



WP 3

Activity 3.3

What does it mean to be
in the new TEN-T network ?

Final Report



Table of Contents

PREFACE.....	3
INTRODUCTION	4
TEN-T, A POLICY IN CONTEXT.....	5
1. THE COMPREHENSIVE NETWORK	8
2. THE CORE NETWORK	12
3. RAILWAY TRANSPORT INFRASTRUCTURE	14
4. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE	17
5. ROAD TRANSPORT INFRASTRUCTURE	21
6. MARITIME TRANSPORT INFRASTRUCTURE AND MOTORWAYS OF THE SEA	25
7. AIR TRANSPORT INFRASTRUCTURE.....	30
8. MULTIMODAL TRANSPORT INFRASTRUCTURE	32
9. COMMON PROVISIONS	34
10. COMMON PROVISIONS ON ALTERNATIVE FUELS INFRASTRUCTURE.....	37
11. ANNEX – CONNECTING EUROPE FACILITY	40

PREFACE

The aim of this paper is to give a comprehensive overview of what it means to be in the new Trans-European Transport Network (TEN-T), which was adopted in 2013. It lists up all the requirements defined for the infrastructure components of the new network per transport mode. It will also provide input to WP 4 of the TEN-TaNS project where the translation to the regional level will be made, resulting in a toolbox with effective and applicable measures to optimise regional impact on TEN-T development.

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INTRODUCTION

The aim of this paper is to give a comprehensive overview of what it means to be in the new Trans-European Transport Network (TEN-T), which was adopted in 2013. Inclusion in the new TEN-T network, whether in the core network or the comprehensive network, also brings some obligations for the Member States and infrastructure managers involved. The completion of the whole core network is envisaged by 2030, the completion of the whole comprehensive network is envisaged by 2050. The proposed Clean Power for Transport (CPT) Directive imposes some additional obligations to the Member States concerning the availability of alternative fuels infrastructure. This single paper aims at listing up all these requirements.

This analysis is based on

- Regulation (EU) 1315/2013 on Union guidelines for the development of the trans-European transport network and repealing Decision 661/2010/EU (commonly called the TEN-T Regulation, published OJ L 348 of 20th December 2013);
- Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, amending Regulation (EU) 913/2010 and repealing Regulations (EC) 680/2007 and (EC) 67/2010 (commonly called the CEF Regulation, published OJ L 348 of 20th December 2013);
- the General Approach, adopted by the Council of Transport Ministers on 5th December 2013, on the proposal for a Directive on the deployment of alternative fuels infrastructure (doc. 17133/13). However, work on this proposal for a Directive is on-going at the time of writing this paper. As of 17th December 2013 the Council, Parliament and Commission have started working on a compromise text on this so-called Clean Power for Transport Directive. A compromise text is expected before the end of the Greek EU Presidency on 30th June 2014.

This paper will provide input to WP 4 of the TEN-TaNS project where the translation to the regional level will be made, resulting in a toolbox with effective and applicable measures to optimise regional impact on TEN-T development.

TEN-T, A POLICY IN CONTEXT

TEN-T, together with the Connecting Europe Facility (CEF), are embedded in a broad European policy framework: the Europe 2020 strategy¹. Its ambition is to create the conditions for a different type of growth in Europe: smarter, more sustainable and more inclusive. Five key targets have been set for the EU to achieve by the end of the decade:

1. Employment
 - 75% of the 20-64 year-olds to be employed

2. R&D
 - 3% of the EU's GDP to be invested in R&D

3. Climate change and energy sustainability
 - greenhouse gas emissions 20% (or even 30%, if the conditions are right) lower than 1990
 - 20% of energy from renewables
 - 20% increase in energy efficiency

4. Education
 - Reducing the rates of early school leaving below 10%
 - at least 40% of 30-34-year-olds completing third level education

5. Fighting poverty and social exclusion
 - at least 20 million fewer people in or at risk of poverty and social exclusion

Europe's new infrastructure needs are in line with the implementation of the Europe 2020 strategy. More specifically, the TEN-T policy boosts the transport sector's contribution to strategic objective number 1, 2 and 3 and in part to strategic objective number 5.

¹ "Europe 2020, a strategy for smart, sustainable and inclusive growth", Communication from the Commission, COM(2010) 2020, 3.3.2010.

TEN-T is a visible economic and political contribution to European competitiveness, integration and free movement of people. The transport sector is the hardware of the European economy and its internal market. In order to foster the transformation into a knowledge-intensive, low-carbon and highly competitive economy, Europe needs adequate modern and flexible transport infrastructure networks. It is therefore essential that the transport systems of the East and West of the EU are effectively unified, in order to make enlargement a physical reality and create better cohesion. Sound planning of infrastructure investments within the Single European Transport Area will reinforce the access to markets of the regions, ensuring economic, social and territorial cohesion. Interoperability and intermodal integration in a single infrastructure will prove vital in this regard.

More generally, the investments will have a significant economic impact through its support to increasing the accessibility and improving the efficiency of network industries. Improved infrastructure connections will contribute to reducing transport costs, with a significant effect on wealth and competitiveness.

Through targeted investments in essential infrastructure, TEN-T and CEF will help to create jobs and boost Europe's growth and competitiveness. It relates directly to works such as construction, mechanical engineering, and business services. But it is also indirectly stimulated and induced by the economic effects of using new infrastructure.

The new TEN-T framework envisages smart, sustainable and inclusive growth, away from the 'predict and provide' path.

Mobility and trade have to be organized in a smarter, more efficient way. In the field of research and technology it is important to use smart tools wherever possible and for each mode. Technology will ensure interoperability, develop alternatives to fossil fuels and deploy intelligent transport systems. These initiatives will diminish congestion, maximise the use of existing infrastructures and reduce CO₂ emissions.

The inclusive growth objective of the Europe 2020 strategy is tackled by the TEN-T comprehensive network. In the past TEN-T was characterized by 30 Priority Projects, but this approach created a patchwork of transport projects which didn't serve Europe's businesses and citizens adequately. As the vast majority of Europeans live in an urban environment, the revised TEN-T policy creates through the comprehensive network opportunities for urban and regional projects on a smaller scale.

With regard to 'sustainable growth' target for a more resource efficient and greener economy, the TEN-T framework provides a key policy tool in demonstrating the climate and energy objectives for 2020, including 20% greenhouse gas emissions reduction. It is an important aim for Europe to create an efficient and low-carbon transport system. The

deployment of alternative fuels infrastructure as foreseen in the Clean Power for Transport Directive will facilitate this low-carbon transport system. TEN-T will concentrate on the optimisation of each mode of transport to the most appropriate distance: short distances via road; longer distances via rail, maritime and inland waterways; alternatives to fossil fuels; and taking the pricing of externalities into account.

TEN-T proves to be an important part of the 2011 Transport White Paper and will play a leading role in the realisation of the Europe 2020 objectives. The right investment in transport and logistics infrastructure can be a very significant factor in kick-starting economic growth and raising the overall rate of potential growth in the long run. A strong push towards the realization of the TEN-T network can be especially beneficial for Europe and its economy. The deployment of alternative fuels infrastructure contributes to the 'sustainable growth' target set by the Europe 2020 strategy.

1. THE COMPREHENSIVE NETWORK

Criteria/Demands	Source	Comments
Dual layer trans-European transport network structure		
<p>2. The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the efficient and socially and environmentally sustainable use of such infrastructure. It shall be developed in accordance with Chapter II.</p>	<p>TEN-T Article 6</p>	
<p>1. The Union may support, including financially, projects of common interest in order to connect the trans-European transport network with infrastructure networks of neighbouring countries in so far as such projects:</p>		
<p>(a) connect the core network at border crossing points and concern infrastructure necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures;</p>	<p>TEN-T Article 8</p>	
<p>(b) ensure the connection between the core network and the transport networks of the third countries, with a view to enhancing economic growth and competitiveness;</p>		
<p>(c) complete the transport infrastructure in third countries which serve as links between parts of the core network in the Union;</p>		
<p>(d) implement traffic management systems in those countries;</p>		
<p>(e) promote maritime transport and motorways of the sea, excluding financial support to third-country ports;</p>		
<p>(f) facilitate inland waterway transport with third countries.</p>		

2. Without prejudice to paragraph 1, the Union may cooperate with third countries to promote other projects, without providing financial support, in so far as such projects seek to:		
(a) promote the interoperability between the trans-European transport network and networks of third countries;	TEN-T Article 8	
(b) promote the extension of the trans-European transport network policy into third countries;		
(c) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;		
(d) facilitate maritime transport and promote motorways of the sea with third countries.		
3. Projects coming under point (a) and (d) of paragraph 2 shall comply with the relevant provisions of Chapter II.	TEN-T Article 8	
4. Annex III includes indicative maps of the trans-European transport network extended to specific neighbouring countries.	TEN-T Article 8	
5. The Union may use existing or set up and use new, coordination and financial instruments with neighbouring countries, such as the Neighbourhood Investment Facility (NIF) or the Instrument for Pre-Accession Assistance (IPA), for the promotion of projects of common interest.	TEN-T Article 8	
6. The provisions of this Article are subject to the relevant procedures on international agreements as set out in Article 218 TFEU.	TEN-T Article 8	
The comprehensive network		
1. The comprehensive network shall:		
(a) be as specified in the maps and the lists in Annex I and in Part 2 of Annex II;	TEN-T Article 9	
(b) be further specified through the description of the infrastructure components;		

(c) meet the requirements for the transport infrastructures set out in this Chapter;	TEN-T Article 9	
(d) constitute the basis for the identification of projects of common interest;		
(e) take into account the physical limitations and topographical particularities of Member States' transport infrastructures, as identified in the technical specifications for interoperability (TSIs).		
2. Member States shall make all possible efforts with the aim of completing the comprehensive network and complying with the relevant provisions of this Chapter by 31 December 2050.	TEN-T Article 9	
General priorities		
1. In the development of the comprehensive network, general priority shall be given to measures that are necessary for:		
(a) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration the specific case of islands, isolated networks and sparsely populated, remote and outermost regions;	TEN-T Article 10	
(b) ensuring optimal integration of the transport modes and interoperability within transport modes;		
(c) bridging missing links and removing bottlenecks, particularly in cross-border sections;		
(d) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;		
(e) improving or maintaining the quality of infrastructure in terms of safety, security, efficiency, climate and where appropriate disaster resilience, environmental performances, social conditions, accessibility for all users, including elderly people, persons with reduced mobility and disabled passengers, and the quality of services and continuity of traffic flows;		
(f) implementing and deploying telematic applications as well as promoting innovative technological development.		

2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:		
(a) ensuring fuel security through increased energy efficiency, and by promoting the use of alternative and, in particular, low or zero carbon energy sources and propulsion systems;	TEN-T Article 10	
(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;		
(c) removing administrative and technical barriers, in particular to the interoperability of the trans-European transport network and to competition.		

2. THE CORE NETWORK

Criteria/Demands	Source	Comments
Identification of the core network		
<p>The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives for the development of the trans-European transport network. It shall be identified and developed in accordance with Chapter III.</p>	TEN-T Article 6	
<p>1. The core network, as shown on the maps contained in Annex I, shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy and shall reflect evolving traffic demand and the need for multimodal transport. It shall, in particular, contribute to coping with increasing mobility and ensuring a high safety standard as well as contributing to the development of a low-carbon transport system.</p>	TEN-T Article 38	
<p>2. The core network shall be interconnected in nodes and provide for connections between Member States and with neighbouring countries' transport infrastructure networks.</p>		
<p>3. Without prejudice to Articles 1(4), Article 41(2) and (3), Member States shall take the appropriate measures for the core network to be developed in order to comply with the provisions of this Chapter by 31 December 2030.</p> <p>In accordance with Article 54, the implementation of the core network shall be evaluated by the Commission by 31 December 2023.</p>		
Infrastructure requirements		
<p>1. Innovative technologies, telematic applications and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure for both passengers and freight transport and to provide for sufficient capacity.</p>	TEN-T Article 39	
<p>3. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed.</p> <p>At the request of a Member State, as regards road transport infrastructure, exemptions from the provisions of points (a) or (b) Article 17(3) may be granted by the Commission in duly justified cases as long as an appropriate level of safety is ensured.</p> <p>The duly justified cases referred to in this paragraph shall include cases where infrastructure investments cannot be justified in socio-economic cost-benefit terms.</p>	TEN-T Article 39	

Development of the core network		
The transport infrastructure included in the core network shall be developed in accordance with the corresponding provisions of Chapter II.	TEN-T Article 40	
Nodes of the core network		
1. The nodes of the core network are set out in Annex II and include:		
a) urban nodes, including their ports and airports;	TEN-T Article 41	
b) maritime ports and inland waterways ports;		
c) border crossing points to neighbouring countries;		
d) rail-road terminals;		
e) freight and passenger airports.		
2. Maritime ports of the core network indicated in Part 2 of Annex II shall be connected with the railway and road and, where possible, inland waterway transport infrastructure of the trans-European transport network by 31 December 2030, except where physical constraints prevent such connection.		
3. The main airports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050, except where physical constraints prevent such connection. Taking into account potential traffic demand, such airports shall be integrated into the high-speed rail network wherever possible.		

3. RAILWAY TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Comments
Infrastructure components		
1. Railway transport infrastructure shall comprise, in particular: (a) high-speed and conventional railway lines, including:		
(i) sidings;	TEN-T Article 11	
(ii) tunnels;		
(iii) bridges;		
(b) freight terminals and logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;		
(c) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;		
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		
(e) associated equipment;		
(f) telematic applications.		
2. Railway lines shall take one of the following forms: (a) Railway lines for high-speed transport which are:		
(i) specially built high-speed lines equipped for speeds equal to or greater than 250 km/h;	TEN-T Article 11	
(ii) specially upgraded conventional lines equipped for speeds of the order of 200 km/h;		
(iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots etc. travelled at conventional speed by 'high-speed' rolling stock.		
(b) Railway lines for conventional transport.		

<p>3. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It may include any facility, such as automatic gauge-changing facilities for rail, necessary to ensure the safe, secure and efficient operation of vehicles, including their reduced impact on the environment and improved interoperability.</p>	<p>TEN-T Article 11</p>	
Transport infrastructure requirements		
<p>1. Freight terminals shall be connected with the road infrastructure or, where possible, inland waterway infrastructure of the comprehensive network.</p>	<p>TEN-T Article 12</p>	
<p>2. Member States shall ensure that the railway infrastructure:</p>		
<p>(a) save in case of isolated networks, is equipped with ERTMS;</p>	<p>TEN-T Article 12</p>	
<p>(b) complies with Directive 2008/57/EC of the European Parliament and of the Council and its implementing measures in order to achieve the interoperability of the comprehensive network;</p>		
<p>(c) complies with the requirements of the TSIs adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;</p>		
<p>(d) save in case of isolated networks, is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;</p>		
<p>(e) complies with the requirements laid down in Directive 2012/34/EU of the European Parliament and of the Council, as regards access to freight terminals.</p>		
Priorities for railway infrastructure development		
<p>In the promotion projects of common interest related to railway infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:</p>		
<p>(a) deploying ERTMS;</p>	<p>TEN-T Article 13</p>	
<p>(b) migrating to 1435 mm nominal track gauge;</p>		
<p>(c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;</p>		
<p>(d) meeting the infrastructure requirements and enhancing interoperability;</p>		
<p>(e) improving the safety of level crossings;</p>		
<p>(f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure.</p>		

Infrastructure requirements for Core Rail Network

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network, without prejudice to paragraph 3:

(i) full electrification of the line tracks and, as far as necessary for electric train operations, sidings;	TEN-T Article 39	
(ii) freight lines of the core network as indicated in Annex I: at least 22.5 t axle load, 100 km/h line speed and the possibility of running trains with a length of 740 m;		
(iii) full deployment of ERTMS;		
(iv) nominal track gauge for new railway lines: 1435 mm except in cases where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the European Union.	TEN-T Article 39	
Isolated networks are exempt from the requirements (i) to (iii).		

4. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Comments
Infrastructure components		
1. Inland waterways infrastructure shall comprise, in particular:		
(a) rivers;	TEN-T Article 14	
(b) canals;		
(c) lakes;		
(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to inland waterway navigation;		
(e) inland ports including the infrastructure necessary for transport operations within the port area;		
(f) associated equipment;		
(g) telematic applications, including RIS;		
(h) the connections of the inland ports to the other modes in the trans-European transport network;		
2. To be part of the comprehensive network, inland ports shall have an annual freight transshipment volume exceeding 500 000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, as published by Eurostat.	TEN-T Article 14	
3. Equipment associated with inland waterways may include the equipment for loading and unloading of cargos in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may also include waste reception facilities, shore-side electricity facilities, and used oil collection facilities, as well as equipment for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability.	TEN-T Article 14	
Transport infrastructure requirements		
1. Member States shall ensure that inland ports are connected with the road or rail infrastructure.	TEN-T Article 15	
2. Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.	TEN-T Article 15	

3. Member States shall ensure that:		
(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the new classification of inland waterways established by the European Conference of Ministries of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation. At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission from the minimum requirements on draught (less than 2,50 m) and on minimum height under bridges (less than 5,25 m).	TEN-T Article 15	
(b) rivers, canals and lakes shall be maintained so as to preserve good navigation status, while respecting the applicable environmental law.		
(c) rivers, canals and lakes are equipped with RIS.		
Priorities for inland waterways infrastructure development		
In the promotion of projects of common interest related to inland waterways infrastructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following:		
(a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterways class IV;	TEN-T Article 16	
(b) where appropriate, achieving higher standards for modernising existing waterway and for creating new waterways in accordance with the technical aspects of infrastructure of the ECMT in order to meet market demands;		
(c) implementing telematic applications, including RIS;		
(d) connecting inland port infrastructure to rail freight and road transport infrastructure;		
(e) paying particular attention to free-flowing rivers which are close to their natural state and which can therefore be the subject of specific measures;		
(f) the promotion of sustainable inland waterway transport;		
(g) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		

Alternative fuels infrastructure		
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including environmental benefits.	CPT Article 4, §4	
Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from [36 months from the date of entry into force of this Directive] complies with the technical specifications set out in Annex III.1.3.	CPT Article 4, §5	
<p>Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations.</p> <p>The decision on the location of the LNG refuelling points at inland ports should be based on cost-benefit analysis, including environmental benefits; also applicable safety related provisions should be taken into account.</p>	CPT Cons. 21	
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	CPT Article 6, §1	Co-operation with non-Member State Norway is important here.
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network , by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	CPT Article 6, §2	
Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.	CPT Article 6, §2a	

Infrastructure requirements Core for Waterway and Maritime Network

(b) for inland waterway and maritime transport infrastructure:

– availability of alternative clean fuels;	TEN-T Article 39	
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5. ROAD TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Comments
Infrastructure components		
1. Road transport infrastructure shall comprise, in particular:		
(a) high-quality roads, including:		
(i) bridges;	TEN-T Article 17	
(ii) tunnels;		
(iii) junctions;		
(iv) crossings;		
(v) interchanges;		
(vi) hard shoulders.		
(b) parking and rest areas;		
(c) associated equipment;		
(d) telematic applications, including ITS;		
(e) freight terminals and logistic platforms;		
(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;		
(g) coach stations.		
2. The high-quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.		
3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.		

(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which:		
(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;	TEN-T Article 17	
(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and		
(iii) is especially sign-posted as a motorway.		
(b) An express road is a road designed for motor traffic accessible primarily from interchanges or controlled junctions and which:		
(i) prohibits stopping and parking on the running carriageway; and	TEN-T Article 17	
(ii) does not cross at grade with any railway or tramway track.		
(c) A conventional strategic road is a road which is not a motorway or express road but which is still a high quality road as referred to in paragraphs 1 and 2.		
4. Equipment associated with roads may include, in particular, equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for secure parking areas for commercial vehicles.	TEN-T Article 17	
Transport infrastructure requirements		
Member States shall ensure that:		
(a) Roads comply to the provisions of points (a), (b) or (c) of Article 17(3);	TEN-T Article 18	
(b) The safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council;		
(c) Road tunnels with length of over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council;		
(d) Where applicable, the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council and with Commission Decision 2009/750/EC;		

(e) Any intelligent transport system deployed by a public authority on road transport infrastructure complies with Directive 2010/40/EU and is deployed in a manner consistent with delegated acts adopted under that Directive.	TEN-T Article 18	
Priorities for road infrastructure development		
In the promotion of the projects of common interest related to road infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:		
(a) improvement and promotion of road safety;	TEN-T Article 19	
(b) use of ITS, in particular multimodal information and traffic management systems, and integrated communication and payment systems;		
(c) introduction of new technologies and innovation for the promoting low carbon transport;		
(d) provision of appropriate parking space for commercial users offering an appropriate level of safety and security;		
(e) the mitigation of congestion on existing roads.		
Alternative fuels infrastructure		
<p>Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any EU electricity supplier, subject to the supplier's agreements. The operators of recharging point shall be allowed to provide electric vehicle recharging services to customers on a contractual basis, including in the name and on behalf of other service providers.</p> <p>All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier or operator concerned.</p> <p>Member States shall ensure that prices charged by the operators of recharging points accessible to the public are easily and clearly comparable, transparent and non-discriminatory.</p>	CPT Article 4, §8, §8a and §8b	
Member States shall ensure that distribution system operators cooperate on a non-discriminatory basis with any person which establishes or operates recharging points accessible to the public.	CPT Article 4, §9	
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are located.	CPT Article 4, §10	

Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate.	CPT Article 5, §1	
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.	CPT Article 5, §2	
LNG, including liquefied bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.	CPT Cons. 22	
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by [31 December 2030] at the latest.	CPT Article 6, §3	
Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are established by [31 December 2030] at the latest.	CPT Article 6, §6	
Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.3.3.1.	CPT Article 6, §7	
Infrastructure requirements for Core Road Network		
(c) for road transport infrastructure:		
– the requirements under points (a) or (b) of Article 17(3);	TEN-T Article 39	
– the development of rest areas on motorways approximately every 100 km in line with the needs of society, market and environment, in order inter alia to provide appropriate parking space for commercial road users with an appropriate level of safety and security;		
– availability of the alternative clean fuels;		

6. MARITIME TRANSPORT INFRASTRUCTURE AND MOTORWAYS OF THE SEA

Criteria/Demands	Source	Comments
Infrastructure components		
1. Maritime transport infrastructure shall comprise, in particular:		
(a) maritime space;	TEN-T Article 20	
(b) sea canals;		
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;		
(d) the connections of the ports to the other modes in the trans-European transport network;		
(e) dykes, locks and docks;		
(f) navigational aids;		
(g) port approaches and fairways;		
(h) breakwaters;		
(i) motorways of the sea;		
(j) associated equipment;		
(k) telematic applications, including e-Maritime services and VTMISS.		
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:		
(a) The total annual passenger traffic volume exceeds 0,1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	TEN-T Article 20	

<p>(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0,1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;</p>	<p>TEN-T Article 20</p>	
<p>(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;</p>		
<p>(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.</p>		
<p>3. Equipment associated with maritime transport infrastructure may include in particular, equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice breaking, hydrological surveys, and for dredging, maintenance and protection of the port and port approaches.</p>	<p>TEN-T Article 20</p>	
Motorways of the sea		
<p>1. Motorways of the sea, representing as they do the maritime dimension of the trans-European transport network, shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services to operate between at least two ports, including hinterland connections. Motorways of the sea shall include:</p>		
<p>(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where such links are of strategic importance to the Union;</p>	<p>TEN-T Article 21</p>	
<p>(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, and safety and security and administrative and customs procedures in at least one Member State;</p>		
<p>(c) infrastructure for direct land and sea access.</p>		
<p>2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall comprise:</p>		
<p>(a) a maritime link and its hinterland connections within the core network between two or more core network ports; or</p>	<p>TEN-T Article 21</p>	
<p>(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.</p>		

<p>3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore-side electricity that would help ships to reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, and alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.</p>	<p>TEN-T Article 21</p>	
<p>4. Within two years after being designated in accordance with Article 45, the European Coordinator for motorways of the shall present a detailed implementation plan for the motorways of the sea based on experiences and developments relating to Union maritime transport as well as the forecast traffic on the motorways of the sea.</p>	<p>TEN-T Article 21</p>	
Transport infrastructure requirements		
<p>1. Member States shall ensure that:</p>		
<p>(a) Maritime ports are connected with railway lines or roads and, where possible, inland waterways of the comprehensive network, except where physical constraints prevent such connection.</p>	<p>TEN-T Article 22</p>	
<p>(b) Any maritime port that serves freight traffic offers at least one terminal open to users in a non-discriminatory way and applies transparent charges.</p>		
<p>(c) Sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class VI.</p>		
<p>2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship-generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council and in compliance with other relevant Union law.</p>	<p>TEN-T Article 22</p>	
<p>3. Member States shall implement VTMISS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.</p>	<p>TEN-T Article 22</p>	

Priorities for maritime infrastructure development		
In the promotion of projects of common interest related to maritime infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:		
(a) promoting motorways of the sea including short-sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant international agreements;	TEN-T Article 23	
(b) interconnection of maritime ports with inland waterways;		
(c) implementation of VTMS and e-Maritime services;		
(d) introduction of new technologies and innovation for the promotion of alternative fuels and energy-efficient maritime transport, including LNG;		
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		
Alternative fuels infrastructure		
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including environmental benefits.	CPT Article 4, §4	
Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from [36 months from the date of entry into force of this Directive] complies with the technical specifications set out in Annex III.1.3.	CPT Article 4, §5	
Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations. The decision on the location of the LNG refuelling points at inland ports should be based on cost-benefit analysis, including environmental benefits; also applicable safety related provisions should be taken into account.	CPT Cons. 21	

<p>Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.</p>	<p>CPT Article 6, §1</p>	<p>Co-operation with non-Member State Norway is important here.</p>
<p>Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.</p>	<p>CPT Article 6, §2a</p>	
<p>Infrastructure requirements for Core Waterway and Maritime Network</p>		
<p>(b) for inland waterway and maritime transport infrastructure:</p>		
<p>– availability of alternative clean fuels;</p>	<p>TEN-T Article 39</p>	

7. AIR TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Comments
Infrastructure components		
1. Air transport infrastructure shall comprise, in particular:		
(a) air space, routes and airways;	TEN-T Article 24	
(b) airports;		
(c) the connections of the airports to the other modes in the trans-European transport network;		
(d) associated equipment;		
(e) air navigation systems, including the new-generation European air traffic management system (the "SESAR system").		
2. Airports shall comply with one of the following criteria:		
(a) For passenger airports, the total annual passenger traffic is at least 0,1 % of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line;	TEN-T Article 24	
(b) For cargo airports the total annual cargo volume is at least 0,2 % of the total annual cargo volume of all airports of the Union.		
Transport infrastructure requirements		
1. Member States shall ensure that any airport located on their territory offers at least one terminal which is open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.	TEN-T Article 25	
2. Member States shall ensure that common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council, apply to the air transport infrastructure of the comprehensive network.	TEN-T Article 25	
3. Member States shall ensure that infrastructure for air traffic management is such as to permit the implementation of the Single European Sky, in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council, Regulation (EC) No 550/2004 of the European Parliament and of the Council, Regulation (EC) No 551/2004 of the European Parliament and of the Council Regulation (EC) No 552/2004 of the European Parliament and of the Council, and of air transport operations, in order to improve the performance and sustainability of the European aviation system, of implementing rules and of Union specifications.	TEN-T Article 25	

Priorities for air transport infrastructure development		
In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:		
(a) increasing airport capacity;	TEN-T Article 26	
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the SESAR system;		
(c) improving multimodal interconnections between airports and infrastructure for other transport modes.		
(d) improving sustainability and mitigating the environmental impact from aviation.		
Infrastructure requirements for Core Air Network		
(d) for air transport infrastructure:		
– capacity to make available alternative clean fuels;	TEN-T Article 39	

8. MULTIMODAL TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Comments
Infrastructure components		
Freight terminals or logistic platforms shall comply with at least one of the following criteria:		
(a) Their annual transshipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or, for bulk cargo, 0,1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;	TEN-T Article 27	
(b) Where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2 region, the terminal or platform in question is the main freight terminal or logistic platform designated by the Member State concerned, linked at least to roads and railways for that NUTS 2 region, or in the case of Member States with no rail system, linked only to roads.		
Transport infrastructure requirements		
1. Member States shall ensure, in a fair and non-discriminatory way, that:		
(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of passengers and freight;	TEN-T Article 28	
(b) without prejudice to the applicable Union and national law, freight terminals and logistic platforms, inland and maritime ports and airports handling cargo are equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems are in particular enable real-time information to be provided on available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout multimodal journeys;		
(c) without prejudice to the applicable Union and national law, continuous passenger traffic across the comprehensive network is facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where relevant maritime and inland waterway ports.		
2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.	TEN-T Article 28	

Priorities for road infrastructure development

In the promotion of projects of common interest related to multimodal infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;	TEN-T Article 29	
(b) removing the main technical and administrative barriers to multimodal transport;		
(c) developing a smooth flow of information between the transport modes and enabling the provision of multimodal and single-mode services across the trans-European transport system.		

9. COMMON PROVISIONS

Criteria/Demands	Source	Comments
Urban nodes		
When developing the comprehensive network in urban nodes, Member States shall, where feasible, aim to ensure:		
(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;	TEN-T Article 30	
(b) for freight transport: interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure of the comprehensive network;		
(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;		
(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres;		
(e) mitigating of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas;		
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		
Telematic Applications		
1. Telematic applications shall be such as to enable traffic management and the exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in safety, security and environmental performance, and simplified administrative procedures. Telematic applications shall facilitate seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local transport.	TEN-T Article 31	
2. Telematic applications shall be deployed where feasible across the Union, in order to enable a set of interoperable basic capabilities to exist in all Member States.	TEN-T Article 31	
3. The Telematic applications referred to in this Article shall, for the respective transport modes, include in particular:		
– for railways: ERTMS;	TEN-T Article 31	
– for inland waterways: RIS;		
– for road transport: ITS;		
– for maritime transport: VTMIS and e-Maritime services, including single-window services such as the maritime single window, port community systems and relevant customs information systems;		

<ul style="list-style-type: none"> – for air transport: air traffic management systems, in particular those resulting from SESAR. 	<p>TEN-T Article 31</p>	
Sustainable Freight transport services		
<p>Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions and other negative environmental impacts, and which aim to:</p>		
(a) improve sustainable use of transport infrastructure, including its efficient management;	<p>TEN-T Article 32</p>	
(b) promote the deployment of innovative transport services, including through motorways of the sea, telematic applications and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety related goals of those services, as well as the establishment of relevant governance structures;		
(c) facilitate multimodal transport service operations, including the necessary accompanying information flows, and improve cooperation between transport service providers;		
(d) stimulate resource and carbon efficiency, in particular in the fields of vehicle traction, driving/steaming, systems and operations planning;		
(e) analyse and provide information on fleet characteristics and performance, administrative requirements and human resources;		
(f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, remote and mountain regions.		
New technologies and innovation		
<p>In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:</p>		
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies;	<p>TEN-T Article 33</p>	
(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce alternative propulsion systems, including electricity supply systems, and provide corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, may take account of the infrastructure–vehicle interface and may encompass telematic applications;		
(c) improve the safety and sustainability of the movement of persons and of the transport of goods;		

(d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including multimodal ticketing and coordination of travelling timetables;	TEN-T Article 33	
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality;		
(f) promote measures to reduce external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;		
(g) introduce security technology and compatible identification standards on the networks;		
(h) improve resilience to climate change;		
(i) further advance the development and deployment of telematic applications within and between modes of transport.		
Safe and secure infrastructure		
Member States shall give due consideration to ensure that transport infrastructure provides for safe and secure passenger and freight movements.	TEN-T Article 34	
Resilience of infrastructure to climate change and environmental disasters		
During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.	TEN-T Article 35	
Environmental protection		
Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 92/43/EEC, 2000/60/EC, 2001/42/EC, 2009/147/EC and 2011/92/EU.	TEN-T Article 36	
Accessibility for all users		
Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and passengers with a disability. The design and construction of transport infrastructure shall comply with the relevant requirements laid down in Union law.	TEN-T Article 37	

10. COMMON PROVISIONS ON ALTERNATIVE FUELS INFRASTRUCTURE

Criteria/Demands	Source	Comments
National Policy Framework		
<p>Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:</p> <ul style="list-style-type: none"> - assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity; - objectives and commitments on national targets, as required under Articles 4(1), 6(2a), 6(3), 6(6) and, where applicable, 4(4) and 5(1), for the development of alternative fuels infrastructure; - assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached. <p>National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.</p>	<p>CPT Article 3, §1& 1a</p>	<p>Quid framework for non-MS Norway?</p>
<p>Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.</p>	<p>CPT Article 3, §2</p>	
<p>Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.</p>	<p>CPT Article 3, §4</p>	
<p>Member States shall notify their national policy frameworks to the Commission [within 36 months from the date of entry into force of this Directive].</p> <p>Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:</p> <ul style="list-style-type: none"> - number of recharging points accessible to the public; - refuelling points for LNG at maritime and inland ports; - refuelling points for LNG accessible to the public for motor vehicles; - CNG refuelling points accessible to the public for motor vehicles. <p>Where appropriate, the following information shall also be published regarding:</p> <ul style="list-style-type: none"> - hydrogen refuelling points accessible to the public; - infrastructure for shore-side electricity supply in maritime and inland ports. 	<p>CPT Article 3, §5 and §5a</p>	

<p>The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.</p>	<p>CPT Article 3, §6</p>	
<p>Each Member State shall submit a report to the Commission on the implementation of the national policy framework [three years after the deadline of notification set in Article 3(5)], and every three years thereafter. These reports shall cover information set out in Annex I.</p> <p>The Commission shall forward to the European Parliament and the Council the report on the assessment on the national policy frameworks within one year from the reception of the national policy frameworks.</p>	<p>CPT Article 10, §1 and §1a</p>	
<p>Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [36 months from the date of the entry into force of this Directive]. They shall forthwith inform the Commission thereof.</p> <p>When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.</p> <p>Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.</p>	<p>CPT Article 11, §1, §2 and §3</p>	
<p>The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network benefits.</p>	<p>CPT Cons. 23</p>	
Electricity supply		
<p>Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any EU electricity supplier, subject to the supplier's agreements. The operators of recharging point shall be allowed to provide electric vehicle recharging services to customers on a contractual basis, including in the name and on behalf of other service providers. All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier or operator concerned.</p> <p>Member States shall ensure that prices charged by the operators of recharging points accessible to the public are easily and clearly comparable, transparent and non-discriminatory.</p>	<p>CPT Article 4, §8, §8a and §8b</p>	
<p>Member States shall ensure that distribution system operators cooperate on a non-discriminatory basis with any person which establishes or operates recharging points accessible to the public.</p>	<p>CPT Article 4, §9</p>	

<p>Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are located.</p>	<p>CPT Article 4, §10</p>	
<p>User information for transport fuels</p>		
<p>Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points put on the market is made available, including in motor vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships in their territory.</p>	<p>CPT Article 7, §1</p>	
<p>Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging points, where available, the data may include information on real-time accessibility as well as historical and real-time charging information.</p>	<p>CPT Article 7, §6</p>	

11. ANNEX – CONNECTING EUROPE FACILITY

The Connecting Europe Facility (CEF)² has a total budget of € 33.20 billion (in current prices). The major share of the CEF will go to transport, which will receive € 26.25 billion.

Out of this € 26.25 billion, € 14.945 billion is accessible for all 28 EU Member States. The remaining € 11.305 is only accessible for the Member States eligible to the Cohesion Fund.

Specific transport objectives have been defined in CEF, which is reflected in the indicative distribution of funds.

1. Removing bottlenecks, enhancing rail interoperability, bridging missing links, and, in particular, improving cross-border sections.
This specific objective will receive 80% of CEF Transport funds.
2. Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows as well as enabling the decarbonisation of all modes of transport through transition to innovative low-carbon and energy efficient transport technologies, while optimising safety.
This specific objective will receive 5% of CEF Transport funds.
3. Optimising the integration and interconnection of transport modes and enhancing interoperability of transport services, while ensuring the accessibility of transport infrastructures, and taking into account the ceiling for on-board components of SESAR, RIS, VTMIS and of ITS for the road sector referred to in article 10(2)c(iv).
This specific objective will receive 15% of CEF Transport funds.

The tables³ below give a further indicative breakdown of the CEF Transport budget along the different actions and priorities identified in the TEN-T regulation. The budget will be awarded following multi-annual work programmes or annual work programmes.

² Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, amending Regulation (EU) 913/2010 and repealing Regulations (EC) 680/2007 and (EC) 67/2010, OJ L 348, 20.12.2013.

³ Tables from presentations by DG MOVE, summarising information from “Building the Transport Core Network: Core Network Corridors and Connecting Europe Facility”, Communication from the Commission, COM(2013) 940 final, 7.1.2014.


Multiannual work programmes (80 to 85%)

Priority	Specific objective concerned	Min - Max for 14.9bn (in million EUR)	Min - Max for 11.3bn (in million EUR)
Major Projects on the Corridors	<i>bottleneck, missing links, cross-border and rail interoperability</i>	4,000-5,000	10,000-10,000
Other projects of the Core Network and its corridors, incl. rail interoperability, inland connections to ports & airports	<i>bottleneck, missing links, cross-border and rail interoperability</i>	3,500-4,500	
SESAR	<i>integration - interoperability</i>	2,000-2,500	300-500
ERTMS	<i>bottleneck, missing links, cross-border and rail interoperability</i>	600-700	200-400
Other TMS, including ITS for road, RIS and VTMS	<i>integration - interoperability</i>	250-400	
Motorways of the Sea (incl. LNG projects and development of ports)	<i>integration - interoperability</i>	400-600	100-300
New technologies & innovation	<i>sustainability - innovation</i>	200-300	50-100

Annual Work Programmes (15 to 20%)

<i>Priorities</i>	<i>Specific objective concerned</i>	Min - Max for 14.9bn (in million EUR)	Min - Max for €11.3bn (in million EUR)
Projects on the comprehensive network (cap of 5%)	<i>bottleneck, missing links, cross-border, rail interoperability</i>	600-1000	
Projects to connect the trans-European transport network with infrastructure networks of neighbouring countries	<i>bottleneck, missing links, cross-border...</i>	50-100	
For freight transport services	<i>sustainability - innovation</i>	150-200	
For actions to reduce freight noise	<i>sustainability - innovation</i>	200-260	
Financial instruments	<i>All</i>	1,300-2,400	
Programme support actions		150-150	110-110

Following co-funding rates are applicable under the CEF.



CEF Co-funding rates for grants

Types of Projects		All Member States	Member States eligible for Cohesion Fund
(a) Studies (all modes)		50%	85%
(b) Works on			
Rail	Cross border	40%	85%
	Bottleneck	30%	85%
	Other projects of common interest	20%	85%
Inland waterways	Cross border	40%	85%
	Bottleneck	40%	85%
	Other projects of common interest	20%	85%
Inland transport connections to ports and airports (rail and road)		20%	85%
Development of ports		20%	85%
Development of multi-modal platforms		20%	85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure parkings on road core network		20%	20%
Motorways of the sea		30%	85%
Traffic management systems	SESAR, RIS, VTMS (ground/onboard)	50/20%	85%
	ERTMS	50%	85%
	ITS for road	20%	85%
Cross border road sections		10%	85%
New technologies and innovation for all modes of transport		20%	85%