

#### NORWAY (NO)

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-Europea transport network and repealing Decision No 661/2010/EU.

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

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

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

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

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

- RROIECTING
- RROIECTING
- RRAINCRIG

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:

County level

#### 1. RAILWAY TRANSPORT

			Documentation regarding		Regio	onal influenc	e on:		Other	Comments
Criteria/Demands	Source	Yes/No	covered regultations in the field			_			(please indicate)	Comments
Infrastructure components			Tield				4		indicate)	
Railway transport infrastructure shall comprise in particular:										
a) high-speed and conventional railway lines, including:										
(i) sidings;										
	Article 11									
	(p.10)	No								
	(0.20)									
(ii) tunnels:	-	No								
(ii) bridges:	-	No No								
(b) freight terminals and logistic platforms for the transhipment of goods										
within the rail mode and between rail and other transport modes:		No								
(c) stations along the lines indicated in Annex I for the transfer of passengers	Article 11									Not valid for the TEN-TaNS analyses
within the rail mode and between rail and other transport modes;	(p.11)									TEN-Tains analyses
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network:		No								
(e) associated equipment;		No								
(f) telematic applications.		No								
Railway lines shall take one of the following forms:			•							
(a) Railway lines for high speed transport which are: (i) specially built high-speed lines equipped for speeds equal to or greater.		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	Article 11									
result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes	(p.11)	No								
interconnecting lines between the high-speed and conventional networks,		NO								
lines through stations, accesses to terminals, depots, etc. travelled at										
(b) Railway lines for conventional transport.		No								
<ol> <li>The technical equipment associated with railway lines may include electrific</li> </ol>	ation system	s, equipment for the box	arding and alighting of passengers and the	loading and unloa	ding of cargo in s	tations, logistic pla	forms and freigh	t terminals. It may	include any facility,	such as automatic
gauge changing facilities for rail, necessary to ensure the safe, secure and effice Transport infrastructure requirements	tent operation	in of vehicles, including			roperability.					
	d waterway is	ofrastructure of the com	nrehensive network							
1. Freight terminals shall be connected with the road or, where possible, inlan	d waterway is	nfrastructure of the com	prehensive network.							
	d waterway is	nfrastructure of the com	prehensive network.							
<ol> <li>Freight terminals shall be connected with the road or, where possible, inland.</li> <li>Member States shall ensure that the railway infrastructure:</li> </ol>	d waterway is		prehensive network.							
<ol> <li>Freight terminals shall be connected with the road or, where possible, inland.</li> <li>Member States shall ensure that the railway infrastructure:</li> </ol>	d waterway is	nfrastructure of the com	prehensive network.							
<ol> <li>Freight terminals shall be connected with the road or, where possible, inland.</li> <li>Member States shall ensure that the railway infrastructure:</li> </ol>	d waterway ii		prehensive network.							
1. Freight terminals shall be connected with the road or, where possible, inlan 2. Member States had lensure that the raisky infrastructure (a) save in the case of isolated networks, is equipped with ERTMS; (b) compiles with Directive 2008/57/EC of the European Parliament and of the	d waterway ii		prehensive network.							
1. Freight terminals shall be connected with the road or, where possible, infan 2. Hember States had ensoure that the roady infrastructure (a) save in the case of isolated networks, is equipped with ERTMS,  (b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the intercoperability of the rail system within the	Article 12		prehensive network.							
1. Freight terminals shall be connected with the road or, where possible, intan 2. Member States had learner that the railyau prinastructure (a) save in the case of isolated networks, is equipped with ERTHS; (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 in order to achieve.		No	prehensive network							
1. Freight terminals shall be connected with the road or, where possible, infan 2. Member States had ensoure that the railyau/infastructure (a) save in the case of isolated networks, is equipped with ERTMS,  (b) complies with Directive 2008/57/EC of the European Parliament and of the Connection of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the (c) complex with the requirements of the TSR adoptive dynamic to Article 6 (c) complex with the requirements of the TSR adoptive dynamic to Article 6	Article 12	No No	prehensive network.							
1. Freight terminals shall be connected with the road or, where possible, intan 2. Member States had insure that the railysup infestructure (a) save in the case of isolated networks, is equipped with BRTHS; (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 Committy and this implementing measures in order to achieve in order to achieve (c) complies with the requirements of the TSIs adopted pursuant to Article 6 (c) complies with the requirements of the TSIs adopted pursuant to Article 6 (c) complies with the requirements of the TSIs adopted pursuant to Article 6 (c) Directive 2008/57/CE, except where allowed by the relevant TSI or under	Article 12	No	prehensive network.							
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1. Freight terminals shall be connected with the road or, where possible, infan 2. Hember States had ensure that the railyse infansivative (a) save in the case of isolated networks, is equipped with ERTMS;  (b) complete with Directive 2008/57/EC of the European Parliament and of the Community and States of th	Article 12	No No No	prehensive network.							
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1. Teelight terminals shall be connected with the road or, where possible, infan 2. Member States India Insures that the railysy infansitructure (a) save in the case of isolated networks, is equipped with ERTMS; (b) compiles with Directive 2004/57/EC of the European Perlament and of the Cannol of 17 June 2008 on the interspeciality of the not system within the Community and its implementating necessities in order to achieve the (c) compiles with the requirements of the TSA adopted pursuant to Article 6 of Directive 2008/57/EC, cerept where allowed by the relevant TSO or other (c) seve in the case of included instruction, but it is considered in the con- clude of the case of included instruction, but it is considered in the con- cluded in the con- cluded instruction of the line tracks (d) seve in the case of included instruction, but it is considered in the con- cluded instruction of the line tracks (e) compiles with the requirements laid down in Directive 2012/54/EU of the (e) compiles with the requirements laid down in Directive 2012/54/EU of the 3. After requirements of instruction in the con-  1. After requirements and extensive informations of the con-  2. After requirements of instruction in the con-  2. After requirements after the content of the con-  2. After requirements after the con-  2. Afte	Article 12 (p.11)	No No No No			ctive 2008/57/EC	concerning ERTMS	and electrification	ì.		
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1. Teelight terminals shall be connected with the road or, where possible, infan 2. Member States India Insures that the railysy infansitructure (a) save in the case of isolated networks, is equipped with ERTMS; (b) compiles with Directive 2004/57/EC of the European Perlament and of the Cannol of 17 June 2008 on the interspeciality of the not system within the Community and its implementating necessities in order to achieve the (c) compiles with the requirements of the TSA adopted pursuant to Article 6 of Directive 2008/57/EC, cerept where allowed by the relevant TSO or other (c) seve in the case of included instruction, but it is considered in the con- clude of the case of included instruction, but it is considered in the con- cluded in the con- cluded instruction of the line tracks (d) seve in the case of included instruction, but it is considered in the con- cluded instruction of the line tracks (e) compiles with the requirements laid down in Directive 2012/54/EU of the (e) compiles with the requirements laid down in Directive 2012/54/EU of the 3. After requirements of instruction in the con-  1. After requirements and extensive informations of the con-  2. After requirements of instruction in the con-  2. After requirements after the content of the con-  2. After requirements after the con-  2. Afte	Article 12 (p.11)	No No No No No No the Commission in resp	ect of requirements that go beyond the re-	uirements of Dire		concerning ERTMS	and electrification	1.		
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1. Freight terminals shall be connected with the road or, where possible, infair 2. Perhete-States India Insure that the railyw infastructure: (a) save in the case of isolated networks, is equipped with ERTMS; (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 Council of 17 June 2008 on the interoperability of the rail system within the Commonly and its insplanneshing research to the council of 10 June 2008 on the interoperability of the rail system within the Commonly and its insplanneshing research to the software the Commonly and its insplanneshing research to the Shadopted pursuant to Artficle 6 (Complies with the requirements of the TShadopted pursuant to Artficle 6 (Government) (	Article 12 (p.11)  e granted by and in addit.  Article 13	No N	ect of requirements that go beyond the re-	uirements of Dire		concerning ERTMS	and electrification	3.		
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#### 2. INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
Criteria/Demands	Source	Yes/INO	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components					•	•	•			
Inland waterways infrastructure shall comprise in particular:										
(a) rivers:		No								
(b) canals:	1	No								
(c) lakes:	1	No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and	1									
associated flood-prevention measures which may bring positive effects to	Article 14	No								
(e) inland ports including the infrastructure necessary for transport operations	(p.12)									
(e) thand ports including the intrastructure necessary for transport operations within the port area:	(0.22)	No								
(f) associated equipment;	1	No								
(q) telematic applications, including RIS;	1	No								
(h) the connections of the inland ports to the other modes in the trans-	1	No								
European transport network										
<ol><li>To be part of the comprehensive network, inland ports shall have an annual</li></ol>										
<ol><li>Equipment associated with inland waterways may include equipment for the</li></ol>	loading and	unloading of cargos in	inland ports. Associated equipment may in	clude, in particula	r, propulsion and	operating systems	which reduce pol	lution, such as wa	ter and air pollution, e	nergy consumption
Transport infrastructure requirements										
1. Member States-shall ensure that inland ports are connected with the road or										
<ol><li>Inland ports shall offer at least one freight terminal open to all operators in a</li></ol>	a non-discrin	ninatory way and apply t	ransparent 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		No								
36 of this Regulation.	Article 15									
And	(p. 12)									
At the request of a Member State, in duly justified cases, exemptions shall be										
(b) rivers, canals and lakes shall be maintained so as to preserve good	1	No								
navigation status, while respecting the applicable environmental legislation										
(c) rivers, canals and lakes are equipped with RIS.  Priorities for inland waterway infrastructure development		No								
In the promotion of projects of common interest related to inland waterway in	rastructures,	and in addition to the	general priorities set out in Article 10, prior	ity shall be given	to the following:		,	,		
(a) for existing inland waterways: implementing measures necessary to reach		No								
(b) where appropriate, achieving higher standards for modernising and for	ł									
new waterways in accordance with the technical aspects of infrastructure of		No								
at print to find an arrange of the state of										
(c) implementing telematic applications, including RIS;	Article 16	No								
(d) connecting inland port infrastructure to rail freight and road transport	(p. 12)	No								
(e) paying particular attention to free-flowing rivers close to their natural state										
(e) paying particular attention to free-flowing rivers close to their natural state	1	No	l	l	l	1	l	l	ĺ	
(f) the promotion of sustainable inland waterway transport.	1	No								
(g) modernisation and expansion of the capacity of the infrastructure	1	No								
necessary for transport operations within the port area		140								

3. ROAD TRANSPORT			Documentation regarding		Regio	onal influenc	e on:	_	Other	
Criteria/Demands	Source	Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components			•			•				
L. Road transport infrastructure shall comprise in particular: a) high quality roads, including:										
(i) bridges;		Yes	Law on roads Chapet I. §1 http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender	Construction	Maintainance		
ii) tunnels;	-	103	Law on roads Chapet I. §1	ar turning	rojection	ing	CONSTRUCTION	1-idation direc		
tt) turnets,		Yes	http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
(iii) junctions;	1	Yes	Law on roads Chapet I. §1		Projection	Financing/Tender	Construction	Maintainance		
		res	http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	ing	Construction	Maintainance		
(iv) crossings;		Yes	Law on roads Chapet I. §1 http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender	Construction	Maintainance		
v) interchanges;	1		Law on roads Chapet I. §1			Financing/Tender				
	Article 17	Yes	http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	ing	Construction	Maintainance		
vi) hard shoulders;	(p.13)	Yes	Law on roads Chapet I. §1 http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender	Construction	Maintainance		
	_	103	06-21-23?q=samferdselsdepartementet*	i willing	riojection	ing	CONSTRUCTION	- idurida indrece		
b) parking and rest areas;		Yes	Law on roads Chapet I. §1 http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender	Construction	Maintainance		
c) associated equipment;	-		Law on roads Chapet I. §1	_	-	ing Financing/Tender				
.,		Yes	http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	ing	Construction	Maintainance		
d) telematic applications including ITS;	1	No								
(e) freight terminals and logistic platforms; (f) the connections of the freight terminals and logistic platforms to the other	1	No No	†							
moder in the trans-European transport network	1	NO								Not valid for the
<ol><li>The high quality roads referred to in point (a) of paragraph 1 are those whic peripheral NUTS 2 regions to central regions of the Union. Those roads shall be</li></ol>	h play an imp	ortant role in long-dis	tance freight and passenger traffic, integrate	e the main urban a	and economic cent	res, interconnect w	ith other transpo	rt modes and link	mountainous, remo	te, landlocked and
3. High-quality roads shall be specially designed and built for motor traffic, an										
prohibits stopping and parking on the running carriageway; and     does not cross at grade with any railway or tramway track.		•								
(b) An express road is a road designed for motor traffic accessible primarily fro (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 4. Equipment associated with roads may include in particular equipment for tr	road, but whi	ich is still a high quality	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	g or recharging of	vehicles with alterna	tive propulsion, an
(b) An express road is a road designed for motor traffic accessible primarily froil prohibits toping and parking on the running carriageway, and (ii) does not cross at grade with any railway or tramway track. (c) A correntional strategic road is a road which is not a motorway or express. £ Equipment associated with roads may include in particular equipment for transport Infrastructure requirements	road, but whi	ich is still a high quality ment, information and	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	g or recharging of	vehicles with alterna	tive propulsion, and
(10) An expense road in a road designed for motor traffic accessible primarily for (i) enhibits stopping and parksing on the numing carriageways (ii) and (ii) does not cross at grade with any railway or tramway trask. (c) A conventional strategic road is a road which is not a motorway or express 4. Equipment associated with roads may include in particular equipment for transport infrastructure requirement. (a) roads Correspond to the proxisions of points (a), (b) or (c) of article 17(12).	road, but whi	ich is still a high quality	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	g or recharging of	wehicles with alterna	tive propulsion, and
(II) An expess road is a road designed for motor traffic accessible primarily for (I) embilist stopping and parking on the numing carriageways and (II) does not cross at grade with any railway or tramway track. (I) A conventional strategic road is a road which is not an ontoway or express & Equipment associated with roads may include in particular equipment for ut ramagent infrastructura requirements in \$10.00 to 10.00 to 10.0	road, but whi	ich is still a high quality ment, information and No	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	g or recharging of	vehicles with alterna	Norway is not a part of EU,
(10) An expense road in a road designed for motor traffic accessible primarily for (i) enhibits stopping and parksing on the numing carriageways (ii) and (ii) does not cross at grade with any railway or tramway trask. (c) A conventional strategic road is a road which is not a motorway or express 4. Equipment associated with roads may include in particular equipment for transport infrastructure requirement. (a) roads Correspond to the proxisions of points (a), (b) or (c) of article 17(12).	road, but whi	ich is still a high quality ment, information and	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	or recharging of	wehicles with alterna	Norway is not a part of EU, therefore, Norway does not have to
(18) An expense road is a road designed for motor traffic accessible primarily for (18) enhalts stopping and parking on the norming cartalgeways of (18) deets not cross at grade with any railway or transwise track. As Conventional Continger Load is a road work of the controlled programmer for the continger of the controlled programmer of the controlled programmer for primary controlled programmer of the controlled programmer of primary controlled programmer of the controlled programmer of primary controlled programmer of primary controlled programmer of 18) and set correspond to the provisions of points (a), (b) or (c) of article 17(1): (b) the safety primary controlled primary controlled primary controlled primary (b) the case of the controlled primary controlled primary (c) or the controlled primary controlled primary (c) programmer of the controlled primary (c) primary controlled primary (c) primary controlled primary (c) primary controlled primary (c) primar	road, but whi	ich is still a high quality ment, information and No	road as referred to in paragraphs 1 and 2.	ges, for safety, for	reducing negative	environmental effe	cts, for refuelling	g or recharging of	vehicles with alterna	Norway is not a part of EU, therefore, Norway does not have to
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# 4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

Marche   March   Mar	SEA	_		I Documentation regarding		D	anal influers			Other	
Non-control components	Criteria/Demands	Source	Yes/No	covered regulations in the	1	2 Keau	onat unturênc 3	e on: 4	5	(nlease	Comments
The state of the s				CO C. CH TOMMANONS III LIIC						- TUTCOSE	
Common particular plan plantation are concens for transport of programs of the particular plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation in the particular plantation is plantation in the particular plantation in the particular plantation is plantation in the parti				AND THE RESERVE OF THE PROPERTY OF THE PROPERT				,			
Countries of the print part of the part of the print part of the print part of the print part of the	(a) maritime space;		No	charge of maritime space.							1
Part			No								<b>-</b>
The committee of the part is the start include in the teach European   Part   Company   Part   Part   Company   Part   Comp	(c) maritime ports, including the infrastructure necessary for transport			Chapter 2, §9			Financing/Tender				1
Page   Company	operations within the port area;		Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
March   Marc	(d) the connections of the ports to the other modes in the trans-European	1		About Fluinteput ports. The Harbour Act.					<b> </b>		l
Section   Sect			Vac		Planning	Projection		Construction	Maintainance		1
Part   Company of the sea.   Part   Company of the sea   Part   Part   Company of the sea   Part   Company of the sea   Part			163		i turring	riojection	ing	Construction	1-idatification in the		1
Procedure of the Company of the Co	(e) dykes, locks and docks;										1
April 2 Part of September			Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
Anchor 20 Part Symptomic Management of Energy Control of Symptomic Management Management of Symptomic Management Manageme		1					9				ļ
growing approaches and liverages.  If you disposation and liverages.  If you disposati	(f) navigational aids;						Financing/Tender				1
Signed companies and farings:    Processors   Processors			Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
The Procession of the season o	(g) port approaches and fairways:	(p. 14)		About municipal ports: The Harbour Act.							1
September 1 of the season of t	3,1		Yes	Chapter 2, §4	Planning	Projection		Construction	Maintainance		1
Processory of the sax   Processor   Proc			163	04-17-197g=samferdselsdepartementet*	ar uninning	riojection	ing	Construction	r-adired faire		1
Continuency of the ext.    Security of the ext.   1.5	(h) breakwaters;	1		About Municipal ports: The Harbour Act.							
Committee of the search   Committee of the			Yes	Chapter 2, §4	Planning	Projection	Financing/Tender	Construction	Maintainance		1
The state of the properties of the state of							ing				1
Security of the control of the contr	(i) motorways of the sea;	1		About Municipal ports: The Harbour Act.			Financing/Tender				
Objective support of the complete support of the compl		l	Yes		rianning	Projection		Construction	maintainance		ı
The contraction of performance in the contract of the contract	(j) associated equipment;	1		Chapter 2, §4			Einanzina (Ton-1				1
The total control part in this filter of the following explanation in this filter of the product of the company of the control part of the total most appearance of the company of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the total most appearance of the control part of the control pa		1	Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
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The handles about all projections of the Date for National Action of the Control Part					unt for this total v	olume is the lates	t available three-ve-	ar average, based	d on the statistics	published by Eurostat	
Other handlings port is located on an autised and grounders the support of access to a NATS 1 respon in the compendence instruct.  Other handlings port is located on an autised and grounders of a principal and autised and grounders and a final compensation of the principal and a principal and autised and grounders and a final and a principal and a	(b) The total annual cargo volume - either for bulk or for non-bulk cargo handl	ling – exceed	is 0,1% of the correspon	ding total annual cargo volume handled in	all maritime ports	of the Union. The	reference amount				erage, based on the
1. Supposes associated with macrition transport inflatanchus may protect in particular epigeness of the common street to inflate and common and the designation of the port and only opposited and the common and the street of the common and the common and the street of the common and the common and the street of the common and the common and the street of the common and the common and the street of the common and the common	(c) The maritime port is located on an island and provides the sole point of acc	ess to a NUT	S 3 region in the compr	ehensive network;							
compatible, including or breaking-hydrological survey, and for freedom, materianness and protection of the part and post agrowables.  When the protection of the part and post and post agrowables.  And Carlot 2.  And	(d) The maritime port is located in an outermost region or a peripheral area, ou	utside a radiu	is of 200 km from the ne	sarest other port in the comprehensive net	work.						
Noteway of the sea  Information of the trans-burseau transport restriction and shall contribute towards the absence of a European matture transport space without barriers. They shall consist of short-sea routes, ports, associated markine inflativistucium and shall country because not only to expensive extensive or because and or office comprehensive extensive or because and or office comprehensive extensive and a shift-country to an artificial control or because and or office comprehensive extensive and a shift-country to an artificial control or because and or office comprehensive extensive and a shift-country to an artificial control or because and or office control or office or because and or office control or office or because and or office control or office or because and or office or offic	<ol> <li>Equipment associated with maritime transport infrastructure may include in passociated in control of the property of the property and for deed in the property and for deed in the property of th</li></ol>	particular eq	uipment for traffic and	cargo management, for the reduction of ne	gative effects, inc	luding negative en	wironmental effects	, for the use of a	Iternative fuels, a	s well as equipment to	ensure year-roun
recognisment and facilities as well and a disriptible administrative demonstrative formation and the competitive restoring. Marked parts The National ACT, Managing ports the National ACT, Managing p		miteriaries ai	as protection or the por	t und port approuches.							
All marketimes in part of the comprehensive enterorisk or between a part of the comprehensive enterorisk or the comprehensive enterorisk or the part of th	<ol> <li>Motorways of the sea represent the maritime dimension of the trans-Europe</li> </ol>	an transport	network and shall contr	ibute towards the achievement of a Europe	ean maritime trans	port space withou	t barriers. They shal	l consist of short	t-sea routes, ports	, associated maritime	infrastructure and
between a port of the comprehense retwork and a third-country port where of parabel management in the later.    Parabel   Para	equipment, and facilities as well as of simplified administrative formalities enal		ea shipping or sea-river	services between at least two ports, includ	ing hinterland cor	nections. Motorw		include:			
default interest into the fact in the control of			Yes		Planning	Projection		Construction	Maintainance		1
incoset outside the port are but as located end with the port operation, inclination and communication schoolings (CT) such as electronic logistical confidence of the confide	of strategic importance to the Union:	(p. 14)		04-17-19?q=samferdselsdepartementet*			ing				l
Intermation and communication technologies (ICT) such as electronic logistics management systems, selly and security and describing administrative and durinistrative and dathinistrative	(b) port facilities, freight terminals, logistics platforms and freight villages			The Marbour Act Chapter 7 64							1
Article 21 De 17-75 (Session et l'acceptante management système, safety and security and administration and control co	information and communication technologies (ICT) such as electronic logistics		Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
(c) Infrastructure for direct land and sea access.  The Harbour Act. Chapter 2. M.  The Harbou	management systems, safety and security and administrative and customs	Article 21		04-17-19?q=samferdselsdepartementet*	_	-	ing				1
2. Projects of common interest for motorways of the sea in the trans-European transport network with the project of the comprehensive network posts.  3. Projects of common interest for motorways of the sea in the trans-European transport network with the project of the comprehensive network posts.  4. Projects of common interest for motorways of the sea in the trans-European transport network with a project of the comprehensive network posts.  5. Projects of common interest for motorways of the sea in the trans-European transport network may also include experimental to the project of the comprehensive network with a special focus on the historical common interest for motorways of the sea in the trans-European transport network may also include experimental to the project of the comprehensive network with a special focus on the historical common interest for motorways of the sea in the trans-European transport network may also include exclusions that were the disputation of the cost and comprehensive network of the cost and comprehensive network of the cost and common interest for motorways of the sea in the trans-European transport network may also include exclusions for the well-designation of the cost and common interest for motorways of the sea in the trans-European transport network may also include exclusions for the well-designation of the designation	procedures in at least one Member State	(p. 15)		The Harbour Act. Chapter 2, §4							
2. Projects of common interest for monomy and the sea in the trans-duoropen component reviews shall be proposed by an item to well-better State. They will take one of the following forms:    Construction of the construction of the construction provided construction of the construction	(c) infrastructure for direct land and sea access.		Yes		Planning	Projection		Construction	Maintainance		1
About Municipal ports: The Harbour Act. Chapter 2, 19 Financing/Tender (g) Financing/Tender (					_		ing				l
Article 21  An analysis in the projection of the contraction between two or more core network posts;  Article 21  Article 22  Article 23  Article 23  Article 24  Article 25  Ves About Municipal posts are connected with a special focus on the historist connections of the core and comprehensive enterously posts. The National Accountment of the project of the season in the transport of the project of the season in the transport of the season in the se		transport ne	twork shall be proposed		take one of the fo	ollowing forms:					
The substitution of the competence and connections between a core network posts.  Anticle 21  By anticle in the and its hinterland connections between a core network posts.  Anticle 22  By A 37-3879; assembled delayartements of the competency of the same that the	(a) constitute a maritime link and its hinterland connections within the core			About Municipal ports: The Harbour Act.			Eineneine (Tandar				1
Article 21 Dis matritime link and its hinterfand connections between a core network port and post of the comprehensive relative, some problems relative, some problems relative to the connection dependence relative, with a special focus on the latest post of the connection of the con and complementary relative to the connection of the con and complementary relative to the connection of the con and complementary relative to the connection of	network between two or more core rections porce,		Yes	http://lovdata.no/dokument/NL/lov/2009	Planning	Projection		Construction	Maintainance		1
The proof of the comprehensive network with a special focus on the interference processors of the corn of comprehensive network operations of the corn of comprehensive network on the state of the sta				04-17-19?q=samferdselsdepartementet*			,				1
Interfact connections of the core and comprehensive network ports.  1. Projects of common interest for motiveway of the sea in the trans-European treatment 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 memory and personal programs, and the provision of these side electricity that would be placed 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 memory and personal	(b) a maritime link and its hinterland connections between a core network	(p.15)		About Municipal ports: The Harbour Act.	1		L		1	1	ı
1. Projects of common interest for motorways of the sea in the transit Surgeans transport network may also include activities the him well-would be plotting sea development and sections to support the mobility of persons and goods activities for improving environmental performance, such as the provision of shore side electricity that would help obligate excellent environmental performance, such as the provision of shore side electricity that would help obligate excellent for five-threshold activities that how represents and electricity that would help obligate excellent for five-threshold activities of the house element. CI platforms and information systems, including staffic management and electronic proprioring systems.  8. By two years after the designation of the Coordinator for Motorways of the Sea based on experiences and developments relating to Union manifement transport as well as the comprehensive environment.  9. We have a start the designation of the Coordinator staff present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union manifement transport as well as the comprehensive environes.  1. Herotect States shall emsure that:  1. Any manufacture provides an obstance of the state shall emsure that shall emsure that:  1. Herotect States shall emsure that:  1. Any manufacture provides an obstance of the state shall emsure that:  1. Any manufacture provides an obstance of the state one terminal performance of shally in proposition of the state one terminal performance of shally in proposition of the state one terminal performance of shally in proposition of the state one terminal performance of shally in proposition of the state of the		l	Yes		Planning	Projection		Construction	Maintainance	1	ı
3. Projects of common interest for motiveways of the sea in the trans-European and spood, activities for improving environmental performance, such as the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of shore uside electricity that would be placed by the provision of the season		l		04-17-197q=samferdselsdepartementet*	1		-		1	1	ı
emonomental performance, such as the provision of these side electricity that would help dehigh severe their ensistance more representative feeling facilities, as well as the optimisation provises, procedure, and the human elements. IC platforms and information systems, including staffic management and electronic reporting systems.  4. By two years after the designation of the Coordination for Motorways of the Sea based on experiences and developments relating to Union manifement transport as well as the optimisation of the Coordination of	3. Projects of common interest for motorways of the sea in the trans-European	transport ne	twork may also include	activities that have wider benefits and are	not linked to spec	ific ports, such as :	services and actions	to support the r	mobility of person	s and goods activities	for improving
4. By two years after the designation of the Coordinator for Microways of the Sea based on experiences and developments relating to Union maritime transport as was set hericated entire in the Microways of the Sea based on experiences and developments relating to Union maritime transport as was set hericated entire in the Microways of the Sea based on experiences and developments relating to Union maritime transport as was set hericated entire transport as was easily and the set of hericated entire transport as was set as entired as a dealer of the control of the	environmental performance, such as the provision of shore side electricity that	would help	ships reduce their emis	sions, making available facilities for ice-bre	aking, activities er	suring year-round	I navigability, dredg	ing operations, a	alternative fuelling	facilities, as well as the	e optimisation of
as the forecasted raffic on the Motovayay of the Sea.  Transport Infrastructure requirements  Therefore States shall ensure that The Motova As Chapter 2. 19  No  14-13/19 seanfectededdepartemented 1  No  14-13/19 sea	processes, procedures and the numan element, ICI platforms and information  4. By two years after the designation of the Coordinator for Motorcome of the Coordinator.	ea as provide	ed for in Article S1	Coordinator shall present a detailed involve	mentation plan for	the Motonway of	the Sea based on a	yneriences and s	sevelonments rela	ting to Union maritim	e transport as well
Name   State	as the forecasted traffic on the Motorways of the Sea.	as provide	.c. ici ili Alticie 31, trie	coordinator shall present a detailed implet	nemation plan for	are motorways of	un. Sea paseu on e	Aprillerices and C	are opinents reta	ang to onton maritim	. unisport as Well
(a) Matimine ports are connected with railway lines or roads and where possible, infand vaterway of the competentive network, except where the production of the competent of the production of the competentive network (and the production of the pr	Transport infrastructure requirements										
possible, land waterways of the comprehensive network, except where displayed contrasting present it.  (b) Any markine port that serves beight raffic offers at least one terminal performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in a compliance with other relevant EU legislation.  2. Remarked 200s on particular exception facilities for ship generated waste and cargo residues in a compliance with other relevant EU legislation.  3. Remarked 200s on particular exception facilities for ship generated waste and cargo residues in a compliance with other relevant EU legislation.  3. Remarked 200s on particular exception facilities for ship generated waste and cargo residues in a compliance with other relevant EU legislation.  3. Remarked 200s on particular exception facilities for ship generated waste and cargo residues in an advantage of the European Parliament and of the Council of 27 November 1975 and Salekdarked as provided for in Directive 2000/59/EC of the European Parliament and of the Council of 27 November 1975 and Salekdarked as provided for in Directive 2000/59/EC of the European Parliament and of the Council of 27 November of the council of the council of 27 November of the council of 27 November of the council										_	
absolute Constraints prevent it.  (b) Any marking port that serves regular traffic offers at least one terminal copie to south a south offers at least one terminal copie to south a south as the constraints of the copie of the		l	Vac		J		Financing/Tender		1		ı
10) Any markine port that serves begint traffic offers a feast one terminal open trusters in a nordiscriminatory way and apply transpriend trages. (a) 55 canable, port fairways and estuaries connect two sees, or provide access to make a second and apply transpriend trages. (b) 56 canable, port fairways and estuaries connect two sees, or provide access to make a second and apply transpriend without the part of the second all least to infand witeness).  No  No  No  No  No  No  No  No  No  N	physical constraints prevent it.	]	ies	04-17-19?q=samferdselsdepartementet*	Planning	Projection	ing	Construction	Maintainance	<u> </u>	L
(9.3) Case canals, port financing and estatises connect two seas, or provided acres from the set to maintime ports and conrespond at least to infand waterways.  (9.3) Case canals, port financing and estatises connect two seas, or provided acres from the set to maintime ports and conrespond at least to infand waterways.  (9.3) Case canals, port financing connected two seas, or provided cases from the set to maintime ports and conrespond at least to infand waterways.  (9.3) Case canals, port financing connected two seas or provided cases from the set of maintime ports and conrespond at least to infand waterways.  (9.3) Carloter States shall implement XTMS and safes@abet as provided for in Directive 2000/59/EC of the European Parlament and of the Council of 27 November 2000 no port reception facilities for ship generated waste and cargo residues and in compliance with other relevant EU legislation.  (9.3) Private States shall implement XTMS and safes@abet as provided for in Directive 2000/59/EC of the European Parlament and of the Council of 27 November 2000 no port reception facilities for ship generated waste and cargo residues and in compliance with other relevant EU legislation.  (9.4) Private States shall implement XTMS and safes@abet as provided for in Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive 2000/59/EC of the European Parlament and of the Council of the Directive	(b) Any maritime port that serves freight traffic offers at least one terminal		No								í
from the sea to markine ports and correspond at least to infand waterway (Linguistical Control of the Control o		(p.15)	140	ļ		1	ļ		1		<del> </del>
Less VI.  2. Planel of 279-beneform of the post include expirement receives 10 and in the conformance of a high in post, in provincial received in the conformance of a high in post, in provincial received in the conformance of a high in post, in provincial received in the conformance of a high in post, in provincial received in the conformance of the conformance of a high in post, in provincial received in the conformance of a high in post, in provincial received in the conformance of a high in post, in provincial received in the conformance of the conforman	(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.	l	No	1	1		1		1		ı
A femotive Store shall implement PTMSs and Self-Soleyber as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, or cut in Article 10, priority shall be given to the following:    Partitime   Partitime				<u> </u>							<u> </u>
A femotive Store shall implement PTMSs and Self-Soleyber as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, including in particular mantime single windows services, as provided for in Directive 2002/59/EC and deplay e-Partitime services, or cut in Article 10, priority shall be given to the following:    Partitime   Partitime	Member States shall ensure that ports include equipment necessary to assist	t the environ	mental performance of	ships in ports, in particular reception facilit	ies for ship genera	sted waste and car	go residues in acco	rdance with Dire	ctive 2000/59/EC	of the European Parlia	ment and of the
When primoting projects of common interest related to markine infrastructure and in addition to the general primities set out in Article 31 priority shall be given to the following:  (a) promoting motionways of the sea including short sea shipping, facilitating the development of his interest and developing, in particular, measures to improve the environmental performance of markine transport in client and developing in provided and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in provided and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in client and developing in particular, measures to improve the environmental performance of markine transport in the particular provided											
When promoting projects of common interest related to markine imfrastructures and in addition to the general priorities are cut in Article 30, priority shall be given to the following:  a) promoting projects of common interest related to markine imfrastructures and in addition to the general priorities are cut in Article 30, priority shall be given to the following:    The Harbour Act, Chapter 1. \$1\$			und deploy E-Ind	weak treating in particular man	surgec willido	Jervices, as prov	and the Description				
the development of hinterfand connections and developing in particular, measures to improve the environmental performance of marinine transport in accordance with the applicable requirements under Union law or relevant by interconnection of uniform port with infland waterways.  (c) implementation of VIHIS and «Patriame services.  (d) implementation of VIHIS and «Patriame services.  (d) implementation of VIHIS and «Patriame services.  (a) implementation of VIHIS and «Patriame services.  (a) implementation of VIHIS and «Patriame services.  (a) implementation of VIHIS and «Patriame services.  (b) introduction of new technologies and minorition for promotion of alternative fuels and energy efficient martisms transport, including INO:  (c) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of the capacity of the infinistructure necessary for transport operations with the post area.  (e) modernisation and expansion of	When promoting projects of common interest related to maritime infrastructure	e and in add	ition to the general price		given to the follo	wing:					
measures to improve the environmental performance of ministrine transport in secondaries with the glassification regimement and production of marking post with initiated waterways.  Some production of marking posts with initiated waterways.  No.  Our performance of marking posts with initiated waterways.  No.  No.  No.  No.  No.  No.  No.  N	(a) promoting motorways of the sea including short sea shipping, facilitating										1
accordance with the applicable requirements under Union flavor relevant bil interconnection of multime ports with first and waterways.  (S) implementation of VTMIS and e-Meritime services:  (p) introduction of new technologies and immovation for promotion of alternative technologies and immovation for promotion of alternative field shade of literative field shade of literat		l	Yes		Planning	Projection		Construction	Maintainance		ı
10) interconnection of maritime ports with infland waterways: (di internectation of WINS and et Metinine services: (d) interdocktion of new technologies and innovation for pramotion of alternative fuels and energy efficient maritime transport, including ING; (e) modernisation and expansion of the capacity of the inflantance used to the capacity of the inflantance	accordance with the applicable requirements under Union law or relevant	l				1	ung		1		ı
(d) introduction of new technologies and innovation for permotion of alternative fuels and energy efficient maritime transport, including INK;  Yes  Nonveganian Maritime Authority;  Planning  Projection  Financing/Tender  Construction Maintainance  Projection  Maintainance  Financing/Tender  Construction  Maintainance  Financing/Tender  Construction  Maintainance  Maintainance  Financing/Tender  Construction  Maintainance  Projection  Maintainance  Projection  Maintainance  Projection  Maintainance  Maintai	(b) interconnection of maritime ports with inland waterways;	]	No								
alternative fuels and energy efficient maritime transport, including ING; Ves http://link.de/fileadmir/plak, noveget/ Ves http://link.de/fileadmir/plak, n		Article 23	No								<b>—</b>
Ep   Doluments/Presentasjoner/In/Pass above 19   The Harbour Act. Chapter 2   M	(d) introduction of new technologies and innovation for promotion of	(p.15)		Norwegian Maritime Authority.	1		Einancing/Tandor		1		ı
N How do authories accrove LNG ship  In the Word or authories accrowe LNG ship  In the Word or authories accrow	anchine racio and energy entitient martitine transport, including DNG;	l	Yes	Dokumente/Presentasjoner/Ing/KARLSE	Planning	Projection		Construction	Maintainance		ı
necessary for transport operations within the port area.  Yes http://govdata.ng/dokument/NL/lov/2009 Planning Projection Financing/Tender Construction Maintainance		1		N How do authories approve LNG ship			-				1
		l	W			B	Financing/Tender				ı
	necessary for transport operations within the port area.	l	Yes	04-17-19?q=samferdselsdepartementet*	rianning	Projection		Construction	maintainance		ı
					1	1	1		1		

### 5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
	Source	Tes/ NO	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;		No								
(b) airports;		Yes	http://lovdata.no/dokument/NL/lov/1993 06-11-101/*#*	Planning	Projection	rmancing/render ing	Construction	Maintainance		
(c) the connections of the airports to the other modes in the trans-European transport network:	Article 24 (p.16)	Yes	http://lovdata.no/dokument/NL/lov/1993 06-11-101/*#*	Planning	Projection	rinancing/render ing	Construction	Maintainance		
(d) associated equipment;		No								
(e) air navigation systems, including SESAR.		No	http://www.spacedaily.com/reports/Sat_ Based_Landing_Systems_At_Norway_Reg							
Airports shall comply with one of the following criteria:					•	•	•			
(a) for passenger airports, the total annual passenger traffic is at least 0,1 % of 200 km if the region in which it is situated is provided with a high-speed railway.	y line;		,							
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the total	il annual carg	go volume of all airports	of the Union. The total annual passenger	volume and the to	tal annual cargo vo	olume are based or	the latest availa	ble three-year ave	rage, as published by	Eurostat.
Transport infrastructure requirements										
<ol> <li>Member States shall ensure that any airport located on their territory offers:</li> <li>Member States shall ensure that common basic standards for safeguarding c the field of civil aviation security and repealing Regulation (EC) No 2320/2002,</li> </ol>	ivil aviation a apply to the	against acts of unlawful i air transport infrastructi	interference, as adopted by the Union in a ure of the comprehensive network.	ccordance with Re	gulation (EC) No 3	00/2008 of the Eur				
3. Member States shall ensure that infrastructure for air traffic management is :										
European Parliament and of the Council (3), Regulation (EC) No 551/2004 of t	he European	Parliament and of the C	ouncil (4) and Regulation (EC) No 552/20	104, and of air tran	sport operations, i	n order to improve	the performance	and sustainability	of the European avia	tion system, of
Priorities for air infrastructure development										
In the promotion of projects of common interest related to air transport infrast	ructure, and	in addition to the priorit		iven to the followi	ng:					
(a) increase airport capacity;		Yes	http://lovdata.no/dokument/NL/lov/1993 06-11-101/*#*	Planning	Projection	rmancing/render ing	Construction	Maintainance		
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the SESAR system;	Article 26	No								
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes;	(p. 16)	Yes	Law on roads. http://lovdata.no/dokument/NL/lov/1963	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
(d) improving sustainability and mitigating the environmental impact from		No								

# 6. MULTIMODAL TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding		Regu	onal influenc	e on:		Other	Comments
Citterta/ Demantis	Source	res/IVO	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 follow	owing criteria	):								
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 ton	nes or exceed	ds, for bulk cargo, 0,1% (	of the corresponding total annual cargo vo	olume handled in a	all maritime ports	of the Union;				
(b) where there is no freight terminal or logistic platform complying with point	(a) in a NUT:	S 2 region, it is the main	freight terminal or logistic platform design	nated by the Men	nber State concern	ed, linked at least to	o roads and railw	ays for that NUTS	2 region, or in the ca	se of Member States
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										
terminals, passenger stations, inland ports, airports, maritime ports, in order to		No								
(b) without prejudice to the applicable provisions laid down in Union and	1			1						
national law, freight terminals and logistic platforms, inland and maritime	Article 28		l	I	l		l	1	1	1
ports as well as airports handling cargo should be equipped for the provision	(p.17)									
of information flows within this infrastructure and between the transport		No								
modes along the logistic chain. Such systems should in particular enable real										
time information on available infrastructure capacity, traffic flows and										
positioning, tracking and tracing, and ensure safety and security throughout										
(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 28									TEN-TaNS analyses
should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where	(p.17)									in activity 4.2
<ol><li>Freight terminals shall be equipped with cranes, conveyors and other device</li></ol>	s for moving	freight between differer	nt transport modes and for the positioning	and storage of fr	eight.					
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transpo	ert infrastruct	ure, and in addition to t		priority shall be gi	ven to the following	ng:				
(a) providing for effective interconnection and integration of the infrastructure			Law on roads. Chapter I §1							
of the comprehensive network, including through access infrastructure where		Yes	http://lovdata.no/dokument/NL/lov/1963-	Manager 1	Projection	Financing/Tender	c	Maintainance		
necessary and through freight terminals and logistic platforms;	Article 29		06-21-23?q=samferdselsdepartementet*	Planning	Projection	ing	Construction	Maintainance		
(b) removing the main technical and administrative barriers to multimodal	(p.17)	No								
(c) developing a smooth flow of information between the transport modes	1		l	1			l	1		1
and enabling the provision of multimodal and single-mode services across the trans-European transport system.		No								

#### 7.1. Requirements for Core Rail Network

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
Crtterta/ Demands	Source	Tes/ NO	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
<ol> <li>Innovative technologies, telematic applications and regulatory and governan sufficient capacity.</li> </ol>								th passengers and	freight transport and	to provide for
<ol><li>The infrastructure of the core network shall meet all the requirements set out</li></ol>	t in Chapter	II. In addition, the follow	ving requirements shall also be met by the	infrastructure of t	he core network, v	vithout prejudice to	paragraph 3:			
(a) for rail transport infrastructure										
(i) full electrification of the line tracks and, as far as necessary for electric train		No	Norwegian National Rail Administration is responsible for it							
(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 a second control of the control of t	Article 39	No								
(iii) full deployment of ERTMS;	(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).										
3. Without prejudice to Directive 2008/57/EC, at the request of a Member State	as regards	railway transport infrastr	ucture, exemptions may be granted by the	Commission in de	uly justified cases	as regards the train	length, ERTMS, a	xle load, electrific	cation and line speed.	

#### 7.2. Requirements for Core Road Network

Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
Criteria/ Demands	Source	Yes/No	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 kilometres in line with the needs of society, market and environment, in order inter alia to provide appropriate parking space for commercial road users with</li> </ul>			Law on roads. Chapter I §1 http://lovdata.no/dokument/NL/lov/1963- 06-21-23?q=samferdselsdepartementet*	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
- availability of alternative clean fuels;	Article 39 (p.19)	Yes	Act on National goals for climate and energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/ 2009-09-04-11677q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/	Planning	Projection	Financing/Tender ing	Construction	Maintainance		

# 7.5. Requirements for Core waterway and maritime Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	onal influenc	e on:		Other (please	Comments
			field	1	2	3	4	5	indicate)	
(b) for inland waterway and maritime transport infrastructure:										
- availability of alternative clean fuels:	Article 39 (p.19)	Yes	Act on National goals for climate and energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/ 2009-09-04-11677q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/	Planning	Projection	Financing/Tender ing	Construction	Maintainance		

#### 7.4. Requirements for Core Air Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regultations in the		Regio	onal influence	e on:		Other (please	Comments
			field	1	2	3	4	5	indicate)	
(d) for air transport infrastructure:										
- capacity to make available alternative clean fuels	Article 39	No								

#### 8. COMMON PROVISIONS

Urban Nodes When developing the comprehensive network in urban nodes. Member States shall, w all for passenger transport interconnection between rail, road, ar and, as comprehensive network.  If the passenger transport interconnection between rail, road, ar and, as comprehensive network.  If the passenger transport interconnection between rail road, and, as appropriate, inland waterway, as and maritime infrastructure of the comprehensive network.  If a dequate connection between different railway stations, ports or airports of the comprehensive network within an urban node.  If a dequate connection between the infrastructure of the comprehensive different including loogistic consolidation and distaltation centres.  If a department of the comprehensive network and the infrastructure for responsible of the comprehensive relative to the comprehensive network and the infrastructure for responsible of the comprehensive network and the infrastructure for responsible of the comprehensive network and the infrastructure for responsible of the comprehensive network and the infrastructure for responsible or the comprehensive network and the infrastructure for responsible or the comprehensive network and the infrastructure for responsible or the comprehensive network and the infrastructure for responsible or the comprehensive network and the infrastructure for responsible or the comprehensive network and the infrastructure for responsible or the comprehensive network and the comprehensive network network network network network network network network	opermation (p.17) - permation (p.18) - permation (p	Yes Yes Yes Yes Yes Yes Yes Within and between transcription between the infar	astructure of the comprehensive network a	Planning	Projection  Projection	Financing/Tender ing Financing/Tender ing Financing/Tender ing Financing/Tender ing Financing/Tender ing Financing/Tender ing Ing Ing Financing/Tender ing I	Construction  Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance	(please	Comments  New want for the TEN-Tab's analyses in activity 4.2
when developing the comprehensive network in utian nodes. Member States shall, via for passenger principal retrievance to the comprehensive network a read as appropriate, inland waterway and maritime infrastructure of the comprehensive network.  (b) for freight transport interconnection between rail; road, and as appropriate, inland waterway and maritime infrastructure of the comprehensive network.  (c) adequate connection between different railway stations, posts or algorist of the comprehensive network with an unbarn node:  (d) adequate connection between different railway stations, posts or algorist of the comprehensive network with an unbarn node;  (d) particular stations of the comprehensive network and the interacture for regional and local trails and urban freight deliver, including support of the comprehensive network and the interacture for regional and local trails and urban freight deliver, including support of unbarn designs of urban anexes;  (d) promotion of efficients low-noise and low-carbon urban freight delivery.  (e) promotion of efficients low-noise and low-carbon urban freight delivery.  (f) promotion of efficients low-noise and low-carbon urban freight delivery.  Telemantic applications shall enable trails: management and the exchange of information freight delivery.  Telemantic applications shall be delivered where feasible arross the Unition in order.  The Telemantic applications shall be delivered where feasible arross the United Statistics sensitive in order.  The Telemantic applications the freight of the Article Institute sensitive in order.  For institute stransport ITIS.  Antic.  For rating the stransport strends and e-Mantine services, including single endowed where sensitive productions of the stransport strends and e-Mantine services, including single endowed where sensitive productions of the stransport strends and e-Mantine services, including single endowed where sensitive productions of the sensitive productions of the stransport strends and e-Mantine services, port community	opermation (p.17) - permation (p.18) - permation (p	Yes  Yes  Yes  Yes  Yes  Yes  Yes  Yes	Law on roads. Chapter 151 http://loodsta.no/dokument/NL/ov/1963- 06-12:37/p.warfordokument/NL/ov/1963- 06-12:37/p.warfordokobpartorementer* Law on roads. Chapter 15 //l. //l.v/1963- 06-12:37/p. John John John John John John John John	Planning Planning Planning Planning Pranning Planning Planning Planning	Projection Projection Projection Projection Projection e added transport- are for regional and	Financing/Tender ing	Construction  Construction  Construction  Construction  proving safety, sa	Maintainance  Maintainance  Maintainance  Maintainance  Maintainance  Maintainance	amental performance	in activity 4.2
all for passenger transport interconnection between rall, road, air and, as appropriate, inside awterway and martine infrastructure of the comprehensive retwork.  appropriate, inside awterway and martine infrastructure of the comprehensive retwork.  Configuration of the comprehensive retwork.  Col adequate connection between different rallway stations, posts or aliports of the comprehensive network within an urban node:  (I) seamless connection between different rallway stations, posts or aliports of the comprehensive network within an urban node:  (I) seamless connection between the infrastructure of the comprehensive network and the infrastructure of responsal and local traffic and urban freight delivery, included posterior consideration and distribution certurations; all and considerations, which may include bypassing of urban areas.  (I) promotion of efficient low-noise and low-carbon urban freight delivery.  Telematic postpactions shall mode traffic management and the exchange or information for the continuous considerations.  Telematic postpactions shall excellent for management and the exchange or information period of the continuous continu	opermation (p.17) - permation (p.18) - permation (p	Yes  Yes  Yes  Yes  Yes  Yes  Yes  Yes	Intel / Tookstan on/destument / Ni / Nov/1983- 06-02-23 Pays aum feets obligate remember 1 Law on roads. Chapter 1 § 1. http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 participy and Position Politics (Pays 1 Pays 1 participy and Position Politics Act LINK 1009-09-09-10 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1	Planning Planning Planning Planning Pranning Planning Planning Planning	Projection Projection Projection Projection Projection e added transport- are for regional and	Financing/Tender ing	Construction  Construction  Construction  Construction  proving safety, sa	Maintainance  Maintainance  Maintainance  Maintainance  Maintainance  Maintainance	nmental performance	in activity 4.2
appropriate, inland waterway and markine infrastructure of the comprehensive instructiven of the comprehensive instructiven of the comprehensive instructiven of the comprehensive instructiven of the comprehensive elevative.  (c) adequate connection between different railway stations, ports or airports of the comprehensive network with an unban node;  (d) adequate connection between different railway stations, ports or airports of the comprehensive network with the infrastructure of the comprehensive and the comprehensive network and the infrastructure for responsible of the comprehensive and the control of the comprehensive network and the infrastructure for responsible of the control of the comprehensive network and the infrastructure for responsible of the comprehensive network and the infrastructure for responsible of the control of the comprehensive network and the infrastructure for responsible of the comprehensive network and the control of the respective temporal of the comprehensive network and the control of the cont	ormation vess connected to enable sport moderation and connected and con	Yes  Yes  Yes  Yes  Yes  Yes  within and between fire tiction between the infinite a set of interpocerates, include in particult  No  Yes  Yes  No	Intel / Tookstan on/destument / Ni / Nov/1983- 06-02-23 Pays aum feets obligate remember 1 Law on roads. Chapter 1 § 1. http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 participy and Position Politics (Pays 1 Pays 1 participy and Position Politics Act LINK 1009-09-09-10 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1	Planning Planning Planning Planning Pranning Planning Planning Planning	Projection Projection Projection Projection Projection e added transport- are for regional and	Financing/Tender ing	Construction  Construction  Construction  Construction  proving safety, sa	Maintainance  Maintainance  Maintainance  Maintainance  Maintainance  Maintainance	nmental performance	in activity 4.2
appropriate, inland waterway, as and maritime infastructure of the comprehensive network:  (c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;  (d) seamless connection between the infastructure of the comprehensive network and the infastructure for regional and local striffic and urban freight delivery, including logistic consideration and distributions centres.  (e) infastring expense of urban areas to registive effects of transiting rail and road transport, which may include logistically of transiting of urban areas.  (f) permotion of efficient low-noise and low-carbon urban freight delivery.  Felematic Applications  1. I elemantic applications shall enable traffic management and the exchange of inform training productions of the production of the pro	ormation vess connected to enable sport moderation and connected and con	Yes  Yes  Yes  Yes  Yes  Yes  within and between fire tiction between the infinite a set of interpocerates, include in particult  No  Yes  Yes  No	Intel / Tookstan on/destument / Ni / Nov/1983- 06-02-23 Pays aum feets obligate remember 1 Law on roads. Chapter 1 § 1. http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 http://rookstan.of/destument/Ni / Nov/1983- 06-21-23 Pays aum feets obligate remember 1 participy and Position Politics (Pays 1 Pays 1 participy and Position Politics Act LINK 1009-09-09-10 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1 Pays 1	Planning Planning Planning Planning Pranning Planning Planning Planning	Projection Projection Projection Projection Projection e added transport- are for regional and	Financing/Tender ing	Construction  Construction  Construction  Construction  proving safety, sa	Maintainance  Maintainance  Maintainance  Maintainance  Maintainance  Maintainance	nmental performance	e, as well as
of the comprehensive network within an urban node:  (g) searnies connection between the influentations of the comprehensive retween and the influentation of the comprehensive retween the comprehensive ret	ormation vess connected to enable sport moderation and connected and con	Yes Yes Yes Yes within and between trace tiction between the infra lea as et of interoperables, include in particul. No Yes Yes No	http://loodstan.on/dokument/NL/Jov/1963- 06-21-1270-sametrosel-denartementer-beldenartementer- Law on roads. Chapter 1-§3. http://loodstan.on/dokument/NL/Jov/1963- 06-21-270-sametro-beldenartementer- bet of January 1962-1962-1962-1962-1962-1962-1962-1962-	Planning Planning Planning Planning perations and valued the infrastructi	Projection Projection Projection e added transport- refor regional and	Financing/Tender ing Financing/Tender ing Financing/Tender ing related services, im flocal transport.	Construction  Construction  Construction  proving safety, so	Maintainance  Maintainance  Maintainance  Maintainance  curity and environ	nmental performance	e, as well as
(a) seamest connection between the initiativicus or infe compensation (a) seamest (a) and (b)	ormation vess connected to the sport moderate of the sport moderat	Yes  Yes  Yes  within and between to the information of interoceral east include in particul east include in particul No  Yes  Yes  No	Law on roads. Chapter 151 http://nodata.no/dokument/Nu/lov/1963- 062-12-27a-samferdeeledeartementet* Act of June 1985 No. 77, with amendments in force 1 April 2005. The Planning and Building Act LIMS. http://so-data.no/dokument/SF/forskrit/. 2009-09-04-1167/q-bloggar susport modes for multi-modal transport op- structure of the comprehensive network a	Planning Planning perations and valued the infrastructed the properties of the prope	Projection Projection e added transport- are for regional and	Financing/Tender ing Financing/Tender ing Financing/Tender ing related services, im I local transport.	Construction Construction proving safety, so	Maintainance  Maintainance  Maintainance  Maintainance  curity and environ	nmental performance	, as well as
(e) miligating exposure of urban areas to negative effects of transiting rail and road transport, without pays furbal pressing of urban areas.  (f) promotion of efficient low-noise and low-carbon urban freight delivery.  **Elemantic Applications**  **Felemantic Applications**  **Committing policitations**  **Committing policitations**  **Committing policitations**  **Committing policitations**  **Committing policitations**  **Committing policitations shall ended trails* management and the exchange of information of the policy of the shall foot lists seamless \$1.00	ers connected to enalt sport moderate at (p.17) estate at (p.17) estate at (p.18)	Yes  Within and between tra  tiction between the infra  Be a set of interoperal  sex, include in particul  No  Yes  Yes  No	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=biogax* unsport modes for multi-modal transport of structure of the comprehensive network as	Planning Planning perations and valued the infrastructed the properties of the prope	Projection Projection e added transport- are for regional and	Financing/Tender ing Financing/Tender ing related services, im i local transport.	Construction Construction proving safety, so	Maintainance Maintainance ecurity and environ	nmental performance	e, as well as
Telematic Applications  1. Infermatic Applications  1. Infermatic applications shall enable traffic management and the exchange of information of the property	ers connected to enalt sport moderate at (p.17) estate at (p.17) estate at (p.18)	within and between tra ction between the inches de a set of interoperat des, include in particul No Yes Yes	http://lovdata.no/dokument/SF/forskrift/ 2009-09-04-1167?q=biogas* insport modes for multi-modal transport of astructure of the comprehensive network a	Planning perations and value and the infrastruction	Projection  e added transport- ure for regional and	Financing/Tender ing related services, im s local transport.	Construction proving safety, sa	Maintainance	nmental performance	e, as well as
I Telematic applications shall enable traffic management and the exchange of inform templifying administrate procedure. Femalic application shall fulfillate seamed. The interest of the procedure of the procedur	ers connected to enalt sport moderate at (p.17) estate at (p.17) estate at (p.18)	ction between the infra de a set of interoperal des, include in particul No Yes Yes	astructure of the comprehensive network a	nd the infrastructi	are for regional and	f local transport.			nmental performance	t, as well as
simplifying administrative procedures. Telematic applications shall Sacilitate seamess 2 Telematic application shall be detioned when feepings are the Union: no credit 1 The Telematic applications referred to in this Article shall, for the respective transport. The Telematic splication referred to in this Article shall, for the respective transport. For railways: River Information Services;  — For rail stransport. ITS: — For markitime transport VTMIS and e-Markitime services, including single-and analysis of the markitime single-windows, port community systems— for art transport art traffic management systems, in particular those resultings.  — For a transport air traffic management systems, in particular those resultings.  — Sustainable Ferging transport services.  Member States shall pay particular attention to projects of common interest which be imaged with which with the properties of the pr	ers connected to enalt sport moderate at (p.17) estate at (p.17) estate at (p.18)	ction between the infra de a set of interoperal des, include in particul No Yes Yes	astructure of the comprehensive network a	nd the infrastructi	are for regional and	f local transport.			mientas periormante	, as well as
For railways: ERTMS;  Artic (g. )  For railways: RRIVES;  For road transport: RTMS and e-Martitime services; including single window services such as the maintime single window, port community systems on the case of the continuation of the contin	ticle 31 (p.17) ticle 31 (p.18)	No Yes Yes No	ole basic canabilities in all Member States.		Projection	ina	Construction	Maintainance		
- for railways: ERTMS; - For Infand waterways: River Information Services; - for road transport: ITS; - for road transport: ITS; - for road transport: ITS and e-Martitime services; including single window services such as the martitime single window, port community systems for air transport air traffic management systems in particular those resulting - Sustainable Freight transport services - Momber States shall pay particular attention to projects of common interest which be impacts which aim to	ticle 31 (p.17) ticle 31 (p.18)	No Yes Yes No			Projection	ina	Construction	Maintainance		
- for road transport. ITS.  - for narisime transport VTMIS and e-Maritime services, including single windows services used as the maritime single window, port community systems evidence services used as the maritime single window, port community systems.  - for air transport air traffic management systems, in particular those resulting services.  - for air transport expert transport services.  - Maritime States shall pay particular attention to projects of common interest which both magnets which air magnets within air magnets which air magnets within air magnets with air magnets wi	(p.18)	Yes No			Projection	ina	Construction	Maintainance		
-for maritime transport VTMIS and e-Maritime services, including single window services such as the maritime single window port community systems.  G. For air transport at Intelline management systems, in particular those resulting from CEQB.  Sustainable Freight transport services  Member States shall pay particular attention to projects of common interest which bottom progress which aim to project shall be sufficient to projects of common interest which bottom progress which aim to provide the projects of common interest which bottom progress which aim to provide the projects of common interest which bottom progress which aim to provide the projects of common interest which bottom projects which aim to provide the provided that the projects of common interest which bottom provided the provided that the projects of common interest which bottom provided that the projects of common interest which bottom provided that the provided that	(p.18)	No		Planning	,	Financing/Tender				
- for maritime transport VIMIs and e-Maritime services, including single (p. window services such as the maritime single window, port community systems - for air transport air traffic management systems, in particular those resulting from CYLB Statishiable Freight transport services  Member States shall pay particular attention to projects of common interest which bo impacts which aim to see the state of the projects of common interest which bo impacts which aim to see the second services.	(p.18)			-	Projection	ing	Construction	Maintainance		
from SFAR Sustainable Freight transport services Member States shall pay particular attention to projects of common interest which bo impacts which aim to:	both prov	No				-				
Member States shall pay particular attention to projects of common interest which bo impacts which aim to:	both prov									
impacts which aim to:	both prov									
		ride efficient freight tra	ansport services that use the infrastructure	of the comprehen	sive network as we	ell as contribute to r	educing carbon	dioxide emissions	and other negative e	nvironmental
(a) improve sustainable use of transport infrastructure, including its efficient	Т		Act on National goals for climate and	1				ı	1	
management		Yes	energy planning for municipalities http://lovdata.no/dokument/SF/forskrift/ 2009-09-04-11677q=biogas* Act on political guidelines for coherent spatial and transport planning http://lovdata.no/dokument/SF/forskrift/	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
	ticle 32 (p.18)	Yes	1993-08-20-817 Act of June 1985 No. 77, with amendments in force 1 April 2005. The Planning and Building Act LINK	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
(c) facilitate multi-modal transport service operations including the necessary accompanying information flows and improve cooperation between transport		Yes		Planning						
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction driving/steaming systems and operations planning:	Ī	Yes		Planning						projects
(e) analyse, provide information on fleet characteristics and performance, administrative requirements and human resources:		Yes		Planning						projects
(f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, emote and mountain regions.		No								
New technologies and innovation						l			l	
In order for the comprehensive network to keep up with innovative technological dev	developme	ents 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:		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/Tender ing	Construction	Maintainance		
(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propolation systems, including electricity supply systems, and the proxision of corresponding instructures used instructures used instructures used instructures are instructured instructured instructures expenses expenses expenses are excessed in the infrastructure – vehicle interface and encrepass referentice applications;	ticle 33	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/	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
(c) improve the safety and sustainability of the transport of goods and the	(p.18)	No								
(d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network including multimodal ticketing		No								
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality.  (f) promote measures to reduce external costs, such as congestion, health		No	Pollution Law Chapter L § 5							
(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	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
(g) introduce security technology and compatible identification standards on the networks;	Ī	Yes								
(h) improve resilience to climate change;	j	Yes	Pollution Law. Chapter I, § 5. http://lovdata.no/dokument/NL/lov/1981							
(i) further advance the development and deployment of telematic applications	Ī	Yes		Planning	Projection	ing			1	

Į	Comments
	Not valid for the TEN-TaNS analyses in activity 4.2
	in activity 4.2
ce,	as well as
	nvironmental
er	vu onmental
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	Participation in projects Participation in projects
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Safe and secure infrastructure										
Member States shall give due consideration to ensuring that transport	Article 34	No								
infrastructure provides for safe and secure passenger and freight movements	(n.18)	140							1	
Climate change proven infrastructure and disaster resilience										
During infrastructure planning, Member States shall give due consideration to	Article 35	No								Not applicable
improving resilience to climate change and to environmental disasters	(n.18)	140								Not applicable
Environmental protection										
Environmental assessment of plans and projects shall be carried out in	Article 36									
accordance with the Union law on the environment, including Directives	(p.18)	No								Not applicable
92/43/FFC 2000/60/FC 2001/42/FC 2009/147/FC and 2011/92/FU	(p.18)									
Accessibility for all users										
Transport infrastructure shall allow seamless mobility and accessibility for all	Article 37									
users, in particular elderly people, persons of reduced mobility and	(p.19)									
annonance with a disability	(p.13)									

# 9. Clean Power for Transport

Criteria/Demands	Source	Yes/No	Documentation regarding		Regi		Other	Comments		
Cittertay Demands	Source	1 65/140	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 mark	et development of	alternative fuels infras	tructure, that will contain at least the following	q elements:						
<ul> <li>assessment of the state and future development of alternative fuel</li> </ul>	s infrastructure, inc	uding, where available	e, cross-border continuity;							
<ul> <li>objectives and committments on national targets, as required under</li> </ul>	er Articles 4(1), 6(2a	, 6(3), 6(6) and, where	applicable, 4(4) and 5(1), for the development	of alternative f	uels infrastructure					
<ul> <li>assessment of measures necessary to ensure that the objectives co</li> </ul>	ntained in their nat	ional policy framework	are reached.							
National targets shall be established and may be revised on the basis of	an assessment of d	omestic, regional or U	nion-wide demand.							
Where necessary, Member States shall cooperate, through consultation:	or joint policy fran	eworks, with the aim of	of achieving the objectives of this Directive.							
Support measures for alternative fuels infrastructure shall be implement	ed in compliance w	ith the State aid rules	contained in TFEU.							
Member States shall notify their national policy frameworks to the Com	mission (within 36 n	nonths from the date of	of entry into force of this Directive].							
Based on the national policy frameworks, the Commission shall publish	and update regular	y information on the o	bjectives and committments submitted by ea	ch Member Stat	e regarding:					
<ul> <li>number of recharging points accessible to the public;</li> </ul>										
<ul> <li>refuelling points for LNG at maritime and inland ports;</li> </ul>										
- 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 re	garding:									
<ul> <li>hydrogen refuelling points accessible to the public;</li> </ul>										
- infrastructure for shore-side electricity supply in maritime and inland	orts.									

Inflastrature for shore-side electricity supply in maritime and infand points.

The Commission will assist Member States through the reprincip on the rational 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 notifications set in Articla [55], and every three years thereafter. These reports shall cover information set out in Annex I.

Member States shall bring into force the Lass, regulations and administrator processions necessary to comply with this Directive by 15 flow fronts from the lost to be trust just force of this Directive). They shall Corthwith inform the Commission thereof. When Member States shall be processors, 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. Hember States shall communicate to the Commission the text of the mini provisions of national bas with the lower by subject in the field covered by this Directive.

9.2. Electricity supply

9.2. Electricity supply			Documentation regarding		Posis	onal influenc	0.001		Other			
Criteria/Demands	Source	Yes/No	covered regultations in the		2	3	Δ	- 5	(please	Comments		
Recharging points			corcica regulations in the						(preuse			
Member States shall set up an appropriate number of recharging points accessible to the public in their national policy frameworks and shall ensure that they are put into place, by 31 December 2030 at the latest. Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible to the	Article 4, §1& 2a	No										
Hember Stees shall ensure that normal power rechanging points for efective herlicke, excluding vieries or indicative units, desployed or memod as from 1,36 months from the date of entry into force of this Directivel; comply at least with the technical specifications set out of names III.1.1 and comply with specific safety requirements in force at national level. Member States shall ensure that high power rechanging points for electric vehicles, excluding wireless or inductive units, desployed or renewed as from 156 months from the date of entry into force of this Directive comply at least	Article 4, §3	No										
Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU 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, 54	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 States shall ensure that operation of rechanging points accessible to the public are fee to purchase electricity from any Electricity supplier, suppliers to the supplier's agreements. The operation of rechanging point shall be allowed to provide electric vehicle rechanging services to cutomers on a contractual basis, including in the name and on behalf of other service providers.  All rechanging points accessible to the public shall also provide for ad-hoc changing possibility without entering in a contract with the electricity supplier or operator concerned.	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	No										
9.3. Hydrogen supply												
9.5. Hydroden suppty  Criteria/Demands	Source	Yes/No	Documentation regarding			onal influenc			Other	Comments		
Road transport			covered regultations in the	1	2	3	4	5	(please			
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, 51	No										
Member States shall ensure that hydrogen refuelling points accessible to the public for most shall ensure that hydrogen refuelling points accessible to the public form of the public form of the state of the state of entry into force of this Directive] comply with the technical specifications set out in Annex III.2.	Article 5, §2	No										

9.4. Natural gas supply						1	l	1		
Criteria/Demands	Source	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
Crtterta/ Demants	Source	res/IVO	covered regultations in the	1	2	3	4	5	(please	Comments
General considerations on LNG										
Liqueffee Natural Cas (LNC) is an attractive fired attentable for reseals to meet the requirements for decreasing the subjust content in nariane West in the Sulphus Emission Control Areas, effecting half of the slips salling in European Subm Sea Shipping, as provided for by Devictive 2012/3/12 (Or the European 1997). The European Control Area (LNC) is a subjust to the subjust of the subjust of the sulphus content of marine Rush. A core eventwork of UKs refuelling points for marine and intain develows years should be available at least by the end of 2030. The initial focus on the core eventwork child Carl Fuel out that it will be competed prepayed the UKs dust how eventwork should not fuel out that with the longer perspective UKs dust how emportant for exists not engaged in transport operations.	Cons. 21	Yes	Government planning guidelines for climate and energy planning in municipalities http://wodata.no/dokument/SF/forskri ft/2009-09-04-1167	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
LNG, including liquified bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.	Cons. 22	Yes	Government planning guidelines for climate and energy planning in municipalities http://lovdata.no/dokument/SF/forskri ft/2009.09.04.1167	Planning	Projection	Financing/Tender ing	Construction	Maintainance		
The core network established in the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans- European transport network should be the basis for the deployment of LNG infrastructure as it covers the main traffic flows and allows for network	Cons. 23	No								
Ports and indland waterways										
remoter states shake ensure that an appropriate number or retrieval points for ING is provided at maritime ports to allow the circulation of ING inland waterway vessels or sea-going ships throughout the TENT Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage	Article 6, §1	No								
Member States shall ensure that an appropriate number of refuelling points for ING is provided at inland ports to allow for the circulation of ING inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage.	Article 6, §2	No								
Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2. Road transport	Article 6, §2a	No								
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								
Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are established by 31 December 20301 at the lates.	Article 6, §6	No								
Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.3.3.1.	Article 6, §7	No								

#### 9.5. User information

Criteria/Demands	Course	Yes/No	Documentation regarding		Regio	Other	Commonte			
Crtterta/ Demants	Source	Tes/INU	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 requiarly fuelled with individual fuels or recharged by recharging points put on the market is made available, including in										
motor vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships in their territory.										
Mamber States shall ensure that the data of the percentage for the percentage of the percentage for the percentage of the percentage for the percentage of t										

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 ac available, the data may include information on real-time accessibility as well as historical and real-time charging information.