



**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
- FINANCING/TENDERING
- MAINTENANCE
- 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.

Please indicate on which administration level your focus is:

Provincial level

1. RAILWAY TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Railway transport infrastructure shall comprise in particular:										
a) high-speed and conventional railway lines, including:										
(i) sidings;	Article 11 (p.10)	No								
(ii) tunnels;		No								
(iii) bridges;		No								
(b) freight terminals and logistic platforms for the transhipment of goods within the rail mode and between rail and other transport modes;		Yes						Other	management structure.	
(c) stations along the lines indicated in Annex 1 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-T/ANS analyses in	
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		No								
(e) associated equipment;		No								
(f) telematic applications;		No								
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		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of		No								
(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, <i>except for transportable discrete sets installed at conventional speed by high-speed</i>	Article 11 (p.11)	No								
(iv) Railway lines for conventional transport;		No								
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.										
Transport infrastructure requirements										
1. Freight terminals shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.										
2. Member States shall ensure that the railway infrastructure:										
(a) save in the case of isolated networks, is equipped with ERTMS;		No								
(b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community, and its implementation measures, in order to achieve the	Article 12 (p.11)	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		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 European Parliament and of the Council, as regards access to freight terminals;		No								
3. At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.										
Priorities for railway infrastructure development										
When promoting 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:										
(a) deploying ERTMS;		No								
(b) migrating to 1435 mm nominal track gauge;		No								
(c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including	Article 13 (p.11)	No								
(d) meeting the infrastructure requirements and enhancing interoperability;		No								
(e) improving the safety of level crossings;		Yes							planning and projecting of level crossing projects which have an impact	
(f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure;	Article 13 (p.12)	No	Planning	Projection						

2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Inland waterways infrastructure shall comprise in particular:										
(a) rivers;	Article 14 (p.12)	No								
(b) canals;		No								
(c) lakes;		No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to inland waterway navigation;		Yes		Planning			Financing/Tendering			impact on lower class (non-navigable) waterways and flood prevention measures.
(e) inland ports including the infrastructure necessary for transport operations within the port area;		Yes		Planning			Financing/Tendering			of provincial level participation in inland terminals.
(f) associated equipment;		Yes				Projection	Financing/Tendering			
(g) telematic applications, including RIS;	No									
(h) the connections of the inland ports to the other modes in the transport network;	No									
2. To be part of the comprehensive network, inland ports shall have an annual freight transhipment volume exceeding 500 000 tonnes. The total annual freight transhipment volume shall be based on the latest available three-year average, as published by Eurostat.										
3. Equipment associated with inland waterways may include equipment for the 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.										
Transport infrastructure requirements										
1. Member States shall ensure that inland ports are connected with the road or rail infrastructure.										
2. Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.										
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 Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation.	Article 15 (p. 12)	No								
At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission from the minimum requirements on draft and locks.		No								
(b) rivers, canals and lakes shall be maintained so as to preserve good navigation state while respecting the applicable environmental legislation		No								
(c) rivers, canals and lakes are equipped with RIS.	No									
Priorities for inland waterway infrastructure development										
In the promotion of projects of common interest related to inland waterway 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 waterway class IV;	Article 16 (p. 12)	No								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of the class IV;		No								
(c) implementing telematic applications, including RIS;		No								
(d) connecting inland port infrastructure to rail freight and road transport infrastructure;		No								
(e) paying particular attention to free-flowing rivers close to their natural state and which are therefore the object of lower pressure;		No								
(f) the promotion of sustainable inland waterway transport.		Yes						Other	Active promotion of sustainable transport.	
(g) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.	No									

3. ROAD TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Road transport infrastructure shall comprise in particular:										
(a) high quality roads, including:										
(i) bridges;	Article 17 (p.13)	No								
(ii) tunnels;		No								
(iii) junctions;		No								
(iv) crossings;		Yes		Planning		Financing/Tendering			planning and projecting of crossings projects which have an impact on the local networks (for pedestrians and	
(v) interchanges;		No								
(vi) hard shoulders;		No								
(b) parking and rest areas;		No								
(c) associated equipment;		No								
(d) telematic applications including ITS;		No								
(e) freight terminals and logistic platforms;		Yes						Other	Shareholder in the management	
(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;	No									
(g) coach stations.									Not valid for the TEN-	
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;										
(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										
(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										
Transport infrastructure requirements										
(a) roads 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 Directive 2004/54/EC of the European Parliament and of the Council;	Article 18 (p. 13)	No								
(c) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council;		No								
(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;		No								
(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 the objectives set out in that Directive.	Article 19 (p. 14)	No								
Priorities for road infrastructure development										
In the promotion of 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;	Article 19 (p. 14)	No								
(b) use of ITS, in particular multi-modal information and traffic management and to enable integrated, coordinated and consistent systems;		No								
(c) introduction of new technologies and innovation for promoting low carbon transport;		Yes						Other	Promotion of low-carbon transport.	
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security;		No								
(e) the mitigation of congestion on existing roads;		Yes	Planning							

5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;	Article 24 (p.16)	No								
(b) airports;		Yes		Planning		Financing/Tendering	Maintenance	Other	Shareholder in the management structure of regional airport	Flanders is shareholder 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		No								
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;										
(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. The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, as published by Eurostat.										
Transport infrastructure requirements										
1. Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.										
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 of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, apply to the air transport infrastructure of the comprehensive network.										
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 (2), Regulation (EC) No 550/2004 of the European Parliament and of the Council (3), Regulation (EC) No 551/2004 of the European Parliament and of the Council (4) and Regulation (EC) No 552/2004, and of air transport operations, in order to improve the performance and sustainability of the European aviation system, of implementing rules and										
Priorities for air 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) increase airport capacity;	Article 26 (p. 16)	Yes		Planning		Financing/Tendering	Maintenance			Shareholder in the
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those developing the SESAR system;		No								
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes;		No								
(d) improving sustainability and mitigating the environmental impact from aviation;		Yes		Planning		Financing/Tendering	Maintenance			management structure of regional airport.

6. MULTIMODAL TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
Freight terminals or logistic platforms shall comply with at least one of the following criteria:										
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or exceeds, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;										
(b) where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2 region, it 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										
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	Article 28 (p.17)	No								
(b) without prejudice to the applicable provisions laid down in Union and national law, freight 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 real time		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	
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.										
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transport 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	Article 29 (p.17)	No								
(b) removing the main technical and administrative barriers to multimodal		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								

Safe and secure infrastructure										
Member States shall give due consideration to ensuring that transport infrastructure provides for safe and secure passenger and freight movements.	Article 34 (p.18)	No								
Climate change proven infrastructure and disaster resilience										
During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.	Article 35 (p.18)	Yes						Other	Impact on lower class (non-navigable)	
Environmental protection										
Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 89/617/EEC, 2003/60/EC, 2001/42/EC, 2009/147/EC and 2011/92/EU	Article 36 (p.18)	No								
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.	Article 37 (p.19)	No								

9. Clean Power for Transport

9.1. General framework

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
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 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.										
National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.										
Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.										
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 16 months from the date of entry into force of this Directive.										
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:										
- 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.										

