

**Bari, Italy**

Delivery: 2009–2011

Bari decided to reactivate its trolleybus system that had been decommissioned in 1987. As contractor in overall charge Vossloh Kiepe revamped the outdated network and recommissioned electrified operation. Complementing the already existing trolleybuses, other modern buses, coproduced by Vossloh Kiepe and Van Hool, were supplied.



These latter were identical in construction to the trolleybuses delivered to Lecce in 2006/07. The work on the infrastructure modifications, special overhead wires and substations was carried out together with Sirtil, Italy. The vehicles ordered run with overhead wires in zero-emission operation, i.e., they do not emit any exhaust gases. In addition, the buses can likewise run short distances disengaged from the overhead wires. This is made possible by a diesel engine complying with the requirements of the Euro 5 exhaust gas norm and used in the auxiliary unit. The trolleybuses also feature the new Vossloh Kiepe current collectors that allow even more precise disengagement and reengagement for faster response in critical situations.

06 March 2009

At year end, the trolley bus back to the center link Carbonara

In a few days will resume work on the rehabilitation of the central Bari-Carbonara. The work started in 1992 was never completed due to the variation of European legislation. The work will last 300 days, then at the end of the year will be completed

An old trolleybus Back to the trolley bus to Bari in the next few days will share the work comes from the old central trolleybus Bari-Carbonara: the work will be entrusted all'AnsaldoBreda spa and will last 300 days at the most. The work that began in November 1992 and was never completed due to the following necessary adjustments to European legislation which amended the supply voltage of the contact line and the power supply system of trolley buses have already been delivered. comes to the path of the 10,537 meters, develops along: Piazza Umberto I, Via De Marinis, course Alcide De Gasperi, Viale Einaudi, avenue of the Resistance, off June 2, Avenue of the Republic, avenue unification of Italy, via Capruzzi, Benedetto Croce course, course Alcide De Gasperi, Via De Marinis. In recent months, were instead work began to restore trolleybus II is Carbonara - Ceglie that, for an amount of € 2,814,000, provide for the implementation of the refurbishment of the existing line, the construction of an electricity substation and supply 3 new trolleybuses. 4,300 meters of the route runs along: Piazza Umberto I, Via Vittorio Veneto, Via Vincenzo Roppo, Via Umberto I, cemetery of Ceglie and return along the same roads. The work carried out by the joint Vossloh Kiepe GmbH, Van Hool and SIRT I will be completed by the summer. "In this way, - said the Councillor for Mobility, Anthony DeCaro - Bari also starts so concretely to a revival of the transport electric zero emissions"

2 October 2012

„Antonio Scotti October 2, 2012“

Trolleybus Bari-Carbonara, DeCaro: starting at Christmas

We are ready"

"The Amtab days to appoint the director of exercise. By Christmas the service could be ready"

Should have started two years ago . But, you know, the times do not coincide with those of the bureaucracy and the political ad often remains suspended pending a partly cloudy. And 'the case of the trolley buses that connect Carbonara should go back to the main railway station of Bari . Conditional d 'obligation given that for months no one has heard from him , so as to invite more than one person's desire to understand why the project was blocked. In fact, with almost two years of delay, work for the realization of the trolleybuses were terminat ie put in the ministry's recent technicians have finished testing the usability of the media. The trolleybuses are two sections: a link with Carbonara Bari and the other with Carbonara Ceglie. The costs incurred by the municipality amounted to 3 million and 600 thousand euro. Last spring, the City Council has asked the State an additional economic contribution (EUR 470 thousand, ed) to approximately 20 million Euros each year come into the coffers of the City Palace to manage the full service of transport. "We faced a number of problems - says DeCaro -. The region is in trouble because of the reduction of state

transfers, but a minimum level of funding will be provided " . "Soon - still the managing director of Mobility" - Amtab appoint the director of exercise that is a professional statutory and therefore needed to start the service. After that will be carried out training courses for employees and I think by Christmas we can officially inaugurate the trolleybus. " However, the service does not start in regime . Despite the seven means the company has parked in his establishment, it is likely that the lack of additional dedicated resources, will lead the municipal to make choices: "If there is any need for this - concluded DeCaro - we will do so as the means alternately , in the meantime, however, we think restarting the trolley in order to offer an alternative in Bari more for their daily commute. " Need is two months? And 'the case to start the countdown and check.

A Trolley Named Desire

traveling with 17-year delay

After so many ads service does not start: "Insufficient resources". But they were already spent 6 million FRANCESCA RUSSIAN

October 18, 2013

A Trolley Named Desire traveling with 17-year delay

The works were completed in December 2010, the trial took place in March 2012, the ads start of the service were repeated in 2011, 2012 and 2013.'s A never-ending story of the trolley that would connect the city center of Bari district Carbonara . The first section, 10 kilometers long from Capruzzi street, was completed: the electrical substations of St. Anne and wide Two reactivated in June, the top five submissions put back on the road, the functional tests carried out. Everything seems to be ready. What is missing, in addition to the declaration of fitness for use of the network, is the budget. At least one and a half million Euros to ensure the start up. This is the figure calculated by the director of exercise Sergio Bocchetti AMTAB appointed to manage the service trolley. The costs, in fact, are soaring: a mile trolleybus line costs almost double that of rubber. And then other professionals who serve the urban public transport company does not have in it. "The substations are to be remotely controlled from a distance and there is no need for constant monitoring of the power line that flows around buildings - says Bocchetti - the hooks and the cross can be damaged by atmospheric factors and deformation." All this serves specialized personnel, money, therefore, that the City of Bari and should put that in times of resource block due to the stability pact, will not be easy to retrieve. "missing then a formal act that the municipality must fulfill - continued the Director for the year - AMTAB transfer facilities and vehicles, on loan or in the property, because you can actually go. " And you have to hurry because the machines, without for years (some media lie in the vault since 1996) are likely to deteriorate. "The resources committed so far are such and so many that, unless you were to go with the trolley, run the risk of burning EUR 6 million spent so far," concludes Bocchetti which ensures that the service will start later this year. "We made the request financial resources to the City "insists the president of AMTAB Tobia Binetti. "The important thing is to start, even if not at full capacity - the delegate responds to the mobility of the Municipality Antonio DeCaro top line will alternate 4 and trolleybuses the region will give us something and they will take money from non kilometers facts of the other lines. " Trade unions, however, are skeptical.

"We were never called to give us news," said Nicholas Merico the FIT CISL. "No communication - Luigi presses Minafra FILT CGIL - the drivers were given membership to participate in courses to obtain your driver's license for the trolley buses, but has not started anything yet. "

AMENDED VERSION: October 18, 2013

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November 21, 2013 (modified November 22, 2013)

BARI - The trolley back on the street: Amtab is conducting a series of tests (in progress this morning Alcide De Gasperi) to check the status of the media and the network. Next week will start instead of training courses for the employees of the company who will get the license to drive electric buses. The trolley will cover the route Ceglie - Carbonara - for the work station and reactivation of the line and equipment maintenance has been allocated 3 million and 600 thousand euro.

HISTORY - The trolleybus appeared at Bari for the first time in 1941 and worked for about 40 years. The junta then Emiliano has had a hand in funding to reactivate the two links (Ceglie - Carbonara Carbonara - the station). In the workshop AMTAB There are currently 7 trolleybus that the company has put in motion (three purchased recently). The exercise director Sergio Bocchetti initiated testing and the administrative machinery. Now we have to wait for both the training courses is a response from the State to fund the service.

20 March 2014

DeCaro part Carbonara: "The more green areas for the neighborhood, strengthen the public transport"

The mayoral candidate in Piazza Umberto for the meeting with citizens organized by the youth of "Declub." Among the priorities for the neighborhood the presence of spaces for the aggregation and enhancement of public transport. On the trolley bus: "It will be activated, but not enough to solve the problems"

Grace Rizzi March 24, 2014

A periphery "that needs to pedestrian areas, green areas, more services for citizens" , in which "there are many actions to be taken, such as the renovation of the sewage white, the strengthening of public transport, the market re-launch "but that," compared to other suburbs has an advantage: it is a former village, still retains that sense of community that many suburbs have never had, "a" positive significance " from which to start to redevelop the area and meet the needs of citizens. mayoral candidate of the center-Antonio DeCaro sums at the end of a Sunday morning spent in Carbonara, to meet and listen to the citizens of the Fourth District.

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To arrange the meeting, together with the local Democratic Party and some neighborhood associations, young people "Declub", which in the central square of the former village have also given rise to drawing workshops and play time for the little ones.

Many residents have complained about the lack of green areas and spaces for aggregation, but also the mobility remains a central point in a suburb served largely by only two bus lines, along which the main highways connecting the city center, often impassable due to traffic, make it difficult journeys on public transport. "We definitely increase public transport - notes DeCaro - which also has been enhanced because the little money that came along, the million and a half miles that came from the region funded with three million euro at the end was primarily intended to Sao Paulo and Carbonara, in addition to the Park & Ride. Was made a choice to serve those neighborhoods that have higher demand for mobility which is partly still unsatisfied".

But the territory of the Fourth District is also the one who for more than twenty years, expects to see the metro-Bari Bitritto. The work stopped for years because of a series of technical and bureaucratic hitches are broken down in September. "An example of how not to administer - said DeCaro - have contracted many years ago a railway without knowing how it came inside the central station. was now finally contracted a redevelopment project of the whole work, because many stations had been vandalized and completion of the work because it lacked the tracks and electrification. "It will be an important work which will link Bitritto, but also Loseto, Santa Rita, the San Nicola stadium that I hope to be again invaded by fans without having to go Cordon areas for parking for cars or buses that put lock along the way. "

Another chapter of the trolleybus. Referral after referral, the service, the activation of which had been originally scheduled for 2010, has not yet started. "Amtab is doing the testing - said DeCaro, managing director of Mobility that directly follows the each other - they have to travel thirty thousand kilometers. "But the trolley will not solve the problems of public transport," warns the mayoral candidate. "It is a bus that has a power supply, so it has zero impact on the environment, but its path overlaps with that of the line 4". Once activated, in fact, trolleybuses Bari-Carbonara will alternate with regular bus line 4. "Trolleybuses I've inherited them from '94 - continues DeCaro - had been bought, paid, deposited in the holding of transport and never activated. I asked the company to come back and finish the job. "I've always said that will not solve the problems of public transport, however, are an innovation," says DeCaro then explains: "We can consider a 'pre-tram'. Hopefully over time, whether work, to make a system with the guide bound and the fast track. 'I'll lose a lane maybe with time, but we can accomplish a service of efficient public transport. "When is therefore the effective activation of the service? "The Amtab continues to move from month to month the date. I hope that in a few months we can go. "

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The mayoral candidate in Piazza Umberto for the meeting with citizens organized by the youth of "Declub". Among the priorities for the neighborhood the presence of spaces for the aggregation and enhancement of public transport. On the other hand, the mayor will be activated, but not enough to solve the problems."

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Grace Rizzi · March 24, 2014



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