

FLEMISH **REGION OF** BELGIUM (BE)

When performing the analysis, only focus on the infrastructure networks pointed out in the REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

The tables work in the following way:

Indicate at which administrative level you are providing the answers for. Start with the level which carries the highest responsibility (Below national level).

In case the criteria/demands can be managed at the selected level - Please choose YES in the drop down menu. (If you choose NO please jump to the next criteria - meaning that you don't have to fill out more for this specific criteria (e.g. tunnels)).

If you choose YES - please include a link to documentation regarding covered regulations in this field - e.g. Danish Planning Act - https://www.retsinformation.dk/Forms/R0710.aspx?id=144425

After you have referred to the documentation of regional/local influence - please indicate what can be influenced by public administration at this level. Here you have five options:
- PLANNING
- PROJECTING
- PROJECTING
- RINANCING/TRIDERING
- RINANCIS
- OTHER (if other is chosen, please specify the impact further in the next column).

Finally, we would like you to add any further comments in the comments field. The comments field can be used to elaborate on regional/local impact on the criteria/demand.

Fields marked in grey are not dealing with freight transportation. Thus, they should not be dealt with in this 4.2 analysis.

Fields marked in light red (pink) are providing information on the criteria/demand.

Page numbers refer to the Official Journal of the European Union L348, Volume 56, published on December 20th 2013.

1. RAILWAY TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	nal influen	e on:		Other (please	Comments
Crtterta/ Demands	Jource	163/110	field	1	2	2	1	5	indicate)	Comments
Infrastructure components			i iteta							
Railway transport infrastructure shall comprise in particular:										
a) high-speed and conventional railway lines, including:										
(i) sidings;	Article 11 (p.10)	No								
(ii) tunnels:	(0.20)	No								
(iii) bridges:	1	No								
(b) freight terminals and logistic platforms for the transhipment of goods within	1	Yes							management	Flanders is shareholder
the rail mode and between rail and other transport modes;		res						Other	structure.	in the management
 (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; 	Article 11 (p.11)									Not valid for the TEN- TaNS analyses in
(d) the connections of the stations, freight terminals and logistic platforms to		No								
the other modes in the trans-European transport network;		No								
(e) associated equipment;		No								
(f) telematic applications.		No						1		
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		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of	1	No								
(iii) specially upgraded high-speed lines which have special features as a result	1									
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,	Article 11 (p.11)	No								
accesses to terminals denote etc travelled at conventional speed by think.	J									
(b) Railway lines for conventional transport.		No								
The technical equipment associated with railway lines may include electrificate changing facilities for rail, necessary to ensure the safe, secure and efficient ope						ns, logistic platfo	ms and freight to	erminals. It may inc	clude any facility, such a	s automatic gauge
Transport infrastructure requirements	ration of ven	icles, including their redi	uced impact on the environment and improv	ved interoperabilit	у.					
Freight terminals shall be connected with the road or, where possible, inland y										
Member States shall ensure that the railway infrastructure:	vaterway inin	astructure of the compre	enensive network.							
(a) save in the case of isolated networks, is equipped with ERTMS:		No						1		1
(b) complies with Directive 2008/57/EC of the European Parliament and of the	1	INO								
Council of 17 June 2008 on the interoperability of the rail system within the		No								
(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	Article 12 (p.11)	No								
(d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings:		No								
(e) complies with the requirements laid down in Directive 2012/34/EU of the		No								
3. At the request of a Member State, in duly justified cases, exemptions shall be	granted by the	e Commission in respec	t of requirements that go beyond the requir	rements of Directiv	ve 2008/57/EC con:	erning ERTMS ar	d electrification.			
Priorities for railway infrastructure development										
When promoting projects of common interest related to railway infrastructure a	nd in addition		s set out in Article 10, priority shall be given	to the following:						
(a) deploying ERTMS;	J	No								
(b) migrating to 1435 mm nominal track gauge;	1	No								
(c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including		No								
(d) meeting the infrastructure requirements and enhancing interoperability:	Article 13 (p.11)	No								
(e) improving the safety of level crossings;		Yes		Planning	Projection					planning and projecting of level crossing projects which have an impact
(f) where appropriate, connecting railway transport infrastructure with inland	Article 13	No	·	1						1
waterway port infrastructure	(p.12)		1			1	l		L	l

2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Yes/No	Yes/No Documentation regarding covered regultations in the			nal influenc	e on:		Other (please	Comments
		100,110	field	1	2	3	4	5	indicate)	
Infrastructure components			iteta						-	
Inland waterways infrastructure shall comprise in particular:										
a) rivers:	T T	No			T	1		T		
b) canals:	1	No								
c) lakes:		No								
d) related infrastructure such as locks, elevators, bridges, reservoirs and										impact on lower clas
associated flood-prevention measures which may bring positive effects to										(non-navigable)
nland waterway navigation;		Yes				Financing/Tend				waterways and flood
	Article 14			Planning		ering				prevention measure
e) inland ports including the infrastructure necessary for transport operations	(p.12)									Discussions on goin
vithin the port area:	(p.12)	Yes								of provincial level
		ies				Financing/Tend				participation in inlar
				Planning		ering Financing/Tend				terminals.
f) associated equipment;		Yes			Projection	ering				
g) telematic applications, including RIS:	1	No			rojection	- ulu		+	+	l
h) the connections of the inland ports to the other modes in the trans-	1					1				
uronean transport network:	<u></u>	No	<u> </u>							
. To be part of the comprehensive network, inland ports shall have an annual fr	eight tranship	pment volume exceedin	g 500 000 tonnes. The total annual freight to	anshipment volun	ne shall be based o	on the latest availab	ble three-year av	erage, as publishe	ed by Eurostat.	
Member States-shall ensure that inland ports are connected with the road or r										
Inland ports shall offer at least one freight terminal open to all operators in a	non-discrimir	natory way and apply tra	insparent charges.							
3. Member States shall ensure that:	non-discrimir	natory way and apply tra	ansparent charges.							
Member States shall ensure that: (a) rivers, canals and lakes comply with the minimum requirements for class IV		natory way and apply tra	ansparent charges.	1				I		
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		natory way and apply tra	nsparent charges.							
 Member States shall ensure that: a) rivers, canals and lakes comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is 		natory way and apply tra	nsparent charges.							
5. Member States shall ensure that: a) rivers, canals and lakes comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 33 and 36 of this		natory way and apply tra	nsparent charges.							
5. Member States shall ensure that: a) rivers, canals and lakes comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 33 and 36 of this	Article 15		nsparent charges.							
I. Member States shall ensure that: a) rivers, canasis and takes comply with the minimum requirements for class IV a) rivers, canasis and takes comply with the minimum requirements for class IV yithe European Conference of Ministers of Transport (ECMT) and that there is ontinuous bridge clearance, without prejudice to Articles 35 and 36 of this tegulation.			insparent charges.							
I. Member States shall ensure that: a) rivers, canals and lakes comply with the minimum requirements for class IV polymers, canals and lakes comply with the minimum requirements for class IV wasterways established the reverse of minand waterways established the reverse of the result of the reverse of the reverse of the result of the requirement of a Member State, in duly justified cases, exemptions shall be	Article 15		nsparent charges.							
Member States shall ensure that: a) heres, cands a lides comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is onfinuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. It the request of a Member State, in duly justified case, exemptions shall be assurant by the Consolition from the minimum reasonizements on Articles 130.	Article 15	No	nsparent charges.							
Member States shall ensure that: a) invers canals and lakes comply with the minimum requirements for class IV valentways as laid down in the new classification of inland waterways established to the confidence of Ministers of Transport (ECMT) and that there is onlinious 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 examined by this Commission from the minimum requirements on disquaring the searched by the Commission from the minimum requirements on disquaring the search of	Article 15	No No	insparent charges.							
Member States shall ensure that: o) Invers, canals alked comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is oritinuous bridge clearance, without prejudice to Articles 33 and 36 of this egolation. It the request of a Member State, in duality justified cases, exemptions shall be reported by the Conference of the Conferen	Article 15	No	insparent charges.							
Member States shall ensure that: a) invers, canals and lakes comply with the minimum requirements for class IV valencings as laid down in the new classification of inland waterways established to the confidence of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. It is the request of a Member State, in duly justified cases, exemptions shall be exacated he that Commission from the minimum requirements on draunht flees. The confidence is the confidence of the conf	Article 15 (p. 12)	No No								
N. Member States shall ensure that: a) Invers Canals all sets comply with the minimum requirements for class IV varterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECM) and that there is continuous bridge cleanance, without prejudice to Articles 33 and 36 of this Regulation. At the request of a Member State in duly justified cases, evemptions with the representation of the properties of control mixed states are equipped with RIS. Priorities for Inland waterway Infrastructure development In the promotion of properties of common interest relable to Inland waterway Infrastructure development	Article 15 (p. 12)	No No		shall be given to t	he following:					
I. Member States shall ensure that: a) invers, canals and lakes comply with the minimum requirements for class IV valencings as laid down in the new classification of inland waterways established to the confidence of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. It is the request of a Member State, in duly justified cases, exemptions shall be parasted he the Commission from the minimum requirements on dreunth flees. The confidence is the confidence of the co	Article 15 (p. 12)	No No		shall be given to t	he following:					
J. Member States shall ensure that: a) invers, canals and lakes comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established to provide the confidence of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation. It the request of a Member State in duly justified case, exemptions ontal be varianted to hard. Commission from the ministers are continuous to the control of the contr	Article 15 (p. 12)	No No No and in addition to the ge		shall be given to t	he following:					
Member States shall ensure that: In views, canals also with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECNT) and that there is oritinuous bridge clearance, without prejudice to Articles 33 and 36 of this egolation, It the request of a Member State, in dualy justified cases, exemptions shall be supported by the conference of the	Article 15 (p. 12)	No No No and in addition to the ge		shall be given to t	he following:					
Member States shall ensure that: a) heres, cands and lakes comply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECM) and that there is onfinuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. It the request of a Member State, in duly justified case, exemptions shall be assumed to the conference of the conference o	Article 15 (p. 12)	No No No nd in addition to the ge No No		shall be given to t	he following:					
Member States shall ensure that:) invers, canals all descomply with the minimum requirements for class IV vaterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECNT) and that there is continuous bridge clearance, without prejudice to Articles 33 and 36 of this explaints. It the request of a Member State, in the ultipartities of the continuous of the state of th	Article 15 (p. 12)	No No No and in addition to the ge		shall be given to ti	he following:					
Member States shall ensure that: a) Invers, cands and lakes comply with the minimum requirements for class IV valentways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is ontinuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. If the request of a Member State in duty justified cases, exemptions ontal be acceptable to the conference of the state of the sequence of the state of	Article 15 (p. 12)	No No No nd in addition to the ge No No		shall be given to t	he following:					
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Member States shall ensure that: a) Invers, cands and lakes comply with the minimum requirements for class IV valentways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is ontinuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation. If the request of a Member State in duly justified cases, exemptions shall be constructed the for Constitution of the Conference of the Co	Article 15 (p. 12)	No No No No No No No No		shall be given to t	he following:					
Member States shall ensure that: a) Invers, cands and lakes comply with the minimum requirements for class IV valentways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is ontinuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation. If the request of a Member State in duly justified cases, exemptions shall be constructed the for Constitution of the Conference of the Co	Article 15 (p. 12)	No No No not in addition to the ge No No No No		shall be given to t	he following:			Chlor	Active promotion of	
Member States shall ensure that: a) heres, cands and lakes comply with the minimum requirements for class IV valentways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is ontinuous bridge clearance, without prejudice to Articles 35 and 36 of this regulation. If the request of a Member State in duly justified case, exemptions shall be asserted that for commission from the minimum requirements on draught filess. Difference of the conference of the co	Article 15 (p. 12)	No N		shall be given to t	he following:			Other	Active promotion or sustainable transport.	

3. ROAD TRANSPORT

			Documentation regarding		Regio		Other (please	Comments		
Criteria/Demands	Source	Yes/No	covered regultations in the						indicate)	Comments
nfrastructure components			field	1	2	3	4	5		
. Road transport infrastructure snall comprise in particular:										
) high quality roads, including:										
i) bridges;		No								
ii) tunnels;		No								
iii) junctions;		No								
iv) crossings;	Article 17	Yes		Planning		Financing/Tend ering				planning and projecting of crossin projects which have impact onthe local networks (for pedestrians and
/ interchanges:	(p.13)	No								
n) hard shoulders.	(p.13)	No								
h) narking and rest areas:		No								
c) associated equipment;	1	No								
d) telematic applications including ITS:	1	No								
e) freight terminals and logistic platforms;		Yes						Other	Shareholder in the management	
the connections of the freight terminals and logistic platforms to the other	1	No								
nordee in the trans-Furonean transport network	-									Not valid for the TEN
g) coach stations. 2. The high quality roads referred to in point (a) of paragraph 1 are those which										
NUTS 2 regions to central regions of the Union. Those roads shall be adequately 1. High-quality roads shall be specially designed and built for motor traffic, and a) A motorway is a road specially designed and built for motor traffic, which do	y maintained shall be eithe es not serve	to allow safe and secure or motorways, express re properties bordering on	traffic. ads or conventional strategic roads. it, and which:							
) is provided, except at special points or temporarily, with separate carriageway ii) does not cross at grade with any road, railway or tramway track, bicycle path iii) is especially sign-posted as a motorway.	or footpath;	and		t intended for tra	nic, or, exceptional	ly by other means				
b) An express road is a road designed for motor traffic accessible primarily fron i) prohibits stopping and parking on the running carriageway; and ii) does not cross at grade with any railway or tramway track.	n interchange	s or controlled junction	and which:							
	ad but which	n is still a high quality ro	ad as referred to in paragraphs 1 and 2							
c) A conventional strategic road is a road which is not a motorway or express ro				for safety for red	ucing negative env	ironmental effect	s for refuelling o	r recharging of ve	hicles with alternative nr	onulsion and for
c) A conventional strategic road is a road which is not a motorway or express ro . Equipment associated with roads may include in particular equipment for traff				for safety, for red	ucing negative em	rironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
 c) A conventional strategic road is a road which is not a motorway or express ro equipment associated with roads may include in particular equipment for traff fransport infrastructure requirements 		ent, information and rou		for safety, for red	ucing negative env	ironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
r) A conventional strategic road is a road which is not a motorway or express ro. Equipment associated with roads may include in particular equipment for traffirmsport infrastructure requirements (ransport infrastructure requirements) a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3);				for safety, for red	ucing negative env	rironmental effect	s, for refuelling o	r recharging of vel	hicles with alternative pr	opulsion, and for
2) A conventional strategic road is a road which is not a motorway or express requirement associated with roads may include in particular equipment for traff ransport infrastructure requirements 9) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); 10) the safety of road transport infrastructure is assured, monitored and, when	fic managem	ent, information and rou		for safety, for red	ucing negative env	rironmental effect	s, for refuelling o	r recharging of vel	hicles with alternative pr	opulsion, and for
¿A conventional strategic road is a road which is not a motoway or express ro. Equipment associated with roads may include in particular equipment for traff ransport infrastructure requirements a) roads correspond to the provisions of points (a), (b) or (c) a raticle 17(3); b) the safety of road transport infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by Directive 1000/80/EET of this furness a budinesser and off the Course).	fic managem	ent, information and rou No		for safety, for red	ucing negative env	ironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
A Conventional Strategic road is a road which is not a motorway or express ros Legupment associated with roads my include in particular equipment for traff ransport infrastructure requirements (a) onest correspond to the provisions or opinis (a), (b) or (c) of article 17(3); (b) the safety of road transport infrastructure is assured, monitored and when recessary, improved in accordance with the procedure provided for by Directive 000000000000000000000000000000000000	fic managem	ent, information and rou No		for safety, for red	ucing negative env	ironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
A Conventional strategic road is a road which is not a motorway or express ro. Lequipment associated with roads may include in particular equipment for all fransport infrastructure requirements 19 mass correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the provided for by Direction 10 mass franciscon and the provided for by Direction 10 mass franciscon and the provided franciscon 10 mass francis	Article 18	No No		for safety, for red	ucing negative em	ironmental effect	s, for refuelling a	ir recharging of vel	hicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- teapument associated with roads in sun, unicide in particular equipment for trail ransport infrastructure requirements in order consequence of the provisions of points (a); (b) or (c) of article 17(3); in order correspond in accordance with the procedure provided for by Directived secsasy, improved in accordance with the procedure provided for by Directived corresponding to the provision of the provision of the procedure provided for by Directive or read to the provision of the provi	Article 18 (p. 13)	No No No		for safety, for red	ucing negative em	ironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- Expanjment associated with roads may include in particular equipment for star ransport infrastructure requirements in orad correspond to the provisions or opinis (a), (b) or (c) of article 17(3): i) the safety of road transport infrastructure is assured, monitored and, when ceessary, improved in accordance with the procedure provided for by Directive 1008.066.EFG. of the European Badismant and of the Cruscil: i) road turnels over 500 min in englis comply with Directive 2004/54/EC of the company particular and of the Cruscil: iii) road turnels over 500 min length comply with Directive 2004/54/EC of the company particular and of the foreign of the procedure prompting the complex of the	Article 18 (p. 13)	No No No		for safety, for red	ucing negative em	ironmental effect	s, for refuelling a	r recharging of vel	nicles with alternative pr	opulsion, and for
A conventional strategier road is a road which is not a motorway or express to Expurpment associated with roads may noticular in particular exponent for trial ransport infrastructure requirements To most correspond to the provision of points (a), (b) or (c) of article 17(3); 10 the safety of road transport infrastructure is assured, monitored and, when 10 the safety of road transport infrastructure is assured, monitored and, when 10 road tunnels over 500 m in length comply with Directive 2004/54/EC of the 10 road tunnels over 500 m in length comply with Directive 2004/54/EC of the 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable, the order of the foreign provision is resourced in 10 vibers applicable to the order of the foreign provision is resourced in 10 vibers applicable to the order of the foreign provision is resourced in 10 vibers applicable the order of the foreign provision is resourced in 10 vibers applicable the order of the foreign provision is resourced in 10 vibers applicable to the order of the foreign provision is resourced in 10 vibers applicable to the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the foreign provision is resourced in the order of the	Article 18 (p. 13)	No No No No		for safety, for red	ucing negative em	ironmental effect	s, for refuelling a	r recharging of vel	nicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- Equipment associated with roads may include in particular equipment for star arasport infrastructure requirements; i) the safety of road transport infrastructure is assured, monitored and, when occassary, improved in accordance with procedure provided for by Direction 1008 056E/FG. of the European Pallisment and of the Council. To road turnels over 500 min ineight comply with Directive 2004/54/EC of the 1008 056E/FG. of the European Pallisment and of the Council. When the pallisment is a superior of the European Pallisment and of the Open Start of the European Pallisment and of the Council. When the pallisment is a superior of the European Pallisment and of the open pallisment of the European Pallisment and the European Pallisment and of the open pallisment in the European Pallisment and the European Pallisment and of the open pallisment in the European Pallisment and the European Pallisment and of the open pallisment in the European Pallisment and E	Article 18 (p. 13) Article 19 (p. 14)	No No No No No No	te guidance. for the levying of user charges.		ucing negative env	ironmental effect	s, for refuelling a	or recharging of vel	nicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- teapument ascotted with roads may include in particular equipment for trail ransport infrastructure requirements in order consequence of the provision of points (a), (b) or (c) of article 17(3); the safety of road transport infrastructure is assured, monitored and, when occasion, improved in accordance with the procedure provided for by Directive 1) road turnels over 500 m in length comply with Directive 2004/54/E of the normals. Business and off the Concilio for the collection systems is ensured in conclude with Directive 2004/52/E of the nonpressive influence and off the collection of the conclude vision of the collection of	Article 18 (p. 13) Article 19 (p. 14)	No N	te guidance. for the levying of user charges.		ucing negative em	ironmental effect	s, for refuelling o	r recharging of vel	hicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- Equipment associated with roads may include in particular equipment for star transport infrastructure requirements; i) the safety of road transport infrastructure is assured, monitored and, when occasion, improved in accordance with procedure provided for by Direction 1000 Million of the Computer of the Computer of the Computer of the 1000 Million of the Computer of the Computer of the Computer of the 1000 Million of the Computer of the Computer of the Computer of the 1000 Million of the Computer of the Computer of the Computer of the 1000 Million of the Computer of th	Article 18 (p. 13) Article 19 (p. 14) and in addition	No No No No No No	te guidance. for the levying of user charges.		ucing negative env	ironmental effect	s, for refuelling o	or recharging of vel	hicles with alternative pr	opulsion, and for
A conventional strategic road is a road which is not a motorway or express re- teapument associated with roads in sun, unclude in particular equipment for rail ransport infrastructure requirements in order consistent of the provisions of points (a), (b) or (c) of article 17(3); the safety of road transport infrastructure is assured, monitored and, when occasion, improved in accordance with the procedure provided for by Divertice of consistent of the consistent of the procedure provided for by Divertice (c) road turneds over 500 m in length comply with Divertice 2004/SEC of the consonan Barismann and off the Council's (i) where applicable, the interoperability of full collection systems is ensured in conclance with Divertice 2004/SEC of the European Parlament and of the 1 any intelligent transport system deployed by a public authorities of a parlament and the consonance and the council of the consonance and the c	Article 18 (p. 13) Article 19 (p. 14) and in addition	No N	te guidance. for the levying of user charges.		ucing negative em.	ironmental effect	s, for refuelling o	er recharging of vel	hicles with alternative pr	opulsion, and for
A Conventional strategic road is a road which is not a motorway or express re- teapument associated with roads any includes in particular equipment for trail Transport infrastructure requirements joi nodes correspond to the provisions of points (a), (b) or (c) of article 17(3); i) the safety of road transport infrastructure is assured, monitored and, when eccessary, improved in accordance with the procedure provided for by Direction 2006/26/En of the European Bullianest and of the Cancell 2006/26/En of the European Bullianest 2006/26/En of the European Bullianest 2006/26/En of the European Particle 2006/26/En of the European Particle 2006/26/ED of the European Particle	Article 18 (p. 13) Article 19 (p. 14) Article 19 Article 19 Article 19 Article 19 Article 19	No N	te guidance. for the levying of user charges.		ucing negative em	ironmental effect	s, for refuelling o		Promotion of low-	opulsion, and for
A Conventional strategic road is a road which is not a motorway or express re- Expapment associated with roads in my include in particular equipment for trail ransport infrastructure requirements in ordination of the provision or opinis (a). (b) or (c) of article 17(3): the safety of road transport infrastructure is assured, monitored and, when eccessary, improved in accordance with the procedure provided for by Directive closured in accordance with the procedure provided for by Directive closured in the procedure of the procedure provided for by Directive closured in the procedure of the proce	Article 18 (p. 13) Article 19 (p. 14) and in addition	No N	te guidance. for the levying of user charges.		ucing negative em	ironmental effect	s, for refuelling o	or recharging of vel		opulsion, and for
A Conventional strategic road is a road which is not a motorway or express ro. Lequipment associated with roads may include in particular equipment for all fransport infrastructure requirements 19 mass correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the procedure provided for by Direction 10 mass franciscon and the provided for by Direction 10 mass franciscon and the provided for by Direction 10 mass franciscon and the provided franciscon 10 mass francis	Article 18 (p. 13) Article 19 (p. 14) Article 19 Article 19 Article 19 Article 19 Article 19	No N	te guidance. for the levying of user charges.		ucing negative em	ironmental effect	s, for refuelling o		Promotion of low-	opulsion, and for

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

THE SEA										
Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the			nal influen	ce on:		Other (please indicate)	Comments
			field	1	2	3	4	5	triutcate)	
Infrastructure components										
Maritime transport infrastructure shall comprise in particular: (a) maritime space:	Г	No	-							
(b) sea canals;		No								
(c) maritime ports, including the infrastructure necessary for transport		Yes		1				Other	Shareholder in the management	
(d) the connections of the port area:	-	No						Other	management	
(e) dikes, locks and docks;								1		Flanders will
	Article 20 (p. 14)	Yes				Financing/Tend ering				contribute financially to the construction of the new maritime lock in Terneuzen.
(f) navigational aids; (g) port approaches and fairways:	-	No No	+				 	+	 	
(h) breakwaters:	1	No						1		
(i) motorways of the sea;		No								
associated equipment; k) telematic applications, including e-Maritime services and VTMIS.	4	No No								
Maritime ports shall be entry and exit points for the land infrastructure of the	comprehens		neet at least one of the following criteria:							
(a) The total annual passenger traffic volume exceeds 0,1 % of the total annual p				for this total volum	me is the latest ava	ilable three-year	average, based o	n the statistics pul	olished by Eurostat;	
(b) The total annual cargo volume - either for bulk or for non-bulk cargo handling	ng – exceeds	0,1% of the correspondi	ing total annual cargo volume handled in all I							based on the statistics
(c) The maritime port is located on an island and provides the sole point of acces										
(d) The maritime port is located in an outermost region or a peripheral area, out 3. Equipment associated with maritime transport infrastructure may include in particular in particu					no negative emileor	nmental effects f	or the use of alto	mative fuels ~	all as anuinment to once	ure year-round
navigability, including ice breaking, hydrological surveys, and for dredging, main Motorways of the sea	itenance and	protection of the port a	nd port approaches.	e errecis, iricidui	ig negative environ	illientat ellects, li	or the use of atter	native ideis, as w	ett as equipment to enst	ire year-round
 Motorways of the sea represent the maritime dimension of the trans-European 	n transport r	etwork and shall contrib	ute towards the achievement of a European	naritime transport	t space without bar	riers. They shall o	onsist of short-se	a routes, ports, as	sociated maritime infras	tructure and
equipment, and facilities as well as of simplified administrative formalities enabli			rvices between at least two ports, including h	interland connect	ions. Motorways of	the sea shall inc	lude:		Idevelopment of new	
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where	Article 21 (p. 14)	Yes					<u> </u>	Other	maritime connections	
 (b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, 				1						
information and communication technologies (ICT) such as electronic logistics	Article 21 (p. 15)	No		ı						
management systems, safety and security and administrative and customs	(p. 15)			1						
(c) infrastructure for direct land and sea access.	<u> </u>	No					<u> </u>			
 Projects of common interest for motorways of the sea in the trans-European t (a) constitute a maritime link and its hinterland connections within the core 	ransport net	work shall be proposed to	y at least two Member States. They shall take	one of the follow	ung forms:				development of new	1
network between two or more core network ports;	Article 21	Yes						Other	maritime connections from the ports	
(b) a maritime link and its hinterland connections between a core network port	(p.15)					-		Other		-
and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.	(g)	Yes		l					development of new maritime connections from the ports	
				ı				Other	concerned.	
 Projects of common interest for motorways of the sea in the trans-European to performance, such as the provision of shore side electricity that would help ship the hymogrephy of the control of the contro	s reduce the	ir emissions, making avai	ilable facilities for ice-breaking, activities ens	uring year-round	ports, such as servii navigability, dredgii motorways or trie	ing operations, al	ternative fuelling	facilities, as well a	nd goods activities for in s the optimisation of pro g to Onton marttime train	nproving environmental ocesses, procedures and isport as wet as the
Transport infrastructure requirements										
Member States shall ensure that:										
(a) Maritime ports are connected with railway lines or roads and, where possible inland waterways of the comprehensive network, except where physical		No								
(b) Any maritime port that serves freight traffic offers at least one terminal open to users in a non-discriminatory way and apply transparent charges	Article 22 (p.15)	No								
(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		No		l						
27. Member States shall ensure that ports include equipment necessary to assist to 27 November 2000 on port reception facilities for ship-generated waste and can 3. Member States shall implement VTMIS and SafeSeaNet as provided for in Dire	ao residues :	and in compliance with o	other relevant EU legislation.					e 2000/59/EC of t	ne European Parliament	and of the Council of
 Member States shall implement VTMIS and SafeSeaNet as provided for in Dire Priorities for maritime infrastructure development 	cuve zuuz/s	5/ EC and deploy e-Mant	ane services, including in particular maritime	single window se	rvices, as provided	ioi in Directive 2	010/03/EU.			
When promoting projects of common interest related to maritime infrastructure	and in addit	ion to the general priorit	ies set out in Article 10, priority shall be give	n to the following	į.					
 (a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, 		Yes								
measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant	Article 23			L				Other	Active promotion of sustainable transport.	<u> </u>
(b) interconnection of maritime ports with inland waterways;	(p.15)	No	1		\perp	$\perp = -$	↓	↓		!
 (c) implementation of VTMIS and e-Maritime services; (d) introduction of new technologies and innovation for promotion of alternative 	1	No			 	1	+	+	 	
(a) introduction of new technologies and innovation for promotion of atternative finals and anarov afficient maritima transport including LMG:	1	No					<u> </u>			
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		No	l I	ı						

5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	nal influen	e on:		Other (please indicate)	Comments
			field	1	2	3	4	5	thutcate)	
Infrastructure components										
Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;		No								
(b) airports;	Article 24 (p.16)	Yes		Planning		Financing/Tend ering	Maintainance	Other	Shareholder in the management structure of regional airport.	Flanders is shareholde in the management of regional airport Kortrijk-Wevelgem (although this is not a TEN-T airport).
(c) the connections of the airports to the other modes in the trans-European		No								
(d) associated equipment;		No								
(e) air navigation systems, including SESAR.	1 1	No								
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 the region in which it is situated is provided with a high-speed railway line; 	e total annua	l passenger volume of a	Il airports of the Union, unless the airport in	question is situate	ed outside a radius	s of 100 km from t	he nearest airpo	rt in the comprehe	nsive network or outside	e a radius of 200 km if
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the total	annual cargo	volume of all airports or	f the Union. The total annual passenger volu	me and the total a	nnual cargo volun	ne are based on th	e latest available	three-year averag	e, as published by Euros	stat.
Transport infrastructure requirements										
1. Member States shall ensure that any airport located on their territory offers at										
 Member States shall ensure that common basic standards for safeguarding civ of civil aviation security and repealing Regulation (EC) No 2320/2002, apply to th 				dance with Regula	tion (EC) No 300/2	2008 of the Europe	ean Parliament a	nd of the Council o	of 11 March 2008 on con	nmon rules in the field
 Member States shall ensure that infrastructure for air traffic management is su Parliament and of the Council (3). Regulation (EC) No 551/2004 of the European 	ch as to pern Parliament a	nit the implementation of and of the Council (4) a	of the Single European Sky in accordance wi and Regulation (EC) No 552/2004, and of air	th Regulation (EC) transport operation	No 549/2004 of the ns, in order to imp	ne European Parlia prove the performa	ment and of the ance and sustaina	Council (2), Reguability of the Europ	lation (EC) No 550/2004 ean aviation system, of i	of the European implementing rules and
Priorities for air infrastructure development										
In the promotion of projects of common interest related to air transport infrastru	cture, and in	addition to the prioritie	s set out in Article 10, priority shall be given							
(a) increase airport capacity;		Yes		Planning		Financing/Tend	Maintainance			Shareholder in the
(b) supporting the implementation of the Single European Sky and of air traffic	1	No		l	l		l			
management systems. in particular those deploying the SESAR system:	Article 26	140								
(c) improving multi-modal interconnections between airports and infrastructure	(p. 16)	No		l	l		l			
(d) improving sustainability and mitigating the environmental impact from	(p. 10)							+	t	andrenoider ar are

6. MULTIMODAL TRANSPORT

Criteria/Demands	Source	Yes/No	covered regultations in the			Regio	onal influ	ence	e on:		Other (please	Comments
			field	1		2	3		4	5	indicate)	
Infrastructure components												
Freight terminals or logistic platforms shall comply with at least one of the follow												
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 tonne												
(b) where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2	region, it is the main fr	eight terminal or logistic platform designate	d by the Me	mber:	State concerned, I	inked at least	to roa	ads and railways	for that NUTS 2 r	egion, or in the case of I	Member States with no
Transport infrastructure requirements												
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		No										
(b) without prejudice to the applicable provisions laid down in Union and national law, refight terminals and logistic platforms, inland and maritime ports as well as airports handling cargo should be equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable realt time	Article 28 (p.17)	No										
(c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where	Article 28 (p.17)											Not valid for the TEN- TaNS analyses in activity 4.2
Freight terminals shall be equipped with cranes, conveyors and other devices t	or moving fr	eight between different	transport modes and for the positioning and	storage of	freight	t.						
Priorities for multimodal infrastructure development												
In the promotion of projects of common interest related to multimodal transport	infrastructur	e, and in addition to the	general priorities set out in Article 10, prior	ity shall be o	given t	o the following:						
(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where processing and though facility template, and logistic platforms.	Article 29	No										
(b) removing the main technical and administrative barriers to multimodal	(p.17)	No										
(c) developing a smooth flow of information between the transport modes and enabling the provision of multimodal and single-mode services across the trans-		No										

7.1. Requirements for Core Rail Network

Criteria/Demands	Source Yes/No covered regultations in the								Other (please indicate)	Comments			
			field	1	2		3		4		5	thutcate)	
Infrastructure components													
 Innovative technologies, telematic applications and regulatory and go 	vernance m	easures for managing	the infrastructure use shall be taken int	o account in o	der to ensu	re reso	urce- effici	ent use	of transpor	t infrast	tructure fo	r both passengers and	freight transport
2. The infrastructure of the core network shall meet all the requirements set out	in Chapter II.	In addition, the followin	g requirements shall also be met by the infr	astructure of the	core networ	k, witho	ut prejudice	to para	igraph 3:				
(a) for rail transport infrastructure													
(i) full electrification of the line tracks and, as far as necessary for electric train		No											
onerations sidings		140						_					
(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 to run trains with a length of	Article 39	No											
(iii) full deployment of ERTMS:	(p.19)	No						_		_			
(iv) nominal track gauge for new railway lines: 1435 mm except in cases where		140			+			-		_			
the new line is an extension on a network the track gauge of which is different		No											
and detached from the main rail lines in the European Union													
Isolated networks are exempted from the requirements (i) to (iii).													
 Without prejudice to Directive 2008/57/EC, at the request of a Member State, a 	as regards ra	ilway transport infrastruc	ture, exemptions may be granted by the Co	mmission in dul	justified cas	ses as re	gards the tr	ain lenc	th, ERTMS, ax	le load,	electrificati	ion and line speed.	

7.2. Requirements for Core Road Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	nal influenc	e on:		Other (please indicate)	Comments
			field	1	2	3	4	5	ulutcate)	
(c) for road transport infrastructure:										
- the requirements under points a) or (b) of Article 17 (3)		No								
 the development of rest areas on motorways approximately every 100 kilometres in line with the needs of society, market and environment, in order inter alia to provide appropriate parking space for commercial road users with 	Article 39 (p.19)	No								
 availability of alternative clean fuels; 	7	No								

7.3. Requirements for Core Waterway and Maritime Network

Criteria/Demands	Criteria/Demands Source Yes/				Regio	Other (please indicate)	Comments			
			field	1	2	3	4	5	tilutcate)	
(b) for inland waterway and maritime transport infrastructure:										
- availability of alternative clean fuels;	Article 39 (n 19)	No								

7.4. Requirements for Core Air Network

7.4. Requirements for Core Att Network										
Criteria/Demands	Yes/No covered regultations in the		Regio	Other (please indicate)	Comments					
			field	1	2	3	4	5	thutcate)	
(d) for air transport infrastructure:										
- capacity to make available alternative clean fuels	Article 39	No								

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	nal influenc	e on:		Other (please	Comments
Citterta/Demands	Source	Tes/IVO	field	1	2	3	4	5	indicate)	Comments
rban Nodes										
nen developing the comprehensive network in urban nodes, Member States sh	hall, where fe	asible, aim to ensure:								Not valid for the TE
) for passenger transport: interconnection between rail, road, air and, as propriate, inland waterway and maritime infrastructure of the comprehensive										TaNS analyses in
o) for freight transport: interconnection between rail, road, and, as appropriate,		No								Turks undryses un
land waterway air and maritime infrastructure of the comprehensive network	4									
adequate connection between different railway stations, ports or airports of		No								
 seamless connection between the infrastructure of the comprehensive etwork and the infrastructure for regional and local traffic and urban freight elivery. including logistic consolidation and distribution centres: 	Article 30 (p.17)	Yes		Planning						
) mitigating exposure of urban areas to negative effects of transiting rail and		No		i summing						
) promotion of efficient low-noise and low-carbon urban freight delivery.		NO							Fromotion or	
		Yes		Planning				Other	sustainable urban and local transport.	
elematic Applications										
Telematic applications shall enable traffic management and the exchange of in dministrative procedures. Telematic applications shall facilitate seamless connections.							wing safety, sec	unity and environm	ental performance, as w	ell as simplifying
Telematic applications shall be deployed where feasible across the Union, in o	order to enabl	le a set of interoperable			Jour manaport					
The Telematic applications referred to in this Article shall, for the respective tr	ansport mod	es, include in particular.	•							
for railways: ERTMS;	Article 31	No		1						
	(p.17)	140		1						
for inland waterways: River Information Services;		No	ĺ	1						I
for road transport: ITS;	1	No		<u> </u>						
for maritime transport: VTMIS and e-Maritime services, including single	Article 31 (p.18)	No.								
indow services such as the maritime single window, port community systems	(p.16)	No								
for air transport: air traffic management systems, in particular those resulting		No								
ustainable Freight transport services		140		1					<u> </u>	
ember States shall pay particular attention to projects of common interest which	ch both provi	ide efficient freight tran	port services that use the infrastructure of	the comprehensive	network as well as	contribute to red	ucing carbon di	oxide emissions an	d other negative environ	nmental impacts whi
improve sustainable use of transport infrastructure, including its efficient		Yes						Other	sustainable transport.	
promote the deployment of innovative transport services, including through otorways of the Sea, telematic applications and the development of the										
ncillary infrastructure, necessary to achieve mainly environmental and safety		Yes								
lated goals of those services, as well as the establishment of relevant								Other	Promotion of sustainable transport.	
) facilitate multi-modal transport service operations including the necessary	1							Other	sustamable transport	
ccompanying information flows and improve cooperation between transport	Article 32	No								
rvice providers;	(p.18)									
l) stimulate resource and carbon efficiency, notably in the fields of vehicle		No								
action. driving/steaming. systems and operations planning:		NO								
 e) analyse, provide information on fleet characteristics and performance, dministrative requirements and human resources; 		No								
improve links to the most vulnerable and isolated parts of the Union. in										
articular outermost, island, emote and mountain regions		No								
lew technologies and innovation order for the comprehensive network to keep up with innovative technological	d decelerate									
) support and promote the decarbonisation of transport through transition to	at developme		e aim shall be in particular to:	1	1				Promotion of	
novative and sustainable transport technologies:		Yes						Other	sustainable transport.	
enable the decarbonisation of all transport modes by stimulating energy										
fficiency as well as the introduction of alternative propulsion systems, icluding electricity supply systems, and the provision of corresponding		Yes							Promotion of	
frastructure. Such infrastructure may include grids and other facilities		103							sustainable transport.	
ecessary for the energy supply, take account of the infrastructure – vehicle								Other	Awareness raising.	
) improve the safety and sustainability of the transport of goods and the		Yes						Other	sustainable transport.	
) improve the operation, management, accessibility, interoperability,		No								
ultimodality and efficiency of the network including multimodal ticketing and promote efficient ways to provide accessible and comprehensible	1	l	1	1	 	1		1	1	1
formation to all citizens regarding interconnections, interoperability and	Article 33	No								
promote measures to reduce external costs, such as congestion, health	(p.18)									
mane and pollution of any kind including poice and emissions:	1	No			ļ			1		
) introduce security technology and compatible identification standards on the	1	No	ĺ	1						I
and the same of th	1		1	1	1				impact on lower class	
		l	ĺ	1					(non-navigable)	I
) improve resilience to climate change;		Yes	ĺ	1					waterways and flood	I
•			1	1					prevention measures. Awareness raising	
			1		1	1	1	11		1
								Other	about climate change.	1

Safe and secure infrastructure										
Member States shall give due consideration to ensuring that transport	Article 34	No.								
infrastructure provides for safe and secure passenger and freight movements.	(p.18)	INO								
Climate change proven infrastructure and disaster resilience										
During infrastructure planning, Member States shall give due consideration to	Article 35	Yes							impact on lower class	
improving resilience to climate change and to environmental disasters.	(p.18)	res						Other	(non-navigable)	
	Environmental protection									
Environmental assessment of plans and projects shall be carried out in	Article 36									
accordance with the Union law on the environment, including Directives		No								
92/43/EEC. 2000/60/EC. 2001/42/EC. 2009/147/EC and 2011/92/EU.	(p.18)									
Accessibility for all users										
Transport intrastructure snall allow seamless mobility and accessibility for all	Article 37									
users, in particular elderly people, persons of reduced mobility and passengers	(p.19)	No								
with a disability										

9. Clean Power for Transport 9.1. General framework

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	nal influen	ce on:	Other (please	Comments			
	Source	Tes/No	covered regultations in the	1	2	3	4	5	indicate)	Comments		
National Policy Framework												
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:												
 assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity; 												
 objectives and committments on national targets, as required under Article 				ternative fuels is	nfrastructure;							
 assessment of measures necessary to ensure that the objectives contained 												
National targets shall be established and may be revised on the basis of an asse-												
Where necessary, Member States shall cooperate, through consultations or joint												
	Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.											
Member States shall notify their national policy frameworks to the Commission (within 36 months from the date of entry into force of this Directive).												
Based on the national policy frameworks, the Commission shall publish and upd	ite regularly i	nformation on the obje	ctives and committments submitted by each N	ember State reg	arding:							
 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. 												
Where appropriate, the following information shall also be published regarding:												
- hydrogen refuelling points accessible to the public;												
- Infrastructure for shore-side electricity supply in maritime and inland ports.												
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.												
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.												
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.												
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. 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. 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.												

9.2. Electricity supply

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio		Other (please	Comments		
	Jource	163/140	covered regultations in the	1	2	3	4	5	indicate)	Comments
Recharging points										
Member States shall set up an appropriate number of recharging points accessible to the public in their national policy frameworks and shall ensure that they are put into place, by 31 December 2030 at the latest. Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible to the public.	Article 4, §1& 2a	No								
Member States shall ensure that normal power rechanging points for electric whethics, excluding viewless or inductive units, deployed or nemeded as from [36] from norths from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.11 and comply with specific safety requirements in force at national level. Whether's tates while ansure that high power rechanging points for electric Whether's tates while ansure that high power rechanging points for electric which is excluding witeless or inductive units, deployed or renewed as from [36] mornoths from the date of entry into force of this Directive] comply at least with mornoths from the date of entry into force of this Directive] comply at least with	Article 4, §3	No								
Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive	Article 4, §6	No								
Shore side electricity						l		l		
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	Article 4, §4	No								
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.	Article 4, §5	No								
Electricity supply										
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 contracts assist contractual basis, including in the name and on behalf of other service providers. All recharging positions accessible to the public shall also provide for ad-hoc changing possibility without entering in a contract with the electricity's supplier or operator concerned.	Article 4, §8, §8a and §8b	No								
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.	Article 4, §9	No								
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	Article 4, §10	No								
9.3. Hydrogen supply										
			Documentation regarding		Pegio	nal influen	ce on:		Other (please	
Criteria/Demands	Source	Yes/No	covered regultations in the		Regio	nat tilituen	ce on.		indicate)	Comments

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	Other (please indicate)	Comments			
			field	1	2	3	4	5	tiluteate)	
Road transport										
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 wehicles, including fuel cell wehicles, within networks determined by those Member States including roses-border links where	Article 5, §1	No								
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	Article 5, §2	No								

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	nal influenc	e on:		Other (please	Comments
Criteria/Demands	Source	Yes/No	covered regultations in the	1	2	3	4	5	indicate)	Comments
General considerations on LNG										
Lispefied Natural Gas (LNO) is an attractive fuel alternative for vessels to meet the requirements for decreasing the supplur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/12/EC as regards the sulphur content of marine fuels. A core network of LNOs refuelling points for marine and inland workersy vessels schools be available at least by the end of 2030. The initial focus on the core technique for the control of the control of the control of the control of switch and the control of the control of switch and the control of the control of switch and the control of switch and the control of switch and the control of switch and the control of switch and switch and switch and switch and switch and switch and switch and switch and switch and switch swi	Cons. 21	No								
LNG, including liquified bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission	Cons. 22	No								
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.	Cons. 23	No								
Ports and indland waterways										
Premoter States shall ensure that an appropriate number or requesting points for UNG is provided at markine 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] let the latest. Member States shall co-porate with neighbouring Member States where necessary to ensure adequate con- training the state of th	Article 6, §1	No								
retember states state issue unail an appropriate inturnied or retreating points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway ressels or sea-going ships throughout the TEN-T Core Network, by [31 December 2003] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of they account.	Article 6, §2	No								
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.	Article 6, §2a	No								
Road transport										
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.	Article 6, §3	No		•						
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 (32) December 2020 to the lakes	Article 6, §6	No								
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.	Article 6, §7	No								

Criteria/Demands		Yes/No	Documentation regarding		Regio	Otner (please	Comments			
	Source	163/110	covered regultations in the	1	2	3	4	5	indicate)	Comments
User infromation for transport fuels										
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 which ensurable, are travelleing and recharging points, and motor vehicle desirable; by the reference of the results of the result										
Member States shall ensure that the data of the geographic location of the refue the data may include information on real-time accessibility as well as historical a			le to the public of alternative fuels covered in	this Directive, wh	nen available, is acc	cessible in an ope	n and non-discrir	minatory basis to a	ll users. For recharging p	oints, where available,