When performing the analysis, only focus on the infrastructure networks pointed out in the REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision 311/2003/EC.

The tables work in the following way:
- Indicate at which administration level you are providing the answers. Start with the level which carries the highest responsibility (below national level).
- In case the criteria/demands can be managed at the selected level - please choose YES in the drop down menu. If you choose NO please jump to the next criteria - meaning that you don’t have to fill out more for this specific criteria (e.g. tunnels).
- If you choose YES - please include a link to documentation regarding covered regulations in this field (e.g. Danish Planning Act - https://www.retsinformation.dk/Forms/R0710.aspx?id=144425).
- After you have referred to the documentation of regional/local influence - please indicate what can be influenced by public administration at this level. Here you have five options:
  - PLANNING
  - PROJECTING
  - FINANCING/TENDERING
  - MAINTENANCE
  - OTHER (If other is chosen, please specify the impact further in the next column).

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

Fields marked in grey are not dealing with freight transportation. Thus, they should not be dealt with in this E.2 analysis.

Fields marked in light red (pink) are providing information on the criteria/demand.

---

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<tr>
<th>Level</th>
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<td>County level</td>
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Please indicate on which administration level your focus is: [County level]
### 1. RAILWAY TRANSPORT

#### Priorities for railway infrastructure development

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

1. **Freight terminals** shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.

### Infrastructure components

1. **Railway transport infrastructure** shall comprise in particular:
   - a) high-speed and conventional railway lines, including:
     - (i) specially built high-speed lines equipped for speeds equal to or greater than 200 km/h;
     - (ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;
     - (iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock.
   - b) Railway lines for conventional transport.

2. **Transport infrastructure requirements**

   Member States shall ensure that the railway 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 interoperability of the rail system within the Community and its implementing measures in order to achieve the interoperability of the comprehensive network;
   - c) complies with the requirements of the TSIs adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;
   - d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings;
   - e) complies with the requirements laid down in Directive 2012/34/EU of the European parliament and of the Council, as regards access to freight terminals and logistic platforms for the transhipment of goods within the rail mode and between rail and other transport modes;
   - f) associated equipment;
   - g) telematic applications.

### Criteria/Demands

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<td>Art. 16</td>
<td>No</td>
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### Priorities for inland waterway infrastructure development

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

1. **Infrastructure components**

   - **Inland waterways infrastructure:** shall comprise in particular:
     - Transport infrastructure requirements
     - Equipment associated with inland waterways may include equipment for the loading and unloading of cargos in inland waterways, such as cranes and other types of equipment for handling goods, and equipment for the propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption, and other environmental impacts.
     - The promotion of sustainable inland waterway transport.
     - Modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.

2. **Infrastructure components**

   - **Inland ports:** shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.
     - To be part of the comprehensive network, inland ports shall have an annual freight transhipment volume exceeding 500,000 tonnes, and their annual freight transhipment volume shall be based on the latest available three-year average, as published by Eurostat.
     - Member States shall ensure that inland ports are connected with the road or rail infrastructure.
     - Member States shall ensure that:
       - Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.
       - Inland ports shall have an annual freight transhipment volume exceeding 500,000 tonnes, and their annual freight transhipment volume shall be based on the latest available three-year average, as published by Eurostat.
       - Inland ports shall be connected with the road or rail infrastructure.

3. **Inland waterways transport infrastructure**

   - **Criteria/Demands:**
     - Art. 15: No
     - Art. 16: No

### Source

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Other

Comments
### Section: Criteria/Issues

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#### Transport Infrastructure Requirements

1. **Road transport infrastructure** shall comprise in particular:
   - Equipment associated with roads, such as equipment for traffic management, information and route guidance, and equipment related to the provision of appropriate levels of safety and security, and equipment for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion.

2. **High-quality roads** shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.
   - **Conventional strategic roads** shall comply with Directive 2010/40/EU and are deployed in accordance with Council Regulation (EC) No 158/2008 and with Commission Decision 2009/750/EC.

3. **Promotion and protection of the environment** in the transport sector shall be in line with the environmental dimension of the European Union’s policies and programmes, and shall be achieved through the appropriate integration of environmental considerations into the decision-making processes involved in the planning and implementation of new or modified transport infrastructure and services.

4. **Equipment associated with roads** may include in particular equipment for traffic management, information and route guidance, and equipment related to the provision of appropriate levels of safety and security, and equipment for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion.

#### Regional Influence on:

- **Mountainous, remote, landlocked and peripheral NUTS 2 regions** to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.
- **Modes** in the trans-European transport network.
- **Infrastructure components**
  - Bridges
  - Tunnels
  - Johnsons
  - Intersections
  - Crossings
  - Hard shoulders
  - Safety barriers

#### Criteria/Demands


- **Promotion and protection of the environment** in the transport sector shall be in line with the environmental dimension of the European Union’s policies and programmes, and shall be achieved through the appropriate integration of environmental considerations into the decision-making processes involved in the planning and implementation of new or modified transport infrastructure and services.

- **Equipment associated with roads** may include in particular equipment for traffic management, information and route guidance, and equipment related to the provision of appropriate levels of safety and security, and equipment for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion.

#### Comments

- Compliance with these regulations.
- Norway does not have to comply with these regulations because it is not a part of the European Union.
- Norway is not a party to these regulations.
- The provisions are provided as a result of the relevant international agreements.
- The provisions are provided as a result of the relevant international agreements.
- The provisions are provided as a result of the relevant international agreements.
- The provisions are provided as a result of the relevant international agreements.
### 4. MARITIME TRANSPORT AND MOTORWAYS OF THE SEA

<table>
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</table>

#### a) Modernisation and expansion of the capacity of the infrastructure

- Modernisation and expansion of the capacity of the infrastructure to ensure the safe and efficient handling of cargo.
- Investment in new or upgraded infrastructure to meet the increasing demands of cargo transport.

#### b) Interconnection of maritime ports with inland waterways

- Enhanced connectivity between maritime and inland waterways to facilitate seamless and efficient transport of goods.
- Improving access to markets and reducing transport costs.

#### c) Implementation of VTMIS and e-Maritime services

- Implementation of VTMIS and e-Maritime services to improve transparency, efficiency, and security in maritime transport.
- Enhanced digitalisation of maritime operations.

#### d) Introduction of new technologies and innovation for promotion of the development of hinterland connections

- Introduction of innovative technologies and practices to enhance the development of hinterland connections.
- Support for projects that promote the integration of maritime and land transport networks.

#### e) Integration of Motorways of the Sea

- Integration of Motorways of the Sea into the broader EU transport network.
- Provision of effective links between maritime and land transport modes.

#### f) Promotion of motorways of the sea including short sea shipping

- Promotion of motorways of the sea as a means of promoting short sea shipping.
- Encouraging the use of motorways of the sea for efficient and sustainable transport.

---

**Comments**

- The implementation of these criteria must be carried out in accordance with the applicable requirements under Union law or relevant measures to improve the environmental performance of maritime transport.
- The criteria should be implemented in a manner that is consistent with the objectives of the EMFF and other relevant policies.
- Countries are encouraged to foster cooperation between inland and maritime transport operators to enhance efficiency and reducing costs.
### 5. AIR TRANSPORT

#### Infrastructure components

<table>
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<tr>
<th>Source</th>
<th>Yes/No</th>
<th>Infrastructure regulating covered regulations in use</th>
<th>Source</th>
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<td>Article 26 (p.16)</td>
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</table>

#### Priorities for air transport development

- Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.

#### Transport infrastructure requirements

- Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.

#### Airports

- Airports shall comply with one of the following criteria:
  - For passenger airports, the total annual passenger traffic is at least 0.1% of the total annual passenger volume of all airports situated within a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line.
  - For cargo airports, the total annual cargo volume is at least 0.2% of the total annual cargo volume of all airports situated within a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line.

#### Air traffic management infrastructure

- Member States shall ensure that infrastructure for air traffic management is such as to permit the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the EFBM and SESAR systems, and in the field of air transport operations, in order to improve the performance and sustainability of the European aviation system.
6. MULTIMODAL TRANSPORT

(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of freight and passengers;

(b) without prejudice to the applicable provisions laid down in Union and national law, freight terminals and logistic platforms, inland and maritime ports as well as airports handling cargo should be equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable real-time monitoring of available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout multi-modal journeys;

(c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where relevant maritime and inland waterway ports.

Article 28 (p.17)

Not valid for the TEN-TaNS analyses in activity 4.2.

(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;

(b) removing the main technical and administrative barriers to multimodal transport;

(c) developing a smooth flow of information between the transport modes and enabling the provision of multimodal and single-mode services across the trans-European transport system.

1. Member States shall ensure, in a fair and non-discriminatory way, that:

2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.

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

Article 29 (p.17)

Yes/No

Documentation regarding covered regulations in the

Regional influence on:

Other

(source please)

Criteria/Demands

Infrastructure components

Freight terminals or logistic platforms shall comply with at least one of the following criteria:
7.1. Requirements for Core Rail Network

(a) for rail transport infrastructure
  (i) full electrification of the line tracks and, as far as necessary for electric train operations, sidings; 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 740 m; No
  (iii) full deployment of ERTMS; 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 and detached from the main rail lines in the European Union. No

7.2. Requirements for Core Road Network

– the requirements under points a) or (b) of Article 17 (3) No
– the development of rest areas on motorways approximately every 100 kilometres in line with the needs of society, market and environment, in order inter alia to provide appropriate parking space for commercial road users with an appropriate level of safety and security; Yes

7.3. Requirements for Core Waterway and Maritime Network

– availability of alternative clean fuels; Yes

7.4. Requirements for Core Air Network

– capacity to make available alternative clean fuels Article 39 (p.19) No

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

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

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### Planning and Building Act

- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
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  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
- **Planning and Building Act of June 1985 No. 77.**
  - With the exceptions of the Planning and Building Act of June 1985 No. 77, the provisions of the Planning and Building Act of June 1985 No. 77 are also applicable to the Planning and Building Act of June 1985 No. 77. | Yes | No | This provision is not applicable in this context. |
Member States shall give due consideration to ensuring that transport infrastructure provides for safe and secure passenger and freight movements.

**Article 34**
No

During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.

**Article 35**
No

Not applicable

Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 92/43/EEC, 2000/60/EC, 2001/42/EC, 2009/147/EC and 2011/92/EU.

**Article 36**
No

Not applicable

Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and passengers with a disability.

**Article 37**

<table>
<thead>
<tr>
<th>Safe and secure infrastructure</th>
<th>Climate change proven infrastructure and disaster resilience</th>
<th>Environmental protection</th>
<th>Accessibility for all users</th>
</tr>
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<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

| Migrant workers, older persons, persons of reduced mobility and passengers with a disability | Yes | Yes | Yes | Yes |
## National Policy Framework
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:

- Assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity.
- Objectives and commitments on national targets, as required under Articles 4(1), 6(2a), 6(3), 6(6) and, where applicable, 4(4) and 5(1), for the development of alternative fuels infrastructure.
- Assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached.

National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand. Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.

Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.

Member States shall notify their national policy frameworks to the Commission within 36 months from the date of entry into force of this Directive. Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:

- Number of recharging points accessible to the public.
- Refuelling points for LNG at maritime and inland ports.
- Refuelling points for LNG accessible to the public for motor vehicles.
- CNG refuelling points accessible to the public for motor vehicles.

Where appropriate, the following information shall also be published regarding:

- Hydrogen refuelling points accessible to the public.
- Infrastructure for shore-side electricity supply in maritime and inland ports.

The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.

Each Member State shall submit a report to the Commission on the implementation of the national policy framework three years after the publication of the information set in Article 3(5), and every three years thereafter. These reports shall cover information set out in Annex I.

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive within 3 years from the date of entry into force of this Directive. They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The method of making such a reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.
### 9.2. Electricity supply

<table>
<thead>
<tr>
<th>Article/Section</th>
<th>Source</th>
<th>Yes/No</th>
<th>Documentation regarding covered regulations in the source</th>
<th>Regional influence on:</th>
<th>Other issues</th>
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#### 9.3. Hydrogen supply

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<th>Criteria/Demands</th>
<th>Source</th>
<th>Yes/No</th>
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### Criteria/Demands

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### Source

- Yes/No documentation regarding covered regulations in the source.
- Regional influence on:
  - Other (please specify)
### 9.4. User information

<table>
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<th>Criteria/Demand</th>
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#### User information

- **User information for transport fuels**
  - **Directive**: 2020/795/EU
  - **Text**: A United Kingdom ECP shall ensure that CNG refuelling points for motor vehicles deployed or renewed on its territory, and shall ensure that they are established by [31 December 2030] at the latest. This shall allow the effective deployment of CNG motor vehicles, including those which are non-road mobile and of the type covered by Directive 2014/88/EU.
  - **Comments**: The provision of refuelling points for CNG shall be based on cost-benefit analysis, including environmental benefits; the decision on the location of the CNG refuelling points shall be taken in collaboration with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.

- **User information for maritime and inland waterway vessels**
  - **Directive**: 2020/795/EU
  - **Text**: Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland. LNG refuelling points shall also provide access to maritime and inland waterway vessels throughout the TEN-T Core Network. Member States shall also ensure that they are established by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.
  - **Comments**: The provision of refuelling points for LNG shall be based on cost-benefit analysis, including environmental benefits; the decision on the location of the LNG refuelling points shall be taken in collaboration with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.

- **User information for LNG supply**
  - **Directive**: 2020/795/EU
  - **Text**: Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland. LNG refuelling points shall also provide access to maritime and inland waterway vessels throughout the TEN-T Core Network. Member States shall also ensure that they are established by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.
  - **Comments**: The provision of refuelling points for LNG shall be based on cost-benefit analysis, including environmental benefits; the decision on the location of the LNG refuelling points shall be taken in collaboration with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.

- **User information for Short Sea Shipping**
  - **Directive**: 2012/33/EU
  - **Text**: For the purpose of Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as regards the sulphur content of marine fuels is made available, including in the format specified in Annex III.3.1, to road, rail and maritime transport operators and road, rail and maritime transport operators and their respective clients. Without prejudice to Directive 2009/30/EC, Member States shall ensure that relevant, consistent and clear information as regards the sulphur content of marine fuels is made available, including in the format specified in Annex III.3.1, to road, rail and maritime transport operators and road, rail and maritime transport operators and their respective clients.
  - **Comments**: The provision of refuelling points for LNG shall be based on cost-benefit analysis, including environmental benefits; the decision on the location of the LNG refuelling points shall be taken in collaboration with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.

- **User information for electricity supply**
  - **Directive**: 2020/795/EU
  - **Text**: Member States shall ensure that an appropriate number of refuelling points for electricity is provided at recharging points to allow for the circulation of electric motor vehicles. Member States shall also ensure that they are established by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.
  - **Comments**: The provision of refuelling points for LNG shall be based on cost-benefit analysis, including environmental benefits; the decision on the location of the LNG refuelling points shall be taken in collaboration with neighbouring Member States where necessary to ensure adequate coverage particularly in urban agglomerations.