

**Rete Ferroviaria Italiana and Nevomo**  
**have signed a Memorandum of Understanding**  
**to develop magrail technology**

**Rete Ferroviaria Italiana and Nevomo have signed a Memorandum of Understanding (MoU) to verify the technical and economic feasibility of superposing magrail technology on existing railway infrastructures. As part of this cooperation, they will apply for European innovation funding, to finance a full-scale pilot on the RFI test facility in Bologna San Donato. It will be a major step towards bringing this innovative technology – still in its development phase – to the European railway market. It is expected that magrail will be compatible with the coexisting underlying railway system and will enable conventional and high-speed railway transport to be upgraded. There will follow an increase in speed of up to 75% regarding existing alignments, without the need to build new infrastructures. This will mean avoiding all heavy civil works and related investment.**

Rete Ferroviaria Italiana, the Ferrovie dello Stato Italiane Group company responsible for managing the national railway infrastructure, and the Polish-Swiss technology company Nevomo, have signed an MoU to develop magrail technology. The year-long collaborative agreement is focused on knowledge sharing and analysing the Italian railway network to assess the technical and economic feasibility of implementing magrail technology on selected routes. The agreement also mentions technology acceleration, aimed at integrating it with the railway system.

In line with these activities, these two companies will apply for funding from the EU to conduct the first full-scale magrail system pilot on a test track in Bologna San Donato, which is owned by RFI. This will be the last stage of testing, which is expected to trigger the conformity assessment procedures needed to implement the magrail technology commercially. Thus, Italy has taken another step towards becoming a pioneer of advanced and innovative transport systems, focusing on related infrastructural needs.

Magrail is expected to become a new high-speed transport system superposed on, and integrated with, existing railway corridors. It will enable the introduction of a new mode of propulsion with linear motors and a new interface between newly designed vehicles and the infrastructure, based on frictionless magnetic levitation. From a technical point of view, it will allow for interchangeable operations of conventional railway rolling stock, as well as new, faster, magnetic-levitating vehicles on the same line. The latter vehicles will be up to 75% faster than the former vehicles on the same route alignment. The system is expected to improve the performance and efficiency of existing railway corridors at moderate capital expenditure levels and with lower operational costs.

*The magrail technology we are developing allows us to implement sustainable mobility by transforming the transportation landscape into an efficient and emission-free system. The preliminary feasibility study of magrail technology, conducted in cooperation with our partner IDOM, shows that the benefits of implementing magrail technology will be significant – both*

*in economic and social terms, says Przemek Paczek, CEO & co-founder of Nevomo. We are extremely happy that RFI, one of the European leaders in adopting advanced technological railway solutions, has placed its trust in us. Together, we have an opportunity to revolutionize rail transport, he adds.*

Nevomo recently announced that this summer it will start the construction of its first 1:1 scale test track in Poland.

Nevomo has been successively gaining the trust of individual and institutional investors. The total funding (equity and grants) raised by the company has exceeded EUR 7.9m, including almost EUR 1.3m in its latest equity crowdfunding campaign on the UK-based platform Seedrs. So far, this fund-raising campaign has attracted over 950 individual investors from more than 45 countries.

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#### **About RFI**

Rete Ferroviaria Italiana (RFI), which manages national infrastructure, is a company in the FS Italiane Group responsible for keeping railway infrastructure and stations in full working order. With its 16,800 km of network, of which over 1,000 are high-speed, RFI allows over 9,000 passenger trains and tons of freight to run every day in complete safety.

RFI's main responsibilities are to manage railway traffic and operations safely, to maintain the efficiency of the National Railway Infrastructure, to design and implement investments in order to upgrade and develop the National Railway Network with its dense network of lines and stations, and to ensure the accessibility of freight terminals and stations, including provision of assistance to people with disability.

RFI also promotes the integration of Italian infrastructure with the European Railway Network, in coordination with other EU National railway Infrastructure Managers and the European Commission, with regards to quality standards and technical specifications for interoperability. The company is involved in the development of technologies and materials for the railway sector and utilizes the investments for the strengthening, technological modernization and development of railway lines and facilities.

## About Nevomo

Nevomo (formerly known as Hyper Poland) is a leading supplier of innovative key components for hyperloop and the next generation of high-speed railways (magrail). Its unique approach will enable quick and gradual implementation of transport systems inspired by the hyperloop concept, starting with the use of the existing corridor routes and railway regulations. By adapting the existing railway infrastructure, the company aims to enable travel with a speed of up to 550 kph. This will be possible thanks to the development of magrail technology, a magnetic railway system that makes use of existing railway tracks. Both traditional trains and magrail vehicles can operate on the same railway line interchangeably. Nevomo is the first company in the world proposing a gradual implementation of hyperloop-inspired solutions as an upgrade to the railway industry.

In October 2019, Nevomo presented a 1:5 demo version of its solution, and in December 2020, mid-size tests began. Preparations for the first 1:1 scale technology tests on a track in Nowa Sarzyna, Poland will begin this summer.

Nevomo has so far financed its activities by combining research and development grants, as well as equity crowdfunding (Seedrs) and business angel's investments. In the first half of 2019, Nevomo obtained EUR 3.8 million of an EU R&D grant from the National Center for Research and Development. In December 2020, Nevomo acquired a new investor - Hütter Private Equity, a leading CEE family company founded by Piotr Hütter, a successful pharma entrepreneur. Total funding (both equity and grants) raised by Nevomo has exceeded EUR 7.9 million.