# Italy

## Milan's M4 metro line

**TYPE OF TOOL**
***Project***

**MAIN SECTOR**
***Transport***

**THEME**
***Green***

**INFRASTRUCTURE GOVERNANCE PILLARS**
***Evidence-informed decision-making***

## In a nutshell

**OBJECTIVE:** Milan's new M4 metro line aims to encourage a transition from private mobility to public mobility, leading to reduced traffic, and therefore reduced emissions and improved quality of life.

**Agency in charge**
**Azienda Trasporti Milanesi; Webuild**

**Levels of government**
**Sub-national**

**Year of implementation:**
**2024**

**Current status:**
**Construction**

**Value:**
**€1.7 billion**

## Overview

M4 metro is a new metro line in Milan that will cross the city east-west, from Linate Airport to San Cristoforo railway station. It will be 15 kilometres long, fully electrified and automated, running entirely underground (except for the depot area) along 21 stations and passing through the city centre of Milan. The first section of the metro line is already operating, and the subsequent sections will become operational over the course of the years until 2024. Once completed, M4 should be able to serve 24 000 passengers per hour. This offers an excellent opportunity to shift travellers from more polluting private modes to public transport, thus reducing greenhouse gas emissions. The environmental feasibility study (2010) of the project included an analysis of environmental problems and identified several significant environmental impacts, especially during the construction phase, such as land occupation by construction sites and its impact on roads and traffic flow, pollution from construction activities, etc. Two main mitigation measures were proposed to mitigate these impacts: reducing the construction time by applying appropriate construction techniques and efficient planning, and limiting the spaces for construction sites and using them as efficiently as possible. An environmental monitoring plan defines the methodology, regulation, sampling frequency and times, and locations where the following indicators should be monitored: noise, atmosphere (local pollutants), vibrations, traffic and viability, groundwater environment, and vegetation. A separate report has been published to detail the monitoring plan for each of these indicators. A large part of the metro line has been subject to plans for green infrastructure, either around stations or in other nearby areas. For example, the stations of Frattini, San Babila, Datea, and Tricolore are part of a public space redevelopment plan, including bicycle paths, pedestrian areas and paths, and the development and addition of green areas. Moreover, a quarry lake near the San Cristoforo station will be redeveloped as part of the project.

**REFERENCES:**

- OECD (2023), *Developing an Integrated Approach to Green Infrastructure in Italy*, OECD Public Governance Reviews, OECD Publishing, Paris, https://doi.org/10.1787/d84bb8e4-en.