



**NORWAY
(NO)**

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/focal 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/focal 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:	County level
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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 (p.10)	No								
(ii) tunnels;		No								
(iii) bridges;		No								
(iv) freight terminals and logistic platforms for the transhipment of goods within the rail mode and between rail and other transport modes;		No								
(v) 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 (p.11)								Not valid for the TEN-T/ANE analyses	
(vi) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		No								
(vii) associated equipment;		No								
(viii) telematic applications;		No								
2. Railway lines shall take one of the following forms:										
(a) Railway lines for high-speed transport which are:										
(i) specially built high-speed lines equipped for speeds equal to or greater than 200 km/h;		No								
(ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;		No								
(iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at speeds in excess of 160 km/h;	Article 11 (p.11)	No								
(iv) 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)	No								
(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 the Commission decision on specific exemptions;		No								
(d) save in the case of isolated networks, full electrification of the line tracks and, as far as is necessary, for electric main powerlines, in order to ensure the interoperability of the rail system within the Community;		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 for international passenger services;		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 promoting projects of common interest related to railway infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) deploying ERTMS;		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 measures to improve the aerodynamic characteristics of the train;	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 port 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:	Article 14 (p.12)	No								
(b) canals:		No								
(c) lakes:		No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to inland ports including the infrastructure necessary for transport operations within the port area:		No								
(e) associated equipment:		No								
(f) telematic applications, including RIS:		No								
(h) the connections of the inland ports to the other modes in the transport network:		No								
2. To be part of the comprehensive network, inland ports shall have an annual freight transhipment volume exceeding 500 000 tonnes. The total annual freight transhipment volume shall be based on the latest available three-year average, as published by Eurostat.										
3. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption										
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:		No								
(b) rivers, canals and lakes shall be maintained so as to preserve good navigation status, without prejudice to the specific environmental 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 infrastructure:	Article 16 (p. 12)	No								
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of inland waterways:		No								
(c) implementing telematic applications, including RIS:		No								
(d) connecting inland port infrastructure to rail freight and road transport infrastructure:		No								
(e) paying particular attention to free-flowing rivers close to their natural state and taking into account the flows, the subject of specific measures:		No								
(f) the promotion of sustainable inland waterway transport:		No								
(g) modernisation and expansion of the capacity of the infrastructure for transport operations within the port area:		No								

3. ROAD 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. Road transport infrastructure shall comprise in particular:											
(a) High quality roads, including:											
(i) bridges;	Article 17 (p.13)	Yes	Law on roads Chapter 1 §1 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(ii) tunnels;		Yes	Law on roads Chapter 1 §1 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(iii) junctions;		Yes	Law on roads Chapter 1 §3 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(iv) crossings;		Yes	Law on roads Chapter 1 §1 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(v) interchanges;		Yes	Law on roads Chapter 1 §1 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(vi) hard shoulders;		Yes	Law on roads Chapter 1 §3 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(b) parking and rest areas;		Yes	Law on roads Chapter 1 §3 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(c) associated equipment;		Yes	Law on roads Chapter 1 §3 http://lovdata.no/dokument/NL/lov/1963-06-21-237q=samferdseldepartementet	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(d) telematic applications including ITS;		No									
(e) freight terminals and logistic platforms;		No									
(f) the connections of the freight terminals and logistic platforms to the other modes of transport;	No										
(g) 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 and peripheral NUTS 2 regions to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.											
3. High quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.											
(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which:											
(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic, or, exceptionally by other means;											
(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and											
(iii) is especially sign-posted as a motorway.											
(b) An express road is a road designed for motor traffic: accessible primarily from interchanges or controlled junctions and which											
(i) prohibits stopping and parking on the running carriageway; and											
(ii) does not cross at grade with any railway or tramway track.											
(c) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.											
4. Equipment associated with roads may include in particular equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and											
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 assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council;	Article 18 (p. 13)	No								Norway is not a part of EU, therefore, Norway does not have to comply with these	
(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 in accordance with Directive 2004/52/EC of the European Parliament and of the Council (3) and with Commission Decision 2009/750/EC		No									
(e) any intelligent transport system deployed by a public authority on road transport infrastructure complies with Directive 2010/40/EU and is deployed in a manner consistent with that laid out under that Directive.	Article 19 (p. 14)	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	Ministry of Transport and Communications create strategies for promoting Road Safety. http://www.regjeringen.no/en/dep/td/id/ocuments/welldedinger_brosjyre/2008/road-safety-in-norway-strategy-2002-	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(b) use of ITS, in particular multi-modal information and traffic management and to enable integrated communication and payment systems;		No	National Transport Plan 2010-2019, pp.11-13 http://www.regjeringen.no/upload/SD/IV								
(c) introduction of new technologies and innovation for promoting low carbon transport;		Yes	http://www.fuelcelltoday.com/media/183452/road-safety-and-transport-in-norway The Planning and Building Act, Chapter 3 & 5.	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security;		Yes	http://www.ub.uio.no/ujur/ulovdata/for-19850614-077-eng.pdf The Road Traffic Act, Section 17 http://www.eggesen.no/attachment/E1 Right to Environmental Information and Public Participation in Decision-making Processes Relating to the Environment.	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(e) the mitigation of congestion on existing roads.		Yes	http://www.regjeringen.no/en/doc/laws/acts/environmental-information-	Planning	Projection	Financing/Tendering	Construction	Maintenance			

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

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. Maritime transport infrastructure shall comprise in particular:										
(a) maritime space;	Article 20 (p. 14)	No	no relevant coastal administration in charge of maritime space.							
(b) sea canals;		No								
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;		Yes	Chapter 2, §9 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) the connections of the ports to the other modes in the trans-European transport network;		Yes	Chapter 2, §9 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) dykes, locks and docks;		Yes	Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(f) navigational aids;		Yes	Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(g) port approaches and fairways;		Yes	Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(h) breakwaters;		Yes	Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(i) motorways of the sea;		Yes	About Municipal ports: The Harbour Act http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(j) associated equipment;		Yes	Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(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 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.										
(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network.										
(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.										
3. Equipment associated with maritime transport infrastructure may include in particular equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability, 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 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 it has strategic importance to the Union;	Article 21 (p. 15)	Yes	About Municipal ports: The Harbour Act http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(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 and administrative and customs procedures in at least one Member State;		Yes	The Harbour Act, Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) infrastructure for direct land and sea access.		Yes	The Harbour Act, Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:										
(a) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;	Article 21 (p. 15)	Yes	About Municipal ports: The Harbour Act, Chapter 2, §9 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.		Yes	About Municipal ports: The Harbour Act, Chapter 2, §9 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
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 processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.										
4. By two years after the designation of the Coordinator for Motorways of the Sea as provided for in Article 51, the Coordinator shall present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union maritime transport as well as the forecasted traffic on the Motorways of the Sea.										
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 physical constraints prevent it;	Article 22 (p. 15)	Yes	The Harbour Act, Chapter 2, §9 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) Any maritime port that serves freight traffic offers at least one terminal open to users in a non-discriminatory way and apply transparent charges;		No								
(c) Sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class V.		No								
2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship-generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 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)	Yes	The Harbour Act, Chapter 1, §1 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) interconnection of maritime ports with inland waterways;		No								
(c) implementation of VTMS and e-Maritime services;		No								
(d) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, including LNG;		Yes	Norwegian Maritime Authority http://mhk.de/ileadmin/mhk_norwegen/Dokumente/Pressemitteilung/KARLE%20How%20do%20authorities%20approve%20LNG%20ships	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operators within the port area.		Yes	The Harbour Act, Chapter 2, §4 http://lovdata.no/dokument/NL/lov/2009-04-17-19?q=samferdselsedepartement	Planning	Projection	Financing/Tendering	Construction	Maintenance		

6. MULTIMODAL 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										
Freight terminals or logistic platforms shall comply with at least one of the following criteria:										
(a) its annual transshipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or exceeds, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;										
(b) where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2 region, it is the main freight terminal or logistic platform designated by the Member State concerned, linked at least to roads and railways for that NUTS 2 region, or in the case of Member States										
Transport infrastructure requirements										
1. Member States shall ensure, in a fair and non-discriminatory way, that:										
(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to	Article 28 (p.17)	No								
		No								
(b) without prejudice to the applicable provisions laid down in Union and national law, freight terminals and logistic platforms, inland and maritime ports as well as airports handling cargo should be equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable real time information on available infrastructure capacity, traffic flows and	Article 28 (p.17)									
positioning, tracking and tracing and ensure safety and security throughout									Not valid for the TEN-TANS analyses in activity 4.2	
(c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where										
2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.										
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Article 18, priority shall be given to the following:										
(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;	Article 29 (p.17)	Yes	Law on roads, Chapter 1 §1 http://lovdata.no/dokument/NL/lov/1963-06-21-29?q=asamferdsdepartementet*	Planning	Projection	Financing/Tendering	Construction	Maintenance		
		No								
		No								
(b) removing the main technical and administrative barriers to multimodal transport;										
(c) developing a smooth flow of information between the transport modes and enabling the provision of multimodal and single-mode services across the trans-European transport system.										

8. COMMON PROVISIONS

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Urban Nodes										
When developing the comprehensive network in urban nodes, Member States shall, where feasible, aim to ensure:										
(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;	Article 30 (p.17)									Not valid for the TEN-T ACS analyses in activity 4.2
(b) for freight transport: interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure of the comprehensive network;		Yes	Law on roads, Chapter I §1 http://lovdata.no/dokument/NL/lov/1963-06-21-230-saerforordningsendringssamling	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;		Yes	Law on roads, Chapter I §1 http://lovdata.no/dokument/NL/lov/1963-06-21-230-saerforordningsendringssamling	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres;		Yes	Law on roads, Chapter I §1 http://lovdata.no/dokument/NL/lov/1963-06-21-230-saerforordningsendringssamling	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) mitigating exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas;		Yes	Act of June 1985 No. 77, with amendments in force 1 April 2005. The Planning and Building Act LINK http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas*	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		Yes	http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas*	Planning	Projection	Financing/Tendering	Construction	Maintenance		
Telematic Applications										
1. Telematic applications shall enable traffic management and the exchange of information within and between transport modes for multi-modal transport operators and value added transport-related services, improving safety, security and environmental performance, as well as simplifying administrative procedures. Telematic applications shall facilitate seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local transport.										
2. Telematic applications shall be deployed where feasible across the Union in order to enable a set of interoperable basic capabilities in all Member States.										
3. The Telematic applications referred to in this Article shall, for the respective transport modes, include in particular:										
- for railways: ERTMS;	Article 31 (p.17)	No								
- for inland waterways: River Information Services;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
- for road transport: ITS;	Article 31 (p.18)	Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
- for maritime transport: VTMS and e-Maritime services, including single window services such as the maritime single window, port community systems		No								
- for air transport: air traffic management systems, in particular those resulting from SESAR		No								
Sustainable Freight transport services										
Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network as well as contribute to reducing carbon dioxide emissions and other negative environmental impacts which aim to:										
(a) improve sustainable use of transport infrastructure, including its efficient management;	Article 32 (p.18)	Yes	Act on National goals for climate and energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/1993-08-20-817	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) promote the deployment of innovative transport services, including through Motorways of the Sea, telematic applications and the development of the ancillary infrastructure, necessary to achieve mainly environmental and safety related goals of those services, as well as the establishment of relevant		Yes	Act of June 1985 No. 77, with amendments in force 1 April 2005. The Planning and Building Act LINK http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas*	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) facilitate multi-modal transport service operations including the necessary accompanying information flows and improve cooperation between transport service operators;		Yes		Planning						
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle leasing, refuelling/charging systems and operations planning;		Yes		Planning						Participation in projects
(e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources;		Yes		Planning						Participation in projects
(f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, remote and mountain regions.		No								
New technologies and innovation										
In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:										
(a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies;	Article 33 (p.18)	Yes	Act on National goals for climate and energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/1993-08-20-817	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems, including electricity supply systems, and the provision of corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure - vehicle interface and encompass telematic applications;		Yes	Act on National goals for climate and energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/2009-09-04-1167?q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/1993-08-20-817	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) improve the safety and sustainability of the transport of goods and the environment of users;		No								
(d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network including multimodal ticketing systems and information systems;		No								
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality;		No								
(f) promote measures to reduce external costs, such as congestion, health damage and pollution of any kind including noise and emissions;		Yes	Pollution Law, Chapter I, § 5. http://lovdata.no/dokument/NL/lov/1981-06-23-2	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(g) introduce security technology and compatible identification standards on the networks;	Yes									
(h) improve resilience to climate change;	Yes	Pollution Law, Chapter I, § 5 http://lovdata.no/dokument/NL/lov/1981-06-23-2								
(i) further advance the development and deployment of telematic applications within and between modes of transport	Yes		Planning	Projection	Financing/Tendering					

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 continuity;										
- objectives and commitments on national targets as required under Articles 4(1), 6(a), 8(3), 10(1) and, where applicable, 4(6) and 5(1), for the development of alternative fuels infrastructure;										
- assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached.										
National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.										
Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.										
Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.										
Member States shall notify their national policy frameworks to the Commission (within 36 months from the date of entry into force of this Directive).										
Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:										
- number of recharging points accessible to the public;										
- refuelling points for LNG at maritime and inland ports;										
- refuelling points for LNG accessible to the public for motor vehicles;										
- CNG refuelling points accessible to the public for motor vehicles;										
- hydrogen refuelling points accessible to the public;										
- infrastructure for shore-side electricity supply in maritime and inland ports.										
The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.										
Each Member State shall submit a report to the Commission on the implementation of the national policy framework (three years after the deadline of notification set in Article 3(5)), and every three years thereafter. These reports shall cover information set out in Annex I.										
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by (36 months from the date of the entry into force of this Directive). They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.										

