

# THE NETHERLAN DS (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)).

ff you choose YES - please include a link to documentation regarding covered regulations in this field - e.g. Danish Planning Act - https://www.retsinformation.dlk/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:
- PROJECTING
- PROJECTING
- PROJECTING
- PROMORDIFICATIONERING
- 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	Sourc	Yes/No	Documentation regarding covered regultations in the		Regio	nal influen	ce on:		Other (please	Comment
Crtterta/ Demands	e	res/ NO	field	1	2	3	4	- 5	(piease indicate)	Commen
nfrastructure components			rteta						tiluttate)	
Railway transport infrastructure shall comprise in particular:										
a) high-speed and conventional railway lines, including:										
(i) sidings;	Article	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:		Yes	No documents available	Planning	Projection	Financing/Tend ering				
(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:	Article 11									Not valid for ti TEN-TaNS ana
(d) the connections of the stations, freight terminals and logistic platforms to	(p.11)	No								
(e) associated equipment;	1	No								Private parties
(f) telematic applications.		No								Private parties
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		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of		No								
(iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the	Article									
speed must be adapted to each case. This category also includes	11 (p.11)	No								
interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at										
	4									
(b) Railway lines for conventional transport.	<u>.                                    </u>	No								
<ol><li>The technical equipment associated with railway lines may include electrific automatic gauge changing facilities for rail, necessary to ensure the safe, secu</li></ol>							c platforms and t	reignt terminais. i	t may include any fac	uity, such as
Transport infrastructure requirements	re and em	tient operation of venici	es, including their reduced impact on the e	environment and	improved interope	rability.				
Freight terminals shall be connected with the road or, where possible, inlan-	dunatanua	infectors of the co	manhani a naturak							
Member States shall ensure that the railway infrastructure:	u waterwa	y unitastructure or the co	imprenensive network.							
(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	1	NO								
Council of 17 June 2008 on the interoperability of the rail system within the		Yes								
Community and its implementing measures in order to achieve the		res	NONE	Planning	Projection					
	Article		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	12 (p.11)	No								
(d) save in the case of isolated networks, full electrification of the line tracks	1	No								
(e) complies with the requirements laid down in Directive 2012/34/EU of the		No								
<ol> <li>At the request of a Member State, in duly justified cases, exemptions shall b</li> </ol>	e granted	by the Commission in re	spect of requirements that go beyond the	requirements of I	Directive 2008/57/I	EC concerning ER	TMS and electrifi	cation.		
Priorities for railway infrastructure development										
When promoting projects of common interest related to railway infrastructure	and in add		orities set out in Article 10, priority shall be	given to the follo	owing:					
(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	Article	No								
WWW.DEAU POST INTERTITUTION	42 (0.12)	•	•						•	

# 2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Sourc	Voc/No	res/No Documentation regarding Regional influence on: covered regultations in the 1 2 3 4 5						Other	Comments
Criteria/Demands	е	Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
Inland waterways infrastructure shall comprise in particular:										
(a) rivers;		No				Funancing/Tend				
(b) canals;		Yes	NONE	Planning	Projection	ering	Construction	Maintainance		
(c) lakes;		No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to	Article	Yes		Planning	Projection	Financing/Tend ering	Construction	Maintainance		
(e) inland ports including the infrastructure necessary for transport operations within the port area:	14 (p.12)	Yes		Planning						
(f) associated equipment;	1	No								
(q) telematic applications, including RIS;		No								
(h) the connections of the inland ports to the other modes in the trans- Furgness transport network:		Yes		Planning	Projection	ering				
<ol> <li>To be part of the comprehensive network, inland ports shall have an annual</li> <li>Equipment associated with inland waterways may include equipment for the consumption and carbon intensity. It may also include waste reception facilities</li> </ol>	loading a	nd unloading of cargos	in inland ports. Associated equipment may	include, in partic	ular, propulsion ar	nd operating syste	ems which reduc	e pollution, such a	s water and air pollut	
Transport infrastructure requirements										
<ol> <li>Member States-shall ensure that inland ports are connected with the road or</li> <li>Inland ports shall offer at least one freight terminal open to all operators in a</li> </ol>	rail infrast	tructure. riminatory way and appl	v transparent charges.							
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.	No								
At the request of a Member State, in duly justified cases, exemptions shall be	12)									
(b) rivers, canals and lakes shall be maintained so as to preserve good		Yes			Planning		Maintainance			
(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 in	frastructur	es, and in addition to th	e general priorities set out in Article 10, pr	iority shall be giv	en to the following	<b></b>				
(a) for existing inland waterways: implementing measures necessary to reach		Yes								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of		No								
(c) implementing telematic applications, including RIS;	Article	No								
(d) connecting inland port infrastructure to rail freight and road transport infrastructure	16 (p.	Yes		Planning	Projection	ering				
(e) paying particular attention to free-flowing rivers close to their natural state	12)	No								
(f) the promotion of sustainable inland waterway transport.		Yes	Regional vision on inland waterway Transport and Inland Port Development	Planning	Projection	rmancing/rend ering				
(g) modernisation and expansion of the capacity of the infrastructure	1	Yes		Planning	Projection	ering				

### 3. ROAD TRANSPORT

Criteria/Demands		Yes/No	Documentation regarding		Kegio	onal influence	te on:		Otner	Comments
		163/140	covered regultations in the	1	2	3	4	5	(nlease	Comments
Infrastructure components										
Road transport infrastructure shall comprise in particular:										
(i) bridges;		Yes		Planning	Projection	Financing/Tend	Construction	Maintainance		
(ii) tunnels;		No		Planning	Projection	ering				
(iii) junctions;		Yes		Planning	Projection	ering	Construction	Maintainance		
(iv) crossings;		Yes		Planning	Projection	ering	Construction	Maintainance		
(v) interchanges;		Yes		Planning	Projection	rinancing/ rend ering	Construction	Maintainance		
(vi) hard shoulders	Article	Yes		Planning	Projection					
(b) parking and rest areas;	17 (p.13)	Yes		Planning	Projection	Financing/Tend ering				
(c) associated equipment:		Yes		Planning	· · · · · · · · · · · · · · · · · · ·					
(d) telematic applications including ITS:		Yes		Planning		1				1
(e) freight terminals and logistic platforms:			l		<del> </del>	Financing/Tend		<del> </del>		<del> </del>
		Yes		Planning	Projection	ering				
(f) the connections of the freight terminals and logistic platforms to the other		Yes	I	Planning	1	1	l	1	Ì	1
(n) coach stations										Not valid for the
<ol><li>The high quality roads referred to in point (a) of paragraph 1 are those which</li></ol>	play an ir	nportant role in long-di	stance freight and passenger traffic, integr	ate the main urba	n and economic c	entres, interconne	ct with other tra	nsport modes and	link mountainous, re	
<ul> <li>(b) An express road is a road designed for motor traffic accessible primarily from</li> <li>(i) prohibits stopping and parking on the running carriageway; and</li> </ul>	ii uiteiciia	ilges of controlled junct	ions and writer.							
(c) A conventional strategic road is a road which is not a motorway or express re					or reducing negat	ive environmenta	l effects, for refu	elling or rechargin	g of vehicles with alt	ernative propulsion
(ii) does not cross at grade with any railway or tramway track. (C) A conventional strategic road is a read which is, not a motorway or express r 4. Equipment associated with roads may include in particular equipment for tra **Transport infrastructure requirements (a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3);					or reducing negat	ive environmenta	l effects, for refu	elling or rechargin	g of vehicles with alt	ernative propulsion
(c) A conventional strategic road is a road which is not a motorway or express road. A Equipment associated with roads may include in particular equipment for tra Transport infrastructure requirements (a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3): (b) the safety of road transport infrastructure is assued, monitored and, when	ffic manac	ement, information and			or reducing negat	ive environmenta	effects, for refu	elling or rechargin	g of vehicles with alt	
(2) A conventional strategic road is a road which is not a motorway or express it. Equipment associated with roads may include in particular expirated with roads may include in particular expirated in the provision of points (a), (b) or (c) of article 17(3). (b) the safety of road transport infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by (c) road tumped to register the procedure provided for by (c) road tumped seen 550 m in length comply with Directive 2004.54/Cc of the transport infrastructure and the contractive of the Consortion	ffic manac	No No No			or reducing negat	ive environmenta	l effects, for refu	elling or rechargin	g of vehicles with alt	
(C) A conventional stritegic road is a road which is not a motorway or expense in Equipment associated with road may include in particular expenser for the Transport Infrastructure requirmenents at roads correspond to the provisions of prients (a), (b) or (c) of article 17(3). (b) the safety of road transport infrastructure is assured, monitored and, when the priese of the priese (c) cread tunnels over 2000 mis length comply with Directive 2004/54FC of the Clip where policidate the interoperability of this collection systems a manuscript (c) where pricipality the interoperability of this collection systems a manuscript	Article 18 (p. 13)	No No No No No No			or reducing negat	ive environmenta	effects, for refu	elling or rechargin	g of vehicles with alt	
(C)A conveniental stritegic roats is read which is not a motorway or expense. A Engineeria social with roads may just use in particular expenses for the Transport Infrastructure registeriements.  In the convenience of th	Article 18 (p.	No No No			or reducing negat	ive environmenta	l effects, for refu	elling or rechargin	g of vehicles with alt	
(2) A conventional strategic road is a road which is not a motorway or expense. Equipment associated with roads may include in particular expense for the Transport infrastructure requirements.  10) the safety of road transport infrastructure is assured, monitored and, when the creative process of the provision of points (a). (b) or (c) of article 17(3). (b) the safety of road transport infrastructure is assured, monitored and, when excessive, improved in accordance with the procedure provided for by (c) road turnels over 500 m in length comply with Directive 2005/54/EC of the contained facilities and of the Crossivi.  (c) and strained with the contained of the con	Article 18 (p. 13)	No	route guidance, for the levying of user ch	arges, for safety, t		ive environmenta	i effects, for refu	elling or rechargin	g of vehicles with alto	
(a) A conventional strategic road is a read which is not a motorway or expense in Expenses associated with roads may evidue in particular expenses of the Transport Infrastructure requirements in mole common of this procession accordance is all the original review. The infrastructure is a second or the control of the original review is a mole common of the procession accordance with the procedure provided for by (if nost turness one 500 min length comply with Directive 2004/54/C of the turness institutional and of the Crossion of which is the control of the control of the control of the formation and the control of the control of the control of which is the control of the control of the control of the distribution of the control of the control of the control of the control of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the distribution of the control of the control of the control of the control of the control of the control of the control of the control of the distribution of the control of the distribution of the control of the control of the control of the control of the distribution of the control of the contro	Article 18 (p. 13)	No N	route guidance, for the levying of user ch	arges, for safety, i	owing:		effects, for refu	elling or rechargin	g of vehicles with alt	
CA Acomenional strategic road is a road which is not a motorway or exposes. Legipment associated with roads may include in particular exponent for transport infrastructure requirements a road correspond to the provisions of points (a), (b) or (c) of article 17(3). (b) the safety of road transport infrastructure is assured, monitored and, when cerescaps, improved in accordance with the procedure provided for by (c) road turnels over 500 m in length comply with Directive 2004/54/EC of the common Delisionses and of the Crossici of where suplicable, the interoperability of total collection systems is ensured of where suplicable, the interoperability of total collection systems is ensured of where suplicable, the interoperability of the collection systems is ensured of where suplicable, the interoperability of the collection systems is ensured of where suplicable, the interoperability of the collection systems is ensured of which internoted the continuation of the collection of the collection in the promotion of projects of common interest related to road infrastructure, and improvement and common of road safety:	Article 18 (p. 13)	No	route guidance, for the levying of user ch	arges, for safety, t		Financing/reno	Leffects, for refu	elling or rechargin	g of vehicles with alth	
CA Conventional strategic road is a road which is not a motorway or expense in Equipment associated with roads may include in particular expenser for the Transport infrastructure requirements. In ordinary or the control of the control of the control of the production of points (a), the cit of of article 1713, and a control of the production of points (a), the cit of of article 1713, and the control of the co	Article 18 (p. 13)	No N	route guidance, for the levying of user ch	arges, for safety, i	owing:		Leffects, for refu	elling or rechargin	g of vehicles with alt	
(2) A conventional strategic road is a road which is not a motorway or expense in Equipment associated with roads may include in particular expenser for transport infrastructure requirements. In order consistent of the provisions of points (a) (b) or (c) of article 17(3). (b) the safety of road transport infrastructure is assured, monitored and, when the provision of the provisions of points (a) (b) or (c) of article 17(3). (c) road turnels over 500 m in length comply with Directice 2004/54/EC of the provisions of the provision	Article 18 (p. 13)  Article and in add	ement, information and  No  No  No  No  No  No  No  No  No  Yes	route guidance, for the levying of user ch	arges, for safety, I	owing:	Financing/rend	effects, for refu	alling or rechargin	g of vehicles with alt	
of A commentative strategic road is a road which is not a motorway or expense. Coppingment associated with roads may include in particular exponent for transport (Infrastructure requirements and transport infrastructure road (Infrastructure road) and the road of the road (Infrastructure road). But be suffery of road transport infrastructure is sourced, monitored and, when necessary, improved in accordance with the procedure provided for by continuous and of the Procedure provided for by continuous and of the Procedure (Infrastructure development) and the responsability of the collection systems is encured of the procedure of the road turned one for the responsability of the collection systems is encured of the procedure of proposition of road calety.  In the procedure of proposition of road calety.	Article 18 (p. 13)  Article	ement, information and  No  No  No  No  No  No  No  No  Yes  Yes	route guidance, for the levying of user ch	arges, for safety, l	owing: Projection	Finanking/Tena Finanking/Tena Finanking/Tena Finanking/Tena	effects, for refu	alling or rechargin	g of vehicles with alb	

# 4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	e on:		Other	Comment
	e	res/IVO	covered regultations in the	1	2	3	4	5	(please	Comment
nfrastructure components										
. Maritime transport infrastructure shall comprise in particular:										
a) maritime space;	-	Yes		Planning	Projection					
b) sea canals;	-	Yes		ranning	Trojection					
c) maritime ports, including the infrastructure necessary for transport		Yes		Planning	Projection					
d) the connections of the ports to the other modes in the trans-European	1	Yes		Planning	Projection					
ransport patwork	Article			Planning	Projection					
e) dikes, locks and docks; f) navigational aids:	20	Yes No		ranning	Projection					
r) navigational alos; (c) port approaches and fairways:	(p. 14)	No No		-						
h) breakwaters;	1	No								
i) motorways of the sea:	1	Yes		Planning						
i) associated equipment;	1	No								
k) telematic applications, including e-Maritime services and VTMIS.	1	No								
<ol><li>Maritime ports shall be entry and exit points for the land infrastructure of the</li></ol>	e compreh	ensive network. They sh	all meet at least one of the following crite	ria:						
a) The total annual passenger traffic volume exceeds 0,1 % of the total annual	passenger	traffic volume of all ma	ritime ports of the Union. The reference a	mount for this tota	I volume is the lat	est available thre	e-year average, b	ased on the statis	tics published by Eur	ostat;
b) The total annual cargo volume – either for bulk or for non-bulk cargo handle				in all maritime po	orts of the Union.	he reference am	ount for this total	volume is the lat	est available three-ye	ar average, bas
<ul> <li>c) The maritime port is located on an island and provides the sole point of acc</li> </ul>	ess to a N	JTS 3 region in the com	prehensive network;							
d) The maritime port is located in an outermost region or a peripheral area, ou	ıtside a ra	dius of 200 km from the	nearest other port in the comprehensive r	etwork.						
8. Equipment associated with maritime transport infrastructure may include in					ncluding negative	environmental e	fects, for the use	of alternative fue	ls. as well as equipm	ent to ensure v
ound navigability, including ice breaking, hydrological surveys, and for dredgi				.,						
Motorways of the sea										
<ol> <li>Motorways of the sea represent the maritime dimension of the trans-Europe</li> </ol>								hort-sea routes, p	oorts, associated marit	time infrastruct
and equipment, and facilities as well as of simplified administrative formalities		hort-sea shipping or sea	a-river services between at least two ports	including hinterl	and connections. N	lotorways of the	sea shall include:			
a) maritime links between maritime ports of the comprehensive network or	Article 21	Yes								
between a port of the comprehensive network and a third-country port where	(n. 14)	ies		Planning						
b) port facilities, freight terminals, logistics platforms and freight villages										
ocated outside the port area but associated with the port operations,	Article	Yes								
nformation and communication technologies (ICT) such as electronic logistics	21	103								
management systems, safety and security and administrative and customs	(p. 15)			Planning						
c) infrastructure for direct land and sea access. c. Projects of common interest for motorways of the sea in the trans-European		Yes		Planning						
	transport	network snau de propos	ed by at least two Member States. They sn	att take one of the	tollowing forms:					
a) constitute a maritime link and its hinterland connections within the core	Article	Yes		Planning						
b) a maritime link and its hinterland connections between a core network	21 (p.15)									
port and ports of the comprehensive network, with a special focus on the	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Yes		Planning						
B. Projects of common interest for motorways of the sea in the trans-European	transport	network may also includ	le activities that have wider henefits and a	re not linked to sr	ecific norts such :	es services and ac	tions to support t	he mobility of ne	rsons and goods activ	rities for impro
environmental performance, such as the provision of shore side electricity that	would he	p ships reduce their emi	issions, making available facilities for ice-b	reaking, activities	ensuring year-rou	nd navigability, o	redging operatio	ns, alternative fue	elling facilities, as well	as the optimis
<ol> <li>By two years after the designation of the Coordinator for Motorways of the S</li> </ol>	ea as prov	ided for in Article 51, the	e Coordinator shall present a detailed imp	lementation plan	for the Motorways	of the Sea based	on experiences a	nd developments	relating to Union ma	ritime transpor
Fransport infrastructure requirements										
I. Member States shall ensure that:										
Maritime ports are connected with railway lines or roads and, where										
possible, inland waterways of the comprehensive network, except where	Article	Yes		Planning						
b) Any maritime port that serves freight traffic offers at least one terminal	22 (p.15)	No								
onen to users in a non-discriminatory way and apply transparent charges	1									
c) Sea canals, port fairways and estuaries connect two seas, or provide access 2. Member States shall ensure that ports include equipment necessary to assist	the envis	No.	debine in parte in particular mountion for	liting for chip gap	arated waste and	arao rasiduas in	accordance with	Singeting 2000/60	/CC of the European I	adiament and
the Council of 27 November 2000 on port reception facilities for ship-penerate					erateu waste anu i	aigo residues iri	accordance with	Directive 2000/33	yec of the European r	artiament and
Member States shall implement VTMIS and SafeSeaNet as provided for in Dia					dow services as no	owided for in Dire	ctive 2010/65/FU			
Priorities for maritime infrastructure development		-,,								
		ddition to the general pr	riorities set out in Article 10, priority shall	be given to the fo	llowing:					
When promoting projects of common interest related to maritime infrastructur	re and in a									
	e and in a							l	I	
When promoting projects of common interest related to maritime infrastructur a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular,	e and in a	No								
When promoting projects of common interest related to maritime infrastructur a) promoting motorways of the sea including short sea shipping, facilitating he development of hinterland connections and developing, in particular, neasures to improve the environmental performance of maritime transport in	e and in a	No								
When promoting projects of common interest related to maritime infrastructure, a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, neasures to improve the environmental performance of maritime transport, accordance with the applicable requirements under Union law or relevant										
When promoting projects of common interest related to maritime infrastructur a) promoting motorways of the sea including short sea shipping, scalitating he development of interland connections and developing in particular, measures to improve the environmental performance of maritime transport in scordance with the applicable requirements under Union law or relevant b) interconnection of maritime ports with inland waterways;	Article	Yes		Planning						
When promoting projects of common interest related to maritime infrastructus a) promoting protomy of the sat including short sea shipping. Setilisating he development of hinterland connections and developing in particular, removes to improve the environmental performance of maritime transport in eccordance with the applicable requirements under Union law or relevant b) interconnection of maritime ports with inland waterways; c) implementation of VIMS and e-britting services;				Planning						
When promoting projects of common interest related to martism einfrastructure, a) promoting protective of the sea including both sea thipsign, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of martistim transport in scoordance with the applicable requirements under Union law or relevant b) interconnection of martine ports with lands waterways; c) insidementation of VTMS and « Martism services; c) insidementation of VTMS and « Martism services;	Article	Yes								
When promoting projects of common interest related to maritime infrastructus a) promoting protomy of the sat including short sea shipping. Setilisating he development of hinterland connections and developing in particular, removes to improve the environmental performance of maritime transport in eccordance with the applicable requirements under Union law or relevant b) interconnection of maritime ports with inland waterways; c) implementation of VIMS and e-britting services;	Article	Yes No		Planning Planning						

## 5. AIR TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding									
Critierta/ Demands	e	res/140	covered regultations in the	1	2	3	4	5	(please	Comments		
Infrastructure components												
Air transport infrastructure shall comprise in particular:												
(a) air space, routes and airways;		Yes		Planning	Projection	Financing/Tend						
(b) airports;	Article	Yes		Planning	Projection	ering						
(c) the connections of the airports to the other modes in the trans-European	24 (p.16)	Yes		Planning	Projection							
(d) associated equipment;		No										
(e) air navigation systems, including SESAR.		No										
<ol><li>Airports shall comply with one of the following criteria:</li></ol>												
(a) for passenger airports, the total annual passenger traffic is at least 0,1 % of 1 of 200 km if the region in which it is situated is provided with a high-speed rail	way line;		*									
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the total	l annual ca	argo volume of all airpor	ts of the Union. The total annual passenge	r volume and the	total annual cargo	volume are base	d on the latest av	railable three-yea	r average, as publishe	d by Eurostat.		
Transport infrastructure requirements												
<ol> <li>Member States shall ensure that any airport located on their territory offers a</li> </ol>	t least one	e terminal open to all op	perators in a non-discriminatory way and a	oplies transparent	relevant and fair	charges.						
<ol><li>Member States shall ensure that common basic standards for safeguarding common basic standards.</li></ol>					Regulation (EC) No	300/2008 of the	European Parliar	ment and of the C	ouncil of 11 March 20	08 on common		
rules in the field of civil aviation security and repealing Regulation (EC) No 232												
<ol> <li>Member States shall ensure that infrastructure for air traffic management is s European Parliament and of the Council (3). Regulation (EC) No 551/2004 of the</li> </ol>												
Priorities for air infrastructure development												
In the promotion of projects of common interest related to air transport infrasti	ructure, an	d in addition to the price	rities set out in Article 10, priority shall be	given to the follo	wing:							
(a) increase airport capacity:		No										
(b) supporting the implementation of the Single European Sky and of air	Article	No										
(c) improving multi-modal interconnections between airports and	26 (p. 16)	No										
(d) improving sustainability and mitigating the environmental impact from	.,	No										

## 6. MULTIMODAL TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	ce on:		Other	Comments
Crtterta/ Demants	е	res/140	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
Freight terminals or logistic platforms shall comply with at least one of the following										
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 ton										
(b) where there is no freight terminal or logistic platform complying with point	(a) in a N	JTS 2 region, it is the ma	in freight terminal or logistic platform des	ignated by the Me	ember State conce	rned, linked at le	ast to roads and	railways for that N	IUTS 2 region, or in th	e case of Member
Transport infrastructure requirements										
<ol> <li>Member States shall ensure, in a fair and non-discriminatory way, that:</li> </ol>										
(a) transport modes are connected in any of the following places: freight	Article									
terminals, passenger stations, inland ports, airports, maritime ports, in order to		Yes		Planning						
the second secon	(p.17)			ranning						
(b) without prejudice to the applicable provisions laid down in Union and	gran,	No								
(c) without prejudice to the applicable provisions laid down in Union and										Not valid for the
national law, continuous passenger traffic across the comprehensive network	Article	No								TEN-TaNS analyses
should be facilitated through appropriate equipment and the availability of	28 (p.17)	140								in activity 4.2
telematic applications in railway stations, coach stations, airports and where										
2. Freight terminals shall be equipped with cranes, conveyors and other device	for movi	ng freight between differ	ent transport modes and for the positioni	ng and storage of	freight.					
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transpo		cture, and in addition to	the general priorities set out in Article 10	), priority shall be	given to the follow	ving:				
(a) providing for effective interconnection and integration of the infrastructure										
of the comprehensive network, including through access infrastructure where		Yes		Planning						
(b) removing the main technical and administrative barriers to multimodal	Article			1 turning						
(b) removing the main technical and administrative painters to multimodal	29 (p.17)	No								
(c) developing a smooth flow of information between the transport modes										
and enabling the provision of multimodal and single-mode services across the		No		i	l	1	1	1	1	i

## 7.1. Requirements for Core Rail Network

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influenc	e on:		Other	Comments
Citterta/ Demands	е	res/140	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
<ol> <li>Innovative technologies, telematic applications and regulatory and gove</li> </ol>									r both passengers ar	nd freight
<ol><li>The infrastructure of the core network shall meet all the requirements set out</li></ol>	t in Chapt	er II. In addition, the foll	owing requirements shall also be met by t	ne infrastructure o	f the core network	, without prejud	ice to paragraph.	3:		
(a) for rail transport infrastructure										
(i) full electrification of the line tracks and, as far as necessary for electric train operations, eiglines:		No								i
(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	Article	No								
(iii) full deployment of ERTMS;	39 (p.19)	No								
(iv) nominal track gauge for new railway lines: 1435 mm except in cases where the new line is an extension on a network the track gauge of which is different		No								
Isolated networks are exempted from the requirements (i) to (iii).										
<ol><li>Without prejudice to Directive 2008/57/EC, at the request of a Member State</li></ol>	as regard	s railway transport infras	structure, exemptions may be granted by t	ne Commission in	duly justified case	s as regards the	train length, ERT	MS, axle load, ele-	trification and line so	eed

## 7.2. Requirements for Core Road Network

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influenc	e on:		Other	Comments
Citterta/ Demantus	е	Tes/140	covered regultations in the	1	2	3	4	5	(please	Comments
(c) for road transport infrastructure:										
- the requirements under points a) or (b) of Article 17 (3)		No								
<ul> <li>the development of rest areas on motorways approximately every 100</li> </ul>										
kilometres in line with the needs of society, market and environment, in order	Article	Yes								
inter alia to provide appropriate parking space for commercial road users with	39 (p.19)	-		Planning						
<ul> <li>availability of alternative clean fuels;</li> </ul>		Yes		Planning						

# 7.5. Kequirements for Core waterway and maritime Network

TTC										
Criteria/Demands	Sourc	Yes/No	Documentation regarding covered regultations in the		Regio	nal influenc	e on:		Other (please	Comments
	u		field	1	2	3	4	5	indicate)	
(b) for inland waterway and maritime transport infrastructure:										
<ul> <li>availability of alternative clean fuels;</li> </ul>	Article	Yes		Planning						

## 7.4. Requirements for Core Air Network

Criteria/Demands	Sourc	Yes/No	Documentation regarding Regional influence on:				Other (please	Comments		
l de la companya de	e		field	1	2	3	4	5	indicate)	
(d) for air transport infrastructure:										
- capacity to make available alternative clean fuels	Article	No								

## 8. COMMON PROVISIONS

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influenc	e on:		Other	Comments
Crtterta/ Demanus	e	res/IVU	covered regultations in the	1	2	3	4	5	(please	Comments
Urban Nodes										
When developing the comprehensive network in urban nodes, Member States st	hall, whe	re feasible, aim to ensur								INOT VALID FOR THE
(a) for passenger transport: interconnection between rail, road, air and, as				No. of the last						IVOL VALLU IOI LIIE
(b) for freight transport: interconnection between rail. road, and, as		Yes		Planning						
(c) adequate connection between different railway stations, ports or airports		Yes		Planning						
(d) seamless connection between the infrastructure of the comprehensive	Article									
network and the infrastructure for regional and local traffic and urban freight	30 (p.17)	Yes		Planning						
(e) mitigating exposure of urban areas to negative effects of transiting rail and										
road transport, which may include hypassing of urban areas:		Yes		Planning						
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		No		Planning						
Telematic Applications										
<ol> <li>Telematic applications shall enable traffic management and the exchange of i</li> </ol>								ty, security and er	nvironmental perform	ance, as well as
simplifying administrative procedures. Telematic applications shall facilitate sear				and the infrastru	cture for regional	and local transpor	t.			
<ol> <li>Telematic applications shall be deployed where feasible across the Union, in a</li> <li>The Telematic applications referred to in this Article shall, for the respective to</li> </ol>										
for railways: ERTMS:	Article		Juli.							
	31 (p.17)	No		l						
- for inland waterways: River Information Services;		No								
- for road transport: ITS;	Article	No		<b></b>						
- for maritime transport: VTMIS and e-Maritime services, including single	31 (p.18)	No	l	ĺ	l			l	ĺ	l
wardow services such as the mantane sangle wardow, port community systems	24 (h.10)	140	l	ĺ	l			l	ĺ	l
- for air transport: air traffic management systems, in particular those resulting		No								
Sustainable Freight transport services										
Member States shall pay particular attention to projects of common interest whi	ich both		ransport services that use the infrastructur	e of the compreh	ensive network as	well as contribute	to reducing carl	oon dioxide emiss	ions and other negat	ive environmental
(a) improve sustainable use of transport infrastructure, including its efficient     (b) promote the deployment of innovative transport services, including		No								
through Motorways of the Sea, telematic applications and the development of				i						
the ancillary infrastructure, necessary to achieve mainly environmental and		Yes		i						
safety related goals of those services, as well as the establishment of relevant				Planning	Projection	Financing/Tend ering				
(c) facilitate multi-modal transport service operations including the necessary	Article			ranning	riojection	einig				
accompanying information flows and improve cooperation between transport	32 (p.18)	Yes		i						
ranica nomidare				Planning						
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning:		No		i						
(e) analyse, provide information on fleet characteristics and performance,		No								
administrative requirements and human resources:										
(f) improve links to the most vulnerable and isolated parts of the Union, in  New technologies and innovation		No								
			l .							
			L. Control by Control by Control							
In order for the comprehensive network to keep up with innovative technologic	al develo		s, the aim shall be in particular to:			rrinancing/ reng				l.
(a) support and promote the decarbonisation of transport through transition	al develo	pments and deployment Yes	s, the aim shall be in particular to:	Planning	Projection	rinancing/ rena				
	al develo		s, the aim shall be in particular to:	Planning	Projection					
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies: (b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems,	al develo	Yes	s, the aim shall be in particular to:	Planning	Projection					
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transcord technologies. (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	al develo		s, the aim shall be in particular to:	Planning	Projection	ering				
(a) support and promote the decarbonisation of transport through transition to inconcutise and vastinable transcort technolonies; (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. Sort infrastructure may include grids and other facilities	al develo	Yes	s, the aim shall be in particular to:			ering Financing/Tend				
(a) support and promote the decarbonisation of transport through transition to incustate and outstandak transcrust technologie: (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 – which can necessary for the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply take account of the infrastructure – which can be excessed to the energy supply take account of the infrastructure – which can be excessed to the energy supply take except the energy supply take except the energy supply take except the except the energy supply take except the energy supply	al develo	Yes	s, the aim shall be in particular to:	Planning Planning	Projection Projection	ering				
(a) support and promote the decarbonisation of transport through transition to inconcutise and vastinable transcort technolonies; (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. Sort infrastructure may include grids and other facilities	al develo	Yes	s, the aim shall be in particular to:			ering Financing/Tend				
(a) support and promote the decarbonisation of transport through transition to incustate and outstandak transcrust technologie: (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 – which can necessary for the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply, take account of the infrastructure – which can be excessed to the energy supply take account of the infrastructure – which can be excessed to the energy supply take account of the infrastructure – which can be excessed to the energy supply take except the energy supply take except the energy supply take except the except the energy supply take except the energy supply		Yes Yes	s, the aim shall be in particular to:	Planning	Projection	ering Financing/Tend				
is support and promote the decarbonisation of transport through transition inconnation and undestable transport inchinologies, surraining energy (b) enable the decarbonisation of all transport modes by producing energy (b) enable the decarbonisation of all transport modes by producing systems, software and producing systems, and the provision of corresponding inflastructure. Such infrastructure may include grid and other facilities encessary for the energy supply, take account of the infrastructure—vehicle (c) improve the person, unangement, excessability, interpretability, (ii) gring-over the granding management, excessability, interpretability.	Article	Yes	s, the aim shall be in particular to:	Planning Planning	Projection	ering Financing/Tend				
(a) support and promote the decadenoisation of transport through transition for incontaine and outsimable transroate feathendonies. (b) enable the decarbonisation of all transport modes by stimulating energy (b) enable the decarbonisation of all transport modes by stimulating energy and calling electricity supply systems, and the provision of corresponding and electricity supply size sections of corresponding on the control of the contro	Article	Yes Yes	s, the aim shall be in particular to:	Planning	Projection	ering Financing/Tend				
is support and promote the decarbonisation of transport through transition impossable and outsideable transport incholories.  (b) enable the decarbonisation of all transport modes by simulating enemy to enable the decarbonisation of all transport modes by simulating enemy considerable to the procession of corresponding inflatativities. Such inflatativities may include gridit and other facilities enessay for the energy supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities—vehicle.  (c) improve the graving supply, take account of the inflatativities and other perhation of the inflatativities.  (d) improve the graving supply su	Article	Yes Yes	s, the aim shall be in particular for	Planning Planning Planning	Projection	ering Financing/Tend				
(a) support and promote the decarbonisation of transport through transition bronosatise and oxidasable transcrute fembodories. (b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems, and the stimulation of alternative propulsion systems, and the stimulation of the infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take accurate of the infrastructure—vehicle. (c) improve the safety and sustainability of the transport of goods and the manusant of anomatic of the infrastructure—vehicle. (c) improve the operation, management, accessibility, interoperability, and individually and efficiency of the relevance including multimodal ticketing of provide accessible and comprehensible endomation to all citizen regarding interonections, interoperability and international to all citizen regarding interonections, interoperability and international transport and provide accessible and comprehensible endomation to all citizen regarding internations.	Article	Yes Yes Yes Yes	s, the aim shall be in particular to:	Planning Planning	Projection	ering Financing/Tend				
(a) support and promote the discarbonisation of transport through transition inconnation and unabands transports before includings. (b) enable the discarbonisation of all transport modes by simulations; enemy to enable the discarbonisation of all transport modes by simulation; enemy including electricity pupply systems, and the provision of corresponding infrastructure. Soch infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure—veible (c) improve the specific yard australiability of the transport of goods and the (d) improve the specific yard australiability of the transport of goods and the (d) improve the operation, management, accessibility, interpresentability, multimodality and efficiency of the network including multimodal ticketing (d) promote efficiency was por provide accessible and comprehensible	Article	Yes Yes Yes Yes	s, the aim shall be in particular to:	Planning Planning Planning	Projection	ering Financing/Tend				
is support and promote the decadeouslation of transport through transition becommodate, and excitobally transport independent of the production of the production of the production of the production of the production of the production of production of the production of the production of the production of the production of the production of the production of the production of production of the production of production of the production of production of the production of production of production of the production of production of produ	Article	Yes Yes Yes Yes Yes Yes No	s, the aim shall be in particular to:	Planning Planning Planning	Projection	ering Financing/Tend				
is support and promote the decarbonisation of transport through transition impossable and unclassible transport incholories.  (b) enable the decarbonisation of all transport modes by simulating enemy to enable the decarbonisation of all transport modes by simulating enemy to enable the decarbonisation of all transport modes by simulating enemy transport enemy transport enemy transport energy tr	Article	Yes Yes Yes Yes Yes No No	s, the aim shall be in particular to:	Planning Planning Planning	Projection	ering Financing/Tend				
(a) support and promote the decarbonisation of transport through transition intronousties and outsimable transroated translocation (b) enable the decarbonisation of all transport modes by stimulating energy (c) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propation systems, enfeatured. See the introduction of alternative properties of a see that the interest content of the infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take accusability, interpretability and efficiency of the transport of goods and the formation of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the continued of the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety and sustainability of the transport of goods and the control of the infrastructure whellow (c) improve the safety	Article	Yes Yes Yes Yes Yes Yes No	s, the aim shall be in particular to:	Planning Planning Planning	Projection	ering Financing/Tend				

Safe and secure infrastructure						
Member States shall give due consideration to ensuring that transport	Article	No				
infrastructure provides for safe and secure passenger and freight movements	34 (n 18)	INO				
Climate change proven infrastructure and disaster resilience						
During infrastructure planning, Member States shall give due consideration to		No				
improving resilience to climate change and to environmental disasters	35 (n 18)	140				
Environmental protection						
Environmental assessment of plans and projects shall be carried out in	Article					
accordance with the Union law on the environment, including Directives		No				
92/43/FFC 2000/60/FC 2001/42/FC 2009/147/FC and 2011/92/FU	36 (p.18)					
Accessibility for all users						
Transport infrastructure shall allow seamless mobility and accessibility for all	Article					
users, in particular elderly people, persons of reduced mobility and						
narranger with a disability	37 (p.19)					

## 9. Clean Power for Transport

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	Other	Comments			
Critieria/ Demands	e	165/140	covered regultations in the	1	2	3	4	5	(please	Comments
National Policy Framework										
Each Member State shall adopt a national policy framework for the marke	t development o	f alternative fuels infra	structure, that will contain at least the follow	ing elements:						
assessment of the state and future development of alternative fuels										
<ul> <li>objectives and committments on national targets, as required under</li> </ul>				nt of alternative	e fuels infrastructu	re;				
<ul> <li>assessment of measures necessary to ensure that the objectives con</li> </ul>										
National targets shall be established and may be revised on the basis of a										
Where necessary, Member States shall cooperate, through consultations of										
Support measures for alternative fuels infrastructure shall be implemente										
Member States shall notify their national policy frameworks to the Comm										
Based on the national policy frameworks, the Commission shall publish as	nd update regula	rly information on the	objectives and committments submitted by	each Member St	ate 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;										
<ul> <li>CNG refuelling points accessible to the public for motor vehicles.</li> </ul>										
Where appropriate, the following information shall also be published requ	arding:									
hydrogen refuelling points accessible to the public;										
infrastructure for shore-side electricity supply in maritime and inland po	rts.									
The Commission shall assist Member States through the reporting on the	national policy f	rameworks with a view	to assess their coherence and in the cooper	ation process se	t out in paragraph	2.				
Each Member State shall submit a report to the Commission on the imple	mentation of the	national policy frame	work [three years after the deadline of notific	ation set in Arti	icle 3(5)), and ever	three years the	reafter. These n	eports shall cover in	formation set out in	Annex I.
Member States shall bring into force the laws, regulations and administrar	tive provisions n	ecessary to comply wit	h this Directive by [36 months from the date	of the entry into	o force of this Dire	ctive]. They shall	forthwith infor	m the Commission	thereof. When Memb	er States adopt tho
provisions, they shall contain a reference to this Directive, or be accompa-										
of the main provisions of national law which they adopt in the field cover	ad burkhin Dienes	i. m		-						

## 9.2. Electricity supply

Criteria/Demands		c Yes/No	Documentation regarding		Regional influence on: Other					
Citterta/ Demands	e	163/140	covered regultations in the	1	2	3	4	5	(please	Comments
Recharging points										
Member States shall set up an appropriate number of recharging points accessible to the public in their antional policy frameworks and shall ensure that they are put into place, by 31 December 2030 at the latest. Member States shall also consider in their national policy frameworks	Article 4, §1& 2a	Yes		Planning	Projection	Financing/Tend ering				
Member States shall ensure that normal power recharging points for electric whelles, excluding wireless or inductive units, deployed or renewed as from 136 months from the date of ensy into force of this Directivel; comply at least with the technical specifications set out on Annex III.1 and comply with specific safety requirements in force at national level. Member States shall ensure that high power recharging points for electric vehicles, estudieng wireless or inductive units, deployed or renewed as from the control of the control of the control of the control of the control of the Recharging at referring points accessible to the public for effective vehicles.	Article 4, §3	Yes		Planning	Projection	Financing/Tend ering				
shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/7/FII and respect the requirements laid down in Article 9(2) of that	Article 4, §6	No								
Shore side electricity									•	
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits. including	Article 4, §4	No								
Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from [36 months from the date of entry into force of this Directive] complies with the technical specifications set out in Annex III.13.	Article 4, §5	No								
Electricity supply										
Member Sates shall ensure that operators of rechanging points accessible to the public are the top purious electricity from any Electricity supplier; as pure to purious electricity from any Electricity supplier; as pure the public and the public and the public shall ensure that contractual basis, including in the name and in behalf of other service providers. All rechanging points accessible to the public shall also provide for ad-the All rechanging public shall also provide for ad-the contractual basis, and the public shall also provide for ad-the contractual basis and the public shall als	Article 4, §8, §8a and §8b	No								
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	No								
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are	Article 4, §10									
9.3. Hydrogen supply										
Criteria/Demands	Sourc e	Yes/No	Documentation regarding covered regultations in the	1	Regio	onal influence	e on:	5	Other (please	Comments
Road transport										
Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links	Article 5, §1	No								
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from [36 months from the date of entry into force of this Directive] comply with the technical	Article 5, §2	No								

## 9.4. Natural gas supply

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
	e	Tes/ NO	covered regultations in the	1	2	3	4	5	(please	Comments
General considerations on LNG										
superfield Matural Gas (LMG) is an attractive fuel alternative for vessels to meet he requirements for decreasing the subject content in marine feels in the singletur femission corntol Areas, affecting half of the ships saling in European Mediated and the singleture feel and singleture feel and singleture feel and singleture feel and the feel and singleture feel and the feel and singleture feel and the singleture feel and the singleture feel and the singleture feel and singletur	Cons. 21	Yes		Planning	Projection	Financing/Tend ering				
NG, including liquified bio-methane might also offer a cost-efficient echnology for heavy duty vehicles to meet the stringent pollutant emission	Cons. 22	Yes		Planning	Projection	Financing/Tend ering				
The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans- uropean 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/Tend ering				
Ports and indland waterways										
remoter states issue ensure until an appropriate number or retrieuring points or IMG is provided at maintime ports to allow for the circulation of IMG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by 31 December 2003 at the latest. Member States shall co-operate with heighbouring Member States where necessary to ensure adequate coverage of the states of the states where necessary to ensure adequate coverage.	Article 6, §1	Yes		Planning						
remote states state trained that an appropriate fauncier or reflecting points or IMG is provided at inland ports to allow for the incrudation of IMG inland waterway ressels or sea-going ships throughout the TEN-T Core Network, by 31 December 2003 at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage	Article 6, §2	Yes		Planning						
Member States shall designate in their national policy frameworks the naritime and inland ports that shall provide access to refuelling points for .NG pursuant to paragraphs 1 and 2.	Article 6, §2a	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, §3	No								
fember States shall set up in their national policy frameworks an appropriate umber of CNG refuelling points accessible to the public, in particular coussing on the TEN-T Core Network and urban agglomerations to allow the inion-wide circulation of CNG motor vehicles and shall ensure that they are	Article 6, §6	No								
fember States shall ensure that CNG refuelling points for motor vehicles leployed or renewed [36 months from the date of entry into force of this pirective] comply with the technical specifications set out in Annex III.3.3.1.	Article 6, §7	No								

Criteria/Demands		Voc/No	Documentation regarding		Kegio	Other	Commonte			
Citterta/ Demanus	e	res/NO	covered regultations in the	1	2	3	4	5	(please	Comments
User infromation for transport fuels										
Without prejudice to Directive 2009/30/EC. Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points put on the market is made available.										
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 acceptibility as	wall as his	storical and real-time ch	arging information							