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: - PLAINING - PROJECTING - FINALCING/TENDERING - MINITENANCE - 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)

1. RAILWAY TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding covered regultations in		Regio	nal influenc	e on:		Other (please	Comments
	е		the field	1	2	3	4	5	indicate)	
Infrastructure components 1. Railway transport infrastructure shall comprise in particular.										
a) high-speed and conventional railway lines, including:	Article							1		
(i) sidings;	11	No		L						WP AIP COISUIPO
(ii) tunnels;		Yes		Planning	Projection					during planning and projection and can give comments before decisions We are consumed
(iii) bridges;		Yes		Planning	Projection					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/Tend ering				We have the option to contribute with own resources. In that case we are directy involved in planning, projection and financing / tendering. In case we do not contribute with own resources are we consulted during chaning.
(c) stations along the lines indicated in Annex I for the transfer of passengers										during planning Not valid for the TEN-TaNS analyses
within the rail mode and between rail and other transport modes; (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/Tend ering				in activity 4.2 We have the option to contribute with own resources. In that case we are directy involved in planning, projection and financing / tendering. In case we do not contribute with own resources are we consulted
(e) associated equipment;		No		1		-				during planning to be checked
(f) telematic applications.		No								
Analysis and take one of the polytophysics of the polytophysics (i) specially built high-speed lines equipped for speeds equal to or greater						1		1		r
than 250 km/h; (ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;		No Yes		Planning						we are consulted during planning and can give comments before
wy spectany upgrated myrspecto mes winch have special reactives 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 communical conduct by this constraints of the state of the state of the semantional conduct by this constraints.	Article 11 (p.11)	No								
(b) Railway lines for conventional transport.	cation sys	Yes	- Joardulo and alignituro or bassengers a	Planning		do unstations, a	aste batoms	and neight terms	as. It may include	We are consulted during planning and can give comments before adecisions, assemade
Transport infrastructure requirements	we and at	ficient energtion of ush	ielos includino thois coduced impost on t	ho on ironmont o	and improved into	ronorabilit			,	
1. Freight terminals shall be connected with the road or, where possible, inlan	nd waterw	ay 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 interonerability of the comprehensive network (c) complies with the requirements of the Tsis adopted pursuant to Article 6	Article	No								
(c) computes with the requirements of the 1sis adopted pursuant to Article o 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	12 (p.11)	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 (e) complies with the requirements laid down in Directive 2012/34/EU of the		No		ļ						
European parliament and of the Council, as regards access to freight		No		I						
At the request of a Member State, in duly justified cases, exemptions shall b	be grante	d by the Commission in	respect of requirements that go beyond	the requirements	of Directive 2008	/57/EC concernin	g ERTMS and el	ectrification.		
Priorities for railway infrastructure development When promoting projects of common interest related to railway infrastructure	e and in a	ddition to the general r	priorities set out in Article 10, priority sha	ll be given to the	following:					
(a) deploying ERTMS;		No								
(b) migrating to 1435 mm nominal track gauge; (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 (Länsstyrelsen)
(d) meeting the infrastructure requirements and enhancing interoperability;	Article	No			+	<u> </u>				We are consulted
(e) improving the safety of level crossings;	13 (p.11)	Yes		Planning		Financing/Tend ering				during planning and can give comments before decisions are made We can contribute with own resources to actions defined

(f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure.	Article 13 (p.12)	No				

2. INLAND WATERWAYS TRANSPORT INFRASTRUC	TURE	
	-	

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	ce on:		Other	Comments
Criteria/Demands	е	Yes/NO	covered regultations in	1	2	3	4	5	(please	Comments
Infrastructure components							•			
 Inland waterways infrastructure shall comprise in particular: 										
(a) rivers;		No								
(b) canals;		No								
(c) lakes;		No								
(d) related infrastructure such as locks, elevators, bridges, reservoirs and										
associated flood-prevention measures which may bring positive effects to	Article	No								No inland waterways or port
inland waterway navigation: (e) inland ports including the infrastructure necessary for transport	14 (p.12)									existing in the
operations within the port area.	14 (p.12)	No								Region of Örebro
(f) associated equipment;		No								Region of Orebro.
(g) telematic applications, including RIS;		No								
(h) the connections of the inland ports to the other modes in the trans-										
European transport network:		No								
2. To be part of the comprehensive network, inland ports shall have an annu- 5. Equipment associated with analia waterways may include equipment or c	al freight t	ranshipment volume e	xceeding 500 000 tonnes. The total annual	freight tranship	ment volume shal	be based on th	e latest available	three-year average	e, as published by	Eurostat.
 Equipment associated with analid waterways may accude equipment for it consumption and carbon intensity. It may also include waste recention facility 	ne toaung	y and dinoading or care	уоз ит влана рогтз. Аззостатеа едафтнент	may arctude, al	particutai, proputs	on and operation	ig systems writen	reduce pottation,	such as water and	an ponuntion, energ
Transport infrastructure requirements	iec chore	cide electricity tacilitie	s and used oil collection facilities as well-	e oquipment to	r ico-broaking by	trological convice	ac and dredging	of the port and po	ert approaches to o	acura vaar-rou
1. Member States shall ensure that inland ports are connected with the road	or rail infr	astructure.								
2. Inland ports shall offer at least one freight terminal open to all operators in	n a non-di	iscriminatory way and a	apply transparent charges.							
3. Member States shall ensure that:										
(a) rivers, canals and lakes comply with the minimum requirements for class						1		1		
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		No								
35 and 36 of this Regulation.	Article	INO								
-	15 (p.									
At the request of a Member State, in duly justified cases, exemptions shall be	12)									
granted by the Commission from the minimum requirements on draught (b) rivers, canals and lakes shall be maintained so as to preserve good										
(b) rivers, canals and lakes shall be maintained so as to preserve good		No								
navigation status, while respecting the applicable environmental legislation		-								-
(c) rivers, canals and lakes are equipped with RIS.		No								
Priorities for inland waterway infrastructure development In the promotion of projects of common interest related to inland waterway										
In the promotion of projects of common interest related to inland waterway (a) for existing inland waterways: implementing measures necessary to reach	infrastruct	tures, and in addition to	o the general priorities set out in Article 10	, priority shall b	e given to the foll	owing:	1			-
the standards of the inland waterways class IV;		No								
(b) where appropriate, achieving higher standards for modernising and for										
		No								
new waterways in accordance with the technical aspects of infrastructure of										
the ECMT in order to meet market demands										
the FCMT in order to meet market demands (c) implementing telematic applications, including RIS;	Article	No								
the FCMT in order to meet market demands. (c) implementing telematic applications, including RIS; (d) connecting inland port infrastructure to rail freigh and road transport	16 (p.									
the FCMT in order to meet market demands (c) implementing telematic applications, including RIS; (d) connecting inland port infrastructure to rail freight and road transport infrastructure		No No								
the ECMT in order to meet market demands (c) implementing telematic applications, including RIS; (d) connecting inland port infrastructure to rail freigh and road transport infrastructure. (e) paying particular attention to free-flowing rivers close to their natural	16 (p.									
the FCMT in order to meet market demands. (c) implementing telematic applications, including RIS; (d) connecting inland port infrastructure to rail freigh: and road transport infrastructure. (e) paying particular attention to free-flowing rivers close to their natural state and which can therefore be subject of specific measures.	16 (p.	No								
the FCML in order to meet market demands. (c) implementing telematic applications, including RIS; (d) connecting inland port infrastructure to rail freight and road transport infrastructure. (e) paying particular attention to free-flowing rivers close to their natural	16 (p.	No								

3. ROAD TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding	- 1		nal influenc			Other	Comments
infrastructure components	е		covered regultations in	1	2	3	4	5	(please	
ntrastructure components										
a) bink quality reads including: i) bridges;	1	yes		Planning	1	1		1	1	The financial
(ii) tunnels;		yes		Planning						planning for state
(iii) junctions;		yes		Planning						roads in the regio
iv) crossings;		yes		Planning						is placed with us the physical
(v) interchanges;		yes		Planning						planning with the
(vi) hard shoulders.		yes		Planning						Swedish Transpor
(b) parking and rest areas;		yes		Planning						Administration
(c) associated equipment;		no								to be checked
(d) telematic applications including ITS;		no								We have the
(e) freight terminals and logistic platforms;	Article 17 (p.13)	yes		Planning	Projection	Financing/Tend ering				option to contribute with own resources. In that case we are directy involved in planning, projection and financing / tendering. In case we do not contribute with own resources are we consulted
if) the connections of the freight terminals and logistic platforms to the othe nodes in the trans-European transport network;		yes		Planning	Projection	Financing/Tend ering				during alanning option to contribute with own resources. In that case we are directy involved in planning, projection and financing / tendering. In case we do not contribute with
										own resources are we consulted
- 2. The high quality roads refered to in point (a) or paragraph 1 are mose with addeded and escenaria NUTC 2 sectors to control sectors of the Union. Th	inch made	runportant rote in long	rustance megni and passenger tranic, u	negrate the main	urban and econo	nic centres, unter	.onnect with oth	er dansport mot	es anu temountatin	own resources are we consulted during planning Not valid for the
In the right quanty todaw reverses us in points of or paragraphic at the rinde will be applied on the second birth of the second second second built for motor traffic, a 9.4 motorway is a road special points or temporarily, with separate carriage 10 des not cross at grade with any mode, railway or transvay track, blcycle pi 10 des not cross at grade with any mode, railway or traffic accessible primarily fi 0. prohibits stopping and parking on the running carriageway, and 10 des not cross at grade with any ruliway or traffic accessible primarily fi 0. prohibits stopping and parking on the running carriageway, and 10 des not cross at grade with any ruliway or transver track.	nd shall b does not ways for th ath or fool	e either motorways, exp e either motorways, exp serve properties border le two directions of traf path; and hanges or controlled ju	ing on it, and which: fic, separated from each other by a divid nctions and which:	ing strip not inte	inded for traffic, or	exceptionally by	onnect with our other means; nemair enecus, no	ier transport mot		own resources are we consulted during planning Not valid for the TEN-TaNS analyse
The right quality roads streamer to un point (d) or paragraph a set those that it high-quality roads shall be specially designed and built for motor traffic, which a) A motorway is a road specially designed and built for motor traffic, which b) provided, except at special points or temporarily, with separate cariages ii) does not cross at grade with any road, railway or tramway track, bicycle pr iii) sepscillay special ponted as a motorway. b) An express road is a road designed for motor traffic accessible primarily fi)) prohibits tsoping 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 motoway or express conduction and trategic road is a road which is not a motoway or express consultion and for express transver for expression building.	nd shall b does not ways for th ath or fool	e either motorways, exp e either motorways, exp serve properties border le two directions of traf path; and hanges or controlled ju	ing on it, and which: fic, separated from each other by a divid nctions and which:	ing strip not inte	anded for traffic, or	exceptionally by	other means;	er transport mot	es and windomain	own resources are we consulted during planning Not valid for the TEN-TaNS analyse
c. ne regin spanny roados memerer ou mporu noj or paragraphi - al er mode wind included activity of the specially designed and built for motor traffic, a 3. High-quality roads shall be specially designed and built for motor traffic, and 3. A motoway is a road special points or temporarily, with separate carriage (3. does not cross at grade with any road, railway or tramway track, bicycle pe (3. does not cross at grade with any road, railway or traffic accessible primarily fi 3. prohibits stopping and parking on the running carriageway, and (3. does not cross at grade with any railway or tramway track, carriage transport to the strategic road is a road designed (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade with any railway or tramway track) (3. does not cross at grade track) to compare transport transpo	nd shall b does not ways for th ath or fool	either motoways, exp serve properties border te two directions of traf path; and hanges or controlled ju which is still a high qu agenenic still a high qu	ing on it, and which: fic, separated from each other by a divid nctions and which:	and 2.	nded for traffic, or	exceptionally by	other means;	er transport mot	es ano a moonaar	own resources are we consulted during planning Not valid for the TEN-TaNS analyse
The right planty roads shall be specially designed and built for motor traffic, a High-quality roads shall be specially designed and built for motor traffic, which a) A motorway is a road specially designed and built for motor traffic, which b) S provided, except at special points or temporarily, with separate carriages i) does not cross at grade with any road, railway or tramway track, bicycle pr b) S problems togoing and parking on the running carriageway, and b) of loss not cross at grade with any road, railway or tramway track, bicycle pr b) An express road is a road designed for motor traffic accessible primarily fi b) of loss 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 roads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) roads proveding on to the answer to assume convective assumed, more than the mecessary, improved in accordance with the procedure provided for by the mecessary, improved in accordance with the procedure provided for by the mecessary. Improved in accordance with the procedure provided for by the mecessary. Improved in accordance with the procedure provided for by the mecessary. Improved in accordance with the procedure provided for by the mecessary. Improved in accordance with the provedure provided for by the mecessary. Improved in accordance with the provedure provided for by the provided for by provided for by the provided for by the provide	Article	e either motorways, exp e either motorways, exp serve properties border le two directions of traf path; and hanges or controlled ju	ing on it, and which: fic, separated from each other by a divid nctions and which:	ing strip not inte	inded for traffic, or	exceptionally by	onnect with our other means;	er transport mot	es ano remountain	own resources ar we consulted during planning Not valid for the TEN-TANS analys in a triat of the ten trans analys in a triat of the ten trans analys in a triat of the ten trans analys or the transmission of the planning for state planning f
In the right quanty todars revertes to an point of or paragraphic and income inclusion of the strength of the specially designed and built for motor traffic, a 9.4 motorway is a road special points or temporarily, with separate carriage 10 des not cross at grade with any road, railway or tramway track, blcycle pi 10 separations at grade with any road, railway or traffic accessible primarily fi 10 emportance of the strength of the strength of the strength of the 10 separation of the strength of the strength of the strength of the 10 des not cross at grade with any railway or tramway track. 10 des not cross at grade with any railway or tramway track 10 des not cross at grade with any railway or tramway track. 10 des not cross at grade with any railway or tramway track 10 des not cross at grade with any railway or tramway track. 10 reading the species of the species of the species of the species of the species of the species of the species of the species of the species of the 10 reading the species of the species of the species of the species of the 10 reading the species of the species of the species of the species of the 10 reading the species of the 10 reading the species of the species of the species of the species of the 11 reading the species of the 12 resting the species of the spec	nd shall b does not ways for th ath or fool rom interco	either motoways, exp serve properties border te two directions of traf path; and hanges or controlled ju ; which is still a high qu yes	ing on it, and which: fic, separated from each other by a divid nctions and which:	and 2. er charges, for sa	nded for traffic, or	exceptionally by	other means;	er transport mot	es ano semocinaen	own resources an we consulted during planning. Not valid for the TEN-TaNS analys. <i>List</i> Particular during the transmission of the planning for stat roads in the regio is placed with ur Not existing in the Not existing in the Not existing in the Sequence of Crebro
In the input quanty roads or better fer our in point of or paragraph r. a der moder will till hild data data start her data and se konsektion fer data start and the start and till hild data data start and seed and besigned and built for motor traffic. Which a) a motorway is a road specially designed and built for motor traffic. Which b) is provided, except at special points or temporarily, with separate carriages ii) does not cross at grade with any road, railway or tramway track, bicycle p p) on bits stopping and parking on the running carriageway, and ii) does not cross at grade with any road, railway or tramway track. b) An express road is a road designed for motor traffic accessible primarity is of a composition attraffic road traffic and which is na motoway or express requirements attraffic road is rain and which is na motoway or express requirements attraffic road is road which is na motoway or express requirements attraffic road is rain and which is na motoway or express requirements attraffic road is road which is na motoway or express requirements attraffic road is road which is not motored attraffic attraffic attraffic attraffic attraffic reads correspond to the provisions of points (a) (b) or (c) of article 17(3); b) the safety of road transport immatructure is assured, monitored and, her hencessary, improved in accordance with the procedure provided for by princture 2008/AFC of the European Barliagment and of the Council b) when the council her theropean Barliagment and of the Council b) the safety of road transport in matructure 2004/2FC or the European particulable, the interoperability of 101 collection systems is ensured accordance with Directive 2004/2FC of the European Parliagment and of the Council b) when the polycechild b) there theropean attraffic att	Article 18 (p.	either motoways, exp serve properties border to two directions of traf path; and hanges or controlled ju which is, still a high qu which is, still a high qu Ves Yes	ing on it, and which: fic, separated from each other by a divid nctions and which:	and 2. er charges, for sa	nded for traffic, or	esceptionally by	other means;	re vansport mot	es ano scriouriaer	own resources are we consulted during planning. Not valid for the TEN-TaNS analys on the transmission of the planning for star roads in the regi is placed with u Not existing in th Region of Orebro Not existing in the
I right-quality roads shall be specially designed and built for motor traffic, a (a) A notorway is a road specially designed and built for motor traffic, with (b) provided, except at special points or temporarily, with separate carriage (ii) does not cross at grade with any road, railway or tramway track, bicycle pr iii) specially sign-posted as a motorway. (b) provided, except at special point points or temporarily for (c) provided, except at special point and points and the special point of the special point point of the special point point of the special	Article 18 (p.	either motorways, experimentary of the second secon	ing on it, and which: fic, separated from each other by a divid nctions and which:	and 2. er charges, for sa	ety, or reducing t	exceptionally by	other means;	er vansport noc	es ano unicontan	own resources are we consulted during planning. Not valid for the TEN-TANS analysys in activity 2 obs, rehidby, 2
The ingrin during rodus releases the or an point of or paragraph - all endow mul- tifiely-aquality roads shall be specially designed and built for motor traffic, and a motorway is a road specially designed and built for motor traffic. Which a motorway is a road specially designed and built for motor traffic. Which a portion of the special points or temporarily with spearate carriage i) does not cross at grade with any road, railway or tramway track, bicycle pr j) for specially sign-posted as a motorway. b) An express road is a road designed for motor traffic accessible primarily in prohibits tsopping and parking on the running carriageway, and j) does not cross at grade with any railway or tramway track. c) A conventional strategic road is a road which is not motory or express readomic and transport interpretentiates and the convertional transport interpretentiates and the provisions of points (a). (b) or (c) d raitle 17(2), then necessary, improved in accordance with the procedure provided for by precisive 2008/67(C) of the Euroopan Partiament and of the Council 2) or accordance with Directive 2004/54/EC of the European Partiament and accordance with Directive 2004/52/EC of the European Partiament and an anoner consistent with Directive 2004/04/EU and is deployed a manner consistent with diredgeated acc adopted und public authority on road ansport infrastructure cemplies with Directive 2004/04/EU and is deployed a manner consistent with diredgeated accs adopted und threcking and accession and and and and and accession and a directive 2004/04/EU and is deployed a manner consistent with diredgeated accs adopted und threcking and accession and accession and accession and accession and accession accession and accession and	Article 19 (p. 14) Article 19 (p. 14)	Ves Ves Ves Ves Ves	ing on it, and which: fic, separated from each other by a divid nctions and which: ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1	ing strip not inter and 2. Planning Planning Planning Planning		exceptionally by	other means;			own resources are we consulted during planning Not valid for the TEN-TANS analys on activity. The financial planning for stat planning for stat planning for stat planning for stat planning for stat Not existing in the regi is placed with u Not existing in the Region of Orebro We are consulted during planning and can give
The migrituding roads release to a moon of or paragraph - all emote with High-quality roads shall be specially designed and built for motor traffic, a 1 motowy is a road special points or temporarily with separate carriage 0 does not cross at grade with any road, railway or tramway track, bicycle p 10 does not cross at grade with any road, railway or tramway track, bicycle p 10 does not cross at grade with any road, railway or tramway track, bicycle p 10 does not cross at grade with any road, railway or tramway track. 10 does not cross at grade with any road with sin a motor traffic 10 does not cross at grade with any road with sin an motor way. 10 does not cross at grade with any road with sin an motorway track. 10 does not cross at grade with any road which is not motorway track. 10 does not cross at grade with any road which is not motorway or expres requirements. 10 motor cross at grade with any road which is not motorway or expres requirements. 10 motor cross at grade with any road which is not motorway or expres requirements. 10 motor cross at grade with any road which is not motorway or expres requirements. 10 motor cross at grade with any road which is not motorway or expres requirements. 10 motor cross at grade with any road which is not does and then necessary, improved in accordance with the procedure provided of rob invitev. 2003/6/CFC of the European Pariament and of the Council 10 motor does for the interoperability of tol collection systems is ensured accordance with Directive 2004/5/E/C of the European Pariament and of 16 council 13 and with Commission Decision 2009/750/EC 10 man infrastructure complex with Directive 2004/40/EU and is deployed 1 a manner consistent with dielegated acts adopted und thur thereit.	Article 19 (p. 14) Article 19 (p. 14)	Ves Ves Ves Ves Ves	ing on it, and which: fic, separated from each other by a divid nctions and which: ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1	ing strip not inter and 2. Planning Planning Planning Planning		exceptionally by	other means;		es ano territoritation	own resources are we consulted during planning Not valid for the TEN-TANS analys one of the transformation of the transformation participation of the transformation of the transformation of the transformation of the transformation of the transformation of the transformation of the transformation of the transformation of the transformation of the tran
In the regin quanty reader reverses us in points of or paragraphic at the runde will be applied on the second share the second second second second second second second 1. High-quality roads shall be specially designed and built for motor traffic, and a motorway is a road specially designed and built for motor traffic, which 1) is provided, except at special points or temporarily, with separate carriage 1) does not cross at rade with any road, railway or tramway track, bicycle pi 10) on experses road at a road selection of the runder traffic accessible primarily fi 1) prohibits stopping and parking on the running carriageway, and 3) does not cross at grade with any railway or tramway track. CA conventional strategic road is a road selection of the running carriageway, and 3) does not cross at grade with any railway or tramway track. CA conventional strategic road is a road selection of the running carriageway, and 3) does not cross at grade with any railway or tramway track. CA conventional strategic road is a road selection of the running carriageway and 3) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); then the runder sector and the running the runder running carriage of the ru	Article 19 (p. 14) Article 19 (p. 14)	Ves Ves Ves Ves Ves	ing on it, and which: fic, separated from each other by a divid nctions and which: ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1 ality road as referred to in paragraphs 1	ing strip not inter and 2. Planning Planning Planning Planning		exceptionally by	other means;			own resources are we consulted during planning Not valid for the TEN-TaNS analys but, prindty, 4 The financial planning for sta roads in the regi is placed with u Not existing in th Region of Oreby Note existing in th Region of Oreby Not existing in th Region of Oreby and can give

(c) introduction of new technologies and innovation for promoting low carbon transport;	Article 19 (p.	Yes	Planning	Projection	Financing/Tend ering		We are running projects of our own to raise awareness in the private sector. Concerning new technologies we are financing studies and
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security.	14)	Yes	Planning				We are consulted during planning and can give comments before decisions are made. In case of municipal roads we can even contribute with own resources but
(e) the mitigation of congestion on existing roads.		Yes	Planning				we are consulted during planning and can give comments before decisions are made. In case of municipal roads we can even contribute with own resources hut

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

Criteria/Demands										
	Sourc	Yes/No	Documentation regarding covered regultations in	1	Regio	nal influen 3	ce on: 4	5	Other (please	Comments
Infrastructure components	e		covered regultations in	<u> </u>	2		4		(please	
 Maritime transport infrastructure shall comprise in particular: 										
(a) maritime space; (b) sea canals:	-	No No								No inland waterways or ports
(c) maritime ports, including the infrastructure necessary for transport	-	No								existing in the
operations within the port area;		INU	l'							Region of Örebro. Depends a bit on
			1							how the criteria is
			1							defined. We are having 2 dryports
			1							in the Region of
			1							Örebro. In the
			1							development of those we have the
			1							option to
(d) the connections of the ports to the other modes in the trans-European		N	1							contribute with
transport network;	Article	No	1							own resources. In that case we are
	20		1							directy involved in
	(p. 14)		1							planning, projection and
			1							financing /
			1							tendering. In case we do not
			1							contribute with
			1							own resources are
(e) dikes, locks and docks;	-	No								we consulted
(f) navigational aids;		No								No inland
(g) port approaches and fairways; (h) breakwaters:	-	No No	l	L						waterways or ports
(i) motorways of the sea;	1	No								existing in the
(j) associated equipment;		No								Region of Örebro.
(k) telematic applications, including e-Maritime services and VTMIS.		No	all all associated based on the State of the State							
 Maritime ports shall be entry and exit points for the land infrastructure o (a) The total annual passenger traffic volume exceeds 0,1 % of the total annual 					total volume is th	ne latest availabl	e three-year ave	age, based on the	e statistics publiche	hy Furostat
b) the total annual based on the characteristics and block on the total annual cargo volume – ether for back on to non-back cargo in based on the statistics and block of the statistics and block on the statistics and block of	matang - e	ceeds 0,1 /s of the cont	sponding total annual cargo volume nan	ded that martin	e ports of the of	ton. The reference	e amount for th	S total volume is	the latest available	three-year averag
(c) The maritime port is located on an island and provides the sole point of										
(d) The maritime port is located in an outermost region or a peripheral area	, outside a	radius of 200 km from	he nearest other port in the comprehensi	we network.	cts, arctudarig neg	ative environmen	nar enects, ior u	e use or atternati	we tuy as well as eq	upment to ensure
Motorways of the sea	r drodaina	maintenance and prot	action of the port and port approache		. ,,		,			
Thoroways of the sea represent the martane dunersion of the dans-cur	pean trans	port network and share	contribute towards the achievement of a	coropean marttur	e transport space	without barriers	they shall cons	ist of short-sea to	utes, ports, associa	eu marttur
 (a) maritime links between maritime ports of the comprehensive network o 	Article	alitia anablina chart ca	chipping or cos shier contices between a	t loost two ports	including historia	nd connections	Motonways of th	coo choll include		No inland
between a port of the comprehensive network and a third-country port	21	No	1							waterways or ports existing in the
where of strategic importance to the Union;	(p. 14)			 						Regiate n£Ärchzo
			1							dryports in the
			1							Region of Örebro. In the development
			1							of those we have
			1							the option to
(b) port facilities, freight terminals, logistics platforms and freight villages			1							contribute with own resources. In
located outside the port area but associated with the port operations,			1							that case we are
information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and	Article	Yes	1							directy involved in planning,
customs procedures in at least one Member State;	21		1							projection and
	(p. 15)		1							financing /
			1							tendering. In case we do not
			1							contribute with
			1							own resources are we consulted
										during planning
(c) infrastructure for direct land and sea access.		No	1							waterways or ports
(c) unrastructure for direct tand and sea access.		NU								and address for the state
2. Projects of common interest for motorways of the sea in the trans-Europ	ean transpo	et notwork shall be pro								existing in the
(a) constitute a maritime link and its hinterland connections within the core		on network shall be pro	cosed by at least two Member States. The	y shall take one o	f the following fo	rms:				existing in the Region of Örehro
		No	posed by at least two Member States. The	y shall take one c	f the following fo	rms:				Region of Örebro we are naving 2
network between two or more core network ports (b) a maritime link and its hinterland connections between a core network	Article 21 (p 15)	No	posed by at least two Member States. The	y shall take one o	f the following fo	rms:				we are naving 2 dryports in the Region of Örebro.
network between two or more core network ports (b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the	Article 21 (p.15)		posed by at least two Member States. The	ey shall take one o	f the following fo	rms:				we are naving 2 dryports in the Region of Örebro. In the development
network between two or more core network ports (b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the binterland contentions of the core and comprehensive network ports- unot be and the core and comprehensive network ports.	21 (p.15)	No No	posed by at least two Member States. The	ey shall take one o	of the following fo	rms:	nu actions to su	pport the mobility	y or persons and ge	Region of Örebro we are naving 2 dryports in the Region of Örebro. In the development
network between two or more core network ports (15) a mantime than dist hinterfault dominections between a core network (16) a mantime than dist hinterfault dominections between a core network intergrand ports of the comprehensive network, with a special focus on the intergrand ports and the comprehensive network ports intergrand partial with focus and the focus of the focus on the homore a weat a the focus and the focus on the focus on the San tensor are used as the focus and the focus on the focus on the San tensor are used as the focus and the focus on the focus of the San tensor are used as the focus of the focus of the San tensor are used as the San tensor are used as the San tensor are used as the San tensor are used as the San tensor are used as the Sa	21 (p.15)	No No	osed by at least two Member States. The	y shall take one o	f the following fo	ms: ucn as services a aajs crate Sear	na actions to su ชมฉนาดกษะมีคะเส	pport the mooning	y or persons and ge	we are naving 2 dryports in the Region of Örebro. In the development
network between two or more core network ports [0] a mantume link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network nears umyweby generations of the core and comprehensive network nears line ways and the link of the core and comprehensive network nears line ways and the link of the core and comprehensive network nears line ways and the link of the core and comprehensive network nears line ways and the link of	21 (p.15)	No No	osed by at least two Member States. The	ey shall take one o	f the following fo	uch as services a	nd actions to su dsævionbikpend	port the mobility	y or persons and ge on elfor retiring offic	Region of Örebro we are naving 2 dryports in the Region of Örebro. In the development
network between two or more core network ports [0] a mantume initiand us hinteriand connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network network two-work and the set of the core and comprehensive network network two-work and the set of the core and comprehensive network network two-work and the set of the core and comprehensive network network two-work and the set of the core and comprehensive network network Transport Infrastructure requirements 1. Member States shall ensure that [0] Mantume ports are connected with railway lines or roads and, where	21 (p.15)	No No No and also an hotucarild halpschice so	posed by at least two Member States. The note activities that have whole perfection at two Eloir Antiferiorism, mpkian, wile the for	ey shall take one o	f the following fo	inns:	no actions to su	pport me mobility	y or persons and ge on alternation§ edio	Region of Örebro we are naving 2 dryports in the Region of Örebro. In the development
network between two or more core network ports (b) a mantume than dits hinterland connections between a core network (b) a mantume than dits hinterland connections between a core network intergrand ports of the comprehensive network, with a special focus on the intergrand particular and the special port of the special transport of particular with tenginsmumor mery backharase icine oddshagy tith transport infrastructure requirements 1. Member States shall ensure that (a) Mantume ports are connected with railway lines or roads and, where possible, infland waterways of the comprehensive network, except where	21 (p.15)	No No	osed by at least two Member States. The none accuracy one mare more occurring an we obecomistion any bise reader become	ey shall take one (of the following fo	un as services a	nu actoris to su deserionistipe, d	port me mobility	y or persons and go	Region of Örebro we are naving 2 dryports in the Region of Örebro. In the development
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(d) introduction of new technologies and innovation for promotion of		No				
alternative fuels and energy efficient maritime transport, including LNG		140				
(e) modernisation and expansion of the capacity of the infrastructure		No				
necessary for transport operations within the port area		NU				

5. AIR TRANSPORT

Criteria/Demands	Sourc	Vec /Ne	Documentation regarding		Regio	nal influend	e on:		Other	Commonte
Criteria/Demands	е	Yes/No	covered regultations in	1	2	3	4	5	(please	Comments
Infrastructure components										
 Air transport infrastructure shall comprise in particular: 										
(a) air space, routes and airways;		No								The aurport in the
(b) airports;		Yes		Planning	Projection	Financing/Tend ering	Construction	Maintainance		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/Tend ering				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 The airport or me
(d) associated equipment;		Yes		Planning	Projection	Financing/Tend ering	Construction	Maintainance		Region of Örebro is partly owned by the Örebro County
(e) air navigation systems, including SESAR.		No								
2. Airports shall comply with one of the following criteria:										
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the to	nood raily	and line								
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the to	otal annua	l cargo volume of all air	ports of the Union. The total annual pass	enger volume and	d the total annual	cargo volume ar	e based on the l	atest available thr	ee-year average, as	published by Eurostat
Transport infrastructure requirements										
 Member States shall ensure that any airport located on their territory offers — Member States shall ensure that common basic standards for safeguarding 	s at least o	one terminal open to all	operators in a non-discriminatory way an what interference, as adopted by the onic	nd applies transpa	arent, relevant and	fair charges.	or the European	ranament and o	The council of 11 P	-larch 2000 01
common per usa les tha fields of civil a vintion accurity and renanting Regulation d	FSUNn37	20/2002 arealy factors	is transment in stragter extreme of the sources	narice withinkigo	1000 (EC) 110 54.	72004 OF the Edi	opean rantamen	icana or the coa	net (2), Regulation	(LC) NO 550/2004 0
Priorities for air infrastructure development	A of the F	wanaan Barliamant an	af the Council (4) and Deculation (EC)	No 552/2004	d of air transport o	norations in or	lor to improvo th		ed cuctoinobility of t	ho European mistic
In the promotion of projects of common interest related to air transport infra	structure	and in addition to the	priorities set out in Article 10 priority sha	Il he given to the	following:					
in the promotion of projects of common alterest related to all dataport and	Structure,	and an addition to the	shorter set out an article 10, priority sho	a be given to the	iouoining.	1		1	[The aurport in the
(a) increase airport capacity;		Yes		Planning	Projection	Financing/Tend ering	Construction	Maintainance		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/Tend ering				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 we
(d) improving sustainability and mitigating the environmental impact from	1	No								
aviation;	I									

6. MULTIMODAL TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	ce on:		Other	Comments
Citterta/Demailus	е	Tes/NO	covered regultations in	1	2	3	4	5	(please	Comments
Infrastructure components										
Freight terminals or logistic platforms shall comply with at least one of the f										
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 to	onnes or e	ceeds, for bulk cargo,	0,1% of the corresponding total annual c	argo volume hand	fled in all maritim	e ports of the Ur	nion;			
(b) where there is no neight termination togistic platform complying with po Member States with no roll outtom linked only to reads	unc (a) un a	10152 region, it is the	main neight terminat or togistic plation	i designated by ti	le Hember State	concerned, anke	a at least to to	aus and rativays to	r that NOTS 2 region	i, or ar the case
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	Yes		Planning		Financing/Tenc ering				The roads to and from freight terminals, inland ports and the airport are influenced by the Regional Transport Plan we are
(b) without prejudice to the applicable provisions laid down in Union and national law, reight terminals and logistic platforms, linand and maritime ports as well as airports handling cargo should be equipped for the provisio of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems should in particular enable rea time information on available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout (y unmour prepusate to rune applicable provisions lated own in vinne and particular to the applicable provisions lated own in vinne and present to the safety of the safety and security throughout.	U	No								
national law, continuous passenger traffic across the comprehensive networ 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
2. Freight terminals shall be equipped with cranes, conveyors and other devi	ces for mo	ving freight between d	ifferent transport modes and for the posi	tioning and stora	ge of freight.					
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal trans	sport infras	tructure, and in addition	on to the general priorities set out in Artic	le 10, priority sha	ll 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 we are
(b) removing the main technical and administrative barriers to multimodal		No								
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-Furgneen transport system		No								

7.1. Requirements for Core Rail Network

Criteria/Demands	Sourc	Vee (ble	es/No Documentation regarding		Regio		Other	Comments		
Criteria/Demands	е	res/ino	covered regultations in	1	2	3	4	5	(please	Comments
Infrastructure components										
1. Innovative technologies, telematic applications and regulatory and	governan	ce measures for man	aging the infrastructure use shall be ta	ken into accour	nt in order to en	sure resource-	efficient use of	transport infrast	ructure for both pa	ssengers and
2. The infrastructure of the core network shall meet all the requirements set of	out in Cha	pter II. In addition, the	following requirements shall also be met	by the infrastruct	ure of the core n	etwork, without p	rejudice to para	graph 3:		
(a) for rail transport infrastructure										
(i) full electrification of the line tracks and, as far as necessary for electric trai		Yes		Planning						We are consulted
operations, sidings; (ii) freight lines of the core network as indicated in Annex I: at least 22.5 t		163		ranning						during planning
axle load, 100 km/h line speed and the possibility to run trains with a length		Yes		Planning						and can give
of 740 m:				ranning						comments before
(iii) full deployment of ERTMS;	39 (p.19)	Yes		Planning						decisions are made
(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		No								
different and detached from the main rail lines in the European Union										
Isolated networks are exempted from the requirements (i) to (iii).										
Without prejudice to Directive 2008/57/EC, at the request of a Member Sta	ite, as req	ards railway transport i	nfrastructure, exemptions may be granted	by the Commiss	ion in duly justifie	ed cases as regar	ds the train leng	th. ERTMS. axle loa	adelectrification and I	ine speed.

7.2. Requirements for Core Road Network

Criteria/Demands So		Yes/No	Documentation regarding		Regio		Other	Comments		
Citterta/Demanus	е	Tes/NO	covered regultations in	1	2	3	4	5	(please	Comments
(c) for road transport infrastructure:										
- 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		Planning						we are consulted during planning and can give comments before decisions are made

- availability of alternative clean fuels;	Article 39 (p.19)	Yes	Planning	Financing/Tend ering		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
						level would take into account when

7.3. Requirements for Core Waterway and Maritime

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	ce on:		Other	Commonte
Citterta/Demanus	е	Tes/NO	covered regultations in	1	2	3	4	5	(please	Comments
(b) for inland waterway and maritime transport infrastructure:										
- availability of alternative clean fuels;	Article 39 (p.19)	No								No inland waterways or ports existing in the Region of Örebro

7.4. Requirements for Core Air Network										
Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio		Other	Commonte		
Criteria/Demanus	е	res/NO	covered regultations in	1	2	3	4	5	(please	Comments
(d) for air transport infrastructure:										
- capacity to make available alternative clean fuels	Article 39 (p.19)	No								No core airport existing in the

8. COMMON PROVISIONS

8. COMMON PROVISIONS	Sourc		Documentation regarding		Regio	nal influend	e on:		Other	
Criteria/Demands	e	Yes/No	covered regultations in	1	2	3	4	5	(please	Comments
Urban Nodes When developing the comprehensive network in urban nodes, Member Stat	es shall we	nere feasible, aim to one								
(a) for passenger transport: interconnection between rail, road, air and, as	es stidu, wi	lere leasible, auti to ens	ure.							Not valid for the
appropriate, inland waterway and maritime infrastructure of the commendensive network: (b) for freight transport: interconnection between rail, road, and, as						Financing/Tend				TEN-TaNS analyses in activity 4.2 The roads to and
appropriate, inland waterway, air and maritime infrastructure of the (c) adequate connection between different railway stations, ports or airports	_	Yes		Planning	Projection	ering Financing/Tend				from freight terminals, inland
of the comprehensive network within an urban node: (d) seamless connection between the infrastructure of the comprehensive	Article	Yes		Planning	Projection	erina				ports and the
network and the infrastructure for regional and local traffic and urban freigh	30 (p.17) t	Yes		Planning	Projection	Financing/Tend ering				airport are influenced by the
delivery, including logistic consolidation and distribution centres (e) mitigating exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas:		Yes		Planning	Projection	Financing/Tend ering				Regional Transport Plan we are
(f) promotion of efficient low-noise and low-carbon urban freight delivery.		Yes		Planning	Projection	Financing/Tend ering				responsible for.
Telematic Applications	or uniorma		mansport modes for matternoual trains				ervices. unprovu	in second		performance, as w
 cimplifying administrative procedures. Telematic applications shall facilita Telematic applications shall be deployed where feasible across the Union, 	in order to	o enable a set of interop	he infractructure of the comprehensive p erable basic capabilities in all Member S	atwork and the ir ates.	fractructure for re	noional and local	trancno			
3. The Telematic applications referred to in this Article shall, for the respective	e transpor	rt modes, include in part	ticular:		1	1		1		we are consulted
- for railways: ERTMS;	Article	Yes		Planning						during planning and can give
	31 (p.17)									comments before
- for inland waterways: River Information Services;		No								we are consulted
– for road transport: ITS;		Yes		Planning						during planning and can give
- to road danspore ins,	Article	163		rannag						comments before
 for maritime transport: VTMIS and e-Maritime services, including single window services such as the maritime single window, port community 	31 (p.18)	No								derisions are made
sustems and relevant a ustoms information systems; – for air transport: air traffic management systems, in particular those	-									
resulting from SESAR.		No							L	
Sustainable Freight transport services	which bot	n provide enicient neigi	пс напърот зегисез нас изе не ппазн	icture of the com	prenenswe netwo	ik as well as com	induce to reduci	ig carbon dioxide	emissions and oth	er negatt
(a) improve sustainable use of transport infrastructure, including its efficient						Financing/Tend				option to influence
management;		Yes		Planning	Projection	ering				the development via projects
	-									initiated or We have the
(b) promote the deployment of innovative transport services, including through Motorways of the Sea, telematic applications and the development										option to influence the development
of the ancillary infrastructure, necessary to achieve mainly environmental an	c	Yes		Planning	Projection	Financing/Tend ering			ł	via projects
safety related goals of those services, as well as the establishment of relevant governance structures;						-			ł	initiated or financed through
(c) facilitate multi-modal transport service operations including the necessar	>									us and through the
accompanying information flows and improve cooperation between transport service providers		No							1	
(d) stimulate resource and carbon efficiency, notably in the fields of vehicle	Article					Financing/Tend				We have the option to influence
traction, driving/steaming, systems and operations planning;	32 (p.18)	Yes		Planning	Projection	ering				the development via projects
(e) analyse, provide information on fleet characteristics and performance,	-	No							l	initiated or
administrative requirements and human resources	-	NO							l	The Region of
									ł	Örebro is the main linkage between
										CNC5 and Northern
(f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, emote and mountain regions		Yes		Planning					ł	Scandinavia. The links can be
particular outermost, island, emote and mountain regions				-					ł	improved through
										action in the Regional Transport
										Plan and giving
New technologies and innovation In order for the comprehensive network to keep up with innovative technologies and the second s	nical deve	looments and deploym	ents the aim shall be in particular to:							
	gicaracia	topinents and deployin	ens, the dan shat be arparted ar to.		1	1			1	We have the option to influence
 (a) support and promote the decarbonisation of transport through transitior to innovative and sustainable transport technologies; 	1	Yes		Planning	Projection	Financing/Tend ering			ł	the development
	_									via projects initiated or We have the
(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems,										option to influence
including electricity supply systems, and the provision of corresponding		Yes		Planning	Projection	Financing/Tend			ł	the development via projects
infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure – vehicle				-	-	ering				initiated or financed through
interface and encompass telematic applications;	_									us and through the
(c) improve the safety and sustainability of the transport of goods and the		Yes		Planning	Projection	Financing/Tend				option to influence the development
movement of persons;		163		rannag	riojection	ering				via projects
										option to influence
										the development
(d) improve the operation, management, accessibility, interoperability,									ł	via projects initiated or
multimodality and efficiency of the network including multimodal ticketing		Yes		Planning	Projection	Financing/Tend ering	Construction	Maintainance	ł	financed through us and through the
and coordination of travelling timetables;	1					⁻			1	Regional Transport Plan.
	1								1	The County Council
	Article					L				can is even responsible for the We have the
	33 (p.18)								1	option to influence
	1								1	the development via projects
(e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and	1	Yes		Planning	Projection	Financing/Tend	Construction	Maintainance	1	initiated or financed through
multimodality;	1					ering			1	us and through the
					1	1	1	1	i	Regional Transport
									4	Plan. The County Council

(f) promote measures to reduce external costs such as congestion, health damage and pollution of any kind including noise and emissions; (g) introduce security technology and compatible identification standards on the networks.		Yes	Planning	Financing/Tend ering		We nave the option to influence the development via projects initiated or
(h) improve resilience to climate change;		Yes	Planning	Financing/Tend ering		We have the option to influence the development via projects initiated or financed through us and through the We have the
(i) further advance the development and deployment of telematic applications within and between modes of transport.		Yes	Planning	Financing/Tend ering		We have the option to influence the development via projects initiated or
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/Tend ering		We can finance security-increasing actions on municipial 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/Tend ering		We can tinance security-increasing actions on municipial roads
Environmental protection						
Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 92/43/EFC 2000/60/EF 2001/42/EFC 2009/147/EF 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	Sourc	Yes/No	Documentation regarding		Reg	ional	influer	nce c	on:				Other	Comments
Criteria/Demands	е	Tes/NO	covered regultations in	1	2		3		4		5		(please	Comments
National Policy Framework														
Each Member State shall adopt a national policy framework for the market of	levelopme	nt of alternative fuels i	infrastructure, that will contain at least the fo	llowing elemen	nts:									
 assessment of the state and future development of alternative fuels inf 	rastructure	including, where avail	lable, cross-border continuity;											
 objectives and committments on national targets, as required under Ar 	ticles 4(1),	6(2a), 6(3), 6(6) and, wh	here applicable, 4(4) and 5(1), for the develo	pment of altern	ative fuels infr	astructu	e;							
 assessment of measures necessary to ensure that the objectives contain 	ned in their	national policy frame	work 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 j	oint policy	frameworks, with the a	aim of achieving the objectives of this Direct	ive.										
Support measures for alternative fuels infrastructure shall be implemented i														
Member States shall notify their national policy frameworks to the Commiss	ion [within	36 months from the da	ate of entry into force of this Directive].											
Based on the national policy frameworks, the Commission shall publish and	update rec	ularly information on 1	the objectives and committments submittee	by each Memb	er State regard	ding:								
 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 regard	ling:													
 hydrogen refuelling points accessible to the public; 														
- infrastructure for shore-side electricity supply in maritime and inland ports	ι.													
The Commission shall assist Member States through the reporting on the na	itional poli	cy frameworks with a vi	iew to assess their coherence and in the coo	peration proces	ss set out in pa	aragraph	2.							
Each Member State shall submit a report to the Commission on the implement	entation of	the national policy fra	mework [three years after the deadline of ne	tification set in	Article 3(5)], a	ind every	three yea	ars the	reafter. T	hese re	ports shal	ll cover ir	nformation set	out in Annex I.
Member States shall bring into force the laws, regulations and administrative	e provision	s necessary to comply	with this Directive by [36 months from the	late of the entry	into force of 1	this Dire	ctive]. The	y shall	forthwit	h inform	n the Con	nmission	thereof. When	Member States ado

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nal influen	ce on:		Other	Comments
Criteria/Demanus	е	Tes/No	covered regultations in	1	2	3	4	5	(please	Comment
echarging points										
temper States shall set up an appropriate number of recharging points										
ccessible to the public in their national policy frameworks and shall ensure nat they are put into place, by 31 December 2030 at the latest.	Article 4,	Yes		Planning						We are consulte
lember States shall also consider in their national policy frameworks	§1& 2a	res		Failing						during plannin
lember States shall also consider in their national policy frameworks										and can give
easures to promote the provision of recharging points not accessible to the ember States shall ensure that normal power recharging points for electric										comments befo
hicles, excluding wireless or inductive units, deployed or renewed as from										decisions are ma
6 months from the date of entry into force of this Directive) comply at										In addition we c
ast with the technical specifications set out in Annex III.1.1 and comply	Article 4,	Yes		Planning						create an own p
ith specific safety requirements in force at national level.	§3	163		ranning						of what is needed
ember States shall ensure that high power recharging points for electric										which the nation
hicles, excluding wireless or inductive units, deployed or renewed as from										level would tak
16 months from the date of entry into force of this Directivel comply at lease echarging at recharging points accessible to the public for electric vehicles	1									into account wh
hall, if technically feasible and economically reasonable, make use of	Article 4,									setting up a
ntelligent metering systems as defined in Article 2(28) of Directive	§6	Yes		Planning						national plan.
012/27/EU and respect the requirements laid down in Article 9(2) of that	,0									
hore side electricity										
ember States shall ensure that the need for shore-side electricity supply to	6									
land waterway vessels or sea-going ships in maritime and inland ports is	Article 4,									
ssessed in their national policy frameworks and installed provided that	§4	No								
nere is demand and the costs are not disproportionate to the benefits,										
reluding environmental henefits lember States shall ensure that shore-side electricity supply for maritime	<u> </u>									-
nd inland waterway transport deployed or renewed as from [36 months	Article 4,	No								
rom the date of entry into force of this Directive/complies with the	§5	NO								
echnical specifications set out in Annex III 1 3	I									
lectricity supply ember States shall ensure that operators of recharging points accessible to				r	1	1	1			
the public are free to purchase electricity from any EU electricity supplier,	<i></i>									
ubject to the supplier's agreements. The operators of recharging point shall										
e allowed to provide electric vehicle recharging services to customers on a										
ontractual basis, including in the name and on behalf of other service	Article 4,									
roviders.	§8, §8a	No								
Il recharging points accessible to the public shall also provide for ad-hoc	and §8b									
harging possibility without entering in a contract with the electricity										
upplier or operator concerned.										
ember States shall ensure that prices charged by the operators of										we are consulted
										during planning
										and can give
										comments befor
										decisions are ma
tember States shall ensure that distribution system operators cooperate on	Article 4,									In addition we ca
non-discriminatory basis with any person which establishes or operates	§9	Yes		Planning						create an own p
charging points accessible to the public.										of what is need
	1				1		1			which the nation
					1		1			level would take
					1		1			into account wh
ember States shall ensure that the legal framework allows that electricity	<u> </u>				1					setting up a
upply for a recharging point can be contracted with other suppliers than th	e Article 4,				1		1			1
upplier of the household or premises where these recharging points are	§10	No			1		1			1
rated			1	1	1	1	1			1
3100										

Criteria/Demands	Sourc	Yes/No	Documentation regarding	Regio	nal influend	Other	Comments			
Citterta/Demanus	е	Tes/NO	covered regultations in	1	2	3	4	5	(please	Comments
Road transport										
These memory states which declare on include inpurgent relevancy points accessible to the public in their rational policy framework shall ensure that an appropriate number of such points are available to allow the circulation or hydrogen powered motor vehicles, including fuel cell vehicles, within networks determined by those Member States, including cross-border links where appropriate.	§1	Yes		Planning						We are consulted during planning and can give comments before decisions are made. In addition we can
Member States shall ensure that hydrogen refuelling points accessible to the public for motor vehicles deployed or renewed as from <i>B6 months from the</i> date of entry into force of this Directive) comply with the technical specifications set out in Appen II 2		Yes		Planning						of what is needed which the national

9.4. Natural gas supply										
Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regional influence on:				Other	Commonto
Criteria/Demands	е	res/NO	covered regultations in	1	2	3	4	5	(please	Comments
General considerations on LNG	_									

Experience reaction as the curvey is an attractive rule alternative for vesses to meet the requirements for decreasing the suphyruc content in marine fuels in the Suphur Emission Control Areas, affecting half of the ships sailing in European Nort Sea Shipping, as provided for by Divertive 2012/373/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the suphyru content of marine fuels. A core network of LNS reflexiling 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 posts 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 LNS reflexiling points at inland ports	Cons. 21	No				
chould he hased on cost-henefit analysis including environmental henefite: LNG, including liquitied bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission limits of Furn VI standards	Cons. 22	Yes	Planning			during planning and can give
Imits of Euro VI standards. 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 infrastructures at it covers the main traffic flows and allows for network	Cons. 23	Yes	Planning			comments before decisions are made. In addition we can
Ports and indland waterways						
Memoer states snau ensure that an appropriate number or reviewing 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-	Article 6, §1	No				
operater with existin works with the spinor, the monor with neutry portu- for LNG is provided at initial ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31 December 2020] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage	Article 6, §2	No				
of the network Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for UNG purguant 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 Member States Shall set up in their national policy frameworks an	Article 6, §3	Yes	Planning			We are consulted during planning and can give comments before
appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban aggiomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure	Article 6, §6	Yes	Planning			decisions are made. In addition we can create an own plan of what is needed
that they are activitiched by (31 December 2020) at the latest 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	Sourc	Ves/No	Documentation regarding		Regio	Other	Commonte			
Criteria/Demands	е	Tes/NO	covered regultations in	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, c	onsistent and clear info	ormation as to which motor vehicles in circ	ulation can be re	gularly fuelled wit	th individual fue	s or recharged by	y recharging poir	nts put on the marke	t is made available,
Member States shall ensure that the data of the geographic location of the	refuelling a	nd recharging points a	accessible to the public of alternative fuels	covered in this D	irective, when ava	ilable, is accessil	ole in an open an	d non-discrimina	tory basis to all user	s. For recharging