

## **ITALY:**

Italy has 3 Core Network Corridors crossing its country:

The **Baltic-Adriatic Corridor** extends from the Polish ports Gdansk and Gdynia and from Szczecin and Swinoujscie via Czech Republic or Slovakia and through eastern Austria to the Slovenian port of Koper and to the Italian ports of Trieste, Venice and Ravenna. It covers rail, road, airports, ports and RRT's. The key projects are Semmering base tunnel and Koralm railway Graz – Klagenfurt in Austria.

The **Mediterranean Corridor** links the Iberian ports of Algeciras, Cartagena, Valencia, Tarragona and Barcelona through Southern France, with link to Marseille, and Lyon to Northern Italy, Slovenia and a branch via Croatia to Hungary and the Ukrainian border. It covers rail and road, airports, ports, RRT's and, in Northern Italy, also the Po river inland waterway. The key projects are UIC standard gauge railway lines in Spain, the Lyon –Turin railway tunnel and the Karst crossing Trieste/Koper – Ljubljana.

The **Scandinavian-Mediterranean Corridor** extends from the Finnish-Russian border and the Finnish ports of Hamina/Kotka, Helsinki and Turku-Naantali via a "Motorway of the Sea" to Stockholm and with a branch from Oslo, through southern Sweden, Denmark, Germany, where the ports of Bremen, Hamburg and Rostock are connected, western Austria to the Italian ports La Spezia, Livorno, Ancona, Bari, Taranto, Naples and Palermo and "Motorway of the Sea" links to Malta. It comprises rail, road, airports, ports, RRT's and "Motorway of the Sea" sections. The key projects are Fehmarnbelt fixed link and Brenner base tunnel.

The **Rhine-Alpine Corridor** connects the North Sea ports of Antwerp, Rotterdam and Amsterdam along the Rhine valley via Basel to Milan and the Italian port of Genova. It covers rail, road, airports, ports, RRT's and the Rhine as inland waterway. The key projects are the Alpine base tunnels Gotthard and Lötschberg and their access lines.

The corridors and key projects which contribute to completing them are set out on the following page.

### **What are the key benefits?**

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

### **The new infrastructure policy in Europe**

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout

the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

### Projects that could receive financing from the "Connecting Europe Facility" (CEF):

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

#### Baltic – Adriatic

Wien - Graz - Klagenfurt - Udine - Venezia - Ravenna	Rail	partially construction of new lines (Semmering Base Tunnel and Koralm Railway line), rail upgrading; works on-going; (further) development of multimodal platforms; upgrading of existing two-track line between Udine - Cervignano and Trieste
Trieste, Venice, Ravenna, Koper	Ports	port interconnections, (further) development of multimodal platforms

#### Mediterranean

Lyon - Torino	Rail	cross-border section, works base tunnel ; studies and works access routes
Milano - Brescia	Rail	partially upgrading, partially new high-speed line
Brescia - Venezia - Trieste	Rail	works to start before 2014 on several sections in synergy with upgrading actions undertaken in overlapping stretches as in Baltic Adriatic Corridor
Milano – Cremona- Mantova – Porto Levante/Venezia – Ravenna/Trieste	IWW	Studies and works
Cremona, Mantova, Venezia, Ravenna, Trieste	Inland Ports	Port interconnections, (further) development of multimodal platforms
Trieste - Divača	Rail	studies and partial upgrading ongoing; cross-border section to be realised until after 2020

**Scandinavian – Mediterranean**

Brenner Base Tunnel	Rail	studies and works
Fortezza - Verona	Rail	studies and works
Napoli - Bari	Rail	studies and works
Napoli – Reggio Calabria	Rail	Upgrading
Verona – Bologna	Rail	Upgrading ongoing
Ancona, Napoli, Bari, La Spezia, Livorno	Ports	Port interconnections, (further) development of multimodal platforms
Messina - Catania – Augusta/Palermo	Rail	upgrading (remaining sections)
Palermo/Taranto - Valletta/Marsaxlokk	Ports, MoS	port interconnections
Bologna – Ancona	Rail	upgrading

**Rhine – Alpine**

Genova	Port	Port interconnections
Genova - Milano/Novara - CH border	Rail	studies; works starting before 2020

**Other**

Marseille – Toulon – Nice – Ventimiglia - Genova	Other Core Network	Rail	studies high-speed
Barcelona – Valencia – Livorno	Other Core Network	MoS	upgrading