

# Cobar's Buildings and Infrastructure Works



## Company profile

COBAR was born in the 80s, when Vito Barozzi founded a company that in a few years became an established reality throughout Italy. The company initially links its image to the restoration of some historical Italian property assets.

We had the honour of restoring prestige to some Italian historical architecture landmarks: the 'Colosseum' and the 'Royal Palace of Caserta' are among the most precious jewels of the Italian historical heritage and have seen our contribution on their restoration.

This is not where our business ends.

The experience of over 40 years of work has developed on the design and construction of civil, industrial, tourist and commercial facilities; design, installation, maintenance and servicing of high-tech facilities, building and maintenance of major infrastructure works and construction of major public and private building works. What we have built so far rests on more than 500 projects and 20 certifications obtained in the field. Our team boasts more than 250 hired workers, 70 technicians, 1000 external professionals involved in the work, for an average company turnover of 60 million euros.

The main items of our company business have always been linked to public and private contracts, to the construction, the restoration and the conservative renovation. Our values are closely linked to the work we do: we are convinced that a successful and long-lived company can run if it scrupulously respects the work deadlines and methods of delivery and if it protects and respects its workers. A competent, enthusiastic and determined team is the best resource to rely on. Even when the public finance crisis and the reduction of Government's investments have caused troubles to our sector, our company strategy, planning and values have allowed us not only to resist, but to improve our business proposal.

This is what we propose to those who meet us: tangibility, competence and a long term view. To ensure a bright future to the past.





## Opening remarks by Vito Barozzi

### ***Dedication, passion, vision, and a true calling.***

*Day in and day out, these are the core values that guide Cobar, by Vito Barozzi. These values have resonated in his life and have marked the creation of his company, with a staff of 350 employees and an average revenue estimated at €60 million. We asked Cobar's founder, Vito Barozzi, to tell the story of his company and shed light on the ways Italian workers and manufacturers excel and set themselves apart from the rest of the world.*

My father was a day labourer. I was 10 years old when I first visited a construction site. With the invaluable help of scholarships, I went on to obtain my Electronics Technician degree. By morning, I used to go to the construction site, while in the afternoon I was teaching at a trade school in Altamura. In 1985, I resigned and proceeded to found my own company along with some of my friends. Everybody thought I was crazy. In my mind, I couldn't stop thinking of when the Cmc cooperative, from Emilia-Romagna, had built the first mill in Altamura in the 1960s. I was only a kid at the time, but I had the feeling that something had been stolen from us. I had the exact same feeling during my first 10 years of work: by night I was teaching, while, during the day, I was working in construction sites for local subcontractors of companies from Northern Italy. We constantly worked our fingers to the bone, but, at the end of the day, we only had a few pennies to our name. The turning point happened in 1986. Crea, a company based in Forlì, hired me as a subcontractor for my absolute first restoration work in San Fele, in the province of Potenza. In order to reach the construction site, we had to go through a very narrow road, barely one meter wide, and we had to carry our tools by hand. The company was so impressed by our work ethics that, to no benefit for themselves, they vouched for our application in the ledger of authorised restoration companies for the Ministry of Public Works and Infrastructures. Shortly after, we obtained our first official contract: the restoration of the castle in Grottaglie. A €1.2bn contract for a company that, up until then, had only managed construction sites for a maximum budget of €70 million. Since then, we have never stopped. In the span of 40 years, we have breathed new life into the wonders of our native land, investing in it and for its sake. Today our average revenue is estimated at around €60m, we have obtained over 20 certifications, we employ a staff of 350 between workers, technicians and all sorts of professionals that have been involved in more than 500 projects brought to completion. The past and the present coexist in our company: we constantly keep up to date with the latest technologies and production processes in order to keep at the cutting edge, while maintaining our everlasting core values, such as work ethic and respect for our employees: they are the true secret of our success. We always keep knowledge and sensitivity as cornerstones of our projects, and always strive to give back to the community what is rightfully theirs.

Some of the most notable projects completed by Cobar SpA include the Hypogaea of the Colosseum, an iconic symbol of Italian culture and history; the Pontrelli Cave in Altamura, during which Cobar's experts, working alongside palaeontologists and archaeologists, have discovered dinosaur footprints that were restored and presented to the public; the Petruzzelli Theater in Bari, brought back to life after its destruction in a fire in 1991; the breathtaking Santa Maria di Siponto Basilica, further enriched by the artistic installation created by Edoardo Tresoldi. For a long time, we have also specialised in artistic restoration, best symbolised by two exquisite examples: for our work on the artworks displayed in the San Paolo Theatre in Naples and Palazzo Barberini in Rome, we have obtained our SOA OS 2-A certification.



When I talk about my company and my employees, we like to think of ourselves as surgeons treating very special patients: before we start our operation, we study “our” patient very closely, analysing its history, detailing its features, diagnosing and getting to know all the areas to be worked on, considering the best techniques to apply, and planning every single detail. Only after that, we begin our restoration. Every construction site becomes a sort of laboratory, where architects, archaeologists, restorers, art historians, experts, engineers and all other professionals establish an exchange of know-how with one another, each providing a vital contribution to the project’s success, along with continuing on an ongoing path of professional, personal and cultural enrichment. At Cobar, we know that a skilful restoration is due not only to professional competence, but also a heightened cultural sensitivity.

Likewise, we feel the calling to bring value to our territory by lending out our talented professionals. Italy is well known for having restoration professionals whose expertise has been honed through years of working our country’s rich and diverse artistic heritage. Italy harbors the absolute excellence in restoration and conservation; the skill of restoration professionals from Puglia is especially renowned throughout the country for the centuries-old traditional techniques of stone and tuff cutting, and vault architecture restoration. Combined with technological innovation, expertise is the key to our future, a key we are heavily investing in. A significant example is our project for the Kursaal Santalucia in Bari: along with our restoration works, we have designed and built new structures for the stalls and the stage, implementing movement mechanisms with different settings that allow for a versatile use of the theatre area, paired with a stage tower design and a top quality AV system.

This is the path we want to keep following. The pandemic has accelerated the process of digitisation that was already underway worldwide: this has helped us understand that Cobar is more than capable of taking on this new challenge and venturing beyond the Italian borders. For this purpose, the Salone del Restauro is an ideal opportunity for us to carve our place in the global market, have prolific exchanges of ideas, and find inspiration from all other restoration professionals.



## Company turnover for the last 5 financial years

2015	2016	2017
€ 40.964.395,00	€ 54.341.473,00	€ 61.864.223,00
2018	2019	2020
€ 50.958.747,00	€ 49.358.159,00	€ 65.000.000,00

## Average headcount

	2020	2019	2018	2017	2016
<b>Managers</b>	4	2	2	2	2
<b>Employees</b>	46	37	34	35	35
<b>Workers</b>	197	108	100	113	129
<b>Total</b>	<b>243</b>	<b>145</b>	<b>134</b>	<b>148</b>	<b>164</b>

## Certifications

- **ISO 14001:2015**  
in compliance to the Environmental Management System standards
- **ISO 9001:2015**  
in compliance to the Quality Management System standards
- **ISO 37001:2016**  
in compliance to the Anti-bribery Management Systems standards
- **ISO 39001:2012**  
in compliance to the Road Traffic Safety Management System standards
- **ISO 45001:2018**  
in compliance to the Occupational Health and Safety Management System standards
- **UNI EN ISO 10005:2018**  
in compliance to the Quality Management System standards
- **ISO/IEC 27001:2013**  
in compliance to the Information security management System standards
- **SA 8000:2014**  
in compliance to the Social Accountability System





## *Soa certifications*

- **OG 1** Civil and industrial buildings
- **OG 2** Restoration and maintenance of protected non-mobile cultural assets
- **OG 3** Streets, Highways, bridges, viaducts, railways, Tramways, Subways
- **OG 4** Underground art
- **OG 6** Aqueducts, gas pipelines, oil pipelines, works of irrigation and evacuation
- **OG 10** Installations for the high / medium voltage transformation and for the distribution of electrical energy into alternating current and continuous and of public lighting installations
- **OG 11** Technological systems
- **OS 1** Earthworks
- **OS 4** Supply, assembly, maintenance or renovation of conveyor systems, elevators and escalators, lifting
- **OS 5** Pneumatic and anti-intrusion systems
- **OS 6** Finishes of general works made of metal, wood and other plastic and vitreous materials.
- **OS 7** Finishes and general construction and technical works.
- **OS 19** Telecommunication networks and data transmission systems
- **OS 21** Special structural works
- **OS 22** Water purifying and depuration plants
- **OS 23** Demolition of works
- **OS 24** Green and Street Furniture
- **OS 25** Archaeological excavations
- **OS 27** Installations for electric traction of any railway, subway or tramway
- **OS 29** Supply, installation, systematic maintenance or restructuring of the tracks for any railway, subway or tramway
- **OS 2-A** Restoration of decorative surfaces and of mobile cultural assets of historical and artistic interest
- **OS 18** A Structural components in steel



## *Infrastructure works*

List of the most important works from the last 5 years, complete with customer data, duration, year of execution, contract amount and a brief description of the project.





## *Urban services works*

*(sewers, water purification plants, roads, bridges)*

### **INTEGRATED CONTRACT FOR THE EXECUTIVE PLANNING AND EXECUTION OF THE UPGRADE PROJECT FOR THE BARI WEST WATER PURIFICATION PLANT.**

CLIENT

**ACQUEDOTTO PUGLIESE S.p.A.**

TOTAL CONTRACT AMOUNT

**€ 26,603,555.53**

PERIOD

**2017-2020**

Located in the northwestern area of the city, in the industrial area, at the 1st cross street of Viale Europa, the Bari West purification plant serves most of the city of Bari, its industrial area, and a number of neighboring municipalities. The function of the purification plant, subject of the operation, is the separation of polluting substances from sewage water, in order to obtain a clarified liquid suitable for discharge at sea. The wastewater is channeled, through underground pipes and sorted ducts, to different areas of the plant, depending on the inlet flow. Our project, in particular, is aimed at providing optimization of the sludge filtration line into the purification plant, using co-generation technology with the goal of producing electricity and heat required for sludge heating inside the sludge digesters. In this specific case, the biogas produced by the digested sludge is used to feed a co-generator: the electricity and thermal energy it produces is used in the sludge heating process. This technique minimizes the electrical costs currently necessary for operating the purifier, simultaneously reaching the goal of reducing the environmental impact generated by conventional techniques with a thermal plant.





## Urban services works

*(sewers, water purification plants, roads, bridges)*

**“BASENTO BRADANO – TRONCO DI ACERENZA” WATER DISTRIBUTION GRID PROJECT, 3<sup>RD</sup> LOT, FOR IRRIGATION OF ABOUT 5000 HA IN THE TERRITORIES OF THE MUNICIPALITIES OF BANZI, GENZANO, PALAZZO S.GERVASIO, AND IRSINA**

CLIENT

**EXTRAORDINARY COMMISSIONER FOR THE IMPLEMENTATION OF THE INTERVENTION “BASENTO-BRADANO WATER SCHEME 3<sup>RD</sup> LOT OF ACERENZA SECTION” D.P.C.M. OF 09.12.2014 – ALREADY AUTHORITY FOR IRRIGATION PUGLIA – LUCANIA AND IRPINIA**

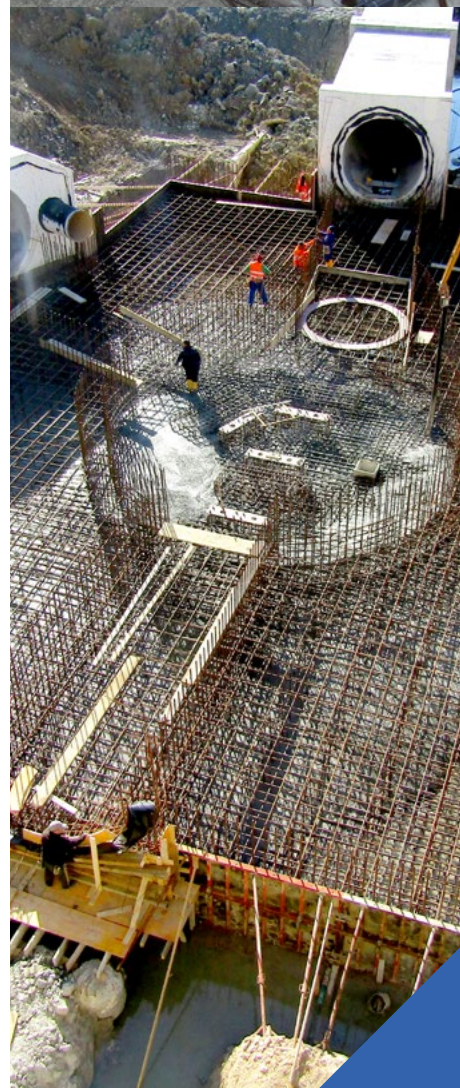
TOTAL CONTRACT AMOUNT

**€ 73.579.253,08**

PERIOD

**2013-2020**

The goal of the hydraulic infrastructure project “Basento Bradano water grid – Tronco di Acerenza” is to irrigate approximately 5,000 acres in the areas of the municipalities of Banzi, Genzano, Palazzo S. Gervasio, and Irsina. It devises the completion of the following works: a divider, a well and piezometric tower in the Genzano reservoir, a natural tunnel excavated by a shielded TBM machine, a piezometric tower and a hydraulic disconnection tank at the outlet of the natural tunnel located in Fosso Marascione, adduction pipes and compensation tanks, lifting systems and an irrigation distribution network. Namely, the adduction system is created via the construction of an over 4km long natural tunnel, which allows the water collected at the Genzano access point to be transported to the Marascione access point: the first section of the tunnel is composed of a 24 mm thick DN 3,000 steel pipe, which extends for 290 m (hanging duct resting on suitable stacks) and a further stretch made of GRP (glass-fiber reinforced plastic) DN 3,000 (underground duct), which extends for about 710 m, ending in a water separation system. The three adductors responsible for feeding the three tanks are divided into B1 (4.20 km long, GRP, DN 800), B2 (0.144 km long, GRP, DN 600), and B3 (7.20 km long, GRP, DN 900). The tanks, detailed in the V1/V2/V3 project, have a capacity of 15,000 m<sup>3</sup>, 12,000 m<sup>3</sup>, and 20,000 m<sup>3</sup> respectively. Two lifting systems, with a capacity of 900 l/s and 1,600 l/s respectively, service the V2/V3 tanks. The first level distribution network consists in the three tanks, with GRP pipelines extending for a total of 27 km, which provide the supply to 17 smaller district-specific pipes. The second and third level distribution network are serviced by the district-specific pipes, made out of PEAD (polyethylene) extending for a total length of about 352 km: this network, consisting of 2,197 industry-dedicated delivery groups (vents) services end-users. The entire plant is managed by the Casa di Guardia, a remotely controlled peripheral-based station that serves as the nerve centre of the entire network.





## Urban services works

*(sewers, water purification plants, roads, bridges)*

### CONSTRUCTION OF A PEDESTRIAN BRIDGE IN THE MUNICIPAL DISTRICT OF TERNI, BETWEEN PIAZZA DANTE AND THE TRANSPORTATION TERMINAL (UNDER CONSTRUCTION) IN VIA PROIETTI DIVI, INTEGRATED WITH THE TERNI RAILWAY STATION

CLIENT

**MUNICIPAL DISTRICT OF TERNI**

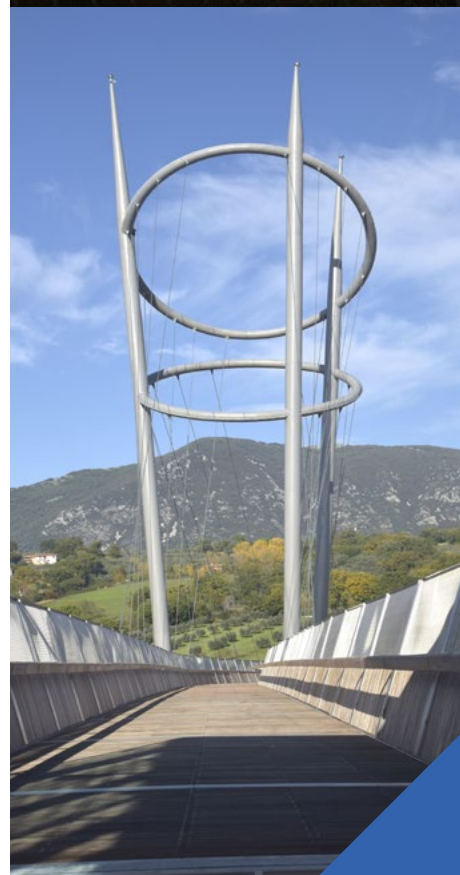
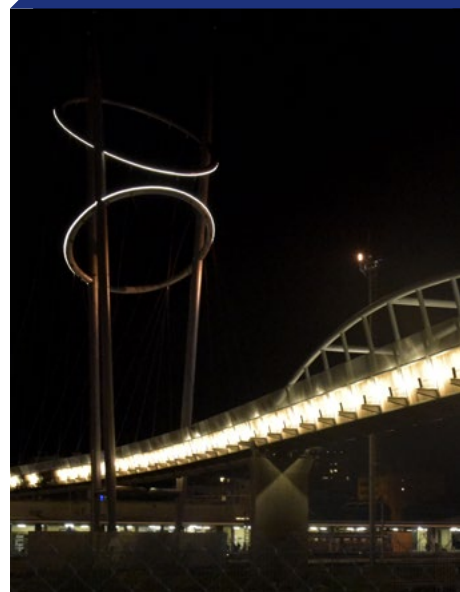
TOTAL CONTRACT AMOUNT

**€ 2,741,815.00**

PERIOD

**2014-2018**

The new bridge, designed not simply as a connection between two locations but as an extension of an urban route, starts from Piazza Dante, follows the extensive railway areas, and terminates at the new parking/transportation terminal in Via Proietti Divi. The footbridge is a bicycle and pedestrian pathway extending for approximately 177m, and consisting of two structurally different and independent segments: one longer cable-stayed tract, supported by a frame consisting of the three steel tubes that make up the tripod, and another adjacent shorter arc (Vierendeel truss) designed to be constructed in the final section of the area, near the parking lot. Chosen as an expression of the identity of the city of Terni and a symbolic element of the new urban gateway, the structural element of the tripod consists of three pillars slightly tapered upwards and joined together with two rings placed at the summit, rising from the ground and encompassing the pedestrian pathway. The main support point of the tripod is positioned in the central part of the railway area. The entrance to the bridge from Piazza Dante is placed inside the railway station, creating a new glass structure that overlooks Piazza Dante and rests on the external façade of the station, remaining flush and providing a volume of light in axis with Viale Curio Dentato, without compromising the integrity of the façade itself. In a diametrically opposed way, the entrance to the bridge from the side of the parking lot adjacent to Via Proietti Divi is placed within a structure containing a staircase and an elevator: the structural element that contains the lift and the staircase also supports the final part of the bridge, through a cantilever bracket that supports the ends of the Vierendeel truss belonging to the arched bridge.





## *Urban services works*

*(sewers, water purification plants, roads, bridges)*

### **COMPLETION AND DEVELOPMENT OF THE PORT'S NORTH SECTOR AND TRAFFIC CIRCULATION WORKS IN GIOIA TAURO (REGGIO CALABRIA), ITALY.**

CLIENT

**PORT AUTHORITY OF GIOIA TAURO (REGGIO CALABRIA)**

TOTAL CONTRACT AMOUNT

**€ 11,435,385.02**

PERIOD

**2016-2019**

This important project combines the necessity for completion and development of the northern sector of the Gioia Tauro port with the regulation of traffic circulation, via the construction of various road axes: axis A with a double lane roadway, built as an overpass of the S. Ferdinando junction railway tracks; branch axes B and C, with a single lane roadway, built to restore the MCT connection; axes D and E, which branch off with a double lane roadway, start from an intersection decongested by a soon-to-be-built roundabout at the geometric end of axis A, allowing respectively for connections to the area of the former Isotta Fraschini plant and the former ENEL area. Total metric development amounts to approximately 3,100m. To complete the operations planned for the main axis, a new configuration of the railway shunting rod has been added in the southeastern area of the MCT aprons. In addition, the Port Authority also plans to improve the so-called "backdock" traffic circulation, which develops along the wave barrier to protect the internal basin of the Port. The development operation totals an extension of approximately 3,000m, divided as follows: three sections of 195m each; a 1,200m long connection to the existing traffic segment in which the longitudinal profile is to be brought to compliance standards; an intermediate section that borders the wave barrier wall, for which flexible paving (binder + wearing course) is planned to be laid on the underlying existing concrete layer, and also includes three rods of connection with the existing road network (facing the internal basin) for a total development of about 400m; a final stretch of about 1,600m where it is estimated that the recently built flooring will only require the paving of the wearing course. Connecting two separate functional areas (the loading bay and the workshops), the construction of the railway road system consists of a total 850m of development site, 700m of which follow an existing obsolete railway section with the construction of a mixed-use road and a 130m green area within area of the port.



## *Health, education, social services works* (schools, hospitals, social centers, etc...)

### **EXPANSION OF THE N.C.C.E. BUILDING, REGULATORY AND FUNCTIONAL UPGRADES OF THE "ASCLEPIOS III" ADMINISTRATIVE SERVICES PAVILION, EXTERNAL REPAIRS AND SUBSERVICES**

CLIENT

**POLICLINICO DI BARI UNIVERSITY HOSPITAL CONSORTIUM**

TOTAL CONTRACT AMOUNT

**€ 25,585,918.93**

PERIOD (TOTAL LOT)

**2013-2020**

This operation consists in the construction of the new Surgery and Emergency ward on a section of land currently occupied by two buildings, the Psychiatry and Respiratory Physiopathology wards, both set to be completely demolished. The demolition reclaims an area consisting of a total volume of 15,160 m<sup>3</sup>; also included in the project is the construction of a 3,000 m<sup>2</sup> green area. The lot will also border structures such as the building called Asclepios II to the south, the biomedical research building to the west, as well as a driveway inside the Policlinico to the north. The new building, called Asclepios III, is designed on 8 levels, including a large basement, a ground floor and a first floor of smaller size, compared to the surface areas of the five floors above. The ground floor and the first floor occupy two physically separate areas which, with the ground level connection, function as a base for the building above, which houses spaces organized according to the five floors scheme in which the wards, the spaces complementary to them and the departmental activities are distributed along the outer façades; conversely, the service spaces, such as the blocks for vertical transport and the areas dedicated to the facilities systems, are organized along the central bays. The vertical transport systems are aptly placed according to the type of end use (visitors access, patients and doctors access, waste material transport, clean and/or sterile material transport). The elevators for public use are placed in front of a large window that looks to the east, illuminating the waiting areas on each floor, and composes the two longitudinal volumetric blocks that house separate wards, divided into university and hospital wards. In the central area of the building, following its vertical axis, two glazed cloisters have also been created, with the aim of illuminating the overlooking areas.





# *Health, education, social services works*

*(schools, hospitals, social centers, etc...)*

## **CORONAVIRUS EMERGENCY RELIEF: CONSTRUCTION OF A MODULAR STRUCTURE, WITH PREFABRICATED BUILDINGS, TO BE USED IN HOSPITAL AREAS AT FIERA DEL LEVANTE IN BARI**

CLIENT

**PUGLIA REGIONAL ADMINISTRATION**

TOTAL CONTRACT AMOUNT

**€ 20,109,488.84**

PERIOD (TOTAL LOT)

**NOV 2020-JEN 2021**

The works consist in the construction of a hospital structure, with prefabricated modules, to be set up inside dedicated pavilions of the building complex of the Fiera del Levante in Bari. They will occupy spaces originally intended for exhibition purposes, built over the course of the years with diverse structural patterns and materials. The aforementioned modules are identified with the numbers 18, 17, 13, 11, 9 and 10. The design of the modular structures, logistically and technically suitable for the intended purpose, has been tailored to host medical structures, machinery and personnel.



## *Public transportation* *Works*

### **BUILDING RENOVATION AND TECHNOLOGIC UPGRADE OF THE MATERA CENTRAL RAILWAY STATION FOR THE APPULO LUCANE RAILWAYS**

CLIENT

**FERROVIE APPULO LUCANE SRL**

TOTAL CONTRACT AMOUNT

approx. **€ 5,830,000**

PERIOD

**2018-2019**

The project consists in the construction of the new Matera Centrale railway station. The operations undertaken consist namely in building renovation, through aesthetic and functional redevelopment, as well as technological and railway upgrades for the existing FAL Matera Centrale station, one of the three stations of the FAL Bari - Matera route serving the city. The project is a cornerstone of the public initiatives related to the awarding of the title of "2019 European Capital of Culture" to the city of Matera. The operation takes place in the city of Matera, in the area where the current railway station and the adjacent railway areas are located. The contract includes all the works, provision of supplies and services needed to complete the operation in accordance with the conditions, technical specifications, quality and quantity standards established by the contract, the project and its relative attachments. The operation's progress is always, and in every circumstance, carried out by adopting best practices: the contractor must comply with the law and fulfill their obligations with the utmost diligence.





# Public transportation Works

## EXECUTIVE PLANNING AND COMPLETION OF WORKS FOR THE CONSTRUCTION OF THE ANDRIA SUD STATION FOR THE BARI – BARLETTA RAILWAY LINE

CLIENT

**FERROTRAMVIARIA SPA**

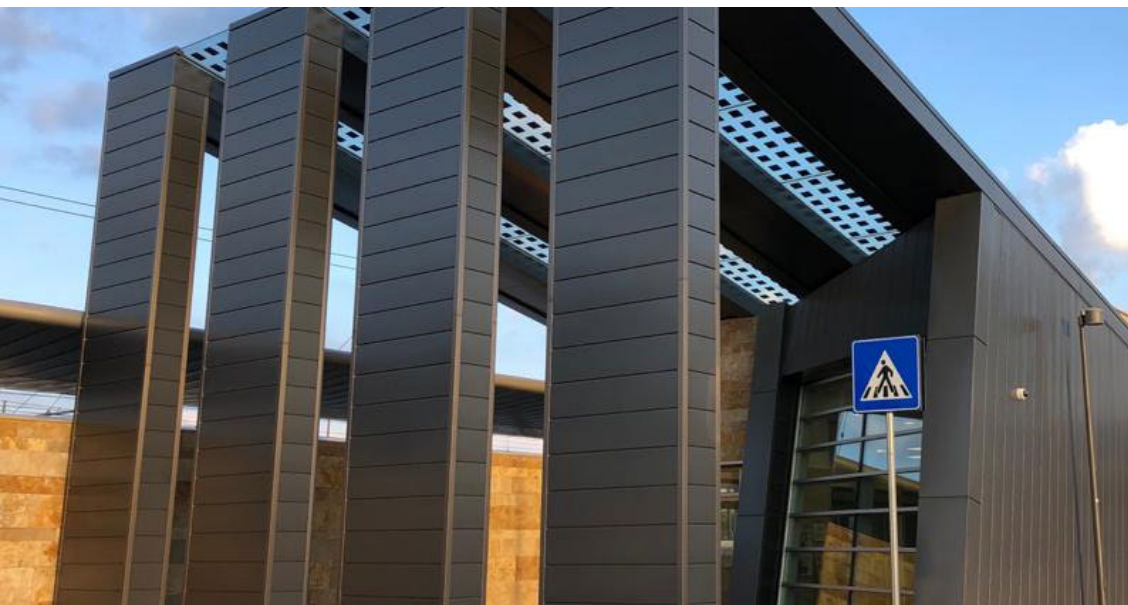
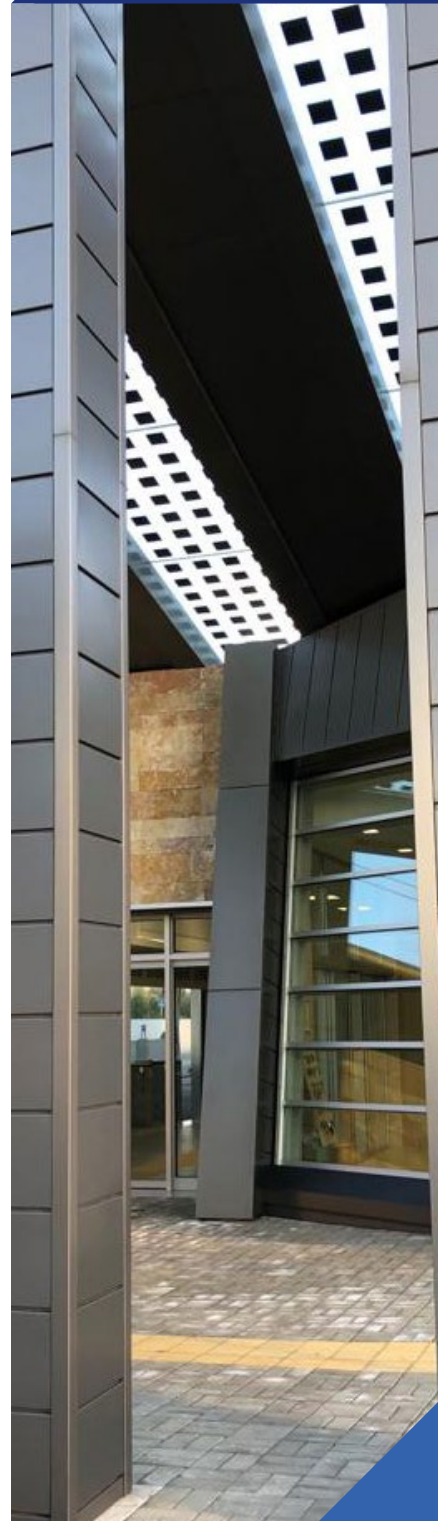
TOTAL CONTRACT AMOUNT

**€ 12,087,648.00**

PERIOD

**2015-2018**

Within the scope of a greater project designed to upgrade the Corato – Barletta railway tract, the lot in question bundles together the following operations: the doubling of the Corato – Andria Sud track and the interment of the railway line and station in the city centre, with construction of the new Andria Sud station (above ground) and the new Andria Nord stop (underground). The Passenger Area is placed on the southwestern side of the railway, with an Intermodal Transport Exchange parking area located on the northeastern side. The choice of the location and orientation of the Passenger Area and the Intermodal Transport Exchange parking area was made keeping in mind the location of the construction area and the goal to reroute, with minimal intervention, part of the traffic coming from Bisceglie. Additionally, the fairly flat orographic conformation of the surrounding land, the absence of notable tree specimens, the possibility of immediate access from the parking lot and the presence of parking spaces for wheeled public transport have determined its absolute suitability from an environmental standpoint as well. The peculiar position of the Andria Sud station along the railroad track (next to its interment site in the town of Andria) bestows on the new location a function of connection between the aboveground and the underground part of the railway track, as a landmark element of the infrastructural layout. The development of the car park is based on a flat surface, leaving the current orographic layout of the terrain unchanged; its perimeter is entirely fenced and equipped with an automatic gate; furthermore, to minimize environmental impact and provide the driveway surface with an aesthetically distinct feature, the paving of the parking lot is achieved by only paving the lanes (6m wide) and the aprons, while the parking bays is made of self-anchoring blocks of high-strength vibro-compressed concrete, designed for “erbabloc”-style driveway and greenery areas.





# Urban requalification works

(small / medium cities and towns)

**FINAL AND EXECUTIVE PLANNING, SAFETY COORDINATION  
DURING THE PLANNING AND COMPLETION PHASE OF THE  
PRIMARY URBAN DEVELOPMENT IN THE ZONE PLAN FOR THE  
NEW 167 AREA, 2<sup>ND</sup> AND 3<sup>RD</sup> TRIENNIO**

CLIENT

**MUNICIPAL DISTRICT OF BARLETTA (BT)**

TOTAL CONTRACT AMOUNT

**€ 9,894,134.36**

PERIOD

**2015-2019**

This new area is located in the southern area of the Municipal district of Barletta. The roads in the area form a patterned grid, with a main road and a series of secondary roads connected to it, almost always arranged in a perpendicular fashion. The connection between main roads has always been planned via roundabouts, while the connection between main and secondary roads, or more than one secondary road, has been planned via intersections. Currently, the 167 area, while dense in urban development, lacks rainwater drainage channels. The proposed solution devises the temporary accumulation of all rainwater in two reservoir facilities, named "A" and "B", consisting of underground basins created via a grid of pipes joined and appropriately overlapped with distribution pipes, also completely interred and equipped with rainwater treatment systems. Once the drainage channels are available (mainly the manifold in Via Andria during the planning phase led by the Municipal administration), all existing pipes, along with the temporary storage tanks, can be easily reused for the construction of new sewage system sections. Specifically, rainwater treatment structures will be equipped with a permanent storage tank, part of the water will be reused and will supply the irrigation network to water green areas, while the remainder will be rerouted to the urban rainwater grid within 24/48 hours of a rain event. Furthermore, the project involves the construction of two public parks in Via Dante and Via Barberini which, although not adjoined, were designed as a unitary structure: both share the same architectural idea, adapted with different features for each park depending on the necessities. The principle behind it follows the need to create safe and welcoming areas that meet the needs of the inhabitants and help foster social cohesion.





# Urban requalification works

(small / medium cities and towns)

## COMPLETION OF THE REGIUM WATERFRONT FOR THE CITY OF REGGIO CALABRIA, ITALY

CLIENT

**MUNICIPAL DISTRICT OF REGGIO CALABRIA**

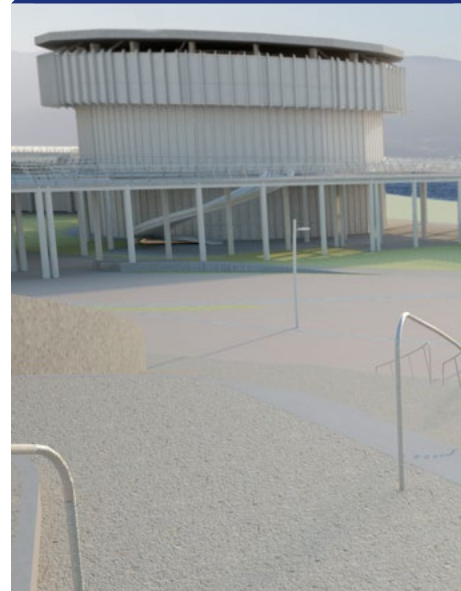
TOTAL CONTRACT AMOUNT

**€ 9,311,603.51**

PERIOD

**2016-2020**

The final project proposition has included and delivered improvements in the architectural structure and in its adaptation within the site. One of the main and most evident elements that differs from the preliminary project is the demolition of the existing railway bridge and the creation of a pedestrian bridge. After careful and thorough analysis of the preliminary design, aimed at respecting urban architecture and maintaining symbolic features and formal continuity with the architectural style of nearby urban spaces, it was possible to identify some significant design themes: the panoramic promenade, the squares and the staircase, the historic Zerbi pine forest, the surface tramway and its new terminal, the panoramic pier, and the parking area with solar paneled platforms. The theme of the panoramic promenade was conceived as a flowing path that perpendicularly crosses the entire construction area, adjusts its direction in order to minimize any alteration of the coastal morphological features, and keeps the look of an uninterrupted, gradually descending linear slope. On the other hand, the theme of the squares and the connection staircase was devised in such a way that each of them would constitute an architecture system, in which the different functions expressed could jointly contribute to resuming the missing connection between new and existing urban spaces. As to the redevelopment of the Zerbi pine forest, the new layout creates a space that extends towards the inside of the project's affected area, in which the presence of trees is abundant and seamless. Finally, with the roofing serving as a kind of closed ribbon that unfolds several times to form the vertical delimitations of the area, the new terminal is completely open on the sides facing the shoreline and the city.





# Urban requalification works

(small / medium cities and towns)

## EXECUTIVE DESIGN, EXECUTION OF THE WORKS RELATING TO THE ACCESSIBILITY OPERATION OF LA GRAVINA

CLIENT

**MUNICIPAL DISTRICT OF GRAVINA IN PUGLIA (BARI, ITALY)**

TOTAL CONTRACT AMOUNT

**€ 2,012,161.79**

PERIOD

**2021-ONGOING**

To reestablish the connection between the urban area and the La Gravina gorge it overlooks, one vital intervention is the regeneration of the pathways of the Piaggio neighborhood, built on a rock slope, close to La Gravina: the area, that blends a rocky landscape with urban development and was inhabited up until 60 years ago, is now largely abandoned. The proposal seizes the recovery of the Piaggio district as an opportunity to bring back together the city centre with the old pathways on the ravine. However, this restoration cannot disregard the current layout of alleys and streets within the district, muchless any underground service, as today this district remains the last stretch of the front on the Gravina without a functioning sewage system, precariously discharging wastewater in the ravine. The completion of the road network will bring new life for the whole district, encouraging individuals to resume living in the currently dilapidated houses. Creating a new area with a traditional feeling to it opens the door for new residents, creating an entirely different life cycle from what they may have known in other parts of the city centre or in other towns, a rustic-looking new lifestyle within the city. Bringing this neighborhood back to life gives potential new communities a sensation of a different time, with different physiognomic features, a different rhythm of life, a different looking landscape, while also giving them the opportunity to revolutionize their lifestyle. This area lends itself to be rethought, by recycling principles borrowed from nature and from the surrounding ecosystem, and reinterpreting them to create a new way of life. Piaggio's structure opens itself to an idea of proximity and closeness, which architecturally embodies an idea of sharing spaces and social participation. The natural consequence is a rethinking of a new concept of cohabitation. The recovery of this area is intended to be an opportunity for the entire territory. It is a project that maintains and respects the memory of the place and its history: it doesn't blindly overwrite it, but instead it tells this story and showcases the timeless values of the territory and its people.





## Civil infrastructures

### SIBARITIDE MUSEUM COMPLEX IN SIBARI. CHAPTER 3.1. INT. A.1: CONSTRUCTION OF THE NEW "IPPODAMEO" MUSEUM UNIT

CLIENT

**REGIONAL DIRECTORATE FOR CULTURAL  
AND LANDSCAPE HERITAGE OF CALABRIA**

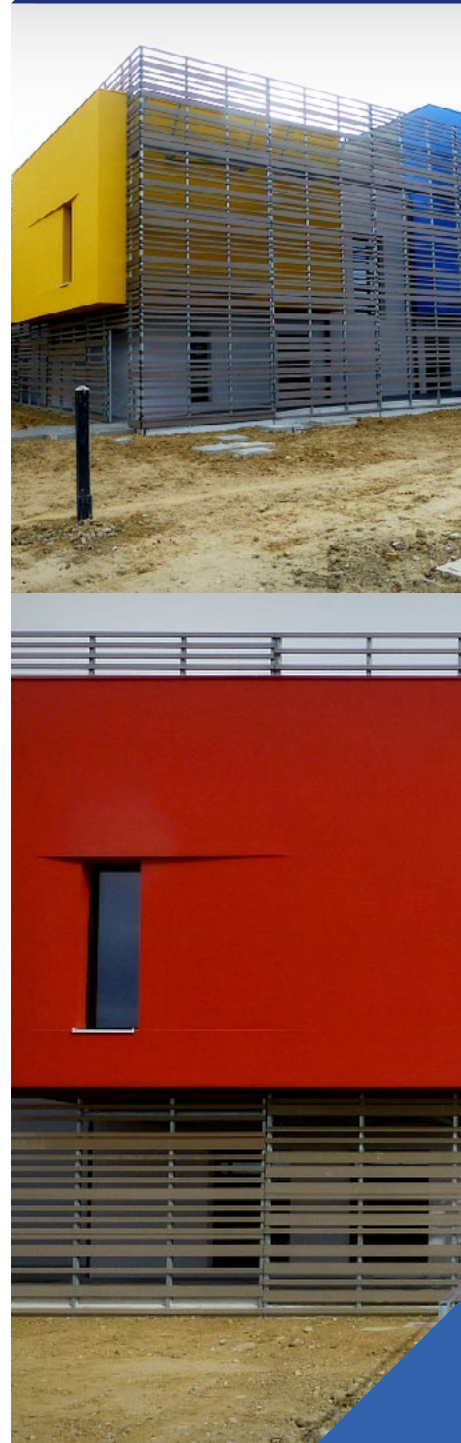
TOTAL CONTRACT AMOUNT

approx. **€ 3,618,872**

PERIOD

**2014-2016**

The operations in the National Archaeological Museum of Sibaritide cater to the need for an update to the main cultural and archaeological center of the Ionian coast of Cosenza, via the addition of a new exhibition and multimedia equipment connected to the existing pathway and an isolated structure hosting a new deposit for archaeological finds, with laboratories and education areas. The first major operation is represented by the construction of the "Ippodameo" museum unit. The new spatial and volumetric setup of the museum unit and the new archaeological storage areas aims to be more suitable to the morphological, functional, and distributive aspects of the two constructions. The layout of the two areas has been reorganized according to a principle of clarity and simplicity in the arrangement, in such a way as to create continuity and seamlessness in the itinerary of the exhibition. The two architectural interventions are uniformed together by the outer coating, consisting of a uninterrupted encasing, an external shell of wooden sunshading panels mounted on a metal frame that runs continuously throughout the external walls. This encasing surrounds and binds together the areas of the two buildings, partly creating the impression "a sudden appearance". The exhibition itinerary first passes through the rooms of the existing museum and then continues into the new "Ippodameo" museum, where three multimedia rooms are set up, detailing the history of the city of Sibari through monitors and special video showcases. The new "Ippodameo" museum has been designed as a natural progression of the existing museum: it consists of a central volume, based on two levels; the three multimedia room areas are placed together on the upper level, designed with a unitary color pattern and enclosed in a single seamless wooden structure. The ground floor hosts the technical control centers, the warehouse, the office area, and the bathrooms. The two levels are connected by a staircase illuminated by a large window.



## Other

### MAC&NIL OFFICES

**FUNCTIONAL COMPLETION OF FACTORY AND OFFICE AREA  
LOCATED IN VIA PASTEUR N.26, ZONA PIP, GRAVINA IN PUGLIA,  
PROVINCE OF BARI, ITALY.**

CLIENT

**MAC&NIL SRL**

TOTAL CONTRACT AMOUNT

**€ 4,462,507.72**

PERIOD

**2018-2019**

### WAREHOUSE, IN CASTELLANETA

**PROJECT: CONSTRUCTION OF A NEW STEEL STRUCTURE  
WAREHOUSE, INCLUDING WALL COVERING AND INFILLING  
WITH SANDWICH PANELS, RESTROOM AREA, PARKING AREA  
WITH STEEL FENCE, RENOVATION OF THE EXISTING SERVICE  
AREA, CONSTRUCTION OF A LOCAL ELECTRIC GENERATOR AND  
EXPANSION OF TRANSFORMER ROOM.**

CLIENT

**LA SOCIETÀ AGRICOLA CI.DA. S.R.L.**

TOTAL CONTRACT AMOUNT

**€ 3,701,238.33**

PERIOD

**2020 - 30/06/2021**





## *Other*

### **SOLAR POWER PLANT, IN GALATINA**

CLIENT

**SUNPOWER ITALIA S.r.l.**

TOTAL CONTRACT AMOUNT

approx. **€ 4.350.000,00**

PERIOD

**2011**







**cobar**

[www.cobargroup.it](http://www.cobargroup.it)