



**Germany  
(DE)**

Dear TEN-TaNS partner,

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

**The tables work in the following way:**

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

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

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

After you have referred to the documentation of regional/local influence - please indicate what can be influenced by public administration at this level. Here you have five options:

- PLANNING
- PROJECTING
- FINANCING/TENDERING
- MAINTENANCE
- OTHER (if other is chosen, please specify the impact further in the next column).

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

Fields marked in grey are not dealing with freight transportation. Thus, they should not be dealt with in this 4.2 analysis.  
Fields marked in light red (pink) are providing information on the criteria/demand.

Page numbers refer to the Official Journal of the European Union L338\_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

**General information about infrastructure projects and measures in Germany:**

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 sovereignty which is fulfilled via the authorities of the federal states (short: states) during the regional planning procedure (in German: Raumordnungsverfahren) which is the basis for further planning. Furthermore the states have to fulfill the planning approval procedure (in German: Planfeststellungsverfahren) in regards to the administrative law. During the planning approval procedure a consultation procedure of all affected public and private stakeholders take place and also a state itself might argue for or against measures. In conclusion, states always have some influence on transport infrastructure and building measures.

The federal government (in the following federal government is used for the Government of the Federal Republic of Germany, meaning the member state administration level) is responsible for the construction and maintenance of the Bundesverkehrswege (Federal Transport Routes, which are the federal rail infrastructure, the federal waterways, and the federal roads). Basis for the construction and maintenance of the routes is the "Bundesverkehrswegeplan" (Federal Transport Infrastructure Plan) which also is an integrated approach to transport policies. The plan is updated at 10-15 years and is a planning instrument and framework. The plan is not a legislative act but has direct influence on federal legislation regarding the development of federal rail infrastructure and federal roads. During the installation process of the plan, the 16 German states submit their proposals for infrastructure projects regarding the network of the federal roads, federal rail infrastructure and federal waterways. The proposals then are examined regarding different aspects (cost-benefit analyses, correspondence of projects with environmental and nature law and conservation, regional and urban planning). The analyses results finally are the basis for the decision which projects are included in the Transport plan and with what degree of urgency (all infrastructure projects are prioritized). The states hence have influence on federal infrastructure, too, which should be respected. Nevertheless decision is in the hands of the federal government.

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 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 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:

**Grundgesetz** (Constitution), konkurrierende und ausschließliche Gesetzgebung (concurrent legislation and executive legislation): <http://www.gesetze-im-internet.de/bundesrecht/gg/gesamt.pdf>

**Raumordnungsgesetz** (German regional planning act) [http://www.gesetze-im-internet.de/bundesrecht/rog\\_2008/gesamt.pdf](http://www.gesetze-im-internet.de/bundesrecht/rog_2008/gesamt.pdf)

**Baugesetzbuch** (building law conduct): <http://www.gesetze-im-internet.de/bundesrecht/bbaug/gesamt.pdf>

**Verwaltungsverfahrensgesetz** (Administration Procedure Act): <http://www.gesetze-im-internet.de/bundesrecht/wvfa/gesamt.pdf>

**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 information 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**

**General comment on railway transport infrastructure:**

Everybody can plan/build new infrastructure in Germany according to respective laws. All infrastructure corresponding responsibilities lie in the hands of the infrastructure owner/operator. However, due to the financial impact rail infrastructure causes, in Germany usually for distance railway lines (TEN-T lines) are planned, built and financed by the DB Netz AG (100% daughter of Deutsche Bahn AG, a private joint-stock company (AG) with the Federal Republic of Germany being its majority shareholder) (sometimes cost sharing agreements exist).

Still, state owned tracks exist. This is the case e.g. of 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 managed under private law principles) besides these port railway systems which are not part of the current TEN-T.

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 sheet lies on further practical impact.

"No" hence means e.g. usually the DB Netz AG is mainly responsible for planning/building etc. the concrete infrastructure measure while the state here usually fulfills the administrative laws, approve or reject the measure, and is involved in these planning procedure without being responsible in regards of financing, etc. "No" does not mean that there is no influence possibility at all - states still have lots of rights and the local authorities still hold planning sovereignty.

Nevertheless the whole port areas are important nodes and hubs in the TEN-T networks and essential to multi-modal transport so that port railway systems in our point of view are part of the TEN-T networks. Therefore the state influence on these infrastructures will be respected by filling out the table.

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments	
				1	2	3	4	5			
<b>Infrastructure components</b>											
1. Railway transport infrastructure shall comprise in particular:											
(a) high-speed and conventional railway lines, including:											
(i) sidings;	Article 11 (p.10)	Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.bazee.de/11.htm?q=Gesetz+zur+Beschleunigung+von+Planungsvorfahren+RfC3%BC+Infrastrukturvorhaben&amp;f=1">http://www.bazee.de/11.htm?q=Gesetz+zur+Beschleunigung+von+Planungsvorfahren+RfC3%BC+Infrastrukturvorhaben&amp;f=1</a>  <b>Landeseisenbahngesetze, for Hamburg see</b> <a href="http://www.landrecht-hamburg.de/jportal/page/page/bahprod.psm?sessionId=0DAFA82D300DB416770D1533281A3A.jp4%5showdoccase=1&amp;st=1/8doc.id=jlr-EBG4vahren&amp;doc.part=1&amp;doc.origin=bs">http://www.landrecht-hamburg.de/jportal/page/page/bahprod.psm?sessionId=0DAFA82D300DB416770D1533281A3A.jp4%5showdoccase=1&amp;st=1/8doc.id=jlr-EBG4vahren&amp;doc.part=1&amp;doc.origin=bs</a>  For Hamburg: <b>Gesetz über die Hamburg Port Authority (HPAG)</b> <a href="http://www.landrecht-hamburg.de/jportal/page/page/bahprod.psm?showdoccase=1&amp;doc.id=jlr-HPAG-GH4vahren&amp;doc.part=1&amp;doc.origin=bs">http://www.landrecht-hamburg.de/jportal/page/page/bahprod.psm?showdoccase=1&amp;doc.id=jlr-HPAG-GH4vahren&amp;doc.part=1&amp;doc.origin=bs</a>								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.
(ii) tunnels;		No			Plann	Project	Financi	Constr	Maintai	Approval/	Control
(iii) bridges;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>	Plann	Project	ng/Ten	Constr	Maintai			answer would be "no". "Yes" regarding bridges in state owned/managed
(b) freight terminals and logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;	Article 11 (p.11)	No									Focus on private companies
(c) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;		Yes									Not valid for the TEN-TMS analyses in activity 4.2 logistics platforms, responsibilities to different modes depend on mode, private companies
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>	ng	son	ng/Ten	uction	nance			answer would be "no".
(e) associated equipment;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>	ng	son	ng/Ten	uction	nance			answer would be "no".
(f) telematic applications;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>	ng	son	ng/Ten	uction	nance			answer would be "no".
2. Railway lines shall take one of the following forms:											
(a) Railway lines for high speed transport which are:											
(i) specially built high-speed lines equipped for speeds equal to or greater than 250 km/h;	Article 11 (p.11)	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		No									
(b) Railway lines for conventional transport		Yes	<a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">internet.de/bundesrecht/aeg_1994/gesamt.pdf</a>	ng	son	ng/Ten	uction	nance			answer would be "no".
3. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It may include any facility, such as automatic gauge changing											
<b>Transport infrastructure requirements</b>											
1. Freight terminals shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.											
2. Member States shall ensure that the railway infrastructure:											
(a) save in the case of isolated networks, is equipped with ERTMS;		Yes	No special regulations regarding ERTMS, all railway infrastructure regulations apply.	Plann	Project	Financi	Constr	Maintai			For the ERTMS system on the general TEN-T lines DB Netz is responsible but at state owned

(b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the interoperability	Article 12 (p.11)	No								See general comment. Focus on far distance TEN-T networks.
(c) complies with the requirements of the TSI, adopted pursuant to Article 6 of (d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings;		No	internet.de/bundesrecht/aeg_1994/gesamt.pdf							
(e) complies with the requirements laid down in Directive 2012/34/EU of the Council of 14 June 2012 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the interoperability	Article 13 (p.11)	Yes	<b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/11.htm?g=Gesetz+zur+Beschleunigung+von+Planungsverfahren+PK3%BC+Infrastrukturvorhaben&amp;f=1">http://www.buzer.de/11.htm?g=Gesetz+zur+Beschleunigung+von+Planungsverfahren+PK3%BC+Infrastrukturvorhaben&amp;f=1</a>							See general comment: usually for TEN-T networks answer would be "no". "Yes" regarding the electrification state owned/managed railway infrastructure infrastructure and applies to the use of domestic
(f) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;		No	http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf							
(g) meeting the infrastructure requirements and enhancing interoperability.	Yes	<b>Diverse construction and railway regulations</b> <b>Bundes-Immissionschutzgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bimschg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bimschg/gesamt.pdf</a> <b>Bundes-Immissionschutzverordnungen (1.-41. Verordnung)</b> <a href="http://www.umwelt-online.de/recht/luft/bimschg/vorueber.htm">http://www.umwelt-online.de/recht/luft/bimschg/vorueber.htm</a> <b>TA Lärm</b> <a href="http://www.verwaltungsvorschriften-im-internet.de/bwwwbund_20081998_K19980826.htm">http://www.verwaltungsvorschriften-im-internet.de/bwwwbund_20081998_K19980826.htm</a> <b>Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen</b> (Biokraftstoff-Nachhaltigkeitsverordnung - Biokraft-nachv/gesamt.pdf) <a href="http://www.gesetze-im-internet.de/bundesrecht/biokraft-nachv/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/biokraft-nachv/gesamt.pdf</a> <b>Gesetz über Naturschutz und Landschaftspflege</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bnatrschg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bnatrschg_2009/gesamt.pdf</a> <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes</b> <a href="http://www.landrecht-hamburg.de/jportal/portal/page/bshaprod.psmf?showdoccase=1&amp;st=ir&amp;do">http://www.landrecht-hamburg.de/jportal/portal/page/bshaprod.psmf?showdoccase=1&amp;st=ir&amp;do</a>	Planung	Projektion	Finanzierung/Tendering	Construction	Maintenance			Infrastructure: see above, responsible is manager/owner of infrastructure Rolling stock: rolling stock owner is responsible, which usually is a company under private principles. Depensung on the focus, see an above rates regarding infrastructure requirements

**Priorities for railway infrastructure development**

When promoting projects of common interest related to railway infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:

(a) deploying ERTMS;	Article 12 (p.11)	Yes	No special regulations regarding ERTMS, all railway infrastructure regulations apply.	Planung	Projektion	Finanzierung/Tendering	Construction	Maintenance		
(b) migrating to 1435 mm nominal track gauge;		No	http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf							

(e) improving the safety of level crossings;			Yes	<p><b>Augemeines Kuenosamgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/aeg_1994/gesamt.pdf</a></p> <p><b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/11.htm?g=Gesetz+zur+Beschleunigung+von+Planungsvorfahren+RkC3&amp;BC+Infrastrukturvorhaben&amp;f=1">http://www.buzer.de/11.htm?g=Gesetz+zur+Beschleunigung+von+Planungsvorfahren+RkC3&amp;BC+Infrastrukturvorhaben&amp;f=1</a></p> <p><b>Landeseisenbahngesetz, for Hamburg</b> <a href="http://www.landesrecht-hamburg.de/portal/page/portal/bsprod.pml?sessionid=0DAF822D300DB46770D75332B1A3AA49457&amp;hwdoccase=1&amp;xt=1&amp;docid=jf-EBGH&amp;rahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/portal/page/portal/bsprod.pml?sessionid=0DAF822D300DB46770D75332B1A3AA49457&amp;hwdoccase=1&amp;xt=1&amp;docid=jf-EBGH&amp;rahmen&amp;doc.part=X&amp;doc.origin=bs</a></p> <p><b>Eisenbahnkreuzungsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/ebkrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/ebkrg/gesamt.pdf</a></p>	Planning	Project ion	Financing	Construction	Maintenance	See general comment; usually for TEN-T networks answer would be "no". "Yes" regarding level crossings state owned/managed railway infrastructure.
(f) where appropriate, connecting railway transport infrastructure with inland	Article 13 (p.12)	Yes							findings to road and rail transport.	

## 2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

### General Comment on inland waterways and maritime transport infrastructure:

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other /please	Comments
				1	2	3	4	5		
<b>Infrastructure components</b>										
1. Inland waterways infrastructure shall comprise in particular:										
(a) rivers;		No								
(b) canals;		No								
(c) lakes;		No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to inland waterway navigation;	Article 14 (p.12)	Yes	<p><b>Bundeswasserstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf</a></p> <p><b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/750/">http://www.buzer.de/gesetz/750/</a></p> <p><b>Binnenschifffahrtsgesetz</b> <a href="http://www.buzer.de/gesetz/6421/a89278.htm">http://www.buzer.de/gesetz/6421/a89278.htm</a></p> <p><b>Wasserhaushaltsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf</a></p> <p>For Hamburg: <b>Hamburgisches Wassergesetz</b> <a href="http://www.landesrecht-hamburg.de/portal/page/portal/bsprod.pml?sessionid=4BB5F40CB9">http://www.landesrecht-hamburg.de/portal/page/portal/bsprod.pml?sessionid=4BB5F40CB9</a></p>	Planning	Project ion	Financing	Construction	Maintenance	All measures of the federal waterways are in the hands of federal authorities. However, state jurisdiction apply for flood-prevention measures. "Yes" hence only applies for flood-prevention measures.	
(e) inland ports including the infrastructure necessary for transport operations		Yes	<b>Bundeswasserstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf</a>	Planning	Project ion	Financing	Construction	Maintenance	overall infrastructure measures in state managed	
(f) associated equipment;		Yes	<b>Bundeswasserstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wastrg/gesamt.pdf</a>	Planning	Project ion	Financing	Construction	Maintenance	Port owner/manager is responsible for associated equipment needed in the port. See general comment.	
(g) telematic applications, including RIS;		Yes	no special regulations regarding telematic applications, all waterway regulations apply	Planning	Project ion	Financing	Construction	Maintenance	applications needed in the port. See general comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration	
(h) the connections of the inland ports to the other modes in the trans-European		Yes	Diverse regulations depending on transport mode	Planning	Project ion	Financing	Construction	Maintenance	connection of the port. See general comment	
2. To be part of the comprehensive network, inland ports shall have an annual freight transhipment volume exceeding 500 000 tonnes. The total annual freight transhipment volume shall be based on the latest available three-year average, as published by Eurostat.										
3. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may also include waste reception facilities, shore-side electricity facilities, and used oil collection facilities, as well as equipment for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability.										
<b>Transport infrastructure requirements</b>										
1. Member States shall ensure that inland ports are connected with the road or rail infrastructure.										
2. Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.										
3. Member States shall ensure that:										
(a) rivers, canals and lakes comply with the minimum requirements for class IV	Article 15 (p. 12)	No								
(b) rivers, canals and lakes shall be maintained so as to preserve good navigation status, subject to the specific environmental legislation		No								
(c) rivers, canals and lakes are equipped with RIS		No								
<b>Priorities for inland waterway infrastructure development</b>										
In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterway class IV		No								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of the ECMT in		No								
(c) implementing telematic applications, including RIS;		Yes		Planning	Project ion	Financing	Construction	Maintenance	applications needed in the port and the connection to overall telematic approaches. See general comment. Telematic applications on the general inland waterways are in the hands of the federal water and shipping administration	
(d) connecting inland port infrastructure to rail freight and road transport infrastructure.		Yes		Planning	Project ion	Financing	Construction	Maintenance	connection of the port. See general comment. See also findings of rail and road transport infrastructure.	
			Diverse regulations depending on transport mode	Planning	Project ion	Financing	Construction	Maintenance		

(e) paying particular attention to free-flowing rivers close to their natural state and	No																			
(f) the promotion of sustainable inland waterway transport.	Yes																			
(g) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.	Article 16 (p. 12)  Yes																			

**3. ROAD TRANSPORT**

General Comment on road transport infrastructure:

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (release	Comments
				1	2	3	4	5		

**Infrastructure components**

1. Road transport infrastructure shall comprise in particular:

(a) bridges.	Article 17 (p.13)	Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>	Planung	Projektion	Construction	Maintenance						Duties of the national interurban (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.
(a) tunnels.		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>	Planung	Projektion	Construction	Maintenance						Duties of the national interurban (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.
(a) junctions.		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=XB&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr">http://www.landrecht-hamburg.de/portal/portal/page/bohaprod.psm1?showdoccase=1&amp;doc.id=jlr-WegeGDAnCHArahmen&amp;doc.part=XB&amp;doc.origin=bs&amp;st=lr</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>	Planung	Projektion	Construction	Maintenance						Duties of the national interurban (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.
(b) crossroads.		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html</a>	Planung	Projektion	Construction	Maintenance						Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".
(v) interchanges.		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftftrg/gesamt.pdf</a>  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/ftstrausbaug/BNR008730971.html</a>	Planung	Projektion	Construction	Maintenance						Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".

(vi) hard shoulders.		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a> <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (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.
(b) parking and rest areas;		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states
(c) associated equipment;		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states
(d) telematic applications including ITS;		Yes	<b>Leitfaden Verkehrsleitmittel (national guideline, no law):</b>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states
(e) freight terminals and logistic platforms;		No								Quality private bodies.
(f) the connections of the freight terminals and logistic platforms to the other;		Yes	Diverse regulations, depending on transport mode.							See General Comment on freight terminals and Not valid for the TEN-TANS analyses in activity 4.2
(g) coach stations.										
2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union. These roads shall be adequately maintained to allow safe and secure traffic.										
3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.										
(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which:										
(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic, or, exceptionally by other means;										
(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and										
(iii) is especially sign-posted as a motorway.										
(b) An express road is a road designed for motor traffic, accessible primarily from interchanges or controlled junctions and which:										
(i) prohibits stopping and parking on the running carriageway; and										
(ii) does not cross at grade with any railway or tramway track.										
(c) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.										
4. Equipment associated with roads may include in particular equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for secure parking areas for commercial vehicles.										
<b>Transport infrastructure requirements</b>										
(a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3);	Article 18 (p. 13)	Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a> <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (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.
(b) the safety of road transport infrastructure is assured, monitored and, when:		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states
(c) road tunnels over 500 m in length comply with Directive 2004/54/EC of the		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".
(d) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council ( 3 ) and with Commission Decision 2009/750/EC		Yes	<b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>	Plann ng	Project ion	Constr uction	Mainta nance			Regarding roads in the category of "Landstraßen" the states also have to finance.
(e) any intelligent transport system deployed by a public authority on road transport infrastructure complies with Directive 2010/40/EU and is deployed in a manner consistent with delegated acts adopted under that Directive.	Article 19 (p. 14)	Yes	<b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html</a>  No special regulation regarding intelligent transport system. All general regulations apply.	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".  Regarding roads in the category of "Landstraßen"
<b>Priorities for road infrastructure development</b>										
(a) the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(i) improvement and promotion of road safety;	Article 19 (p. 14)	Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ftttr/gesamt.pdf</a> <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html">http://www.gesetze-im-internet.de/fttrausbaug/BNR008730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=E6657389EA13D1D9049C8EELAO2ABDOC.jp25?showdoccase=1&amp;st=1&amp;doc.id=jlr-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r">http://www.landesrecht-hamburg.de/portal/portal/page/bshaprod.psm?jessionid=5C346EC73340F9AF355C0309348A4730.jp25?printview=true&amp;showdoccase=1&amp;doc.id=jlr-WegeGDAnOHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=1r</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen": <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/ovfo/gesamt.pdf</a>	Plann ng	Project ion	Constr uction	Mainta nance			Duties of the national interurban (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.  Own measures of the states regarding promotion are possible.

(b) use of ITS, in particular multi-modal information and traffic management and to enable integrated communication and payment systems;	Yes	<b>Leitfaden Verkehrstelematik (national guideline, no law)</b> <a href="http://www.bmvwi.de/ShareDocs/DE/Anlage/VerkehrUndMobilitaet/leitfaden-verkehrstelematik.pdf?__blob=publicationfile">http://www.bmvwi.de/ShareDocs/DE/Anlage/VerkehrUndMobilitaet/leitfaden-verkehrstelematik.pdf?__blob=publicationfile</a>	Planning	Project	Construction	Maintenance	Financing/Tendering		Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".  States might also include telematic applications in their public urban networks, etc. All possibilities of influence hence are possible. Focus here not only on the "Bundesauftragsverwaltung" but national public transport. All stakeholders have to fulfil national law and to respect e.g. critical values for noise and pollution in urban nodes. Measures on motorways, etc. are as already described in the hands of the federal government but are in administration of the states. If national law exist all stakeholders have to implement measures on own responsibility. Further initiatives of the states are possible.
(c) introduction of new technologies and innovation for promoting low carbon transport;	Yes	Diverse regulations apply, e.g. <b>Bundes-Immissionsschutzgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/bnatsch/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/bnatsch/gesamt.pdf</a> <b>Bundes-Immissionsschutzverordnungen</b> (1-41, Verordnung) <a href="http://www.umwelt-online.de/recht/luft/bnatsch/vorueber.htm">http://www.umwelt-online.de/recht/luft/bnatsch/vorueber.htm</a> <b>TA Luft</b> <a href="http://www.bmi.bund.de/filesadmin/import_files/pdf/allgemein/application/pdf/taluft.pdf">http://www.bmi.bund.de/filesadmin/import_files/pdf/allgemein/application/pdf/taluft.pdf</a> <b>TA Lärm</b> <a href="http://www.verwaltungsvorschriften-internet.de/bwv/bund_20081598_K1988026.htm">http://www.verwaltungsvorschriften-internet.de/bwv/bund_20081598_K1988026.htm</a> <b>Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen</b> (Biokraftstoff-Nachhaltigkeitsverordnung - Biokraft-NachV) <a href="http://www.gesetze-im-internet.de/bundesrech/biokraft-nachv/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/biokraft-nachv/gesamt.pdf</a> <b>Gesetz über Naturschutz und Landschaftspflege</b> <a href="http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf</a> <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes:</b>							
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security.	Yes	<b>Bundesfernstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/htg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/htg/gesamt.pdf</a>	Planning	Project	Construction	Maintenance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states
(e) the mitigation of congestion on existing roads.	Yes	<b>Bundesfernstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/htg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/htg/gesamt.pdf</a>	Planning	Project	Construction	Maintenance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states

**4. MARITIME TRANSPORT AND MOTORWAYS OF THE SEA**

General Comment on inland waterways and maritime transport infrastructure:

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
<b>Infrastructure components</b>										
1. Maritime transport infrastructure shall comprise in particular:										
(a) maritime ports;		No								
(b) sea canals;		No								
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;		Yes	internet.de/bundesrech/wastrg/gesamt.pdf  <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über Naturschutz und Landschaftspflege</b> <a href="http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf</a>  For Hamburg: <b>Gesetz über die Hamburg Port Authority (HPAG)</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs</a>  <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes:</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;st=lr&amp;docid=jlr-BNatSchG4H4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;st=lr&amp;docid=jlr-BNatSchG4H4rahmenddoc;part=X&amp;doc.origin=bs</a>  <b>Wasserhaushaltsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/whg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/whg_2009/gesamt.pdf</a>  For Hamburg: <b>Hamburgisches Wasserergesetz</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs</a>	Planning	Project	Financing/Tendering	Construction	Maintenance		See general comment and explanation about port management. Landlord/manager of the port responsible for the public infrastructure in the port area.
(d) the connections of the ports to the other modes in the trans-European transport network;	Article 20 (p. 14)	Yes	Diverse regulations, depending on transport mode. <a href="http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf</a>	Planning	Project	Financing/Tendering	Construction	Maintenance	Landlord/manager of the port responsible for the public infrastructure in the port area.	
(e) dikes, locks and docks;		Yes	<b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a>  <b>Gesetz über Naturschutz und Landschaftspflege</b> <a href="http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/bnatsch_2009/gesamt.pdf</a>  For Hamburg: <b>Gesetz über die Hamburg Port Authority (HPAG)</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs</a>  <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes:</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;st=lr&amp;docid=jlr-BNatSchG4H4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;st=lr&amp;docid=jlr-BNatSchG4H4rahmenddoc;part=X&amp;doc.origin=bs</a>  <b>Wasserhaushaltsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/whg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/whg_2009/gesamt.pdf</a>  For Hamburg: <b>Hamburgisches Wasserergesetz</b> <a href="http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.prim?showdoccase=1&amp;docid=jlr-HPAEGH4rahmenddoc;part=X&amp;doc.origin=bs</a>	Planning	Project	Financing/Tendering	Construction	Maintenance		Dikes: Coast protection measures comes under the states jurisdictions.  Locks and docks: Depending on the ownership of the locks and docks, Owner/operator is in charge for construction, maintenance etc.
(f) navigational aids;		No								
(g) port approaches and fairways;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf</a>	no	on	no/Ten	no/Ten	no/Ten	no/Ten	We understood navigational aids as being e.g. However, e.o. responsibility of the river Elbe is
(h) breakwaters;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf</a>	no	on	no/Ten	no/Ten	no/Ten	no/Ten	responsible, which might be in the hands of a state.
(i) motorways of the sea;		No		no	on	no/Ten	no/Ten	no/Ten	no/Ten	Depending on owner of the infrastructure
(j) associated equipments;		Yes	<a href="http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf</a>	no	on	no/Ten	no/Ten	no/Ten	no/Ten	applications needed in the port. See general comment.
(k) telematic applications, including e-Maritime services and VTMS.		Yes		Planning	Project	Financing/Tendering	Construction	Maintenance		
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:										
(a) The total annual passenger traffic volume exceeds 0.1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;										
(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;										
(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;										
(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.										
3. Equipment associated with maritime transport infrastructure may include in particular equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability.										
<b>Motorways of the sea</b>										
1. Motorways of the sea represent the maritime dimension of the trans-European transport network and shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways of the sea shall include:										
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where of strategic importance to the Member State;	Article 21 (p. 14)	Yes	<b>Bundeswasserstraßengesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrech/wastrg/gesamt.pdf</a>	Planning	Project	Financing/Tendering	Construction	Maintenance		Seaman water and shipping administration is responsible for the waterways and hence maritime links, but for the connections with the ports, the
(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management	Article 21 (p. 15)	No								We see focus on private actors (freight terminals), operator/owner of the port, hence if the port is in the hands of a federal states, there is influence.
(c) infrastructure for direct land and sea access.		Yes	Diverse regulations, depending on transport mode							If the general lines/connections outside the port are meant, answer is NO.
2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:										

(a) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;		Yes								operator/owner of the port, hence if the port is in the hands of a federal states, there is influence. If the general lines/connections outside the port are meant, answer is NO.
(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.	Article 21 (p.15)	Yes	Diverse regulations, depending on transport mode	Planni ng	Project ion	Financi ng/Ten dering	Constr uction	Maintai nance		operator/owner of the port, hence if the port is in the hands of a federal states, there is influence. If the general lines/connections outside the port are meant, answer is NO.
		Yes	Diverse regulations, depending on transport mode	Planni ng	Project ion	Financi ng/Ten dering	Constr uction	Maintai nance		operator/owner of the port, hence if the port is in the hands of a federal states, there is influence. If the general lines/connections outside the port are meant, answer is NO.
3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods activities for improving environmental										
4. By two years after the designation of the Coordinator for Motorways of the Sea as provided for in Article 51, the Coordinator shall present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union maritime transport as well as the forecasted traffic on the Motorways of the Sea.										
<b>Transport infrastructure requirements</b>										
1. 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 ng	Project ion	Financi ng/Ten dering	Constr uction	Maintai nance		See different findings above and general
(b) Any maritime port that serves freight traffic offers at least one terminal open to users in a non-discriminatory way and apply transparent charges.	Article 22 (p.15)	Yes	Diverse laws, e.g. Grundgesetz, Gesetz über die Hamburg Port Authority (HPAG), Handelsesetzbuch, etc.							run a terminal, which implies that the stakeholder 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 the sea to inland waterways and vice versa.		No								
2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27										
3. Member States shall implement VMS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.										
<b>Priorities for maritime infrastructure development</b>										
When promoting projects of common interest related to maritime infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										



(a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with (b) interconnection of maritime ports with inland waterways;	Article 23 (p.15)	Yes								are in states hands have to implement measures on their own responsibility. Own measures of states might be possible.
		Yes	Internet.de/bundesrecht/wastr/gesamt.pdf <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über Naturschutz und Landschaftspflege:</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bnatschg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bnatschg_2009/gesamt.pdf</a> For Hamburg: <b>Gesetz über die Hamburg Port Authority (HPAG)</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;docid:jl-r-HPAEGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;docid:jl-r-HPAEGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a> <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes:</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a> <b>Wasserhaushaltsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf</a> For Hamburg: <b>Hamburgisches Wasserrecht</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>	Planung	Projektion	Finanzierung/Finanzierung	Construction	Maintenance	German water and shipping administration is responsible for the inland waterways, port operator/owner is responsible for port infrastructure. See general comment: Telematic applications on the general inland	
(c) implementation of VTMS and e-Maritime services;		Yes								are in federal states hands have to implement
(d) introduction of new technologies and innovation for promotion of alternative transport operations within the port area.		Yes	nature conservation and/or protection regarding pollution/emissions							
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		Yes	Internet.de/bundesrecht/wastr/gesamt.pdf <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über Naturschutz und Landschaftspflege:</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bnatschg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bnatschg_2009/gesamt.pdf</a> For Hamburg: <b>Gesetz über die Hamburg Port Authority (HPAG)</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;docid:jl-r-HPAEGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;docid:jl-r-HPAEGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a> <b>Hamburgisches Gesetz zur Ausführung des Bundesnaturschutzgesetzes:</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a> <b>Wasserhaushaltsgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/wahg_2009/gesamt.pdf</a> For Hamburg: <b>Hamburgisches Wasserrecht</b> <a href="http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landrecht-hamburg.de/portal/page/bshaprod.psm?showdoccase=1&amp;st=lr&amp;docid:jl-r-NatSchGAGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>	Planung	Projektion	Finanzierung/Finanzierung	Construction	Maintenance	Port owner/operator is responsible. See general comment.	

**5. AIR TRANSPORT**

General Comment on air transport infrastructure:

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
<b>Infrastructure components</b>										
1. Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;		No								
(b) airports;	Article 24 (p.16)	Yes	Internet.de/bundesrecht/luftvg/gesamt.pdf <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/1.html?y=Gesetz+zur-Beschleunigung+von+Planungsverfahren+RUG%26+zur-Infrastrukturvorhaben&amp;f=1">http://www.buzer.de/1.html?y=Gesetz+zur-Beschleunigung+von+Planungsverfahren+RUG%26+zur-Infrastrukturvorhaben&amp;f=1</a> <b>Luftverkehrsverordnung</b> <a href="http://www.gesetze-im-internet.de/luftvo/BfNR00520963.html">http://www.gesetze-im-internet.de/luftvo/BfNR00520963.html</a> <b>Gesetz zum Schutz gegen Fluglärm:</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/fluLrmg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/fluLrmg/gesamt.pdf</a> <b>Luftverkehrs-Zulassungs-Ordnung</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/luftvo/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/luftvo/gesamt.pdf</a> <b>Luftverkehrsgesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/luftvg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/luftvg/gesamt.pdf</a>						Approval, Control	All infrastructure measures have to be approved and controlled by the authorities of the states for the federal government due to the "Bundesluftverkehrsverwaltung". Infrastructure operator of the airport is responsible for all ground infrastructure.
(c) the connections of the airports to the other modes in the trans-European		Yes	Internet.de/bundesrecht/voa_2008/gesamt.pdf	Other					Approval, Control	Airport operators are responsible for associated equipment of the airports.
(d) associated equipment;	Yes	Internet.de/bundesrecht/luftvg/gesamt.pdf	Other					Approval, Control		
(e) air navigation systems, including SESAR.	No									
2. Airports shall comply with one of the following criteria:										
(a) for passenger airports, the total annual passenger traffic is at least 0.1 % of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region										
(b) for cargo airports, the total annual cargo volume is at least 0.2 % of the total annual cargo volume of all airports of the Union. The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, as published by Eurostat.										
<b>Transport infrastructure requirements</b>										
1. Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.										
2. Member States shall ensure that common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil										
3. Member States shall ensure that infrastructure for air traffic management is such as to permit the implementation of the Single European Sky in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council ( 2 ), Regulation (EC) No 550/2004 of the European Parliament and										

Priorities for air infrastructure development										
In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:										
(a) increase airport capacity:		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 (p. 16)	No								
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes.		Yes	<a href="http://www.rechtspraak.nl/infrastructure/intermodaliteit/intermodaliteit.htm">www.rechtspraak.nl/infrastructure/intermodaliteit/intermodaliteit.htm</a> <a href="http://im-internet.de/bundesrecht/rtg_2008/gesamt.pdf">im-internet.de/bundesrecht/rtg_2008/gesamt.pdf</a>						Infrastructure operator is responsible. See also different findings to other transport modes.	
(d) improving sustainability and mitigating the environmental impact from aviation;		Yes	Diverse regulations apply on aviation but diverse regulations apply, e.g.							(upcoming) national law and to respect e.g. critical
<b>6. MULTIMODAL TRANSPORT</b>										
<b>General comment on multimodal transport infrastructure:</b>										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
<b>Infrastructure components</b>										
Freight terminals or logistic platforms shall comply with at least one of the following criteria:										
(a) its annual transshipment of freight exceeds, for non-bulk cargo, 200 000 tonnes or exceeds, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;										
(b) where there is no freight terminal or logistic platform conforms with point (a) in a NUTS 2 region, it is the main freight terminal or logistic platform designated by the Member State concerned, linked at least to roads and railways for that NUTS 2 region, or in the case of Member States with no rail system,										
<b>Transport infrastructure requirements</b>										
1. Member States shall ensure, in a fair and non-discriminatory way, that:										
(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of freight and passengers;	Article 28 (p.17)	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 terminals and logistic platforms, inland and maritime ports as well as airports handling cargo should be equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable real time information on available infrastructure capacity, traffic flows and positions, tracking and tracing, and										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 facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where relevant	Article 28 (p.17)																			Not valid for the TEN-TANS analyses in activity 4.2
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2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight

**Priorities for multimodal infrastructure development**

In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;	Article 29 (p.17)	Yes																		different transport modes and freight terminals, etc. Infrastructure owner is responsible, all modes connected. Various actors are involved, private and public.	
(b) removing the main technical and administrative barriers to multimodal																					included in the "Bundesverkehrsweplan", 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**

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		

**Infrastructure components**

1. Innovative technologies, telematic applications and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure for both passengers and freight transport and to provide for

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network, without prejudice to paragraph 3:

(a) for rail transport infrastructure:

(i) full electrification of the line tracks and, as far as necessary for electric train operations, sidings;	Article 39 (p.19)	No																		See General Comment/ focus here on general TEN-T networks which is in hands of DB Netz AG	
(ii) freight lines of the core network as indicated in Annex I, at least 22.5 t axle load, 100 km/h line speed and the possibility to run trains with a length of 740 m;		No																			See General Comment/ focus here on general TEN-T networks which is in hands of DB Netz AG
(iii) full deployment of ERTMS;		Yes	regulations apply																		DB Netz is responsible but as 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

Isolated networks are exempted from the requirements (i) to (iii).

3. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed

**7.2. Requirements for Core Road Network**

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		

(c) for road transport infrastructure:

– the requirements under points a) or (b) of Article 17 (3)

– the development of rest areas on motorways approximately every 100 kilometres in line with the needs of society, market and environment, in order inter alia to provide appropriate parking space for commercial road users with an appropriate level of safety and security;	Article 39 (p.19)	Yes	internet.de/bundesrecht/fstr/gesamt.pdf <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fstrausbau/BINRO08730971.html">http://www.gesetze-im-internet.de/fstrausbau/BINRO08730971.html</a>  Laws for Hamburg: <b>Hamburgisches Wegegesetz:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bs/haprod.psm?sessionid=EE6573896A13D1D90K8EE1A2AD8DC&amp;js251howdoccase=1&amp;st=1&amp;docid=jl-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs">http://www.landesrecht-hamburg.de/portal/portal/page/bs/haprod.psm?sessionid=EE6573896A13D1D90K8EE1A2AD8DC&amp;js251howdoccase=1&amp;st=1&amp;docid=jl-WegeGHArahmen&amp;doc.part=X&amp;doc.origin=bs</a>  <b>Anordnung zur Durchführung des Hamburgischen Wegegesetzes:</b> <a href="http://www.landesrecht-hamburg.de/portal/portal/page/bs/haprod.psm?sessionid=5C346EC73340F84F55C03094BA7701&amp;st=7&amp;priorityview=true&amp;howdoccase=1&amp;docid=jl-WegeGDArGHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=lr">http://www.landesrecht-hamburg.de/portal/portal/page/bs/haprod.psm?sessionid=5C346EC73340F84F55C03094BA7701&amp;st=7&amp;priorityview=true&amp;howdoccase=1&amp;docid=jl-WegeGDArGHArahmen&amp;doc.part=X&amp;doc.origin=bs&amp;st=lr</a>  Further laws, regarding financial aid for other than "Bundesfernstraßen". <b>Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/fofg/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/fofg/gesamt.pdf</a>									Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".  Regarding roads in the category of "Landstraßen" (conventional roads) the states also have to finance
		Yes	<b>Bundesfernstraßengesetz:</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/fstr/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/fstr/gesamt.pdf</a> <b>Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben</b> <a href="http://www.buzer.de/gesetz/7500/">http://www.buzer.de/gesetz/7500/</a> <b>Gesetz über den Ausbau der Bundesfernstraßen</b> <a href="http://www.gesetze-im-internet.de/fstrausbau/BINRO08730971.html">http://www.gesetze-im-internet.de/fstrausbau/BINRO08730971.html</a>	Planni	Project	Constr	Mainta	nance			Duties of the national interurban (motorways and express roads) roads to be fulfilled by the states due to the "Bundesauftragsverwaltung".	
		– availability of alternative clean fuels;	Yes	No special legislation on alternative clean fuels to be fulfilled by the states due to the "Bundesauftragsverwaltung". Whenever EU law exists, member states will ratify and finally also federal states have to fulfil the laws. Currently there are no special laws. Main stakeholders to fulfill tasks are in the private sector. See also findings to other transport modes and CPT. Influence possibilities hence vary. Measures of states might be possible.								Whenever EU law exists, member states will ratify and finally also federal states have to fulfil the laws. Currently there are no special laws. Main stakeholders to fulfill tasks are in the private sector. See also findings to other transport modes and CPT. Influence possibilities hence vary. Measures of states might be possible.

**7.3. Requirements for Core Waterway and Maritime Network**

Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		

(b) for inland waterway and maritime transport infrastructure:

– availability of alternative clean fuels;

– availability of alternative clean fuels;	Article 39 (p.19)	Yes	No special legislation on alternative clean fuels to be fulfilled by the states due to the "Bundesauftragsverwaltung". Whenever EU law exists, member states will ratify and finally also federal states have to fulfil the laws. Currently there are no special laws. Main stakeholders to fulfill tasks are in the private sector. See also findings to other transport modes and CPT. Influence possibilities hence vary. Measures of states might be possible.																	No law exist so far, but e.g. see findings below regarding the requirements of the CPT directive; HPA as landlord/manager for the Port of Hamburg (see general comment on maritime and inland waterways transport infrastructure) is responsible for all public infrastructure in the port area. HPA manages shore side electricity for inland waterways and cruise ships, first LNG projects are planned.
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7.4. Requirements for Core Air Network										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
(a) for air transport infrastructure: - capacity to make available alternative clean fuels	Article 39 (p.19)		No special legislation on alternative clean fuels so far, but diverse existing nature conservation and/or protection regarding pollution/emissions							Law to be adopted by the federal government. Private sector will be responsible regarding the use
<b>8. COMMON PROVISIONS</b>										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
<b>Urban Nodes</b>										
When developing the comprehensive network in urban nodes, Member States shall, where feasible, aim to ensure:										
(a) for passenger transport: interconnection between rail, road, air and, as appropriate,	Article 30 (p.17)	Yes	Diverse regulations regarding different transport modes, construction, etc.							Not valid for the TEN-TANS analyses in activity 4.2
(b) for freight transport: interconnection between rail, road, and, as appropriate,		Yes	Diverse regulations apply, depending on transport mode and logistics hub							Infrastructure owner/operator is responsible. See different findings to different transport modes
(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;		Yes	Diverse regulations apply, depending on transport mode and logistics hub							See an other finding regarding the different transport modes. All stakeholders are involved.
(d) seamless connection between the infrastructure of the comprehensive network and other infrastructure (road, air, water, etc.)		Yes	Diverse regulations apply, depending on transport mode and logistics hub <b>Bundes-Immissionsschutzgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bimSchG/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bimSchG/gesamt.pdf</a> <b>Bundes-Immissionsschutzverordnungen</b> (1.-41. Verordnung) <a href="http://www.umwelt-online.de/recht/luft/bimSchG/vo/wieber.htm">http://www.umwelt-online.de/recht/luft/bimSchG/vo/wieber.htm</a> <b>TA Luft</b> <a href="http://www.bmub.bund.de/fileadmin/bmub-import/files/pdf/allgemein/application/pdf/taluft.pdf">http://www.bmub.bund.de/ileadmin/bmub-import/files/pdf/allgemein/application/pdf/taluft.pdf</a> <b>TA Lärm</b> <a href="http://www.verwaltungsvorschriften-im-internet.de/bvswwbund_20081998_IC19980826.htm">http://www.verwaltungsvorschriften-im-internet.de/bvswwbund_20081998_IC19980826.htm</a> <b>Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/biokraftstoffnachhaltigkeitsverordnung/Biokraftstoffnachhaltigkeitsverordnung.pdf">http://www.gesetze-im-internet.de/bundesrecht/biokraftstoffnachhaltigkeitsverordnung/Biokraftstoffnachhaltigkeitsverordnung.pdf</a>							See findings above for the transport modes rail and road, various influences possible, depending on infrastructure actor
(e) mitigating exposure of urban areas to negative effects of transferring rail and road transport, which may include bypassing of urban areas;										
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		Yes	<b>Bundes-Immissionsschutzgesetz</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/bimSchG/gesamt.pdf">http://www.gesetze-im-internet.de/bundesrecht/bimSchG/gesamt.pdf</a> <b>Bundes-Immissionsschutzverordnungen</b> (1.-41. Verordnung) <a href="http://www.umwelt-online.de/recht/luft/bimSchG/vo/wieber.htm">http://www.umwelt-online.de/recht/luft/bimSchG/vo/wieber.htm</a> <b>TA Luft</b> <a href="http://www.bmub.bund.de/ileadmin/bmub-import/files/pdf/allgemein/application/pdf/taluft.pdf">http://www.bmub.bund.de/ileadmin/bmub-import/files/pdf/allgemein/application/pdf/taluft.pdf</a> <b>TA Lärm</b> <a href="http://www.verwaltungsvorschriften-im-internet.de/bvswwbund_20081998_IC19980826.htm">http://www.verwaltungsvorschriften-im-internet.de/bvswwbund_20081998_IC19980826.htm</a> <b>Verordnung über Anforderungen an eine nachhaltige Herstellung von Biokraftstoffen</b> <a href="http://www.gesetze-im-internet.de/bundesrecht/biokraftstoffnachhaltigkeitsverordnung/Biokraftstoffnachhaltigkeitsverordnung.pdf">http://www.gesetze-im-internet.de/bundesrecht/biokraftstoffnachhaltigkeitsverordnung/Biokraftstoffnachhaltigkeitsverordnung.pdf</a>							All stakeholders are involved and have to respect national law. Please see all findings to the different transport modes. Own initiatives of the states might be possible.
<b>Telematic Applications</b>										
1. Telematic applications shall enable traffic management and the exchange of information within and between transport modes for multi-modal transport operations and value added transport-related services, improving safety, security and environmental performance, as well as simplifying administrative										
2. Telematic applications shall be deployed where feasible across the Union, in order to enable a set of interoperable basic capabilities in all Member States.										
3. The Telematic applications referred to in this Article shall, for the respective transport modes, include in particular:										
- for railways: ERTMS;	Article 31 (p.17)	Yes	No special regulations regarding ERTMS, diverse regulations apply	Planning	Project	Financing	Construction	Maintenance		For the service operation the general TEN-Tanes DB Netz is responsible but as state owned infrastructure, e.g. Hamburg's port railway, own telematic approaches are possible and WPA and the overall telematic RIS approach are in the hands of the federal water and shipping
- for inland waterways: River Information Services;		Yes		Planning	Project	Financing	Construction	Maintenance		Duties of the national inlandwater roads to be fulfilled by the states due to the window is duty of the federal government but e.g. port community systems could be in the hands of a
- for road transport: ITS;	Article 31 (p.18)	Yes	<b>Leitfaden Verkehrstelematik (national guideline, no law)</b> <a href="http://www.bmvi.de/SharedDocs/DE/Anlagen/Verkehr/Infrastruktur/leitfaden">http://www.bmvi.de/SharedDocs/DE/Anlagen/Verkehr/Infrastruktur/leitfaden</a>	Planning	Project	Financing	Construction	Maintenance		
- for maritime transport: VTMIS and e-Maritime services, including single window services such as the maritime single window, port community systems and relevant - for air transport: air traffic management systems, in particular those resulting from SESAR;		Yes	No special telematic regulations exists, diverse regulations apply	Planning	Project	Financing	Construction	Maintenance		
		No								
<b>Sustainable Freight transport services</b>										
Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network as well as contribute to reducing carbon dioxide emissions and other negative environmental impacts which aim to										
(a) improve sustainable use of transport infrastructure, including its efficient management;	Article 32 (p.18)	Yes								See finding on private actors involvement regarding sustainability. If national law exist, all stakeholders have to respect it and implement measures. Own initiatives of states are possible.
(b) promote the deployment of innovative transport services, including through Motorways of the Sea, telematic applications and the development of the ancillary infrastructure, necessary to achieve mainly environmental and safety related goals of those services, as well as the establishment of relevant governance structures;		Yes								Law to be adopted by MS but all stakeholders and infrastructure operators are involved and have to respect law. See all different findings above.
(c) facilitate multi-modal transport service operations including the necessary										would have to respect national law. No validated implement. State measures for stimulating might be possible.
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steering, systems and operations planning;		No								We see focus here on private actors involved operators like e.g. shipping companies, etc.
(e) analyse, provide information on fleet characteristics and performance, administrative requirements and business measures;										
(f) improve links to the most vulnerable and isolated parts of the Union, in particular those resulting from SESAR;										we do not think this is valid for Germany.
<b>New technologies and innovation</b>										
In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:										
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies;										promotion. See other findings for implementation of concrete measures. Overall approach is in hands of the federal government. Own initiatives of states might be possible.

(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	Article 33 (p.18)									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 services, transit hubs.										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.										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 air, land, including noise and emissions.		Yes								see other 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
<b>Safe and secure infrastructure</b>										

Member States shall give due consideration to ensuring that transport infrastructure provides for safe and secure passenger and freight movements.	Article 34 (p.18)																		air stakeholders take to respect law, influence depends on transport mode. See findings above. If focus only on Member State answer of course is no.
<b>Climate change proven infrastructure and disaster resilience</b>																			
During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.	Article 35 (p.18)																		decarbonisation, environmental protection etc. Influence is varying. Environmental issues are always respected in planning infrastructure projects. If focus only on Member States answer is NO.
<b>Environmental protection</b>																			
Environmental assessment of plans and projects shall be carried out in accordance 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 aspects are involved in the planning phase. If states are involved depends on transport mode.
<b>Accessibility for all users</b>																			
Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and passengers with a disability.	Article 37 (p.19)																		
<b>9. Clean Power for Transport</b>																			
<b>9.1. General framework</b>																			
	<b>Criteria/Demands</b>	<b>Source</b>	<b>Yes/ No</b>	<b>Documentation regarding covered regulations in the field</b>	<b>Regional influence on:</b>					<b>Other (please)</b>	<b>Comments</b>								
					<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>										
<b>National Policy Framework</b>																			
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:																			
- assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity;																			
- objectives and commitments on national targets, as required under Articles 4(1), 6(2a), 6(3), 6(b) and, where applicable, 4(d) and 5(1), for the development of alternative fuels infrastructure;																			
- assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached;																			
National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand;																			
Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive;																			
Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU;																			
Member States shall notify their national policy frameworks to the Commission (within 36 months from the date of entry into force of this Directive);																			
Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:																			
- number of recharging points accessible to the public;																			
- refuelling points for LNG at maritime and inland ports;																			
- refuelling points for LNG accessible to the public for motor vehicles;																			

- CNG refuelling points accessible to the public for motor vehicles.										
Where appropriate, the following information shall also be published regarding:										
- hydrogen refuelling points accessible to the public;										
- infrastructure for shore-side electricity supply in maritime and inland ports.										
The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.										
Each Member State shall submit a report to the Commission on the implementation of the national policy framework (three years after the deadline of notification set in Article 3(5)), and every three years thereafter. These reports shall cover information set out in Annex I.										
The Commission shall forward to the European Parliament and the Council the report on the assessment on the national policy frameworks within one year from the reception of the national policy frameworks.										
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [36 months from the date of the entry into force of this Directive]. They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.										
<b>9.2. Electricity supply</b>										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
<b>Recharging points</b>										
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 2020 at the latest.	Article 4, §8, 2a	No								National policy framework
Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless 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 technical specifications set out in Annex III.1. and comply with specific safety requirements in force at national level.	Article 4, §3		No regulation so far, but "planning" like the "Government Programme for E-Mobility": <b>Regierungsprogramm Elektromobilität</b> <a href="http://www.bmi1.de/pubRD/programm_elektromobilitaet.pdf">http://www.bmi1.de/pubRD/programm_elektromobilitaet.pdf</a> <b>Mobilitäts- und Kraftstoffstrategie</b> <a href="http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile">http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile</a>							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 could not be found.
Member States shall ensure that high power recharging points for electric vehicles, excluding wireless 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 technical specifications set out in Annex III.2.	Article 4, §6		Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems.							who installs and operates the recharging points. Due to the different responsibilities of states
<b>Shore side electricity</b>										
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed and reported to the Commission.	Article 4, §4	Yes	<b>Mobilitäts- und Kraftstoffstrategie:</b> <a href="http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile">http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile</a>							as cost-benefit analysis would be in the hands of the federal government.
Member States shall ensure that shore-side electricity supply for maritime and inland ports is assessed and reported to the Commission.	Article 4, §4	Yes	<b>Mobilitäts- und Kraftstoffstrategie:</b> <a href="http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile">http://www.bmw.de/ShareDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?_blob=publicationFile</a>							Responsibilities of implementation will be in the hands of the federal government.
<b>Electricity supply</b>										
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, §§ 88a and 88b									Law to be adopted by the federal government. Requirement implementation duty of the operator 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 responsibilities of states
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the recharging point.	Article 4, §10	No								Legal framework is federal law.

9.3. Hydrogen supply										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
<b>Road transport</b>										
Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate.	Article 5, §1									No validated answer found
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from 136 months from the date of entry into force of this Directive comply with the requirements of this Directive.	Article 5, §2									No validated answer found
9.4. Natural gas supply										
Criteria/Demands	Source	Yes/ No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
<b>General considerations on LNG</b>										
Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council on the reduction of sulphur emissions from ships, and LNG, including liquefied 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. 21									This is no requirement but general information?
	Cons. 22									This is no requirement but general information?
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 provided for in this Directive.	Cons. 23									This is no requirement but general information?
<b>Ports and inland waterways</b>										
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by 31 December 2030 at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	Article 6, §1	Yes	No regulation so far, but "strategie": <b>Mobilitäts- und Kraftstoffstrategie</b> : <a href="http://www.bmw.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?__blob=publicationFile">http://www.bmw.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?__blob=publicationFile</a>							existing regulations so far. At public ports, like e.g. Hamburg, the state is responsible for all public infrastructure in the port area (see general comment on maritime and inland waterway transport). LNG infrastructure also is included, once there is an obligation. First projects exist on voluntary basis but no legal obligation. No validated information regarding influence options.
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by 31 December 2030 at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	Article 6, §2	Yes	No regulation so far, but "strategie": <b>Mobilitäts- und Kraftstoffstrategie</b> : <a href="http://www.bmw.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?__blob=publicationFile">http://www.bmw.de/SharedDocs/DE/Anlage/UI-MKS/mks-strategie-final.pdf?__blob=publicationFile</a>							existing regulations so far. At public ports, like e.g. Hamburg, the state is responsible 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. First projects exist on voluntary basis but no legal obligation. No validated information regarding influence options.
Member States shall designate in their national policy frameworks the maritime and inland waterway ports to be included in the TEN-T Core Network.	Article 6, §3	No								National policy framework
<b>Road transport</b>										
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by 31 December 2030 at the latest.	Article 6, §3	Yes								national policy framework to duty on the federal government. Establishing of LNG refuelling points will depend on road infrastructure type and who holds the "Straßenbaulast". Please see findings regarding road transport. Federal states 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 focusing on urban areas, to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by 31 December 2030 at the latest.	Article 6, §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 with the requirements of this Directive.	Article 6, §7									Requirement to be fulfilled by the body who installs and operates the refuelling points. Due