










European Transport Corridors

The Scandinavian-Mediterranean Corridor



3rd Corridor Forum Meeting  
Brussels, 20.11.2025

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Agenda

TOP	SUBJECT
1	Opening, welcome and activities since last Meeting by Pat Cox, European Coordinator for the ETC ScanMed
2	Tour de table – Introduction by the participants
3	Adoption of the Minutes of the 2 <sup>nd</sup> ETC Forum Meeting, 26 June 2025
4	Presentation by Consultants team on the works achieved/tasks ahead Questions and answers
5	Presentation of the Clean transport corridor initiative by Mr. Rein Juriado, DG MOVE B4 Coffee Break
6	Presentation of operational KPIs by Stefano Marcoccio, RFC ScanMed
7	High Speed Rail – presentation of the Commission’s communication by Martin Zeitler, DG MOVE Advisor
8	Overview of the latest CEF call results and ScanMed project portfolio by Thomas Lazzeri, CINEA
9	Exchange of views with ScanMed Corridor stakeholders Questions and answers
10	A.o.B.
11	Conclusions, wrap-up and upcoming activities by Pat Cox

Date: 20.11.2025

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### Information on the Coordinators’ main activities / Meetings - past

Date	Place	Subject
26.06.2025	Brussels	2nd ScanMed ETC Corridor Forum Meeting
27/28.08.2025	Copenhagen	Fehmarnbelt Platform steering committee and plenary meeting
30.09.2025	Vilnius	Urban Mobility Days with a Working Group Meeting on ScanMed SUMP
01.10.2025	Malmö	250 years Malmö as a port city conference Future-proofing Our Port Cities
4/5.11.2025	Verona	Brenner Corridor Platform plenary meeting
20.11.2025	Brussels	3rd ScanMed ETC Corridor Forum Meeting

Date: 20.11.2025

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## Adoption of the Minutes of the 2<sup>nd</sup> ETC Forum Meeting, 26 June 2025




EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT  
Scandinavian-Mediterranean European Transport Corridor  
The European Coordinator

### Minutes of Meeting

2<sup>nd</sup> Meeting of the Corridor Forum  
Scandinavian Mediterranean European Transport Corridor  
Thursday, 26 June 2025, 14:15-17:45  
CCAB, Brussels

### Agenda

N°	S	
1	O	European Coordinator
2	T	
3	A	
4	H	nd
5	C	IE Advisor
6		
	Q	
	C	



- Meeting performed and documented; documentation still available at <https://www.kombiconsult.com/en/2025/06/27/1st-scanmed-etc-corridor-forum-meeting-november-21-2024/>
- Minutes of Meeting provided on 30.06.2025
- Comments received from IT
  - Loading gauge requirements do not apply to the entire network, but only to specific sections identified by the Member States
  - „P/C80 profile“ project suspicious will be checked by consultants
- Included in final version of 19.08.2025
- Further comments?
- Proposed to be adopted

Date: 20.11.2025

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Scandinavian Mediterranean	
Presentation by Consultants team on the works achieved/tasks ahead	
<ul style="list-style-type: none"><li>▪ Draft elements of the Work Plan for the ETC ScanMed<ul style="list-style-type: none"><li>– Overview of List of Contents and timing</li><li>– Compliance 2023 Map AFIR</li><li>– Compliance 2030/40 Map Rail</li><li>– Compliance 2030/40 Map Road</li><li>– Early warning indicator Projects</li><li>– Financing/Funding</li><li>– Resilience</li></ul></li><li>▪ Process for ETC ScanMed Project List Update 2026</li><li>▪ Multimodal Passenger Hubs Study Overview and results for ETC ScanMed</li><li>▪ Newsletter</li></ul>	
Date: 20.11.202551	

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The „New generation Workplan“ of the European Coordinator (draft list of contents, November 2025)

Executive Summary

1. A new generation of Corridor Work Plans

2. The ScanMed Corridor

3. Corridor’s state of development

4. Projects planned until 2030/2040

5. Corridor elements at risk and not to be completed by 2030/2040

6. New policy framework & initiatives

7. Funding and financing tools

8. Coordinator’s Outlook: priorities for infrastructure development & investment, and proposed plan

Key findings

Brief general description of: New TEN-T Regulation / new KPIs-, Coordinator’s Mandate, Connection to overarching policies/priorities

Corridor alignment and progress achieved


Short Methodology on measuring compliance with technical infra parameters of new TEN-T guidelines by 2030&2040 per mode

Outlook of ongoing, planned projects by 2030/2040

Persisting Bottlenecks in 2030/2040 (after planned project’s realisation): Projects at risk  
ETC related high-speed rail on corridor; Deployment of alternative energy infrastructure; Climate change impacts on infrastructure and need for resilience measures and measures to mitigate

Funding needs; Good practice in infra financing and tools

Corridor Priorities; Milestone Plan to eliminate barriers until 2040; Conclusion and future outlook



12/2025 Editing  
02/2026 Agreement  
05/2026 Approval  
06/2026 Publication

Foto: U. Sondermann, 2025  
Date: 20.11.2025

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Presentation by Consultants team on the works achieved/tasks ahead

▪ What is the difference between the Workplan and German Railways?

Work Plan	German Railways

None!

Both are delayed.

+ 30 \*

+ 30 \*\*

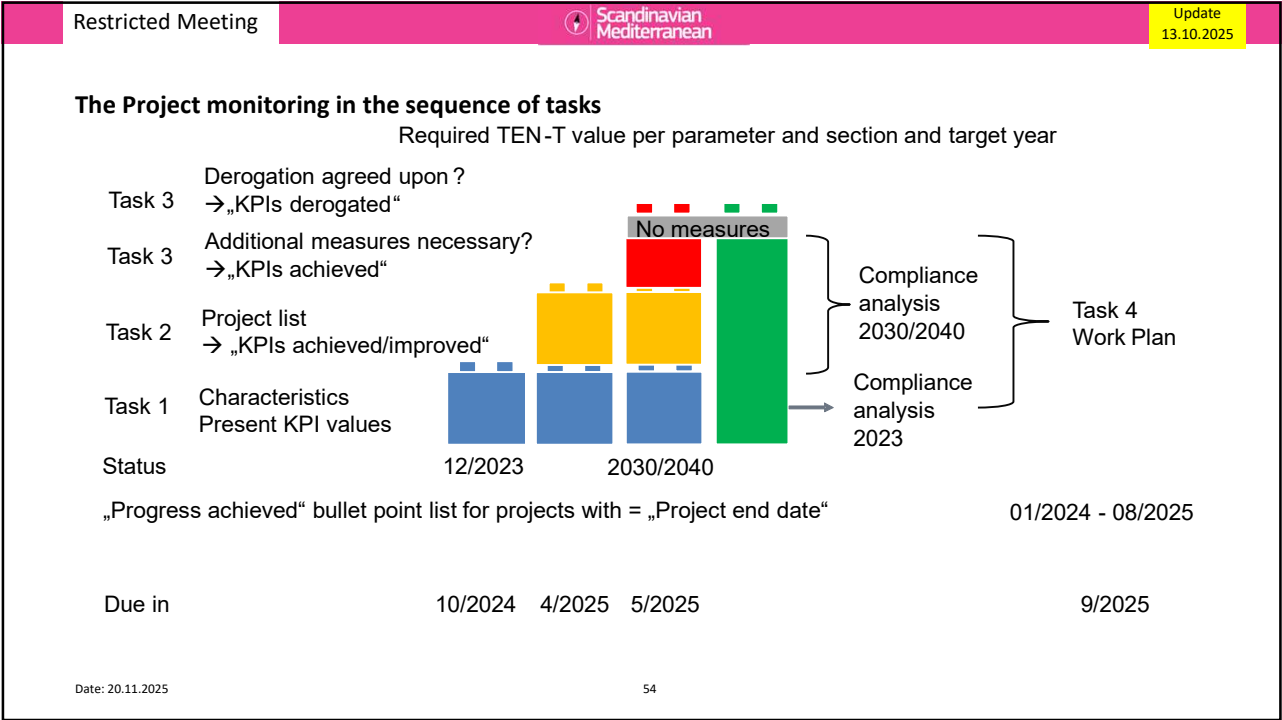
Date: 20.11.2025

\* ETC Work Plan Elements 2025 in days

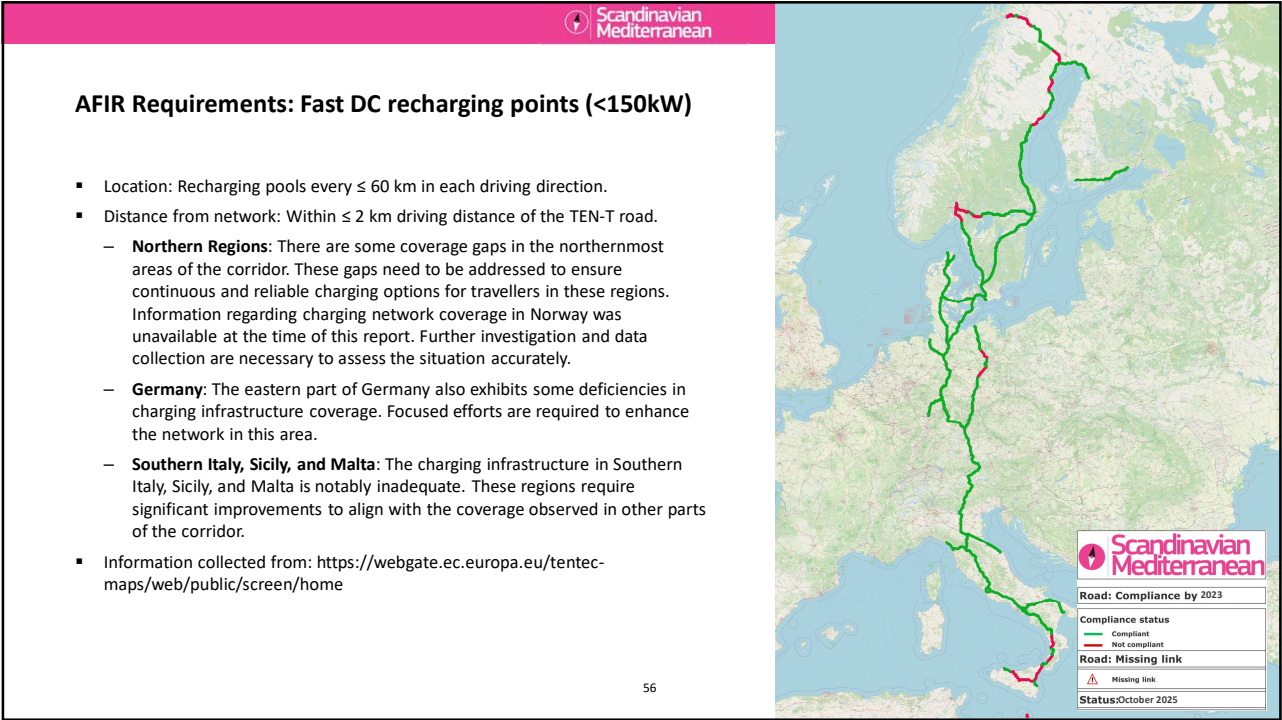
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\*\* ICE 16, 19.11.2025 in minutes

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### AFIR Requirements: Fast DC recharging points (<350kW)

- Location: Recharging pools every  $\leq 60$  km in each driving direction.
- Distance from network: Within  $\leq 2$  km driving distance of the TEN-T road.
  - Northern Europe:** Significant gaps exist, particularly in the northern regions. Even in southern parts, coverage remains uneven and fragmented. Finland shows widespread deficiencies with long distances between stations, leading to incomplete corridor coverage. Denmark has an established network, but gaps persist between recharging pools along main corridors. Norway lacks data for verification, which may indicate higher real coverage than reported.
  - Germany:** Dense network overall, but not yet continuous – several corridors remain below the required density.
  - Italy and Malta:** The charging infrastructure across Italy, including Sicily, is notably inadequate. Only a few compliant segments are found in the north and around major cities. These regions require significant improvements to align with the coverage observed in other parts of the corridor. Malta, in particular, has no charging infrastructure available at all, which poses a significant barrier to the adoption of electric vehicles.
- Information collected from: <https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home>

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Road: Compliance by 2023

Compliance status

Compliant

Not compliant

Road: Missing link

Missing link

Status: October 2025

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### AFIR Requirements: Hydrogen refuelling stations

- Location: Refuelling stations every  $\leq 200$  km along the TEN-T core network.
- Distance from network: Within  $\leq 10$  km of the TEN-T road.
  - Northern Europe:** Significant gaps exist in the northern regions. Finland has widespread deficiencies, with long distances between stations and incomplete corridor coverage, although the southern part is better equipped. Norway lacks data for verification, which may indicate higher real coverage than reported. Denmark has a good network overall, but the northern part still has notable gaps.
  - Germany to Northern Italy:** The charging network is well-established and continuous from Germany to Northern Italy, excluding a segment north of Berlin which remains below the required density.
  - Italy and Malta:** The charging infrastructure across Italy, including Sicily, is notably inadequate. There is no network coverage from Northern Italy to the south, highlighting a need for significant improvements to align with other parts of the corridor. Malta, in particular, has no charging infrastructure available at all, which poses a significant barrier to the adoption of electric vehicles.
- Information collected from: <https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home>

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Road: Compliance by 2023

Compliance status

Compliant

Not compliant

Road: Missing link

Missing link

Status: October 2025

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### AFIR Requirements: LNG / CNG

- The CNG network is comprehensively established throughout the corridor, ensuring extensive coverage overall. However, in the northernmost parts, the distances between stations are larger.
  - Notable deficiencies are found on the route from northern Sweden to Norway. Additionally, Malta lacks any charging points entirely.
- The LNG network exhibits varying levels of coverage across different regions. Malta lacks any LNG refuelling stations entirely, and Denmark has minimal presence. In southern Sweden, coverage is satisfactory but becomes sparse along the western coast, with no availability on the northern routes. Finland has reasonably extensive coverage, while Central Europe is well-served with robust infrastructure. Northern Italy maintains good coverage, but the network becomes sparse as one moves towards the southern regions.
- Information collected from: <https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home>



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Projects completed (1.01.2024-31.08.2025)

	Project ID	Project name	Category	KPI	Project promoter	Total costs m€
FI	2960	Oritkari triangular junction	Rail	Yes	Finnish TIA	19,90
FI, SE	5798	Development of the Bothnian Rail Corridor	Rail	No	Finnish TIA	3,20
SE, FI	41005	Haparandabanan, Haparanda, electrification and platform for Finnish traffic	Rail	Yes	Trafikverket	16,77
SE	5157	Dunsjö - Jakobshyttan - Degerön (Etapp/Phase 2)	Rail	Yes	Trafikverket	140,66
SE	5163	Varberg double track	Rail	Yes	Trafikverket	681,99
SE	5170	Capacity enhancements in Skåne	Rail	Yes	Trafikverket	47,73
SE	50017	Malmöbanan, extended sidings	Rail	Yes	Trafikverket	129,62
SE	50031	E4, Sikeå-Gumboda, median barrier (2+1)	Road	Yes	Trafikverket	35,04
SE	5162	Göteborg Port Line and Marieholm bridge	Seaport (CC)	Yes	Trafikverket	377,17
DK	5395	Ringsted - Odense speed increase (Includes: Speed increase Nyborg – Odense (RO5), speed increase Ringsted - Slagelse	Rail	Yes	Banedanmark (Sund & Bælt)	89,87
DK	5769	København Syd Station	Rail	Yes	Metroselskabet	77,78
DK	5812	Speed upgrades between Aarhus and Aalborg (sections Aarhus-Langå and Hobro-Aalborg)	Rail	Yes	Banedanmark	229,33
DK	5816	Introduction of double track alignment at Aalborg (Lindholm) and Hjørring	Rail	No	Banedanmark	17,99
DK	5817	Electrification Fredericia – Aarhus	Rail	Yes	Banedanmark	366,12
DK	41001	Exit 57 – Platinum safe and secure parking on the Scan-Med TEN-T Corridor	Road	Yes	HM Entreprenør A/S	43,53
DE	5384	Baltic Rail Gate (2nd phase)	MFT	Yes	Lübeck Port Authority	50,00
IT	5259	Technological and infrastructural upgrade of the Bari railway node '0149	Rail	No	RFI S.p.A.	159,61
IT	5905	Technological and infrastructure upgrading of some sicilian lines P074 (1664+1665)	Rail	No	RFI S.p.A.	53,00
IT	41060	Upgrading project to 740m train lenght of Sibari Station 3000 (DOI)	Rail	Yes	RFI S.p.A.	7,20
IT	41075	New Interlocking and Layout of Bari Centrale P193- 1661	Rail	No	RFI S.p.A.	120,00
IT	61031	Upgrading projects to 740m train lenght of Pontedera and Palmanova Stations	Rail	Yes	RFI S.p.A.	7,75
IT	31010	Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY PASS4CORE-ITA 2	Road	Yes	A22 S.p.A.	12,62
IT	41047	Porto di Palermo con la Città - Interface Port and city. Works for redevelopment and regeneration in port of Palermo.	Seaport	No	PSA of Western Sicilian Sea	35,59
IT	41023	PASS4CORE-ITA - Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY	MFT	Yes	Consorzio ZAI	27,53
IT	41025	PASS4CORE-ITA 2 – Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY, Step 2	MFT	Yes	Consorzio ZAI	12,10
IT	61029	Interporto di Orte upgrading for ScanMed Corridor	MFT	Yes	Interporto Centro Italia	6,73
IT	41032	COLD IRONING GARIBALDI PIER in Port of La Spezia	Seaport (CC)	Yes	PSA of Eastern Ligurian Sea	8,52

Source: Project List July 2025; Projects completed by 08/2025  
Date: 20.11.2025

Σ 27 projects worth €2,774m

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Projects completed 1.01.2024-31.08.2025

■ In the reporting time in total 27 projects worth €2.8bn were completed. The 10 projects in FI/SE count for 50% of these costs (€1.5bn). DK invested € 0,8 bn, IT €0,5bn and DE contributed with <€50m.

■ The 17 rail projects costed €2.2 bn.

Category	N°	Total Cost €m
Rail	17	2,168.5
Road	3	91.2
Seaport (CC)	2	385.7
Seaport	1	35.6
MFT	4	96.4
Total	27	2,777.4

■ The „Studies“ are preparing for larger investments such as the Bothnian Corridor: Luleå – Oulu.



AGORA Terminal Interest Group  
visiting Port of Lübeck and Baltic Rail Gate in July 2025

Source: Project List July 2025; Projects completed by 08/2025; Foto: Uwe Sondermann, 07/2025  
Date: 20.11.2025

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Compliance 2030/40 Map Rail

After completing the known projects by 2030/40 the following sections still require measures for **Electrification** and **Axleload**; **Standard track gauge** already compliant, other parameters not mapped

Section «Non Electrification»	Sections Axle load < 22.5 t
FI Laurila <-> Haparanda / Tornio-rajaa (Border FI/SE)	Catania <-> Catania Acquicella
DK Frederikshavn <-> Hjørring	Messina <-> Giampiglieri
DK Hjørring <-> Hirtshals	Giampiglieri <-> Fiumefreddo
DK Hjørring <-> Aalborg	Fiumefreddo <-> Catania O.na
DK Last mile (Aalborg 1, 2, 3, 4)	Catania O.na <-> Catania
Holenbrunn <-> Hof	Termini Imerese <-> Palermo
DE Marktdrewitz <-> Weiden	Fiumetorto <-> Termini Imerese
DE Marktdrewitz <-> Holenbrunn	Firenze - Santa Maria Novella <-> Firenze Statuto
DE Schnabelwaid <-> Marktdrewitz (part 1)	Capua <-> Vairano Caianello
DE Weiden <-> Schwandorf	Bivio Enna <-> Biccoca
DE Schwandorf <-> Regensburg Hbf	Biccoca <-> Augusta
	Vairano Caianello <-> Roma (part 1)
	Firenze Castello <-> Firenze - Santa Maria Novella (part 1, 2, 3)
	Maccarese <-> Roma Trastevere
	Acerra <-> Cancellò
	Capua <-> Santa Maria Capua Vetere
	Villa San Giovanni <-> Messina
	Roma Trastevere <-> Roma Tuscolana
	PM Maddaloni Est <-> Cancellò
	Bivio Enna <-> Castelbuono
	Roma Casilina <-> Santa Palomba

Date: 20.11.2025

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Map Rail

Rail Compliance  
Railways 2030 and 2040

Reason for non-compliance

Compliant

Non-electrification

Non-standard track gauge

Axle load < 22.5 tonnes

Rail: bottleneck/missing link

Not applicable

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Compliance 2030/40 Map Road

After completing the known projects by 2030/40 the following sections still require measures for **Separation** of road carriageways and **No crossings** at grade; “ITS implementation” and “Means to detect safety-related events or conditions” not mapped.

Section	Separation	No crossings
FI Naantali <-> Raisio J. E8/E18X	Required	Required
FI Kemnmaa (J. E75/E8) <-> Tornio/East	Required	Required
Tornio/East <-> Haparanda Border / Tornio/border FI/SE	Required	Required
NO Fagernes <-> Trældal	Required	Required
Vinterbro S <-> border NO/SE	Required	Required
Riksgränsen (Border SE/NO) <-> Svappavaara	Required	Required
Toere (J. E4/E10) <-> Haparanda Border/Tornio/border FI/SE	Required	Required
Luleå <-> Toere (J. E4/E10)	Required	Required
Toere (J. E4/E10) <-> Gällivare (J. E10/45)	Required	Required
Gällivare (J. E10/45) <-> Svappavaara	Required	Required
Haeruoessand <-> Veda	Required	Required
Hjulsta <-> Kongens Kurva	Required	Required
Umeå (J. E4/E12) <-> Umeå Airport	Required	Required
Røedby Havn (exit 50) <-> Fehmarn DK/D / Puttgarden	Required	Required
Last mile (E45 - N52) a, b, c	Required	Required
Last mile (E45 - Norre Tranders a) - d)	Required	Required
DE Røedby Havn <-> Fährhafen Puttgarden	Required	Required
Fährhafen Puttgarden <-> Übergang A1/B207	Required	Required
IT Giostra <-> Cannitello	Required	Required
Valmontone <-> San Cesario (J. A1/A1Dir)	Required	Required
ADollorata <-> Luqa Airport (part 1, 4, 6, 7, 8)	Required	Required
Floriana <-> Valetta (part 2)	Required	Required
ADollorata <-> Luqa Airport (part 2, 5)	Required	Required
VAletta <-> Ring road (part 1 & 2)	Required	Required

Date: 20.11.2025

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Map Road

Road Compliance  
Roads 2030 and 2040

Reason for non-compliance

Compliant

Crossings at grade

No separation of road carriageways

Road: bottleneck/missing link

Not applicable

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Overview of projects and project costs by implementation stage			
Implementation cluster	Number of projects	Investments [€ m]	Ø Investment/project [€ m]
Work finalised	26	5,769	222
Work ongoing	101	84,197	834
Planning finalised	60	43,001	717
Planning not relevant	10	2,444	244
Planning ongoing	31	38,752	1,250
Planning status unknown	0	0	n.a.
Work not started	136	75,524	555
Planning finalised	9	772	86
Planning not relevant	12	931	78
Planning ongoing	90	63,631	707
Planning not started	25	10,189	408
Work status unknown	0	0	n.a.
Total	263	165,490	629

Source: Project Implementation Report 2025; Project List April 2025; Projects completed by 12/2024

Date: 20.11.2025

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Early warning indicators (Traffic Light) for projects that are assumed to ...			
... be behind implementation schedule	Traffic Light cluster	Criteria	Number of projects
	Red	· ≥ 1 indicator with "red" alert AND · > 50% of the actual maximum risk points	2
	Yellow	· ≥ 1 indicator with "red" alert AND · ≤ 50% of the actual maximum risk points	98
	Green*	· "Work finalised" = "yes" OR · No risk point OR · No indicator with "red" alert	163
	Total		263
... miss the TEN-T deadlines	Traffic Light cluster	Criteria	Number of projects
	Red	· ≥ 1 indicator with "red" alert AND · > 50% of the actual maximum risk points	7
	Yellow	· ≥ 1 indicator with "red" alert AND · ≤ 50% of the actual maximum risk points	61
	Green*	· "Work finalised" = "yes" OR · No risk point OR · No indicator with "red" alert	175
	Total		263
Source: Project Implementation Report 2025; Project List April 2025; Projects completed by 12/2024			
Date: 20.11.2025			

Country

Category

Project ID

Project name

Σ yellow alerts

Σ red alerts

Total risk points

IT

Multimodal

41024

Study for the new Intermodal Terminal in Verona Quadrante Europa

1

2

5

Rail

6281

"Upgrade to P/C80 gauge of CNC lines P224"

1

2

5

Category

Project ID

Project name

Σ yellow alerts

Σ red alerts

Total risk points

FI

Airport (corridor connection)

5436

Airport line (Development of railway section Helsinki-Helsinki Airport-Kerava)

1

3

7

SE

Rail

5154

Ostlänken

1

3

7

5174

Göteborg-Landvetter-Borås connection

1

3

7

5649

Hässleholm-Lund, capacity enhancement

2

2

6

50117

Norrbottenbanan Skellefteå - Luleå, new railway

2

2

6

DE

Rail

5093

ABS/NBS München - Rosenheim - Kiefersfelden - Grenze D/A (→ Kufstein)

1

3

7

9440

ABS Hof - Marktredwitz - Regensburg - Obertraubling (Ostkorridor Süd)

2

2

6

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IT- RFI Project „Upgrade to P/C80 gauge of CNC lines“

Provided that the P400 parameter should be met in 2040 only on the lines especially indicated by the Member State by 19 July 2027, please find here below the latest status of the main interventions:

Bologna – Prato	works ongoing	certification expected in 2027
Pisa – La Spezia	works completed	certification pending (expected in 2026)
Rome – Pomezia	works ongoing	certification expected in 2028
Bari – Taranto	works ongoing	certification expected in 2026
Naples – Foggia	included in Naples–Bari project; completion expected in 2029	
Rome – Naples via Cassino	works ongoing; completion expected in 2028	
Livorno – Rome	works ongoing; completion expected in 2028	

Source: RFI, E-Mail of 18.11.2025  
Date: 20.11.2025

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Compliance 2030/40 Map Airport

Corridor Study Update 10/2024  
As-is analysis by 12/2023

Project List Update 04/2025  
Impact of known projects on KPIs

Map:  
Airport KPI compliance map,  
if all envisaged projects  
from the project list  
would be accomplished by 2030  
(despite their eventual delay)

Table:  
Overview of required measures  
to be taken for Airports  
to reach full compliance

Source: Project Implementation Report 2025; Project List April 2025; Projects completed by 12/2024  
Date: 20.11.2025

Insights

Airport	Connection with rail directly to TEN-T*	Pre-conditioned air supply	Existence of MFT	Alternative fuels
FI Helsinki (Vantaa)	Required	Required	Required	
FI Turku		Required		Required
NO Oslo (Gardermoen)	Required			
SE Göteborg (Landvetter)	Required			
SE Malmö				
SE Stockholm (Arlanda)	Required			
DK København (Kastrup)				
DK Berlin Brandenburg				
DE Bremen	Required			
DE Frankfurt am Main				
DE Hamburg	Required			
DE Hannover	Required			
DE Leipzig/Halle				
DE München				
DE Nürnberg	Required	Required		
IT Bologna (Borgo Panigale)	Required			
IT Roma (Fiumicino)				
IT Napoli (Capodichino)	Required			
IT Palermo (Punta Raisi)	Required			
IT Roma (Fiumicino)				
MT Malta (Luqa)	n/a	Required		Required

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### Arlanda Airport Connection to Rail (Art. 34) - Fulfilled already?

Art. 34 (1) Member States shall ensure that:

- (a) the airports of the TEN-T with a total annual passenger traffic volume of **>12m passengers** are **connected to the TEN-T Rail Network**, including the high-speed railway network where possible, **allowing long distance services** by 31 December **2040**, except ....;
- (b) the airports of the TEN-T with a total annual passenger traffic volume **> 4m and <12m passengers** are connected to the TEN-T railway network **or**, where the airport is located in or in the vicinity of an urban node of the trans-European railway network, **to that urban node**, by railway, metro, light rail, tramways, cable car or, exceptionally, other zero emission public transport solutions, by 31 December **2050**, except ...

Used for long distance and regional passenger trains frequently  
**But** not marked TEN-T core, extended core or comprehensive  
inTENtec Viewer accessed several times latest on 19.11.2025

Yes

NO

Date: 20.11.2025

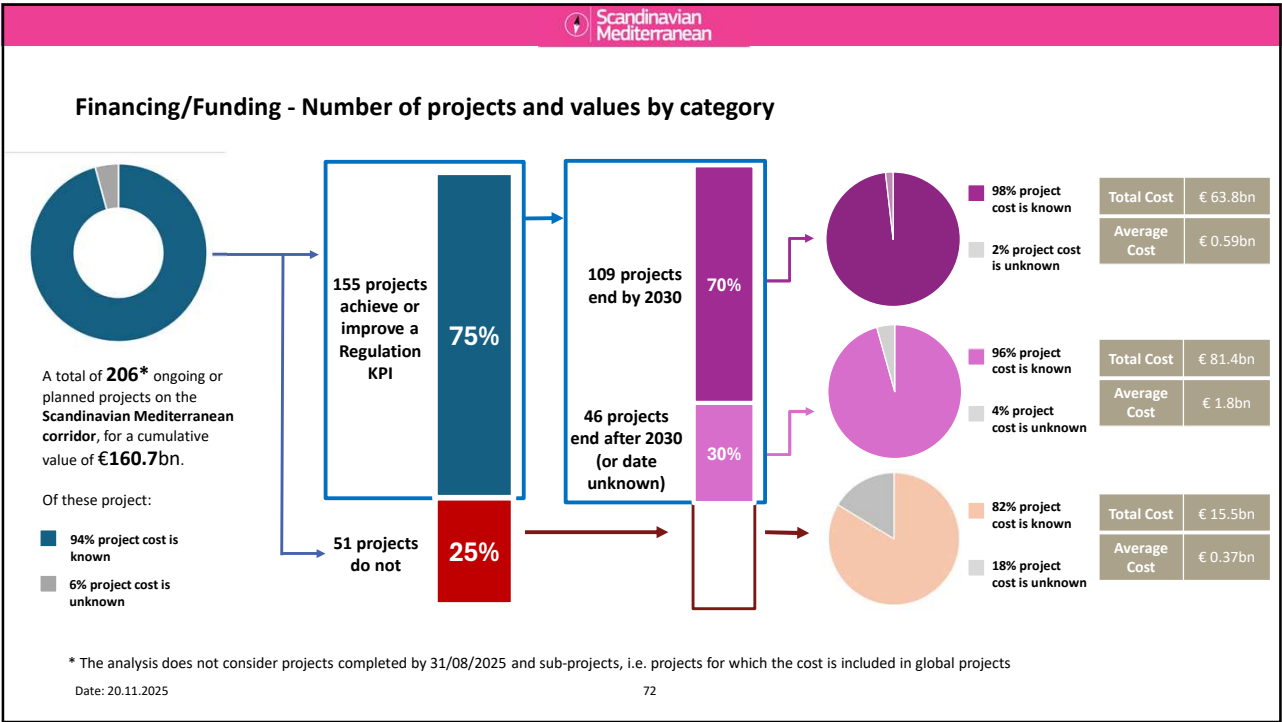
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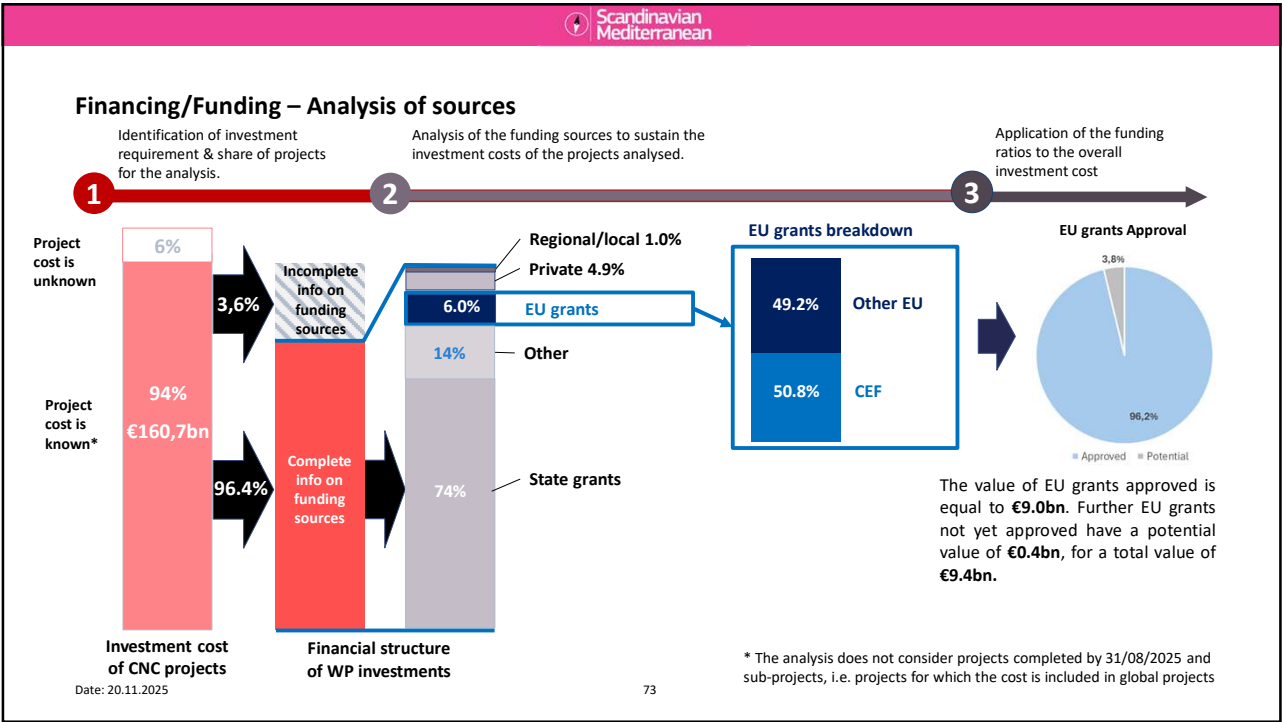
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<div>  Scandinavian Mediterranean </div>	
Overview on known existing resilience measures per corridor country	
NO	<p><b>Tunnel construction:</b></p> <p>To be able to maintain transport also in extreme weather conditions Norway is building a series of tunnels in the coastal region. Road traffic tunnels to replace ferries but also a ship tunnel connecting two fjords to avoid ships needing to sail in more rough waters.</p> <p><b>Climate-Adapted Road and Rail Maintenance:</b></p> <p>The Norway Public Roads Agency added consideration of climate change to its manuals on project planning, design, operations, maintenance, and network management.</p>
FI	<p><b>Urban stormwater management:</b></p> <p>Climate-related challenges in Helsinki include increased flooding due to rising sea levels, heavy rain, and extreme winter conditions. Sustainable stormwater management solutions, such as Nature-based filtration, tackle multiple climate challenges by capturing pollutants, filtering excess water, and lowering flood risks.</p>
SE	<p><b>Climate resiliency in Urban Planning:</b></p> <p>Stockholm has integrated climate resilience into urban transport planning, including flood barriers, improved public transit routes to avoid flood-prone areas, and nature-based solutions for stormwater management.</p>
DK	<p><b>Climate-Adaptive Metro Design:</b></p> <p>The metro system integrates climate change adaptation in its line design, implementing measures like elevated entrances, drainage systems, and waterproofing to protect against flooding and storm surges.</p>
DE	<p><b>Climate Adaptation Strategy for Transport Infrastructure:</b></p> <p>Germany's Climate Adaptation Strategy includes legally-binding measures to optimize transport and logistics provisions for low water periods, reduce disruptions to road and rail transport caused by weather events, and make the building stock more resilient against floods.</p>
AT	<p><b>Railway Resilience in Alpine Regions:</b></p> <p>The Austrian Federal Railways employs a combination of structural protection measures and a railway-specific weather monitoring and early warning system to address risks from Alpine hazards to ensure safe and continuous railway operation.</p>
IT	<p><b>Flood protection of Venice:</b></p> <p>The Venice system of mobile barriers has proven very effective in safeguarding Venice from the high tides in the lagoon that used to periodically flood the city.</p>
MT	<p><b>Flooding and Sea Level Rise:</b></p> <p>MT is updating a lot of regulatory frameworks and funding programs for resilience against flooding and sea level rise.</p> <p><b>Urban Heat Management:</b></p> <p>MT is running a UN project for developing strategies to mitigate urban heat, which includes alternative pavements, integration of green infrastructure and innovative materials to provide shade and cooling in urban areas. Green infrastructure might also be used for rainwater retention.</p>

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## Climate adaptation and cross-border investment needs by Corridor Member State

Total adaptation investment needed on TEN-network in the future RCP6.0 in billion €

Member State	Investment (billion €)
MT	0,4
IT	6,6
AT	1,8
DE	5,8
DK	4,9
SE	4
FI	1,6
NO	0

Adaptation cost by mode and Member State in RCP6.0 and end-of-century in million €

	Total	Air-ports	Rail	Road	Mari-time -	Inland Ports
MT	427	37		50	340	
IT	10,604	412	4,796	2,310	3,071	14
AT	1,344	35	1,088	185	0	36
DE	8,154	65	3,564	1,626	2,655	245
DK	5,399	15	540	1,313	3,530	
SE						
FI	1,836	75	302	672	769	18
NO						
EU27	71,000	2,100	27,400	16,300	23,000	600

Transport Vulnerability Index (TVI)

TVI Category	Color
high	Red
medium	Orange
moderate	Yellow
low	Green

Source: Support study on the climate adaptation and cross-border investment needs to realise the TEN-T network, page 121 and 232; TEN-T according to Regulation (EU) 1315/2013

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Project List & Project Monitoring – General Approach and Timing

Project List is the key tool to monitor

Project contributions to the Corridor objectives (KPIs according to the revised TEN-T Regulation),

Timely project implementation until 2030 (core network) and 2040 (extended core network),

Project costs and their status of financing/funding.

Annual Project List Updates and Progress Implementation Reports (PIRs)

Project List 2025

Project List 2026

PL preparations

PL update

PIR elaboration

MS review

PL preparations

PL update

PIR elaboration

3/2024

12/2024

3/2025

5/2025

7/2025

12/2025

2/2026

Project phase 3/2024 – 2/2026

Consultation of Project Promoters & MoT in January 2026

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Project List content (information clusters)

Source(s) / Data collection

Information source(s)

Responsible partner for data collection

Project ID / Base data

TEN-T project ID

Project name

Project category

Project promoter

Geographical scope

Corridor

Member State

Section / node

...

Description / Scope of work

Short project description

Scope of work (Study, Infra works,...)

Contribution to objectives

KPI improvement / achievement

Elimination of capacity bottlenecks

Removal of strong inclines and single track sections (Rail)

Project status / maturity

Maturity by reference time

Start/end date

Admin. Implementation step

Project costs / financing

Info source

Project costs

Financing sources + amounts

Remarks

...

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### Project List content (projects)

Submitted by responsible project promoters\*

Focus on key projects

- New or upgraded infrastructure
- Contribute to ETC completion according new TEN-T requirements
- Real projects NOT just wishes

See details in Gatekeeping Rules document

#### PROJECTS IN SCOPE

- Located on ETC infrastructure (alignment, nodes)
- Contributes to KPI targets according new TEN-T guidelines OR to removal of missing link or bottleneck
- Minimum data shall include: project name, project description, project status, ("official" or "estimated") costs and financing

#### ... OUT OF SCOPE

- NOT strictly relate to at least one KPI
- CEF projects related to AFI, port or airport capacity expansion
- ONLY relate to "Administrative procedures"
- ONLY relate to the deployment of alternative fuels (infrastructure)
- ONLY relate to rolling stock
- ONLY relate to transport services
- ONLY relate to noise reduction (Rail)

- ONLY relate to ERTMS (Rail)
- ONLY relate to port "modernisation" or capacity expansion but not to any KPI
- ONLY relate to "Maintenance equipment (IWW)
- NOT directly linked to improving connectivity with TEN-T ETC infrastructure (Urban nodes)
- Telematics applications other than RIS and VTMS

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\* In accordance with iteration 41 of Regulation (EU) 2024/1679 interpreted as implementing bodies; NOT „lobbyiest“

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### Project List Update 2026

#### Nov-Dec 2025 Preparation

**Prepare PL for 2026 update:** structure improvements (e.g. TENtec sections) + content integration as follow:

- Integrate MS feedback (additional projects, data corrections, clean-up & duplicate consolidation)
- Add project data from other sources (CEF, TMP, nat. RRF)
- Prepare stakeholder communication in Jan 2026: list additional stakeholders (ports/airports, not yet represented with a project in the PL), collect/update contact data

#### Jan-Feb 2026 Stakeholder Consultation

- 5 Jan** – National ETC consultants to send (sub-) project lists to project promoters/MoTs and empty list to airports, seaports, inland ports not yet included & national UN/SUMP contacts for review/update.
- 5-26 Jan** – Project promoter update window
- 27-30 Jan** – ETC consultants to integrate feedback into sub-list(s); send updated lists to MS/Corridor countries MoTs for review.
- By 6 Feb** – MoT review of all sub lists / projects.

#### Feb 2026 Consolidation

- By 11 Feb** - ETC consultants to send "their" sublists to Project list coordinator (Hacon)
- 11-16 Feb** - Clearing on shared projects & submission to MOVE
- 16-20 Feb** - MOVE comment window
- 21-27 Feb** - Integrate MOVE comments & finalise PL

May 2026 Update Project Implementation Report

! Please keep the Deadlines! ... or wait for Update 2027

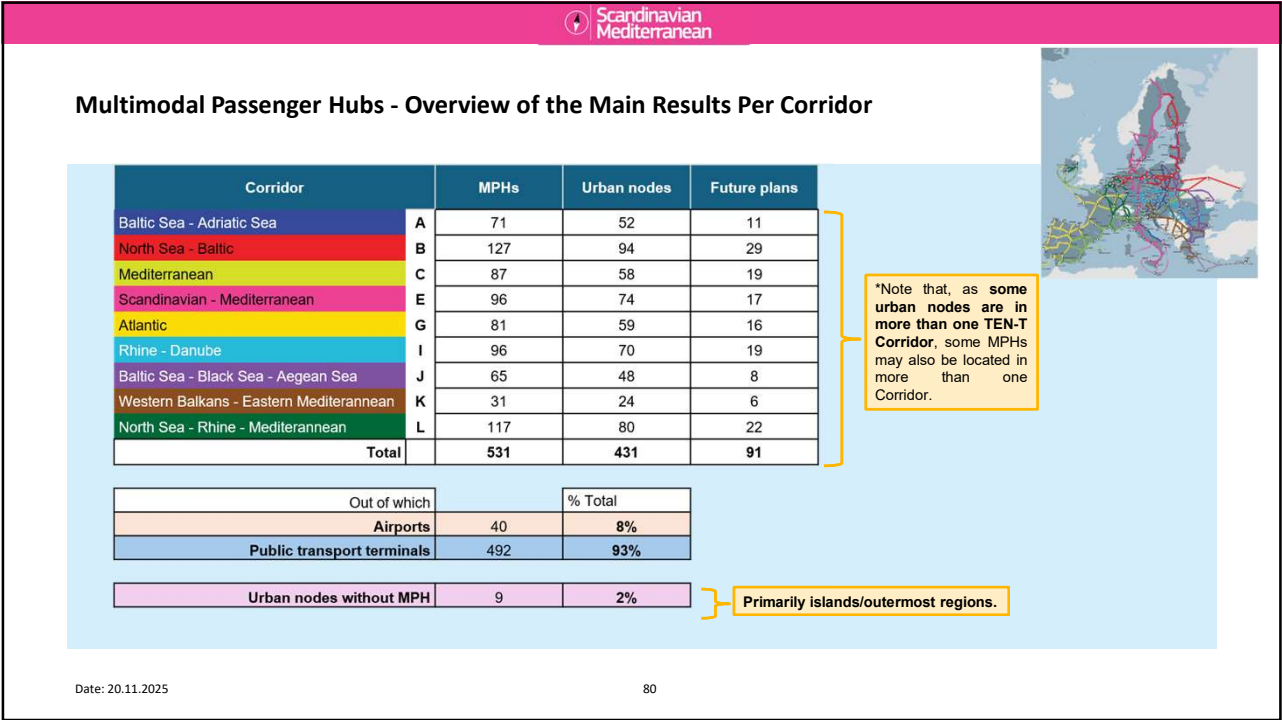
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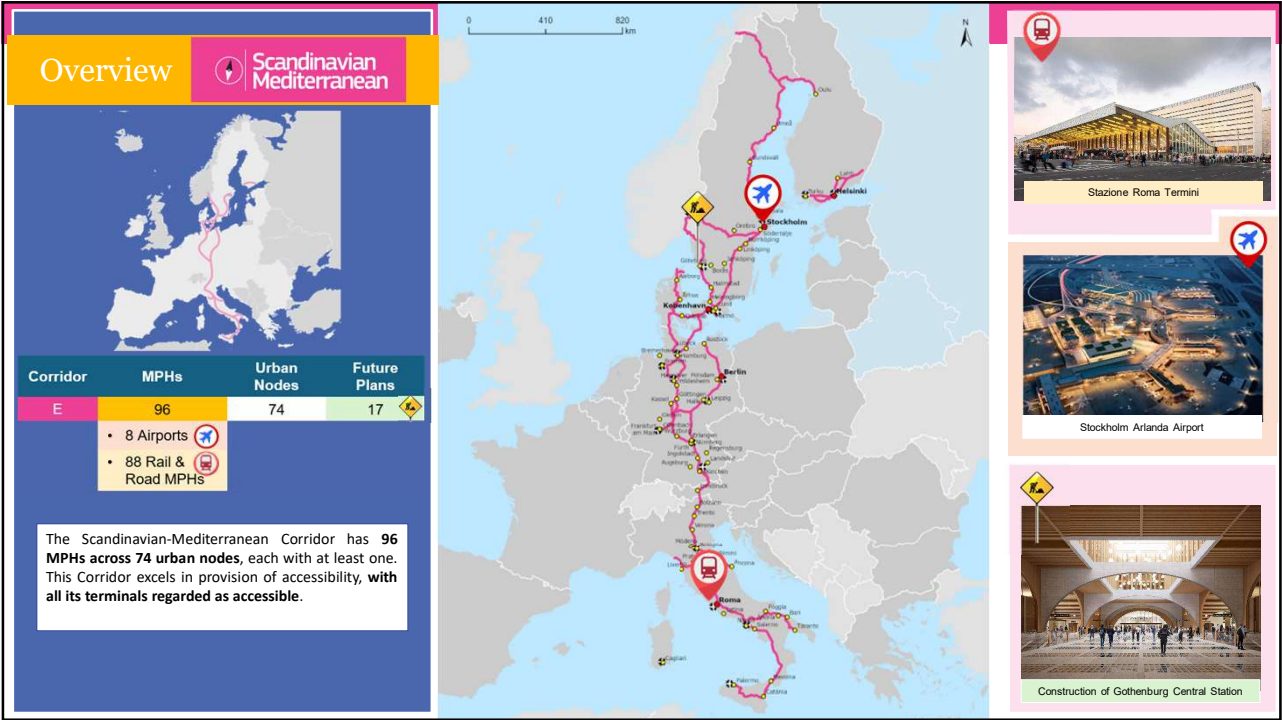
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Good Practices

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Malmö Centralstation

Malmö Centralstation is the main railway hub of Malmö, seamlessly integrating **rail, urban bus, coach, and bike** transport. Originally established in 1856, the station has been **recently renovated**, combining **historic charm with modern functionality**. Its horizontal design enhances pedestrian movement, while the surrounding canals and its award-winning architecture make it a **landmark in the city**. The station facilitates both local and international travel, including a direct rail connection to Copenhagen. Offering a range of passenger amenities, including shops and cafés, it ensures a comfortable experience for its 17 million annual travellers. **Fully accessible**, Malmö Central provides step-free access and dedicated assistance for passengers with reduced mobility.





Helsinki Central Station

Helsinki Central Station is a key transport hub, seamlessly integrating **rail, urban bus, and metro** services. It plays a vital role in facilitating mobility across the city and beyond, **combining modern facilities with the historic station building**, becoming an icon of the city's landscape. The station prioritises **accessibility** for passengers with disabilities, offering services like **braille seat numbers** and **accessible facilities**. High-visibility colours aid visually impaired travellers, while induction loops assist those with hearing impairments. Digital displays ensure that information is readily available, and an assistance point is located at the station for additional support.


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ScanMed Quarterly Newsletter

Read online version of **fourth** issue:  
[https://ec.europa.eu/newsroom/mytent\\_t/newsletter-archives/67835](https://ec.europa.eu/newsroom/mytent_t/newsletter-archives/67835)

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[https://ec.europa.eu/newsroom/mytent\\_t/user-subscriptions/4110/create](https://ec.europa.eu/newsroom/mytent_t/user-subscriptions/4110/create)






Date: 26.06.2025

10 October 2025

Scandinavian – Mediterranean Corridor

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IN THE SPOTLIGHT

"Infrastructure is not about concrete and steel – it is about people"

Mr. Jacob Vestergaard has been committed to the development of cross-border projects for decades, thereby contributing to the success of the ScanMed Corridor. In this interview, he provides insights into his broad experience and gives inspiration for overcoming current challenges.






[more](#)

20 June 2025

Mediterranean

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IN THE SPOTLIGHT

Reducing the Cost of High-Speed Rail 9 European Transport Corridors

High-speed rail construction was at the peak in Madrid, where Transport Infrastructure Europe (TIE) has supported almost 200 participants. RA, EIB, leaders in engineering company infrastructure



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Presentation of the Clean transport corridor initiative by Mr. Rein Juriado, DG MOVE B4	
	<ul style="list-style-type: none"><li>What can the Scandinavian-Mediterranean Corridor expect from this initiative? And when?</li><li>See separate presentation</li></ul>
Brussels – 16 September 2025	
<b>Ministerial Declaration on the Clean Transport Corridor Initiative</b> “Accelerating the deployment of heavy-duty vehicles recharging infrastructure along the TEN-T network”	
<p>Europe stands at the forefront to turn decarbonisation into a driver of growth and jobs. A well-functioning transport sector is crucial for the competitiveness of the EU economy. To help the sector with the transition to zero-emission heavy-duty vehicles (HDV), the Clean Transport Corridor Initiative seeks to accelerate the deployment of heavy-duty vehicles recharging infrastructure across key corridors, namely the <u>Scandinavian-Mediterranean</u> and the North-Sea Baltic Corridors.</p> <p>We, the undersigned ministers responsible for transport and infrastructure policy from nine European Union (EU) countries participating in the pilot cases of the Clean Transport Corridor Initiative, convened under the chairmanship of Apostolos Tzitzikostas, Commissioner for Sustainable Transport and Tourism, hereby adopt this ministerial declaration to advance the transition to zero-emission freight transport along the TEN-T network.</p>	
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Presentation of operational KPIs by Stefano Marcoccio, RFC ScanMed

Dashboard of regular RFC operational figures (from annual reports) presented in Corridor Forum meeting

Too complex for consultants; Deeper insights needed which also consider the ellipsis, e.g.

Rail Freight Operational KPI's for the year 2023: Dashboard

6,4

7,4

7,6

5,6

3,1

3,9

Mio PaP-km

201920202021202220232024

70000

60000

50000

40000

30000

20000

10000

0

Number of freight trains at Border Crossing Points

20192020202120222023

■ Kasselje (DE/NL)

■ Paderborn (DE/BE)

■ Hamburg/Paderborn (DE/DK)

■ Karlsruhe (DE/FR)

■ Bremen/Bremerhaven (DE/IT)

Average train speed

Km/h/Evolution

Alnabru - Göteborg602

Göteborg - Malmö56-4

Katrineholm - Malmö59-6

Hallsberg - Malmö62-5

Malmö - Maschen63-2

Maschen - München57-2

München - Verona531

Reasons for Delay 2023

Source: RFC ScanMed Annual Report 2023

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the sections where a change of track gauge takes place, where the checks carried out at a border where the checks have not yet been lifted on trains in application of Annex VI to Regulation (EU) 2016/399 do not have a time-limit to be complied with;”

g time of a train on a cross-border section, the total additional transit time that can be attributed to the existence of the border crossing, the time of procedures or considerations of administrative, operational, technical and administrative nature. The time of a train on a cross-border section does not include the time that is attributed to the border crossing, such as the time of procedures carried out in facilities located in the vicinity of the border crossing but **not intrinsically** related to the border crossing.

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High Speed Rail – presentation of the Commission’s communication by Martin Zeitler, DG MOVE Advisor	
	▪ <a href="#">See separate presentation</a>
Brussels, 5.11.2025 COM(2025) 903 final	
COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS	
Connecting Europe through High-Speed Rail {SWD(2025) 960 final} - {SWD(2025) 961 final}	
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Exchange of views with ScanMed Corridor stakeholders

- Fehmarn Belt Fixed Link and its access lines  
by **Kristoffer Bang Refberg**, Chief Adviser, (Danish) Ministry of Transport, Centre of International Affairs,  
**Antje Below**, (German) Federal Minsitry of Transport, International Investment Programms, European Transport Networks Division and  
[Lars Friis Cornett](#), Director, Femern A/S in Germany
- Brenner Base Tunnel and its access lines  
by [Sandro Francesconi](#), BBT SE and  
[Peter Endrizzi](#), Secretary of the Brenner Corridor Platform

See separate presentations

Questions?

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Any other business	
<div><div><div>▪ Connection between Oslo and Stockholm is „Scandinavia’s most profitable railway project“ – a unique opportunity to build a sustainable and strong Nordic region – Location study „Nobel-track“ <i>by Jonas Karlsson, CEO of Oslo-Sthlm 2.55 AB</i></div><div><a href="#">See separate presentation</a> <small>Source: oslo-sthlm.se</small></div></div><div><div>OSLO-STHLM 2.55</div><div>NYHETER OM OSLO-STHLM 2.55 VARFÖR OSLO-STHLM? NYTTOR RAPPORTER PRESS / KONTAKT</div><div>Skandinaviens mest lönsamma järnvägsprojekt</div></div></div>	
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Last and Final Messages from the Commission, by Martin Zeitler, DG MOVE

Updates

▪ Military Mobility Package, adopted by the Commission on 19/11/2025:  
[https://transport.ec.europa.eu/transport-themes/military-mobility\\_en](https://transport.ec.europa.eu/transport-themes/military-mobility_en)

▪ Regulation on the use of railway infrastructure capacity Trilogues concluded on 19/11/2025:  
<https://www.consilium.europa.eu/en/press/press-releases/2025/11/19/council-and-parliament-agree-on-rules-for-a-better-management-and-increased-use-of-europe-s-railway-infrastructure/>

▪ Revision of the EU Public Procurement Directives – call for evidence/public consultation open until 26 January 2026:  
[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/15492-EU-public-procurement-rules-revision\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/15492-EU-public-procurement-rules-revision_en)

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### Information on the Coordinators’ main activities / Meetings - future

Date	Place	Subject
20.11.2025	Brussels	3rd ScanMed ETC Corridor Forum Meeting
23/24.11.2025	Luxembourg	Coordinators Seminar with EIB
22.01.2026	„online“	Femern belt platform Steering committee
17/18.03.2026	Lulea	Second Platform North Forum (tbc)
15/16.06.2026	Berlin	Meeting DE Minister and Deutsche Bahn
xx.06.2026	Brussels	4th ScanMed ETC Corridor Forum Meeting
Week of 28.09.2026	Brussels	Connecting Europe Days

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