

**SWEDEN
(SE)**

When performing the analysis, only focus on the infrastructure networks pointed out in the REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

The tables work in the following way:

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

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

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

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

- PLANNING
- PROJECTING
- FINANCING/TENDERING
- MAINTENANCE
- OTHER (If other is chosen, please specify the impact further in the next column).

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

Fields marked in grey are not dealing with freight transportation. Thus, they should not be dealt with in this 4.2 analysis.

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

Page numbers refer to the Official Journal of the European Union L348, Volume 56, published on December 20th 2013.

Please indicate on which administration level your focus is:

Regional level (Region of Orebro County)
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1. RAILWAY TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Railway transport infrastructure shall comprise in particular: a) high-speed and conventional railway lines, including:										
(i) sidings;	Article 11	No								
(ii) tunnels;		Yes	Planning	Projection						We are consulted during planning and projection and can give comments before decisions
(iii) bridges;		Yes	Planning	Projection						We are consulted during planning and projection and can give comments before decisions
(b) freight terminals and logistic platforms for the transhipment of goods within the rail mode and between rail and other transport modes;	Article 11 (p.11)	Yes	Planning	Projection	Financing/Tendering					We have the option to contribute with own resources. In that case we are directly involved in planning, projection and financing / tendering. In case we do not contribute with own resources we are consulted during planning
(c) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;										Not valid for the TEN-TaNS analyses in activity 4.2
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		Yes	Planning	Projection	Financing/Tendering					We have the option to contribute with own resources. In that case we are directly involved in planning, projection and financing / tendering. In case we do not contribute with own resources we are consulted during planning
(e) associated equipment;		No								to be checked
(f) telematic applications;		No								
2. Railway lines shall take one of the following forms:										
(a) specially built high-speed lines equipped for speeds equal to or greater than 250 km/h;		No								
(i) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;	Article 11 (p.11)	Yes	Planning							We are consulted during planning and can give comments before decisions are made
(ii) 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 trains;		No								
(b) Railway lines for conventional transport.		Yes	Planning							We are consulted during planning and can give comments before decisions are made
3. The technical equipment associated with railway lines may include electrification systems, equipment for the loading and unloading of passengers and the loading and unloading of cargo at stations, logistic platforms and freight terminals. It may include any other equipment necessary to ensure the safe, secure and efficient operation of vehicles, including their reduced impact on the environment and improved interoperability.										
Transport infrastructure requirements										
1. Freight terminals shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.										
2. Member States shall ensure that the railway infrastructure:										
(a) save in the case of isolated networks, is equipped with ERTMS;		No								
(b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the interoperability of the comprehensive network;	Article 12 (p.11)	No								
(c) complies with the requirements of the TSI 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;		No								
(d) save in the case of isolated networks, full electrification of the line tracks and, as far as necessary for electric train operations, sidings;		No								
(e) complies with the requirements laid down in Directive 2012/34/EU of the European Parliament and of the Council as regards access to freight;		No								
3. At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.										
Priorities for railway infrastructure development										
When promoting projects of common interest related to railway infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) deploying ERTMS;		No								
(b) migrating to 1435 mm nominal track gauge;		No								
(c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;		No								Another administrative entity at regional level is involved (Lansstyrelsen)
(d) meeting the infrastructure requirements and enhancing interoperability;	Article 13 (p.11)	No								We are consulted during planning and can give comments before decisions are made
(e) improving the safety of level crossings;		Yes	Planning		Financing/Tendering					We can contribute with own resources to actions defined by the municipal

(d) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, including LNG	No										
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area	No										

5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments	
				1	2	3	4	5			
Infrastructure components											
1. Air transport infrastructure shall comprise in particular:											
(a) air space, routes and airways;		No									
(b) airports;		Yes	Planning	Projection	Financing/Tendering	Construction	Maintenance				The airport in the Region of Örebro is partly owned by the Örebro County Council.
(c) the connections of the airports to the other modes in the trans-European transport network;	Article 24 (p.16)	Yes	Planning		Financing/Tendering						The airport in the Region of Örebro is partly owned by the Örebro County Council. The connections to and from the airport are as well influenced by the Regional Transport Plan.
(d) associated equipment;		Yes	Planning	Projection	Financing/Tendering	Construction	Maintenance				The airport in the Region of Örebro is partly owned by the Örebro County Council.
(e) air navigation systems, including SESAR.		No									

2. Airports shall comply with one of the following criteria:
 (a) the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 200 km from the nearest airport in the comprehensive network, or outside a radius of 700 km if the region in which it is situated is provided with a high speed railway line.
 (b) for cargo airports, the total annual cargo volume is at least 0.2 % of the total annual cargo volume of all airports of the Union. The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, as published by Eurostat.

Transport infrastructure requirements
 1. Member States shall ensure that any airport located on their territory offers at least one terminal open to all operators in a non-discriminatory way and applies transparent, relevant and fair charges.
 2. Member States shall ensure that common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union of Concerned Airlines (UCA) in 2004 or the European Parliament and of the Council (21 March 2004) or the Commission (21 March 2004) are implemented in the national law.
Priorities for air infrastructure development
 In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments	
				1	2	3	4	5			
(a) increase airport capacity;		Yes	Planning	Projection	Financing/Tendering	Construction	Maintenance				The airport in the Region of Örebro is partly owned by the Örebro County Council.
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the SESAR system;		No									
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes.	Article 26 (p. 16)	Yes	Planning		Financing/Tendering						The airport in the Region of Örebro is partly owned by the Örebro County Council. The roads to and from the airport are as well influenced by the Regional Transport Plan.
(d) improving sustainability and mitigating the environmental impact from aviation.		No									

6. MULTIMODAL TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments	
				1	2	3	4	5			
Infrastructure components											
Freight terminals or logistic platforms shall comply with at least one of the following criteria:											
(a) its annual transshipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or exceeds, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;											
(b) it is a freight terminal or logistic platform where the region, or the main freight terminals or logistic platforms designed by the Member State concerned, takes at least 10 roads and highways for use in that region, or in the case of inland ports, at least 10 roads and highways for use in that region.											
Transport infrastructure requirements											
1. Member States shall ensure, in a fair and non-discriminatory way, that:											
(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of freight and passengers;	Article 28 (p.17)	Yes	Planning		Financing/Tendering						The roads to and from freight terminals, inland ports and the airport are influenced by the Regional Transport Plan.
(b) without prejudice to the applicable provisions laid down in Union and national law, freight terminals and logistic platforms, inland and maritime ports as well as airports handling cargo should be equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable real time information on available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout;	Article 28 (p.17)	No									Not valid for the TEN-T/ANS analyses in activity 4.2
(c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where relevant maritime and inland waterway ports.											
2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.											
Priorities for multimodal infrastructure development											
In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:											
(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;	Article 29 (p.17)	Yes									The roads to and from freight terminals, inland ports and the airport are influenced by the Regional Transport Plan.
(b) removing the main technical and administrative barriers to multimodal transport;		No									
(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.		No									

7.1. Requirements for Core Rail Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments	
				1	2	3	4	5			
Infrastructure components											
1. Innovative technologies, telematic applications and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure for both passengers and											
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:											
(a) for rail transport infrastructure											
(i) full electrification of the line tracks and, as far as necessary for electric train operations, sidings;	Article 39 (p.19)	Yes	Planning								We are consulted during planning and can give comments before decisions are made.
(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;		Yes	Planning								
(iii) full deployment of ERTMS;		Yes	Planning								
(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. Isolated networks are exempted from the requirements (i) to (iii).		No									
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.											

7.2. Requirements for Core Road Network

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments	
				1	2	3	4	5			
(c) for road transport infrastructure:											
– the requirements under points (a) or (b) of Article 17 (3)											
– 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	Planning								We are consulted during planning and can give comments before decisions are made.

(f) promote measures to reduce external costs, such as congestion, health damage and pollution of any kind including noise and emissions;	Yes		Planning	Projection	Financing/Tendering					We have the option to influence the development via projects initiated or
(g) introduce security technology and compatible identification standards on the networks	No									
(h) improve resilience to climate change;	Yes		Planning	Projection	Financing/Tendering					We have the option to influence the development via projects initiated or financed through us and through the We have the option to influence the development via projects initiated or
(i) further advance the development and deployment of telematic applications within and between modes of transport.	Yes		Planning	Projection	Financing/Tendering					
Safe and secure infrastructure										
Member States shall give due consideration to ensuring that transport infrastructure provides for safe and secure passenger and freight movements.	Article 34 (p.18)	Yes		Planning		Financing/Tendering				We can finance security-increasing actions on municipal roads
Climate change proven infrastructure and disaster resilience										
During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.	Article 35 (p.18)	Yes		Planning		Financing/Tendering				We can finance security-increasing actions on municipal roads
Environmental protection										
Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 2004/35/EC, 2001/42/EC, 2001/42/EC, 2009/147/EC and 2011/92/EU	Article 36 (p.18)	Yes								To be further checked
Accessibility for all users										
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 (p.19)									

9. Clean Power for Transport

9.1. General framework

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
National Policy Framework										
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:										
- assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity;										
- objectives and commitments on national targets, as required under Articles 4(1), 6(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 deadline of notification set in Article 3(5)), and every three years thereafter. These reports shall cover information set out in Annex I.										
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 36 months from the date of the entry into force of this Directive. They shall forthwith inform the Commission thereof. When Member States adopt										

9.2. Electricity supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Recharging points										
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.	Article 4, §1 & 2a	Yes		Planning						We are consulted during planning and can give comments before decisions are made. In addition we can create an own plan of what is needed which the national level would take into account when setting up a national plan.
Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible to the public.										
Member States shall ensure that normal power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from 36 months from the date of entry into force of this Directive, comply at least with the technical specifications set out in Annex III.1.1 and comply with specific safety requirements in force at national level.	Article 4, §3	Yes		Planning						
Member States shall ensure that high power recharging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from 36 months from the date of entry into force of this Directive, comply at least with the technical specifications set out in Annex III.1.2 and comply with specific safety requirements in force at national level.										
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 Directive.	Article 4, §6	Yes		Planning						
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 environmental benefits.	Article 4, §4	No								
Member States shall ensure that shore-side electricity supply for maritime and inland waterway transport deployed or renewed as from 36 months from the date of entry into force of this Directive complies with the technical specifications set out in Annex III.3.	Article 4, §5	No								
Electricity supply										
Member States shall ensure that operators of recharging points accessible to the public are free to purchase electricity from any EU electricity supplier, subject to the supplier's agreements. The operators of recharging point shall be allowed to provide electric vehicle recharging services to customers on a contractual basis, including in the name and on behalf of other service providers.	Article 4, §§ 8a and 8b	No								
All recharging points accessible to the public shall also provide for ad-hoc charging possibility without entering in a contract with the electricity supplier or operator concerned.										
Member States shall ensure that prices charged by the operators of recharging points accessible to the public are reasonable.										
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	Yes		Planning						We are consulted during planning and can give comments before decisions are made. In addition we can create an own plan of what is needed which the national level would take into account when setting up a national plan.
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 located.	Article 4, §10	No								

9.3. Hydrogen supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Road transport										
Member States shall ensure that hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links.	Article 5, §1	Yes		Planning						We are consulted during planning and can give comments before decisions are made. In addition we can create an own plan of what is needed which the national level would take into account when setting up a national plan.
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from 36 months from the date of entry into force of this Directive comply with the technical specifications set out in Annex III.2.	Article 5, §2	Yes		Planning						

9.4. Natural gas supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
General considerations on LNG										

<p>Engineer, natural gas (LNG) is an attractive alternative for vessels to meet the requirements for decreasing the sulphur content in marine fuels in the Sulphur Emission Control Areas, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refuelling points for maritime and inland waterway vessels should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations. The decision on the location of the LNG refuelling points at inland ports should be based on cost-benefit analysis, including environmental benefits. LNG, including liquefied bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Euro VI standards.</p> <p>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</p>	Cons. 21	No																		
	Cons. 22	Yes		Planning																We are consulted during planning and can give comments before decisions are made. In addition we can create an own plan
	Cons. 23	Yes		Planning																
Ports and inland waterways																				
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at maritime ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	Article 6, §1	No																		
Member States shall ensure that an appropriate number of refuelling points for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage of the network.	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.	Article 6, §2a	No																		
Road transport																				
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by [31 December 2030] at the latest.	Article 6, §3	Yes		Planning																We are consulted during planning and can give comments before decisions are made. In addition we can create an own plan of what is needed
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 2030] at the latest.	Article 6, §6	Yes		Planning																
Member States shall ensure that LNG 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	Source	Yes/No	Documentation regarding covered regulations in	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
User information for transport fuels										
Without prejudice to Directive 2009/30/EC Member States shall ensure that relevant, consistent and clear information as to which motor vehicles in circulation can be regularly fuelled with individual fuels or recharged by recharging points put on the market is made available.										
Member States shall ensure that the data of the geographic location of the refuelling and recharging points accessible to the public of alternative fuels covered in this Directive, when available, is accessible in an open and non-discriminatory basis to all users. For recharging										