



European
Commission



CEF support to

Scandinavian – Mediterranean Corridor

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*Innovation
and Networks
Executive Agency*

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1. Introduction

The Connecting Europe Facility contributes actively to the development of the Scandinavian Mediterranean Corridor (Scan-Med). Having awarded **grants worth €2.4 billion to the Corridor** between the years 2014 and 2019, the programme is determined to support the efforts of the Member States and private stakeholders committed to achieve full performance of the Corridor by 2030. Since the needs of the Corridor are even greater – estimated at €200.2 billion, the **Connecting Europe Facility brings about the most European-added value** with the highest impact on the realisation of the Corridor. To maximise the leverage of the CEF funds and ultimately contribute bridging the funding gap, the **Connecting Europe Facility has blended its grants** with loans from promotional banks in the member states and the European Investment Bank. The largest CEF grant blended with the EIB is in this Corridor - worth €117 million.

The report complements the Work Plan of the European Coordinator, since it provides an account for the impact of the CEF-funded infrastructure on all modes - air, maritime, rail and road to the Corridor - as of May 2020. The Connecting Europe Facility has awarded **91 grants for a total investment worth €6.4 billion**. Rail infrastructure receives most CEF funds - accounting for €2 billion. Maritime and road infrastructure becomes greener - most of the 66 grants are deploying alternative fuel infrastructure.

The Scan-Med Corridor is **the longest of all core network corridors** - accounting for 9,277 km of rail and 6,279 km of road on the core network. It includes 25 core ports, 19 core airports, 45 core intermodal terminals and 19 core urban nodes. The Corridor is key for the transport flows from Northern Europe, at the border with Russia in Finland, to the Southern Europe in Italy and Malta – crossing major urban nodes in Austria, Germany and Scandinavia, including the link to Oslo that is fully included in the Corridor. Due to its large geographic diversity, the challenges of the Corridor are multiple. Synergies and lessons learnt from the CEF-funded infrastructure in place have been shared across the regions – also thanks to the regular corridor fora where the stakeholders exchange how they have managed the difficulties in implementing the projects.

The CEF Transport programme tackles the **most critical issues on the corridor** in view to make it comply **with the requirements of the TEN-T Regulation**. To address the challenge of improving capacity and bringing missing links of the Corridor's rail network, the Connecting Europe Facility supports the establishment of new infrastructure like the Fehmarnbelt fixed link and the Brenner Base Tunnel. To enhance interoperability, the deployment of the European Rail Traffic Management System continues across the Corridor's rail network. To smoothen the operations of the freight transport, CEF supports the development of an enhanced service to the rail operators along the Scandinavian-Mediterranean Rail Freight Corridor. To become a competitive Corridor, CEF also rolls out digital solutions - some applying artificial intelligence - across all transport modes. To mitigate the negative impact derived from climate change, **the deployment of clean fuels infrastructure is larger than ever** in the Corridor.

2. Action portfolio: State of play¹

The **CEF Transport programme has awarded grants worth €21.1 billion** triggering a total **investment of €45 billion** in the European economy.

The current portfolio of the Scan-Med Corridor comprises **91 grant agreements worth €2.4 billion** funded by the Connecting Europe Facility. This corresponds to 11% of the CEF Transport funding allocated in the EU. As of May 2020, 76 Actions are under implementation, 14 Actions completed and one terminated on the Corridor.

2.1. Operational implementation

The Core Network Corridor priority represents 87% of CEF Transport funding for the Scan-Med corridor.. It focuses on the sections of the Core TEN-T network, having allocated €2.2 billion, while the Core Nodes of the TEN-T network receive €147 million.

The remaining 13% stems from the “Horizontal priorities” foreseen in the CEF Regulation. **Amongst the horizontal priorities** contributing to the development of the Corridor, **Motorways of the Sea is the most predominant** one, under the Funding Objective 3 “Optimising the integration and interconnection of transport modes (...)”.

Most funding stems from the general envelope under Funding Objective 1 “Bridging missing links, removing bottlenecks, enhancing rail interoperability and, improving cross-border sections”. Only Malta benefits from the Cohesion envelope, having received two grants.

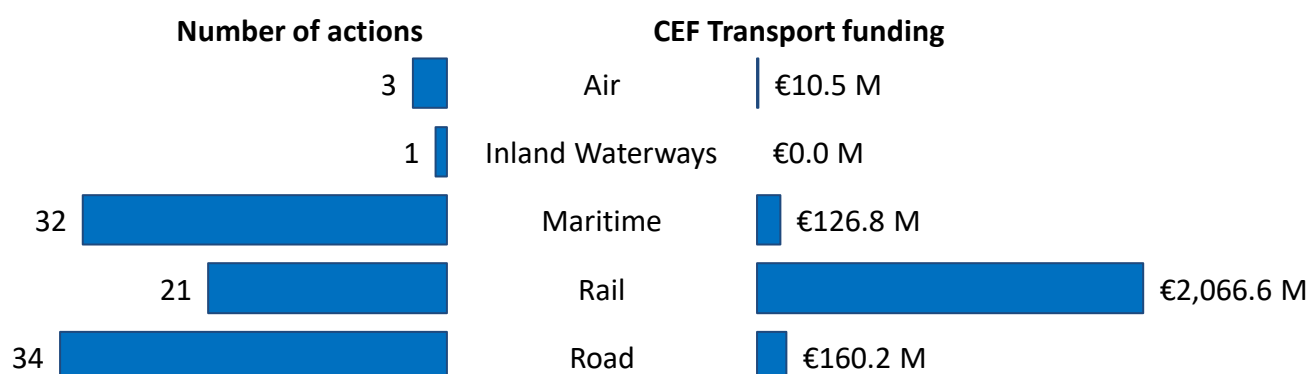
The Scan-Med portfolio is **dominated by ‘European’ grants** in the sense of having beneficiaries from different Member States. It absorbs 81% of grants allocated to this Corridor. This is due to the predominance of cross-border projects across the corridor.

The maturity of the portfolio is high as 79% of the CEF funds are about implementing **works** foreseen in 39 grants.

The Connecting Europe Facility is determined to enhance the rail infrastructure - 87% of the funds allocated to the Corridor goes to rail.

Further details are contained in the statistical annex.

Figure 1: Statistics by transport mode²



¹ As of May 2020.

² The only action under Inland Waterways concerned the Inland Port of Hamburg and was terminated. It refers to the Action “LNG Rollout in Central Europe - for a greener transportation sector” number 2017-DE-TM-0040-W.

2.1.1. Maritime

The maritime **Scan-Med Corridor portfolio** is composed of **32 Actions** worth **€126.8 million in CEF funds**. The Actions are located in the maritime ports of Helsinki, Kotka, Turku, Naantali, Stockholm, Gothenburg, Trelleborg, Rostock, Lübeck, Livorno, La Spezia, Ancona, Marsaxlokk and Valetta. **Core ports of the Northern part of the Corridor are benefitting the most with €124.1 million of CEF contribution**. Motorways of the Sea is the most predominant horizontal priority with 16 Actions accounting to €69.7 million in CEF funding.

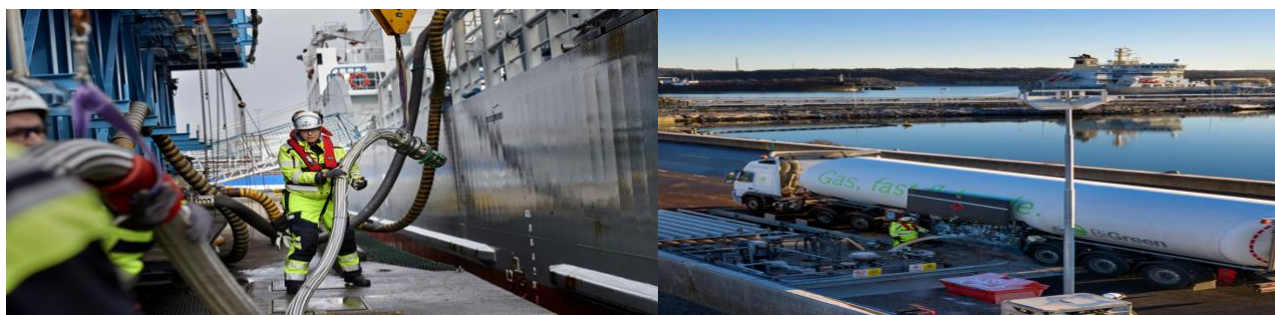
The Actions in the **Motorways of the Sea** focus on integrating maritime transport in the logistics chain and complying with environmental conditions. Under the integration pillar, the Actions aim to improve the connectivity with other transport modes within the Corridor and with other Core Network Corridors, and to enhance the efficiency of the maritime ports by improving their accessibility. Through the Motorways of the Sea, terminals, berths, entrances of ports and handling and storage facilities have been improved and established. The **Connecting Europe Facility supports the upgrading of the maritime infrastructure of core ports located in the Corridor**, such as Rostock, Lübeck, Trelleborg, Gothenburg, Stockholm and Turku.

The Connecting Europe Facility has **increased the focus on digitalisation** to enhance the maritime infrastructure. **New technologies** are piloted to establish smart navigational aids in the ports of Stockholm and Naantali, whereas **innovative digital services** are also installed in the ports of Stockholm, Gothenburg, Turku, Ancona and Malta. As an example of enhancing port operations, a smart logistics solution is being developed in the Port of Gothenburg. This application controls the access to the port by an **autonomous electric vehicle** carrying trailers. Another innovative technology is being tested and piloted - by applying **artificial intelligence** - in the port of Ancona for securing the transfer of vehicles between the customs areas.

The Actions addressing the **environmental pillar of the Motorways of the Sea** aim to comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) and the EU Directive on the deployment of alternative fuels infrastructure. To address the environmental impact of shipping in line with MARPOL, vessels operating on maritime links along the corridor have been equipped with hybrid abatement technology such as **the largest hybrid vessel in the world operating** between the ports of Rostock and Gedser and a ro-pax ferry operating from the core port of Gothenburg (to the comprehensive port of Frederikshavn).

To reduce sulphur emissions of fuel, vessels operating from ports of the Northern part of the Corridor have been successfully equipped with scrubbers having the required exhaust-gas abatement technologies. Likewise, wastewater facilities have been installed in the port of Turku. A reference plant converting waste heat into electricity has been installed on board of a vessel operating between the ports of Turku and Stockholm. **Onshore power supply** has been provided in the ports of Gothenburg, Stockholm, Helsinki, Trelleborg and Turku. This enables to shut down the auxiliary engines of vessels during their time at berth.

Alternative fuel infrastructure has been installed for the core ports mainly located in the Northern part of the Corridor. This is where the demand for liquid natural and bio gas (LNG/LBG) has been growing. Five ro-pax vessels operating from Stockholm, Helsinki and Turku have been upgraded with a dual-fuel LNG engine technology. The Port of Gothenburg is now equipped with an open access LNG terminal for vessels and trucks. To adjust the highly changing demand, this bunkering facility has been installed without storage capacity as LNG containers are being transhipped from Zeebrugge to feed it.



Pilot LNG bunkering facility established in the Port of Gothenburg, photos by Swedegas.

In the Southern part of the corridor - in the ports of Livorno and La Spezia - engineering designs for LNG as a cleaner solution have been developed in view to establish a storage facility for bunkering LNG retrofitted vessels. Similarly, technical studies and cost-benefit analysis for infrastructure solutions for developing maritime LNG bunkering in Malta's core network ports of Marsaxlokk and Valletta and offshore Malta have been successfully completed. To diversify the supply of LNG, a mobile infrastructure in the form of a small-scale bunkering vessel is being constructed for operating from Italian ports – some from the Corridor - within the West-Mediterranean sea.

2.1.2. Air

The portfolio is composed of three multimodal Actions accounting for **€10.5 million of CEF funds**. They are allocated to the air transport mode as they are within the perimeter of a core airport of the Corridor. They address **the connectivity of the airports to the Corridor's rail network** in view to improve the rail connection.

In Finland, the multimodal connections of Helsinki airport have been assessed. The detailed design of a multimodal travel centre is nearly completed. In parallel, works for constructing the infrastructure around this travel centre have commenced in 2019. In Sweden, the CEF Actions are preparing the required designs for building a new double-track high-speed railway between the airport and the city of Gothenburg. In Germany, studies were completed for the future extension of the high-speed rail network of the Scan-Med Corridor to Munich airport also to better connect the airport to the Rhine Danube corridor.

2.1.3. Rail

The rail portfolio of the Scan-Med Corridor is composed of 21 Actions worth €2 billion in CEF funds. The **Connecting Europe Facility continues to accompany the Corridor towards the compliance with rail technical parameters required in the TEN-T Regulation**. It is expected to deliver tangible results as seen by the kilometres of improved railway lines shown in the following figure:

Figure 2: Improved railway lines (number of km)



3

Most CEF funding, about 87%, is allocated **to the rail transport** mode. The Connecting Europe Facility supports rail infrastructure mainly for bringing **missing links of the Corridor's rail network** – for both freight and passenger traffic. The Brenner Base Tunnel - between Austria and Italy - and the Fehmarnbelt tunnel - between Germany and Denmark- are key projects of the Corridor that have been receiving significant CEF funds. Both projects will lead to substantially faster travel times on cross-border sections of the Corridor by enabling accessibility to a new railway infrastructure with the aim of the modal shift to rail.

The **Brenner Base Tunnel continued to make progress** having excavated 70 km by the end of 2019. Activities such as planning, environmental monitoring, authorisation procedures and tenders' preparation continued to advance. The works on the section Tulfes-Pfons were finalised in 2019, whereas the excavation works on the section Pfons-Brenner started in 2019. On the Sillschlucht section, from Innsbruck's station to the tunnel portal, the works' tender was belatedly published by the middle of 2019. The authorities had required an optimised solution based on a retaining wall for a relocated brook, instead of a viaduct. Since the start of its works in 2004, the base tunnel counts on 123 km excavated out of the planned 230-tunnel km: 46 km of exploratory tunnels and 77 km of the main and other tunnel. In other words, **53% of the length of the Brenner Base Tunnel** has been **excavated** by May 2020.



Disposal site at Ahrental and logistic cavern at Mules, photos by BBT SE.

The **Fehmarnbelt fixed link** between Germany and Denmark **received the plan approval in January 2019** from the German authorities in Schleswig-Holstein. Eight appeals were subsequently lodged against the approval at the federal administrative court in Leipzig. The oral proceedings are expected to take place by the end of 2020. In the meantime, preparations in Denmark with the contractors were underway and activities have started for preparing the work harbour and the construction site at Rødbyhavn, which will produce the tunnel elements of the a 18 km-immersed tunnel across the Fehmarn strait.

³ ERTMS first deployment means equipping a railway line section which was not equipped with the system before.



Works on the Danish construction site at Rodby, photos by AS Femern.

The **German railway access line** from Lübeck to the fixed link, including the Fehmarnsund's bridge, is designed to a train speed of 200 km/h. By the end of 2019, for three out of six sections the **planning approval decisions** were **granted**, with the others sections requiring clarifications on requested additional safety and noise standards. In Hamburg, the final designs were completed for the future construction of two additional tracks allowing to remove the regional passenger trains (S-4 line) from the main rail line, enabling the capacity required for additional long distance and freight traffic.

On the **Danish side**, the **works on the railway access line between Ringsted and Rodby** have further advanced. Earth and track works on 35 km have been completed from Næstved to Orehoved. Forty-six out of 52 bridges have been constructed, including the major bridge at Masnedsund. The section and stations have been re-built for handling speed of 200 km/h.

In other parts of the Corridor, as shown in the map below, the Actions aimed to enhance **rail freight infrastructure**. In Germany, the new Kattwyk bridge for rail freight in the **port of Hamburg** was completed in 2016. In **Sweden**, a new double-track over 13 km of railway line for freight on the section Hallsberg – Degerön of the Corridor was constructed in 2019 with the railway gauge adapted to the European standard. In the port of Gothenburg, the works are progressing well for an enhanced railway access, including a new railway tunnel by enhancing the rail freight traffic along approx. 3.5 km long track. In **Finland**, on the northernmost part of the Corridor near the border with Russia, works commenced in 2019 to establish a **multimodal logistics platform** at a rail-road terminal in the city of Kouvola.

The **ERTMS** portfolio on the Corridor amounts to €152.8 million from four CEF Actions. It helps designing and **deploying** ERTMS Level 2, Baseline 3 **on 558 km of the trackside along the Danish, German and Italian sections of Corridor's rail network**. In Denmark, ERTMS has been successfully deployed on 60 km of double-track along the section Copenhagen H – Køge Nord – Ringsted. On the Italian sections of the Corridor, 405 km are planned to be equipped. The works on the railway line between Brenner to Verona started in 2019, whereas the section Verona – Bologna is at the procurement stage. Designing the ERTMS system for the borders between Germany and Denmark as well as between Austrian and Italy is underway and planned to be completed between 2021 and 2022. Overall, ERTMS Actions contribute to **rail interoperability across the Corridor**.

The Connecting Europe Facility also supports the development of the **Scandinavian-Mediterranean Rail Freight Corridor (RFC)**. Thanks to an effective implementation of the market strategy in 2019, the RFC attracted the first two reserve capacity requests across the corridor as well as the first request of terminal integrated capacity in Europe. In 2019, the Scan Med RFC was also the first in Europe to test and apply successfully the processes of the International Contingency Management in a real international disruption declared by DB Netz following an accident over the Rendsburg – Schleswig line located on the rail network of the Scan-Med corridor.

2.1.4. Road

The Connecting Europe Facility support the road infrastructure of the Corridor in 34 grants worth **€160.2 million** in the areas of physical infrastructure, Intelligent Transport Systems (ITS), safe and secure infrastructure and innovation.

In the area of **physical infrastructure**, the CEF Transport programme aims to improve safety and road traffic capacity of **the Corridor's road core network in Malta**. In this regard, works progressed well upgrading the road infrastructure between the port and airport of Valetta along the section Marsaxlokk-Luqa-Valletta.

Intelligent Transport Systems have been deployed on the Scan-Med Corridor thanks to a CEF contribution of €38 million allocated to four Actions focused on implementing the EU Directive for the deployment of ITS. On the Northern part of the Corridor, **enhanced traffic management services** have been deployed and traffic management centres upgraded in Finland, Sweden and Northern Germany along the Corridor's road core network. Thanks to the CEF Action NEXT-ITS 2, the deployed ITS services were harmonised and are interoperable at the Corridor level.

To improve the corridor performance, NEXT-ITS 3 deploys **new traffic information tools** and operator support systems for the traffic management centres in the four countries. In Germany a heavy-good vehicles parking system is being developed. In Southern Germany in Bavaria and Northern Italy through Austria as transit country, URSA MAJOR deployed successfully **information management services**. This covered truck parking and navigation information and new traffic management systems. A traffic control centre in Verona has been upgraded for easing international freight traffic in the alpine region. URSA MAJOR neo deploys innovative **cooperative ITS services** in the Southern part of the corridor in Italy.

Safe and secure infrastructure is at the stage of studies in some Austrian and German sections of the road network of the Corridor, precisely on the Brenner stretch. In practice, five parking areas with a total 216 parking spots are being studied for future extension with the view to introduce parking space information systems and to establish additional parking space with service station systems for heavy-good vehicles.

In the area of **innovation**, the portfolio consists of 23 CEF Actions amounting to €79 million of CEF funding. It aims to deploy alternative fuel infrastructure on the Scan-Med Corridor to minimise dependence on fossil fuels and to mitigate the environmental impact of transport. The **Connecting Europe Facility supports the deployment of 3,393 supply points for alternative fuels** across the Corridor: 3,219 electric, 157 natural gas and 17 hydrogen filling stations. The number of electric charging points and liquefied/compressed natural gas (LNG/CNG) stations for electric private vehicles and heavy-duty vehicles has **largely increased over the past two years**, when the Connecting Europe Facility had planned 417 electric stations and 21 LNG/CNG sites.

In the field of electric mobility, GREAT, ULTRA-E, FAST-E and EVA+ have completed the installation of alternative fuel infrastructure. They have successfully established **electric charging stations** with interoperable standards **in the Swedish, Danish, German, Austrian and Italian sections of the Corridor's road core network** - enabling the quick and ultra-fast recharging of electric vehicles with multi-standards.

In **Finland**, a **new fuel technology** was tested based on liquid bio and natural gas (LBG/LNG) and compressed bio and natural gas (CBG/CNG). The infrastructure was successfully deployed through three **CBG/CNG refilling stations** located on the Corridor. In addition to new natural gas stations planned, this trend enables long distance transportation through (bio-) gas-powered trucks along the Finish section of the corridor and even beyond in Sweden, where a bioLNG station for refilling trucks has been successfully erected in Mjölby.



BioLNG station for refilling trucks at Mjölby in Sweden, photos by INEA

Hydrogen refuelling infrastructure as new technology for sustainable public transport has been successfully deployed for the first time in the Corridor. In the Italian city of Bolzano, a hydrogen station has been established for hydrogen fuel cell public transport buses. A large-scale deployment of hydrogen-propelled buses in Bolzano as well as in Copenhagen is underway. Another CEF Action is also delivering infrastructure for a green and sustainable public transport in the urban node of Malmö.

Figure 3: Number of supply points for alternative fuel for road transport



SCANDINAVIAN - MEDITERRANEAN CORE NETWORK CORRIDOR

CEF funded Rail, Road and Maritime Actions (excluding ERTMS, ITS and Innovation)

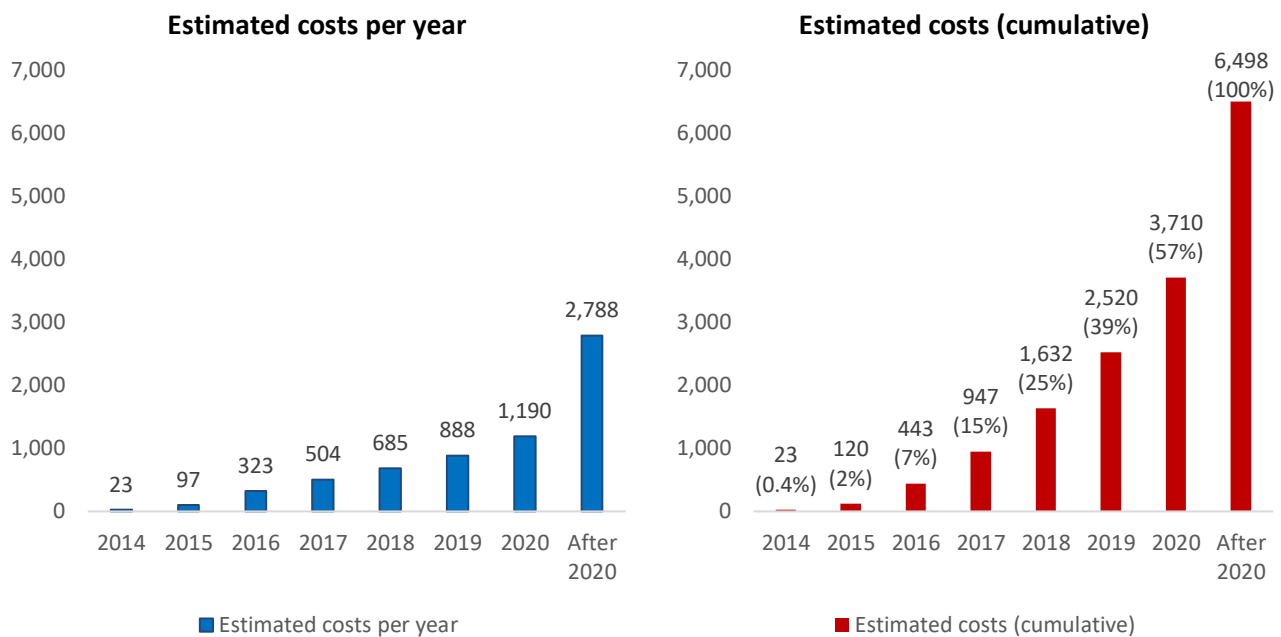


2.2. Financial Progress

CEF Transport funding for actions in the Scandinavian Mediterranean Corridor is €2.4 billion, corresponding to €6.4 billion in eligible costs. No significant funding reductions have taken place yet.

When taking into account the latest information available⁴, the costs necessary to implement CEF Transport actions are estimated at €6.5 billion⁵. The below figures give an overview of the respective financial progress (in terms of estimated costs) of the overall Corridor portfolio. By the end of 2019 the financial progress reached was 39%.

Figure 4: Estimated yearly budget implementation (€ million)



Whilst the above financial progress charts are based on cost estimates provided by the beneficiaries (updated annually in action status reports), the budgetary absorption of the allocated funding can also be analysed by assessing the payments made and interim/final costs claims processed. In fact, out of the €2.4 billion of CEF Transport funding:

- 34% or €799.3 million has already been paid (including pre-financing)
- 23% or €548.9 million of contribution has already been accepted (following the introduction of interim/final cost claims by beneficiaries).

⁴ i.e. action status reports and received but not yet approved final payment claims.

⁵ Higher estimated costs with respect to the initial or actual eligible costs are typically due to cost overruns reported in the ASRs.

3. Challenges affecting the implementation of Actions

Planning permits and approvals have been a recurring challenge across most CEF Actions on the Corridor, further exacerbated within cross-border projects. Namely, the **Fehmarnbelt fixed link** made **limited progress** as the German plan approval was belatedly granted in January 2019. Several appeals were lodged at the German Federal Administrative Court. A decision is expected end 2020/beginning 2021. Preparatory works have commenced on Danish territory by the end of 2019. .

Technical requirements following public consultations in the **plan approval procedures** have been a challenge **for advancing the German railway access line to** the Fehmarnbelt fixed link. Likewise, the **deployment of electric charging infrastructure** have encountered delays due **approvals** required **for** using the **land** to establishing the stations and to connect them to the local electricity grid.

Preparing procurement procedures with the technical specifications required for launching public tenders has been the main challenge faced by **most CEF Actions on the Corridor**. For instance, the Brenner Base Tunnel faced a prolonged preparation for tenders of the tunnel lots. This was mainly due to the **geological conditions** on the ground and **requirements from the authorities** to reduce costs and environmental impact on the territory. The **deployment of Intelligent Transport Systems** encountered challenges related to the procurement process, due to the uncertainties by the road operators to the **renewal of their concession**.

Safety authorisations have been affecting the implementation of innovation Actions along the Corridor. In practice, Actions establishing **LNG facilities** faced issues related to the safety and security requirements linked to their on-site installation. Also taking into account the social opposition, the scalability of the LNG deployment at ports has been reduced for instance in the port of Gothenburg, where a non-storage alternative was established.

The **market uptake for LNG trucks** is rather **slow** and remains uncertain. Despite the efforts from CEF Actions to deploy bunkering facilities for LNG trucks, the results were not in accordance with the original plans. The demand in the form of LNG powered vehicles did not follow and consequently the number of installations planned through the CEF Actions have been less than foreseen.

The level of **maturity of innovative technologies for alternative fuels** has affected the timeline of CEF Actions. Alternative fuel infrastructure for **hydrogen** has been deployed at a slower pace. The delivery of hydrogen-powered buses has been delayed, mainly due to slow production. Similarly, cold **weather conditions** have challenged the deployment of new technologies such as the CBG/CNG application in Finland.

The **Scan-Med Rail Freight Corridor's alignment with the core Corridor** remains a challenge for the smooth freight operations of the corridor. To address this challenge, the development of the rail infrastructure of the corridor should also consider the needs of the Scan-Med Rail Freight Corridor in order to provide an enhanced service to the rail freight operators.

4. Conclusion and Outlook

The Connecting Europe Facility continues to contribute to the development of the Scandinavian-Mediterranean Corridor. It addresses the main critical issues for the realisation of the Corridor by 2030, also in relation to the technical compliance required by the TEN-T Regulation.

Bridging missing links continues to be a major priority of the Corridor. To address this, the CEF focuses on supporting **cross-border sections with 73% of the funding awarded to the Brenner base tunnel and the Fehmarnbelt fixed link**. Both sections, including their access routes, are key components for realising the entire Corridor including its intrinsic benefits.

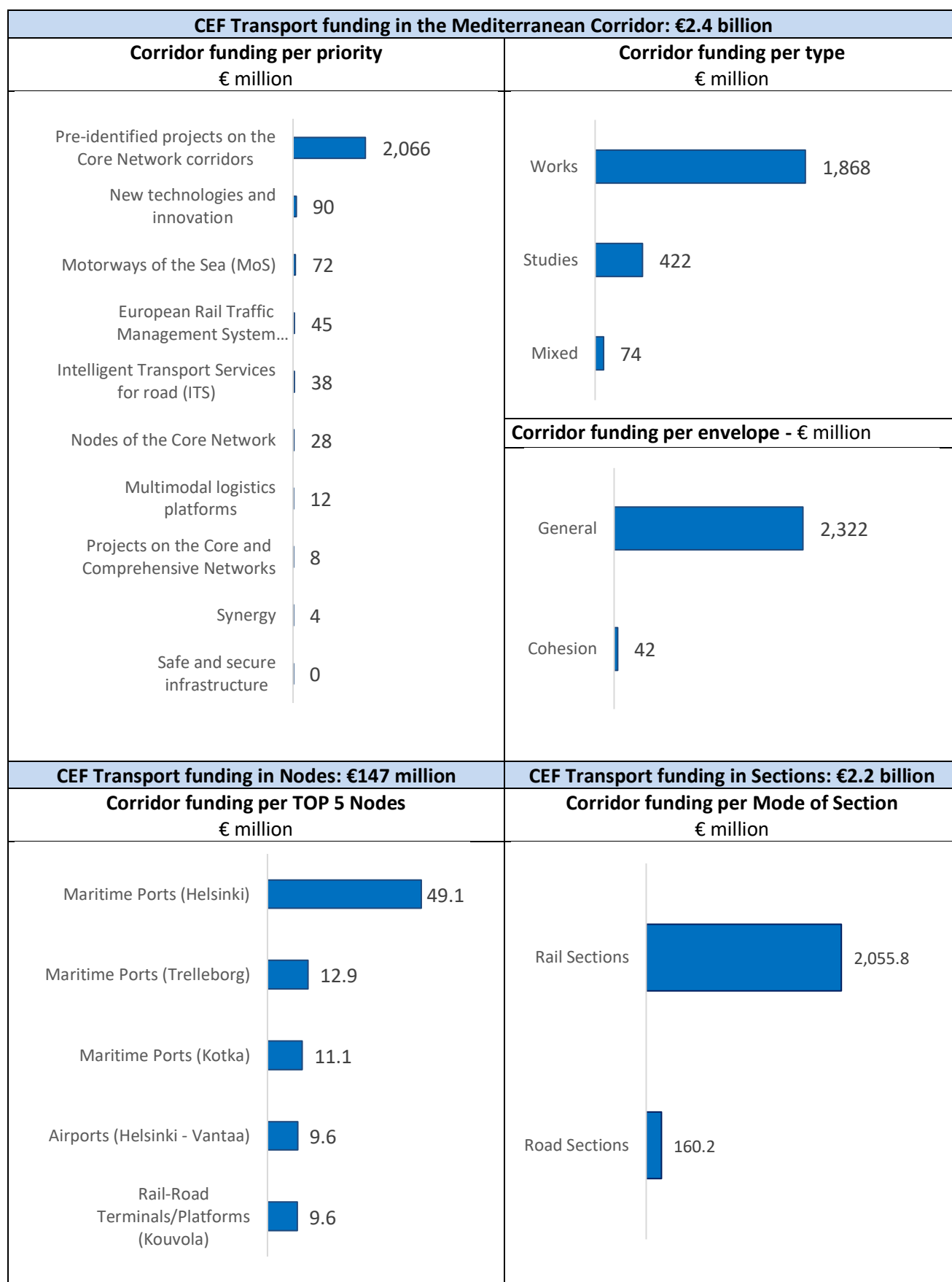
The Corridor progressively becomes the front-runner in implementing alternative fuel infrastructure under the CEF Transport programme. The CEF portfolio delivers innovative technologies to tackle environmental issues in core ports and the road network of the Corridor. The Corridor will be equipped with **3,400 supply points of alternative fuels along the road network of the Corridor**, which is almost a 7-fold increase compared to two years ago. 95% of this infrastructure is foreseen for a **massive deployment of charging stations for electric vehicles**. Several core ports across this Corridor, both in the North and the South, are developing the engineering designs for establishing LNG bunkering facilities for shipping. **Already one LNG bunkering facility** has been successfully established and is now operational in the port of Gothenburg.

The Connecting Europe Facility addresses digitalisation across all transport modes of the Corridor. Within the **maritime sector**, new digital technologies are being developed based on highly innovative solutions such as **artificial intelligence and autonomous driving** in the ports of Ancona and Gothenburg. In response to enhancing rail operations across the corridor, the **European Rail Traffic Management System** is also being installed covering nearly 10% of the core rail network. **Intelligent transport technologies** for improved road services such as those dedicated to **freight transport** by heavy-duty vehicles are being tested and deployed in the Corridor's road core network following a corridor approach.

The Connecting Europe Facility has delivered tangible results for all transport modes of the Corridor. Whether it be a new freight rail bridge in the port of Hamburg, a new 13km freight railway line in Sweden or 70 km excavated of the Brenner base tunnel. However, the financial progress remains discrete at the level of the Corridor. To remedy this, **CEF beneficiaries, along with their Member States, should accelerate the implementation to assure the full completion of the Actions within the timelines of the CEF programme.**

The Connecting Europe Facility anticipated the needs for tackling climate and environmental challenges in the Scandinavian-Mediterranean corridor. The CEF Actions being implemented in this Corridor will continue to deliver key infrastructure for modal shift from road to rail for freight, clean mobility using alternative fuels and safer mobility with digital services to citizens. Overall, the Actions in this Corridor will also contribute to reduce CO₂ emissions from transport. Thanks to these Actions, **the Connected Europe Facility will also contribute to deliver the European Green Deal across the Scandinavian-Mediterranean corridor.**

5. Statistical Annex



6. List of actions on the Scandinavian Mediterranean Corridor

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Air	2015-DE-TM-0426-S	Erdinger Ringschluss	Closed	Nodes of the Core Network	Studies	01/03/2016	30/06/2018	100%	901,100	1,802,200
Air	2015-FI-TM-0127-S	The Helsinki Multimodal Urban Node	Ongoing	Nodes of the Core Network	Studies	01/06/2016	31/12/2020	100%	2,250,000	4,500,000
Air	2017-FI-TM-0031-W	The Multimodal Travel Centre of Helsinki Airport	Ongoing	Nodes of the Core Network	Works	12/12/2018	31/07/2021	100%	7,380,000	36,900,000
Air Total									10,531,100	43,202,200
Inland Waterways	2017-DE-TM-0040-W	LNG Rollout in Central Europe - for a greener transportation sector	Terminated	New technologies and innovation	Works	01/01/2018	30/06/2021	10%	-	-
Inland Waterways Total									-	-
Maritime	2014-EU-TM-0066-M	The Northern ScanMed Ports - Sustainable Maritime Links	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2016	100%	1,853,415	5,665,156
Maritime	2014-EU-TM-0087-M	TWIN-PORT 2	Ongoing	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2020	74%	21,682,000	72,224,000
Maritime	2014-EU-TM-0095-W	RealLNG: Turning LNG as marine fuel into reality in the North Sea-Baltic region	Closed	Motorways of the Sea (MoS)	Works	01/01/2014	30/09/2017	3%	377,455	1,155,950

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2014-EU-TM-0379-M	Back from Black -Study and deployment of the affordable scrubber retro fitting technology for SME shipowners	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	30/06/2017	67%	3,739,945	9,952,734
Maritime	2014-EU-TM-0391-M	Upgrading and sustaining the competitive core Baltic MoS link Helsinki-Lübeck	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/03/2017	100%	7,781,805	25,939,350
Maritime	2014-EU-TM-0503-S	Planning, construction, demonstration and market roll-out of small-scale liquefaction and supply facility for Liquefied Biogas (LBG) as alternative fuel for the transport sector	Ongoing	New technologies and innovation	Studies	01/06/2014	30/06/2019	100%	6,836,750	13,673,500

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2014-EU-TM-0507-M	Upgrading and sustaining the competitive Baltic MoS link Germany-Finland (RoRo multiple ports loop)	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2016	51%	2,519,321	8,397,738
Maritime	2014-EU-TM-0520-M	Motorway of the Sea Rostock-Gedser - Part 2	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2017	42%	2,595,119	8,650,397
Maritime	2014-EU-TM-0640-M	Sweden-Poland Sustainable Sea-Hinterland Services "Sustainable Świnoujście-Trelleborg MoS based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridors."	Ongoing	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2021	100%	2,350,400	4,925,500
Maritime	2014-EU-TM-0698-M	Sustainable LNG Operations for Ports and Shipping - Innovative	Ongoing	Motorways of the Sea (MoS)	Mixed	01/01/2015	30/09/2019	0%*	-	-

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Pilot Actions (GAINN4MOS)								
Maritime	2014-IT-TM-0450-S	GAINN4CORE	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/06/2015	31/03/2019	50%	1,776,715	3,553,429
Maritime	2015-EU-TM-0098-M	DOOR2LNG - Upgrade of the maritime link integrated in the multimodal container transport routes	Ongoing	Motorways of the Sea (MoS)	Mixed	16/02/2016	30/06/2020	30%	5,058,791	16,722,636
Maritime	2015-EU-TM-0310-M	Adriatic MoS Upgraded Services - Adri-Up	Ongoing	Motorways of the Sea (MoS)	Mixed	01/03/2016	20/12/2020	12%	855,660	2,727,000
Maritime	2016-EU-SA-0010	Go4Synergy in LNG	Ongoing	(blank)	Studies	15/12/2016	31/08/2019	67%	1,761,765	2,936,275
Maritime	2016-EU-TM-0092-W	NextGen Link - Upgrade of the maritime link with the port interconnection in the ScanMed Corridor	Ongoing	Motorways of the Sea (MoS)	Works	07/02/2017	31/12/2020	65%	7,656,110	25,520,365

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2016-EU-TM-0256-W	Nordic Maritime Link - Connecting the ScanMed Corridor via Integrated MoS	Ongoing	Motorways of the Sea (MoS)	Works	07/02/2017	31/12/2018	52%	1,965,600	6,552,000
Maritime	2016-EU-TM-0290-M	Sweden-Poland Sustainable Sea-Hinterland Services III	Ongoing	Motorways of the Sea (MoS)	Mixed	07/02/2017	31/12/2019	95%	907,953	3,083,510
Maritime	2016-EU-TM-0341-W	Development of port capacity for integrated Baltic MoS link(s) on Rostock – Hanko	Ongoing	Motorways of the Sea (MoS)	Works	07/02/2017	30/06/2020	72%	3,174,386	14,090,329
Maritime	2016-MT-SA-0005	Technical Study and Cost-Benefit Analysis for the Development of LNG as a Marine Fuel in Malta	Closed	(blank)	Studies	01/05/2017	30/04/2019	100%	350,122	583,537
Maritime	2017-EU-TM-0062-W	GAINN4MID - GAINN for Mobile Infrastructure Deployment	Ongoing	New technologies and innovation	Works	01/11/2017	31/08/2020	12%	739,836	3,824,400

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2017-EU-TM-0135-W	TWIN-PORT 3	Ongoing	Motorways of the Sea (MoS)	Works	01/06/2018	31/12/2023	50%	9,178,628	30,595,425
Maritime	2017-FI-TM-0027-W	Vuosaari Fairway - Improvement of the maritime access of the Port of Helsinki, Vuosaari Harbour	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2018	31/12/2021	100%	6,720,000	33,600,000
Maritime	2017-FI-TM-0123-W	Eastern Baltic Hub - Improving port access and hinterland connection of the Port of HaminaKotka in the ScanMed Corridor	Ongoing	Pre-identified projects on the Core Network corridors	Works	12/04/2018	31/12/2021	100%	11,129,000	55,570,000
Maritime	2017-IT-TM-0066-W	GAINN4SEA - GAINN for South Europe mAritime LNG roll-out	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/10/2018	30/04/2022	55%	7,881,898	42,750,796
Maritime	2017-SE-TM-0061-W	Long-term achievements - ready for a sustainable core port in Trelleborg (LARS)	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/08/2017	31/12/2021	100%	9,659,167	48,295,833

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2018-DE-TM-0071-S	Development study for the combined transport terminal Lehmannkai 1Plus	Ongoing	Multimodal logistics platforms	Studies	24/10/2018	31/12/2022	100%	522,500	1,045,000
Maritime	2018-EU-TM-0051-S	Intelligent Sea - Integrated digital services for efficient and safe maritime navigation	Ongoing	New technologies and innovation	Studies	24/10/2018	31/12/2021	100%	1,542,225	3,084,450
Maritime	2018-EU-TM-0135-S	Application of Industry 4.0 Technologies towards Digital Port Container Terminals – iTerminals 4.0	Ongoing	New technologies and innovation	Studies	01/03/2019	31/12/2021	12%	444,030	888,060
Maritime	2018-FI-TM-0050-S	SecurePax - Improving security of passenger transport in maritime ports	Ongoing	New technologies and innovation	Studies	01/01/2019	31/12/2021	100%	763,000	1,526,000
Maritime	2018-IT-TM-0045-S	INTERFACE: Renovating the access to the core port of Palermo and its interactions	Ongoing	Multimodal logistics platforms	Studies	24/10/2018	31/12/2020	100%	742,450	1,484,900

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		with the urban environment								
Maritime	2018-IT-TM-0106-S	SMART-C - Scalo MARotti viRTual Corridor	Ongoing	New technologies and innovation	Studies	01/11/2018	31/01/2021	100%	541,781	1,083,561
Maritime	2018-SE-TM-0102-S	Smart, Electronic and Autonomous Multimodal Transportation System and Port Operations	Ongoing	New technologies and innovation	Studies	24/10/2018	31/12/2020	100%	3,645,000	7,290,000
Maritime Total									126,752,826	457,391,831
Rail	2014-DE-TA-0243-W	New Kattwyk Railway Bridge – Building of landside Links and Re-construction of the Leading Lights	Closed	Projects on the Core and Comprehensive Networks	Works	27/01/2014	31/12/2016	100%	8,460,961	28,203,204
Rail	2014-DE-TM-0224-S	Planning for the German rail access route to the Fehmarn Belt Fixed Link (Lübeck – Fehmarn)	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2014	31/03/2022	100%	34,223,750	68,447,500

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		section)								
Rail	2014-DK-TM-0183-W	ERTMS Trackside deployment along the section Copenhagen H – Køge Nord – Ringsted in East Denmark	Ongoing	European Rail Traffic Management System (ERTMS)	Works	02/01/2016	09/12/2020	100%	7,800,000	15,600,000
Rail	2014-EU-TM-0186-S	Brenner Base Tunnel - Studies	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2016	31/12/2020	100%	302,850,000	605,700,000
Rail	2014-EU-TM-0190-W	Brenner Base Tunnel - Works	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2016	31/12/2020	100%	878,640,000	2,196,600,000
Rail	2014-EU-TM-0221-W	The Fehmarnbelt Tunnel - The fixed rail link between Scandinavia and Germany	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2017	31/12/2020	100%	589,000,000	1,472,500,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2014-FI-TM-0142-M	The Planning of the Core Network Railway Corridors in Helsinki	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2015	31/12/2020	100%	16,305,000	32,610,000
Rail	2014-SE-TA-0074-S	Enhanced and developed multimodal personal transports in the urban node Norrköping, Region of Östergötland	Closed	Nodes of the Core Network	Studies	18/08/2015	17/08/2018	100%	1,155,260	2,310,519
Rail	2014-SE-TM-0218-W	The freight line through Bergslagen. Hallsberg - Degerön, section Stenkumla - Dunsjö	Closed	Pre-identified projects on the Core Network corridors	Works	01/01/2015	31/08/2018	100%	12,585,158	41,950,527
Rail	2015-DE-TM-0363-W	Design and equipment of ERTMS for six border crossing corridor sections as well as two gap closings on German TEN core	Ongoing	European Rail Traffic Management System (ERTMS)	Works	16/02/2016	31/12/2020	4%	996,578	2,069,731

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		network corridors								
Rail	2015-FI-TM-0029-S	Development of open access and intermodality in Kouvola rail-road terminal	Ongoing	Multimodal logistics platforms	Studies	12/02/2016	31/12/2018	100%	1,695,000	3,390,000
Rail	2015-IT-TM-0168-W	ERTMS trackside equipment on Italian sections of the ERTMS/Core Network Corridors in compliance with the Breakthrough Program	Ongoing	European Rail Traffic Management System (ERTMS)	Works	02/01/2017	31/12/2020	58%	26,511,800	53,023,600
Rail	2016-DE-TM-0118-S	Planning of the new urban railway line S4	Ongoing	Nodes of the Core Network	Studies	31/07/2017	31/12/2019	100%	5,590,000	11,180,000
Rail	2016-FI-TM-0167-S	Improving connections of the Helsinki Urban Node	Ongoing	Nodes of the Core Network	Studies	01/02/2018	31/12/2020	100%	1,337,500	2,675,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2016-SE-TM-0056-W	Sustainable Public Transport in the Urban Node Malmö	Ongoing	Nodes of the Core Network	Works	01/03/2017	31/12/2019	100%	3,789,136	18,945,680
Rail	2016-SE-TM-0098-S	New high-speed line connecting Gothenburg Landvetter Airport (GOT) in Urban node Gothenburg	Ongoing	Nodes of the Core Network	Studies	07/02/2017	30/06/2019	100%	3,147,875	6,295,750
Rail	2017-DK-TM-0008-W	Implementing the Scan-Med Corridor - upgrading the Danish railway access line to the Fehmarnbelt tunnel (Phase 1)	Ongoing	Pre-identified projects on the Core Network corridors	Works	14/07/2017	31/12/2023	100%	117,512,849	587,564,246
Rail	2017-SE-TM-0035-W	Gothenburg Port Line - removal of bottleneck finalizing upgrade to double track	Ongoing	Pre-identified projects on the Core Network corridors	Works	14/07/2017	15/06/2023	100%	36,400,800	182,004,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2018-FI-TM-0039-W	Centralizing of open access intermodal terminal operations for extra-long freight trains in Kouvola rail-road terminal	Ongoing	Multimodal logistics platforms	Works	01/01/2019	31/12/2022	100%	7,858,000	39,290,000
Rail	2018-IT-TM-0057-S	Veneto Region coordinated initiative enhancing core intermodal nodes	Ongoing	Multimodal logistics platforms	Studies	05/11/2018	31/10/2021	62%	1,250,156	2,500,311
Rail	2018-IT-TM-0059-W	ERTMS deployment on the SCANMED Corridor (Verona – Bologna section)	Ongoing	European Rail Traffic Management System (ERTMS)	Works	01/04/2019	31/12/2023	100%	9,469,000	18,938,000
Rail Total									2,066,578,823	5,391,798,068
Road	2014-EU-TM-0196-S	FAST-E (DE/BE)	Ongoing	New technologies and innovation	Studies	01/09/2014	30/09/2018	15%	1,313,978	2,627,955
Road	2014-EU-TM-0213-M	Multimodal e-mobility connectivity for the Öresund	Closed	Nodes of the Core Network	Studies	01/03/2015	31/12/2017	100%	974,463	1,948,926

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Region (MECOR)								
Road	2014-EU-TM-0310-W	NEXT-ITS 2 – North European Cross-border ITS phase 2	Closed	Intelligent Transport Services for road (ITS)	Works	01/01/2015	31/12/2017	100%	5,991,264	29,956,322
Road	2014-EU-TM-0318-S	Connecting Hydrogen Refuelling Stations (COHRS)	Ongoing	New technologies and innovation	Studies	01/09/2015	31/12/2020	25%	3,244,447	6,488,894
Road	2014-EU-TM-0365-W	URSA MAJOR 2	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2014	31/12/2020	50%	9,228,060	46,140,300
Road	2014-EU-TM-0477-S	GREAT (Green Region for Electrification and Alternatives fuels for Transport)	Ongoing	New technologies and innovation	Studies	01/01/2015	31/03/2020	100%	4,789,206	9,578,411
Road	2014-FI-TA-0119-S	Development of LNG/L-CNG network in Finland	Closed	New technologies and innovation	Studies	27/01/2015	29/12/2017	50%	1,324,279	2,648,557

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2014-MT-TMC-0360-W	Upgrading of Modal Interconnection on Malta's TEN-T (road) Core Network: Marsaxlokk-Luqa-Valletta (Marsa section EA20a-EA21 - Action A)	Ongoing	Pre-identified projects on the Core Network corridors	Works	15/01/2016	30/11/2020	100%	38,854,794	45,711,522
Road	2015-EU-TM-0261-M	Expansion of safe & secure truck parking spaces and truck parking information systems on the TEN-T core network in Austria and Germany (Bavaria)	Ongoing	Safe and secure infrastructure	Mixed	16/02/2016	31/12/2019	5%	153,166	695,931
Road	2015-EU-TM-0316-S	Models for Economic Hydrogen Refuelling Infrastructure	Ongoing	New technologies and innovation	Studies	01/07/2016	31/12/2020	14%	771,330	1,542,660
Road	2015-EU-TM-0367-S	ULTRA-E	Ongoing	New technologies and innovation	Studies	01/03/2016	31/12/2019	4%	261,706	523,412
Road	2015-EU-TM-0415-S	EVA+ (Electric Vehicles Arteries in	Ongoing	New technologies and	Studies	01/07/2016	31/08/2019	26%	1,101,528	2,203,055

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Italy and Austria)		innovation						
Road	2015-EU-TM-0422-S	LNG motion: Fuelling trucks with LNG/CNG along the core network	Ongoing	New technologies and innovation	Studies	16/02/2016	30/06/2021	10%	1,241,141	2,482,282
Road	2016-DE-TM-0332-S	LNG4Trucks	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2020	22%	2,108,731	4,217,463
Road	2016-EU-SA-0013	SYNERG-E	Ongoing	(blank)	Studies	01/01/2017	31/12/2020	34%	1,777,330	2,962,216
Road	2016-EU-TM-0023-M	North European cross-border ITS phase 3 – NEXT-ITS 3	Ongoing	Intelligent Transport Services for road (ITS)	Mixed	01/01/2018	31/12/2020	87%	8,468,926	41,072,352
Road	2016-EU-TM-0044-M	URSA MAJOR neo	Ongoing	Intelligent Transport Services for road (ITS)	Mixed	07/02/2017	31/12/2020	45%	14,458,225	67,257,770
Road	2016-EU-TM-0121-W	High speed electric mobility across Europe	Ongoing	New technologies and innovation	Works	01/07/2017	31/12/2020	28%	2,847,040	14,235,200
Road	2016-EU-TM-0337-S	E-VIA – FLEX-E mobility in ES, FR, IT	Ongoing	New technologies and innovation	Studies	01/07/2017	31/03/2021	29%	970,050	1,940,100

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2016-IT-TM-0024-S	Rome urban core network node – Enhancement of public transport services and removal of bottlenecks along the Rome bypass	Ongoing	Nodes of the Core Network	Studies	02/10/2017	31/03/2020	100%	1,200,000	2,400,000
Road	2016-IT-TM-0284-S	GAINN4MED	Ongoing	New technologies and innovation	Studies	01/03/2017	30/09/2020	60%	2,790,000	5,580,000
Road	2016-MT-TMC-0016-W	Upgrading of Modal Interconnection on Malta's TEN-T (road) Core Network: Marsaxlokk-Luqa-Valletta (Marsa - Action B1)	Ongoing	Pre-identified projects on the Core Network corridors	Works	30/09/2018	26/09/2023	100%	2,857,887	3,362,220
Road	2016-SE-TM-0242-S	Nordic Hydrogen Corridor: zero emission transport between the capitals of the Nordic countries with fuel cell	Ongoing	New technologies and innovation	Studies	01/04/2017	31/12/2022	100%	9,684,875	19,369,750

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		vehicles								
Road	2017-DE-TM-0064-W	EUROP-E: European Ultra-Charge Roll Out Project - Electric	Ongoing	New technologies and innovation	Works	15/07/2017	31/12/2021	13%	5,083,699	25,418,496
Road	2017-DK-TM-0083-W	H2Bus Europe	Ongoing	New technologies and innovation	Works	01/05/2018	31/12/2023	30%	11,889,180	59,445,900
Road	2017-EU-TM-0065-W	Central European Ultra Charging	Ongoing	New technologies and innovation	Works	01/01/2018	31/05/2021	14%	1,728,665	8,643,324
Road	2017-EU-TM-0068-W	MEGA-E: Metropolitan Greater Areas - Electric	Ongoing	New technologies and innovation	Works	01/08/2017	31/12/2021	20%	5,860,066	29,300,331
Road	2017-EU-TM-0080-W	BioLNG EuroNet	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	4%	1,016,384	5,081,920

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2017-FI-TM-0074-W	Nordic LNG/CNG - Decarbonisation of the Core Network by deployment of alternative fuel refuelling infrastructure	Ongoing	New technologies and innovation	Works	01/04/2018	31/12/2021	50%	1,447,000	7,197,500
Road	2017-IT-TM-0106-W	CRE8: Creating the station of the future	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2022	35%	1,069,025	5,345,123
Road	2017-IT-TM-0110-W	AMBRA-Electrify Europe	Ongoing	New technologies and innovation	Works	01/09/2018	31/12/2022	38%	5,377,355	26,886,777
Road	2017-IT-TM-0113-W	Snam 4 Mobility - retail LNG network development	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	60%	823,151	4,153,131
Road	2017-SE-TM-0153-W	Svealand Public Transport infrastructure roll-out for biogas and electric buses	Ongoing	New technologies and innovation	Works	13/04/2018	31/12/2023	100%	9,239,200	46,196,000
Road	2018-EU-TM-0019-S	Saving lives assessing and improving TEN-t road networks safety	Ongoing	Safe and secure infrastructure	Studies	01/04/2019	31/03/2021	25%	233,821	467,643

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road Total									160,179,970	533,081,442

* The investments in the ports of La Spezia and Livorno will not take place. Hence funding share is 0%.

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