TUNeIT: A BRIDGE BETWEEN EUROPE AND AFRICA

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Abstract: (250 to 500 words: for each heading use the bullet points or narrative - the submission including graphics should not exceed one page)

Problems - Issues / Challenges-Needs
The African road infrastructural system, although physically independent, in the sense that it has no permanent connections with the rest of Europe, if and when it will be completed and, therefore, to a large extent interconnected, will need to cope with the traffic of people and goods to and from Europe. If we make a leap in scale and note the European attitude towards infrastructure, we realise that the trend is to privilege the development of infrastructural corridors that are mainly structured in northern Europe. It is therefore reasonable to assume that commercial traffic overland, in the future, may exclude Italy.

Solutions - Methods / Results - Findings
Clearly, it is therefore no coincidence that new studies are now underway to explore the idea of TUNeIT, an “old” project proposed in its time by ENEA in the form of a tunnel, and now revised in a more modern key as a plan that relies on suspended bridges and artificial tunnels. This hypothesis, strongly supported by EAMC, which takes the form of a permanent connection between Sicily (Mazzara del Vallo) and Tunisia (Bon), would cover the 140 km span with a system of works designed with attention to both landscaping criteria and high-level technical and functional criteria, creating truly excellent terminals both in Italy and in Tunisia. In the eyes of much of Italy, the very idea of permanent connections between Africa and Sicily and Sicily and the Peninsula may appear scandalous, but the risk of being marginalised in the system of intercontinental exchanges should not be underestimated.

Novelty - Value / Relevance to ...
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Forum statement
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Keywords: (up to 5 keywords)
TUNeIT; Link between Africa and Europe.

Graphics: