

“RRF and other relevant national investments progressing on the Italian sections of the Scan Med Corridor”

5 minutes intervention

Italy submitted a modified Recovery and Resilience Plan to the European Commission in 2023 which was approved including an additional mission, the REPowerEU chapter, besides the 6 already existing missions.

The estimated total cost of the modified RRP, including the REPowerEU chapter, for Italy is **194.4 bln euro** and the financial contribution in the form of non-repayable support amounts to **71.8 bln euro**.

The investments focusing on **Sustainable transport infrastructure and support the deployment of railway infrastructure** (high-speed, freight, regional railways, European Railways Traffic Management System). amounts around to **22,8 bln euro** (from 24,8 bln euro), accompanied by reforms to accelerate railway infrastructure investments and to improve its quality.

Going into details, I can mention **3 relevant projects** of around 19 bln euro of costs along the Scan Med Corridor funded through 3.9 billion euro of RRF concerning the construction of 119 km of railway infrastructure for passenger and freight out of which 49 km are related to 3 of the 8 lots under construction of the Napoli Bari HS line, all under construction and to be completed by 2028; 33 km are related to lot 1a of the Salerno-Reggio Calabria line (Battipaglia – Romagnano), awarded in May 2023 and expected to be completed by 2026. The third is related to 2 lots of the 8 lots of the overall Messina -Catania - Palermo line in Sicily. The executive design and works have been awarded for 2 lots (Catenanuova-Dittaino and Dittaino-Enna) along the Catania-Palermo section.

Other 8,7 billion euro are devoted to 5 measures aimed at:

- deployment of 1280 km of **ERTMS** on the network (312km already equipped up to 1400 by mid 2025)
- **strengthening metropolitan nodes and key national links** for 3 billion euro on the upgrading of Bologna-Prato, Bologna-Verona and Roma-Napoli conventional lines, under way and on The nodes of Roma and Firenze;
- focusing on **electrification, resilience and technology improvements in the South** of Italy on 650 km of railway linewith particular reference to the links to Taranto and Augusta for **2,4 bln euro** out of 4,7 bln euro of full costs. Over 70% of projects is already in the construction phase.
- upgrading of **38 stations** for 345 mln euro out of a total cost of 1,8 bln euro. Bari, Villa San Giovanni, Messina, Naples and Rosarno;

- enhancing the **Special Economic Zones** last-mile connections with ports or industrial areas; digital logistics, urbanizations or energy efficiency works; **564 mln euro**. In 5 ports of Scan Med in the South ports of Reggio Calabria, Villa San Giovanni, Gioia Tauro, Augusta and Taranto and the strengthening of intermodal logistic platform in Termini Imerese (Sicily). Work sites are planned to be opened by end June 2024.

It worth to mention again the relevance of other national major foreseen investments focused on Corridor infrastructure for more than 23 billion euro with secured funds for around 20 billion euro, involving the new construction of the Brenner Base Tunnel and its access routes, the Messina bridge together with resilience, accessibility and energy increase measures in several ports.

Benefits

1. Tool is powerful
2. Leverage effect
3. Allows a full scale implementation
4. Enhance railway appeal
5. Social impact on citizen
6. Capability plan requested
7. Reshape the network