



**DENMARK
(DK)**

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:

Municipal level (98 municipalities)

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)	Yes	Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8b, §21e. https://www.retsinformation.dk/Forms/R0710.aspx?id=134111	Planning	Projection	Financing/Tendering	Construction	Maintenance		Infrastructure managers can carry out studies and /or design of links without prior permission from the Danish Transport Authorities.
(ii) tunnels;		No								
(iii) bridges;		No								
(b) freight terminals and logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;		No								
(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;										Not valid for the TEN-TaNS analyses
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;	Article 11 (p.11)	Yes	Act No. 937 of 24 September 2009. Planning Act. Chapter 5, §13. https://www.retsinformation.dk/Forms/r0710.aspx?id=144425	Planning						Municipalities provide via local plans the framework which gives instructions on the site usage, properties size and scope, road and paths, etc. Stk 15
(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 250 km/h;		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;		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 operating in the same direction as the high-speed lines at conventional speed;	Article 11 (p.11)	No								
(b) Railway lines for conventional transport.		Yes	Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8b, §21e https://www.retsinformation.dk/Forms/R0710.aspx?id=134111	Planning	Projection	Financing/Tendering	Construction	Maintenance		After the projection phase, the construction phase requires permission from the Danish
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 implementing measures in order to achieve the interoperability of the comprehensive network;		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 procedure provided for in Article 9 of Directive 2008/57/EC;	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 European parliament and of the Council, as regards access to freight		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 noise protection barriers;	Article 13 (p.11)	Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §15 (2). https://www.retsinformation.dk/Forms/r0710.aspx?id=133336	Planning	Construction	Maintenance				
(d) meeting the infrastructure requirements and enhancing interoperability;		No								
(e) improving the safety of level crossings;		Yes	Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8a, §21a. https://www.retsinformation.dk/Forms/R0710.aspx?id=134111	Planning	Projection	Financing/Tendering	Construction	Maintenance		

(f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure	Article 13 (p.12)	No								
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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	show that there are no inland waterways in Denmark. P. 32 http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:348:0001:0128:EN:PDF							
(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;		No								
(e) inland ports including the infrastructure necessary for transport operations within the port area;		No								
(f) associated equipment;		No								
(g) telematic applications, including RIS;		No								
(h) the connections of the inland ports to the other modes in the trans-European 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 cargoes 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 the ECMT in order to meet market demands;	Article 15 (p. 12)	No								
(b) rivers, canals and lakes shall be maintained so as to preserve good navigational status, 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 waterways 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 inland waterways;		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 can therefore be subject of specific measures;		No								
(f) the promotion of sustainable inland waterway transport;		No								
(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	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (4,5). https://www.retsinformation.dk/Forms/R0710.aspx?id=137745							
(ii) tunnels;		No								
(iii) junctions;		No								
(iv) crossings;		No								
(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	Act No. 937 of 24 September 2009. Planning Act. Chapter 5, §13. https://www.retsinformation.dk/Forms/r0710.aspx?id=144425	Planning						Municipalities provide via local plans the framework which gives instructions on the site usage, properties size and scope, road and
(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;	Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (5). https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(g) coach stations.									Not valid for the TEN-TaNS analyses in activity 4.2	
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);	Article 18 (p. 13)	No								
(b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council;		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 (3) and with Commission Decision 2009/750/EC	Article 19 (p. 14)	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 delegated acts adopted under that Directive.		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 communication and payment systems;		No								
(c) introduction of new technologies and innovation for promoting low carbon transport;		Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 11, §106. https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security.		Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 11, §107. https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance	administration of parking fees on special public parking spaces.	
(e) the mitigation of congestion on existing roads.		No								

4. MARITIME TRANSPORT AND MOTORWAYS OF THE SEA

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. Maritime transport infrastructure shall comprise in particular:										
(a) maritime space;	Article 20 (p. 14)	No								
(b) sea canals;		No								
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;		Yes	Act No. 457 of 23 May 2012. Act on Ports. Chapter 4, §6. https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) the connections of the ports to the other modes in the trans-European transport network;		Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (5). https://www.retsinformation.dk/Forms/R0710.aspx?id=137745 Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8b, §21e https://www.retsinformation.dk/Forms/R0710.aspx?id=134111	Planning	Projection	Financing/Tendering	Construction	Maintenance	Infrastructure managers can carry out studies and /or design of links without prior permission from the Danish Transport	
(e) dykes, locks and docks;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(f) navigational aids;		Yes								
(g) port approaches and fairways;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(h) breakwaters;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(i) motorways of the sea;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(j) associated equipment;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(k) telematic applications, including e-Maritime services and VTMS.		No								
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:										
(a) The total annual passenger traffic volume exceeds 0,1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;										
(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0,1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the										
(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;										
(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.										
3. Equipment associated with maritime transport infrastructure may include in particular equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice breaking, hydrological surveys, and for dredging, maintenance and protection of the port and port approaches.										
Motorways of the sea										
1. Motorways of the sea represent the maritime dimension of the trans-European transport network and shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways of the sea shall include:										
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where it is possible to connect to the Union;	Article 21 (p. 14)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs	Article 21 (p. 15)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (2) https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) infrastructure for direct land and sea access.		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance		
2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:										
(a) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;	Article 21 (p.15)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance	by the Danish Transport Ministry.	
(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintenance	by the Danish Transport Ministry.	
3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore side electricity that would help ships reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.										
4. By two years after the designation of the Coordinator for Motorways of the Sea as provided for in Article 51, the Coordinator shall present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union maritime transport as well as the										
Transport infrastructure requirements										
1. 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	Article 22 (p.15)	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		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		No								
2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues and in compliance with other relevant EU legislation.										
3. Member States shall implement VTMS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.										
Priorities for maritime infrastructure development										
When promoting projects of common interest related to maritime infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										

(a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant	Article 23 (p.15)	Yes										
(b) interconnection of maritime ports with inland waterways;		No										
(c) implementation of VTMS and e-Maritime services;		No										
(d) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, including LNG;		Yes	Act No. 457. Act on Ports. Chapter 4, §9 (6). https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintainance				
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		Yes	Act No. 457. Act on Ports. Chapter 4, §6a, §9. https://www.retsinformation.dk/Forms/R0710.aspx?id=141663	Planning	Projection	Financing/Tendering	Construction	Maintainance				

8. COMMON PROVISIONS

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please	Comments
				1	2	3	4	5		
Urban Nodes										
When developing the comprehensive network in urban nodes, Member States shall, where feasible, aim to ensure:										
(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;	Article 30 (p.17)									Not valid for the TEN-TaNS analyses in activity 4.2
(b) for freight transport: interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure of the comprehensive network;		Yes	Act No. 1048 of 3 November 2011. Act on Public Roads, Chapter 3, §26. https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;		Yes	Act No. 1048 of 3 November 2011. Act on Public Roads, Chapter 3, §26. https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres;		Yes	Act No. 1048 of 3 November 2011. Act on Public Roads, Chapter 3, §26. https://www.retsinformation.dk/Forms/R0710.aspx?id=137745	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) mitigating exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas;		Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.aspx?id=132218	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.aspx?id=132218	Planning	Projection	Projection	Construction	Maintenance		
Telematic Applications										
1. Telematic applications shall enable traffic management and the exchange of information within and between transport modes for multi-modal transport operations and value added transport-related services, improving safety, security and environmental performance, as well as simplifying administrative procedures. Telematic applications shall facilitate seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local transport.										
2. Telematic applications shall be deployed where feasible across the Union, in order to enable a set of interoperable basic capabilities in all Member States.										
3. The Telematic applications referred to in this Article shall, for the respective transport modes, include in particular:										
- for railways: ERTMS;	Article 31 (p.17)	No								
- for inland waterways: River Information Services;	Article 31 (p.18)	No								
- for road transport: ITS;		No								
- for maritime transport: VTMS and e-Maritime services, including single window services such as the maritime single window, port community systems and relevant customs information systems;	Article 31 (p.18)	No								
- for air transport: air traffic management systems, in particular those resulting from SESAR.		No								
Sustainable Freight transport services										
Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network as well as contribute to reducing carbon dioxide emissions and other negative environmental impacts which aim to:										
(a) improve sustainable use of transport infrastructure, including its efficient management;	Article 32 (p.18)	Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.aspx?id=132218	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) promote the deployment of innovative transport services, including through Motorways of the Sea, telematic applications and the development of the ancillary infrastructure, necessary to achieve mainly environmental and safety related goals of those services, as well as the establishment of relevant governance structures;		Yes	Act No. 937 of 24 September 2009. Planning Act, Chapter 4, §11. https://www.retsinformation.dk/Forms/r0710.aspx?id=144425	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) facilitate multi-modal transport service operations including the necessary accompanying information flows and improve cooperation between transport service providers;		No								
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning;		Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.aspx?id=132218	Planning						
(e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources;		Yes	http://ejus.vtu.lt/mest/mestirakodai/trafiktaellingPlanUdfoerEfterb.pdf	Planning						e.g. Analysis of AADT data.
(f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, remote and mountain regions		No								
New technologies and innovation										
In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:										
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies;		Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.aspx?id=132218	Planning	Projection	Financing/Tendering	Construction	Maintenance		

(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems, including electricity supply systems, and the provision of corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure – vehicle interface and encompass telematic applications;
(c) improve the safety and sustainability of the transport of goods and the movement of persons;
(d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network including multimodal ticketing
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality;
(f) promote measures to reduce external costs, such as congestion, health damage and pollution of any kind including noise and emissions;
(g) introduce security technology and compatible identification standards on the networks;
(h) improve resilience to climate change;
(i) further advance the development and deployment of telematic applications within and between modes of transport

Article 33
(p.18)

Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1. https://www.retsinformation.dk/Forms/R0710.aspx?id=159161 Act on sustainable biofuels and reducing greenhouse gas emissions from transport Chapter 1, §2 (1) LINK Act No. 1329 Act on Electricity Supply. Chapter 1, §5 (11) https://www.retsinformation.dk/Forms/R0710.aspx?id=159161	Planning	Projection	Financing/Tendering				
No								
No								
No								
Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/R0710.aspx?id=159161	Planning	Projection	Financing/Tendering	Construction	Maintenance		
No								
Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1. https://www.retsinformation.dk/Forms/R0710.aspx?id=159161 Act on sustainable biofuels and reducing greenhouse gas emissions from transport Chapter 1, §2 (1) LINK Act No. 1329 Act on Electricity Supply. Chapter 1, §5 (11) https://www.retsinformation.dk/Forms/R0710.aspx?id=159161	Planning	Projection	Financing/Tendering	Construction	Maintenance		
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	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 36 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.										
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 covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
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, §18 & 2a	Yes	Planning Act, Chapter 5, §11, §13. http://www.ens.dk/sites/ens.dk/files/info/nyheder/nyhedsarkiv/arbejdsgruppe-giver-bud-paa-udrulningsplan-ladestander	Planning						
Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.1.1 and comply with specific safety requirements in force at national level. Member States shall ensure that high power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from [36 months from the date of entry into force of this Directive] comply at least with the technical specifications set out in Annex III.1.2.	Article 4, §3	Yes	Act No. 1329 Act on Electricity Supply, Chapter 1, §5 (11) https://www.retsinformation.dk/Forms/R0710.aspx?id=159158	Planning	Projection	Financing/Tendering	Construction	Maintenance		
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	Yes	Act No. 1329 Act on Electricity Supply, Chapter 1, §5 (11) https://www.retsinformation.dk/Forms/R0710.aspx?id=159158 Planning Act, Chapter 5, §11. http://www.ens.dk/sites/ens.dk/files/info/nyheder/nyhedsarkiv/arbejdsgruppe-giver-bud-paa-udrulningsplan-ladestander-elbiler/Redeg_ladestander_elbiler_jan2011_final.pdf	Planning	Projection	Financing/Tendering	Construction	Maintenance		
Shore side electricity										
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including environmental benefits.	Article 4, §4	Yes	Act No. 1329 Act on Electricity Supply, §2, 2. https://www.retsinformation.dk/Forms/R0710.aspx?id=159158							
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	Yes	Act No. 1329 Act on Electricity Supply, https://www.retsinformation.dk/Forms/R0710.aspx?id=159158							
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 customers on a contractual basis, including in the name and on behalf of other service providers. All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier or operator concerned. Member States shall ensure that prices charged by the operators of recharging points accessible to the public are not excessive.	Article 4, §8, §8a and §8b	Yes	Act No. 576 of 18 June 2012 Law amending the Law on the Promotion of Renewable Energy Electricity Supply Act, Natural Gas Supply Act and the Act on Energinet.dk https://www.retsinformation.dk/Forms/R0710.aspx?id=142361	Planning	Projection	Financing/Tendering	Construction	Maintenance		
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	Yes	Act No. 674 of 21/06/2011. Act on sustainable biofuels and reducing greenhouse gas emissions from transport. §2, 5. https://www.retsinformation.dk/Forms/R0710.aspx?id=137888 Act No. 1329 Act on Electricity Supply, Chapter 4, §20. https://www.retsinformation.dk/Forms/R0710.aspx?id=159158	Planning	Projection	Financing/Tendering	Construction	Maintenance		
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are located.	Article 4, §10	No								

9.3. Hydrogen supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
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 vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links	Article 5, §1	Yes	Act No. 674 of 21/06/2011. Act on sustainable biofuels and reducing greenhouse gas emissions from transport. §2, 5. https://www.retsinformation.dk/Forms/R0710.aspx?id=137888	Planning	Projection	Financing/Tendering	Construction	Maintenance		

<p>Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.</p>	<p>Article 5, §2</p>	<p>Yes</p>	<p>Act No. 674 of 21/06/2011. Act on sustainable biofuels and reducing greenhouse gas emissions from transport. §2, 5. https://www.retsinformation.dk/Forms/R0710.aspx?id=137888</p>	<p>Planning</p>	<p>Projection</p>	<p>Financing/Tendering</p>	<p>Construction</p>	<p>Maintenance</p>		
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9.4. Natural gas supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
General considerations on LNG										
Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations. The decision on the location of the LNG refuelling points at inland ports	Cons. 21	Yes	Act no. 1331 Act on Natural Gas Supply §2, §5 https://www.retsinformation.dk/Forms/r0710.aspx?id=142361 Act No. 576 Law amending the Law on the Promotion of Renewable Energy Electricity Supply Act, Natural Gas Supply Act and the Act on Energinet.dk https://www.retsinformation.dk/Forms/R0710.aspx?id=159161	Planning	Projection	Financing/Tendering	Construction	Maintenance		
LNG, including liquified bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.	Cons. 22	Yes	Act no. 1331 Act on Natural Gas Supply §2, §5 https://www.retsinformation.dk/Forms/r0710.aspx?id=142361 Act No. 576 Law amending the Law on the Promotion of Renewable Energy Electricity Supply Act, Natural Gas Supply Act and the Act on Energinet.dk https://www.retsinformation.dk/Forms/R0710.aspx?id=159161	Planning	Projection	Financing/Tendering	Construction	Maintenance		
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	Yes	Act no. 1331 Act on Natural Gas Supply §2, §5 https://www.retsinformation.dk/Forms/r0710.aspx?id=142361	Planning	Projection	Financing/Tendering	Construction	Maintenance		
Ports and inland waterways										
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate	Article 6, §1	No								
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	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 [31 December 2030] at the latest.	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								

9.5. User information

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
User information 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 vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships in their territory.										
Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging points, where available, the data may include information on real-time accessibility as well as historical and real-time charging information.										