and it works by reverse circulation within a flooded shaft; a submersible slurry pump, located just above the cutting drum, transports the slurry, containing in suspension the disaggregated soil, to the separation plant located at the surface. The lining is made by rings of precast r.c. segments, installed at the surface and sunk within the excavation as the excavation is deepened. The precast segment lining ensures water tightness due to the seal installed on each segment. The shaft in Naples were 4.5 m dia and 34 to 44 m deep and were all located in the historical Centre, in a deeply urbanized area. The average construction performance rate achieved at Naples jobite was 3 m/d (10 working hours per day) of dug and lined shaft. Nearby buildings monitoring and ground inclinometers adjacent to installed shafts showed negligible displacements with maximum settlement values of the order of 1 mm.
ARCHITECTURE IN A HIGH-TECH UNDERGROUND STRUCTURE DESIGN

During the design of a typical modern metro, engineering aspects prevail since underground structures remain hidden to most humans. Aligning the advanced architectural concepts with the engineering requirements of the Naples Metro Line 1, called for a thorough rethinking of the design process so that the engineering could be kept aligned with the architecture, integrating seamlessly the two with the construction methods, standards and technology. This methodology has required continuous alignment of approaches, eventually leading to the design consistent with the original architectural vision, yet fully compliant with the engineering and construction framework.

STRATEGY OF A PROJECT FOR A CITY RENEWAL

The underground line 1 participates in an integrated system of rail transport, supplementing urban connections with a number of interchange nodes, collected in a ring system. The track meets the main modes of transport (national trains; regional trains; underground trains; port and airport) through both the central and peripheral neighborhoods. The work becomes a site of intense renewal, where the works of engineering contextualized in major redevelopment of urban scale. In this context, Naples Metro system promotes different levels of study: engineering work alongside the projects of great architects are set up as museum galleries and the Art becomes the leitmotif of the work. The continuous discovery of artifacts in the excavation of the status has turned the work into a major relief work of the archaic stratigraphy, expanding the knowledge of the city’s history from its origins to the Middle Ages, up to push for the creation of archeological museum spaces, inside of the stations. The Triple «A» represent the development of recent works underground: Archaeology, Architecture and Art, creating a new urban environment that affects the entire city, giving a new face to the squares in the Centre and in the outskirts (dominated by degradation and carelessness).
Naples underground hides an ancient city. During the Greek and Roman periods a labyrinth of tunnels, tanks and cavities was built, providing impressive examples of underground works. In addition to this extraordinarily rich past, today Naples is still heavily involved in this area with recently constructed and ongoing works and of course with several future scenarios to be implemented in the coming years.

The archaeological explorations that for the last years have been accompanying the building work on the Naples Metro stations are proving a very encouraging experience, both for the way in which the work is being conducted and for the perspectives ahead. An important excavation, still in progress, is in the area of Piazza Municipio. By great good fortune it is being done at the same time as the two other explorations nearby, in Castel Nuovo and the Istituto Navale. Together they are filling in our previously limited knowledge of the topography of this area situated outside the Greek and Roman city, of great interest because in ancient times it lay between the settlement of Partenope-Palaepolis, on the spur of Pizzofalcone, and Neapolis. Other excavations taking place on the sites of the new stations Duomo and Università have only been under way for a few months, but hold great promise. In the former, a stretch of the southern defensive wall of Neapolis has come to light, with evidence that can be dated to phases from Greek times to the Middle Ages.
A GREAT ARCHAEOLOGICAL EXCAVATION INSIDE A GREAT PUBLIC WORK

The focus of the work is the Piazza Municipio, the site of the main metro station for the new Metro Line 1 that runs through the heart of the city. Dominated by the great Castel Nuovo, and with a view of the always teeming coastline, the crowded piazza is an unlikely place for archaeological excavation. Starting at the modern street level, through the Naples’ extraordinary history, into an enormous hole dug for the Metropolitan’s tracks a short distance from the castle. Here archaeologists have located the port of Roman Neapolis (Naples’ ancient name). In the thick layers of mud under the Roman port, they located traces of the very first harbor dredging, dating to sometime close to 326 BC At this time Neapolis became a kind of naval partner with Rome. The excavations have also added much to the knowledge of the later city of Naples, including new evidence Byzantine, Normans and Angevins, Islamic wares at several sites, testament to the enduring importance of the city as a trading port. More than 3 million artifacts have been found in the Metro excavations; many of the larger remains have been left in situ for future metro passengers to see in the museum-like spaces of the stations, and some of the smaller artifacts will go back to the sites when work is completed. In the future, tens of thousands of Neapolitans who take the metro every day will see their city’s history as never before.
Concerning the public open spaces, the digging of underground tunnels became step by step the conception, literally from bottom to the top, of a real revolutionary concept of the city environment: from a simple opportunity of urban redevelopment, it became so far a process of true transformation of the city.

Since the first landscaping projects, with only the reuse of spaces with public access or the reorganization of car lanes and the realization of garden spots, the urban renovation started to put the emphasis to pedestrian use of squares and to give a new collective image of the city, with a monumental public space. This was breaking new frontiers.

The underground project started to spread across the public domain, barely connected to station spaces and within the archaeological pattern, open a new view to another dimension of landscaping. The underground landscape has become the pivot from which to pursue the sustainability of the infrastructure. Walking through the hallways of the new Naples Metro has become an emotional journey, to find and preserve our interior landmarks. The underground Line 1 represents an integrated project: Art staging the empty walking lanes, Architecture improving the quality of living in the urban setting. This theme was projected to the outside: each urban design has a different approach.
The five stations of the Metro line 1 (Museo, Piazza Dante, Salvator Rosa, Materdei and Piazza Quattro Giornate) have been designed by the architects Aulenti, Mendini and Orlacchio but have been integrated, both inside and outside, with works of contemporary art commissioned from artists from Campania, without imposing any requirements in terms of age or style. This experiment is without precedent in Italy, and even internationally there have been few such initiatives. An art venue is created which does not have to conform to the traditional genres, nor rely on reference to painting, sculpture, design or architecture pure and simple. This feature distinguishes works belonging to different styles, linked by the need to break out of the discrete disciplines in order to achieve an aesthetical peripatus associated with a process of acquiring knowledge.

It was decided to use similar shapes, materials and construction features for the two stations of Salvator Rosa and Materdei, but to distinguish them by using different decorative elements, colours and characterization of the access points above ground. The aesthetic brief was to make the areas below ground attractive, tight and modern, heightening their elegance and dignity (using polished metal white glass and coloured rubber flooring). The two stations will be differentiated in particular by the colouring of the floor surfaces. The areas below ground (platforms, escalators, lifts and so on) will be suitably technological and futuristic in appearance, while above ground the constructions will match the context into which they are being inserted: the layout and the various materials have been chosen with an eye to enhancing the existing urban aspect. These two stations have been designed not just to fulfil their primary function, but also to explore new possibilities of exploiting gardens, recreation, bars and play areas. They offer visitors the chance to cross cultivate various disciplines. It was decided to enhance the aesthetic dimension of these large urban spaces by integrating some works of the visual arts into the architecture.
The first station finished and placed in service was Università: the renovation of the square made by Alessandro Mendini reorganized the city life above the colored design of interiors by Karim Rashid. This case had a unique issue, a designer called to create an entire art installation over the station hall, stairs, corridors and platforms: a geometrical and fully colored pattern is performing a reiteration of around vertical and horizontal surfaces of all levels, where different ambitation is found to reveal “A creative concept that communicates and embodies knowledge in the new digital age, language in the shrinking global landscape, innovation and mobility in this third technological revolution.” (as Karim Rashid described his work).

The station was designed by Oscar Tusquets Blanca with a sensible approach to lights and materials. The sober colors of entrance are imagined to allow the wall designed by the artist William Kentridge: the Processions represent a recall to the history of the city, within the technic of mosaics, which is found typically in the vernacular art of Romans. The language of the artist is able to connect the collective imaginary of people to the history testimonial of the city; these figures seem to belong to local tradition without contradictions. The back of the procession is designed with maps of ancient Naples, simples objects connected to represent the most popular form of public meeting in the local history: the processions. The artist was demanded also to realize a masterpiece for the square above the station, the Toledo knight stands with its unusual shape: a knight riding a horse is the icon chose by the artist to configure this site.

GaribaldiThe huge project of Garibaldi square is widely merging the stations of national rail service, regional rails and subway. Inside the Line 1 station access stairs a unique artwork is installed by artist Michelangelo Pistoletto in his second participation in Naples subway Stazioni dell’Arte. The first work was settled in Dante station, and now, the double reflecting iron panels, lead the bottom arrival of the escalators system which is making of the stairs access a real machine space.

The huge castle is dominating a new gorgeous square, connecting two subway lines and the touristic harbor. The station was deeply conflicted by incredible findings by archaeological research, this determined the choice of Álvaro Siza and Eduardo Souto De Moura, most famous Portuguese architects, of revealing ancient walls inside of station hallways, within an exposition of naval relics discovered by the shaft digging.
DISCOVER THE ITALIAN LONG EXPERIENCE IN BUILDING TUNNELS AND UNDERGROUND WORKS
SECTION 9
TECHNICAL VISITS

TECHNICAL VISIT
MUNICIPIO STATION AND CENTRO DIREZIONALE-CAPODICHINO STRETCH

The Naples Metro Lines 1 and 6 are part of an integrated metro system serving the whole city that today embodies six underground railway lines and four funiculars. For these underground lines, participants will have the chance to attend 2 technical visits: Municipio underground station and Centro Direzionale-Capodichino stretch. Designed by Álvaro Siza and Eduardo Souto de Moura, Municipio is located in the quarters of the Port of Naples and represents one of the largest archeological excavation in Europe. Some parts of the station are still to be completed; once completed, the archeological treasures found during its construction will be part of the station. Centro Direzionale-Capodichino represents an extension of Line 1 of Naples underground from the center to the airport of Naples. The project includes works in tunnel excavated through TBM, as well as the construction of two relevant stations designed by Benedetta Tagliabue and Richard Rogers.

TECHNICAL VISIT
TUNNELLING THROUGH THE APENNINE MOUNTAIN CHAIN FOR THE CONSTRUCTION OF NAPLES-BARI HIGH SPEED RAILWAY LINE (NAPLES)

The new Naples-Bari high-speed railway line is part of the TEN-T European network, as it constitutes a diversion within the Scandinavian-Mediterranean corridor. The project will enable the integration of the southern railway network with the existing Italian high-speed network and will provide better intermodal transport facilities. With a total length of about 150km, the alignment in the central stretch will underpass the Apennine mountain chain with deep tunnels (up to 400m overburden) in difficult geotechnical conditions (squeezing ground and explosive gas are foreseen). The alignment has been divided in 8 stretches and either design or construction is underway in all the eight construction lots. The first two stretches closer to Naples have been awarded by RFI to main Italian Contractors and, in May 2019, the work sites will be fully in operation. The participants will have the opportunity to visit the Casalnuovo and the Monte Aglio tunnels, excavated using compress air to control the water pressure (Casalnuovo) and conventional full section excavation (Monte Aglio).
TECHNICAL VISIT
METRO LINE C IN ROME: THE ANCIENT ROME UNDERGROUND STRETCH FROM FORI IMPERIALI TO SAN GIOVANNI STATION

Line C is the third line of the Underground in Rome, under-passing the historical and archaeological heart of the city; it is also the first fully automated metro line in the city. The T3 stretch, from San Giovanni to Fori Imperiali, is 3-km long and is still under construction. The tunnels (6.7m diameter) run 35m below the ground level, while the stations (platforms length: 120m) are located very close to the Colosseum and the Aurelian Walls (“Mura Aureliane”).

The technical visits will give access to the new San Giovanni station/museum and to the construction site of T3 stretch (Amba Aradam and Fori Imperiali stations and tunnels).

The stations and tunnels are distinctive examples of the constructive and architectural solutions implemented in the unique archaeological and historical context, facing bad geotechnical conditions with up to six bars of hydraulic pressure at the bottom of excavations. The project has foreseen specific technologies: cut and cover, top-down modified, trench cutter, TBM EPB, ground freezing, soil injections, compensation grouting, as well as a specialized architectural design for the underground stations.

TECHNICAL VISIT
THE BRENNER BASE TUNNEL (BOLZANO) – THE LONGEST UNDERGROUND RAILWAY TUNNEL IN THE WORLD

The Brenner Base Tunnel (BBT), between Italy and Austria, will be the world's longest underground rail link and is currently under construction. Once completed, it will be 55-km long between the two main portals. However, including the rail bypass of Innsbruck, to which it is directly connected, it will have a total length of 64km. The infrastructure is a crucial element in the European TEN-T network, as it constitutes the central link within the Scandinavian-Mediterranean corridor. The Brenner Base Tunnel consists of an exploratory tunnel, two main tunnel tubes, four lateral access tunnels and three underground security areas. The project foresees the excavation of approximately 230km of tunnels, of which roughly three quarters using open or shielded TBMs and one quarter using the conventional drill and blast method. One particular challenge for the construction is the Periadriatic fault zone that separates European and African tectonic plates: with a total length of 700km, it is the longest geological fault in the Alps and is intersected by the tunnel for approximately 700m. In May 2019, underground excavations and civil works will be in full activity and the participants will experiment the visit "at its best"!
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**BELVEDERE CARAFA**

Enjoy an exclusive view of the Gulf of Naples and a dinner in a unique and historic location dated back to the end of the seventeenth century and located on the Vomero hill.

*By invitation only*
MAY 8 2019

GALA DINNER
PIETRARSA RAILWAY MUSEUM

This is where the Italian railway history began, nestled between the sea and the Volcano Vesuvius. Do not miss the grand finale of the WTC2019 and enjoy a stunning view of the Gulf of Naples!

Tickets must be purchased in advance when registering to the congress.

MAY 5-6-7-8 2019

WORKING LUNCH
PAUSILYPON ARCHAEOLOGICAL SITE AND SEIANO GROTTO

A fascinating tour through a man-made tunnel of 770 metres and a light lunch at the seaside with a glance at the Roman age.

Tickets must be purchased in advance when registering to the congress.
The cradle of the western civilization, Italy is rich in its monumental architecture, breathtaking landscapes and gastronomic specialties.
NAPLES CITY TOUR
H 09.00 Meet your English speaking guide at Naples port (300 metres from the Metro Station Municipio - metro line 1) Hop onboard a comfortable coach and enjoy your city tour, visiting Piazza del Municipio, the amazing Castel Nuovo and the historical San Carlo Theatre. The itinerary will take you to Piazza Vittoria, Villa Pignatelli, Mergellina and Piazzetta del Leone up to Capo Posillipo to admire the gulf of Naples. Back to the city centre, starts the second part of the tour. Walking through the narrow alleys of the historic city, you will experience the authentic spirit of Naples. During the tour you will admire some of the most impressive monuments of the city. These include the Duomo, Saint Gennaro Chapel, Piazza Plebiscito and the richly decorated with majolica tiles ancient Cloister of Santa Chiara. A pure gem of the eighteenth century.  • H 13.00 End of the tour.

REGGIA DI CASERTA
H 09.00 Meet your English speaking guide at Naples port (300 metres from the Metro Station Municipio - metro line 1). Departure to Caserta on a private bus.  • H 10.00 Arrival and visit of the Royal Palace and park. Lunch at 13.00 in a typical restaurant and departure back to Naples at 14.00  • Arrival at 15.00 in Naples and drop off at the port.

CAPRI AND ANACAPRI
H 08.30 Meet your English speaking guide at Naples port (300 metres from the Metro Station Municipio - metro line 1). Departure to Capri on a hydrofoil  • H 09.30-10.00 Arrival in Capri and visit of the island  • H 13.00 Free time for lunch (not included in the fee) and visit of Anacapri  • H 15.30 Hydrofoil back to Naples  • H 16.30 Arrival in Naples and drop off at the port.
**POMPEII**

H 08.30 Meet your English speaking guide at Naples port (300 metres from the Metro Station Municipio - metro line 1). Departure to Pompeii on a private bus • H 09.30 Arrival and visit of the Archeological park • At 12.00 Departure back to Naples and arrival at 13.00 in Naples, drop off at the port.

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**MATERA**

Day 1: Napoli-Matera

H 13.00 Meet our local assistant at Naples port (300 metres from the Metro Station Municipio - metro line 1), pick up and transfer to Matera on a private bus • H 17.00-17.30 Arrival in Matera, check in and accommodation in hotel. Welcome dinner (tasting of the traditional food). You will have the rest of the evening at your disposal to visit Matera.

Day 2: Matera

H 08.00-09.00 Breakfast • H 09.00 Check out. Meet our local guide for a guided tour of the Sassi, the ancient districts with houses dug into the rock. Sassi became a world heritage site of UNESCO due to a complicated system of collecting rainwater that has supplied the inhabitants of the area for over 7000 years. Cave houses, stables, cellars, tanks, furnaces, churches, ... an entire city carved into the stone • H 12.00-13.00 Time at your disposal for lunch (not included in the fee) • H 13.00 Departure to Napoli and transfer to the conference/exhibition venue.

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**AMALFI COAST & LIMONCELLO CLASS**

H 08.15 Meet your English speaking guide at Naples port (300 metres from the Metro Station Municipio - metro line 1). Departure to Amalfi on a private bus • H 10.00-10.30 Arrival in Amalfi, walking tour in the centre and visit of the Duomo • H 11.30-12.00 Departure to Positano. Free time for lunch (not included in the fee) • H 14.30 Departure to San’Agata dei due Golfi for the Limoncello class. H 16.30 Departure back to Naples • H 18.00 Arrival in Naples and drop off at the port.
MEET YOUR NEEDS AND ENJOY THE WONDERFUL CITY OF NAPLES!
The World Tunneling Congress 2019, together with the Convention Bureau of Naples has contracted amazing hotel rates in Naples for the next conference that will take place from 03rd to 09th May 2019 at the Mostra D’Oltremare.

A large number of rooms at preferential rates in different price categories have been reserved in Naples for the period of the Congress.

For any information and/or reservation, please contact the Official Housing Bureau and Travel Agency of the congress:

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## Accommodation

<table>
<thead>
<tr>
<th>HOTEL ***** Deluxe</th>
<th>City Area</th>
<th>Distance *</th>
<th>DSU**</th>
<th>DBL***</th>
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<td>7,7 km</td>
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<td>Grand Hotel Parker’s Standard rooms</td>
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</table>

(*) Distance from Hotel to Mostra d’Oltremare, Congress Venue  
( **) DSU = Double Single Use  
(***) DBL = Double

<table>
<thead>
<tr>
<th>HOTEL ***** Superior</th>
<th>City Area</th>
<th>Distance *</th>
<th>DSU**</th>
<th>DBL***</th>
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<tbody>
<tr>
<td>Eurostars Hotel Excelsior Standard rooms (no sea view)</td>
<td>Seaside</td>
<td>8,1 km</td>
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<td>€ 304</td>
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<td>American Hotel Standard rooms</td>
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<td>€ 109</td>
<td>€ 129</td>
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<tr>
<td>American Hotel Superior rooms</td>
<td>Pozzuoli</td>
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<td>€ 149</td>
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<tr>
<td>Best Western Suites &amp; Residence Hotel Standard rooms</td>
<td>Pozzuoli</td>
<td>4,6 km</td>
<td>€ 119</td>
<td>€ 139</td>
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<tr>
<td>Best Western Suites &amp; Residence Hotel- Superior rooms</td>
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<td>€ 139</td>
<td>€ 159</td>
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<tr>
<td>EXE Majestic Standard rooms</td>
<td>Chiaia</td>
<td>6,0 km</td>
<td>€ 200</td>
<td>€ 210</td>
</tr>
<tr>
<td>Grand Hotel Oriente Executive rooms</td>
<td>City centre</td>
<td>8,1 km</td>
<td>€ 230</td>
<td>€ 260</td>
</tr>
<tr>
<td>Grand Hotel Santa Lucia Classic rooms</td>
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<td>7,7 km</td>
<td>€ 270</td>
<td>€ 290</td>
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<tr>
<td>Holiday Inn Napoli Standard rooms Centro Direzionale Isola Efi, Via Domenico Autio</td>
<td>Stazione Garibaldi</td>
<td>12,4 km</td>
<td>€ 140</td>
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<table>
<thead>
<tr>
<th>HOTEL ****</th>
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<th>Distance *</th>
<th>DSU**</th>
<th>DBL***</th>
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<tbody>
<tr>
<td>Palazzo Careciolo Naples MGallery by Sofitel Standard rooms Via Cattaneo, 112</td>
<td>Stazione Garibaldi</td>
<td>9,7 km</td>
<td>€ 186</td>
<td>€ 212</td>
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<tr>
<td>Hotel Palazzo Esedra Superior rooms Piazzale Vincenzo Tecchio, 50</td>
<td>Mostra d’Oltremare</td>
<td>0,6 km</td>
<td>€ 190</td>
<td>€ 210</td>
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<tr>
<td>Hotel Palazzo Esedra Urban rooms Piazzale Vincenzo Tecchio, 50</td>
<td>Mostra d’Oltremare</td>
<td>0,6 km</td>
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<td>€ 180</td>
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<tr>
<td>Hotel Royal Continental Classic rooms Via Parthenope, 36A</td>
<td>Seaside</td>
<td>7,8 km</td>
<td>€ 206</td>
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<tr>
<td>Hotel Royal Continental Superior rooms Via Parthenope, 36A</td>
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<td>7,8 km</td>
<td>€ 258</td>
<td>€ 273</td>
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<tr>
<td>Hotel Series Classic rooms Via di Augusto, 74</td>
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<td>0,8 km</td>
<td>€ 165</td>
<td>€ 196</td>
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<tr>
<td>Hotel Series Superior rooms Via di Augusto, 74</td>
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<td>0,8 km</td>
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<td>€ 227</td>
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<tr>
<td>Magri’s Hotel Classic rooms Via Galileo Ferraris, 118</td>
<td>Stazione Garibaldi</td>
<td>11,2 km</td>
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<td>€ 221</td>
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<tr>
<td>Magri’s Hotel Superior rooms Via Galileo Ferraris, 118</td>
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<td>11,2 km</td>
<td>€ 237</td>
<td>€ 263</td>
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<tr>
<td>Mercure Napoli Centro Angioino Standard rooms Via Agostino Orsini, 123</td>
<td>City centre</td>
<td>7,7 km</td>
<td>€ 160</td>
<td>€ 200</td>
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<tr>
<td>Montespana Park Hotel Standard rooms Via Primo Gentile, 2</td>
<td>Pozzuoli</td>
<td>2,8 km</td>
<td>€ 129</td>
<td>€ 149</td>
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<tr>
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<td>€ 169</td>
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<td>NH Napoli Ambassador Standard rooms Via Mille, 70</td>
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<td>7,8 km</td>
<td>€ 179</td>
<td>€ 199</td>
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<tr>
<td>Ramada Napoli Standard rooms Via Galeoto Ferrante, 40</td>
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<td>10,4 km</td>
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<td>€ 210</td>
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<tr>
<td>Renaissance Naples Hotel Mediterraneo Deluxe rooms Via Porte di Tappa, 25</td>
<td>City centre</td>
<td>8,5 km</td>
<td>€ 237</td>
<td>€ 247</td>
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## Accommodation

<table>
<thead>
<tr>
<th>HOTEL **</th>
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<th>DSU**</th>
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<tbody>
<tr>
<td>Starhotels Terminus Deluxe rooms</td>
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<td>Stazione Garibaldi</td>
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<tr>
<td>Renaissance Naples Hotel Mediterraneo Superior High Floor rooms</td>
<td>Via Ponte di Sempio, 25</td>
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<td>Via Nuova Manzoni, 120</td>
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<tr>
<td>Partenope Relais Classic (no sea view) rooms</td>
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<td>DSU**</td>
<td>DBL***</td>
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<td>Via Diodati, 109</td>
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<td>Distance *</td>
<td>DSU**</td>
<td>DBL***</td>
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<td>Best Western JFK Hotel Naples Standard rooms</td>
<td>Via John Fitzgerald Kennedy, 141/145</td>
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<td>Hotel Bis Styles Napoli Garibaldi</td>
<td>Via Giuseppe Rizzardi, 33</td>
<td>Stazione Garibaldi</td>
<td>9.8 km</td>
<td>€ 106</td>
</tr>
</tbody>
</table>

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**Press Contact**

For press registration please send your e-mail request to the following address:

ITALIAN PRESS AND MEDIA PARTNERS:
WTC 2019 PRESS OFFICE:
PPIAN
Mrs. Federica Ruggeri
federica.ruggeri@ppian.it; wtc2019@ppian.it
+39 06 87751723 | +39 388 576 2810

INTERNATIONAL PRESS:
ITA-AITES PRESS OFFICE
Mrs. Diane Loth
d.loth@giesbert-mandin.fr
+ 33 6 47 27 74 29

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