



UNITED
KINGDOM
(UK)

Dear TEN-TaNS partner,

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

The tables work in the following way:

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

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

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

After you have referred to the documentation of regional/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.

Please indicate on which administration level your focus is: LOCAL (LOCAL AUTHORITY)

1. RAILWAY TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the field	Regional influence on:					Other (please indicate)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Railway transport infrastructure shall comprise in particular:										
(a) high-speed and conventional railway lines, including:										
(i) sidings;	Article 11 (p.11)	No								
(ii) tunnels;		No								
(iii) bridges;		No								
(iv) freight terminals and logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;		No								
(v) stations along the lines indicated in Annex 1 for the transfer of passengers within the rail mode and between rail and other transport modes;		No								
(d) the connections of the stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;		No								
(e) associated equipment;		No								
(f) telematic applications;		No								
2. Railway lines shall take one of the following forms:										
(a) Railway lines for high speed transport which are:										
(i) specially built high-speed lines equipped for speeds equal to or greater than 200 km/h;	Article 11 (p.11)	No								
(ii) specially upgraded conventional lines equipped for speeds in the order of 200 km/h;		No								
(iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at high speed;		No								
(b) Railway lines for conventional transport;		No								
3. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It may include any facility, such as automatic gauge changing facilities for rail, necessary to ensure the safe, secure and efficient operation of vehicles, including their reduced impact on the environment and improved interoperability.										
Transport infrastructure requirements										
1. Freight terminals shall be connected with the road or, where possible, inland waterway infrastructure of the comprehensive network.										
2. Member States shall ensure that the railway infrastructure:										
(a) save in the case of isolated networks, is equipped with ERTMS;	Article 12 (p.11)	No								
(b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the objectives set out in Article 6 of that Directive;		No								
(c) complies with the requirements of the TSIs adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the conditions set out in the Annex to that Directive;		No								
(d) save in the case of isolated networks, full electrification of the line tracks and of the associated facilities for electric traction;		No								
(e) complies with the requirements laid down in Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 on the railway infrastructure and on the conditions of access for third parties to high-speed rail lines.		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 financing 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) developing ERTMS;	Article 13 (p.11)	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 barriers;		No								
(d) meeting the infrastructure requirements and enhancing interoperability;		No								
(e) improving the safety of level crossings;		Yes								
(f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure;	Article 13 (p.12)	No						Partnerships	partnerships with Network Rail, train operators etc. to ensure a holistic approach is taken to reducing level crossing risks	

3. ROAD TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered commitments in the	Regional influence on:					Other release	Comments
				1	2	3	4	5		
Infrastructure components										
1. Road transport infrastructure shall comprise in particular:										
(a) high quality roads, including:										
(i) bridges;		Yes	Design Manual for Roads and Bridges - various volumes (http://www.dfr.gov.uk/hq/standards/dmrb) PLUS Scottish Government (Transport Scotland) issues so called Interim Amendments to accompany the DMRB	Planning	Projection	Financing/Tendering	Construction	Maintenance	A Roads	
(ii) tunnels;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(iii) junctions;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(iv) crossings;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(v) interchanges;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(vi) hard shoulders;	Article 17 (p.13)	Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) parking and rest areas;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(c) associated equipment;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) telematic applications including ITS;		Yes		Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) freight terminals and logistic platforms;		No								
(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;		Yes	Planning	Projection	Financing/Tendering	Construction	Maintenance			
(g) coach stations;								Not valid for the		
2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.										
3. High quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads:										
(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it, and which:										
(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic, or, exceptionally by other means;										
(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and										
(iii) is especially sign-posted as a motorway.										
(b) An express road is a road designed for motor traffic accessible primarily from interchanges or controlled junctions and which:										
(i) prohibits stopping and parking on the running carriageway; and										
(ii) does not cross at grade with any railway or tramway track.										
(c) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2										
4. Equipment associated with roads may include in particular equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion.										
Transport infrastructure requirements										
(a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3);		Yes	and bridges (tunnels) - various volumes	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council;	Article 18 (p. 13)	Yes	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020	Planning	Projection	Financing/Tendering	Construction	Maintenance	as road safety partners responsible to put the framework into action	
(c) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council;		Yes	Design Manual for Roads and Bridges (DMRB) - various volumes	Planning	Projection	Financing/Tendering	Construction	Maintenance	A roads	
(d) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council; and		No								
(e) any intelligent transport system deployed by a public authority on road transport infrastructure complies with Directive 2010/40/EU and is deployed;	Article 19 (p. 14)	Yes	traffic control systems (such as SCOOT) in operation in various LAs across Scotland	Planning	Projection	Financing/Tendering	Construction	Maintenance	CCVT and SCOOT; (B) Road Safety	
Priorities for road infrastructure development										
In the provision of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) improvement and promotion of road safety;		Yes	Scotland	Planning	Projection	Financing/Tendering	Construction	Maintenance	as road safety	
(b) use of ITS, in particular multi-modal information and traffic management and to enable integrated communication and payment systems;		Yes	CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scotland	Planning	Projection	Financing/Tendering	Construction	Maintenance	CCVT and SCOOT; (B) Road Safety working Group of SCOTS	
(c) introduction of new technologies and innovation for promoting low carbon transport;	Article 19 (p. 14)	Yes	(Scottish network of EV charging points) Transport Scotland is an active member of UK and European projects to share knowledge, expertise and emerging research findings on hydrogen's potential in transport. One such project will see Europe's largest hydrogen bus fleet in operation in various LAs across Scotland	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(d) provision of appropriate parking space for commercial users with an appropriate level of safety and security;		Yes	Design Manual for Roads and Bridges (DMRB) - various volumes	Planning	Projection	Financing/Tendering	Construction	Maintenance		
(e) the mitigation of congestion on existing roads;		Yes	Transport Systems deployed to ensure better use of the urban road network(s) in some LAs and additional capacity is made available where and when needed.	Planning	Projection	Financing/Tendering	Construction	Maintenance	See above.	

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on					Other (release)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Maritime transport infrastructure shall comprise in particular:										
(a) maritime space;		No	Does it?							
(b) sea canals;		No								
(c) maritime ports, including the infrastructure necessary for transport operations within the sea area;		No								
(d) the connections of the ports to the other modes in the trans-European transport network;		Yes								
(e) locks, locks and docks;	Article 20 (p. 14)	No								
(f) navigational aids;		No								
(g) port approaches and fairways;		No								
(h) breakwaters;		No								
(i) motorways of the sea;		No								
(j) associated equipment;		No								
(k) telematic applications, including e-Maritime services and VTMS;		No								
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:										
(a) The total annual passenger traffic volume exceeds 0.1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.										
(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1 % of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.										
(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network.										
(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.										
3. Equipment associated with maritime transport infrastructure may include in particular equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice breaking, hydrological surveys, and for dredging, maintenance and protection of the port and port approaches.										
Motorways of the sea										
1. Motorways of the sea represent the maritime dimension of the trans-European transport network and shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways of the sea shall include:										
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where:	Article 21	No								
(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs management systems;	Article 21 (p. 15)	No								
(c) infrastructure for direct land and sea access;		Yes								
2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:										
(a) constitute a maritime link and its hinterland connections within the core network;	Article 21 (p.15)	No								
(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		Yes	???							
3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore side electricity that would help ships reduce their emissions, making available facilities for ice breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.										
4. By two years after the designation of the Coordinator for Motorways of the Sea as provided for in Article 51, the Coordinator shall present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union maritime transport as well as to the development of the comprehensive network.										
Transport infrastructure requirements										
1. Member States shall ensure that:										
(a) Maritime ports are connected with railway lines or roads and, where possible, inland waterways of the comprehensive network, except where the geographical situation makes this impossible;	Article 22 (p.15)	???								
(b) Any maritime port that serves freight traffic offers at least one terminal for the handling of goods;		No	Within Municipal Ports?!							
(c) Sea canals, port fairways and estuaries connect two seas, or provide access to the sea;		No								
2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship-generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues and in compliance with other relevant EU legislation.										
3. Member States shall implement VTMS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.										
Priorities for maritime infrastructure development										
When promoting projects of common interest related to maritime infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:										
(a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant		???								
(b) interconnection of maritime ports with inland waterways;	Article 23 (p.15)	No	not applicable							
(c) implementation of VTMS and e-Maritime services;		No								
(d) introduction of new technologies and innovation for promotion of automation, fuel, and energy-efficient maritime transport, including AI/ML;		No	???							
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area		No	Within Municipal Ports?!							

5. AIR TRANSPORT

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Infrastructure components										
1. Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;		No								
(b) airports;	Article 24 (p.16)	Yes	NPPG 17 Transport and Planning PAN 51 Planning and Environmental Protection PAN 56 Planning and Noise							Planning system is a devolved matter and decisions regarding development at airports will be taken by the appropriate local
(c) the connections of the airports to the other modes in the trans-European;		Yes	NPPG 17 Transport and Planning	Planning	Projection	ring	Construction	Maintenance	Contributions?	
(d) associated equipment;		No								
(e) air navigation systems, including SESAR;		No								
2. Airports shall comply with one of the following criteria:										
(a) for passenger airports, the total annual passenger traffic is at least 0.1 % of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line;										
(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 in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002, apply to the air transport infrastructure of the comprehensive network.										
3. Member States shall ensure that infrastructure for air traffic management is such as to permit the implementation of the Single European Sky in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council (2), Regulation (EC) No 550/2004 of the European Parliament and of the Council (3), Regulation (EC) No 551/2004 of the European Parliament and of the Council (4) and Regulation (EC) No 552/2004, and of air transport operations, in order to improve the performance and sustainability of the European aviation system, of										
Priorities for air infrastructure development										
(a) 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:										
(a) increase airport capacity;		No								
(b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular the development of the SESAR network;	Article 26 (p. 16)	Yes	NPPG 17 Transport and Planning	Planning	Projection	Financing/Tendering	Construction	Maintenance	Developer Contributions?	notes: notes that local planning authorities consult the DT's Aviation Division on draft development plans, policies and proposals relating to airports and airfields, so as to avoid development close to an airport or airfield that is incompatible with any existing or
(c) improving multi-modal interconnections between airports and infrastructure for other transport modes.		Yes	Planning Advise Note (PAN) 51 Planning and Environmental Protection; PAN 56 Planning and Noise	Planning	Projection	ring	Construction	Maintenance	Contributions?	advise on the relevance of pollution controls and air quality considerations to the exercise of planning functions in Scotland. PAN56: Gives advise to local planning authorities in Scotland on the use of planning powers to minimise
(d) improving sustainability and mitigating the environmental impact from aviation;		Yes	Planning Advise Note (PAN) 51 Planning and Environmental Protection; PAN 56 Planning and Noise	Planning	Projection	ring	Construction	Maintenance	Contributions?	

9. Clean Power for Transport

9.1. General framework

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please	Comments
				1	2	3	4	5		
National Policy Framework										
Each Member State shall adopt a national policy framework for the market development of alternative fuels infrastructure, that will contain at least the following elements:										
- assessment of the state and future development of alternative fuels infrastructure, including, where available, cross-border continuity;										
- objectives and commitments on national targets as required under Articles 4(1), 6(a), 8(1), 10(1) and, where applicable, 4(6) and 5(1), for the development of alternative fuels infrastructure;										
- assessment of measures necessary to ensure that the objectives contained in their national policy framework are reached.										
National targets shall be established and may be revised on the basis of an assessment of domestic, regional or Union-wide demand.										
Where necessary, Member States shall cooperate, through consultations or joint policy frameworks, with the aim of achieving the objectives of this Directive.										
Support measures for alternative fuels infrastructure shall be implemented in compliance with the State aid rules contained in TFEU.										
Member States shall notify their national policy frameworks to the Commission (within 36 months from the date of entry into force of this Directive).										
Based on the national policy frameworks, the Commission shall publish and update regularly information on the objectives and commitments submitted by each Member State regarding:										
- number of recharging points accessible to the public;										
- refuelling points for LNG at maritime and inland ports;										
- refuelling points for LNG accessible to the public for motor vehicles;										
- CNG refuelling points accessible to the public for motor vehicles;										
- hydrogen refuelling points accessible to the public;										
- infrastructure for shore-side electricity supply in maritime and inland ports.										
Where appropriate, the following information shall also be published regarding:										
- infrastructure for shore-side electricity supply in maritime and inland ports.										
The Commission shall assist Member States through the reporting on the national policy frameworks with a view to assess their coherence and in the cooperation process set out in paragraph 2.										
Each Member State shall submit a report to the Commission on the implementation of the national policy framework (three years after the deadline of notification set in Article 3(5)), and every three years thereafter. These reports shall cover information set out in Annex I.										
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 36 months from the date of the entry into force of this Directive). They shall forthwith inform the Commission thereof. When Member States adopt those provisions, they shall contain a reference to this Directive, or be accompanied by such a reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.										

9.2. Electricity supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	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. Member States shall also consider in their national policy frameworks measures to promote the provision of recharging points not accessible to the public.	Article 4, 11b, 2a	No								
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. 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.	Article 4, 13	No								
Recharging at recharging points accessible to the public for electric vehicles shall, if technically feasible and economically reasonable, make use of intelligent metering systems as defined in Article 2(28) of Directive 2012/27/EU and respect the requirements laid down in Article 9(2) of that Directive.	Article 4, 16	No								
Shore-side electricity										
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including the need for a dedicated infrastructure.	Article 4, 14	No	LA owned ports?							
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.2.	Article 4, 15	No	LA owned ports?							
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. 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.	Article 4, 18, 18a and 18b	No								Various actions including Action 24. Transport Scotland to roll out a network of pay-as-you-go charge points in Scotland - making payment for charging/parking.
Member States shall ensure that prices charged by the operators of recharging points accessible to the public are reasonable and transparent. 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, 19	No								
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are	Article 4, 110	No								

9.3. Hydrogen supply

Criteria/Demands	Source	Yes/No	Documentation regarding covered regulations in the	Regional influence on:					Other (please)	Comments
				1	2	3	4	5		
Road transport										
Those Member States which decide to include hydrogen refuelling points accessible to the public in their national policy framework shall ensure that an appropriate number of such points are available to allow the circulation of hydrogen powered motor vehicles, including fuel cell vehicles, within [36 months from the date of entry into force of this Directive].	Article 5, 11	Yes	Transport Scotland is an active member of UK and European projects to share knowledge, expertise and emerging research findings on hydrogen's potential in transport.	Planning	Projection	Financing/Tendering	Construction	Maintenance	Inter-European Research Partnerships	
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.3.	Article 5, 12	Yes	One such project will see Europe's	Planning	Projection	Financing/Tendering	Construction	Maintenance	Research Partnerships	

