



THE
NETHERLANDS
(NL)

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.

Please indicate on which administration level your focus is:

Regional Government

1. RAILWAY TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Railway transport infrastructure shall comprise in particular:										
(a) high-speed and conventional railway lines, including:										
(i) sidings;	Article 11	No								
(ii) tunnels;		No								
(iii) bridges;		No								
(b) freight terminals and logistic platforms for the transhipment of goods within the rail mode and between rail and other transport modes;	Article 11 (p.11)	Yes	No documents available	Planning	Projection	Financing/renovating			Not valid for the TEN-TANS analyses	
(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;		No								
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		No								
(e) associated equipment;		No							Private parties	
(f) telematic applications;		No							Private parties	
2. Railway lines shall take one of the following forms:										
(a) Railway lines for high speed transport which are:		No								
(i) specially built high-speed lines equipped for speeds equal to or greater than 200 km/h;		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;	Article 11 (p.11)	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 terminals, depots, etc. travelled at high speed;		No								
(b) Railway lines for conventional transport;		No								
3. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It may include any facility, such as automatic gauge changing facilities for rail, necessary to ensure the safe, secure and efficient operation of vehicles, including their reduced impact on the environment and improved interoperability.										
Transport infrastructure requirements										
1. Freight terminals shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.										
2. Member States shall ensure that the railway infrastructure:										
(a) save in the case of isolated networks, is equipped with ERTMS;		No								
(b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the objectives set out in Article 1 of that Directive;	Article 12 (p.11)	Yes	NONE	Planning	Projection					
(c) complies with the requirements of the TSIs adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the conditions set out in Annex I to that Directive;		No								
(d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary, for electric train operations, sidings;		No								
(e) complies with the requirements laid down in Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 on the conditions of access to the railway infrastructure.		No								
3. At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.										
Priorities for railway infrastructure development										
When developing projects of common interest related to railway infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) deploying ERTMS;		No								
(b) migrating to 1435 mm nominal track gauge;		No								
(c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including:	Article 13 (p.11)	No								
(d) meeting the infrastructure requirements and enhancing interoperability;		No								
(e) improving the safety of level crossings;		No								
(f) where appropriate, connecting railway transport infrastructure with inland waterway infrastructure;	Article 13 (p.12)	No								

2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please	Comments
				1	2	3	4	5		
Infrastructure components										
1. Inland waterways infrastructure shall comprise in particular:										
(a) rivers.		No								
(b) canals.		Yes	NONE	Planning	Projection	Financing/renovating	Construction	Maintenance		
(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		Planning	Projection	Financing/renovating	Construction	Maintenance		
(e) inland ports including the infrastructure necessary for transport operations within the port area.		Yes		Planning						
(f) associated equipment.		No								
(g) telematic applications, including RIS.		No								
(h) the connections of the inland ports to the other modes in the trans-European transport network.		Yes		Planning	Projection	Financing/renovating				
2. To be part of the comprehensive network, inland ports shall have an annual freight transport volume exceeding 500 000 tonnes. The total annual freight transport 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 cargo 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										
Transport infrastructure requirements										
1. Member States shall ensure that inland ports are connected with the road or rail infrastructure.										
2. Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.										
3. Member States shall ensure that:										
(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation.	Article 15 (p. 12)	No								
At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission from the minimum requirements on draft tonnage.		Yes			Planning		Maintenance			
(b) rivers, canals and lakes shall be maintained so as to preserve good navigation status while respecting the water environment legislation.		No								
(c) rivers, canals and lakes are equipped with RIS.		No								
Priorities for inland waterway infrastructure development										
In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterway class IV.		Yes								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of class IV.		No								
(c) implementing telematic applications, including RIS.	Article 16 (p. 12)	No								
(d) connecting inland port infrastructure to rail freight and road transport infrastructure.		Yes		Planning	Projection	Financing/renovating				
(e) paying particular attention to free-flowing rivers close to their natural state and to the measures to be taken to restore them.		No								
(f) the promotion of sustainable inland waterway transport.		Yes	regional vision on inland waterway transport and Inland Port Development	Planning	Projection	Financing/renovating				
(g) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.		Yes		Planning	Projection	Financing/renovating				

3. ROAD TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other release	Comments
				1	2	3	4	5		
Infrastructure components										
1. Road transport infrastructure shall comprise in particular:										
(i) bridges;	Article 17 (p.13)	Yes		Planning	Projection	Financing/renovating	Construction	Maintenance		
(ii) tunnels;		No		Planning	Projection	Financing/renovating				
(iii) junctions;		Yes		Planning	Projection	Financing/renovating	Construction	Maintenance		
(iv) crossings;		Yes		Planning	Projection	Financing/renovating	Construction	Maintenance		
(v) interchanges;		Yes		Planning	Projection	Financing/renovating	Construction	Maintenance		
(vi) hard shoulders;		Yes		Planning	Projection	Financing/renovating				
(vii) parking and rest areas;		Yes		Planning	Projection	Financing/renovating				
(viii) associated equipment;		Yes		Planning	Projection	Financing/renovating				
(ix) telematic applications including ITS;		Yes		Planning	Projection	Financing/renovating				
(x) freight terminals and logistic platforms;		Yes		Planning	Projection	Financing/renovating				
(xi) the connections of the freight terminals and logistic platforms to the other modes of transport;	Yes		Planning	Projection	Financing/renovating					
(xii) coach stations;									Not valid for the	
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 or coastal areas.										
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.										
Transport infrastructure requirements										
(a) roads correspond to the provisions of points (a), (b), or (c) of article 17(3);	Article 18 (p. 13)	No								All national
(b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by		No								
(c) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council		No								
(d) where applicable, the interoperability of toll collection systems is ensured		No								
(e) any intelligent transport system deployed by a public authority on road	Article	No								
Priorities for road infrastructure development										
In the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) improvement and promotion of road safety;	Article 19 (p. 14)	Yes		Planning	Projection	Financing/renovating				
(b) use of ITS, in particular multi-modal information and traffic management and to mobile integrated communication and payment systems;		Yes		Planning	Projection	Financing/renovating				
(c) introduction of new technologies and innovation for promoting low carbon transport;		Yes		Planning	Projection	Financing/renovating				
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security;		Yes		Planning	Projection	Financing/renovating				
(e) the mitigation of congestion on existing roads.		Yes		Planning	Projection	Financing/renovating				

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (lease)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Maritime transport infrastructure shall comprise in particular:										
(a) maritime space;	Article 20 (p. 14)	Yes		Planning	Projection					
(b) sea canals;		Yes		Planning	Projection					
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;		Yes		Planning	Projection					
(d) the connections of the ports to the other modes in the trans-European transport network;		Yes		Planning	Projection					
(e) locks, locks and docks;		Yes		Planning	Projection					
(f) navigational aids;		No								
(g) port approaches and fairways;		No								
(h) breakwaters;		No								
(i) motorways of the sea;		Yes		Planning						
(j) associated equipment;		No								
(k) telematic applications, including e-Maritime services and VTMS;	No									
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:										
(a) The total annual passenger traffic volume exceeds 0.1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.										
(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 1 % of the corresponding total annual cargo volume recorded 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, including ice breaking, hydrological surveys, and for dredging, maintenance and protection of the port and port approaches.										
Motorways of the sea										
1. Motorways of the sea represent the maritime dimension of the trans-European transport network and shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways of the sea shall include:										
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where	Article 21 (p. 14)	Yes		Planning						
(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, safety and security administrative and customs		Yes		Planning						
(c) infrastructure for direct land and sea access.		Yes		Planning						
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;	Article 21 (p. 15)	Yes		Planning						
(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		Yes		Planning						
3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore-side electricity that would help ships reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of port operations.										
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 follows:										
Transport infrastructure requirements										
1. Member States shall ensure that:										
(a) Maritime ports are connected with railway lines or roads and, where possible, inland waterways of the comprehensive network, except where	Article 22 (p. 15)	Yes		Planning						
(b) Any maritime port that serves freight traffic offers at least one terminal facility for the handling of goods;		No								
(c) Sea canals, port fairways and estuaries connect two seas, or provide access to the sea;		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 2000/53/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues and in compliance with other relevant EU legislation.										
3. Member States shall implement VTMS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.										
Priorities for maritime infrastructure development										
When promoting projects of common interest related to maritime infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant	Article 23 (p. 15)	No								
(b) interconnection of maritime ports with inland waterways;		Yes		Planning						
(c) implementation of VTMS and e-Maritime services;		No								
(d) introduction of new technologies and innovation for promotion of automation, fuel, and energy-efficient maritime transport, including AI/ML;		Yes		Planning						
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.	Yes		Planning							

5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways.		Yes		Planning	Projection	Financing/Financing/remed				
(b) airports;	Article 24 (p.16)	Yes		Planning	Projection					
(c) the connections of the airports to the other modes in the trans-European transport network;		Yes		Planning	Projection					
(d) associated equipment;		No								
(e) air navigation systems, including SESAR.		No								
2. Airports shall comply with one of the following criteria:										
(a) for passenger airports, the total annual passenger traffic is at least 0.1 % of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line;										
(b) for cargo airports, the total annual cargo volume is at least 0.2 % of the total annual cargo volume of all airports of the Union. The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, as published by Eurostat.										
Transport infrastructure requirements										
1. Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.										
2. Member States shall ensure that common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, apply to the air transport infrastructure of the comprehensive network.										
3. Member States shall ensure that air traffic management is such as to permit the implementation of the Single European Sky in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council (2), Regulation (EC) No 550/2004 of the European Parliament and of the Council (3), Regulation (EC) No 551/2004 of the European Parliament and of the Council (4) and Regulation (EC) No 552/2004, and of air transport operators, in order to improve the performance and sustainability of the European aviation system, of										
Priorities for air infrastructure development										
In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:										
(a) increase airport capacity;	Article 26 (p.16)	No								
(b) supporting the implementation of the Single European Sky and of air traffic management systems in particular those involving the SESAR system;		No								
(c) improving multi-modal interconnections between airports and other modes of transport;		No								
(d) improving sustainability and mitigating the environmental impact from aviation;		No								

9. Clean Power for Transport

9.1. General framework

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please	Comments
				1	2	3	4	5		
National Policy Framework										
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:										
- assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border connectivity;										
- objectives and commitments on national targets, as required under Articles 4(1), 6(a), 8(3), 6(6) and, where applicable, 4(b) 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 18 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(2)(b), and every three years thereafter. These reports shall cover information set out in Annex I.										
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 16 months from the date of the entry into force of this Directive. They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.										

9.4. Natural gas supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
General considerations on LNG										
Liquefied Natural Gas (LNG) is an attractive fuel alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/2/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations. The decision on the location of the LNG refuelling points at inland ports.	Cons. 21	Yes		Planning	Projection	Financing/Tendering				
LNG including liquefied bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission	Cons. 22	Yes		Planning	Projection	Financing/Tendering				
The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network	Cons. 23	Yes		Planning	Projection	Financing/Tendering				
Ports and inland waterways										
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage	Article 6, 11	Yes		Planning						
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	Article 6, 12	Yes		Planning						
Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.	Article 6, 12a	Yes		Planning						
Road transport										
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by [31 December 2030] at the	Article 6, 13	No								
Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are	Article 6, 16	No								
Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [30 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.3.3.1.	Article 6, 17	No								

9.5. User information

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
User information for transport fuels										
Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points, out on the market is made available.										
Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging points, where available, the data may include information on real-time accessibility as well as historical and real-time charging information.										