



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 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 regultations in the		Reg	ional influenc	e on:		Other (please	Comments
			field	1	2	3	4	5	indicate)	
Infrastructure components								-		
1. Railway transport infrastructure shall comprise in particular.										
a) high-speed and conventional railway lines, including:	1	1		1	1	1	1	1	1	1.6
(i) sidings;										Infrastructure managers can carn
										out studies and /o
	Article 11		Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8b, §21e.			Financing/Tenderi				design of links
	(p.10)	Yes	https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	ng	Construction	Maintainance		without prior permission from
			spx?id=134111							the Danish
										Transport
										Authorities.
(ii) tunnels;	-	No			-					
<ul> <li>(iii) bridges;</li> <li>(b) freight terminals and logistic platforms for the transhipment of goods</li> </ul>		No			-					
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										Not valid for the TEN-TaNS analyses
within the rail mode and between rail and other transport modes;										in activity 4.2
										Municipalities provide via local
	Article 11 (p.11)									plans the
Albah	(p.11)		Act. No. 937 of 24 September 2009. Planning							framework which
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		Yes	Act. Chapter 5, §13. https://www.retsinformation.dk/Forms/r0710.as	Planning						gives instructions
are outer modes at the data zaropean dataport fetholity			px?id=144425							on the site usage, properties size and
										scope, road and
										paths, etc. Stk 15
(e) associated equipment;		No								
(f) telematic applications. 2. Railway lines shall take one of the following forms:		No					1			
(a) Railway lines for high speed transport which are:										
(i) specially built high-speed lines equipped for speeds equal to or greater	T	No		1						
than 250 km/h;		INO								
(ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/b:		No								
(iii) specially upgraded high-speed lines which have special features as a resul	t									
of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting	Article 11	No								
lines between the high-speed and conventional networks, lines through	(p.11)	110								
stations, according to terminals, denote ats, travelled at conventional speed by	-		Act No. 1249 of 11 November 2010. Act on							After the projection
(b) Railway lines for conventional transport.			Railways. Chapter 8b, 21e			ris and a created				After the projection face, the
		Yes	https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	Financing/Tenderi	Construction	Maintainance		construction phase
			spx?id=134111			ing				requires permission
3. The technical equipment associated with railway lines may include electrific	ation systems,	equipment for the bo	arding and alighting of passengers and the loadin	g and unloading	of cargo in station	s, logistic platforms a	nd freight termir	hals. It may include	any facility, such as	
changing facilities for rail, necessary to ensure the safe, secure and efficient o	peration of veh	nicles, including their r	educed impact on the environment and improved	interoperability.						
Transport infrastructure requirements										
<ol> <li>Freight terminals shall be connected with the road or, where possible, inland</li> </ol>	d waterway inf	rastructure of the com	prehensive network.							
<ol><li>Member States shall ensure that the railway infrastructure:</li></ol>										
(a) save in the case of isolated networks, is equipped with ERTMS;	1	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		No								
interoperability of the comprehensive network:										
(c) complies with the requirements of the TSIs adopted pursuant to Article 6 o										
Directive 2008/57/EC, except where allowed by the relevant TSI or under the	(p.11)	No								
procedure provided for in Article 9 of Directive 2008/57/EC										
procedure provided for in Article 9 of Directive 2008/57/EC;	-									
procedure provided for in Article 9 of Directive 2008/57/EC; (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								
procedure provided for in Article 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings; (e) complies with the requirements laid down in Directive 2012/34/EU of the		No								
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidinas; (e) complies with the requirements laid down in Directive 2012/34/EU of the European particliment and of the Council, as regards access to freight	a granted by t	No	ot of requirements that as beyond the requirements	ants of Direction	2009/57/50 00000	ming EPTMS and elec	trification			
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidinas; lev complies with the requirements laid down in Directive 2012/34/EU of the European particument and of the Council, as regards access to freight 3. At the request of a Member State, in duly justified cases, exemptions shall b	e granted by t	No	ect of requirements that go beyond the requirem	ents of Directive	2008/57/EC conce	rning ERTMS and elec	trification.			
procedure provided for in Article 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings (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 3. At the request of a Member State, in duly isutified cases, exemptions shall b <b>Priorities for railway infrastructure development</b>		No he Commission in resp			2008/57/EC conce	ming ERTMS and elec	trification.			
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procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidinos; (e) complies with the requirements laid down in Directive 2012/34/EU of the European particument and of the Council, as regards access to freight 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERIMS;		No ne Commission in response to the general prior No			2008/57/EC conce	ming ERTMS and elec	trification.	 		<u> </u>
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidinas; (e) complies with the requirements liad down in Directive 2012/34/EU of the European partitument and of the Council, as regards access to freight 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERTMS; (b) migrating to 1435 mm nominal track gauge; (c) mitigating the impact of noise and vibration caused by rail transport, in (c) mitigating to 1435 mm common interest related to railway infrastructure (a) mitigating to 1435 mm nominal track gauge;		No he Commission in resp on to the general prior	ties set out in Article 10, priority shall be given to Act No. 879 of 26 June 2010. Act on		2008/57/EC conce	ming ERTMS and elec	trification.			
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings; (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 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERTMS; (b) migrating to 1435 mm nominal track gauge; (c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including	and in additio	No ne Commission in response to the general prior No	ties set out in Article 10, priority shall be given to Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §15 (2).		2008/57/EC conce	ming ERTMS and elec	trification.			
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings; (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 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERTMS; (b) migrating to 1435 mm nominal track gauge; (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;	and in additio	No ne Commission in resp nt to the general priori No Yes	ties set out in Article 10, priority shall be given to Act No. 879 of 26 June 2010. Act on	the following:			trification.			
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procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings; (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 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERTMS; (b) migrating to 1435 mm nominal track gauge; (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;	and in additio	No ne Commission in resp no to the general priori No No Yes No	ties set out in Article 10, priority shall be given to Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §15 (2). https://www.retsinformation.dk/Forms/r0710.act Act No. 1249 of 11 November 2010. Act on	the following:	Construction	Maintainance				
procedure provided for in Árticle 9 of Directive 2008/57/EC; (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidinas; (e) complies with the requirements liad down in Directive 2012/34/EU of the European particument and of the Council, as regards access to freight 3. At the request of a Member State, in duly justified cases, exemptions shall b <b>Priorities for railway infrastructure development</b> When promoting projects of common interest related to railway infrastructure (a) deploying ERTMS; (b) migrating to 1435 mm nominal track gauge; (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; (d) meeting the infrastructure requirements and enhancing interoperability;	and in additio	No ne Commission in resp nt to the general priori No Yes	ties set out in Article 10, priority shall be given to Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §15 (2). https://www.retinformation.dk/Forms/r0710.a:	Planning			trification.	Maintainance		

(f) where appropriate, connecting railway transport infrastructure with inland	Article 13	No				
waterway port intrastructure	(p.12)					

### 2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

			Documentation regarding		Regi	ional influenc	e on:		Other	
Criteria/Demands	Source	Yes/No	covered regultations in the field	1	2	3	4	5	(please indicate)	Comments
Infrastructure components										
<ol> <li>Inland waterways infrastructure shall comprise in particular:</li> </ol>										
(a) rivers;		No	show that there are no inland waterways in Denmark. P. 32 http://eur- lex.europa.eu/Lex/UriServ/Lex/UriServ.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	Article 14 (p.12)	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 transh	inment volume exceed	ing 500 000 tonnes. The total annual freight transh	pment volume	shall be based on t	he latest available th	ree-vear average	as published by	Furostat	
carbon intensity. It may also include waste reception facilities, shore-side elect <b>Transport infrastructure requirements</b> 1. Member States-shall ensure that inland ports are connected with the road or	rail infrastruc	ture.		,					····	
2. Inland ports shall offer at least one freight terminal open to all operators in	a non-discrim	inatory way and apply	ransparent 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	Article 15	No								
(b) rivers, canals and lakes shall be maintained so as to preserve good	(p. 12)	No								
(c) rivers, canals and lakes are equipped with RIS.	1	No								
Priorities for inland waterway infrastructure development	-									
In the promotion of projects of common interest related to inland waterway in	frastructures,	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;		No								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of		No								
the ECMT in order to meet market demands: (c) implementing telematic applications, including RIS;	A-1-1-10	No								
(d) connecting inland port infrastructure to rail freight and road transport	Article 16 (p. 12)	No	1							
(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		No				1				
necessary for transport operations within the port area					1	1	1	1	1	1

### 3. ROAD TRANSPORT

			Documentation regarding		Reg	ional influence	e on:		Other	
Criteria/Demands	Source	Yes/No	covered regultations in the field	1	2	3	4	5	(please indicate)	Comments
nfrastructure components					•			•		
L. Road transport infrastructure shall comprise in particular: a) high quality roads, including:										
i) bridges;	T		Act No. 1048 of 03/11/2011. Act on Public	1	Т	1	1	1	1	1
		No	Roads. Chapter 1, §2 (4,5). https://www.retsinformation.dk/Forms/R0710.a spx?id=137745							
ii) tunnels;		No	SDX:(0-13/745							
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; e) freight terminals and logistic platforms;		No	Act. No. 937 of 24 September 2009. Planning							Municipalities
c) reigh chuide and oguit partonna,	Article 17 (p.13)	Yes	Act: Chapter 5, \$13. Act: Chapter 5, \$13. https://www.retsinformation.dk/Forms/r0710.as px?id=144425	Planning						provide via local plans the framework which gives instructions on the site usage, properties size and scope, road and
<li>(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;</li>		Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (5). https://www.retsinformation.dk/Forms/R0710.a spx?id=137745	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(g) coach stations.										Not valid for the TEN-TaNS analyses in activity 4.2
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 3 High-quality roads shall be specially designed and built for motor traffic, and a) A motoway is a road specially designed and built for motor traffic, which d () is provided, except at special points or temporarily, with separate carriagew (i) does not cross at grade with any road, railway or tramway track, bicycle path	ely maintained d shall be eith oes not serve ays for the two	to allow safe and secur er motorways, express i properties bordering of directions of traffic, se	e traffic. oads or conventional strategic roads. n it, and which:				r transport mode	s and link mount	inous, remote, landlo	ocked and peripher.
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 3. 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 (ii) be provided, except at special points or temporarily, with separate carriagew (iii) does not cross at grade with any road, railway or tramway track, bicycle pat (iii) is especially sign-posted as a motorway. (b) An express road is a road designed for motor traffic accessible primarily fro (i) prohibits stopping and parking on the running carriageway; and (ii) does not cross at grade with any railway or tramway track.	ely maintained d shall be eithe oes not serve ays for the two h or footpath; m interchange	to allow safe and secur er motorways, express is properties bordering or directions of traffic, se and es or controlled junctio	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which:				r transport mode	s and link mount.	inous, remote, landlo	cked and periphera
(b) An express road is a road designed for motor traffic accessible primarily fro (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 is a motor and which is not a motorway or express.	ely maintained d shall be eithdoes not serve ays for the two h or footpath; m interchange road, but whic	to allow safe and secure er motorways, express up properties bordering on directions of traffic, se and es or controlled junctio h is still a high quality if	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 3. High-quality roads shall be specially designed and built for motor traffic, and a) A motoway is a road specially designed and built for motor traffic, which d b) is provided, except at special points or temporarily, with separate carriagewe ii) does not cross at grade with any road, railway or tramway track, bicycle pati iii) is especially sign-posted as a motorway. b) An express road is a road designed for motor traffic accessible primarily fro 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 is 1. Equipment associated with roads may include in particular equipment for th	ely maintained d shall be eithdoes not serve ays for the two h or footpath; m interchange road, but whic	to allow safe and secure er motorways, express up properties bordering on directions of traffic, se and es or controlled junctio h is still a high quality if	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 8 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 d (i) os provided, except at special points or temporarily, with separate carriagewe (ii) does not cross at grade with any road, railway or tramway track, bicycle path (iii) be negocially sign-posted as a motorway. (b) An express road is a road designed for motor traffic accessible primarily fro (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 1 Equipment associated with roads may include in particular equipment for tra- transport infrastructure requirements	ely maintained d shall be eithdoes not serve ays for the two h or footpath; m interchange road, but whic	to allow safe and secur er motorways, express properties bordering or directions of traffic, se and es or controlled junctio h is still a high quality i ent, information and re	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 3. High-quality roads shall be specially designed and built for motor traffic, and a) A motoway is a road specially designed and built for motor traffic, which d i) is provided, except at special points or temporarily, with separate carriagewe iii) does not cross at grade with any road, railway or tramway track, bicycle pati iii) is especially sign-posted as a motorway. b) An express road is a road designed for motor traffic accessible primarily fro 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 re- f Equipment associated with roads may include in particular equipment for tra- <b>Transport infrastructure requirements</b> (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	ely maintained d shall be eithdoes not serve ays for the two h or footpath; m interchange road, but whic	to allow safe and secur er motorways, express i properties bordering or directions of traffic, se and es or controlled junctio h is still a high quality r enent, information and re No	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
UUTS 2 regions to central regions of the Union. Those roads shall be adequate I tigh-quality mods shall be specially designed and built for motor traffic, and a) A motorway is a road specially designed and built for motor traffic, which d b) is provided, except at special points or temporarily, with separate carriageway ii) does not croad is a road designed for motor traffic arck, bicycle pati- b) An express road is a road designed for motor traffic accessible primarily fro b) provinitis stopping and parking on the running carriageway; and ii) does not croad is a road designed for motor traffic accessible primarily fro b) 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 dwich is not a motorway or express i . Equipment associated with roads may include in particular equipment for tra <b>ransport infractucture requirements</b> a) coads correspond to the provisions of points (a). (b) or (c) of article 17(3): b) the safety of road transport infrastructure assured, monitored and, when bicresizing VGFF of the Furgowan Partiagment and of the Council:	ely maintained d shall be eith oes not serve ays for the two h or footpath; m interchange road, but whic affic managem Article 18	to allow safe and secur er motorways, express i properties bordering or directions of traffic, se and es or controlled junctio h is still a high quality i sent, information and re No No	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
NUTS 2 regions to central regions of the Union. Those roads shall be adequate 3. High-quality roads shall be specially designed and built for motor traffic, and a) A motoway is a road specially designed and built for motor traffic, which d (i) is provided, except at special points or temporarily, with separate carriagewe (ii) does not cross at grade with any road, railway or tramway track, bicycle path (iii) sespecially sign-posted as a motorway. b) An express road is a road designed for motor traffic accessible primarily fro (ii) prohibits stopping and paking 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 i 4. Equipment associated with roads may include in particular equipment for tra- <b>Transport infrastructure requirements</b> (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 recessary, improved in accordance with the procedure provided for by Dirclive 2004/SHCF of the Furopean Parliament and of the Council; (c) croad tunnels over 500 m in length comply with Directive 2004/SHCE of the European Parliament and or the Council;	ly maintained d shall be eithn oes not serve ; ays for the two h or footpath; m interchange road, but whic affic manager	to allow safe and secur er motorways, express i properties bordering or directions of traffic, se and es or controlled junctio h is still a high quality r enent, information and re No	e traffic. oads or conventional strategic roads. it, and which: parated from each other by a dividing strip not in ns and which: oad as referred to in paragraphs 1 and 2.	ntended for traffic	, or, exceptionally	by other means;				
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# 4. MARTIME TRANSPORT AND MOTORWAYS OF

THE SEA

			Documentation regarding		Reg	ional influence	e on:		Other	
Criteria/Demands	Source	Yes/No	covered regultations in the field	1	2	3	4	5	(please indicate)	Comments
Infrastructure components										
1. Maritime transport infrastructure shall comprise in particular:				-		-	-		-	
(a) maritime space;		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.a	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
d) the connections of the ports to the other modes in the trans-European ransport network;			srx?id=141663 Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (5). https://www.retsinformation.dk/Forms/R0710.a							Infrastructure managers can carry out studies and /or
		Yes	spx?id=137745 Act No. 1249 of 11 November 2010. Act on Railways. Chapter 8b, §21e https://www.retsinformation.dk/Forms/R0710.a spx?id=134111	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		design of links without prior permission from the Danish Transport
e) dykes, locks and docks;	Article 20 (p. 14)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
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.a spx?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(h) breakwaters;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.a spx?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(i) motorways of the sea;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.a spx?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(j) associated equipment;		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.a cov2id=141662	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(k) telematic applications, including e-Maritime services and VTMIS.		No								
2. Maritime ports shall be entry and exit points for the land infrastructure of the	ne comprehens	ive network. They shal	l meet at least one of the following criteria:							
(a) The total annual passenger traffic volume exceeds 0,1 % of the total annua	l passenger tra	ffic volume of all mari	time ports of the Union. The reference amount for	this total volum	e is the latest avail	able three-year average	e, based on the	statistics publishe	d by Eurostat;	
(b) The total annual cargo volume – either for bulk or for non-bulk cargo hand	llina – exceeds	0.1% of the correspor	nding total annual cargo volume handled in all ma	ritime ports of th	ne Union. The refer	ence amount for this	total volume is t	he latest available	three-vear average.	based on the
(c) The maritime port is located on an island and provides the sole point of ac										
(d) The maritime port is located in an outermost region or a peripheral area, o	utside a radius	of 200 km from the n	earest other port in the comprehensive network.							
3. Equipment associated with maritime transport infrastructure may include in	ı particular equ	ipment for traffic and	cargo management, for the reduction of negative	effects, includin	g negative environ	mental effects, for the	use of alternativ	ve fuels, as well as	equipment to ensu	re year-round
navigability, including ice breaking, hydrological surveys, and for dredging, m	aintenance and	d protection of the por	t and port approaches.							
Motorways of the sea										
<ol> <li>Motorways of the sea represent the maritime dimension of the trans-Europe and facilities are set for a set of the second sec second second sec</li></ol>							: of short-sea rou	ites, ports, associa	ted maritime infrastr	ucture and
equipment, and facilities as well as of simplified administrative formalities ena a) maritime links between maritime ports of the comprehensive network or	1	a snipping or sea-river	Act No. 457. Act on Ports. Chapter 4, §6a (3).	terland connecti	ons. Motorways of	1	1	1	r	1
between a port of the comprehensive network and a third-country port where	Article 21 (p. 14)	Yes	https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
b) port facilities, freight terminals, logistics platforms and freight villages ocated outside the port area but associated with the port operations, nformation and communication technologies (ICT) such as electronic logistic		Yes	Act No. 457. Act on Ports. Chapter 4, §6a (2) https://www.retsinformation.dk/Forms/R0710.a spx?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
nanagement systems, sately and security and administrative and customs (c) infrastructure for direct land and sea access.	(p. 15)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (1). https://www.retsinformation.dk/Forms/R0710.a	Diagoning	Deciention	Financing/Tenderi	Construction	Maintainance		
					Projection	ng	Construction	Maintainance		
2. Projects of common interest for motorways of the sea in the trans-Europear	transport net	work snall be propose		he of the following	ng forms:	-	1	1	•	
<ul> <li>(a) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;</li> </ul>	Article 21	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.a spy2id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		by the Danish Transport Ministry.
b) a maritime link and its hinterland connections between a core network sort and ports of the comprehensive network, with a special focus on the interland connections of the core and comprehensive network norts . Projects of common interest for motionways of the sea in the trans-turopear	(p.15)	Yes	Act No. 457. Act on Ports. Chapter 4, §6a (3). https://www.retsinformation.dk/Forms/R0710.a spy?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		by the Danish Transport Ministry.
environmental performance, such as the provision of shore side electricity that	t would help s	hips reduce their emis	sions, making available facilities for ice-breaking, a							proving misation of
processes, procedures and the human element, ICT platforms and information										
4. By two years after the designation of the Coordinator for Motorways of the sector and the	sea as provideo	d for in Article 51, the	Coordinator shall present a detailed implementation	on plan for the M	lotorways of the S	ea based on experience	es and developn	nents relating to U	nion maritime trans	port 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	1	1	1	1	1	1	1	1	1	1
possible, inland waterways of the comprehensive network, except where		No								
b) Any maritime port that serves freight traffic offers at least one terminal	Article 22	No								
open to users in a non-discriminatory way and apply transparent charges (c) Sea canals, port fairways and estuaries connect two seas, or provide access	(p.15)		+	1	+	+	ł	1	ł	+
rom the sea to maritime ports and correspond at least to inland waterway	1	No	1	1			1	1	I	1
<ol><li>Member States shall ensure that ports include equipment necessary to assis</li></ol>				ship generated v	vaste and cargo res	idues in accordance v	vith Directive 20	00/59/EC of the Eu	ropean Parliament a	nd of the Council of
27 November 2000 on port reception facilities for ship-generated waste and c	argo residues a	and in compliance with	n other relevant EU legislation.							
3. Member States shall implement VTMIS and SafeSeaNet as provided for in D	irective 2002/5	9/EC and deploy e-Ma	ritime services, including in particular maritime si	ngle window serv	vices, as provided f	or in Directive 2010/6	5/EU.			
Priorities for maritime infrastructure development										
	up and in addi	tion to the general priv	orities 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		Yes							
(b) interconnection of maritime ports with inland waterways;	Article 23	No							
<ul><li>(c) implementation of VTMIS and e-Maritime services;</li></ul>	(p.15)	No							
(d) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, including LNG;	(p.15)	Yes	Act No. 457. Act on Ports. Chapter 4, §9 (6). https://www.retsinformation.dk/Forms/R0710.asp x?id=141663	Planning	Projection	Financing/Tenderi ng	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.a spx?id=141663	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance	

### 5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding		Regi		Other	Comments		
Criteria/Demanus	Source	Tes/NO	covered regultations in the	1	2	3	4	5	(please	comments
Infrastructure components										
1. Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;	Article 24 (p.16)	No	Act No. 1036 of 28 August 2013. Act on Aviation. https://www.retsinformation.dk/Forms/R0710.a							Act No.1036 of 28/08/2013. Act on Aviation.
(b) airports;		Yes		Planning						
(c) the connections of the airports to the other modes in the trans-European transport network;		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 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 <b>Transport infrastructure requirements</b> 1. Member States shall ensure that any airport located on their territory offers a 2. Member States shall ensure that common basic standards for safeguarding c of civil aviation security and repealing Regulation (EC) No 2320/2002, apply to 0 3. Member States shall ensure that infrastructure for air traffic management is 3 Parliament and of the Council (3), Regulation (EC) No 551/2004 of the Europe)	l annual cargo at least one ter ivil aviation ag the air transpo such as to per	volume of all airports minal open to all open gainst acts of unlawful ort infrastructure of the mit the implementation	of the Union. The total annual passenger volume ators in a non-discriminatory way and applies tra interference, as adopted by the Union in accorda comprehensive network. of the Single European Sky in accordance with f	and the total and sparent, relevant nce with Regulation tegulation (EC) No	nual cargo volume and fair charges. on (EC) No 300/200 o 549/2004 of the E	are based on the late 8 of the European P uropean Parliament	est available three arliament and of and of the Counc	e-year average, as the Council of 11 cil ( 2 ), Regulation	published by Eurosta March 2008 on comn n (EC) No 550/2004 oi	t. non rules in the field
Priorities for air infrastructure development										
In the promotion of projects of common interest related to air transport infrast	ructure, and i		ties set out in Article 10, priority shall be given to	the following:						
(a) increase airport capacity;		Yes								
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the SESAR;	Article 26	No								
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes	(p. 16)	Yes								
(d) improving sustainability and mitigating the environmental impact from	1	No		1			1	1		1

# 6. MULTIMODAL TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding		Regi	onal influence	e on:		Other	Comments
Critienta/Demanus	Source	Tes/INO	covered regultations in the	1	2	3	4	5	(please	comments
Infrastructure components					•		•			
Freight terminals or logistic platforms shall comply with at least one of the follo	wing criteria:									
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 tonr	nes or exceeds	, for bulk cargo, 0,1% o	f the corresponding total annual cargo volume h	andled in all marit	time ports of the U	nion;				
(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 b	y the Member Sta	te concerned, link	ed at least to roads a	and railways for th	nat NUTS 2 region	or in the case of Me	mber 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 allow multimodal transport of freight and passengers;		Yes	Act No. 1048 of 3 November 2011. Act on Public Roads. Chapter 6, §68 (3). https://www.retsinformation.dk/Forms/R0710.a spx?id=137745	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(b) without prejudice to the applicable provisions laid down in Union and national law, freight reminals 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 information on available infrastructure capacity, traffic flows and positionion: tracking and training and ensure safety and security throughout	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
2. Freight terminals shall be equipped with cranes, conveyors and other devices	for moving f	reight between differen	t transport modes and for the positioning and st	orage of freight.						
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transpo	ort infrastructu	ire, and in addition to t	ne general priorities set out in Article 10, priority	shall be given to t	the following:					
(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;		Yes	Act No. 1048 of 03/11/2011. Act on Public Roads. Chapter 1, §2 (5).	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(b) removing the main technical and administrative barriers to multimodal	Article 29 (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-European transport system.		No								

### 7.1. Requirements for Core Rail Network

			Documentation regarding		Regi	onal influenc	e on:		Other	
Criteria/Demands	Source	Yes/No	covered regultations in the field	1	2	3	4	5	(please indicate)	Comments
Infrastructure components										
<ol> <li>Innovative technologies, telematic applications and regulatory and governand capacity.</li> <li>The infrastructure of the core network shall meet all the requirements set out</li> </ol>		5 5						engers and freight	transport and to pro-	vide for sufficient
(a) for rail transport infrastructure	. ur chapter n.	in addition, the lottown	ing requirements shall also be met by the unitas	aucture of the con	e network, without	prejudice to paragra	ipii 5.			
(i) full electrification of the line tracks and, as far as necessary for electric train operations sidings		No								
(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 740 m:	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 the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Furonean Union		No								
Isolated networks are exempted from the requirements (i) to (iii). 3. Without prejudice to Directive 2008/57/FC, at the request of a Member State.										

## 7.2. Requirements for Core Road Network

Criteria/Demands	Source	Yes/No	Documentation regarding		Regi	onal influence	e on:		Other	Comments
Citterta/Demands	Source	Tes/NO	covered regultations in the	1	2	3	4	5	(please	comments
(c) for road transport infrastructure:										
– the requirements under points (a) or (b) of Article 17 (3)		No								
<ul> <li>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 an appropriate level of safety and security:</li> </ul>		Yes	https://www.retsinformation.dk/Forms/r0/10.as px?id=144425	Planning						
<ul> <li>availability of alternative clean fuels;</li> </ul>		Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1, §2 3, §5. https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		

### 7.5. Requirements for Core waterway and maritime

Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regi	onal influence	e on:		Other (please	Comments
			field	1	2	3	4	5	indicate)	
(b) for inland waterway and maritime transport infrastructure:										
– availability of alternative clean fuels;	Article 39 (p.19)	Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1, §2 3, §5. https://www.retsinformation.dk/Forms/R0710.a	Planning	Projection	Projection	Construction	Maintainance		

## 7.4. Requirements for Core Air Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regi	onal influence	e on:		Other (please	Comments
			field	1	2	3	4	5	indicate)	
(d) for air transport infrastructure:										
<ul> <li>capacity to make available alternative clean fuels</li> </ul>	Article 39 (p.19)	No								

### 8. COMMON PROVISIONS

8. COMMON PROVISIONS Criteria/Demands	Source	Yes/No	Documentation regarding		Rec	jional influenc	e on:		Other	Comments
Citterta/Demanus	Source	Tes/NO	covered regultations in the	1	2	3	4	5	(please	comments
Urban Nodes										
When developing the comprehensive network in urban nodes, Member States	shall, where f	easible, aim to ensure:						_		
(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;										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.a spx?id=137745	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(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.a spx?id=137745	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(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;	Article 30 (p.17)	Yes	Act No. 1048 of 3 November 2011. Act on Public Roads. Chapter 3, §26. https://www.retsinformation.dk/Forms/R0710.a spx?id=137745	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(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.as px?id=132218	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(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.as w2id=122218	Planning	Projection	Projection	Construction	Maintainance		
Telematic Applications										
<ol> <li>Telematic applications shall enable traffic management and the exchange of</li> </ol>						ed services, improving	safety, security	and environmenta	l performance, as we	l as simplifying
administrative procedures. Telematic applications shall facilitate seamless con 2. Telematic applications shall be deployed where feasible across the Union, in 3. The Telematic applications referred to in this Article shall, for the respective	order to enal	ble a set of interoperab	le basic capabilities in all Member States.	re for regional a	nd local transport.					
<ul> <li>– for railways: ERTMS;</li> </ul>	Article 31	1	a.	1	1	1	1	1	1	1
	(p.17)	No								
<ul> <li>for inland waterways: River Information Services;</li> </ul>		No								
– for road transport: ITS;		No								
- for maritime transport: VTMIS and e-Maritime services, including single	Article 31									
window services such as the maritime single window, port community systems and relevant customs information systems;	(p.18)	No								
<ul> <li>– for air transport: air traffic management systems, in particular those resulting from SESAR.</li> </ul>		No								
Sustainable Freight transport services		1							1	•
member states shall pay particular attention to projects or common therest wi aim to:	nich both pro	vide enicient freight th	ansport services that use the infrastructure of the	comprehensiver	letwork as well as	contribute to reducting	g carbon dioxide	emissions and ou	ter negative environi	ientat impacts which
<ul> <li>(a) improve sustainable use of transport infrastructure, including its efficient management;</li> </ul>		Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15. https://www.retsinformation.dk/Forms/r0710.as pavid=122219	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(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 novemance structures:		Yes	Act. No. 937 of 24 September 2009. Planning Act. Chapter 4, §11. https://www.retsinformation.dk/Forms/r0710.as px?id=144425	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
(c) facilitate multi-modal transport service operations including the necessary	Article 32 (p.18)	No								
accompanying information flows and improve cooperation between transport service providers;										
service providers; (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/rf0710.as	Planning						
service providers; (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning; (e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources:		Yes	environmental protection. Chapter 2, §7 (1,2)	Planning Planning					e.g. Analysis of AADT data.	
service providers; (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning; (e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources: (f) improve links to the most vulnerable and solated parts of the Union, in			environmental protection. Chapter 2, §7 (1,2) §15. http://www.retsinformation.dk/Forms/r0710.ac						e.g. Analysis of AADT data.	
service providers; (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning; (e) analyse, provide information on fleet characteristics and performance, administrative reourcements and human resources: (f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, emote and mountain regions	-	Yes	environmental protection. Chapter 2, §7 (1,2) §15. http://www.retsinformation.dk/Forms/r0710.ac						e.g. Analysis of AADT data.	
service providers; (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning; (e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources: (f) improve links to the most vulnerable and solated parts of the Union, in	cal developm	Yes No	environmental protection. Chapter 2, §7 (1,2) §15. http://www.retsinfirgmation.glk/Eorns/r0710.at http://www.retsinfirgmation.glk/Eorns/r0710.at ktaellingerPlanUdfoerEfterb.pdf						e.g. Analysis of AADT data.	
service providers; (d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning; (e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources: (f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, emote and mountain regions New technologies and innovation	cal developm	Yes No	environmental protection. Chapter 2, §7 (1,2) §15. http://www.retsinfirgmation.glk/Eorns/r0710.at http://www.retsinfirgmation.glk/Eorns/r0710.at ktaellingerPlanUdfoerEfterb.pdf			Financing/Tenderi			e.g. Analysis of AADT data.	

(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;		Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1. https://www.retsinformation.dk/Forms/R0710.a spx?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/Ecompr/R0710.a		Projection	Financing/Tenderi ng									
(c) improve the safety and sustainability of the transport of goods and the movement of persons:		No													
(d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network including multimodal ticketing and coordination of transline interables.		No													
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodalinc	Article 33 (p.18)	No													
<ul> <li>(f) promote measures to reduce external costs, such as congestion, health damage and pollution of any kind including noise and emissions;</li> </ul>								Yes	Act No. 879 of 26 June 2010. Act on environmental protection. Chapter 2, §7 (1,2) §15.	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance	
(g) introduce security technology and compatible identification standards on the networks;		No													
(h) improve resilience to climate change;		Yes	Act No. 1331. Act on Natural Gas Supply. Chapter 1. https://www.retsinformation.dk/Forms/R0710.a spx?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.a	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance							
<ul> <li>(i) further advance the development and deployment of telematic applications within and between modes of transport</li> </ul>		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)		https://www.retsinformation.dk/Forms/r0710.as px?id=144075 Act. No. 937 of 24 September 2009. Planning Act. Chapter 4, \$11g. https://www.retsinformation.dk/Forms/r0710.as	Planning	Projection	Financing/Tenderi ng					
Environmental protection											
Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 92/43/EFC_2000/60/EC_2001/42/EC_2009/147/EC_and 2011/92/EU	Article 36 (p.18)	Yes	https://www.retsinformation.dk/Forms/r0710.as	Planning	Projection	Financing/Tenderi ng					
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)										

#### 9. Clean Power for Transport 9.1. General framework

City is (Dynamic Learning Learning Learning City is (Dynamic Learning												
Criteria/Demands	Source	Yes/No			Reg	tonat influenc	e on:			Comments		
			covered regultations in the	1	2	3	4	5	(please			
National Policy Framework												
Each Member State shall adopt a national policy framework for the ma	rket development of alt	ernative fuels infrast	ructure, that will contain at least the following eleme	nts:								
- assessment of the state and future development of alternative fu	els infrastructure, includ	ing, where available,	cross-border continuity;									
- objectives and committments on national targets, as required un	der Articles 4(1), 6(2a), 6	(3), 6(6) and, where at	oplicable, 4(4) and 5(1), for the development of altern	ative fuels infr	astructure;							
<ul> <li>assessment of measures necessary to ensure that the objectives</li> </ul>												
National targets shall be established and may be revised on the basis												
Where necessary, Member States shall cooperate, through consultation												
Support measures for alternative fuels infrastructure shall be impleme												
Member States shall notify their national policy frameworks to the Co												
Based on the national policy frameworks, the Commission shall publis	h and update regularly i	nformation on the ob	pjectives and committments submitted by each Mem	per State regar	ding:							
<ul> <li>number of recharging points accessible to the public;</li> </ul>												
<ul> <li>refuelling points for LNG at maritime and inland ports;</li> </ul>												
<ul> <li>refuelling points for LNG accessible to the public for motor vehicles;</li> </ul>												
- CNG refuelling points accessible to the public for motor vehicles.												
Where appropriate, the following information shall also be published	regarding:											
<ul> <li>hydrogen refuelling points accessible to the public;</li> </ul>												
- infrastructure for shore-side electricity supply in maritime and inland												
The Commission shall assist Member States through the reporting on	the national policy fram	eworks with a view to	assess their coherence and in the cooperation proce	ss set out in p	aragraph 2.							
Each Member State shall submit a report to the Commission on the in	plementation of the nat	ional policy framewo	rk [three years after the deadline of notification set in	n Article 3(5)],	and every three ye	ears thereafter. These	reports shall cov	ver information se	t out in Annex I.			
Member States shall bring into force the laws, regulations and admini	strative provisions neces	sary to comply with t	his Directive by [36 months from the date of the entr	y into force of	this Directive]. Th	ey shall forthwith inf	orm the Commis	sion thereof. Whe	n Member States ado	pt those provisions,		
they shall contain a reference to this Directive, or be accompanied by												
national law which they adopt in the field covered by this Directive.					,							

# 9.2. Electricity supply

S.2. Electricity supply	Documentation regarding				Regi	onal influence	Other			
Criteria/Demands	Source	Yes/No	covered regultations in the field	1	2	3	4	5	(please 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	Article 4, §1& 2a	Yes	Planning Act. Chapter 5, §11, §13. http://www.ens.dk/sites/ens.dk/files/inf o/nyheder/nyhedsarkiv/arbejdsgruppe- giver-bud-paa-udrulningsplan- bedottedote	Planning						
Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from 156 months from the date of entry into force of this Directivel Comply at least with the technical specifications set out in Annex III.11 and comply with specific safey 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 156 months from the date of entry into force of this Directivel comply at least	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/Tenderi ng	Construction	Maintainance		
Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent meeting 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/inf o/nyheder/nyhedsarkiv/arbejdsgruppe- giver-bud-paa-udrulningsplan- ladestandere- elbiler/Redeg_ladestandere_elbiler_jan2 011 final.odf		Projection	Financing/Tenderi ng	Construction	Maintainance		
Shore side electricity			<b>•</b>	-	-	1	<b>-</b>	-	-	
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/R07 10.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	Article 4, §5	Yes	Act No. 1329 Act on Electricity Supply, https://www.retsinformation.dk/Forms/R07 10.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 post prices of the prices	Article 4, §8, §8a and §8b	Yes	Act No. 576 of 18 June 2012 <i>Law amending</i> <i>the Law on the Promotion of Renewable</i> <i>Energy Electricity Supply Act, Natural Gas</i> <i>Supply Act and the Act on Energinet.dk</i> <i>https://www.retsinformation.dk/Forms/r07</i> 10.aspx?id=142361	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
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/Tenderi ng	Construction	Maintainance		
Member States shall ensure that the legal framework allows that electricity supply for a rechanging 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 regultations in the	1	Regi	onal influence	e on: 4	5	Other (please	Comments
Koad 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 wehicles, 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.a spx?id=137888	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		

Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or neweed as from 156 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.	Article 5, §2		Act No. 674 of 21/06/2011. Act on sustainable biofuels and reducing greenhouse gas emissions from transport. §2, 5. Planning https://www.retsinformation.dk/Forms/R0710.a spx?(d=137888	Projection	Financing/Tenderi ng	Construction	Maintainance			
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Criteria/Demands	Source	Yes/No	Documentation regarding		Reg	ional influence	e on:		Other	Comments
	Source	Tes/NO	covered regultations in the	1	2	3	4	5	(please	comments
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 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 wateway vessels should be available at least by the end of 2030. The initial focus on the core network of LNG refuelling points for maritime and inland wateway vessels should be available at least by the end of 2030. The initial focus on the core network solution tor the 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.	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/Tenderi ng	Construction	Maintainance		
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/ P0710.acry2id=153161	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
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	Cons. 23	Yes	Act no. 1331 Act on Natural Gas Supply §2, §5 https://www.retsinformation.dk/Forms/ r0710 asny?id=142361	Planning	Projection	Financing/Tenderi ng	Construction	Maintainance		
Ports and indland waterways										
The most state shall ensure that an appropriate number of reflecting 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 [3] December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate	Article 6, §1	No								
memoer states shall ensure that an appropriate number or retreating 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 131 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of neighbouring Member States where necessary to ensure adequate coverage of	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 G13 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		Regi	Other	Comments				
Citterta/Demanus 3	Source	Tes/NO	covered regultations in the	1	2	3	4	5	(please	connents	
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 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 re	charging points accessib	le to the public of alternative fuels covered in thi	s Directive when	available is access	sible in an onen and	non-discriminat	on basis to all us	ers For recharging po	inte whore available	

Member States shall ensure that the data of the geographic location of the refueling 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 availab the data may include information on real-time accessibility as well as historical and real-time charging points.