

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|----------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|---------------------------------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 1 | AD | Envalira | UC | 2002? | 2000 | | | | | | | | | | | |
| 2 | AM | Pushkin | U-ReC | 1970 | 1800 | 2-way | | 7.0 | 8,2 | 4,5 | - | LONG | Yes | D, W, R | 2 | |
| 3 | AT | Falkenberg | OP | 1995 | 1170 | 1-way | 2 | 7,5 | 11,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 4 | AT | Ehrentalberg | OP | 1996 | 3330 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 2 | |
| 5 | AT | Herzogberg | OP | 1982 | 2007 | 2-way | 2 | 7,5 | 9,22 | 4,7 | 1 | S/T | Yes | | 4 | |
| 6 | AT | Mitterberg | OP | 1982 | 1142 | 1-way | 2 | 7,5 | 9,22 | 4,7 | 2 | LONG | Yes | | 2 | |
| 7 | AT | Kalcherkogel | OP | 1982 | 1993 | 1-way | 2 | 7,5 | 9,22 | 4,7 | 2 | LONG | Yes | | 2 | |
| 8 | AT | Gräbern | OP | 1986 | 2144 | 2-way | 2 | 7,5 | 9,33 | 4,7 | 2 | S/T | Yes | | 2 | |
| 9 | AT | Lainberg | OP | 1997 | 2278 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 4 | |
| 10 | AT | Wald | OP | 1993 | 2889 | 1-way | 2 | 7,5 | 9,26 | 4,7 | 2 | LONG | Yes | | 2 | |
| 11 | AT | Bosruck | OP | 1983 | 5500 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | TR | Yes | | 4 | |
| 12 | AT | Selzthal | OP | 2000 | | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | Länge: 958 |
| 13 | AT | Gleinalm | OP | 1978 | 8320 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | TR | Yes | | 4 | |
| 14 | AT | Schartnerkogel | OP | 1981 | 1232 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 15 | AT | Plabutsch | OP | 1987 | 9755 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | TR | Yes | | 2 | |
| 16 | AT | Ofenauer | OP | 1974 | 1385 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | S/T | Yes | | 2 | |
| 17 | AT | Oswaldiberg | OP | 1988 | 4307 | 1-way | 2 | 7,5 | 9,2 | 4,7 | 1 | LONG | Yes | | 2 | |
| 18 | AT | Hiefler | OP | 1974 | 2004 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | S/T | Yes | | 2 | |
| 19 | AT | Tauern | OP | 1975 | 6401 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | TR | Yes | | 4 | |
| 20 | AT | Katschberg | OP | 1974 | 5439 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | TR | Yes | | 4 | |
| 21 | AT | Karawanken | OP | 1991 | 7865 | 2-way | 2 | 7,5 | 9,47 | 4,7 | 1 | LONG | Yes | | 4 | combined ventilation system; long-TR |
| 22 | AT | Mils | OP | 1988 | 1866 | 1-way | 2 | 7,5 | 9,1 | 4,7 | 1 | LONG | Yes | | 2 | |
| 23 | AT | Roppen | OP | 1991 | 5100 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 4 | combined ventilation system; long-S/T |
| 24 | AT | Pfänder | OP | 1980 | 6718 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | TR | Yes | | 4 | |
| 25 | AT | City | OP | 1984 | 1311 | 2-way | 2 | 7,5 | 9,22 | 4,7 | 1 | LONG | Yes | | 2 | |
| 26 | AT | Amberg | OP | 1985 | 2978 | 2-way | 2 | 7,5 | 9,36 | 4,7 | 2 | S/T | Yes | | 4 | |
| 27 | AT | Bruck | OP | 1987 | 1228 | 1-way | 2 | 7,5 | 9,25 | 4,7 | 2 | LONG | Yes | | 2 | |
| 28 | AT | Ganzstein | OP | 1980 | 2135 | 2-way | 2 | 8,5 | 10,32 | 4,7 | 1 | LONG | Yes | | 4 | |
| 29 | AT | Tanzenberg | OP | 1985 | 2446 | 1-way | 2 | 7,5 | 9,6 | 4,7 | 3 | LONG | Yes | | 2 | |
| 30 | AT | Niklasdorf | OP | 1986 | 1345 | 1-way | 2 | 7,5 | 9,6 | 4,7 | 2 | LONG | Yes | | 2 | |
| 31 | AT | Perjen | OP | 1983 | 2880 | 2-way | 2 | 7,5 | 9,27 | 4,7 | 1 | S/T | Yes | | 2 | |
| 32 | AT | Dalaas | OP | 1979 | 1810 | 2-way | 2 | 7,5 | 9,4 | 4,7 | 3 | LONG | Yes | | 4 | |
| 33 | AT | Arlberg | OP | 1978 | 13972 | 2-way | 2 | 7,5 | 9,4 | 4,7 | 2 | TR | Yes | | 4 | |
| 34 | AT | Langen | OP | 1992 | 2323 | 1-way | 2 | 7,5 | 9,8 | 4,7 | 4 | LONG | Yes | | 2 | |
| 35 | AT | Bartelkreuz | OP | 1996 | 1087 | 2-way | 2 | 7,5 | 9,3 | 4,7 | 1 | LONG | Yes | | 2 | |
| 36 | AT | Klamm | OP | 1974 | 1603 | 2-way | 2 | 8,5 | 10,64 | 4,7 | 2 | S/T | Yes | | 2 | |
| 37 | AT | Brettfall | OP | 1995 | 1336 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 38 | AT | Passür | OP | 1968 | 1855 | 2-way | 2 | 6 | 7,5 | 4,7 | 4 | LONG | Yes | | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-----------------------|---|-----------------|---------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|--------------------------------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 39 | AT | Schmitten | OP | 1996 | 5109 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | combined ventilation system; long-TR |
| 40 | AT | Lärchberg | OP | 1994 | 1860 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 41 | AT | Achberg | OP | 1993 | 1510 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 42 | AT | Lermoos | OP | 1983 | 3168 | 2-way | 2 | 7,5 | 9,27 | 4,7 | 1 | S/T | Yes | | 21 | |
| 43 | AT | Landeck | OP | 2000 | 6955 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | OTH | Yes | | 2 | |
| 44 | AT | Schönberg | OP | 1999 | 2989 | 2-way | 2 | 8 | 9,7 | 4,7 | 1 | LONG | Yes | | 2 | |
| 45 | AT | Kaisermühlen | OP | 1997 | 2150 | 1-way | 3 | 13,25 | 15,25 | 4,7 | 1 | LONG | Yes | | 3 | |
| 46 | AT | Füssen | OP | 1999 | 1 272 | 2-way | 2 | 8,5 | 10,5 | 4,7 | 2 | LONG | Yes | | 2 | |
| 47 | AT | Spital | UC | 2003 | 2597 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 3 | LONG | Yes | | 2 | |
| 48 | AT | Semmering | UC | 2004 | 3414 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 2 | |
| 49 | AT | Strengen | UC | 2005 | 5710 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 3 | LONG | Yes | | 2 | |
| 50 | AT | Loibl | OP | 1964 | 1570 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 1 | NAT | Yes | | 2 | |
| 51 | AT | Steinhaus | UC | 2004 | 1874 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 52 | AT | Klaus | UC | 2003 | 2192 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 4 | |
| 53 | AT | Spering | UC | 2003 | 2862 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 4 | |
| 54 | AT | Kienberg | UC | 2003 | 1453 | 1-way | 2 | 7,5 | 9,5 | 4,7 | 1 | LONG | Yes | | 2 | |
| 55 | AT | UT Steinhaus Taxlberg | UC | 2003 | 2334 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 2 | |
| 56 | AT | UT Noitzmühle | UC | 2003 | 1610 | 2-way | 2 | 7,5 | 9,5 | 4,7 | 2 | LONG | Yes | | 2 | |
| 57 | AT | Felbertauern | OP | 1966 | 5183 | 2-way | 2 | 7 | 8,6 | 4,7 | | S/T | Yes | | 2 | |
| 58 | BE | Direction Rogier | OP | | 2500 | 1 way | 2 | | | | | LONG | Yes | A - Q | 2 | |
| 59 | BE | Belliard | OP | 1994 | < 2000 | 1 way | 2 | | | | | LONG | | A - Q | 2 | |
| 60 | BE | Craeybeckx | OP | 1981 | 1600 | 1 way | 4 | 18 | 20,75 | 4,5 | < 1 % | TRANSV | Yes | | 4 | |
| 61 | BE | Tysmans | OP | 1967 | 1000 | 1 way | 2 | 7,5 | 9,5 | 4,5 | | LONG | Yes | | 2 | |
| 62 | BE | Liefkens Hoek | OP | 1992 | 1373 | 1 way | 2 | 7,5 | 10,2 | 4,5 | | LONG | Yes | | 2 | |
| 63 | BE | Cointe | OP | 2000 | 1300 | 1 way | 2 | | | 4,5 | | TRANSV | Yes | | 2 | |
| 64 | BE | Waasland | OP | 1933 | 1717 | 2 way | 2 | | | 4,5 | | TRANSV | Yes | Max 3.5 T | | |
| 65 | BA | Sikola | OP | 1981 | 9,30 ?? | 1-way | 2 | 7,7 | 9,30 ?? | 4,75 | -- | NAT | No | Cat eyes (Light mark) | 2 | -- |
| 66 | BA | Vranduk | OP | 1973 | 9,50 ?? | 1-way | 2 | 7,7 | 9,50 ?? | 4,75 | -- | NAT | No | Cat eyes (Light mark) | 2 | -- |
| 67 | HR | Učka | OP | | 5062 | 2-way | 2 | 7,5 | 9,1 | 7,5 | 0,4 | LONG | Yes | ABCDE | 2 | |
| 68 | HR | Tuhobić | OP | 1997 | 2141 | 2-way | 2 | 7,3 | 9,3 | 7,5 | 2,3 | LONG | Yes | ABCDE | 2 | |
| 69 | HR | Dubovica | OP | 2000 | 1516 | 2-way | 2 | 6 | 8 | 7 | 1 | LONG | Yes | ABDEFG | 2 | |
| 70 | HR | Veliki Gložac | OP | | 1142 | 2-way | 2 | 10,8 | 12,8 | 7,5 | 1,5 | LONG | Yes | ADGHIJLMNOPQ | 2 | |
| 71 | HR | Javorova Kosa | OP | | 1460 | 2-way | 2 | 7,3 | 9,3 | 7,5 | 2,8 | LONG | Yes | ABCDEFGHIJLMNOPQ | 2 | |
| 72 | HR | Sveti Rok | OP | | 5670 | 2-way | 2 | 7,6 | 9,28 | 7,5 | 1,5 | S/T | Yes | ABCDEFGHIJLMNOPQ | 2 | |
| 73 | HR | Mala Kapela | OP | | 5060 | 2-way | 2 | 7,35 | 9,53 | 7,5 | 1,49 | S/T | Yes | ABCDEFGHIJLMNOPQ | 2 | |
| 74 | HR | Sveta Tri Kralja | OP | | 1740 | 1-way | 1 | 7,7 | 9,7 | 7,5 | 3 | LONG | Yes | ABDEGIJLNMO | 4 | |
| 75 | HR | Konjsko | OP | | 1326 | 1-way | 1 | 7,7 | 9,5 | 7,5 | 1,5 | LONG | Yes | ABDEGIJLNMO | 4 | |
| 76 | DK | Oeresundtunnel South | OP | 2000 | 4050 | 2-way | 2 | 7 | 9,75 | 9 | 0,3 | LONG | Yes | ABCDEFGHIJKLNMOPQ | 2+ 1 | ** |
| 77 | FR | Tube 1 | OP | 1999 | 1080 | 1-way | 2 | | | | | LONG | Yes | CEFGIJKNOPQ | 2 | |

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|----------------------|------------------------------|--------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|-------------------------------------|
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 78 | FR | Tube est | OP | 1998 | 2220 | 1-way | 3 | 13 | | | | TR | Yes | CEFGIJKNOPQ | 3 | |
| 79 | FR | Tube 1 | OP | 1992 | 1591 | 2-way | 3 | 12,5 | 14,2 | 4,3 | 5,5 | TR | Yes | CEGJNOPQ | 2 | |
| 80 | FR | Tube nord | OP | 1997 | 3728 | 1-way | 2 | 7,8 | 9,08 | 4,5 | 3 | TR | Yes | CEFGIJKNOPQ | 2 | Tunnel |
| 81 | FR | Tube Nord | OP | 1986 | 3264 | 1-way | 2 | 8,5 | 10 | 4,4 | 1 | TR | Yes | CDEFGJNOPQR | 2 | PMV à l'extérieur |
| 82 | FR | Tube 1 | OP | 1932 | 1488 | 2-way | 2 | 6,5 | 8 | 4,1 | 2 | LONG | Yes | CDGJLNO | 2 | PMV à l'extérieur |
| 83 | FR | Tube 1 | OP | 1990 | 1015 | 1-way | 2 | 9,5 | 11,5 | 5 | 2,5 | LONG | Yes | CDEGJKNOQ | 1 | PMV à l'extérieur |
| 84 | FR | Tube Nord | OP | 1979 | 1112 | 1-way | 3 | 10,5 | 12,33 | 4,5 | 6 | LONG | Yes | DEGOQ | 3 | |
| 85 | FR | Tube 1 | OP | 1952 | 1753 | 2-way | 4 | 12 | 14,26 | 4,3 | 0 | TR | Yes | CEGJKOPQ | 2 | |
| 86 | FR | Tube Nord | OP | 1984 | 4100 | 1-way | 2 | 8,85 | 10,35 | 4,5 | 5 | TR | Yes | CEFGJOPQ | 2 | |
| 87 | FR | Tube Nord | OP | 1974 | 1536 | 1-way | 2 | 9 | 11 | 4,5 | 2,4 | LONG | Yes | CDEFGJNOQ | 2 | PMV à l'extérieur |
| 88 | FR | Tube Nord | OP | 1974 | 3110 | 1-way | 2 | 9 | 11 | 4,5 | 1,5 | TR | Yes | CDEFGJNOPR | 2 | PMV à l'extérieur |
| 89 | FR | Tube Nord | OP | 1971 | 1836 | 1-way | 2 | 7,56 | 8,76 | 4,5 | 2,4 | TR | Yes | CDEFGIJKNOPQ | 2 | En rénovation - PMV à l'extérieur |
| 90 | FR | Tube nord | OP | 1997 | 1183 | 1-way | 2 | 8,5 | 10,5 | 4,5 | 0,5 | LONG | Yes | CEFGNOQ | 2 | PMV à l'extérieur |
| 91 | FR | Tube Est | OP | 1997 | 1092 | 1-way | 3 | 10 | 11,1 | 4,5 | 1,5 | LONG | Yes | CDEFGIJKNOQ | 3 | |
| 92 | FR | Tube Est | OP | 1992 | 1538 | 1-way | 2 | 8,1 | 9,7 | 4,3 | 3,5 | LONG | Yes | CDEFGIJKNOQ | 2 | |
| 93 | FR | Tube 1 | OP | 1997 | 1360 | 1-way | 4 | 14 | 16,5 | 4,75 | | S/T | Yes | CDEFGIJKNOQ | 4 | Réunion de deux tranchées couvertes |
| 94 | FR | Tube Nord | OP | 1976 | 1108 | 1-way | 3 | 10,5 | 12,33 | 4,5 | 5 | LONG | Yes | BCDEGJNOP | 3 | PMV à l'extérieur |
| 95 | FR | Tube 1 | OP | 1979 | 1430 | 1-way | 2 | 6,5 | 8 | 3,6 | 7 | TR | Yes | CDGJINOQ | 2 | |
| 96 | FR | Tube 1 | OP | 1848 | 1414 | 2-way | 2 | 5,3 | 6,5 | 4,4 | 2,9 | LONG | Yes | DGJNQ | 1 | |
| 97 | FR | Tube 1 | OP | 1976 | 6950 | 2-way | 2 | 6,8 | 7,8 | 4 | 1,44 | S/T | Yes | CDEGJNOQR | 1 | |
| 98 | FR | Tube 1 | OP | 1991 | 1006 | 1-way | 2 | 7 | 8 | 4,3 | 1,75 | LONG | Yes | CEGJLNOQ | 2 | |
| 99 | FR | Tube 1 | OP | 1985 | 1882 | 1-way | 1 | 2 | 6 | 2,5 | 2 | NAT | Yes | DGO | 1 | Fermé au trafic routier |
| 100 | FR | Tube sud | OP | 2000 | 3692 | 2-way | 3 | 11,1 | 13,3 | 4,3 | 2,27 | S/T | Yes | CDEFGIJKLMNOPQR | 3 | PMV à l'extérieur |
| 101 | FR | Tube 1 | OP | 1989 | 1371 | 1-way | 2 | 8 | 10,04 | 4,3 | 1,6 | LONG | Yes | CEFGJKLNOQ | 2 | PMV à l'extérieur |
| 102 | FR | Tube 1 | OP | 1993 | 2150 | 1-way | 2 | 6 | 7,2 | 3,2 | 1 | S/T | Yes | CDEFGIJKNOQR | 2 | Deux tubes superposés |
| 103 | FR | Tube 1 | OP | 1994 | 4840 | 2-way | 2 | 7,6 | 9,2 | 4,5 | 2 | S/T | Yes | CDEGIJKLNOQR | 1 | PMV à l'extérieur |
| 104 | FR | Tube 1 | OP | 1997 | 1900 | 1-way | 2 | 6 | 8,5 | 2,3 | 9 | LONG | Yes | CDEFGJKLNO | 2 | PMV à l'extérieur |
| 105 | FR | Tube Est | OP | 1997 | 1131 | 1-way | 2 | 7 | 9,1 | 4,5 | 1,5 | LONG | Yes | CDEFGIJKLNOQ | 2 | |
| 106 | FR | Tube 1 | OP | 1930 | 3336 | 2-way | 2 | 6 | 8 | 4,3 | 1,9 | NAT | No | | 1 | Interdit aux cyclistes |
| 107 | FR | Tube Nord | OP | 1989 | 1196 | 1-way | 2 | 8,5 | 9,7 | 4,5 | 2 | LONG | Yes | CDEFGJKLNOQ | 2 | PMV à l'extérieur |
| 108 | FR | Tube 1 | OP | 1990 | 1620 | 2-way | 2 | 10,6 | 12,1 | 4,3 | 1,5 | S/T | Yes | CEGJKLNOQ | 1 | |
| 109 | FR | Tube 1 | OP | 1996 | 1550 | 1-way | 2 | 9,5 | 10,4 | 4,5 | 0,72 | LONG | Yes | CDEFGIJKLNOQ | 2 | PMV à l'extérieur |
| 110 | FR | Tube 1 | OP | 1989 | 1888 | 1-way | 3 | 10,5 | 12,5 | 4,5 | | TR | Yes | CDEFGJKLNOQ | 3 | |
| 111 | FR | Tube 1 | OP | 1996 | 2810 | 1-way | 2 | 9,5 | 10,4 | 4,5 | 3,5 | LONG | Yes | CDEFGIJKLNOQ | 2 | PMV à l'extérieur |
| 112 | FR | Tube Nord | OP | 1982 | 1393 | 1-way | 2 | 8,5 | 9,5 | 4,6 | 2,4 | LONG | Yes | CEFGJN | 2 | |
| 113 | FR | Tube 1 | OP | 1976 | 3032 | 2-way | 2 | 6 | 7,5 | 4,3 | 5 | NAT | No | DGOR | 1 | |
| 114 | FR | Tube 1 | OP | 1882 | 3186 | 2-way | 2 | 4,68 | 6,5 | 3,9 | 2,5 | LONG | Yes | DGO | 1 | |
| 115 | FR | Tube 1 | OP | 1980 | 12901 | 2-way | 2 | 9 | 10,1 | 4,3 | 0,54 | TR | Yes | CDEFGIJKNOQ | 2 | |
| 116 | FR | Tube 1 | OP | 1965 | 11600 | 2-way | 2 | 7 | 8,6 | 4,2 | 2,4 | TR | Yes | | 2 | |

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|----------------------|------------------------------|----------------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 117 | FR | Tube 1 | OP | 1993 | 1520 | 1-way | 2 | 6,5 | 8,5 | 4,5 | | LONG | Yes | | | |
| 118 | FR | Tube 1 | UC | | 10000 | 1-way | 2 | | | 2 | | TR | Yes | | | |
| 119 | FR | Tube ouest | UC | | 2159 | 2-way | 2 | | | 4,3 | | S/T | Yes | | | |
| 120 | FR | Tube 1 | UC | | 1027 | 1-way | 3 | | | | | S/T | Yes | | | |
| 121 | FR | Tube 1 | UC | | 8597 | 2-way | 2 | 9 | | | 1,65 | S/T | Yes | | | |
| 122 | FR | Tube nord | UC | | 3000 | 2-way | 2 | | | | | S/T | Yes | | | |
| 123 | DE | Rennsteigtunnel | UC | 2003 | 7916 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 2 | LONG | Yes | C;O;K;H;G;Q | 2 | |
| 124 | DE | Königshainer Berge | OP | 1999 | 3300 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 1 | LONG | Yes | C;O;K;H;G;Q | 2 | |
| 125 | DE | Elbtunnel 4. Röhre | UC | 2003 | 3100 | 1-way | 2 | 9,5 | 10,63 | 4,5 | 4 | LONG | Yes | C;O;K;H;G;Q | 4 | |
| 126 | DE | Elbtunnel Röhre 1-3 | OP | 1975 | 2653 | changing | 2 | 7,5 | 9 | 4,5 | 4 | S/T | Yes | C;O;K;H;G;Q | 4 | |
| 127 | DE | Engelbergbasistunnel | OP | 2000 | 2310 | 1-way | 3 | 13,5 | 15,5 | 4,5 | 1 | LONG | Yes | C;O;K;H;G;Q | 3 | |
| 128 | DE | Tunnel Britz | OP | 2000 | 1700 | 1-way | 3 | 13,5 | 14,5 | 4,5 | 4 | LONG | Yes | C;O;K;H;G;Q | 3 | |
| 129 | DE | Tunnel Allach | OP | 1995 | 1400 | 1-way | 3 | 14 | 16,1 | 4,5 | | | | | | |
| 130 | DE | Grenzt. Füssen | OP | 1999 | 1270 | 1-way | 2 | 8 | 10,5 | 4,5 | 2 | LONG | Yes | | | |
| 131 | DE | Tunnel Nollinger Berg | UC | 2002 | 1242 | 2-way | 2 | 7,5 | 9,5 | 4,5 | | LONG | Yes | C | | |
| 132 | DE | Flughafen Düsseldorf | OP | 1992 | 1070 | 1-way | 3 | 12,55 | 17,25 | 4,5 | 0 | LONG | Yes | O;K;H;G;Q | | |
| 133 | DE | Hochwaldtunnel | UC | 2001 | 1050 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 1 | LONG | Yes | | | |
| 134 | DE | Universität Düsseldorf | OP | 1983 | 1026 | 1-way | 2 | 11 | 13,6 | 4,5 | 0 | LONG | Yes | O;H;G;Q | | |
| 135 | DE | Ruhrschnellweg Essen | OP | 1970 | 1005 | 1-way | 2 | 8 | 10,7 | 4,5 | 2 | TR | Yes | O;H;G;Q | | |
| 136 | DE | Saukopftunnel | OP | 1999 | 2715 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 2 | S/T | Yes | C;O;K;H;G;Q | 2 | |
| 137 | DE | Tunnel Farchant | OP | 2000 | 2326 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 1 | LONG | Yes | | | |
| 138 | DE | Rheinufer Düsseldorf | OP | 1993 | 1926,5 | 1-way | 2 | 8,3 | 9,7 | 4,5 | 7 | LONG | Yes | | | |
| 139 | DE | Weserauentunnel | UC | 2002 | 1730 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 1 | | | | | |
| 140 | DE | Wesertunnel | UC | 2002 | 1636 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 5 | LONG | Yes | | | |
| 141 | DE | Kappelberg, Fellbach | OP | 2002 | 1565 | 1-way | 2 | 10 | 12,15 | 4,5 | 3 | LONG | Yes | O;K;H;G;Q | | |
| 142 | DE | Wambel Dortmund | OP | 1994 | 1420 | 1-way | 2 | 11 | 13,5 | 4,5 | 4 | LONG | Yes | | | |
| 143 | DE | Ursulabergtunnel | UC | 2001 | 1180 | 2-way | 2 | | | | | LONG | Yes | | | |
| 144 | DE | Tunnel Döggingen | UC | 2002 | 1170 | 1-way | 2 | 7,5 | 9,5 | 4,5 | | LONG | | | | |
| 145 | DE | Kappler Tunnel | UC | 2002 | 1187 | 1-way | 2 | 7,5 | 9,5 | 4,5 | | LONG | | | | |
| 146 | DE | Tunnel Grötzingen | OP | 1999 | 1108 | | | | | | | | | | | |
| 147 | DE | Miachelstunnel Baden-Baden | OP | 1990 | 2518 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 6 | S/T | Yes | C;O;K;H;G;Q; | | |
| 148 | DE | Heslach, Stuttgart | OP | 1991 | 2290 | 2-way | 2 | 7,5 | 10,4 | 4,5 | 4 | S/T | Yes | C;O;K;H;G;Q;I | | |
| 149 | DE | Kirchberg, Schitach | OP | 1991 | 1840 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 1 | LONG | Yes | C;O;K;H;G;Q;I | | |
| 150 | DE | Reutherberg, Wolfbach | OP | 1993 | 1257 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 4 | LONG | Yes | C;O;K;H;G;Q;I | | |
| 151 | DE | Feuerbach, Stuttgart | OP | 1995 | 1175 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 3 | LONG | Yes | C;O;K;H;G;Q;I | | |
| 152 | DE | Hugenwald, Waldkirch | OP | 1985 | 1135 | 2-way | 2 | 8,5 | 11 | 4,5 | 2 | LONG | Yes | C;O;K;H;G;Q;I | | |
| 153 | DE | Sommerberg, Hausach | OP | 1995 | 1085 | 2-way | 2 | 7,5 | 9,5 | 4,5 | 4 | LONG | Yes | C;O;K;H;G;Q;I | | |
| 154 | DE | Tunnel Gernsbach | OP | 1998 | 1527 | 2-way | 2 | | | | | S/T | Yes | C;O;K;H;G;Q;I | | |
| 155 | DE | Bürgerwaldtunnel | OP | 1997 | 1435 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 1 | LONG | Yes | O;K;H;G;Q | | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|--|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 156 | DE | Wattkopf | OP | | 1950 | 2-way | 2 | | | | | S/T | Yes | C;O;K;H;G;Q | | |
| 157 | DE | Meisterntunnel | OP | | 1684 | 2-way | 2 | | | | | LONG | Yes | O;K;H;G;Q | | |
| 158 | DE | NW-Umgehung Rastatt | OP | | 1020 | 2-way | 2 | | | | | LONG | Yes | C;O;K;H;G;Q | | |
| 159 | DE | Tiergartentunnel | UC | 2005 | 2400 | 1-way | 2 | 7,5 | 9,5 | 4,5 | 4 | LONG | Yes | C;O;K;H;G;Q | | |
| 160 | DE | Kiesbergtunnel | OP | 1970 | 1052 | 1-way | 2 | 7,5 | 10 | 4,5 | | LONG | Yes | O;H;G;Q; noDG | | |
| 161 | IS | Mulagong | OP | 1990 | 3400 | 2-way | | 6,5 | 8 | | 2 | NAT | Yes | G,N,O | 2 | |
| 162 | IS | Vestfjardagong | OP | 1995 | 9100 | 2-way | | 6,5 | 8 | | 2 | LONG | Yes | D,G,J,N,O | 2 | |
| 163 | IS | Hvalfjardarjong | OP | 1998 | 5800 | 2-way | | 9 | 11 | | 8 | LONG | Yes | D,G,J,K,N,O,Q | 3 | sub-sea |
| 164 | IT | Apparizione DX A12 - Sud/Est | OP | 1967 | 1063 | 1 way | 2 | 9,50 | --- | 4,5 | 0,00 | --- | Yes | | 2 | |
| 165 | IT | Arvier - Nord/Ovest | OP | 1994 | 2428 | 1 way | 2 | 10,50 | --- | 4,5 | 2,48 | --- | Yes | | 2 | |
| 166 | IT | Avisè - Nord/Ovest | OP | 1994 | 3112 | 1 way | 2 | 10,50 | --- | 4,5 | 2,90 | --- | Yes | | 2 | |
| 167 | IT | Boccardo SX A07 - Nord | OP | 1964 | 1064 | 1 way | 2 | 9,50 | --- | 4,5 | 1,83 | --- | Yes | | 2 | |
| 168 | IT | Bricco - Nord/Ovest | OP | 1976 | 1665 | 1 way | 2 | 10,5 | --- | 4,5 | 0,40 | --- | Yes | | 2 | |
| 169 | IT | Bricco SX A10 - Est | OP | 1966 | 1040 | 1 way | 2 | 10,94 | --- | 4,3 | 0 | --- | Yes | | 2 | |
| 170 | IT | Camaldoli DX A12 - Sud/Est | OP | 1967 | 1325 | 1 way | 2 | 9,50 | --- | 4,5 | 4,00 | --- | Yes | | 2 | |
| 171 | IT | Castello di Cupra Marittima DX A14 - Sud | OP | 1973 | 1131 | 1 way | 2 | 9,40 | --- | 4,5 | 1,00 | --- | Yes | | 2 | |
| 172 | IT | Castello di Grottammare DX A14 - Sud | OP | 1973 | 1242 | 1 way | 2 | 9,69 | --- | 4,5 | 3,00 | --- | Yes | | 2 | |
| 173 | IT | Cels Nord/Ovest | OP | 1992 | 5242 | 1 way | 2 | 7,50 | --- | 4,5 | 3,40 | --- | Yes | | 2 | |
| 174 | IT | Chabodey - Sud/Est | OP | 1994 | 1046 | 1 way | 2 | 10,50 | --- | 4,5 | 3,20 | --- | Yes | | 2 | |
| 175 | IT | Clap Forat DX A23 - Nord | OP | 1986 | 1674 | 1 way | 2 | 9,50 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 176 | IT | Colle Dico (Via Francia) - Nord/Ovest | OP | 1971 | 1635 | 1 way | 2 | 7,5 | --- | 4,5 | 0,46 | --- | Yes | | 2 | |
| 177 | IT | Colle Marino DX A14 - Sud/Est | OP | 1973 | 1004 | 1 way | 2 | 9,60 | --- | 4,5 | 1,41 | --- | Yes | | 2 | |
| 178 | IT | Colle Mulino - Est | OP | 1970 | 1041 | 1 way | 2 | 9,5 | --- | 4,5 | 5,02 | --- | Yes | | 2 | |
| 179 | IT | Collurania - Est | OP | 1989 | 2151 | 1 way | 2 | 9,5 | --- | 4,5 | 1,90 | --- | Yes | | 2 | |
| 180 | IT | Côte de Sorreley - Nord/Ovest | OP | 1997 | 4734 | 1 way | 2 | 11 | --- | 4,5 | 2,90 | --- | Yes | | 2 | |
| 181 | IT | Del Lago DX A23 - Nord | OP | 1979 | 1492 | 1 way | 2 | 7,00 | --- | 4,5 | 4,50 | --- | Yes | | 2 | |
| 182 | IT | Del Monte (Via Francia) - Nord/Ovest | OP | 1969 | 1656 | 1 way | 2 | 7,5 | --- | 4,5 | 3,50 | --- | Yes | | 2 | |
| 183 | IT | Della Maddalena DX A12 - Sud/Est | OP | 1968 | 1456 | 1 way | 2 | 9,50 | --- | 4,5 | 2,00 | --- | Yes | | 2 | |
| 184 | IT | Dell'Anchetta DX A12 - Sud/Est | OP | 1968 | 1426 | 1 way | 2 | 9,50 | --- | 4,5 | 1,80 | --- | Yes | | 2 | |
| 185 | IT | Dogna DX A23 - Nord | OP | 1986 | 1596 | 1 way | 2 | 12,94 | --- | 4,5 | 3,50 | --- | Yes | | 2 | |
| 186 | IT | Fadalto Est DX A27 - Sud/Est | OP | 1995 | 1079 | 1 way | 2 | 9,38 | --- | 4,5 | 2,00 | --- | Yes | | 2 | |
| 187 | IT | Fornaci (Via Francia) - Nord/Ovest | OP | 1969 | 1658 | 1 way | 2 | 7,5 | --- | 4,5 | 0,03 | --- | Yes | | 2 | |
| 188 | IT | Giaglione Nord/Ovest | OP | 1192 | 2542 | 1 way | 2 | 7,50 | --- | 4,5 | 2,20 | --- | Yes | | 2 | |
| 189 | IT | Giovi SX A07 - Nord | OP | 1965 | 1777 | 1 way | 2 | 9,50 | --- | 4,5 | 1,00 | --- | Yes | | 2 | |
| 190 | IT | Gorleri (Via Italia) - Sud/Est | OP | 1971 | 1027 | 1 way | 2 | 7,5 | --- | 4,5 | 4,00 | --- | Yes | | 2 | |
| 191 | IT | Gran Sasso - Est | OP | 1984 | 10176 | 1 way | 2 | 9,5 | --- | 4,5 | 1,60 | --- | Yes | | 2 | |
| 192 | IT | Le Banzole SX A1 - Nord/Ovest | OP | 1973 | 1290 | 1 way | 2 | 9,50 | --- | 4,5 | 1,00 | --- | Yes | | 2 | |
| 193 | IT | Le Cave est SX A27 - Sud/Est | OP | 1995 | 3790 | 1 way | 3 | 13,45 | --- | 4,5 | 0,00 | --- | Yes | | 2 | |
| 194 | IT | Les Cretes - Sud/Est | OP | 1994 | 1559 | 1 way | 2 | 10,50 | --- | 4,5 | 1,00 | --- | Yes | | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|---|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 195 | IT | Leverogne - Sud/Est | OP | 1994 | 1932 | 1 way | 2 | 10,50 | --- | 4,5 | 2,48 | --- | Yes | | 2 | |
| 196 | IT | Massino Visconti SX A26 - Sud/Est | OP | 1995 | 2801 | 1 way | 3 | 12,90 | --- | 4,5 | 2,00 | --- | Yes | | 2 | |
| 197 | IT | Moggio Udinese DX A23 - Sud | OP | 1985 | 1583 | 1 way | 2 | 9,50 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 198 | IT | Monpantero Nord/Ovest | OP | 1992 | 1050 | 1 way | 2 | 8 | --- | 4,5 | 2,20 | --- | Yes | | 2 | |
| 199 | IT | Monte Baldo SX A27 - Nord/Ovest | OP | 1973 | 1884 | 1 way | 3 | 13,82 | --- | 4,5 | 9,00 | --- | Yes | | 2 | |
| 200 | IT | Monte Castelletti DX A12 - Sud/Est | OP | 1966 | 1328 | 1 way | 2 | 9,5 | --- | 4,5 | 0,20 | --- | Yes | | 2 | |
| 201 | IT | Monte Castelletto DX A12 - Sud/Est | OP | 1965 | 2006 | 1 way | 2 | 9,50 | --- | 4,5 | 1,80 | --- | Yes | | 2 | |
| 202 | IT | Monte Giugo DX A12 - Sud/Est | OP | 1966 | 1675 | 1 way | 2 | 9,50 | --- | 4,5 | 1,20 | --- | Yes | | 2 | |
| 203 | IT | Monte Quezzi C326X A12 - Sud/Est+C74 | OP | 1967 | 1312 | 1 way | 2 | 9,50 | --- | 4,5 | 1,80 | --- | Yes | | 2 | |
| 204 | IT | Monte Quiesa Dx - Nord/Ovest | OP | 1973 | 1244 | 1 way | 2 | 7,50 | --- | 4,5 | 2,53 | --- | Yes | | 2 | |
| 205 | IT | Monte Quiesa Sx - Sud/Est | OP | 1973 | 1118 | 1 way | 2 | 7,50 | --- | 4,3 | 2,5 | --- | Yes | | 2 | |
| 206 | IT | Monte Sant'angelo - Est | OP | 1970 | 1537 | 1 way | 2 | 9,5 | --- | 4,5 | 3,45 | --- | Yes | | 2 | |
| 207 | IT | Montegrosso (Via Francia) - Nord/Ovest | OP | 1969 | 1366 | 1 way | 2 | 7,5 | --- | 4,5 | 0,00 | --- | Yes | | 2 | |
| 208 | IT | Montesperone DX A12 - Sud/Est | OP | 1967 | 1666 | 1 way | 2 | 9,50 | --- | 4,5 | 3,00 | --- | Yes | | 2 | |
| 209 | IT | Montezemolo - Sud/Est | OP | 1995 | 1873 | 1 way | 2 | 10 | --- | 4,5 | 0,75 | --- | Yes | | 2 | |
| 210 | IT | Montjovet - Nord/Ovest | OP | 1968 | 1339 | 1 way | 2 | 7,5 | --- | 4,5 | 1,10 | --- | Yes | | 2 | |
| 211 | IT | Mottarone I DX A26 - Nord/Ovest | OP | 1995 | 1290 | 1 way | 2 | 9,57 | --- | 4,5 | 2,00 | --- | Yes | | 2 | |
| 212 | IT | Mottarone II SX A26 - Sud/Est | OP | 1995 | 1787 | 1 way | 3 | 12,94 | --- | 4,5 | 3,00 | --- | Yes | | 2 | |
| 213 | IT | Mottavinea DX A26 - Nord/Ovest | OP | 1995 | 1882 | 1 way | 3 | 13,26 | --- | 4,5 | 3,00 | --- | Yes | | 2 | |
| 214 | IT | Nocentini Sx - Sud/Est | OP | 1969 | 1454 | 1 way | 2 | 7,50 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 215 | IT | Orco (Via Italia) - Sud/Est | OP | 1969 | 1089 | 1 way | 2 | 7,5 | --- | 4,5 | 0,04 | --- | Yes | | 3 | |
| 216 | IT | Pedaso DX A14 - Sud | OP | 1973 | 1091 | 1 way | 2 | 9,60 | --- | 4,5 | 2,50 | --- | Yes | | 3 | |
| 217 | IT | Pian del Lupo Dx - Nord/Ovest | OP | 1971 | 1484 | 1 way | 2 | 7,50 | --- | 4,5 | 3,00 | --- | Yes | | 3 | |
| 218 | IT | Pian della Madonna Dx - Nord/Ovest | OP | 1971 | 1767 | 1 way | 2 | 7,50 | --- | 4,5 | 1,20 | --- | Yes | | 3 | |
| 219 | IT | Piano Cutiri - Sud | OP | 1971 | 1067 | 1 way | 2 | 0 | --- | 4,5 | 0,00 | --- | Yes | | 2 | |
| 220 | IT | Pierre Menaud Sud/Est - Nord/Ovest | OP | 31/12/96 | 1315 | 1 way | 2 | 12,25 | --- | 4,5 | 0,83 | --- | Yes | | 3 | |
| 221 | IT | Pietrasecca - Est | OP | 1970 | 1115 | 1 way | 2 | 9,5 | --- | 4,5 | 4,00 | --- | Yes | | 3 | |
| 222 | IT | Pietratagliata SX A23 - Sud | OP | 1986 | 1380 | 1 way | 3 | 9,62 | --- | 4,5 | 2,00 | --- | Yes | | 2 | |
| 223 | IT | Pontebba DX A23 - Nord | OP | 1986 | 2274 | 1 way | 3 | 9,60 | --- | 4,5 | 1,00 | --- | Yes | | 2 | |
| 224 | IT | Prapontin Sud/Est | OP | 1995 | 4403 | 1 way | 2 | 7,50 | --- | 4,5 | 0,00 | --- | Yes | | 3 | |
| 225 | IT | Raccolana DX A23 - Nord | OP | 1986 | 1436 | 1 way | 2 | 9,62 | --- | 4,5 | 2,50 | --- | Yes | | 3 | |
| 226 | IT | Ramat Nord/Ovest | OP | 1992 | 1413 | 1 way | 3 | 7,50 | --- | 4,5 | 3,40 | --- | Yes | | 2 | |
| 227 | IT | Rocca Carpanea (Via Francia) - Nord/Ovest | OP | 1969 | 1828 | 1 way | 3 | 7,5 | --- | 4,5 | 0,04 | --- | Yes | | 2 | |
| 228 | IT | San Antonio DX A23 - Nord | OP | 1986 | 1260 | 1 way | 2 | 9,50 | --- | 4,5 | 3,00 | --- | Yes | | 2 | |
| 229 | IT | San Domenico - Nord/Ovest | OP | 1978 | 4567 | 1 way | 2 | 9,5 | --- | 4,5 | 2,00 | --- | Yes | | 3 | |
| 230 | IT | San Giacomo - Est | OP | 1975 | 1050 | 2 way | 2 | 9,5 | --- | 4,5 | 0,95 | --- | Yes | | 2 | |
| 231 | IT | San Rocco - Est | OP | --- | 4181 | 1 way | 3 | 9,5 | --- | 4,5 | 2,28 | --- | Yes | | 2 | |
| 232 | IT | Santa Giulia DX A12 - Sud/Est | OP | 1969 | 1175 | 1 way | 2 | 9,60 | --- | 4,5 | 3,30 | --- | Yes | | 2 | |
| 233 | IT | Serre la Voute | OP | 1987 | 1518 | 1 way | 2 | | --- | 4,5 | 0,00 | --- | Yes | | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|--|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 234 | IT | Siestro (Via Francia) - Nord/Ovest | OP | 1969 | 1852 | 1 way | 2 | 7,5 | --- | 4,5 | 1,38 | --- | Yes | | 2 | |
| 235 | IT | Solagne - Sud/Est | OP | 1973 | 1285 | 1 way | 2 | 9,60 | --- | 4,5 | 0,84 | --- | Yes | | 2 | |
| 236 | IT | Spartiacque - Nord | OP | 1986 | 1800 | 1 way | 2 | 9,65 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 237 | IT | Stonio - Nord/Est | OP | 1969 | 1242 | 1 way | 2 | 9,5 | --- | 4,5 | 0,09 | --- | Yes | | 2 | |
| 238 | IT | Tarvisio - Sud | OP | 0 | 2361 | 1 way | 2 | 13,00 | --- | 4,5 | 1,20 | --- | Yes | | 2 | |
| 239 | IT | Turchino - Sud/Est | OP | 1977 | 1006 | 1 way | 2 | 9,50 | --- | 4,5 | 0,00 | --- | Yes | | 2 | |
| 240 | IT | Vallon d'Arme (Via Francia) - Nord/Ovest | OP | 1971 | 1609 | 1 way | 2 | 7,5 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 241 | IT | Villaret - Nord/Ovest | OP | 1994 | 2786 | 1 way | 2 | 10,50 | --- | 4,5 | 2,50 | --- | Yes | | 2 | |
| 242 | IT | Villeneuve - Sud/Est | OP | 1994 | 3231 | 1 way | 2 | 10,50 | --- | 4,5 | 1,80 | --- | Yes | | | |
| 243 | IT | Zannier - Sud | OP | 1985 | 1502 | 1 way | 2 | | | 4,5 | 0,00 | --- | Yes | | | |
| 244 | IT | Trafo del Monte Bianco | UC | 1965 | 11600 | 2 way | 1 | 7 | --- | 4,3 | 2,4 | TR | YES | --- | 1 | |
| 245 | IT | Trafo del Frejus | OP | 1980 | 12900 | 2 way | 1 | 9 | --- | 4,3 | | TR | YES | --- | 2 | |
| 246 | IT | Trafo del Gran San Bernardo | OP | 1966 | 5600 | 2 way | 1 | 7,5 | --- | 4,3 | | TR | YES | --- | 1 | |
| 247 | IT | S. Pellegrino | OP | 1972 | 1085 | | | | | | | | Yes | | | |
| 248 | IT | Colle Capretto | OP | 1974 | 1085 | | | | | | | | Yes | | | |
| 249 | IT | Triponzo | OP | 1981 | 1213 | | | | | | | | Yes | | | |
| 250 | IT | Della Contessa | OP | 1970 | 1186 | | | | | | | | Yes | | | |
| 251 | IT | S. Giovanni (Variante PE) | OP | 1976 | 1360 | | | | | | | | Yes | | | |
| 252 | IT | G. Fiore | OP | 1983 | 1541 | | | | | | | | Yes | | | |
| 253 | IT | La Civita | OP | 1985 | 2100 | | | | | | | | Yes | | | |
| 254 | IT | Valgarizia | OP | 1993 | 1141 | | | | | | | | Yes | | | |
| 255 | IT | Pallotta | OP | 1979 | 1094 | | | | | | | | Yes | | | |
| 256 | IT | Montevideo 1 a | OP | 1979 | 1415 | | | | | | | | Yes | | | |
| 257 | IT | Aj Crozi | OP | 1971 | 1099 | | | | | | | | Yes | | | |
| 258 | IT | Brunico | OP | 1990 | 1173 | | | | | | | | Yes | | | |
| 259 | IT | Del Caffaro (road) | OP | 1956 | 1192 | | | | | | | | Yes | | | |
| 260 | IT | Balandin | OP | 1993 | 1145 | | | | | | | | Yes | | | |
| 261 | IT | Dom | OP | 1989 | 1120 | | | | | | | | Yes | | | |
| 262 | IT | Agnese | OP | 1989 | 3600 | | | | | | | | Yes | | | |
| 263 | IT | Orientale Sarda (road) | OP | --- | 2300 | | | | | | | | Yes | | | |
| 264 | IT | del Tenda | OP | 1882 | 1701 | | | | | | | | Yes | | | |
| 265 | IT | Creoladossola - Varzo | OP | 1967 | 2219 | | | | | | | | Yes | | | |
| 266 | IT | d'Omegna | OP | 1992 | 3461 | | | | | | | | Yes | | | |
| 267 | IT | della Serra | OP | 1970 | 1232 | | | | | | | | Yes | | | |
| 268 | IT | Noasca | OP | 1993 | 1900 | | | | | | | | Yes | | | |
| 269 | IT | Noasca | OP | 1991 | 1500 | | | | | | | | Yes | | | |
| 270 | IT | Serra S. Vito | OP | 1997 | 1467 | | | | | | | | Yes | | | |
| 271 | IT | Cessuta | OP | 1978 | 1105 | | | | | | | | Yes | | | |
| 272 | IT | Masso della Signora | OP | 1984 | 1100 | | | | | | | | Yes | | | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 273 | IT | Sorrentina (road) | OP | --- | 1500 | | | | | | | | Yes | | | |
| 274 | IT | Privati | OP | 1990 | 1946 | | | | | | | | Yes | | | |
| 275 | IT | Monte Pergola | OP | 1964 | 2287 | | | | | | | | Yes | | | |
| 276 | IT | Serra Rotonda nord | OP | 1969 | 1318 | | | | | | | | Yes | | | |
| 277 | IT | Fossino nord | OP | 1970 | 1595 | | | | | | | | Yes | | | |
| 278 | IT | Paci 2 nord | OP | 1967 | 1040 | | | | | | | | Yes | | | |
| 279 | IT | Furlo | OP | 1991 | 3411 | | | | | | | | Yes | | | |
| 280 | IT | Montagnola | OP | 1979 | 1432 | | | | | | | | Yes | | | |
| 281 | IT | Malvaioli | OP | 1995 | 1224 | | | | | | | | Yes | | | |
| 282 | IT | Monticelli | OP | 1995 | 1121 | | | | | | | | Yes | | | |
| 283 | IT | Paradiso 1 | OP | 1991 | 1316 | | | | | | | | Yes | | | |
| 284 | IT | Civitella | OP | --- | 1204 | | | | | | | | Yes | | | |
| 285 | IT | San Sinato 2 | OP | --- | 1001 | | | | | | | | Yes | | | |
| 286 | IT | Crocetta | OP | 1970 | 1426 | | | | | | | | Yes | | | |
| 287 | IT | Tre Monzelli | OP | 1973 | 1860 | | | | | | | | Yes | | | |
| 288 | IT | Fortolese | OP | 1973 | 1624 | | | | | | | | Yes | | | |
| 289 | IT | S. Nicola | OP | 1973 | 1740 | | | | | | | | Yes | | | |
| 290 | IT | Tempio di Giove | OP | 1986 | 2780 | | | | | | | | Yes | | | |
| 291 | IT | del Valico del Cerreto | OP | --- | 2917 | | | | | | | | Yes | | | |
| 292 | IT | Riola | OP | --- | 1800 | | | | | | | | Yes | | | |
| 293 | IT | Roccaccia | OP | 1980 | 1812 | | | | | | | | Yes | | | |
| 294 | IT | Lago di Quarto | OP | 1996 | 2430 | | | | | | | | Yes | | | |
| 295 | IT | Cima di Roverer | OP | 1996 | 1345 | | | | | | | | Yes | | | |
| 296 | IT | S. Bartolomeo | OP | 1980 | 1785 | | | | | | | | Yes | | | |
| 297 | IT | Frate | OP | 1992 | 1000 | | | | | | | | Yes | | | |
| 298 | IT | Fugona | OP | 1992 | 1426 | | | | | | | | Yes | | | |
| 299 | IT | Scoffera | OP | 1973 | 1377 | | | | | | | | Yes | | | |
| 300 | IT | Bargagli Ferriere | OP | --- | 2031 | | | | | | | | Yes | | | |
| 301 | IT | Biassa | OP | 1958 | 1030 | | | | | | | | Yes | | | |
| 302 | IT | Madonna della Guardia | OP | 1981 | 2126 | | | | | | | | Yes | | | |
| 303 | IT | Monte Persico | OP | 1983 | 1023 | | | | | | | | Yes | | | |
| 304 | IT | Di Paganico Casal di Pari | OP | 1970 | 1560 | | | | | | | | Yes | | | |
| 305 | IT | Aquilina | OP | 1967 | 1500 | | | | | | | | Yes | | | |
| 306 | IT | Fara | OP | 1992 | 3953 | | | | | | | | Yes | | | |
| 307 | IT | Dint | OP | 1992 | 1015 | | | | | | | | Yes | | | |
| 308 | IT | Borbino | OP | --- | 1273 | | | | | | | | Yes | | | |
| 309 | IT | Luzzeno | OP | --- | 1291 | | | | | | | | Yes | | | |
| 310 | IT | Somana | OP | --- | 1990 | | | | | | | | Yes | | | |
| 311 | IT | Scoglio | OP | --- | 2781 | | | | | | | | Yes | | | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|--------------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 312 | IT | Fiumelatte | OP | --- | 1600 | | | | | | | | Yes | | | |
| 313 | IT | Rogoletto | OP | --- | 3229 | | | | | | | | Yes | | | |
| 314 | IT | Lezzeno | OP | --- | 1271 | | | | | | | | Yes | | | |
| 315 | IT | Dervio | OP | --- | 2754 | | | | | | | | Yes | | | |
| 316 | IT | Dorio | OP | --- | 2110 | | | | | | | | Yes | | | |
| 317 | IT | Monte Piazzo | OP | --- | 2548 | | | | | | | | Yes | | | |
| 318 | IT | Corte | OP | --- | 1145 | | | | | | | | Yes | | | |
| 319 | IT | Cortella e Pontet | OP | 1974 | 1231 | | | | | | | | Yes | | | |
| 320 | IT | Col di Caratte | OP | 1983 | 1300 | | | | | | | | Yes | | | |
| 321 | IT | Comelico | OP | 1985 | 4000 | | | | | | | | Yes | | | |
| 322 | IT | San Vito | OP | 1992 | 3047 | | | | | | | | Yes | | | |
| 323 | IT | Passo del Lupo | OP | --- | 1373 | | | | | | | | Yes | | | |
| 324 | IT | Mattinata - M. Saraceno | OP | --- | 2173 | | | | | | | | Yes | | | |
| 325 | IT | Mattinata - Palombari | OP | --- | 2585 | | | | | | | | Yes | | | |
| 326 | IT | S. Stefano | OP | 1975 | 1280 | | | | | | | | Yes | | | |
| 327 | IT | Lovere | OP | 1992 | 2850 | | | | | | | | Yes | | | |
| 328 | IT | Cernobbio | OP | 1985 | 2400 | | | | | | | | Yes | | | |
| 329 | IT | Brienno | OP | 1988 | 1150 | | | | | | | | Yes | | | |
| 330 | IT | Porlezza | OP | 1984 | 1020 | | | | | | | | Yes | | | |
| 331 | IT | S. Nicolao | OP | --- | 1049 | | | | | | | | Yes | | | |
| 332 | IT | Rainelli | OP | 1965 | 1374 | | | | | | | | Yes | | | |
| 333 | IT | Campione | OP | 1967 | 2462 | | | | | | | | Yes | | | |
| 334 | IT | Tremosine | OP | 1966 | 1883 | | | | | | | | Yes | | | |
| 335 | IT | Efalti | OP | 1967 | 1163 | | | | | | | | Yes | | | |
| 336 | IT | Sasso Galletto | OP | 1970 | 1000 | | | | | | | | Yes | | | |
| 337 | IT | Montecognolo | OP | 1987 | 1800 | | | | | | | | Yes | | | |
| 338 | IT | Trentapassi | OP | --- | 1698 | | | | | | | | Yes | | | |
| 339 | IT | Castagneti | OP | 1975 | 1693 | | | | | | | | Yes | | | |
| 340 | IT | Pare' di Valmadrera | OP | 1984 | 1600 | | | | | | | | Yes | | | |
| 341 | IT | Serre | OP | --- | 1800 | | | | | | | | Yes | | | |
| 342 | IT | Sella Venditto | OP | --- | 1836 | | | | | | | | Yes | | | |
| 343 | IT | Monte Carussa | OP | --- | 1175 | | | | | | | | Yes | | | |
| 344 | MC | Rainier III | OP | 1994 | 1560 | 2-way | 2 | 6,5 | 7,5 | 4,5 | 6% | LONG | Yes | -- | -- | -- |
| 345 | NL | IJ tunnel 1 | OP | 1968 | 1039 | 1-way | 2 | 7 | 7,6 | 4,5 | | TRANS | Yes | | | |
| 346 | NL | Piet Hein tunnel 1 | OP | 1997 | 1500 | 1-way | 2 | 7 | 8,5 | 4,5 | | LONG | Yes | | | |
| 347 | NL | Western Scheldt tunnel 1 | UC | 2003 | 6500 | 1-way | 2 | 7 | 8,4 | 4,5 | | LONG | Yes | | | |
| 348 | NL | Roer tunnel 1 | UC | 2007 | 2300 | 1-way | 2 | 6,5 | 11,75 | 4,5 | | LONG | Yes | | | |
| 349 | NO | Hvaler | OP | | 3751 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 350 | NO | Nordby | OP | | 3850 | 1-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 351 | NO | Eidsvoll | OP | | 1193 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 352 | NO | Frogn | OP | | 1583 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 353 | NO | Oslofjord | OP | | 3988 | 2-way | 3 | | 0 | | | LONG | Yes | Yes | 2+2 | |
| 354 | NO | Rælings | OP | | 1800 | 1-way | 2 | | 0 | | | LONG | Yes | Yes | 2+2 | |
| 355 | NO | Svartdal | OP | | 1391 | 2-way | 2 | | 0 | | | LONG | No | Yes | 2 | |
| 356 | NO | Festnings | OP | | 1800 | 1-way | 3 | | 12 | | | LONG | Yes | Yes | 2+2 | |
| 357 | NO | Tåsen | OP | | 1284 | 1-way | 2 | | 12 | | | LONG | Yes | Yes | 2+2 | |
| 358 | NO | Granfoss | OP | | 1179 | 2-way | 2 | | 10 | | | LONG | Yes | Yes | 2+2 | |
| 359 | NO | Ekeberg | OP | | 1560 | 2-way | 3 | | 7,3 | | | LONG | Yes | Yes | 2+2 | |
| 360 | NO | Grua | OP | | 1390 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 361 | NO | Røste | OP | | 1100 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 362 | NO | Nes | OP | | 1276 | 2-way | 2 | | 6,7 | | | LONG | Yes | Yes | 2 | |
| 363 | NO | Elgskauås | OP | | 2630 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 364 | NO | Geiteryggen | OP | | 3281 | 2-way | 2 | | 5 | | | LONG | Yes | Yes | 2 | |
| 365 | NO | Holmestrand | OP | | 1862 | 2-way | 2 | | 7,5 | | | LONG | Yes | Yes | 2 | |
| 366 | NO | Kjørholt | OP | | 2219 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 367 | NO | Vågsli | OP | | 1643 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 368 | NO | Prestura | OP | | 1370 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 369 | NO | Austad | OP | | 1040 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 370 | NO | Gåseheller | OP | | 1340 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 371 | NO | Flekkerøy | OP | | 2327 | 2-way | 2 | | 5,6 | | | LONG | Yes | Yes | 2 | |
| 372 | NO | Byfjord | OP | | 5875 | 2-way | 2 | | 9 | | | LONG | Yes | Yes | 2 | |
| 373 | NO | Mastrafjord | OP | | 4424 | 2-way | 2 | | 9 | | | LONG | Yes | Yes | 2 | |
| 374 | NO | Hylen | OP | | 2320 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 375 | NO | Vika | OP | | 1193 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 376 | NO | Falkali | OP | | 1210 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 377 | NO | Drengstig | OP | | 1232 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 378 | NO | Honganvik | OP | | 1355 | 2-way | 2 | | 5,8 | | | NAT | Yes | Yes | 2 | |
| 379 | NO | Stolpen | OP | | 1673 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 380 | NO | Ørsdals | OP | | 1399 | 2-way | 2 | | 5 | | | NAT | No | Yes | 2 | |
| 381 | NO | Frafjord | OP | | 3812 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 382 | NO | Storhaug | OP | | 1634 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 383 | NO | Lysebotn | OP | | 1103 | 2-way | 2 | | 3 | | | NAT | No | Yes | 2 | |
| 384 | NO | Sildafjell | OP | | 1055 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 385 | NO | Sivle | OP | | 1114 | 2-way | 2 | | 6,5 | | | NAT | Yes | Yes | 2 | |
| 386 | NO | Stalheim | OP | | 1188 | 2-way | 2 | | 6,5 | | | NAT | Yes | Yes | 2 | |
| 387 | NO | Hyvings | OP | | 1347 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 388 | NO | Dalseid | OP | | 1809 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 389 | NO | Dalevåg | OP | | 1399 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 390 | NO | Stavenes | OP | | 2771 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 391 | NO | Trengereid | OP | | 1770 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 392 | NO | Risnes | OP | | 1718 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 393 | NO | Amanipa | OP | | 2133 | 2-way | 2 | | 7,2 | | | LONG | Yes | Yes | 2 | |
| 394 | NO | Fløyfjell | OP | | 3825 | 1-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2+2 | |
| 395 | NO | Mundalsberget | OP | | 1085 | 2-way | 2 | | 6,1 | | | NAT | Yes | Yes | 2 | |
| 396 | NO | Eikefet | OP | | 4910 | 2-way | 2 | | 6,2 | | | LONG | Yes | Yes | 2 | |
| 397 | NO | Masfjord | OP | | 4110 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 398 | NO | Matreberg | OP | | 1352 | 2-way | 2 | | 6,4 | | | NAT | Yes | Yes | 2 | |
| 399 | NO | Jernfjell | OP | | 1410 | 2-way | 2 | | 5,75 | | | LONG | Yes | Yes | 2 | |
| 400 | NO | Haukeli | OP | | 5682 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 401 | NO | Svandalsfona | OP | | 1053 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 402 | NO | Røldal | OP | | 4657 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 403 | NO | Seljestad | OP | | 1272 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 404 | NO | Fjæra | OP | | 1518 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 405 | NO | Markhus | OP | | 2405 | 2-way | 2 | | 7,5 | | | LONG | Yes | Yes | 2 | |
| 406 | NO | Måbø | OP | | 1893 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 407 | NO | Eidfjord | OP | | 2070 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 408 | NO | Vallavik | OP | | 7510 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 409 | NO | Hagaås | OP | | 1641 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 410 | NO | Tyssedal | OP | | 1538 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 411 | NO | Oksla | OP | | 1231 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 412 | NO | Fresvik | OP | | 2162 | ? | 2 | | 0 | | | NAT | No | Yes | 2 | |
| 413 | NO | Stussvikhovda | OP | | 1217 | 2-way | 2 | | 6 | | | NAT | No | Yes | 2 | |
| 414 | NO | Løvstakken | OP | | 2045 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 415 | NO | Eitrheim | OP | | 1682 | 2-way | 2 | | 7 | | | NAT | Yes | Yes | 2 | |
| 416 | NO | Damsgård | OP | | 2342 | 1-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2+2 | |
| 417 | NO | Lyderhorn | OP | | 1115 | 1-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2+2 | |
| 418 | NO | Kolltveit | OP | | 1070 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 419 | NO | Olsvik | OP | | 1074 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 420 | NO | Tirås | OP | | 2017 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 421 | NO | Modalen | OP | | 3451 | 2-way | 2 | | 4,5 | | | NAT | No | Yes | 2 | |
| 422 | NO | Fugleberg | OP | | 2077 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 423 | NO | Bjørøy | OP | | 2012 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 424 | NO | Lærdal | OP | | 24509 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 425 | NO | Fretheim | OP | | 1363 | 2-way | 2 | | 6,5 | | | NAT | Yes | Yes | 2 | |
| 426 | NO | Flenja | OP | | 5053 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 427 | NO | Gudvanga | OP | | 11428 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 428 | NO | Skrikeberg | OP | | 1508 | 2-way | 2 | | 5,9 | | | NAT | Yes | Yes | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
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| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 429 | NO | Lote | OP | | 2857 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 430 | NO | Fodnes | OP | | 6604 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 431 | NO | Amla | OP | | 2969 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 432 | NO | Frudal | OP | | 6758 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 433 | NO | Berg | OP | | 2595 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 434 | NO | Fjærland | OP | | 6397 | 2-way | 2 | | 5,8 | | | LONG | Yes | Yes | 2 | |
| 435 | NO | Naustdal | OP | | 5970 | 2-way | 2 | | 6,1 | | | LONG | Yes | Yes | 2 | |
| 436 | NO | Sundafjell | OP | | 1883 | 2-way | 2 | | 5,7 | | | NAT | Yes | Yes | 2 | |
| 437 | NO | Storehaug | OP | | 1044 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 438 | NO | Oppljøs | OP | | 3550 | 2-way | 2 | | 5,01 | | | LONG | Yes | Yes | 2 | |
| 439 | NO | Grasdal | OP | | 3720 | 2-way | 2 | | 5,05 | | | LONG | Yes | Yes | 2 | |
| 440 | NO | Ospeli | OP | | 2549 | 2-way | 2 | | 5,32 | | | NAT | Yes | Yes | 2 | |
| 441 | NO | Hjelle | OP | | 2564 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 442 | NO | Kongeneset | OP | | 1118 | 2-way | 2 | | 5,7 | | | NAT | Yes | Yes | 2 | |
| 443 | NO | Breisvor | OP | | 1382 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 444 | NO | Vindfylle | OP | | 1083 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 445 | NO | Nesbø | OP | | 2510 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 446 | NO | Berdal | OP | | 4270 | 2-way | 2 | | 5 | | | LONG | Yes | Yes | 2 | |
| 447 | NO | Stondal | OP | | 2240 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 448 | NO | Lange2 | OP | | 1350 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 449 | NO | Vassbygd | OP | | 1058 | 2-way | 2 | | 5 | | | NAT | No | Yes | 2 | |
| 450 | NO | Midnes | OP | | 1240 | 2-way | 2 | | 5,9 | | | NAT | Yes | Yes | 2 | |
| 451 | NO | Steiggja | OP | | 1550 | 2-way | 2 | | 5,9 | | | LONG | Yes | Yes | 2 | |
| 452 | NO | Finnsås | OP | | 2412 | 2-way | 2 | | 5,9 | | | NAT | Yes | Yes | 2 | |
| 453 | NO | Timreskred | OP | | 1011 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 454 | NO | Bermål | OP | | 1639 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 455 | NO | Høyanger | OP | | 7543 | 2-way | 2 | | 5,8 | | | LONG | Yes | Yes | 2 | |
| 456 | NO | Kvernhaug | OP | | 1334 | 2-way | 2 | | 5,8 | | | NAT | Yes | Yes | 2 | |
| 457 | NO | Hovde | OP | | 1283 | 2-way | 2 | | 5,8 | | | NAT | Yes | Yes | 2 | |
| 458 | NO | Vadheim | OP | | 1658 | 2-way | 2 | | 5,8 | | | NAT | Yes | Yes | 2 | |
| 459 | NO | Nos | OP | | 1155 | 2-way | 2 | | 4 | | | NAT | Yes | Yes | 2 | |
| 460 | NO | Magnhildskaret | OP | | 2895 | 2-way | 2 | | 5,8 | | | NAT | Yes | Yes | 2 | |
| 461 | NO | Ise | OP | | 1730 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 462 | NO | Fløga | OP | | 1406 | 2-way | 2 | | 5,35 | | | NAT | Yes | Yes | 2 | |
| 463 | NO | Eikenes | OP | | 1008 | 2-way | 2 | | 4,8 | | | NAT | Yes | Yes | 2 | |
| 464 | NO | Bjordal | OP | | 1552 | 2-way | 2 | | 3,3 | | | NAT | No | Yes | 2 | |
| 465 | NO | Søreide | OP | | 1881 | 2-way | 2 | | 4 | | | NAT | No | Yes | 2 | |
| 466 | NO | Ramnaberg | OP | | 1498 | 2-way | 2 | | 4 | | | NAT | No | Yes | 2 | |
| 467 | NO | Seimsdal | OP | | 1515 | 2-way | 2 | | 4,6 | | | NAT | Yes | Yes | 2 | |

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| 468 | NO | Merkeskreda | OP | | 1537 | 2-way | 2 | | 3 | | | NAT | No | Yes | 2 | |
| 469 | NO | Eitråna | OP | | 1056 | 2-way | 2 | | 5,02 | | | NAT | No | Yes | 2 | |
| 470 | NO | Skibergfjellet | OP | | 1036 | 2-way | 2 | | 3,29 | | | NAT | Yes | Yes | 2 | |
| 471 | NO | Innfjord | OP | | 6594 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 472 | NO | Måndals | OP | | 2080 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 473 | NO | Ljønibb | OP | | 2502 | ? | 2 | | 5,7 | | | NAT | Yes | Yes | 2 | |
| 474 | NO | Streke | OP | | 1289 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 475 | NO | Øksendals | OP | | 6000 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 476 | NO | Fannefjord | OP | | 2743 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 477 | NO | Trettøy | OP | | 1182 | 2-way | 2 | | 7 | | | NAT | Yes | Yes | 2 | |
| 478 | NO | Midtbekk | OP | | 1042 | 2-way | 2 | | 6,7 | | | NAT | Yes | Yes | 2 | |
| 479 | NO | Gyl | OP | | 1040 | 2-way | 2 | | 6,6 | | | NAT | Yes | Yes | 2 | |
| 480 | NO | Freifjord | OP | | 5086 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 481 | NO | Blikshammer | OP | | 1251 | 2-way | 2 | | 6,2 | | | NAT | Yes | Yes | 2 | |
| 482 | NO | Overå | OP | | 1573 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 483 | NO | Stordals | OP | | 3530 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 484 | NO | Viset | OP | | 1111 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 485 | NO | Rotsethorn | OP | | 2176 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 486 | NO | Selvåg | OP | | 1080 | 2-way | 2 | | 6,5 | | | NAT | Yes | Yes | 2 | |
| 487 | NO | Ellingsøy | OP | | 3520 | 2-way | 3 | | 9 | | | LONG | Yes | Yes | 2 | |
| 488 | NO | Valderøy | OP | | 4222 | 2-way | 3 | | 9 | | | LONG | Yes | Yes | 2 | |
| 489 | NO | Godøy | OP | | 3844 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 490 | NO | Fjøre | OP | | 1161 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 491 | NO | Heggur | OP | | 5277 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 492 | NO | Vike | OP | | 3535 | 2-way | 2 | | 5,3 | | | NAT | Yes | Yes | 2 | |
| 493 | NO | Være | OP | | 1625 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 494 | NO | . | OP | | 1720 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 495 | NO | Hell | OP | | 2573 | 2-way | 2 | | 8 | | | LONG | Yes | Yes | 2 | |
| 496 | NO | Hitra | OP | | 5645 | 2-way | 2 | | 9 | | | LONG | Yes | Yes | 2 | |
| 497 | NO | Frøya | OP | | 5300 | 2-way | 2 | | 7,6 | | | LONG | Yes | Yes | 2 | |
| 498 | NO | Hell | OP | | 1355 | 2-way | 2 | | 7 | | | LONG | Yes | Yes | 2 | |
| 499 | NO | Steinfjellet | OP | | 2114 | 2-way | 2 | | 3,5 | | | NAT | Yes | Yes | 2 | |
| 500 | NO | Saksenvik | OP | | 1148 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 501 | NO | Kvænflåget | OP | | 1747 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 502 | NO | Aspfjord | OP | | 1496 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 503 | NO | Kalvik | OP | | 2729 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 504 | NO | Berrfloget | OP | | 1407 | 2-way | 2 | | 5,6 | | | LONG | Yes | Yes | 2 | |
| 505 | NO | Rauhammaren | OP | | 1250 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 506 | NO | Middagsfjellet | OP | | 2074 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|-------------------------|------------------------------------|----------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 507 | NO | Kobbskaret | OP | | 4457 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 508 | NO | Sigerfjord | OP | | 2136 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 509 | NO | Nappstraumen | OP | | 1780 | 2-way | 2 | | 5,53 | | | LONG | Yes | Yes | 2 | |
| 510 | NO | Seljeli | OP | | 1052 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 511 | NO | Sløverfjord | OP | | 3337 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 512 | NO | Myrland | OP | | 1966 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 513 | NO | Sjona | OP | | 2796 | 2-way | 2 | | 5,1 | | | LONG | Yes | Yes | 2 | |
| 514 | NO | Sila | OP | | 2882 | 2-way | 2 | | 5 | | | LONG | Yes | Yes | 2 | |
| 515 | NO | Straumdal | OP | | 3232 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 516 | NO | Svartisen | OP | | 7615 | 2-way | 2 | | 5 | | | LONG | Yes | Yes | 2 | |
| 517 | NO | Fykan | OP | | 1946 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 518 | NO | Glomfjord | OP | | 2233 | 2-way | 2 | | 4,55 | | | LONG | Yes | Yes | 2 | |
| 519 | NO | Storvikskaret | OP | | 3118 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 520 | NO | Tosen | OP | | 5857 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 521 | NO | Hjartås | OP | | 1127 | 2-way | 2 | | 5,6 | | | NAT | Yes | Yes | 2 | |
| 522 | NO | Ryggedalen | OP | | 1625 | 2-way | 2 | | 5,25 | | | NAT | Yes | Yes | 2 | |
| 523 | NO | Brokløysa | OP | | 1464 | 2-way | 2 | | 4,75 | | | NAT | Yes | Yes | 2 | |
| 524 | NO | Brattli | OP | | 3606 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 525 | NO | Stetind | OP | | 2759 | 2-way | 2 | | 5,5 | | | LONG | Yes | Yes | 2 | |
| 526 | NO | Efjord | OP | | 1620 | 2-way | 2 | | 5,5 | | | NAT | Yes | Yes | 2 | |
| 527 | NO | Grønnlifjell | OP | | 2811 | 2-way | 2 | | 5,1 | | | NAT | Yes | Yes | 2 | |
| 528 | NO | Hårskolten | OP | | 2430 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 529 | NO | Sjønståfjell | OP | | 2830 | 2-way | 2 | | 5 | | | NAT | Yes | Yes | 2 | |
| 530 | NO | Steigen | OP | | 8079 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 531 | NO | Novik | OP | | 1200 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |
| 532 | NO | Tromsøysund | OP | | 3500 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 533 | NO | lbestad | OP | | 3396 | 2-way | 2 | | 0 | | | NAT | Yes | Yes | 2 | |
| 534 | NO | Breivik | OP | | 2634 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 535 | NO | Sentrumstangenten | OP | | 1628 | 2-way | 2 | | 0 | | | LONG | Yes | Yes | 2 | |
| 536 | NO | Kvalsund | OP | | 1650 | 2-way | 2 | | 6 | | | LONG | Yes | Yes | 2 | |
| 537 | NO | Skaland | OP | | 1900 | 2-way | 2 | | 4,5 | | | NAT | Yes | Yes | 2 | |
| 538 | NO | Maurusund | OP | | 2122 | 2-way | 2 | | 5,96 | | | LONG | Yes | Yes | 2 | |
| 539 | NO | Kågen | OP | | 1737 | 2-way | 2 | | 5,96 | | | NAT | Yes | Yes | 2 | |
| 540 | NO | Pollfjellet | OP | | 3230 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |
| 541 | NO | Toppen | OP | | 3986 | 2-way | 2 | | 4 | | | NAT | Yes | Yes | 2 | |
| 542 | NO | Bjørnga | OP | | 1180 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |
| 543 | NO | Sifjordura | OP | | 1517 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |
| 544 | NO | Steinfjord | OP | | 1265 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |
| 545 | NO | Fjordgård | OP | | 2284 | 2-way | 2 | | 3 | | | NAT | Yes | Yes | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|----------------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|-----------------------------|-------------------------------|------------------------------------|--|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 546 | NO | Skarvberget | OP | | 2920 | 2-way | 2 | | 4,7 | | | LONG | Yes | Yes | 2 | |
| 547 | NO | Nordkapp | OP | | 6875 | 2-way | 2 | | 8,5 | | | LONG | Yes | Yes | 2 | |
| 548 | NO | Honningsvåg | OP | | 4443 | 2-way | 2 | | 8,5 | | | NAT | Yes | Yes | 2 | |
| 549 | NO | Vardø | OP | | 2890 | 2-way | 2 | | 6,5 | | | LONG | Yes | Yes | 2 | |
| 550 | NO | Øksfjord | OP | | 4252 | 2-way | 2 | | 3 | | | LONG | Yes | Yes | 2 | |
| 551 | NO | Storfjell | OP | | 2765 | 2-way | 2 | | 6 | | | NAT | Yes | Yes | 2 | |
| 552 | PT | Gardunha I | OP | 1997 | 1525 | 2-way | 2 | 8,5 | 10,5 | 1,7 | | LONG | Yes | | 2 x 2 | |
| 553 | PT | Madeira Island 1 | | | | | | | | | | | | | | |
| 554 | PT | Madeira Island 2 | | | | | | | | | | | | | | |
| 555 | RU | ROKSKY | OP | 1985 | 3600 | 1 way | 2 | | | | | | | | | |
| 556 | RU | KANONERSKY | OP | 1983 | 1000 | 1 way | | | | | | | | | | |
| 557 | RU | GIMRINSKY | UC | | 4300 | 1 way | | | | | | | | | | |
| 558 | RU | KRASNOPOLYANSKY | UC | | 2400 | 1 way | | | | | | | | | | |
| 559 | RU | MATSESTINSKY | UC | | 1350 | 1 way | | | | | | | | | | |
| 560 | SK | Branhisko | UC | 2002 | 4800 | 2-way | 2 | 7,5 | 9,5 | 1,7 | SEMI-TRANS | Yes | Pilot tunnel in the axis of | 4 | | |
| 561 | ES | San Juan | OP | | 1800 | 1 way | 2 | 7,00 | 10,80 | 5,10 | | Yes | Yes | D, G, J | 3 | |
| 562 | ES | El Padrun | OP | 1993 | 1768 | 1 way | 2 | 7,80 | 9,40 | 5,24 | 1,00 | LONG | Yes | C,D,E,G, J,O | 2 | |
| 563 | ES | El Bruch | OP | 1991 | 1111 | 1 way | 3 | 10,50 | 12 | 4,67 | | YES | YES | C,D,E,G,J,O | 3 | PUSH BUTTONS |
| 564 | ES | Miravete | OP | 1996 | 1171 | 1 way | 2 | 7 | 10,80 | 5,9 | | YES | YES | B,C,D,E,F,G,J,O,P,Q | 3 | PUSH BUTTONS |
| 565 | ES | Alto Aragon 1 | OP | 1990 | 1449 | 2 way | 3 | 10,50 | 12,00 | 4,50 | | LONG | YES | C,D,E,N,F,G,J,O,P | 2 | |
| 566 | ES | Somport | UC | 2001 | 8697 | 2 way | 2 | 9,00 | 10,50 | 4,55 | | S/T | YES | C,D,E,F,G,H,I,J,K,L,M,N,O | 2 | |
| 567 | ES | Torre Del Bierzo 2 | OP | | 1110 | 2 way | 2 | 7,00 | 9,25 | 4,75 | | YES | YES | C,D,E,G,J | 2 | |
| 568 | ES | Vielha | OP | 1948 | 5240 | 2 way | 2 | 6,00 | 6,80 | 4,00 | | LONG | YES | D | 2 | |
| 569 | ES | La Argenteria | OP | | 1098 | 2 way | 2 | 7,00 | 12,40 | 4,75 | | YES | YES | D,G,J,O | 3 | |
| 570 | ES | Sant Pere De Les Maleses | OP | | 1141 | 2 way | 2 | 7,00 | 10,40 | 4,75 | | YES | YES | D,G,J,O | 2 | |
| 571 | ES | Calzadas Superpuertas M-40 | OP | 1995 | 1020 | 1 way | 3 | 10,50 | 17,00 | 5,50 | | YES | YES | B,C,D,E,G,J,O | 2 | |
| 572 | ES | Cerro Gordo | UC | | 1075 | 1 way | 2 | 12,00 | 13,50 | 4,75 | | YES | YES | C,D,E,G,O | 2 | |
| 573 | ES | Capistrano | OP | | 1010 | 1 way | 2 | 12,00 | 13,50 | 4,75 | | NAT | YES | | 2 | |
| 574 | ES | Variante Lorca | OP | 1988 | 1000 | 1 way | 2 | 7,00 | 10,00 | 4,80 | | YES | YES | C,D,E,G,J,O | 2 | LOUD SPEAKERS, PUSH BUTTONS |
| 575 | ES | Folgoso | OP | | 2500 | 1 way | 2 | 7,00 | 10,00 | 6,70 | | YES | YES | C,D,E,G,J | 2 | LOUD SPEAKERS, PUSH BUTTONS |
| 576 | ES | Guadarrama (T-2) | OP | 1972 | 3340 | 1 way | 2 | 10,50 | 11,50 | 4,35 | 0,89 | Yes, Pseudo tra | YES | B, C, D, E, G, I, J, O | 3 | |
| 577 | ES | Negron 1 | OP | 1997 | 4164 | 1 way | 2 | 9,00 | 10,60 | 4,50 | 1,68 | Yes, Pseudo tra | YES | C,D,E,F,G,I,J,N,O,P | 2 | |
| 578 | ES | Cadi | OP | 1984 | 5026 | 2 WAY | 2 | 10,20 | 11,50 | 4,00 | 1,50 | LONG. WITH 1 | YES | C,D,E,G,H,I,J,K,N,O,P,Q | 4 | parallel galery connected every 250 m. |
| 579 | ES | Bielsa - Aragounet | OP | 1976 | 3070 | 1 way | 2 | 6,00 | 6,00 | 4,30 | 5,00 | YES | YES | G,O | | |
| 580 | ES | Vallvidrera | OP | 1991 | 2517 | 2 way (revers | 3 | 11,50 | 13,20 | 4,00 | 3,50 | LONG. WITH 4 | YES | B,C,D,E,F,G,H,I,J,K,L,N,O,P,Q | | |
| 581 | ES | El Castellot | OP | 1992 | 1710 | 1 way | 2 | 7,00 | 10,00 | 4,50 | | LONG | YES | C,D,E,F (500 m),G,H,I,J,K | 3 | LOUD SPEAKERS, PUSH BUTTONS |
| 582 | ES | Penya De Llamp | OP | 1992 | 1100 | 1 way | 2 | 7,00 | 10,00 | 4,50 | | LONG | YES | C,D,E,F (500 m),G,H,I,J,K | 2 | LOUD SPEAKERS, PUSH BUTTONS |
| 583 | ES | Belate | OP | 1997 | 2960 | 1 way | 2 | 9,40 | 10,60 | 4,50 | 2,00 | LONG | YES | B,C,D,E,G,H,I,J,K,N,O,P,Q | 2 | LOUD SPEAKERS, PUSH BUTTONS |
| 584 | ES | Pando 1 | OP | 1997 | 1239 | 1 way | 2 | 9,00 | 10,60 | 4,50 | 1,72 | LONG | YES | C,D,E,G,I,J,N,O,P | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|----------------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|--------------------|---------------------------------------|------------------------------------|--|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 585 | ES | Barrios 1 | OP | 1997 | 1597 | 1 way | 2 | 9,00 | 10,60 | 4,50 | 1,72 | LONG | YES | C,D,E,F,G,I,J,N,O,P | 2 | |
| 586 | SE | Lundby North | OP | 1998 | 2060 | 1-way | 2 | 9 | 10,5 | 4,5 | 4 | Long, vent shaft | Yes | B,C,D,E,Fbetw tubes150m | 2 | Speed limit 70 kmh, Dang goods ADR kl |
| 587 | SE | Muskö | OP | 1964 | 2960 | 2.way | 2 | 6 | 7,4 | 4,2 | 7 | Long, vent shafts | | D,G, Imobile ventilator, Jdd | 2 | Speed limit 50 kmh, Dang goods togethe |
| 588 | SE | Söderleden, Stockholm East | OP | prolonged | 1550 | 1-way | a small | 8,25 | 9,75 | 4,5 | 4,2 | Long, vent shaft | Yes | Cat portals, D, E, F betw tu | 2 | Speed limit 70 kmh, Dang goods prohibi |
| 589 | CH | Flurlingen | OP | 1996 | 1250 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | b, c, d, e, g, h, i, j, k, n, o, q | 2 | |
| 590 | CH | Milchbuck | OP | 1985 | 1910 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 591 | CH | Nr 8 Taubenloch | OP | 1980 | 1010 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | d, e, g, h, i, j, k, n, o, q | 2 | |
| 592 | CH | Ligerz | OP | 1991 | 2483 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 593 | CH | Leissigen | OP | 1994 | 2200 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 594 | CH | Chüebalm | OP | 1988 | 1339 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | d, e, g, h, i, j, k, n, o, q | 2 | |
| 595 | CH | Giessbach | OP | 1988 | 3340 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 596 | CH | Gotthard | OP | 1980 | 16918 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 597 | CH | Mosi | OP | 1965 | 1080 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T | Yes | b, c, d, e, g, i, j, k, n, o, q | 2 | |
| 598 | CH | Sachseln | OP | 1997 | 5213 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 599 | CH | Lopper | OP | 1984 | 1562 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 600 | CH | Kerenzerberg | OP | 1986 | 5760 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 601 | CH | Fäsenstaub-Tannerberg | OP | 1996 | 1460 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 602 | CH | San Bernardino | OP | 1967 | 6600 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | b, c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 603 | CH | Cassanawald (Casanwald) | OP | 1986 | 1230 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | d, e, f, g, h, i, j, n, o, q | 2 | |
| 604 | CH | Rofla | OP | 1970 | 1017 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | d, e, g, i, j, o | 3 | |
| 605 | CH | Bärenburg | OP | 1970 | 1028 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | d, e, g, i, j, o | 2 | |
| 606 | CH | Crapteig | OP | 1996 | 2171 | 2-way | 3 | 11,25 | 13,25 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 607 | CH | Isla Bella | OP | 1983 | 2449 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 608 | CH | Vispertal | OP | 1997 | 3250 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | b, c, d, e, g, h, i, j, k, n, o, q | 2 | |
| 609 | CH | Mont Chemin | OP | 1993 | 1800 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 610 | CH | Mont Russelin | OP | 1998 | 3550 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 611 | CH | Mont Terri | OP | 1998 | 4070 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 612 | CH | Gubrist | OP | 1985 | 3230 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T, TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also |
| 613 | CH | Sonnenberg | OP | 1976 | 1540 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 614 | CH | Rosenberg | OP | 1987 | 1435 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 615 | CH | Schoren | OP | 1987 | 1100 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 616 | CH | Baregg | OP | 1970 | 1080 | changing | 2 | 7,5 | 10,2 | .5m H=4.0m | | S/T | Yes | d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 617 | CH | Sierre | OP | 2000 | 2540 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, l, n, o, q | 2 | |
| 618 | CH | Ouest | OP | 1993 | 1120 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 619 | CH | Est | OP | 1993 | 2610 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 620 | CH | Confignon | OP | 1993 | 1240 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 621 | CH | Vernier | OP | 1993 | 1900 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 622 | CH | Pierre Pertuis | OP | 1997 | 2129 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o, q | 2 | |
| 623 | CH | Seelisberg | OP | 1980 | 9280 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | |

| Tunnel Serial Number | Single tube or Tube Number 1 | | | | | | | | | | | | | | | |
|----------------------|------------------------------|--------------------------------|---|-----------------|--------|---|-----------------|-----------------------------------|----------------------------------|------------------|----------------------|--|------------------------------------|-------------------------|------------------------------------|----------------|
| | Country | Tube Name(s) | Current status (in operation, under construction) | Year of opening | Length | Type of traffic under normal operation (1-way, 2-way, changing) | Number of lanes | Carriageway width (between kerbs) | Tunnel width (between sidewalls) | Authorised gauge | Maximum gradient (%) | Ventilation: natural, longitudinal, semi-transverse, transverse, other | Lighting (Yes, No) | Special safety features | Number of lanes outside the tunnel | Other comments |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 624 | CH | Les Vignes | OP | 1997 | 2230 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 2 | | |
| 625 | CH | Belchen | OP | 1970 | 3180 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | TR | Yes | c, d, e, f, g, h, i, j, k, n, o, q | 2 | | |
| 626 | CH | Arisdorf | OP | 1970 | 1360 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | S/T, TR | Yes | d, e, f, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also | |
| 627 | CH | Murg und Börtli (Murgwald) | OP | 1987 | 1420 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 2 | | |
| 628 | CH | Quarten und Annaberg (Quarten) | OP | 1987 | 1040 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 2 | | |
| 629 | CH | Habsburg | OP | 1996 | 1540 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 2 | | |
| 630 | CH | Bözberg | OP | 1996 | 3700 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | S/T, TR | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 3 | Column 11 : TR also | |
| 631 | CH | Piumogna | OP | 1983 | 1538 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | d, e, f, g, h, i, j, k, l, m, n, o | 2 | | |
| 632 | CH | Monte-Ceneri | OP | 1984 | 1425 | 1-way | 3 | 10,75 | 13,2 | .5m H=4.0m | LONG | Yes | a, b, c, d, e, f, g, h, i, j, k, l | 2 | | |
| 633 | CH | Grancia | OP | 1968 | 1730 | 1-way | 2 | 7,25 | 10,1 | .5m H=4.0m | TR | Yes | d, e, f, g, h, i, j, k, n, o, q | 2 | | |
| 634 | CH | Glion | OP | 1970 | 1345 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | S/T | Yes | b, c, d, e, f, g, h, i, j, k, n, o | 2 | | |
| 635 | CH | Condémines, St-Maurice | OP | 1988 | 1200 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | d, e, f, g, h, i, j, k, n, o, q | 2 | | |
| 636 | CH | Arrioules | UC | | 3000 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 637 | CH | Pomy | UC | | 2998 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 638 | CH | Aescher | UC | | 2100 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 639 | CH | Nordtangente Basel | UC | | 1290 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 640 | CH | Horbürg | UC | | 1050 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 641 | CH | Spier | UC | | 1490 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 642 | CH | Kirchwenwald | UC | | 1630 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 643 | CH | Birchi | UC | | 1430 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 644 | CH | Lüsslingen | UC | | 1230 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 645 | CH | Grenchner Witi | UC | | 1760 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 646 | CH | Pieterlen | UC | | 1460 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 647 | CH | De Sauges | UC | | 1850 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 648 | CH | De Gorgier | UC | | 2850 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 649 | CH | Girsberg | UC | | 1800 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 650 | CH | Aecherli | UC | | 1630 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 651 | CH | Sils | UC | | 1600 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 652 | CH | Banné | UC | | 1100 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 653 | CH | Perche | UC | | 1000 | 1-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 654 | CH | Raimeux | UC | | 3190 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | LONG | Yes | b, c, d, e, f, g, h, i, j, k, l, n | 2 | | |
| 655 | CH | Eggflueh | OP | | 2790 | 2-way | 2 | 7,5 | 10,2 | .5m H=4.0m | S/T, TR | Yes | d, e, g, h, i, j, k, n, o, q | 2 | Column 11 : TR also | |
| 656 | TR | Korutepe South | OP | 1991 | 1090 | 1 way | 2 | 8,5 | 10 | | Longitudinal | Yes | Yes | Same as tunnel | | |
| 657 | TR | Selatin South | OP | 2000 | 3046 | 1 way | 3 | 12,5 | 14 | | Longitudinal | Yes | Yes | Same as tunnel | | |
| 658 | TR | Karsyaka 2 South | UC | | 1623 | 1 way | 3 | 12,5 | 14 | | Longitudinal | Yes | Yes | Same as tunnel | | |
| 659 | TR | Bolu South | UC | | 3363 | 1 way | 3 | 12,5 | 14 | | Longitudinal | Yes | Yes | Same as tunnel | | |
| 660 | TR | Kizilac South | OP | 2000 | 2860 | 1 way | 3 | 12,5 | 14 | | Longitudinal | Yes | Yes | Same as tunnel | | |
| 661 | TR | Aslanu South | OP | 2000 | 1214 | 1 way | 3 | 12,5 | 14 | | Longitudinal | Yes | Yes | Same as tunnel | | |

