



Dear TEN-TaNS partner.

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

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

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)).

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

Alter 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:
- REDISCINGS
- PROJECTING
- PRO

inally, 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.

ge 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:

Federal state level (Schleswig-Holstein, Niedersachsen, Hamburg, Bremen); some laws are exemplary for Hamburg only

In Germany, due to the federalist organisation, the communities, municipalities and districts have influence on infrastructure building measures and land development during the planning phase in regards to administrative law. The local authorities hence hold planning sovereigntly which is fulfilled via the authorities of the federal states (short states) during the regional planning procedure (in German: Raumondhungsverlahnen) which is the basis for turther planning. Furthermore the states have to fulfill the planning approval procedure (in German: Planninest European). The procedure of the administrative law power four paging results are constitution procedure of all affected which are during during the states (law page foor a gainst results are successed. In conditions, states always have some influence on transport infrastructure and building measures.

The foreign operment in the following federal government is used for the Consement of the Endocement of the Septiment (and the Septiment of Germany, meaning the member state administration level) is responsible for the construction and maintenance of the Bundesverlet/menegative production and maintenance of the Septiment (and the Septiment of Septiment (and Septiment Septim

What's more, of course consultations and agreements of different stakeholders, also the states, are done practically at most of the building measures

States are always free to e.g. adopt funding possibilities or other supporting measures to e.g. promote sustainable transport, etc. Hence, influence options of the states are various. We did not include these options in every single row but it should generally be kept in mind.

In summary, states always have general influence on all infrastructure measures. The aim of activity 42 is to find concrete possibilities, rights and duties of the regional authorities for implementing the TBN-T Guidelines as basis for the toolbox. To be able to find concrete impact of the states and not speaking of the overall influence they always have, the focus of answering the excel sheet lies on further practical impact. "No" hence does not mean that there is no influence at all.

Main regulations regarding the distribution of competences in Germany which apply to all rows of the 4.2 matrix are:

Coundpast (Constitution), isofaurierories and associabilithis Gestragelung (converse taguistion and executive legislation); http://www.gestra-im-internet.de/bunderecht/gg/gesamt.pdf Raumondhungsgestrafe (Ferman regional planning act http://www.gestra-im-internet.de/bunderecht/pd/gesamt.pdf Baugesetzbuch (building law conduct); http://www.gestra-im-internet.de/bunderecht/bus/gesamt.pdf Verwaltunouser/fabresossetz (Admistration Procedure Act http://www.gestra-im-internet.de/bunderecht/work/gestration-internet.de/bunderecht/gestration-internet.de/bunderecht/gestration-internet.de/bunderecht/gestration-internet.de/bunderecht/gestration-in

General comment on freight terminals and logistics platforms (for all transport modes)

In Germany, all stakeholders (public and/or private bodies) can plan, build, manage and/or own a freight terminal or a logistic platform according to respective laws. All logistics platforms' infrastructure corresponding responsibilities lie in the hands of the infrastructure owner/operator

Existing freight terminals and logistics centers usually are operated by private bodies. Also "public" centers (which might be planned/owned by a state) usually are operated by a company under private law principles (e.g. marketing companies, operating companies, formed as GmbH).

Hence, states might have influence on this infrastructure due to a majority share on the company but there is no state administrative sovereignty regarding the construction/maintenance of infrastructure. In the list freight terminals therefore are seen as private bodies.

However, the states are still involved in the overall planning procedure as described in the general in-for-mation about German infrastructure projects

Furthermore, a state might be responsible for the connection to the comprehensive infrastructure network, depending on the transport modes. All different findings to the transport modes apply.

In summary influences on logistics centers infrastructure vary in Germany

1. RAILWAY TRANSPORT

Semplody can plan/build new infrastructure in Germany according to respective laws. All infrastructure corresponding responsibilities list in the hards of the infrastructure oner/operator However, due to the financial impact rail infrastructure cause, in Germany usually far distance railway lines (TBAT lines) are planned, built and financed by the DB Netz AG (100% adapted or Describe dam AG, a playine juris brists oction organs) (And in the research Republic of Germany being its imagine cost starting agreements exist).

Still, state owned tracks exist. This is the case e.g. at Port Railway systems in some German ports (e.g. Hamburg). The port railway in Hamburg is financed and operated by the Hamburg Port Authority (HPA), a public law institution. There are some railway infrastructures with majority shares of states (but nanaged under private law principles) besides these port railway systems which are not part of the current TEN-

The general competence in the planning process of infrastructure projects as described in the general information on infrastructure projects in Germany also applies for railway infrastructure.

What's more, of course consultations and agreements of different stakeholders, also the states, are done practically at most of the building measures even on the DB Netz AG railway infrastructure

The aim of activity 4.2 is to find concrete possibilities, rights and duties of the regional authorities for implementing the TEN-T Guidelines as basis for the toolbox. To be able to find concrete impact of the states and not speaking of the overall influence they always have, the focus of answering the excel

1xo hence manse ag, usually the DR Netz AG is mainly responsible for planning/fauliding ret. the concrete infrastructure measure while the state here usually fulfills the administrative laws, approve or reject the measure, and is involved in the planning procedure without being responsible in regards of financing ex. Two Secon remain that there is no influence possibility at all -states stall have both orights and the local authorities all filled planning sources.

| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in the field | Re | giona | l influ | ence c | n: | Other (please | Comments |
|--|----------------------|----------------------|--|--------------|--|------------------|-----------|------------------|----------------------|--|
| | | | the iteta | 1 | 2 | 3 | 4 | 5 | indicate) | |
| Infrastructure components | | | | | | | | | | |
| Railway transport infrastructure shall comprise in particular: a) high-speed and conventional railway lines, including: | | | | | | | | | | |
| (i) sidings; | | | internet.de/bundesrecht/aeg_1994/gesamt.pdf | | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben hittp://www.buzer.de/slhtm?g=Gesetz-zur+Beschleunigung+von+Planun gsverfahren+Ric33%BCr+infrastrukturvorhaben&f=1 | | | | | | | |
| | Article 11 (p.10) | Yes | Landeseisenbahngesetze, for Hamburg see http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psm/jsessionid=0DAFA822D300 D8416770D153281BA4Aja/p545howdoccase=1&xt=lr&doc.id=jlr- EBGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) http://www.landesrecht: hamburg.de/porta/portal/page/bshaprod.psml?showdoccase=1&idoc.id=jl r-HPAErGHArahmen&idoc.part=X&idoc.origin=bs | | | Financi | | | | Responsibility (planning, projection,) lies in the hands of who want to have a siding, e.g. state managed Hamburg port railway infrastructure as described in the comment. |
| | | | Diverse other regulations have to be respected when constructing/building or operating | Planni nq | Project ion | ng/Ten dering | | Maintai nance | Approval/ Control | State administration is responsible for approval and control of sidings. |
| (ii) tunnels; | 1 | No | | | | | _ | Maintai | | |
| (iii) bridges; | | Yes | internet.de/bundesrecht/aeg_1994/gesamt.pdf | Planni | Project ion | ng/Ten derina | Constr | | | answer would be "no". "Yes" regarding bridges in state owned/managed |
| (b) freight terminals and logistic platforms for the transhipment of goods within the | | No | | inq. | WATE TO SERVICE THE PERSON NAMED IN COLUMN TO SERVICE THE PERSON NAMED | uciting | uction | riurice | | Focus on private companies |
| rail mode and between rail and other transport modes: (c) stations along the lines indicated in Annex I for the transfer of passengers within | Article 11 | | | | | | | | | Not valid for the TEN-TaNS analyses in activity 4.2 |
| the rail mode and between rail and other transport modes: | (p.11) | | | | | | | | | |
| (d) the connections of the stations, freight terminals and logistic platforms to the | | Yes | | | | | | | | logistics platforms, responsibilities to different |
| other modes in the trans-European transport network; (e) associated equipment: | 4 | Yes | Diverse regulations depending on different transport modes internet.de/bundesrecht/aeg 1994/gesamt.pdf | | _ | _ | | nance | | modes depend on mode, private companies answer would be "no". |
| (f) telematic applications. | 4 | Yes | internet.de/bundesrecht/aeq_1994/qesamt.pdf internet.de/bundesrecht/aeq_1994/qesamt.pdf | nq na | ion | nq/Ten | uction | | | answer would be "no". answer would be "no". |
| (i) telematic applications. | | res | Internet.de/bundesrecnt/aeq_1994/qesamt.pdf | nq | ion | ng/Ten | uction | nance | l | answer would be no . |
| 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, accesses to | Article 11 (p.11) | No | | | | | | | | |
| (b) Railway lines for conventional transport. | 1 | Yes | internet.de/bundesrecht/aeq_1994/gesamt.pdf | nq | ion | nq/Ten | uction | | | answer would be "no". |
| 3. The technical equipment associated with railway lines may include electrification | systems, equ | ipment for the board | ling and alighting of passengers and the loading and unloading of cargo in sta | tions, lo | gistic plat | forms an | d freight | termina | ls. It may include | any facility, such as automatic gauge changing |
| Transport infrastructure requirements | | | | | | | | | | |
| Freight terminals shall be connected with the road or, where possible, inland wate | erway infrastr | ucture of the compr | ehensive network. | | | | | | | |
| Member States shall ensure that the railway infrastructure: | | | | | | | | | | |
| (a) save in the case of isolated networks, is equipped with ERTMS: | | | No special regulations regarding ERTMS, all railway infrastructure | Planni | Project | Financi | Constr | Maintai | | For the ERTMS system on the general TEN-T lines |

| (b) complies with Directive 2008/57/EC of the European Parliament and of the | | | | | | | ĺ | 1 | | |
|---|---------------|------------------------|---|----------|----------|-----------|---------------------------|---------|-----|--|
| Council of 17 June 2008 on the interoperability of the rail system within the | | No | | | | | ĺ | 1 | Se | e general comment. Focus on far distance TEN-T |
| Community and its implementing measures in order to achieve the interoperability | | | | | | | I | 1 . | | tworks. |
| (c) complies with the requirements of the TSIs adopted pursuant to Article 6 of | 1 | No | | — | † | \vdash | | | | tworks. |
| (d) save in the case of isolated networks, full electrification of the line tracks and, as | 1 | 140 | internet.de/bundesrecht/aeq_1994/qesamt.pdf | — | † | \vdash | | | 100 | AHOI KZ. |
| far as necessary for electric train operations, sidings; | | | internet.ue/bundesrecnivaeg_1354/gesannt.pur | | | | Ì | 1 | | |
| | Article 12 | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | ĺ | 1 | | |
| | (p.11) | | Infrastrukturvorhaben | | | | ĺ | 1 | | |
| | (p.11) | | http://www.buzer.de/s1.htm?q=Gesetz+zur+Beschleuniqunq+von+Planun | | | | ĺ | 1 | | |
| | | | gsverfahren+f%C3%BCr+Infrastrukturvorhaben&f=1 | | | | ĺ | 1 | | |
| | | Yes | | | | | ĺ | 1 | | |
| | | | Landeseisenbahngesetze, for Hamburg see http://www.landesrecht- | | | | ĺ | 1 | | |
| | | | hamburq.de/jportal/portal/page/bshaprod.psml;jsessionid=0DAFA822D300 | | | | ĺ | 1 | Se | e general comment; usually for TEN-T networks |
| | | | DB416770D15332B1A34A.jp45?showdoccase=1&st=lr&doc.id=jlr- | | | Financi | ĺ | 1 | ar | swer would be "no". |
| | | | EBGHArahmen&doc.part=X&doc.origin=bs | Planni | Project | | | Maintai | | es" regarding the electrification state |
| | | | | ng | ion | dering | uction | nance | | vned/managed railway infrastructure. |
| (e) complies with the requirements laid down in Directive 2012/34/EU of the | | Yes | | | | | $ldsymbol{ldsymbol{eta}}$ | | in | frastructure and applies to the use of domestic |
| 3. At the request of a Member State, in duly justified cases, exemptions shall be gran | ted by the Co | ommission in respect | of requirements that go beyond the requirements of Directive 2008/57/EC co | ncemino | ERTMS : | and elect | rification | | | , and the second |
| Priorities for railway infrastructure development | | | | | | | | | | |
| When promoting projects of common interest related to railway infrastructure and it | addition to | the general priorities | set out in Article 10, priority shall be given to the following: | | | | | | | |
| (a) deploying ERTMS; | | | | | | | ĺ | 1 | | Netz is responsible but at state owned |
| | | | | | | | ĺ | 1 | | frastructure, e.g. Hamburg port railway, own |
| | | Yes | | | | Financi | ĺ | 1 | | lematic approaches are possible, e.g. HPA |
| | | | No special regulations regarding ERTMS, all railway infrastructure | | | ng/Ten | | Maintai | | pports a connection of their railway system to |
| | | | regulationss apply | ng | ion | dering | uction | nance | | ITMS (on own initiative). erman tracks all have the characteristic of nominal. |
| (b) migrating to 1435 mm nominal track gauge; | | No | | | | | Ì | 1 | | uge. |
| (c) mitigating the impact of noise and vibration caused by rail transport, in | 1 | | http://www.qesetze-im-internet.de/bundesrecht/aeq_1994/gesamt.pdfAEG, | — | † | \vdash | | | - | |
| particular through measures for rolling stock and for infrastructure, including noise | | | | | | | ĺ | 1 | | |
| protection barriers; | | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | Ì | 1 | | |
| | | | Infrastrukturvorhaben | | | | ĺ | 1 | | |
| | | | http://www.buzer.de/s1.htm?q=Gesetz+zur+Beschleuniqunq+von+Planun | | | | ĺ | 1 | | |
| | | | gsverfahren+f%C3%BCr+Infrastrukturvorhaben&f=1 | | | | ĺ | 1 | | |
| | | | | | | | ĺ | 1 | | |
| | | | Diverse construction and railway regulations | | | | ĺ | 1 | | |
| | | | | | | | ĺ | 1 | | |
| | | | Bundes-Immissionsschutzgesetz http://www.gesetze-im- | | | | ĺ | 1 | | |
| | | | internet.de/bundesrecht/bimschg/gesamt.pdf | | | | ĺ | 1 | | |
| | | Yes | Bundes-Immissionsschutzverordnungen (141. Verordnung) | | | | ĺ | 1 | | |
| | | | http://www.umwelt-online.de/recht/luft/bimschg/vo/ueber.htm | | | | Ì | 1 | | |
| | | | TA Lärm http://www.verwaltungsvorschriften-im- internet.de/bsvwwbund_26081998_IG19980826.htm | | | | ĺ | 1 | | |
| | | | Verordnung über Anforderungen an eine nachhaltige Herstellung von | 1 | | 1 1 | ĺ. | 1 1 | | |
| | Article 13 | | Biokraftstoffen (Biokraftstoff-Nachhaltiqkeitsverordnung - Biokraft- | 1 | | 1 1 | ĺ. | 1 1 | | |
| | (p.11) | | NachV): http://www.gesetze-im-internet.de/bundesrecht/biokraft- | 1 | | 1 1 | ĺ. | 1 1 | | |
| | | | nachy/gesamt.pdf | 1 | | 1 1 | ĺ. | 1 1 | | |
| | | | Gesetz über Naturschutz und Landschaftspflege: http://www.qesetze-im- | 1 | | 1 1 | ĺ. | 1 1 | In | frastructure: see above, responsible is |
| | | | internet.de/bundesrecht/bnatschg 2009/gesamt.pdf | 1 | | 1 1 | ĺ. | 1 1 | | anager/owner of infrastructure |
| | | | Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: | 1 | | Financi | ĺ. | 1 1 | | olling stock: rolling stock owner is responsible, |
| | | | http://www.landesrecht- | Planni | Project | ng/Ten | Constr | Maintai | | nich usually is a company under private principles. |
| | | | hamburg.de/jportal/paqe/bshaprod.psml?showdoccase=1&st=Ir&do | nq | ion | dering | uction | nance | | |
| | 1 | | 2 2 | | | | | | 736 | pending on the rocus, see all above lines |
| (d) meeting the infrastructure requirements and enhancing interoperability; | | Yes | | | | | | | | garding infrastructure requirements |

| (e) improving the safety of level crossings; | | | | | | | | | | |
|--|--|---|--|--|---|---|---|---|-------------------|--|
| | | | Augemeines eisenbanngesetz http://www.gesetze-im- internet.de/bundesrecht/aeq_1994/gesamt.pdf | | | | | | | |
| | | | internet.de/bundesrecnt/aeg_1994/gesamt.pdr | | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | | | | |
| | | | Infrastrukturvorhaben | | | | | | | |
| | | | http://www.buzer.de/s1.htm?g=Gesetz+zur+Beschleunigung+von+Planun | | | | | | | |
| | | | gsverfahren+f%C3%BCr+Infrastrukturvorhaben&f=1 | | | | | | | |
| | | Yes | Landeseisenbahngesetze, for Hamburg see http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=0DAFA822D300 | | | | | | | |
| | | | DB416770D15332B1A34A.jp45?showdoccase=1&st=lr&doc.id=jlr- | | | | | | | |
| | | | EBGHArahmen&doc.part=X&doc.origin=bs | | | | | | | See general comment; usually for TEN-T networks |
| | | | | | | Financi | | | | answer would be "no". |
| | | | Eisenbahnkreuzungsgesetz: http://www.gesetze-im- internet.de/bundesrecht/ebkrg/gesamt.pdf | Planni | Project | ng/Ten derina | Constr | Maintai | | "Yes" regarding level crossings state owned/managed railway infrastructure. |
| (f) where appropriate, connecting railway transport infrastructure with inland | Article 13 | Yes | Internet.de/bundesrecht/ebkrg/gesamt.pdr | ng | ion | dering | uction | nance | | |
| (i) where appropriate, connecting taking transport unital acture with aniard | (n.17) | res | | | | | | _ | | findings to road and rail transport. |
| | | | | | | | | | | |
| | | | | | | | | _ | | |
| A INII AND MATERIMANC TRANSPORT INTO ACTRICCTURE | <u> </u> | | | | | | | _ | | |
| 2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE | | | | | | | | | | |
| General Comment on inland waterways and maritime transport infrastructure: | | | Documentation regarding covered regulations in | D. | aiona | l influ | ence c | | Other | |
| Criteria/Demands | Source | Yes/ No | the field | 1 | 2 | 2 | 4 | | (please | Comments |
| Infrastructure components | - | | tne neta | | | | - | - | totease | |
| Inland waterways infrastructure shall comprise in particular: | | | | | | | | | | |
| (a) rivers; | | No | | | | | | | | |
| (b) canals; | | No | | | | | | | | |
| (c) lakes; | 4 | No | | | | | | | | |
| (d) related infrastructure such as locks, elevators, bridges, reservoirs and associated | | | Bundeswasserstraßengesetz http://www.gesetze-im- internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | | |
| flood-prevention measures which may bring positive effects to inland waterway navigation: | | | unternectue/bunuesiecht/wastig/gesanic.pui | | | | | | | |
| navigation, | | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | | | | |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | |
| | | | | | | | | | | |
| | | Yes | Binnenschifffahrtsgesetz http://www.buzer.de/gesetz/6421/a89278.htm | | | | | | | |
| | | | Wasserhaushaltsgesetz http://www.gesetze-im- | | | | | | | All measures of the federal waterways are in the |
| | Article 14 | | internet.de/bundesrecht/whq_2009/gesamt.pdf | | | | | | | hands of federal authorities. However, state |
| | (p.12) | | | | | Financi | | | | jurisdiction apply for flood-prevention measures. |
| | 4 / | | For Hamburg: Hamburgisches Wassergesetz http://www.landesrecht- | Planni | Project | ng/Ten | | Maintai | | "Yes" hence only applies for flood-prevention |
| | | | hamburq.de/jportal/portal/page/bshaprod.psml;jsessionid=48B5FF440CB9E | nq | ion | dering | uction | nance | | measures. |
| (e) inland ports including the infrastructure necessary for transport operations | 4 | Yes | internet.de/bundesrecht/wastrg/gesamt.pdf Bundeswasserstraßengesetz http://www.gesetze-im- | ng | ion | ng/Ten Financi | uction | nance | | overall infrastructure measures in state managed Port owner/manager is responsible for associated |
| | | Yes | internet.de/bundesrecht/wastrq/qesamt.pdf | Planni | Project | nq/Ten | Constr | Maintai | | equipment needed in the port. See general |
| (f) associated equipment; | | | unconcessor wasty gesamepar | na | ion | derina | uction | | | comment. |
| (i) associated equipment; | | | | | | | | | | |
| (f) associated equipment; (g) telematic applications, including RIS; | | | | | | | | | | applications needed in the port. See general |
| | | | | | | | | | | applications needed in the port. See general comment. |
| | | Yes | | | | Financi | | | | comment. Telematic applications on the general inland |
| | | Yes | no special regulations regarding telematic applications, all waterway | Planni | Project | ng/Ten | Constr | | | comment. Telematic applications on the general inland waterways are in the hands of the federal water and |
| (g) telematic applications, including RIS; | | | regulations apply | ng | ion | ng/Ten dering | uction | nance | | comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration. |
| (g) telematic applications, including RIS: (b) the connections of the inland ports to the other modes in the trans-European | t transhipme | Yes | regulations apply Diverse regulations depending on transport mode | ng nq | ion | ng/Ten dering ng/Ten | uction uction | nance nance | is nublished by i | comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration. connection of the port. See general comment. |
| (g) telematic applications, including RIS; (ii) the connections of the inland ports to the other modes in the trans-European (ii) The be part of the preference review, inland ports that have an annual freight | | Yes nt volume exceeding | regulations apply Diverse regulations depending on transport mode 500 000 tonnes. The total annual freight transhipment volume shall be based | ng ng on the l | ion ion atest ava | ng/Ten dering ng/Ten lable thr | uction uction ee-year a | nance nance verage, a | | comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration. connection of the port. See general comment. Eurostat. |
| (g) telematic applications, including RIS; (b) the connections of the inland point to the other modes in the stars-faceocean. (c) To be part of the comprehension network, visited points shall have an annual fixely at the comprehension of | ing and unloa | Yes nt volume exceeding ading of cargos in inla | regulations apply Diverse regulations depending on transport mode 500 000 tonnes. The total annual freight transhipment volume shall be based and ports. Associated equipment may include, in particular, propulsion and or | ng ng on the li perating s | ion ion atest ava | ng/Ten dering ng/Ten lable thr rhich red | uction uction ee-year a uce pollu | nance nance verage, a tion, sud | h as water and a | comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration. connection of the port. See general comment. Eurostat. Eurostat. |
| (g) telematic applications, including RIS; (ii) the connections of the inland ports to the other modes in the trans-European (ii) The be part of the preference review, inland ports that have an annual freight | ing and unloa | Yes nt volume exceeding ading of cargos in inla | regulations apply Diverse regulations depending on transport mode 500 000 tonnes. The total annual freight transhipment volume shall be based and ports. Associated equipment may include, in particular, propulsion and or | ng ng on the li perating s | ion ion atest ava | ng/Ten dering ng/Ten lable thr rhich red | uction uction ee-year a uce pollu | nance nance verage, a tion, sud | h as water and a | comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration. connection of the port. See general comment. Eurostat. ir pollution, energy consumption and carbon |
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| e) paying particular attention to free-flowing rivers close to their natural state and | | No | | | | | | | | |
|---|------------|---------|---|--------------|----------------|------------------|------------------|------------------|---------|--|
| thich can therefore he subject of specific measures f) the promotion of sustainable inland waterway transport. | | Yes | Diverse regulations apply, e.g. Bundes-Immissionsschutzgesetz http://www.gesetze-im- | | | | | | | mainly task of the rederal government, but all stakeholders have to fulfill national law. Own |
| g) modernisation and expansion of the capacity of the infrastructure necessary for | Article 16 | ies | internet.de/bundesrecht/binschq/gesamt.pdf bundesvasserstrabengesetz nttp://www.gesetze-un- internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | | measures on own interest are possible like spe |
| ransport operations within the port area. | (p. 12) | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | | | | |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | |
| | | | Binnenschifffahrtsgesetz http://www.buzer.de/gesetz/6421/a89278.htm | | | | | | | |
| | | Yes | Wasserhaushaltsgesetz http://www.gesetze-im- internet.de/bundesrecht/whg_2009/gesamt.pdf | | | | | | | |
| | | ies | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) | | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&doc.id=jl | | | | | | | |
| | | | r-HPAErGHArahmen&doc.part=X&doc.origin=bs Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: | | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&st=lr&do | | | Financi | | | | |
| | | | c.id=jlr-BNatSchGAGHArahmen&doc.part=X&doc.origin=bs Hamburqisches Wasserqesetz http://www.landesrecht- | Planni nq | Project ion | ng/Ten dering | Constr uction | Maintai nance | | Port owner/manager is responsible. See gener comment. |
| 3. ROAD TRANSPORT | | | | | | | | | | |
| General Comment on road transport infrastructure: Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in | Re | giona | al influ | ence o | on: | Other | Comments |
| nfrastructure components | | | the field | 1 | 2 | 3 | 4 | 5 | (please | |
| L. Road transport infrastructure shall comprise in particular: i) bridges; | Article 17 | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project | Constr | Maintai | | | Duties of the national interurban (motorways are express roads) roads to be fulfilled by the states |
| | (p.13) | | internet.de/bundesrecht/fstrg/gesamt.pdf | ng | ion | uction | nance | | | express roads) roads to be fulfilled by the state due to the "Bundesauftragsverwaltung" |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | Regarding roads in the category of "Landstraße |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- | | | | | | | the states also have to finance. |
| | | | internet.de/fstrausbaug/BJNR008730971.html | | | | | | | |
| | | | Laws for Hamburg: Hamburgisches Wegegesetz: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;sessionid=EE657389EA13D 1D9049C8EE1A02A8D0C.jp25?showdoccase=1&st=Ir&tdoc.id=jIr- | | | | | | | |
| | | | WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=5C346EC73340F 9AF355C030934BA4730.jpe5?printview=true&showdoccase=1&rdoc.id=jlr- | | | | | | | |
| | | | WegeGDAnOHArahmen&doc.part=X&doc.origin=bs&sst=lr | | | | | | | |
| | | | Further laws, regarding financial aid for other than "Bundesfernstraßen": Gesetz über Finanzhilfen des Bundes zur Verbesserung der | | | | | | | |
| ii) tunnels; | | Yes | Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project | Constr | Maintai | | | Duties of the national interurban (motorways a |
| | | | internet.de/bundesrecht/fstrg/gesamt.pdf | ng | ion | uction | nance | | | express roads) roads to be fulfilled by the state due to the "Bundesauftragsverwaltung". |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | Regarding roads in the category of "Landstraße |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- | | | | | | | the states also have to finance. |
| | | | internet.de/fstrausbaug/BJNR008730971.html | | | | | | | |
| | | | Laws for Hamburg: Hamburgisches Wegegesetz: http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=EE657389EA13D | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=EE657389EA13D 1D9049C8EE1A02A8D0C.jp25?showdoccase=1&st=lr&doc.id=jlr- WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | | | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=5C346EC73340F 9AF355C030934BA4730.jpe5?printview=true&showdoccase=1&rdoc.id=jlr- | | | | | | | |
| | | | WegeGDAnOHArahmen&doc.part=X&doc.origin=bs&st=lr | | | | | | | |
| | | | Further laws, regarding financial aid for other than "Bundesfernstraßen": Gesetz über Finanzhilfen des Bundes zur Verbesserung der | | | | | | | |
| iii) junctions; | | Yes | Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project | Constr | Maintai | | | Duties of the national interurban (motorways a |
| | | | internet.de/bundesrecht/fstrg/gesamt.pdf | ng | ion | uction | nance | | | express roads) roads to be fulfilled by the state due to the "Bundesauftragsverwaltung". |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | Regarding roads in the category of "Landstraße |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- | | | | | | | the states also have to finance. |
| | | | internet.de/fstrausbaug/BJNR008730971.html | | | | | | | |
| | | | Laws for Hamburg: Hamburgisches Wegegesetz: http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=EE657389EA13D | | | | | | | |
| | | | 1D9049C8EE1A02A8D0C.jp25?showdoccase=1&st=lr&doc.id=jlr- | | | | | | | |
| | | | WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml;isessionid=5C346EC73340F 9AF355C030934BA4730.jpe5?printview=true&showdoccase=1&cdoc.id=jlr- | | | | | | | |
| | | | WegeGDAnOHArahmen&doc.part=X&doc.origin=bs&sst=lr | | | | | | | |
| | | | Further laws, regarding financial aid for other than "Bundesfernstraßen": Gesetz über Finanzhilfen des Bundes zur Verbesserung der | | | | | | | |
| iv) crossings; | | Yes | Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- | | Project | Constr | Maintai | | | Duties of the national interurban (motorways |
| | | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- | Planni ng | Project ion | Constr | Maintai nance | 1 = | | Duties of the national interurban (motorways express roads) roads to be fulfilled by the stat |
| v) interchanges; | | | internet.de/bundesrecht/fstrg/gesamt.pdf | | | | nance | | | |
| r) interchanges; | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | ''g | 1011 | uction | nance | | | due to the "Bundesauftragsverwaltung". |

| (vi) hard shoulders. |] | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- internet.de/bundesrecht/fstrg/qesamt.pdf | Planni | Project | Constr | Maintai | | Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
|--|---|---|--|--|----------------------------------|--|--|------------|--|
| | | | Gesetz zur Beschleunigung von Planungsverfahren für | ng | 1011 | uction | nance | | due to the "Bundesauftragsverwaltung". |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | Regarding roads in the category of "Landstraßen" |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- internet.de/fstrausbaug/BJNR008730971.html | | | | | | the states also have to finance. |
| | | | Laws for Hamburg: | | | | | | |
| | | | Hamburgisches Wegegesetz: http://www.landesrecht- | | | | | | |
| | | | hamburg.de/jportal/page/bshaprod.psml;jsessionid=EE657389EA13D 1D9049C8EE1A02ABDOC.jp257showdoccase=1&st=lr&doc.id=jtr- WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml.jsessionid=5C346EC73340F | | | | | | |
| | | | 9AF355C030934BA4730.jpe5?printview=true&showdoccase=1&doc.id=jlr- WegeGDAnOHArahmen&doc.part=X&doc.origin=bs&st=lr | | | | | | |
| | | | Further laws, regarding financial aid for other than "Bundesfernstraßen": | | | | | | |
| | | | Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- | | | | | | |
| (b) parking and rest areas; | - | Yes | internet.de/bundesrecht/ovfo/oesamt.odf Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project | Constr | Maintai | | Duties of the national interurban (motorways and |
| (c) associated equipment; | 1 | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- internet.de/bundesrecht/fstrg/qesamt.pdf | Planni | Project | Constr | Maintai | | Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
| (d) telematic applications including ITS; | j | Yes | Leitfaden Verkehrstelematik (national quideline, no law): | Planni | ion Project | uction Constr | nance Maintai | | Duties of the national interurban (motorways and |
| (e) freight terminals and logistic platforms; (f) the connections of the freight terminals and logistic platforms to the other | 1 | No Yes | Diverse regulations, depending on transport mode | | | | | | Usually private bodies See General Comment on freight terminals and |
| (q) coach stations. 2. The high quality roads referred to in point (a) of paragraph 1 are those which play | an importan | t colo in long distanc | | e intere | ann act us | | transpar | madasa | Not valid for the TEN-TaNS analyses in activity 4.2 |
| regions to central regions of the Union. Those roads shall be adequately maintained | to allow safe | and secure traffic. | | s, interci | onnect wi | tn otner | transpor | modes a | id link mountainous, remote, landilocked and peripheral NOTS 2 |
| High-quality roads shall be specially designed and built for motor traffic, and shall A motorway is a road specially designed and built for motor traffic, which does not | be either m | otorways, express roa erties bordering on it | ds or conventional strategic roads. | _ | | | | | |
| (i) is provided, except at special points or temporarily, with separate carriageways for (ii) does not cross at grade with any road, railway or tramway track, bicycle path or fe | r the two dire | ections of traffic, sepa | rated from each other by a dividing strip not intended for traffic, or, exception | ally by c | ther mea | ns; | | | |
| (iii) is especially sign-posted as a motorway. | | | | | | | | | |
| (b) An express road is a road designed for motor traffic accessible primarily from inte (i) prohibits stopping and parking on the running carriageway; and | rchanges or | controlled junctions | and which: | | | | | | |
| (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, I 4. Equipment associated with roads may include in particular equipment for traffic m | out which is | till a high quality roa | d as referred to in paragraphs 1 and 2. | | | | | | |
| Equipment associated with roads may include in particular equipment for traffic mareas for commercial vehicles. | anagement, | information and rout | e guidance, for the levying of user charges, for safety, for reducing negative e | nvironme | ental effe | ts, for n | efuelling | or recharg | ing of vehicles with alternative propulsion, and for secure parking |
| Transport infrastructure requirements (a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); | Article 18 | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Decines | Constr | Maintai | - 1 | Duties of the national interurban (motorways and |
| a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); | (p. 13) | res | internet.de/bundesrecht/fstrg/gesamt.pdf | ng | Project ion | Constr uction | nance | | express roads) roads to be fulfilled by the states |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | due to the "Bundesauftragsverwaltung". |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | Regarding roads in the category of "Landstraßen" the states also have to finance. |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- internet.de/fstrausbaug/BJNR008730971.html | | | | | | |
| | | | Laws for Hamburg: | | | | | | |
| | | | Hamburgisches Wegegesetz: http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=EE657389EA13D | | | | | | |
| | | | 1D9049C8EE1A02A8D0C.jp25?showdoccase=1&st=lr&doc.id=jlr- WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml;jsessionid=5C346EC73340F | | | | | | |
| | | | 9AF355C030934BA4730.jpe5?printview=true&showdoccase=18:doc.id=jlr- WeaeGDAnOHArahmen&doc.part=X&doc.origin=bs&st=lr | | | | | | |
| | | | 3 | | | | | | |
| | | | Further laws, regarding financial aid for other than "Bundesfernstraßen": Gesetz über Finanzhilfen des Bundes zur Verbesserung der | | | | | | |
| (b) the safety of road transport infrastructure is assured, monitored and, when | - | | Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- | | | | | | |
| | | Yes | | Planni | Project | Constr | Maintai | | |
| (c) road tunnels over 500 m in lenath comply with Directive 2004/54/EC of the | 1 | Yes Yes | Bundesfernstraßengesetz: http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project Project | Constr | Maintai Maintai | | Duties of the national interurban (motorways and Duties of the national interurban (motorways and Duties of the national interurban (motorways and |
| accordance with Directive 2004/52/EC of the European Parliament and of the | | | Bundesfernstraßengesetz: http://www.qesetze-im- | | | | | | Duties of the national interurban (motorways and Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
| accordance with Directive 2004/52/EC of the European Padiament and of the | | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- Bundesfernstraßengesetz: http://www.gesetze-im- internet.de/bundesrecht/fstrg/gesamt.pdf | Planni | Proiect | Constr | Maintai Maintai | | Duties of the national interurban (motorways and Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung". |
| accordance with Directive 2004/52/EC of the European Parliament and of the | | Yes | Bunderfernstaßengestz: http://www.gestze: im- Bunderfernstaßengestz: http://www.gestze: im- Immeret de/bundessecht/strg/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | Planni | Proiect | Constr | Maintai Maintai | | Duties of the national interurban (motorways and Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
| accordance with Directive 2004/52/EC of the European Parliament and of the Council (3) and with Commission Decision 2009/750/EC | Article 19 | Yes | Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- inneret.de/hunderech/bitsgigs-geset-gesetz-geset | Planni | Project Project ion | Constr Constr uction Constr | Maintai Maintai nance Maintai | | Outset of the national interurban innocroses and Duties of the national interurban innocrosesy and express roady roads to be fulfilled by the states due to the "Bundessufragerewalturg". Regarding roads in the category of "Landstraßen" the states also have to finance. |
| 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) | Yes Yes | Bandefernstaßensestz: http://www.gestze-im- Bandefernstaßensestz: http://www.gestze-im- Bandefernstaßensestz: http://www.gestze-im- internet.do/hundeschi/futspigesans/gdf Gestz zur Beschleunigung von Planungsverfahren für Infrastrukturoenhaben http://www.bazez-de/gestz/7500/ Gestz zur Beschleunigung von Planungsverfahren für Gestz zur Beschleunigung von Planungsverfahren für Gestz zur Beschleunigung von Planungsverfahren für Gestz zur Beschleunigung von Planungsverfahren zur Von zu der zu der State Gestz zur Beschleunigung von Planungsverfahren zu der zu d | Planni Planni ng | Project Project ion | Constr Constr uction | Maintai Maintai nance | | Duties of the national interruhan (motorways and Duties of the national interruhan (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung". Regarding roads in the category of "Landstraßen" the states also have to finance. |
| accordance with Directive 2004,52/EC of the European Parliament and of the Council (3) and with Commission Decision 2009,750/EC (e) any intelligent transport system deployed by a public authority on road transport infrastructure compiles with Directive 2010/40/EU and is deployed in a | Article 19 (p. 14) | Yes Yes | Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- Bunderfernstaßengesetz hittp://www.gesetze-inn- inneret.de/hunderech/bitsgigs-geset-gesetz-geset | Planni Planni ng | Project Project ion | Constr Constr uction Constr | Maintai Maintai nance Maintai | | Duties of the national interuthan innotrowave and Duties of the national interuthan innotrowave and express roads) roads to be fulfilled by the states due to the "Bundesantrapserventuring". Regarding roads in the category of "Landstraßen" the states also have to finance. Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesantrapserventuring". |
| excordance with Directive 2004/52/EC of the European Parliament and of the council (3) and with Commission Decision 2009/75/EC e) any intelligent transport system deployed by a public authority on road of the parliament of the parliament of the parliament of the parliament of the parliament consistent with decigined text adopted University of the parliament consistent with decigined text adopted University of the Parliament of the parliament of the parliament of the Parliament of the parliament of the parliament of the Parliament of the parliament of the parliament of the Parliament of Parliament of | (p. 14) | Yes Yes Yes | Bundefernstadlengesetz, histo//www.gosetze-in-Bundefernstadlengesetz histo//www.gosetze-in-Bundefernstadlengesetz histo//www.gosetze-in-Bundefernstadlengesetz histo//www.gosetze-in-Gundefernstadlengesetz histo//www.gosetze-in-Gundefernstadlengesetz/frag/goseun/gosetz-in-Gundefernstadlengesetz/frag/goseun/gosetz/frag/ | Planni Planni ng | Project Project ion | Constr Constr uction Constr | Maintai Maintai nance Maintai | | Outset of the national interruban introcrowar and Duries of the national interruban intocroways and express roady roads to be fulfilled by the states due to the "Bundeas intraperveniblumg." Regarding roads in the category of "Landstraßen" the states also have to finance. Outset of the national interruban (motorneys and express roads) roads to be fulfilled by the state for the state of |
| accordance with Directive 2004/2/E/C of the European Parliament and of the Council (3) and with Commission Decision 2009/7/SPEC (c) any intelligent transport system deployed by a public authority on road arrangeor infrastructure complies with Directive 2010/9/0/SP and to deployed in a manner consistent with designed cut adopted under that Directive Priorities for road infrastructure development. | (p. 14) in addition to Article 19 | Yes Yes Yes | Bundesfernstadengesetz: http://www.gesetze-inn- Bundesfernstadengesetz: http://www.gesetze-inn- Bundesfernstadengesetz: http://www.gesetze-inn- Bundesfernstadengesetz: http://www.gesetze-inn- Bundesfernstadengesetz: http://www.gesetze-inn- innered.ob/nubsecto/bfsig/gesena-pdf Gesetz zur Beschleunigung von Planungsverfahren für Infastrukturvonden http://www.beschd-gesetz/500/ Gesetz zur Beschleunigung von Planungsverfahren für Infastrukturvonden http://www.beschd-gesetz/500/ Gesetz zur Beschleunigung von Planungsverfahren für Infastrukturvonden http://www.beschd-gesetz-inn- verfastrukturvondendengestz-innerediengestz-inn- schleunigungsverfastrukturvondendengestz-inneredienges-inneredienges-inneredienges-inneredienges-inneredienges-inneredien | Planni Planni ng | Project Project ion | Constr uction Constr uction Constr uction | Maintai nance Maintai nance Maintai nance | | Duties of the national interuthan finotonway and Duties of the national interuthan finotonways and express roads) roads to be fulfilled by the states due to the Bundesauthrepowersituring. Regarding roads in the category of "Landstraßen" the states also have to finance. Duties of the national interuthan (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauthrepowersituring". Regarding roads in the category of "Landstraßen". Duties of the national interuthan (motorways and |
| accordance with Directive 2004/52/EC of the European Parlament and of the Council (3) and with Commission Decision 2009/55/EC (c) any Intelligent Transport system deployed by a public authority on coad- representation of the Council Cou | (p. 14) | Yes Yes Yes | Bandefernstaßenseste: http://www.gestes.im- Bandefernstaßenseste: http://www.gestes.im- Bandefernstaßenseste: http://www.gestes.im- Bandefernstaßenseste: http://www.gestes.im- immerte.de/noulesecte/httpig/ges.mg/gestes.im- immerte.de/noulesech/httpig/ges.mg/gestes.im- immerte.de/noulesech/httpig/ges.mg/gestes.im- immerte.de/noulesech/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/gestes/httpig/gestes/ht | Planni ng Planni ng Planni ng | Project ion Project ion | Constr Constr uction Constr uction | Maintai nance Maintai nance Maintai nance | | Duties of the national internation frontowous and Duties of the national internation frontowows and express ready roads to be fulfilled by the states due to the "Bundeauthrepsevenshing". Regarding roads in the category of "Landstraßen" the states also have to financial international international continuation. Duties of the national internation internation frontomys and express roads or oads to be fulfilled by the states due to the "Bundeauthragneewaltung". Regarding roads in the category of "Landstraßen" |
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| excordance with Directive 2004/52/EC of the European Parliament and of the current (3) and with Commission Decision 2009/52/EC 9) any Intelligent Transport system deployed by a public authority on road ramapper inferiorized complex with Developer 2019/09/EU and is deployed in a manner consistent with delegated acts adopted under that Directive. Protection for road infrastructure development. | (p. 14) in addition to Article 19 | Yes Yes Yes | Bundefernstadlengesetz hittp://www.gesetze-inn- Bundefernstadlengesetz hittp://www.gesetze-inn- Bundefernstadlengesetz hittp://www.gesetze-inn- Bundefernstadlengesetz hittp://www.gesetze-inn- Bundefernstadlengesetz hittp://www.gesetze-inn- Gesetz zur Beschlennigung von Planungsverfahren für Infrastrukturvonhaben hittp://www.buzze.do/gesetz/7500/ | Planni ng Planni ng Planni ng | Project ion Project ion | Constr uction Constr uction Constr uction | Maintai nance Maintai nance Maintai nance | | Duties of the national intervalse (motorways and Duties of the national intervalse (motorways and express road); roads to be fulfilled by the states due to the "Bundeauthragenewaltum"; Regarding roads in the categop of "Lundsraßen" the states also have to finance. Duties of the national intervalse (motorways and express road) roads to be fulfilled by the states due to the "Bundeauthragenewaltum"; Regarding roads in the categopy of "Lundsraßen" and express roads) roads to be fulfilled by the states due to the "Bundeauthragenewaltum"; Duties of the national intervalsen (motorways and express roads) croads to be fulfilled by the states due to the "Bundeauthragenewaltum"; Regarding roads in the categopy of "Lundsraßen" the states due to the "Bundeauthragenewaltum"; |
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| (b) use of ITS, in particular multi-modal information and traffic management and to enable integrated communication and payment systems; (c) introduction of new technologies and innovation for promoting low carbon transport; | | Yes Yes | Leitfaden Verkehrstelematik (national guideline, no law): http://www.brwi.de/shireedbeco/Di/rialgy/verkehr/undMobilitaer/feitfade n-eriehtristelematik.pdfNobi-publicationfile Diverse regulations apply, e.g. <u>Bundes-immissionschutzgeseth http://www.gesetze-im-Bundes-immissionschutzgeseth http://www.gesetze-im-Bundes-immissionschutzereordnungen (1 - 4 1. Verordnung)</u> | Planni ng | Project ion | Construction | Maintai | Financi ng/Ten dering | Duties of the national interurban (motorways express roady roads to be fulfilled by the stat due to the "Bundeast integreewaturng". States might also include telematic application their public urban revolves, etc. All possibility strillurates hence are possible. Focus here not of all stateholders have foulfill rational law and respect e.g. critical values for moise and pollution and their public urban revolves of the public urban revolves of critical values for moise and pollution all states of the critical values for moise and pollutions. |
|--|-----------------------|------------------------|--|--------------|----------------|-------------------|------------------|-----------------------------|--|
| | | | http://www.umweit-online.de/redrifulfulfulminchgo/qu/ueber.htm TAL full thittp://www.umweit-online.de/redrifulfulfulfulfulfulfulfulfulfulfulfulfulf | | | | | | government but are in administration of the is If national law exist all subscholders have to implement measures on owne responsibility. Yurther initiatives of the states are possible. |
| (d) provision of appropriate parking space for commercial users with an appropriate level of safety and security. | | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- internet.de/bundesrecht/fstrg/gesamt.pdf | Planni ng | Project ion | Construction | Maintai nance | | Duties of the national interurban (motorways: express roads) roads to be fulfilled by the state |
| (e) the mitigation of congestion on existing roads. | | Yes | Bundesfernstraßengesetz: http://www.gesetze-im- | Planni | Project | Constr | Maintai | | Duties of the national interurban (motorways |
| 4. MARTIME TRANSPORT AND MOTORWAYS OF THE | | | | | | | | | |
| General Comment on inland waterways and maritime transport infrastructure: | | | Demonstration and income demonstrations in | _ | _ | | | | Other |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in the field | 1 | giona 2 | 3 | ence 4 | on: 5 | (please Comments |
| Infrastructure components 1. Maritime transport infrastructure shall comprise in particular: | | | | | | | | | |
| (a) maritime space; (b) sea canals: (c) maritime ports, including the infrastructure necessary for transport operations | 1 | No No | | | | | | | |
| (c) maritime ports, including the infrastructure necessary for transport operations within the port area; | | | internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | |
| | | | Gesetz über Naturschutz und Landschaftspflege: http://www.gesetze-im- internet.de/bundesrecht/bnatschg_2009/gesamt.pdf | | | | | | |
| | | | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) | | | | | | |
| | | Yes | http://www.landesrecht- hamburg.de/jportal/partal/page/bshaprod.psml?showdoccase=1&doc.id=jl r-HPAErGHArahmen&doc.part=X&doc.origin=bs | | | | | | |
| | | | Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/partal/page/bshaprod.psml?showdoccase=1&st=lr&do | | | | | | |
| | | | c.id=jtr-BNatSchGAGHArahmen&doc.part=X&doc.origin=bs | | | | | | See general comment and explanation about |
| | | | Wasserhaushaltsgesetz http://www.gesetze-im- internet.de/bundesrecht/whg_2009/gesamt.pdf | Planni | Project | Financi ng/Ten | Constr | Maintai | management. Landlord/manager of the port responsible for |
| (d) the connections of the ports to the other modes in the trans-European transport | | | For Hamburq: Hamburqisches Wasserqesetz http://www.landesrecht- | nq | ion | dering | uction | nance | public infrastructue in the port area. management. |
| network; | | Yes | Diverse regulations depending on transport mode | Planni ng | Project ion | ng/Ten dering | Constr | Maintai nance | Landlord/manager of the port responsible for public infrastructue in the port area. |
| (e) dikes, locks and docks; | Article 20 (p. 14) | | internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | |
| | | | Gesetz über Naturschutz und Landschaftspflege: http://www.gesetze-im- internet.de/bundesrecht/bnatschq_2009/gesamt.pdf | | | | | | |
| | | | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) | | | | | | |
| | | Yes | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&doc.id=jl | | | | | | |
| | | | r-HPAErGHArahmen&doc.part=X&doc.origin=bs Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: | | | | | | |
| | | | http://www.landesrecht- hamburg.de/iportal/portal/page/bshaprod.psml?showdoccase=18sst=lr8sdo | | | | | | Dikes: Coast protection measures comes unde |
| | | | c.id=jlr-BNatSchGAGHArahmen&doc.part=X&doc.origin=bs | | | | | | states jurisdictions. |
| | | | Wasserhaushaltsgesetz http://www.gesetze-im- internet.de/bundesrecht/whg_2009/gesamt.pdf | Planni | Project | Financi ng/Ten | Constr | Maintai | Locks and docks: Depending on the ownership the locks and docks. Owner/operator is in cha for construction, maintainance etc |
| (f) navigational aids; | 1 | No | For Hamburg: Hamburgisches Wassergesetz http://www.landesrecht- | ng | ion | dering | uction | nance | We understood navigational aids as being e.g. |
| (q) port approaches and fairways; (h) breakwaters; | | Yes Yes | internet.de/bundesrecht/wastrq/qesamt.pdf internet.de/bundesrecht/wastrq/qesamt.pdf | nq na | ion | nq/Ten nq/Ten | uction uction | nance nance | However, e.q. responsibility of the river Elbe is |
| (i) motorways of the sea; | 1 | No | internet.de/bundesrecht/wastrd/qesamt.pdr | - | ine | ng/Ten | uetio- | | responsible, which might be in the hands of a |
| (j) associated equipment; (k) telematic applications, including e-Maritime services and VTMIS. | | Yes Yes | internet.de/bundesrecht/wastrg/gesamt.pdf | ng Planni | Project | ng/Ten | Constr | nance Maintai | Depending on owner of the infrastructure applications needed in the port. See general |
| Maritime ports shall be entry and exit points for the land infrastructure of the con The total annual passenger traffic volume exceeds 0,1 % of the total annual passe. | prehensive r | | tet at least one of the following criteria: | Inq | ion | dering | uction | nance | comment. |
| (a) The total annual passenger traffic volume exceeds 0.1 % of the total annual passes (b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – | | | | | | | | | |
| by Eurostat: (c) The maritime port is located on an island and provides the sole point of access to | | | | | a.mount | und tt | | Gule | and the state of t |
| (d) The maritime port is located on an usano and provides the sole point of access to (d) The maritime port is located in an outermost region or a peripheral area, outside 3. Equipment associated with maritime transport infrastructure may include in partic Motorways of the sea | | | | ronment | al effects | for the | use of all | ernative ! | fuels, as well as equipment to ensure year-round navinability |
| 1. Motorways of the sea represent the maritime dimension of the trans-European tra | nsport netwo | ork and shall contribu | te towards the achievement of a European maritime transport space without b | parriers. | | | | | |
| facilities as well as of simplified administrative formalities enabling short-sea shipping a maritime links between maritime ports of the comprehensive network or | ng or sea-rive | er services between at | least two ports, including hinterland connections. Motorways of the sea shall. Rundeswasserstraßengesetz http://www.gesetze-im- | include: | | Financi | | | German water and shipping administration is |
| between a port of the comprehensive network and a third-country port where of | Article 21 (p. 14) | Yes | internet.de/bundesrecht/wastrg/gesamt.pdf | Planni nq | Project ion | ng/Ten dering | Constr uction | Maintai nance | responsible for the waterways and hence mari links, but for the connections with the ports, t |
| (b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and | | No | | | | | | | |
| communication technologies (ICT) such as electronic logistics management | Article 21 | | | | | | | | We see focus on private actors (freight termin operator/owner of the port, hence if the port |
| (c) infrastructure for direct land and sea access. | (p. 15) | Yes | | | | | | | the hands of a federal states, there is influence. If the general lines/connections outside the p |
| 3 Oppingto of common interest for motors | a cert ac | shall be po | Diverse regulations, depending on transport mode | L | L | | | | If the general lines/connections outside the p are meant, answer is NO. |
| Projects or common interest for motorways of the sea in the trans-European trans | port network | snau 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 | | | | | | | | | operator/owner of the port, hence if the port is in |
|--|--|---|--|------------|----------|-----------|----------|-----------|--|
| network between two or more core network ports; | | | | | | | | | the hands of a federal states, there is influence. |
| | | Yes | | | | Financi | | | |
| | | | | Planni | Project | ng/Ten | Constr | Maintai | If the general lines/connections outside the port |
| | Article 21 | | Diverse regulations, depending on transport mode | nq | ion | dering | uction | nance | are meant, answer is NO. |
| (b) a maritime link and its hinterland connections between a core network port and | (p.15) | | | | | | | | operator/owner of the port, hence if the port is in |
| ports of the comprehensive network, with a special focus on the hinterland | | | | | | | | | the hands of a federal states, there is influence. |
| connections of the core and comprehensive network ports. | | Yes | | | | Financi | | | |
| | | | | Planni | Project | ng/Ten | Constr | Maintai | If the general lines/connections outside the port |
| | | | Diverse regulations, depending on transport mode | na | | dering | | | are meant answer is NO |
| 3. Projects of common interest for motorways of the sea in the trans-European trans- | port network | may also include acti | vities that have wider benefits and are not linked to specific ports, such as s | ervices an | | | | | persons and goods activities for improving environmental |
| 4. By two years after the designation of the Coordinator for Motorways of the Sea as | provided for | in Article 51, the Coo | rdinator shall present a detailed implementation plan for the Motorways of | the Sea ba | sed on e | xperience | s and de | velopmer | nts relating to Union maritime transport as well as the forecasted |
| traffic on the Motorways of the Sea. | | | | | | | | | |
| Transport infrastructure requirements | | | | | | | | | |
| Member States shall ensure that: | | | | | | | | | |
| (a) Maritime ports are connected with railway lines or roads and, where possible, | | Yes | Diverse regulations, depending on transport mode | Planni | Project | Financi | Constr | Maintai | See different findings above and general |
| (b) Any maritime port that serves freight traffic offers at least one terminal open to | 1 | | | | | | | | run an terminal, which implies that the stakeholder |
| users in a non-discriminatory way and apply transparent charges. | | | | | | | | | |
| | | | | | | | | | |
| | Article 22 | Yes | Diverse laws e o | | | | | | is responsible of any issues related to it. |
| | Article 22 (p.15) | | Diverse laws, e.g. Grundoesetz. Gesetz über die Hamburg Port Authority (HPAG). | | | | | | is responsible of any issues related to it. |
| | | | Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), | | | | | | is responsible of any issues related to it. As described in the general comment e.g. HPA |
| | (p.15) | | | | | | | | is responsible of any issues related to it. |
| (c) Sea canals, port fairways and estuaries connect two seas, or provide access from | (p.15) | No | Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), Handelsgesetzbuch, etc. | | | | | | is responsible of any issues related to it. As described in the general comment e.g. HPA would be responsible for contracts with terminal |
| (c) See canals, port fairways and estuaries connect two seas, or provide access from the cas no sustines costs and corresponded sheet to include submission lates A1. A Member States shall ensure that ports include experiment necessary to assist the | (p.15) | No I performance of ship | Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), Handelsgesetzbuch, etc. is in ports, in particular reception facilities for ship generated waste and carr | | | | | ive 2000/ | is responsible of any issues related to it. As described in the general comment e.g. HPA would be responsible for contracts with terminal |
| (c) Sea canals, port fairways and estuaries connect two seas, or provide access from | (p.15) | No I performance of ship | Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), Handelsgesetzbuch, etc. is in ports, in particular reception facilities for ship generated waste and carr | | | | | ive 2000/ | is responsible of any issues related to it. As described in the general comment e.g. HPA would be responsible for contracts with terminal |
| (c) See canals, port fairways and estuaries connect two seas, or provide access from the cast to madeline out and correspond at least to closed undersomerized at J. 2. Member States shall ensure that ports include experiment necessary to assist the | (p.15) environmenta e 2002/59/EC | No I performance of ship and deploy e-Maritin | Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), Handelsgesetzbuch, etc. s in ports, in particular reception facilities for ship generated waste and care se services, including in particular maritime single window services, as provi | | | | | ive 2000/ | is responsible of any issues related to it. As described in the general comment e.g. HPA would be responsible for contracts with terminal |

Production of management of the common interest related to manifilm 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 | | Yes | | | | | | | | are in states hands have to implement measures their own responsibility. Own measures of states might be possible. |
|--|-------------------|--|--|-------------------------------|----------------|----------------------|-------------|------------------|---|--|
| (b) interconnection of maritime ports with inland waterways; | | | internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | |
| | | | Gesetz über Naturschutz und Landschaftspflege: http://www.gesetze-im- internet.de/bundesrecht/bnatschg_2009/gesamt.pdf | | | | | | | |
| | | | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) | | | | | | | |
| | | Yes | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&doc.id=jl r-HPAErGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&st=lr&do c.id=jlr-BNatSchGAGHArahmen&doc.part=x&doc.origin=bs | | | | | | | |
| | | | Wasserhaushaltsgesetz http://www.gesetze-im- internet.de/bundesrecht/whg_2009/gesamt.pdf | Planni | Project | Financi ng/Ten | Constr | Maintai | | German water and shipping administration is responsible for the inland waterways, port operator/owner is responsible for port |
| | Article 23 | | For Hamburg: Hamburgisches Wassergesetz http://www.landesrecht- | nq | ion | dering | uction | nance | | infrastructure. See general comment. |
| (c) implementation of VTMIS and e-Maritime services; | (p.15) | Yes | | Planni | Project | ng/Ten derina | Constr | Maintai nance | | applications in the port. See general comment. Telematic applications on the general inland |
| (d) introduction of new technologies and innovation for promotion of alternative | 1 | Yes | nature conversation and/or protection regarding pollution/emissions | nq | ion | dering | uction | nance | | are in federal states hands have to implement |
| (e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area. | | | internet.de/bundesrecht/wastrg/gesamt.pdf | | | | | | | |
| ransport operations within the port area. | | | Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | |
| | | | Gesetz über Naturschutz und Landschaftspflege: http://www.gesetze-im- internet.de/bundesrecht/bnatschg_2009/gesamt.pdf | | | | | | | |
| | | | For Hamburg: Gesetz über die Hamburg Port Authority (HPAG) | | | | | | | |
| | | Yes | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&doc.id=jl r-HPAErGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes: | | | | | | | |
| | | | http://www.landesrecht- hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&st=lr&do c.id=jtr-BNatSchGAGHArahmen&docpart=X&docorigin=bs | | | | | | | |
| | | | Wasserhaushaltsgesetz http://www.gesetze-im- internet.de/bundesrecht/whg_2009/gesamt.pdf | Planni | Project | Financi ng/Ten | Constr | Maiatai | | Port owner/operator is responsible. See general |
| | | | For Hamburg: Hamburgisches Wassergesetz http://www.landesrecht- | ng | ion | | uction | nance | | comment. |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 5. AIR TRANSPORT | | | | _ | | l influ | 0000 | | Other | |
| 5. AIR TRANSPORT General Comment on air transport infrastructure: | | | Documentation regarding covered regulations in | | | | | | | Comments |
| 5. AIR TRANSPORT General Comment on air transport infrastructure: Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in the field | 1 | giona 2 | 3 | 4 | 5 | (please | |
| General Comment on air transport infrastructure: | Source | Yes/ No | | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: | Source | Yes/ No | | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Source | Yes/ No | the field | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: | Source | | the field internet.de/bundesrecht/luftvg/gesamt.pdf | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Source | | the field | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Source | | the field internet de/bundesvecht/fulm/gigsamt.pdf Gesetz zur Beeitkunsigung von Planungsverfahren für Infractoriksrovenbeen http://www.buzer.ddhtm/gig-Gesetz-zur-Beichtkemigung-von-Planun | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Article 24 (p.16) | No | the field internet.de/bundesrecht/fultve/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben hittp://www.buzzeid-bi.hmlg-Gesetz-zur-Beschleunigung-von+Planun gwerfahren *Fic/SikG-Hinfrastrukturvorhabendif-1 Luttverkerhavverorhung http://www.gestzei-im- | 1 | 2 | 3 | 4 | 5 | | |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Article 24 | No | the field internet.de/bundesrecht/fultvey/gesamt.pdf Gesetz zur Beschleunigung von Panungsverfahren für Infrastrukturvonbaben http://www.buzer.de/sl.htmig-Gesetz-zur-Beschleunigung+von+Planun geverfahren-Pic/Slos-Gesetz-zur-Beschleunigung+von+Planun geverfahren-Pic/Slos-Gesetz-zur-Beschleunigung+von+Planun geverfahren-Pic/Slos-Gesetz-zur-Beschleunigung+von+Planun geverfahren-Pic/Slos-Gesetz-zur-Beschleunigung+von+Planun Gesetz-zur-Schutz-gegen Flugilierm-http://www.gesetz-im- | 1 | 2 | 3 | 4 | 5 | | All infestruture measures have to be approved and controlled by the authorities of the states for the federal government due to the "Bundeauthragevenstumg". |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Article 24 | No | the field deternet.der.bundesrecht/fulnsy/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorbat. bit mit ge-Gesetz- zur Beschleunigung «von »Planun geverhinen » fücklich - Hindrastrukturvorbabendile 1 Luftverkehraverordnung hitz//www.gesetze-im- internet.der/hund-an MontooS2096ib ahm Gesetz zum Schutz gegen Fluglism: hitz//www.gesetze-im- internet.der/hund-excht/full.um/gesamt.pdf Luftverkehrs-Zulassungs-Ordnung hitz//www.gesetze-im- internet.der/bundescet/full.um/gesamt.pdf Luftverkehrs-Zulassungs-Ordnung hitz//www.gesetze-im- internet.der/bundescet/full.um/gesamt.pdf | 1 | 2 | 3 | 4 | 5 | Approval, | and controlled by the authorities of the states for the federal government due to the "Bundesauftragsverwaltung". Infrastructure operator of the airport is responsit |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air gazer, crustes and airways; (b) air ports; | Article 24 | No | the field unternet der hundesrecht/fuhrby/gesamt.pdf Gesetz auf Bedrikunigung von Planungsverfahren für hattp://www.buze.fd.h.h.hm/g-Gesetz-eur-Bedrikunigung-von+Planungsverfahren-FkC398C+Infratrukturvonbabendf-1 unterverlichervondung intip://www.gesetz-eur- sidernet-der/unterverlicher | Other Other | 2 | 3 | 4 | 5 | (please | and controlled by the authorities of the states for the federal government due to the "Bundesauftragsverwaltung". |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air spare, routes and airways; | Article 24 | No Yes | the field deternet.der.bundesrecht/fulnsy/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorbat. bit mit ge-Gesetz- zur Beschleunigung «von »Planun geverhinen » fücklich - Hindrastrukturvorbabendile 1 Luftverkehraverordnung hitz//www.gesetze-im- internet.der/hund-an MontooS2096ib ahm Gesetz zum Schutz gegen Fluglism: hitz//www.gesetze-im- internet.der/hund-excht/full.um/gesamt.pdf Luftverkehrs-Zulassungs-Ordnung hitz//www.gesetze-im- internet.der/bundescet/full.um/gesamt.pdf Luftverkehrs-Zulassungs-Ordnung hitz//www.gesetze-im- internet.der/bundescet/full.um/gesamt.pdf | Other Other | 2 | 3 | 4 | 5 | Approval, Control Control | and controlled by the authorities of the states fi the federal government due to the "Bundesauftragsverwaltung". Infrastructure operator of the airport is responsi for all ground infrastructure. responsible for all measures. Airport operators are responsible for associated |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air space, rouses and airways; (b) air ports; (c) the connections of the airports to the other modes in the trans-European (d) associated equipment; (e) air navigation systems, including SESAR. | Article 24 | No Yes | the field onternet.de/bundesrecht/fufnty/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infratrukturvondbe. Der Gesetz zur Beschleunigung -von -Planun geverhinen - PlächGe- Infratrukturvondbendfa-1 Luftverkehreverorinung http://www.gesetze-im- internet.de/fufn-von ABROOGESG953. Infratrukturvondbendfa-1 Luftverkehreverorinung http://www.gesetze-im- internet.de/fufn-von ABROOGESG953. Infratrukturvondbendfa-1 Luftverkehr-Zudassungs- Ordnung http://www.gesetze-im- internet.de/bundesrecht/fufl.tmg/gesamt.pdf Luftverkehr-Zudassungs-Ordnung http://www.gesetze-im- internet.de/bundesrecht/fufl.tmg/gesamt.pdf Luftsfachrechtigssetz. http://www.gesetze-im- internet.de/bundesrecht/fufl.tmg/gesamt.pdf internet.de/bundesrecht/fufl.tmg/gesamt.pdf | Other | 2 | 3 | 4 | 5 | Approval, Control | and controlled by the authorities of the states for the federal government due to the "Bundesauftragoverwaltung". Infrastructure operator of the airport is responsi- for all ground infrastructure. responsible for all measures. |
| General Comment on air transport infrastructure: Criteria/ Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (g) air space, routes and airways; (b) air poste, routes and airways; (c) the connections of the airports to the other modes in the trans-European (d) associated equipment; (e) air navigation systems, including SESAR. 2. Airports shall comply with one of the following criteria: | Article 24 (p.16) | No No Yes Yes Yes No | the field onternet.de/bundesrecht/fufutry/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infratruktusvondbe.btm/ge-Gesetz-zur-Beschleunigung-von -Planun geverlinten- HSGENG-Hildratuktusvondbendf-1 Luftverk-havverordnung http://www.gesetze-im- internet.de/fufur-0a.BRO00500963.htm. Gesetz zum Schutz gegen Füglürm: http://www.gesetze-im- internet.de/fundesrecht/fufur-ogspeam.pdf Luftverk-havverordnung-http://www.gesetze-im- internet.de/fundesrecht/fufur-ogspeam.pdf Luftverk-havverordnung-http://www.gesetze-im- internet.de/bundesrecht/fufur-ogspeam.pdf Luftverk-havverordnung-http://www.gesetze-im- internet.de/bundesrecht/fufur-ogspeam.pdf Luftsfechnehitsgestex-thirp//www.gesetze-im- internet.de/bundesrecht/fufur-ogspeam.pdf internet.de/bundesrecht/fufur-ogspeam.pdf internet.de/bundesrecht/fufur-ogspeam.pdf internet.de/bundesrecht/fufur-ogspeam.pdf internet.de/bundesrecht/fufur-ogspeam.pdf | Other Other | 2 | 3 | 4 | 5 | Approval, Control Control Control Control | and controlled by the authorities of the states for the federal government due to the "Bundesauftragoverwaltung". Infrastructure operator of the airport is responsified all ground infrastructure, responsible for all measures. Alignot operators are responsible for associated equipment of the airports. |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air space, rouses and airways; (b) air ports; (c) the connections of the airports to the other modes in the trans-European (d) associated equipment; (e) air navigation systems, including SESAR. | Article 24 (p.16) | Yes Yes No | the field sinternet.de/bundesrecht/lufnys/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvordaben imps-Gesetz + zur Beschleunigung + von + Planun gwerfahren - FKCT98C - Infrastrukturvorhabendf = 1 Luftverkehnverordnung http://www.gesetze-im- internet.de/bundvoid 840006250005 Juhn Gesetz zum Schutz gegen Fluglism: http://www.gesetze-im- internet.de/bundvoid 840006250005 Juhn Gesetz zum Schutz gegen Fluglism: http://www.gesetze-im- internet.de/bundvoid/full/un/gegesamt.pdf Luftverkehn-Zulassungs-Ordnung http://www.gesetze-im- internet.de/bundveiser/full/un/gegesamt.pdf Luftsuckehnstigsgesetz: http://www.gesetze-im- internet.de/bundveiser/full/un/gegesamt.pdf un verternet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf | Other Other Other | 2 D km from | 3 | 4 | 5 | Approval, Control Approval, Control Control Control Control Control | and controlled by the authorities of the states five the federal operment due to the "Bundesuffragoverwaltung". Infrastructure operator of the airport is responsi- for all ground infrastructure. responsible for all measures. Apport operators are responsible for associated equipment of the airports. |
| General Comment on air transport infrastructure: Criteria/Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air gazer, exists and airways; (b) air gazer, exists and airways; (c) the connections of the airports to the other modes in the trans-European (d) air southern connections of the airports to the other modes in the trans-European (d) air southern connections of the airports to the other modes in the trans-European (d) air southern connections of the airports to the other modes in the trans-European (d) air airwayation systems; including SESAR. 2. Airports shall comply with one of the following criteria: (a) for passenger particles is at least 0.1 % of the te | Article 24 (p.16) | Yes Yes No | the field sinternet.de/bundesrecht/lufnys/gesamt.pdf Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvordaben imps-Gesetz + zur Beschleunigung + von + Planun gwerfahren - FKCT98C - Infrastrukturvorhabendf = 1 Luftverkehnverordnung http://www.gesetze-im- internet.de/bundvoid 840006250005 Juhn Gesetz zum Schutz gegen Fluglism: http://www.gesetze-im- internet.de/bundvoid 840006250005 Juhn Gesetz zum Schutz gegen Fluglism: http://www.gesetze-im- internet.de/bundvoid/full/un/gegesamt.pdf Luftverkehn-Zulassungs-Ordnung http://www.gesetze-im- internet.de/bundveiser/full/un/gegesamt.pdf Luftsuckehnstigsgesetz: http://www.gesetze-im- internet.de/bundveiser/full/un/gegesamt.pdf un verternet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf internet.de/bundveiser/full/un/gegesamt.pdf | Other Other Other | 2 D km from | 3 | 4 | 5 | Approval, Control Approval, Control Control Control Control Control | and controlled by the authorities of the states for the federal operment due to the "Bundesulfragoverwaltung". Infrastructure operator of the airport is responsi- for all ground infrastructure. responsible for all measures. Approt operators are responsible for associated equipment of the airports. |
| General Comment on air transport infrastructure: Criteria / Demands Infrastructure components 1. Air transport infrastructure shall comprise in particular: (a) air space, routes and airways; (b) air poster, course and airways; (c) the compositions of the airports to the other modes in the trans-European (d) associated equipment; (e) air mayingston systems, including SESAR. (d) adoption that Compositions are considered as a considered airways and the composition of the compos | Article 24 (p.16) | Yes Yes Yes Yes Ossessinger volume of all airports and of all airports and all all operations. | Internet de/bundesvecht/fulm/gigsamt.pdf Gesetz unr Beecktounigung von Planungsverfahren für Infractioktervorhaben hittp://www.buze.dd.h.tml/gig-Gesetz- uur-Beschleunigung+von+Planungsverfahren-PkC398GC+Infratriukturvorhabende1 http://www.buze.dd.h.tml/gig-Gesetz- uur-Beschleunigung+von+Planungsverfahren-PkC398GC+Infratriukturvorhabende1 untervechd-pkc308GC39GG himd Gesetz zum Schulz gegen Flugifirm: http://www.gesetze-in- internet de/unteredecht/fulm/gig-gesent/pdf Luftvechne-Zulaszungs-Ordnung http://www.gesetze-in- internet de/bundesvecht/fulm/gig-gesent/pdf Luftschehneltsgesetz: http://www.gesetze-in- internet de/bundesvecht/fulm/gig-gesent/pdf Jin-internet de/bundesvecht/fulm/gig-gesent/p | Other Other Other other other | 2 D km from | n the near the lates | rest airpat | ort in the | Approval, Control Control Control Approval, Control Control | and controlled by the authorities of the states for the federal operment due to the "Bundesultraguevensitumg". Interfaturcture operator of the sirport is responsi- for all ground infrastructure. Expossible for all measures. Airport operators are responsible for associated equipment of the airports. |

| Priorities for air infrastructure development | | | | | | | | | | |
|---|---------------|--------------------------|--|---------|------------|-----------|------------|------------|-------------------------------|--|
| In the promotion of projects of common interest related to air transport infrastructure | e, and in add | lition to the priorities | set out in Article 10, priority shall be given to the following: | | | | | | | |
| (a) increase airport capacity; | | Yes | Diverse regulations about building measures and air transport | Other | | | | | Approval, Control | Airport operator is responsible. |
| (b) supporting the implementation of the Single European Sky and of air traffic | Article 26 | No | | | | | | | | |
| (c) improving multi-modal interconnections between airports and infrastructure for other transport modes. | (p. 16) | Yes | im-internet.de/bundesrecht/rog_2008/gesamt.pdf Diverse requiations apply | | | | | | | Infrastructure operator is responsible. See also different finding to other transport modes. |
| (d) improving sustainability and mitigating the environmental impact from aviation; | | Yes | on aviation but diverse regulations apply, e.g. | | | | | | | upcoming) national law and to respect e.g. critical |
| | | | | | | | | | | |
| | | | | | _ | - | | | | |
| 6. MULTIMODAL TRANSPORT | | | | | | <u> </u> | <u> </u> | <u> </u> | | |
| General comment on multimodal transport infrastructure: | | | I | _ | | | | | | |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regultations in the field | 1 | 2 | al influ | 4 | on: 5 | Other (please indicate) | Comments |
| Infrastructure components | | | | | | • | | | | |
| Freight terminals or logistic platforms shall comply with at least one of the following | | | | | | | | | | |
| (a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or (b) where there is no freight terminal or logistic platform complying with point (a) in | | | | | | | | | | |
| Transport infrastructure requirements | a NUIS 2 rec | gion, it is the main in | eight terminal or logistic platform designated by the Member State concerned | , шпкеа | at least t | o roads a | ind rattwo | sys for th | at NU15 2 region | n, or in the case of Member States with no rail system, |
| 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, signorts, maritime ports, in order to allow multimodal transport of freight and passengers: | Article 28 | Yes | | | | | | | | Please see general comment and findings to all different transport modes as well as to freight terminals and logistics platforms. Various actors are involved, private and public. |
| (b) without prejudice to the applicable provisions laid down in Union and national law, freight terminsk and logistic platforms, inland and mantime 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 chair. Such systems should in particular enable real time information on available infrastructure. The provision and positioning understanding and instructure capacity. Iraffic flows and positioning useful meantained to the provision of the provision and tracing and tracing and tracing the provision and tracing the | (p.17) | | | | | | | | | Depending on management type of freight terminals, ports, etc. See findings to different modes as well as to freight terminals. General, information flows mainly duty of the private sector. |

| (c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be | Article 28 | | | | | | | | | Not valid for the TEN-TaNS analyses in activity 4.2 |
|---|----------------------|-------------------------|---|------------|------------|-----------|-----------|-----------|--------------------|--|
| facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where relevant | (p.17) | | | | | | | | | |
| 2. Freight terminals shall be equipped with cranes, conveyors and other devices for | moving freigh | nt between different t | ransport modes and for the positioning and storage of freight. | | | _ | | _ | | |
| Priorities for multimodal infrastructure development | | | | | | | | | | |
| In the promotion of projects of common interest related to multimodal transport inf | rastructure, a | and in addition to the | general priorities set out in Article 10, priority shall be given to the following: | | | | | | | |
| (a) providing for effective interconnection and integration of the infrastructure of | | | | | | | | | | different transport modes and freight terminals, etc. |
| the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms; | Article 29 (p.17) | Yes | | | | | | | | Infrastructure owner is responsible, all modes connected. Various actors are involved, private and public |
| (b) removing the main technical and administrative barriers to multimodal | 1 | | | | | | | | | included in the "Bundesverkehrswegeplan", see |
| (c) developing a smooth flow of information between the transport modes and | | | | | ₩ | +- | ₩ | +- | | Please see findings to all different transport modes |
| | | | | | | | | | | |
| 7.1. Requirements for Core Rail Network | _ | | Documentation regarding covered regulations in | Re | eaion | al influ | ence | on: | Other | _ |
| Criteria/Demands | Source | Yes/ No | the field | | | 3 | | | (please | Comments |
| Infrastructure components 1. Innovative technologies, telematic applications and regulatory and governar | ice measure | s for managing the | infrastructure use shall be taken into account in order to ensure resource | e- efficie | ent use o | of transr | ort infra | structure | for both passe | engers and freight transport and to provide for |
| The infrastructure of the core network shall meet all the requirements set out in C | hapter II. In a | addition, the following | requirements shall also be met by the infrastructure of the core network, wit | thout pre | ejudice tr | o paragra | ph 3: | | | |
| (a) for rail transport infrastructure (i) full electrification of the line tracks and, as far as necessary for electric train | | No | | | _ | + | _ | + | | See General Comment; focus here on general TEN- |
| (ii) freight lines of the core network as indicated in Annex I: at least 22.5 t axie load, | 4 | NO | | | ₩ | ₩ | ₩ | ₩ | | networks which is in hands of DB Netz AG. |
| 100 km/h line speed and the possibility to run trains with a length of 740 m; | Article 39 | No | | | | | | | | See General Comment; focus here on general TEN- networks which is in hands of DB Netz AG. |
| (iii) full deployment of ERTMS; | (p.19) | Yes | regulations apply | nq | ion | nq/Ten | uction | nance | | DB Netz is responsible but at state owned |
| (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 | | No | | | | | | | | German tracks all have the characteristic of nominal |
| Isolated networks are exempted from the requirements (i) to (iii). | | | | Щ | Щ | ₩ | Щ | ₩ | | gauge. |
| Without prejudice to Directive 2008/57/EC, at the request of a Member State, as n | egards railwa | y transport infrastruct | ure, exemptions may be granted by the Commission in duly justified cases as | regards | the train | length, | ERTMS, a | ide load, | electrification ar | nd line speed. |
| | | | | | = | _ | = | \pm | | |
| 7.2. Requirements for Core Road Network | | | | | | Line | | | Other | |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regultations in | K | giona | Lurru | ence | On: | (please | Comments |
| | | | the field | 1 | 2 | 3 | 4 | 5 | indicate) | |
| (c) for road transport infrastructure: | | | | | _ | _ | _ | | | |
| - the requirements under points a) or (b) of Article 17 (3) | | | internet.de/bundesrecht/fstrg/gesamt.pdf | | | | | | | |
| | | | Gesetz zur Beschleunigung von Planungsverfahren für | | | | | | | |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | | | | | | | |
| | | | Gesetz über den Ausbau der Bundesfernstraßen http://www.gesetze-im- internet.de/fstrausbaug/BJNR008730971.html | | | | | | | |
| | | | | | | | | | | |
| | | | Laws for Hamburg: Hamburgisches Wegegesetz: http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml.jsessionid=EE657389EA13D 1D9049C8EE1A02A8D0C.jp25?showdoccase=1&st=lr&doc.id=jlr- | | | | | | | |
| | | Yes | WegeGHArahmen&doc.part=X&doc.origin=bs | | | | | | | |
| | | | Anordnung zur Durchführung des Hamburgischen Wegegesetzes: | | | | | | | |
| | | | http://www.landesrecht- | | | | | | | |
| | | | hamburg.de/jportal/portal/page/bshaprod.psml:jsessionid=5C346EC73340F 9AF355C030934BA4730.jpe5?printview=true&showdoccase=1&doc.id=jlr- | | | | | | | |
| | Article 39 (p.19) | | WegeGDAnOHArahmen&doc.part=X&doc.origin=bs&st=lr | | | | | | | Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
| | " | | Further laws, regarding financial aid for other than "Bundesfernstraßen": | | | | | | | due to the "Bundesauftragsverwaltung". |
| | | | Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden http://www.gesetze-im- | Planni | Project | Constr | Maintai | á | | Regarding roads in the category of "Landstraßen" |
| the development of cost areas on materials and anomalisately and the second | 4 | | internet.de/bundesrecht/qvfq/qesamt.pdf Bundesfernstraßengesetz: http://www.qesetze-im- | nq | ion | uction | nance | ₩ | | (conventional roads) the states also have to finance. |
| 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 | | | internet.de/bundesrecht/fstrg/gesamt.pdf | | | | | | | |
| provide appropriate parking space for commercial road users with an appropriate level of safety and security. | | Yes | Gesetz zur Beschleunigung von Planungsverfahren für | | | | | | | |
| | | | Infrastrukturvorhaben http://www.buzer.de/gesetz/7500/ | Planni | Project | Constr | Maintai | | | Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states |
| |] | | Gesetz über den Ausbau der Bundesfernstraßen http://www.qesetze-im- | nq | ion | uction | nance | 1 | | due to the "Bundesauftragsverwaltung". |
| - availability of alternative clean fuels; | | | No special legislation on alternative clean fuels so far, but diverse existing nature conversation and/or protection regarding pollution/emissions | 1 | 1 - | 1 - | 1 - | 1 | | Whenever EU law exist, member states will ratify and finally also federal states have to fulfil the laws. |
| | | Ver | regulations apply, see other rows regarding sustainability and low-carbon findings. | 1 | 1 | | 1 | | | Currently there are no special laws. Main stakeholders to fulfill tasks are in the private sector. |
| | | Yes | Alternative fuels are mentioned in the national mobility and fuel strategy: | | | | | | | See also findings to other transport modes and CPT. |
| | | | Mobilitäts- und Kraftstoffstrategie: http://www.bmvi.de/SharedDocs/DE/Anlaqe/UI-MKS/mks-strateqie- | 1 | 1 | | 1 | | | Influence possibilities hence vary. Measures of states might be possible. |
| | | | ay a same a say a sa | | 1 | 1 | 1 | 1 | | , and produces |
| 7.3. Requirements for Core Waterway and Maritime | 1 | \vdash | | | +- | +- | +- | +- | | 1 |
| Network | | | | <u> </u> | | Ш. | | <u>L</u> | <u> </u> | <u> </u> |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in | | | al influ | | | Other | Comments |
| (b) for inland waterway and maritime transport infrastructure: | | | the field | 1 | 2 | 3 | 4 | 5 | (please | |
| - availability of alternative clean fuels; | Article 39 | | No special legislation on alternative clean fuels so far, but diverse existing nature conversation and/or protection regarding pollution/emissions | | | T | | T | | No law exist so far, but e.g. see findings below regarding the requirements of the CPT directive: |
| | (p.19) | | regulations apply, see other rows regarding sustainability and low-carbon | | | | | | | HPA as landlord /manager for the Port of Hamburg |
| | | Yes | findings. Alternative fuels are mentioned in the national mobility and fuel strategy: | | | | | | | (see general comment on maritime and inland waterways transport infrastructure) is responsible |
| | | | Mobilitäts- und Kraftstoffstrategie: http://www.bmvi.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie- | | | | | | | for all public infrastructure in the port area. HPA manages shore side electricity for inland waterways |
| | | | | 1 | 1 | 1 | 1 | 1 | 1 | manages shore side electricity for inland waterways |
| | | | final.pdf?blob=publicationFile | | | | Ш. | | | and cruise ships, first LNG projects are planned. |

| | | | | T | | | | | | |
|--|---|--|--|--|--|--|--|---|--------------------|--|
| | | | | | | | | | | |
| | | | | | | | | | | |
| 7.4. Requirements for Core Air Network | | | Description resulting account and the second | _ | giona | 1 : 61 | | | Other | |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in the field | Re | | | 4 | | (please | Comments |
| (d) for air transport infrastructure: | | | the itetu | | | 3 | 4 | Э . | (ptease | |
| - capacity to make available alternative clean fuels | Article 39 | | No special legislation on alternative clean fuels so far, but diverse existing | | | | | | | Law to be adopted by the federal government. |
| | (p.19) | | nature conversation and/or protection regarding pollution/emissions | + | | | | | | Private sector will be responsible regarding the use |
| | | | | | | | | | | |
| | | | | <u> </u> | | | | | | |
| 8. COMMON PROVISIONS | | | | | | | | | | |
| o. com non monomo | | | | | | | | | | |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in | | giona | | | | Other | Comments |
| Urhan Nodes | | | the field | 1 | 2 | 3 | 4 | 5 | (please | |
| When developing the comprehensive network in urban nodes, Member States shall. | | to other transmission | | _ | | | | | | |
| | where reasio | ie, aim to ensure: | | | | | | | | |
| (a) for passenger transport: interconnection between rail, road, air and, as(b) for freight transport: interconnection between rail, road, and, as appropriate, | - | Yes | Diverse regulations regarding different transport modes, construction, etc. | + | | | | | | Not valid for the TEN-TaNS analyses in activity 4.2 different transport modes. |
| (c) adequate connection between different railway stations, ports or airports of the | - ' | | biverse regulations regarding different transport modes, construction, etc. | + | | | | | | |
| comprehensive network within an urban node; | | Yes | Diverse regulationss apply, depending on transport mode and logistics hub | | | | | | | Infrastructure owner/operator is responsible. See different findings to different transport modes |
| (d) seamless connection between the infrastructure of the comprehensive network | 1 ' | Yes | | | | | | | | different findings to different transport modes. See an other findings regarding the different |
| (e) mitigating exposure of urban areas to negative effects of transiting rail and road | ┥ ' | | Diverse regulationss apply, depending on transport mode and logistics hub Bundes-Immissionsschutzgesetz http://www.qesetze-im- | +- | - | | - | | | transport modes. All stakeholders are involved. |
| transport, which may include bypassing of urban areas; | | l | internet.de/bundesrecht/bimschq/qesamt.pdf | | | | | | | |
| | 1 | l | Bundes-Immissionsschutzverordnungen (141. Verordnung) | 1 | 1 | | | | | |
| | | l | http://www.umwelt-online.de/recht/luft/bimschg/vo/ueber.htm | | | | | | | |
| | | Yes | TA Luft: http://www.bmub.bund.de/fileadmin/bmu- import/files/pdfs/allgemein/application/pdf/taluft.pdf | | | | | | | |
| | Article 30 | l | TA Lärm http://www.verwaltungsvorschriften-im- | | | | | | | |
| | (p.17) | l | internet.de/bsvwvbund_26081998_IG19980826.htm | | | | | | | See findings above for the transport modes rail and |
| | | l | Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen (Biokraftstoff-Nachhaltigkeitsverordnung - Biokraft- | | | | | | | road, various influences possible, depending on infrastructure actor. |
| (f) promotion of efficient low-noise and low-carbon urban freight delivery. | 1 ' | | Bundes-Immissionsschutzgesetz http://www.gesetze-im- | # | | | | | | |
| | | l | internet.de/bundesrecht/bimschg/gesamt.pdf | | | | | | | |
| | | l | Bundes-Immissionsschutzverordnungen (141. Verordnung) | | | | | | | |
| | | l | http://www.umwelt-online.de/recht/luft/bimschg/vo/ueber.htm TA Luft: http://www.bmub.bund.de/fileadmin/bmu- | | | | | | | |
| | | Yes | import/files/pdfs/allqemein/application/pdf/taluft.pdf | | | | | | | |
| | | l | TA Lärm http://www.verwaltungsvorschriften-im- | | | | | | | All stakeholders are involved and have to respect |
| | | l | internet.de/bsvwvbund_26081998_IG19980826.htm | | | | | | | national law. Please see all findings to the different |
| | | l | Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen (Biokraftstoff-Nachhaltigkeitsverordnung - Biokraft- | | | | | | | transport modes. Own initiatives of the states might be possible. |
| Telematic Applications | | | | | | | | | | |
| Telematic applications shall enable traffic management and the exchange of info Telematic applications shall be deployed where feasible across the Union, in orde | | | | elated ser | vices, im | proving s | afety, se | curity and | d environmental | performance, as well as simplifying administrative |
| Telematic applications snati be deployed where leasible across the Union, in order The Telematic applications referred to in this Article shall, for the respective trans | | | basic capabilities in all member States. | | | | | | | |
| - for railways: ERTMS; | Article 31 | | | | | Financi | | | | DB Netz is responsible but at state owned |
| | (p.17) | Yes | | Planni | Project | nq/Ten | Constr | Maintai | | infrastructure, e.g. Hamburg's port railway, own |
| | | | | | ion | | | nance | | |
| | | ies | No special regulations regarding ERTMS, diverse regulations apply | ng | | dering | uction | | | telematic approaches are possible and HPA |
| - for inland waterways: River Information Services; | | Yes | No special regulations regarding ERTMS, diverse regulations apply | Planni | Project | ng/Ten | Constr | Maintai | | telematic approaches are possible and HPA and the overall telematic RIS approach are in the |
| * | | Yes | | | Project ion | | | Maintai nance | | telematic approaches are possible and HPA |
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| - for road transport: ITS; - for maritime transport: VTMIS and e-Maritime services, including single window | Article 31 (p.18) | Yes | Leitfaden Verkehrstelematik (national guideline, no law): http://www.bmvi.de/SharedDocs/DE/Anlage/VerkehrUngMobilitaet/leitfade | Planni nq Planni nq Planni | Project ion Project ion Project | ng/Ten dering Constr uction ng/Ten | Constr uction Maintai nance Constr | Maintai nance Financi ng/Ten Maintai | | telematic approaches are possible and HPA and the overall telematic RIS approach are in the hands of the federal water and shipping Duties of the national interurban roads to be fulfilled by the states due to the window is duty of the federal qovernment but e.g. |
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| -for road transport: TIS. For martime transport: VTMS and a -Moritime services, including gingle windows services such as the meditine single window port community systems and relevant of the provinces and the meditine single window port community systems and relevant—for air transport air traffic management systems, in particular those resulting from SSSAR. Statistically freight transport services Statistically freight transport services Statistically freight transport services (bit promote the deployment of innovative transport services, including through Motorways of the Sea, telematic applications and the development of the ancillary interface and transport services, and services, as well as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the establishment of relevant governance structures. The stransport services are veil as the control services are developed as the stransport services are veil as the stransport services. The stransport services are veil as the stransport services are veil as the stransport services. The stransport services are veil as the stransport services are veil as the stransport services. The stransport services are veil as the stransport services are veil as the stransport services are veil as the stransport services. The stransport servi | (p.18) both provide e Article 32 (p.18) | Yes Yes Yes No efficient freight transp Yes Yes No No | Leitfiden Verkehrtelemstik (national guideline, no law): http://www.lmid.do/Shares@Ocs.Of_Relage/VerkehrUndMcballiter/leitfiden no special telematic regulations exists, diverse regulations apply boot services that use the infrastructure of the comprehensive network as wel | Planni nq Planni nq Planni ng | Project ion Project ion Project ion | ng/Ten dering Constr uction ng/Ten dering | Constr uction Maintai nance Constr uction | Maintai nance Financi ng/Ten Maintai nance | nissions and oth | internatio approaches are possible and HPA and the overall deserting ESS approach are in the tracks of the fident variety and the operall deserting. See a proper seed to the tracks of the fident variety and to the proper seed of the tracks of the fident variety and the seed of the wordow is duity of the federal government but eg. port community systems could be in the hardward programment of the proper community systems could be in the hardward programment of the proper community systems could be in the hardward programment of the proper community systems could be in the hardward programment of the proper community systems could be the proper community systems could be the proper could be the proper to see any proper to se |
| -for road transport: TIS. -for road transport: TIS. -for road transport: TIS. -for road transport virials and e-Mutitime services, including single window exercises uch as the mutitime single window, port community systems and release. -for air transport air traffic ransport services. -for air transport air traffic ransport services. -for air transport air traffic ransport services. -for air transport services including its efficient management. -for production of the services are services. -for air transport services services, including through the services. -for transport services are services and the development of the another services, and the services of the services, as well as the establishment of relevant operansor structure; -for transport services and carbon efficiency, notably in the fields of wehicle traction, divingitesiming, systems and operations planning: -for analysis provide information on facet characteristics and performance. -for indivingitesiming, systems and operations planning: -for analysis provide information on facet characteristics and performance. -for indivingitesiming systems and operations planning: -for analysis provide information on facet characteristics and performance. -for indivingitesiming systems and operations planning: -for analysis provide information on facet characteristics and performance. -for indivingitesiming systems and operations planning: -for analysis provides information on facet for transcriptions and performance. -for indivingitesiming systems and operations planning: -for analysis provides information on facet for the constitution in transcription of the constitution of the constitution of the constitution of the constitution of transport transport transport on the constitution of transport transport transport on the constitution of transport transport transport on the constitution of the co | (p.18) both provide e Article 32 (p.18) | Yes Yes Yes No efficient freight transp Yes Yes No No | Leitfiden Verkehrtelemstik (national guideline, no law): http://www.lmid.do/Shares@Ocs.Of_Relage/VerkehrUndMcballiter/leitfiden no special telematic regulations exists, diverse regulations apply boot services that use the infrastructure of the comprehensive network as wel | Planni nq Planni nq Planni ng | Project ion Project ion Project ion | ng/Ten dering Constr uction ng/Ten dering | Constr uction Maintai nance Constr uction | Maintai nance Financi ng/Ten Maintai nance | hissions and oth | intermatic approaches are possible and HPA. and the overall Seeminic ISS approach are in the branch of the Mediet under and disposits. Middliffeld pith selected under and disposits. Middliffeld pith selected due to the window is duity of the federal government but eg. port community systems could be in the hands of a port community systems could be in the hands of a substantiability. If national law exist, all stakeholders have been prepert it and implement measures. Own initiatives of tales are possible. Law to be adopted by MS but all stakeholders and infeation time of the processing of the pr |

| (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. | | Yes | | | | Influence varies, see other findings regarding the of alternative fuels and decarbonisation and/or telematic applications. Overall approach is in hands of the federal government. Own initiatives of states might be possible. |
|--|------------|-----|--|--|--|---|
| (c) improve the safety and sustainability of the transport of goods and the movement of persons; | | Yes | | | | above. Overall approach is in hands of the federal government. Own initiatives of states are possible. |
| (d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network including multimodal ticketing and coordination of travelling internatibles. | Article 33 | | | | | Mainly private sector involved but no validated answer found. |
| (e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality; | (p.18) | | | | | Mainly private sector involved (e.g. google) but no validated answer could be found. |
| (f) promote measures to reduce external costs, such as congestion, health damage and pollution of any kind including poise and emissions: | | Yes | | | | See all findings regarding congestion, pollution, etc. Influences vary. Own initiatives of states are |
| (g) introduce security technology and compatible identification standards on the networks | | | | | | No validated answer found. Overall approach in the hands of the federal government. |
| (h) improve resilience to climate change; | | Yes | | | | decarbonisation, environmental protection etc. Influences vary. Environmental issues are always respected in planning infrastructure projects. Overall approach and/or laws in the hands of the federal government. Own initiatives of states are |
| (i) further advance the development and deployment of telematic applications within and between modes of transport. | | Yes | | | | see findings above and different answers to different transport modes |
| Safe and secure infrastructure | | | | | | |

Safe and secure infrastructure

| | | | try into force of this Directivel. | | | | | | | |
|---|----------------------|---------|--|------|----------|---------|------|-----|---------|--|
| Support measures for alternative fuels infrastructure shall be implemented in compl | | | | | | | | | | |
| Where necessary. Member States shall cooperate, through consultations or joint pol | | | | | | | | | | |
| assessment of measures necessary to ensure that the objectives contained in the National targets shall be established and may be revised on the basis of an assessment. | | | | | | | | | | |
| objectives and committments on national targets, as required under Articles 4(| | | | | | | | | | |
| assessment of the state and future development of alternative fuels infrastructure. | | | | | | | | | | · · · · · · · · · · · · · · · · · · · |
| Each Member State shall adopt a national policy framework for the market developm | | | | | | | | | | |
| National Policy Framework | | | THE TIPELL | | | _ | | | | |
| Criteria/Demands | Source | Yes/ No | the field | 1 | 2 | 3 | 4 | 5 | (nlease | Comments |
| | | | Documentation regarding covered regulations in | - D. | dions | l influ | onco | on: | Otner | |
| 9. Clean Power for Transport | | | | + | ├ | - | _ | - | | |
| | | | | | 1 | | | | | |
| <u> </u> | | | | | | | | | | The state of the s |
| in particular elderly people, persons of reduced mobility and passengers with a | (p.19) | | | | | | | | | |
| Transport infrastructure snall allow seamless mobility and accessibility for all users, | Article 37 | | | | | | | | | |
| Accessibility for all users | | | 1 | | | | | | | parrowed depends on datisport mode. |
| with the Union law on the environment, including Directives 92/43/EEC, 2000/60/EC. 2001/42/EC. 2009/147/EC and 2011/92/EU. | Article 36 (p.18) | Yes | | | | | | | | respect existing regulations. Environmental asp are involved in the planning phase. If states are involved depends on transport mode. |
| Environmental protection Environmental assessment of plans and projects shall be carried out in accordance | | | | | | | | | | mocres puna innuatroctore measures nos to |
| improving resilience to climate change and to environmental disasters. | (p.18) | | | | | | | | | always respected in planning infrastructure pro If focus only on Member States answer is NO. |
| During infrastructure planning, Member States shall give due consideration to | Article 35 | | | | | | | | | Influence is varying. Environmental issues are |
| canate change proven unrastructure and disaster restaence | | | | Т | Г | r - | | | | decarbonisation, environmental protection etc |
| infrastructure provides for safe and secure passenger and freight movements. Climate change proven infrastructure and disaster resilience | (p.18) | | | | 1 | L | L | | | focus only on Member State, answer of course |
| | | | | | ı | | | | | depends on transport mode. See findings above |

| - 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 pr | olicy framew | orks with a view to as | sess their coherence and in the cooperation process set out in paragraph 2. | | | | | | | |
| Each Member State shall submit a report to the Continuous and the implementation of the national policy framework in the deadline of notification set in Article 3(5)), and every three years thereafter. These reports shall cover information set out in Annex I. | | | | | | | | | | |
| The Commission shall forward to the European Parliament and the Council the report | t on the asse | essment on the nation | nal policy frameworks within one year from the reception of the national policy | framew | orks. | | | | | |
| Member Stues shall bring into force the laws, regulations and administrative provide contain a reference to this Directive, or he accompanied by such a reference on the 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 | Re | giona | al influence on: | | | Other (please indicate) | Comments |
| | | | | 1 | 2 | 3 | 4 | 5 | tiluteute, | |
| 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 | Article 4, §1& 2a | No | | | | | | | | National policy framework |
| Member Saties shall ensure that normal power rechanging points for electric vehicles, excluding wiveless or inductive units, deployed or renewed as from 136 months from the date of entry into force of this Directive) comply at least with the exchanical specifications set out in Arene III.1.1 and comply with specific safety Member Saties shall ensure that high power rechanging points for electric whiches, excluding wireless or inductive units, deployed or renewed as from 136 months. | Article 4, §3 | | No regulation so far, but "planning" like the "Government Programme for E-Mobility". Reglerungsprogramm Elektromobilität http://www.bmbf.de/pukBf0/programm_elektromobilitæt ptpf Mobilitäts- und Kristsoffstrategorgamm_elektromobilitæt ptpf Mobilitäts- und Kristsoffstrategorgamm_elektromobilitæt ptpf Mobilitäts- und Kristsoffstrategorgamm_elektromobilitæter ptpf India ptp. Blobe publication fille publicati | | | | | | | Requirement to be fulfilled by the stakeholder who installs and operates the recharging points. Due to the different responsibilities of states regarding different transport modes influence of the states might be possible. Validated answers |
| from the date of entry into force of this Directive] comply at least with the technical Recharging at recharging points accessible to the public for electric vehicles shall, if | Article 4, | | for E-Mobility's | | | | | | | who installs and operates the recharging points. |
| technically feasible and economically reasonable, make use of intelligent metering | 56 | | Regierungsprogramm Elektromobilität | | | | | | | Due to the different responsibilities of states |
| 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 | Article 4, §4 | Yes | Mobilitäts- und Kraftstoffstrategie: http://www.bmvi.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie- | | | | | | | as cost-benefit analyses would be in the hands of the federal government. |
| Member States shall ensure that shore-side electricity supply for maritime and | Article 4, | | Mobilitäts- und Kraftstoffstrategie: | | | | | | | Responsibilities of implementation will be in the |
| 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. | Article 4, 58, 58a and 58b | | | | | | | | | Low to be adopted by the leveral government. Requirement implementation duty of the operater of recharging points. Due to the different responsibilities of states regarding different transport modes influence of the states |
| 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 | | | | | | | | | Law to be adopted by the federal government. No validated answer found. Mainly private sector is involved. Due to the different |
| 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 | Article 4, §10 | No | | | | | | | | Legal framework is federal law. |

| 9.3. Hydrogen supply | | | | | | | | | | |
|--|------------------|---------|---|----|------------|---------|--------|-----|-------------------------------|--|
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regultations in the field | | | l influ | | | Other (please | Comments |
| Road transport | | | the new | - | | | _ | | (ресазс | |
| Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shife discuss that an appropriate number of such points are available to allow the circulation of of determined by those Member States, including cross-border links where appropriate. | Article 5, §1 | | | | | | | | | |
| Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry | | | | | | | | | | No validated answer found. |
| tor motor venicies deployed or renewed as from 130 months from the date or entry | 52 | | | | | | | | | No validated answer found. |
| 9.4. Natural gas supply | | | | | | | | | | |
| Criteria/Demands | Source | Yes/ No | Documentation regarding covered regulations in the field | Re | giona 2 | l influ | ence d | on: | Other (please indicate) | 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 Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and | Cons. 21 | | | | | | | | | This is no requirement but general information |
| 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 | | | | | | | | | |
| 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 | Cons. 23 | | | | | | | | | This is no requirement but general information This is no requirement but general information |
| Ports and indland waterways | | | | | _ | | | | | |
| Member States shall ensure that an appropriate number of relueiling points for LNCs is prouded at maritime points to allow for the circulation of LNC inland waterway. 2010 at the latest. Hember States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network. | Article 6, 51 | Yes | No regulation so far, but "strategie": Mobilitäts- und Kraftsdoffstrategie: http://www.bmiv.de/Shared0cx/DE/Anlage/UI-MKS/mks-strategie-final adf/: blob-publicationFile | | | | | | | existing regulations so far. At public ports, like eg. Hamburg, the state is repossible for all public infrastructure in the port area (see general comment on maritime and inland waterway transport). ING infrastructure also is included, once there is an obligation. First projects exist on voluntary basis but no legal obligation. No validated information regarding influence opilions. |
| Member States shall ensure that an appropriate number of refuelling points for UNG is provided at inland ports to allow for the circulation of UNG inland waterway vessels or see-going ships throughout the TBN-T Core Network. by (31 December vessels or see-going ships throughout the TBN-T Core Network by December States where necessary to ensure adequate coverage of the network. | Article 6, §2 | Yes | No regulation so far, but "strategie". Mobilitatio- und Kreftstoffstrategie. http://www.bmvi.da/Sharedbocx/DE/Anlage/U-MKS/mks-strategie- frata pdf/_ blob-publicationfile! | | | | | | | existing regulations so far. At public ports, like e.g. Hamburg, the state is repossible for all public infrastructure in the port area (see general comment on maritime and inland waterway transport; Hence, LNG infrastructure, also is included, once there is an obligation. Fi projects exist on voluntary basis but no legal obligation. No validated information regarding influence option. |
| member states shall designate in their national policy frameworks the maritime and | Article b, | No | | | | | | | | National policy framework |
| Road transport Member Slates shall set up in their national policy frameworks an appropriate number of refusiling points for UNS accessible to the public on the TBN T-Core Network to allow Union-wide circulation of heavy day, motor wheles and shall ensure that they are established by [31 December 2030] at the latest. | Article 6, §3 | Yes | | | | | | | | government. Establishing of LNG refuelling points will depend on road infrastructure type and who holds the "Straßenbalast". Please see findings regarding road transport. Federal state hence will be involved but influence options vary. |
| 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 Member States shall ensure that CNG refuelling points for motor vehicles deployed | Article 6, §6 | Yes | | | | | | | | government. Establishing of CNG refuelling points will depend on road infrastructure type |
| 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 | Article 6, §7 | | | | | | | | | Requirement to be fulfilled by the body who installs and operates the refuelling points. Due |