



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 PARLAMENT 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/TROBEING
- MINITEANICE
- 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	Sourc	Yes/No	Documentation regarding covered regultations in the		Regio	nal influenc	e on:		Other (please	Comment
2.112.12, 2.2.112.122	e		field	1	2	3	4	5	indicate)	
nfrastructure components			Tieta .						unutuate)	
Railway transport infrastructure shall comprise in particular:										
a) high-speed and conventional railway lines, including:										
i) sidings:	Atticle	No								
ii) tunnels:	- ''	No	1							1
iii) bridges:	1	No No								1
b) freight terminals and logistic platforms for the transhipment of goods	1									1
within the rail mode and between rail and other transport modes:	Article	No								
c) stations along the lines indicated in Annex I for the transfer of passengers	11									
within the rail mode and between rail and other transport modes:	(p.11)									
(d) the connections of the stations, freight terminals and logistic platforms to	(great)	No								
the other modes in the trans-European transport network:	1									
(e) associated equipment;	1	No								
f) telematic applications.		No							<u> </u>	1
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	1 _	No								
(ii) specially upgraded conventional lines equipped for speeds in the order of	1	No			1		l	l	1	1
200 km/h	1	l			 	-	-	-	!	1
(iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the	Article	ĺ			1		l	l	1	I
result or topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes	11 (p.11)	No								
speed must be adapted to each case. This category also includes interconnecting lines between the high-speed and conventional networks,		NO								
interconnecting lines between the nigh-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at										
	4									
b) Railway lines for conventional transport.		No							L	
 The technical equipment associated with railway lines may include electrific 							platforms and fre	eight terminals. It i	may include any facil	ity, such as
automatic gauge changing facilities for rail, necessary to ensure the safe, secu	re and effic	tent operation of vehicl	les, including their reduced impact on the e	nvironment and i	mproved interoper	ability.				
Fransport infrastructure requirements										
 Freight terminals shall be connected with the road or, where possible, inland 	d waterway	infrastructure of the co	emprehensive network.							
(a) save in the case of isolated networks, is equipped with ERTMS:	1	No								
(a) save in the case of isolated networks, is equipped with ERTMS: (b) complies with Directive 2008/57/EC of the European Parliament and of the		No							-	ł
 Member States shall ensure that the railway infrastructure: (a) save in the case of isolated networks, is equipped with ERTMS: (b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the 		No No								
(a) save in the case of isolated networks, is equipped with ERTMS: (b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the										
(a) save in the case of isolated networks, is equipped with ERTMS: b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the	Article									
(a) save in the case of isolated networks is equipmed with IRITMS: b) complies with Directive 2008/85/FC 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 (c) complies with the requirements of the TSIs adopted pursuant to Article 6	Article 12 (p.11)									
(a) save in the case of isolated naturals, is esuizoned with IERIMS: b) complies with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2006 on the interoperability of the rail system within the Community and its implementing measures in order to achieve the 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 received are Article 54 Asia of Association 2009/57/EC.		No								
As see in the case of isolated networks, is exacinous with ERIMS: bit complies with britiseric 2008/57/EC for the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Commanity and its implementating nessures in order to achieve in CI 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 10 was in the case of clostader healthcots, full electrification of the line tracks		No								
As lax in the case of isolated networks, is equipment with ERIMS: b) complete with Driverie 2008/FISC for the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the commandy and its implementing measures in order to achieve in the fact (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the requirements of the TSIs adopted pursuant to Article 6 (c) complete with the complete adopted to the complete adopt		No No								
as were in the case of isolated networks is equipment with ERIMS: b) complete with Diversities 2008/ERIC for the European Parliament and of the COLOMIC of 17 June 2008 on the interoperability of the rail system within the community and its implementing nessures in order to achieve in order (c) complies with the requirements of the TSIs adopted pursuant to Article (c) complies with the requirements of the TSIs adopted pursuant to Article (c) complies with the requirements of the TSIs adopted pursuant to Article (d) size in the case of isolated networks, full electrification of the line tracks (d) size in the case of isolated networks, full electrification of the line tracks (d) complies with the requirements tail down to Directive 2012/24/84 of the line of the complete of the complete community of the complete community of the complete community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of the community of community of the community of community of		No No								
As laxe in the case of isolated networks, is equipment with ERIMS: blo complies with Driverice 2008/FIFCE of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Commanity and its implementing measures in order to achieve the (c) complies with the requirements of the TSIs adopted pursuant to Anticle 6 of Derective 2008/FIGC. except where allowed by the relevant TSI or under the control of Derective 2008/FIGC. except where allowed by the relevant TSI or under the control of the control of the control of the line tracks and as a few assessment for a dealer in raison consistency.	12 (p.11)	No No No	spect of requirements that an beyond the	requirements of E	Directive 2008/57/E	C concerning ERT	MS and electrifica	ation.		
It is use in the case of isolated networks, is ensuinced with ERTMS: b) complies with Driveria 2008/FS/CE of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the community and its implementing measures in order to achieve in order to achieve in 61 occupilities with the requirements of the TSis adopted pursuant to Article 61 officeries 2008/GF/CE, except where allowed by the relevant TSI of under 61 officeries 2008/GF/CE, except where allowed by the relevant TSI or under 61 officeries 2008/GF/CE, except where allowed by the relevant TSI or under 61 officeries with the requirements of the TSIs adopted with the line tracks 62 officeries with the requirements laid down in Directive 2012/34/EU of the 63 officeries with the requirements laid down in Directive 2012/34/EU of the 63. Afther request of a Member State in 1004/31/EU officeries compressions shall be 63. Afther request of a Member State in 1004/31/EU officeries compressions shall be 63. Afther request of a Member State in 1004/31/EU officeries compressions shall be 63. Afther request of a Member State in 1004/31/EU officeries compressions shall be 63. Afther request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 63. After request of a Member State in 1004/31/EU officeries compressions shall be 64. After request of a Member State in 1004/31/EU officeries compressions shall be 64. After re	12 (p.11)	No No No	spect of requirements that go beyond the	equirements of E	Directive 2008/57/E	C concerning ERT	MS and electrifica	ation.		
It a use in the case of isolated networks, is equipment with ERTMS: b) complete with Driverie 2008/ERC for the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the concernantly and oil tampementing measures in order to achieve a concernantly and its implementation of the ESS adopted pursuant to Article 5 (c) complete with the requirements of the ESS adopted pursuant to Article 5 (d) size in the case of couletted networks, full electrification of the line treatment produced to the case of couletted networks, full electrification of the line treatment (e) complete with the requirements tail down to Directive 2012/24/EU of the contribution of the contribution of the contribution of the contribution of the contribution of the contribution of the contribution of the contribution of the contribution of the contribu	12 (p.11) e granted l	No No No No o ty the Commission in re				C concerning ERT	MS and electrifica	stion.		
as laxe in the case of isolated networks, is equipment with ERTMS: b) complies with Driverie 2008/FS/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Commissy and its implementing measures in order to achieve in order to achieve (c) complies with the requirements of the TSIs adopted pursuant to Article 6 (c) complies with the requirements of the TSIs adopted pursuant to Article 6 (d) take in the case of isolated networks, full electrification of the line tracks of the case of isolated networks, full electrification of the line tracks of sets are accessing of article isolated networks (and isolated networks) e) complies with the requirements laid down in Directive 2012/94/EU of the PROFILES of the Council of the Council of the Council of the Council of the PROFILES for Tallway Infrastructure Gevelopment promoting projects of common interest related to natural professional professional continuous common professional continuous	12 (p.11) e granted l	No No No No o ty the Commission in re				C concerning ERT	MS and electrifica	stion.		
It is use in the case of isolates networks, is equinous with ERTMS: (b) complies with Directive 2008/FIXC for the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the committy and is implementing neasures in order to achieve in order to achieve in (c) complies with the requirements of the TSs adopted pursuant to Article 6 (c) complies with the requirements of the TSs adopted pursuant to Article 6 (d) case in the case of collated networks, full electrification of the line tracks (d) case in the case of collated networks, full electrification of the line tracks (e) complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the requirements tail down in Directive 2012/24/84 of the 10 complies with the supplies and the supplies the supplies the supplies the supplies the 10 complies with the supplies	12 (p.11) e granted l	No No No No by the Commission in relation to the general priv				C concerning ERT	MS and electrifica	stion.		
all sake in the case of tiodated networks, is equipment with ERTMS: 10) complies with Driverse 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Col 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 Collection of the Council of Co	12 (p.11) e granted l	No No No No No No ty the Commission in relation to the general pris				C concerning ERT	MS and electrifica	stion.		
It is use in the case of isolated networks, is equipment with ERTMS: b) complies with Driverse 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Col complies in order to achieve in order to achieve in order to achieve in order to achieve of the Council	12 (p.11) e granted l	No No No No No No ty the Commission in relation to the general pris				C concerning ERT	MS and electrifica	ation.		
As see in the case of isolated networks is equipment with EPINS: b) complies with Driver's 2008/57/EC for the European Parliament and of the Council of 17 June 2006 on the interoperability of the rail system within the Council of 17 June 2006 on the interoperability of the rail system within the Council of 17 June 2006 on the interoperability of the rail system within the OPIN COUNCIL OF THE COUNCIL OF THE COUNCIL OF THE OPIN COUNCIL OF THE O	12 (p.11) e granted l	No N				C concerning ERT	MS and electrifica	ation.		
at sace in the case of isolated networks, is exactioned with ERTMS: b) complies with Driver 2008/ST/EC of the fluoregan Parliament and of the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the color complies with the requirements of the TSIs adopted pursuant to Article Officeries 2008/ST/TC, except where sided on the relation of the line tracks of system in the case of isolated networks, full electrification of the line tracks of a few and a few particles of the council of the case of the council of the	12 (p.11) e granted i	No N				C concerning ERT	MS and electrifica	stion.		
at sace in the case of isolated networks, is exactioned with ERTMS: b) complies with Driver 2008/ST/EC of the fluoregan Parliament and of the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the color complies with the requirements of the TSIs adopted pursuant to Article Officeries 2008/ST/TC, except where sided on the relation of the line tracks of system in the case of isolated networks, full electrification of the line tracks of a few and a few particles of the council of the case of the council of the	e granted is and in add	No N				C concerning ERT	MS and electrifica	stion.		
at sace in the case of isolated networks, is exactioned with ERTMS: b) complies with Driver 2008/ST/EC of the fluoregan Parliament and of the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the color complies with the requirements of the TSIs adopted pursuant to Article Officeries 2008/ST/TC, except where sided on the relation of the line tracks of system in the case of isolated networks, full electrification of the line tracks of a few and a few particles of the council of the case of the council of the	12 (p.11) e granted i	No N				C concerning ERT	MS and electrifica	ation.		Network Rail,
as were in the case of isolated networks, is equipment with ERTMS: b) complies with Diversity 2008/ERTC for the furupean prairiesment and of the Council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the community and its implementation generates in order to achieve in the charge of c) complies with the requirements of the TSIs adopted pursuant to Article 6 Otherwise 2008/ERTC, except where adopted by the relevant TSI or under charges and the council of the charges of the charges of the charges of d) save in the case of isolated networks, full electrification of the line tracks as the case of isolated networks, full electrification of the line tracks as the case of the charges of the charges of the charges of the charges of as the charges of the charges of the charges of the charges of as the charges of the charges of the charges of as the charges of the charges of the charges of At the request of a Bernheir State; in object of the charges of the charges of the property of the charges of the charges of the charges of the charges of the charges of the	e granted is and in add	No N				C concerning ERT	MS and electrifical	ation.		Network Rail , operators etc.
as were in the case of isolated networks, is equipment with ERTMS: b) complies with Diversity 2008/ERTC for the furupean prairiesment and of the Council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the community and its implementation generates in order to achieve in the charge of c) complies with the requirements of the TSIs adopted pursuant to Article 6 Otherwise 2008/ERTC, except where adopted by the relevant TSI or under charges and the council of the charges of the charges of the charges of d) save in the case of isolated networks, full electrification of the line tracks as the case of isolated networks, full electrification of the line tracks as the case of the charges of the charges of the charges of the charges of as the charges of the charges of the charges of the charges of as the charges of the charges of the charges of as the charges of the charges of the charges of At the request of a Bernheir State; in object of the charges of the charges of the property of the charges of the charges of the charges of the charges of the charges of the	e granted is and in add	No N				C concerning ERT	MS and electrifica	ation.		Network Rail , operators etc. ensure a hollio
all sake in the case of tiodated networks, is equipment with ERTMS: 10) complies with Driverse 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Council of 17 June 2008 on the interoperability of the rail system within the Col 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 Collection of the Council of Co	e granted is and in add	No N				C concerning ERT	MS and electrifica	ation.		partnerships w Network Rail , operators etc. ensure a holic approach is all
as were in the case of isolated networks, is equipment with ERTMS: b) complies with Diversity 2008/ERTC for the furupean prairiesment and of the Council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the community and its implementation generates in order to achieve in the charge of c) complies with the requirements of the TSIs adopted pursuant to Article 6 Otherwise 2008/ERTC, except where adopted by the relevant TSI or under charges and the council of the charges of the charges of the charges of d) save in the case of isolated networks, full electrification of the line tracks as the case of isolated networks, full electrification of the line tracks as the case of the charges of the charges of the charges of the charges of as the charges of the charges of the charges of the charges of as the charges of the charges of the charges of as the charges of the charges of the charges of At the request of a Bernheir State; in object of the charges of the charges of the property of the charges of the charges of the charges of the charges of the charges of the	e granted is and in add	No N				C concerning ERT	MS and electrifica	ation.		Network Rail, operators etc. ensure a hollic approach is tall to reducing les
a) save in the case of isolated networks, is excincted with ERTMS: b) complies with Diverse 2008/STEC for the European Parliament and or the council of 17 knee 2008 on the interoperability of the rail system within the council of 17 knee 2008 on the interoperability of the rail system within the council of 17 knee 2008 on the interoperability of the rail system within the c) complies me the council of the co	e granted is and in add	No N				C concerning ERT	MS and electrifica	ation.	Partnerships	Network Rail, operators etc. ensure a hollic approach is tal
at sace in the case of isolated networks, is exactioned with ERTMS: b) complies with Driver 2008/ST/EC of the fluoregan Parliament and of the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the council of 17 June 2008 on the interoperability of the rail system within the color complies with the requirements of the TSIs adopted pursuant to Article Officeries 2008/ST/TC, except where sided on the relation of the line tracks of system in the case of isolated networks, full electrification of the line tracks of a few and a few particles of the council of the case of the council of the	e granted is and in add	No N				C concerning ERT	MS and electrifical	otion.	Partnerships	Network Rail, operators etc. ensure a hollic approach is tal to reducing le

2 INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

The control of the co	2. INLAND WATERWAYS TRANSPORT INFRASTRUCTU										
The control of the control of the control of particular and control of particular and control of particular and control of particular and control of the con	Criteria/Demands	Sourc	Yes/No	Documentation regarding						Other	Comments
Titled continues and compared to performance and compared to performance of the continues o	Infrastructure components	е		covered regultations in the	1	2	3	4	5	(please	
Tables with the second control of the control of th	Inland waterways infrastructure shall comprise in particular:										
To lister: On present ordinanceure work as locks, developed, bridger, reservoirs and control or security should be a control or security or security should be a control or security or security should be a control or security or security or security should be a control or security			Yes						Maintainance	Partnerships	lower classed rivers
Tables The second district including the inflammation work in thick, deviation, bridge, internal and associated floor prevention measures which may bridge positive effects to include district secondary with may bridge positive effects to include district values and the secondary of the inflammation of the control of the secondary of the inflammation of the control of the secondary of the inflammation of the inflammation of the secondary of the inflammation of the inflammation of the secondary of the inflammation of the i	(b) canals;										and canals. River and Canal
Significant finishments with an stock, destroited bridge, reservoirs and associated floor principle problem effects to a successful form of principle problem effects to a successful floor principle principle problem effects to a successful floor principle principl											Partnerships -LA(s)
Extraction of the processor and an activity development containing the strategy of the strateg			Yes								often the lead
To indicate inflammature such as locks, elevations, bridger, reservoirs and inflammature such as locks, elevations, bridger, reservoirs and late instruction was an elevation of the such and washreapy resignation. A situated parts including the inflammature elevation of the such and the suc									Maintainance	Dortoorchine	partner.
And the connection of the standard parts in coloring to protection of the standard parts in coloring to protection of the standard parts in coloring to the coloring and standard parts in coloring to the coloring and standard parts in coloring to the standard parts in coloring to the	(c) lakes:	1	No						Platitatiance	raitileisiips	
All (9.12) Yes Maintainance Partnerships No. Maintainance No. No. Maintainance No. No. No. Maintainance No.	(d) related infrastructure such as locks, elevators, bridges, reservoirs and	1	140								and canals. River
The indicated parts including the inflamationable measurements of transport operations and administration of the indicated parts and included and parts to the other modes in the trans- No. 10 telements agreed in elicitary of the indicated parts and included and in		14 (n 12)									and Canal
is leaded ports including the inflastracture necessary for transport operation. No. No.	inland waterway navigation;	())	Yes								Partnerships -LA(s) often the lead
In initiating the initiation time received in the initiation time received in the initiation and											partner.
Selectional confidence of the standard posts on the other modes in the stans. 15 Selectional confidence of the standard posts with the mode in the stans. 16 Selectional confidence of the standard posts with the mode in the stans. 18 Selectional confidence of the standard posts with the mode in the stans. 18 Selectional confidence of the standard posts with the mode of the standard posts with standard posts with the standard posts with the standard posts with standard posts with the standard posts with posts with standard posts with standard posts with posts with standard posts with posts with standard posts with posts with posts with standard posts with posts with standard posts with posts wit									Maintainance	Partnerships	
In termination of the initial points to the other modes in the trans. No. Not applicable No. Not applicable No. Not applicable To price of the comprehensive network initial points to the other modes in the trans. No. Not applicable To price of the comprehensive network initial points to the other modes in the trans. No. Not applicable To price of the comprehensive network initial points to the other mature of the transport of the contract of the cont			No								n/a
No the connections of the stade points to the other modes in the stans. No mode applicable To present of the connections of the stade points to the other modes in the stans. No mode and the standard enterpoints accounted with standard enterpoi	(f) associated equipment;	1									n/a
Exposent an accordance of state of the control of t		ł									
2. To be part of the comprehensive entwook, plated gross to shall have a amount feeling transplance values exceeding 500.000 mones. The total amount feeling transplance will be based on the latest available three year average as published by Qurestal. To opport a process of the process of	Furonean transport network:										LTS?
Transport infartative requirements for transport of process and dending of the port and port agreement to resure year-road Transport (fast-united transport of the stransport	To be part of the comprehensive network, inland ports shall have an annual										
Hamber States due around the process of common control of the process of the state of the process of the state of the process of the state of the process of the process of the process of the state of the process of t	 Equipment associated with inland waterways may include equipment for the consumption and carbon intensity. It may also include waste reception facilities. 	s shore-ri	na unloading of cargos de electricity facilities	in iniana ports. Associated equipment may	include, in particu	nar, proputsion an preaking hydrolog	a operating system pical services and	ns which reduce fredging of the	position, such as ort and port area	water and air pollut paches to ensure ve	on, energy ar-round navigability
Elementer States halt ensure that intant ports are connected with the road or rall infrastructure. Elementer States that ensure that: Interest states a that ensure that: Interest states a that ensure that the resolution of the state comply with the maintain requirements for class IV washington that the risk continuous that comply and that the resolution to the state comply with the maintain requirements for class IV washington that the resolution to the continuous trade of the resolution of the state comply with the maintain requirements for class IV washington that the resolution to the continuous trade of the resolution of the state of the resolution of the standards of the inland waterway transport. By where appropriate, at heiring higher standards for modernizing and for new waterways in accordance with the electrical passes of the standards of the inland waterways class IV. By where appropriate, at heiring higher standards for modernizing and for new waterways in accordance with the electrical passes of the standards of the inland waterways class IV. By where appropriate, at heiring higher standards for modernizing and for new waterways in accordance with the electrical passes of the standards of the inland waterways class IV. By where appropriate, at heiring higher standards for modernizing and for new waterways in accordance with the electrical passes of the standards of the inland waterways prepared in the control of states and and the standards of the inland waterways that the standards for modernizing and for new waterways in accordance with the electrical passes of the standard standard and the standards and the	Transport infrastructure requirements	a, anone s	and a contract of the contract	and a concentration naturally, do well do e	quipment to the		, screeces dilu	gury or the p	and port appr	and to crisule ye	
Reminded points shall offer at least one beight terminal open to all operators in a non-discriminatory way and apply transparent charges.	1. Member States shall ensure that inland ports are connected with the road or	rail infras	tructure.								
and these, creates and labes comply with the micromum requirements for dass of waterways at label field by the European Conference of Ministers of Transport (ECMT) and waterway is taked from the new desidentiation of Infinial waterways and a conference of Ministers of Transport (ECMT) and and 2 of this Regulations. No Afficial 12 of the Regulations of Transport (ECMT) and 2 of this Regulations. Afficial 12 of the Regulations of American Management and a conference of Ministers of Transport (ECMT) and 2 of this Regulations. Afficial 12 of the Regulations o	Inland ports shall offer at least one freight terminal open to all operators in a	a non-disc	riminatory way and app	ly transparent charges.							
waterways a laid down in the new classification of infant waterways extakined by the improper Conference of Ministers of Transport (EAT) and all of this Regulation. At the request of a Member State, in duly justified case, exemptions shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of a member shall be formed to the product of the prod				1							
established by the European Conference of Ministers of Transport (ECMT) and all of this Regulation. No Articles 3 and 2 of this Regulations. At the request of a Nember State in duly justified cases, exemptions shall be inacted as land and account and an account and account and a consideration and account account and account account and ac	(a) rivers, canals and takes compty with the minimum requirements for class IV waterways as laid down in the new classification of inland waterways.										
35 of this Regulation. Anticle 15 (h) the same table to the content of a Member State, in obly justified cases, exemptions shall be asset to the state of content on the accommon members and case white the same shall be asset to the accommon members and case white the same shall be asset to	established by the European Conference of Ministers of Transport (ECMT) and										
At the request of a Member State, in duly justified cases, exemptions shall be followers. Canals and lakes shall be maintained so at to preserve good navigation status, while respecting the applicable environmental legislation. Yes Col rivers, canals and lakes are enugaged with INS. No No No No No No No N	that there is continuous bridge clearance, without prejudice to Articles 35 and		No								
At the request of a Member State, in daily justified cases, seemptions shall be 3 (p. 12) and applicable 12) bover caused and takes shall be enablated as as to present good navigation status, while respecting the applicable environmental legislation. Ves 120 Ves 2 Ves 2 Ves 3 Ves 3 Ves 4 Ves 4 Ves 4 Ves 5 Ves 5 Ves 5 Ves 5 Ves 6 Ves 6 Ves 6 Ves 7 Ves 8 Ves 7 Ves 8 Ves 8 Ves 8 Ves 8 Ves 9	36 of this Regulation.										
The promotion of process of common interest related to interest process of the standards of the inland waterways class IV. (b) where appropriate, achieving higher standards for modernising and for new waterways is accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterways in accordance with the technical appeted of information and the standards of the inland waterway transport. Article No 10) where appropriate, achieving injuries close to other natural state and advisor, we then done to a line fight and road transport. Article No 10) INDURED TO A STANDARD T	At the request of a Member State, in duly justified cases, exemptions shall be										
The promotion of project of common interest related to inflammature or partnerships of the standards for incommental legislation. We Maintainance Partnerships of the middle of the promotion of sustainable inland waterways transport. But where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical appets of infrastructures of infrastr	pranted by the Commission from the minimum requirements on draught (less	12)		not applicable						1	lower classed rivers
Ves Maintainance Pertnerships of the Maintainance Pertnerships of	navigation status, while respecting the applicable environmental legislation.										and canals. River
Content, carels and labers are equipped with BIS. No Management of the standard systems y infrastructure development Street of the standard systems of the standard systems of the standard soft the inland waterways refrestructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following: In proceedings of the inland waterways class Nr. No No No No No No No No No N			Yes								and Canal
Continuence can an and bales are enapped with BIS. No Princities for fundam subservey infrastructures development (In the premotion of projects of common interest related to index development) interest projects and in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing index developes) interest projects and in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing index developes) interest projects and in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing index developes) interest projects and in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in a district on the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in a district on the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in the section of the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in the section of the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in the section of the general priorities set out in Article 10, priority shall be given to the following: (In or existing interesting in the following in addition to the general priorities set out in Article 10, priority shall be given to the following: (In or existing in the priorities in the following in a district in the follo									Maintainana	Dortoorchine	Partnerships -LA(s) often the lead
Britishes for Inland waterways Infrastructure development the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following: Institute of the inland waterways class IV:	(c) rivers, canals and lakes are equipped with RIS	1	No						Platitatiance	raitileiships	Otten the tead
The analysis of the inland waterways class IV: In the standards of the inland waterways class IV:	Priorities for inland waterway infrastructure development										
the standards of the inland waterways class IV. No No No No No No No N		frastructur	es, and in addition to th	e general priorities set out in Article 10, pri-	ority shall be give	n to the following:					
(b) where appropriate, achieving higher standards for modernising and for new natureways in accordance with the technical superior for including RE, (ii) connecting inflant port inflantations for including RE, (ii) connecting inflant port inflantations for including RE, (iii) connecting inflantations for including RE, (iii) connecting inflantations for including revers close for including reverse clos	(a) for existing inland waterways: implementing measures necessary to reach										Freight Waterways
No No No No No No No No	the standards of the trial of waterways casts (v,										managed by relevant port
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical appetics in Lincidary BIS; (d) connecting infland port inflantaturure of to rail freight and road transport (d) papering particular attention to fee facility interesting particular (b) to promote the continuous particular (b) to promote particular (b) to promot											authorities.
(b) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical appetics in Lincidary BIS; (d) connecting infland port inflantaturure of to rail freight and road transport (d) papering particular attention to fee facility interesting particular (b) to promote the continuous particular (b) to promote particular (b) to promot											
No Commonwealth No											Freight Waterways defined as
(B) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of the Art Article (1997) (199			No								"Commercial
Dis where appropriate, achieving higher standards for modernizing and for new waterways in accordance with the technical aspects of infrastructure of the accordance with the accordance with the technical aspects of infrastructure of the accordance with the accordance w											Waterways" are
Bit where appropriate, achieving higher standards for modernizing and for new waterways in accordance with the technical aspects of infrastructure of configurations of the configuration of the con											canals which are protected both by
Methods of the promotion of sustainable infland waterway transport. No No No No No No No N											the Ancient
(B) where appropriate, achieving higher standards for modernising and for new waterways in accordance with the technical aspects of infrastructure of the control of the co											Monuments and
to where appropriate, scheining higher standards for modernising and for move waterways in accordance with the technical aspect of infrastructure of Col Indigenerating Memory and Memory an											Archaeological Act (1997) and Nature
new waterways in accordance with the technical aspects of infrastructure of LO (Insperenting periodical pages). Anticle (Insperenting periodical pages). (In concentring infland port infrastructure to rail freight and road transport advantages. (In the promotion of austranslate infland waterway transport. (I) The control of austranslate infland waterway transport. (I) No.	(b) where appropriate, achieving higher standards for modernising and for	1								l	(2007) und redture
Competition in the common of supplications, including risks. 12/2 No. 1/2 No.			No	1						l	
No No No No No No No No			No								
No		12)									n/a
See and address the architecture of transition was architecture of transition and architectur	infractructure. (e) paying particular attention to free-flowing rivers close to their natural state.	1						1		1	
grant scheme stream (a) We Facilit Sor Cort	and which can therefore he subject of specific measures	-	NO				1		-	 	n/a promotion of open
schem steam so) Wa Ves	(i) the promotion of sustainable inland waterway transport.	I	l	1					l	I	
(a) We Facility Yes Use Section 1.5 Control 1.5 Contro		I	l	1					l	I	schemes/funding
Yes Social Socia		I	l	1					l	I	streams, including: (a) Water Freight
Yes (Scot G		I	l	1					l	I	(a) Water Freight Facilities Grant
		l	Yes	1				1	1		(Scot Gov)
		I	l	1					l	I	(b) Waterborne Freight Grant (Scot
Freign Gov)	ĺ	I	l	1					l	I	
(c) Stra		I	l	1					l	I	(c) Strategic Timber
										Promotion	Transport Fund
(g) modernisation and expansion of the capacity of the infrastructure No n/a	(g) modernisation and expansion of the capacity of the infrastructure	l	No	1				1	1		n/a

3. ROAD TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	nat influenc	e on:		Other	Comments
nfrastructure components	_		I covered regultations in the				4		(nlease	
. Road transport infrastructure shall comprise in particular:										
a) high quality roads, including:										
i) bridges;		Yes		Planning	Projection	ring	Construction	Maintainance		
ii) tunnels;		Yes		Planning	Projection	ring	Construction	Maintainance		
iii) junctions;					-	rmancing/renue				1
		Yes	Design Manual for Roads and Bridges -	Planning	Projection	ring	Construction	Maintainance		
iv) crossings;		Yes	various volumes	Planning	Projection	ring	Construction	Maintainance		
v) interchanges;	1	-	(http://www.dft.gov.uk/ha/standards/dm rb)			ruiancing/renue				-1
v) interchanges,		Yes	rb)	Planning	Projection	ring	Construction	Maintainance		
vi) hard shoulders.	Article	Yes	PLUS	Planning	Projection	rinancing/Tende	Construction	Maintainance		A Roads
b) parking and rest areas;	17 (p.13)	Yes	Scottish Government (Transport	Planning	Projection	ring	Construction	Maintainance		
c) associated equipment;	1	16.0	Scotland) issues so called Interim			rmancing/renue				1
		Yes	Amendmends to accompany the DMRB	Planning	Projection	ring Financing/Tenge	Construction	Maintainance		1
d) telematic applications including ITS;		Yes		Planning	Projection	ring	Construction	Maintainance		
e) freight terminals and logistic platforms;		No		running	rrojection	rung	CONSTRUCTION	1-latitudinalice		-1
f) the connections of the freight terminals and logistic platforms to the other	1	Yes	1			Financing/Tende				1
nodes in the trans-Furnnean transport network		Yes		Planning	Projection	ring	Construction	Maintainance		
q) coach stations The high quality roads referred to in point (a) of paragraph 1 are those which	alar an i	nontant role in lane di	The second secon	to the serieh.	a and aconomic co	atros interconnes	tuith other tree	tood mades and 5	al manatainana a	Not valid for th
. The high quality roads referred to in point (a) or paragraph 1 are those which eripheral NUTS 2 regions to central regions of the Union. Those roads shall b				ate the main urba	in and economic ce	entres, interconnec	t with other tran	sport modes and ii	ink mountainous, re	note, tandiockei
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 de										
 ii) is especially sign-posted as a motorway. iv) An express road is a road designed for motor traffic accessible primarily from the probability of the primarily from the running carriageway; and 	m intercha	nges or controlled junc	tions and which:							
ii) does not cross at grade with any railway or tramway track.										
A conventional strategic road is a road which is not a motorway or express n										
Equipment associated with roads may include in particular equipment for tra	iffic manag	gement, information and	froute guidance, for the levying of user ch	arges, for safety, t	or reducing negati	ve environmental	effects, for refuel	ling or recharging	of vehicles with alte	mative propulsion
		V	rand priddes (DMKB) - Various Volumes	Ptanning	Projection	ring	Construction	Maintainance		
a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3);		Yes	and bridges (DMKB) - various volumes	Ptanning	Projection	ring	Construction	maintainance		as road safety
 a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of road transport infrastructure is assured, monitored and, when 		Yes	and Bridges (DMRB) - various volumes Strategic Road Safety Plan (Transport	Planning	Projection	ring	Construction	maintainance		as road safety partners
a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of road transport infrastructure is assured, monitored and, when ecessary, improved in accordance with the procedure provided for by		Yes Yes	Strategic Road Safety Plan (Transport Scotland)	Planning	Projection	ring	Construction	maintainance		partners responsible to
a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of road transport infrastructure is assured, monitored and, when ecessary, improved in accordance with the procedure provided for by	Article		Strategic Road Safety Plan (Transport			Financing/Tende				partners responsible to the framework
a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3), b) the safety of road transport infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by pierctive 2008/96/EC of the European Parliament and of the Councit	Article 18 (p.		Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020	Planning	Projection	ring	Construction	Maintainance Maintainance		partners responsible to the framework action
a) roads correspond to the provisions of points (a), (b) or (c) of article 17(3), b) the safety of road transport infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by pierctive 2008/96/EC of the European Parliament and of the Councit	18 (p.		Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020 Design Manual for Roads and Bridges							partners responsible to the framework
Transport infrastructure requirements (a) most correspond to the provisions of points (a), (b) or (c) of article 17(2) (b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/6/6/C of the European Parlament and of the Council. (c) road tunnels over 500 m is length comply with Directive 2004/5-4/CC of the Lucroscosa Bulliament and of the Council (d) where applicable, the interoperability of toll collection systems is ensured (d) where applicable, the interoperability of the European Parlament and of	18 (p.	Yes	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020	Planning	Projection	ring Financing/Tende	Construction	Maintainance		partners responsible to the framework action
a) coads correspond to the provisions of points (a), (B) or (c) of article 17(3): b) the safety of not arrapport infrastructive is assured, monitored and, when excessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council; containing the procedure of the Council; condition that the council of the Counci	18 (p. 13)	Yes Yes No	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020 Design Manual for Roads and Bridges (DMRB) - various volumes Transcourtor systems (such as SCOO)	Planning Planning	Projection Projection	ring Funancing/Tende ring Funancing/Tende	Construction Construction	Maintainance Maintainance		partners responsible to the framework action A Roads
In costs correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amport infrastructure is assured, monitored and, when eccessor, improved in accordance with the procedure provided for by vervice 2006/2004. Of the European Pelatiment and of the Curried Conference of the Conference and Conference a	18 (p.	Yes Yes	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020 Useign Manual for Roads and Bridges (DMRB) - various volumes	Planning	Projection	ring Financing/Tende ring	Construction	Maintainance		partners responsible to the framework action
In coads correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amapor infrastructure is assured, monitored and, when eccessary, improved in accordance with the procedure provided for by vector 2008/96(c) of the European Parliament and of the Council: c) road tunnels over 500 m is length country with Directive 2006/54(EC of the surposean Parliament and of the Council: where applicable in the interoperability of told collection systems is ensured accordance with Directive 2004/54(EC of the European Parliament and of the Council: 1) and the Council 1) as and the Council 100 (1) and	18 (p. 13)	Yes Yes No Yes	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020 Design Manualt for Roads and Bridges (DMRB) - various volumes strate Courtor Systems (ULIN as SCUOT) in operation in various IAs across	Planning Planning Planning	Projection Projection Projection	ring Funancing/Tende ring Funancing/Tende	Construction Construction	Maintainance Maintainance		partners responsible to the framework action A Roads
In coads correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of not amapor infinistructive is assured, monitored and, when eccessary, improved in accordance with the procedure provided for by event-zo/05/6/6/c of the European Parliament and of the Council; c) and tunnels over 500 m in length comply with Directive 2004/54/C of the supposes, Dadissoner and of the Council; c) and tunnels over 500 m in length comply with Directive 2004/54/C of the supposes, Dadissoner and of the Council; of the Council (1.1) and with Commission Council (1.2) and the Council (1.2) and the Council (1.2) and the Council (1.3) and the	18 (p. 13)	Yes Yes No Yes	Strategic Road Safety Plan (Transport Scotland) Scotlands Road Safety Framework 2020 Usesyn Manual for Roads and Bridges (DMRB) - various volumes used to the safety of the safety Roads and Strategies (DMRB) - various volumes used to safety the safety of the safety Roads (DMRB) - various volumes used to safety Roads (DMRB) - various volumes	Planning Planning Planning Planning	Projection Projection Projection	ring Financing/Tende ring Financing/Tende ring	Construction Construction Construction	Maintainance Maintainance Maintainance		partners responsible to the framework action A Roads CCTV and SCO (b) Road Safety
I) roads correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amport infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by severther 2008/69/EC of the European Parliament and of the Council; c) road turnets one 200 m is length comply with Directive 2004/54/EC of the separation of the Council; d) where applicable in the interoperability of total collection systems is ensured as accordance with Directive 2004/54/EC of the European Parliament and of the Council (1) and an European Parliament and one council (1) and a forestive council (1) and a forestive council (1) and a forestive the Council (1)	18 (p. 13)	Yes Yes No Yes	Strategic Road Safety Plan (Transport Scotland) Scotland's Road Safety Framework 2020 Design Manualt for Roads and Bridges (DMRB) - various volumes strate Courtor Systems (ULIN as SCUOT) in operation in various IAs across	Planning Planning Planning	Projection Projection Projection	ring Funancing/Tende ring Funancing/Tende	Construction Construction	Maintainance Maintainance		partners responsible to the framework action A Roads CCTV and SCC (b) Road Safety
In casks correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of not atmapped infrastructure is assured, monitored and, when excesses, improved in accordance with the procedure provided for by severe 2006/86(4) or the furgees are largement and of the Council; c) and turnels over 500 m in length comply with Directive 2004/54(E) of the armones Badiancest and of the Council; of the severe application of the council; of the severe application of the intereprehability of the content of the severe application of the council; of the severe application of th	18 (p. 13)	Yes Yes No Yes	Strategic Road Safety Plan (Transport Scotland) Scotlands Road Safety Framework 2020 Usesyn Manual for Roads and Bridges (DMRB) - various volumes used to the safety of the safety Roads and Strategies (DMRB) - various volumes used to safety the safety of the safety Roads (DMRB) - various volumes used to safety Roads (DMRB) - various volumes	Planning Planning Planning Planning	Projection Projection Projection	ring Transcring/Tenoering Financing/Tenoering Financing/Tenoering	Construction Construction Construction	Maintainance Maintainance Maintainance		partners responsible to the framework action A Roads CCTV and SCO (b) Road Safety
In casks correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of not atmapped infrastructure is assured, monitored and, when excesses, improved in accordance with the procedure provided for by severe 2006/86(4) or the furgees are largement and of the Council; c) and turnels over 500 m in length comply with Directive 2004/54(E) of the armones Badiancest and of the Council; of the severe application of the council; of the severe application of the intereprehability of the content of the severe application of the council; of the severe application of th	18 (p. 13)	Yes No Yes Stition to the general pri Yes	Strategic Road Salety Plan (Transport Scotland) Road Salety Framework 2020 Scotland's Road Salety Framework 2020 Seeps Mentant for Roads and sindges (DMRB) - versious volumes water, country systems, specific as Scotland in various LSA access comities set out in Article 10, priority shall be \$2000 Scotland on the Article 10, priority shall be	Planning Planning Planning Given to the folio	Projection Projection Projection Projection Owing: Projection	ring Financing/Tende ring Financing/Tende Financing/Tende	Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCU (b) Road Safety CCTV and SCU (c) Road Safety CCTV and SCU (b) Road Safety CCTV and SCU (c) Road Safety
In colds, correspond to the provisions of points (a), (b) or (c) of article 17(3); b) the safety of not arrapport infrastructure is assured, monitored and, when eccessary, improved in accordance with the procedure provided for by vereive 2006/86(c) of the European Pallment and of the Council; c) and turnels over 500 m in length comply with Directive 2004/54(Cc) of the unpeana Pallment and of the Council; and turnels over 500 m in length comply with Directive 2004/54(Cc) of the unpeana Pallment and of the Council; and turnels over 500 m in length comply with Directive 2004/54(Cc) of the source of the council of the	18 (p. 13)	Yes No Yes Stition to the general pri Yes	Strategic Road Salety Plan (Transport Scotland) Road Salety Framework 2020 Scotland's Road Salety Framework 2020 Seeps Mentant for Roads and sindges (DMRB) - versious volumes water, country systems, specific as Scotland in various LSA access comities set out in Article 10, priority shall be \$2000 Scotland on the Article 10, priority shall be	Planning Planning Planning Planning	Projection Projection Projection	ring Financing/Tenoe ring Financing/Tenoe ring Financing/Tenoe ring	Construction Construction Construction	Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
I) reads correspond to the provisions of points (a), (B) or (c) of article 17(3): b) the safety of not amport infrastructure is assured, monitored and, when eccessor, improved in accordance with the procedure provided for by vective 2008/64/66.c of the furnopean Parliament and of the Council; c) road turnesh ower 500 m in length comply with Directive 2004/54/EC of the amonass Dadiament and of the Council; of the provided provided in the procedure of the council of th	18 (p. 13) Article 19 (p. and in ad	Yes No Yes Stition to the general pri Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Pranework 2020 Scotland's Road Safety Framework 2020 Usegor National Volume of Models and Strodges (DMRB) - various volumes Useria Common Systems (Succi as SCOCI) in operation in various LNs access Collect Set out in Article 10, priority shall be 200000000. CCTV and subsequently, adaptive urban traffic control systems (Such as SCOCI) in operation in various LNs access Scotland SCOCII and SCOCII S	Planning Planning Planning Given to the folio	Projection Projection Projection Projection Owing: Projection	ring Financing/Tende ring Financing/Tende Financing/Tende	Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet as road safety CCTV and SCC (b) Road Safety CCTV and SCC (c) Road Safety
by masks correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amapor infrastructure is assured, monitored and, when eccasion, improved in accordance with the procedure provided for by vective 2006/96/64 of the furnopean Parliament and of the Council: c) road turnels over 500 m in length comply with Directive 2004/54/EC of the unconean Badisinent and of the En ancil: d) where applicable the interoperability of toll collection systems is ensured accordance with Directive 2004/54/EC of the European Parliament and of a secondaric with Directive 2004/54/EC of the European Parliament and or accordance with Directive 2004/54/EC of the European Parliament and accordance with Directive 2004/54/EC of the European Parliament and accordance with Directive 2004/54/EC of the European Parliament and or accordance with Directive 2004/60/EL and is deployed to the European Parliament and European Endostructure Complies with Directive 2004/60/EL and is deployed to the European European Endostructure Complies with Directive 2004/60/EL and is deployed to the European Endostructure Complies and European Endo	18 (p. 13)	Yes No Yes Stition to the general pri Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Plan (Transport Scotland) Road Safety Framework 2020 Classign Warrant for Roads are stronger (DMRB) - various volumes (DMRB) - various (DMRB) -	Planning Planning Planning Given to the folio	Projection Projection Projection Projection Owing: Projection	ring Fundrung/Tenue ring Fundrung/Tenue ring Fundrung/Tenue ring Fundrung/Tenue ring	Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
by masks correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amapor infrastructure is assured, monitored and, when eccasion, improved in accordance with the procedure provided for by vective 2006/96/64 of the furnopean Parliament and of the Council: c) road turnels over 500 m in length comply with Directive 2004/54/EC of the unconean Badisinent and of the En ancil: d) where applicable the interoperability of toll collection systems is ensured accordance with Directive 2004/54/EC of the European Parliament and of a secondaric with Directive 2004/54/EC of the European Parliament and or accordance with Directive 2004/54/EC of the European Parliament and accordance with Directive 2004/54/EC of the European Parliament and accordance with Directive 2004/54/EC of the European Parliament and or accordance with Directive 2004/60/EL and is deployed to the European Parliament and European Endostructure Complies with Directive 2004/60/EL and is deployed to the European European Endostructure Complies with Directive 2004/60/EL and is deployed to the European Endostructure Complies and European Endo	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Stion to the general pri Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Plan (Transport Scotland) Road Safety Framework 2020 Usesgar Nariant for roads and strolges (DMRB) - various volumes (DMRB) - various Vo	Planning Planning Planning Given to the folio	Projection Projection Projection Projection Owing: Projection	ring Financing/Tende ring Financing/Tende Financing/Tende	Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCO (b) Road Safety CCTV and SCO (b) Road Safety CCTV and SCO (c) Road Safety CCTV and SCO (c) Road Safety
I) reads correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not arranged inflammatic is assured, monitored and, when ecessary, improved in accordance with the procedure provided for by event to 2006/8/Ce of the European Pallment and of the Council;) road tunnels over 500 m in length comply with Directive 2004/5/E/Ce of the accordance and of the Council; of the accordance and the accordanc	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Stion to the general pri Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Plan (Transport Scotland) Road Safety Framework 2020 Usegon National Road Safety Framework 2020 Usegon National Road Safety Framework 2020 Usegon National Road Safety Road Sa	Planning Planning Planning Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection Projection	ring roundering rendering	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
by masks correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amapor infinistructive is assured, monitori and, when eccessary, improved in accordance with the procedure provided for by vectors 2006/86(c of the furupeen Parliament and of the Council; c) conditions to the same of the same of the council of the	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Stion to the general pri Yes Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Plan (Transport Scotland) Road Safety Framework 2020 Classign Warnart for Roads are stronger (DMRB) - verous systems out in a Scotland Road Safety Roads are stronger (DMRB) - verous systems out in a Scotland Road Road Road Road Road Road Road Roa	Planning Planning Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection Projection Projection	ring "vanakrung renoe ring vanakrung	Construction Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
In casks correspond to the provisions of points (a), (b) or (c) of article 17(3): In bulley of not atmapped infrastructure is assured, monitorin and, when excesses, improved in accordance with the procedure provided for by vicentee 2006/86(4) or the furgeous Parliament and of the Council. It can be a supplementation of the Council o	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Stion to the general pri Yes Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Pranework 2020 Usegon Parkinat for Roads and stridges (DMRB) - various volumes (DMRB)	Planning Planning Planning Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection Projection	ring roundering rendering	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
In casks correspond to the provisions of points (a), (b) or (c) of article 17(3): In bulley of not atmapped infrastructure is assured, monitorin and, when excesses, improved in accordance with the procedure provided for by vicentee 2006/86(4) or the furgeous Parliament and of the Council. It can be a supplementation of the Council o	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Stion to the general pri Yes Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Plan (Transport Scotland) Road Safety Framework 2020 Usegory harmative roads are strolges (IDMRB) - various volumes (IDMRB) - various volumes (IDMRB) - various volume	Planning Planning Planning Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection Projection	ring Transcring rendering Transcring/Tende Financing/Tende fring Financing/Tende fring Financing/Tende fring	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Koads CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet CCTV and SCC (b) Road Safet
a) masks correspond to the provisions of points (a), (b) or (c) of article 17(3): b) the safety of not amappor infrastructure is assured, monitored and, when excessary, improved in accordance with the procedure provided for by brechte 2008/6/EC of the European Parliament and of the Council: (c) good turneds one 450 m in length comply with Directive 2006/4/EC of the increason Sentiments and of the Council (d) where applicable in terroperability of told collection systems is ensured an accordance with Directive 2004/5/EC of the European Parliament and of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Suppose Parliament and of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his Councilson Endough 2007/6/EC of the Council (1) Assuad his councilson Endough 2007/6/EC of the Council (1) Assuad to the Council (1) Assuad 2007/6/EC of the	18 (p. 13) Article 19 (p. and in ad	Yes Yes No Yes Sisting to the general pri Yes Yes Yes Yes	Strategic Road Safety Plan (Transport Scotland) Road Safety Pranework 2020 Usegon Parkinat for Roads and stridges (DMRB) - various volumes (DMRB)	Planning Planning Planning Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection Projection	ring roundering rendering	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance		partners responsible to the framework action A Roads CCTV and SCC (b) Road Safet as road safety CCTV and SCC (b) Road Safety CCTV and SCC (c) Road Safety CCTV and SCC (c) Road Safety

4. MARTIME TRANSPORT AND MOTORWAYS OF THE SEA

	Yes/No								Comments
е		covered regultations in the	1	2	3	4	5	(please	Comments
		Marco 195							
-		does it:							
-									
	No								
	Ver								
Article									
(p. 14)									
	No.								
	No								
	No								
e compreh		nall meet at least one of the following criter	ia:						
passenge	r traffic volume of all ma	ritime ports of the Union. The reference an	ount for this tota	l volume is the late	est available three	-vear average, ba	sed on the statisti	cs published by Euros	tat:
utside a rai	dius of 200 km from the	nearest other port in the comprehensive ne	twork.						
particular	equipment for traffic an	d cargo management, for the reduction of r		cluding negative	environmental effe	ects, for the use o	f alternative fuels	, as well as equipmer	nt to ensure year-
		·							
							ort-sea routes, po	rts, associated maritin	me infrastructure
enabling:	short-sea shipping or se	a-river services between at least two ports,	including hinterla	nd connections. M	otorways of the se	a shall include:			
21	No								
(- 14)									
Astido									
	No								
(gr. 20)	Vec								
transport		sed by at least two Member States. They sha	Il take one of the	following forms:					
		,							
Article	No								
21 (p.15)	Vec								
	res	???							
transport	network may also inclu	de activities that have wider benefits and ar	e not linked to sp	ecific ports, such a	s services and acti	ons to support th	e mobility of pers	ons and goods activit	ties for improving
			eaking, activities	ensuring year-rour	nd navigability, dn	edging operation	s, alternative fuell	ing facilities, as well a	s the optimisation
on systems	, including traffic mana	gement and electronic reporting systems.			-fab - 6 b d -			della a sa thatan aran	
sea as prov	ided for in Article 51, th	e Coordinator shall present a detailed impl	ementation plan i	or the motorways	or the Sea based o	in experiences an	a developments r	elating to Union mari	time transport as
		???							
22 (p.15)	No	Within Municipal Ports?!!							
		Within Flameipar Foreit.							
		of ships in ports, in particular reception facil	ities for ship gene	erated waste and c	argo residues in a	ccordance with D	rective 2000/59/	C of the European Pa	rliament and of th
aste and c	argo residues and in cor	impliance with other relevant EU legislation.			-				
rective 200	12/59/EC and deploy e-N	Maritime services, including in particular ma	ritime single wind	low services, as pro	ovided for in Direc	tive 2010/65/EU.			
re and in a	ddition to the general p	riorities set out in Article 10, priority shall b	e given to the fol	lowing:					
1	l	1		l	l	1	l	l	l
		777							
	No	not applicable							
23 (p.15)	No								
1	No	222		l	l	1	l	l	l
1		***				-			
1	No	Within Municipal Ports?!!							
in the same of the	20 (p. 14) 10 pssenges 11 pssenges 12 pssenges 12 pssenges 13 pssenges 14 pssenges 15 pssenges 16 pssenges 17 pssenges 18 pss	20 No (p. 14) No N	No. Idoes 187 No. Indice Ves 20 No. Indice Ves	Anicle Anicle	Article Art	No. 180	Article Art	Article Art	Article Art

5. AIR TRANSPORT

5. AIR TRANSPORT	Sourc		Documentation regarding		Regio	onal influenc	e on:		Other	
Criteria/Demands		Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components			covered regulations in the						(picuse	
Air transport infrastructure shall comprise in particular:										
(a) air space, routes and airways;		No								
(b) airports;										Planning system is
			NPPG 17 Transport and Planning							a devolved matter and decisions
			PAN 51 Planning and Environmental							regarding
	Article	Yes	Protection							development at
	24 (p.16)		PAN 56 Planning and Noise							airports will be
	24 (p.10)									taken by the
				Planning						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	Maintainance	Contributions?	
(d) associated equipment;		No								
(e) air navigation systems, including SESAR.		No								
Airports shall comply with one of the following criteria:										
(a) for passenger airports, the total annual passenger traffic is at least 0,1 % of		nnual passenger volum	of all airports of the Union, unless the airp	oort in question is	situated outside	radius of 100 km	from the nearest	airport in the con	nprehensive network	or outside a radius
of 200 km if the region in which it is situated is provided with a high-speed rail										
(b) for cargo airports, the total annual cargo volume is at least 0,2 % of the total	al annual c	argo volume of all airpo	ts of the Union. The total annual passenge	r volume and the	total annual cargo	volume are based	on the latest ava	ilable three-year	average, as publishe	ed by Eurostat.
Transport infrastructure requirements									<u>'</u>	
 Member States shall ensure that any airport located on their territory offers a 										
Member States shall ensure that common basic standards for safeguarding c in the field of civil aviation security and repealing Regulation (EC) No 2320/200				accordance with	Regulation (EC) N	300/2008 of the l	uropean Parliam	ent and of the Co	ouncil of 11 March 20	on common rules
 Member States shall ensure that infrastructure for air traffic management is: 				co with Doculatio	o (EC) No E40/200	of the European	Dadiament and o	faho Council (2)	Dogulation (CC) No	CEO/2004 of the
 Member States shall ensure that infrastructure for air traffic management is: European Parliament and of the Council (3), Regulation (EC) No 551/2004 of t 										
Priorities for air infrastructure development	ine Europe	arr anament and or ar	Council (4) and regulation (cc) (40 532)	200-, und or un ti	инэрон ореницон	z, an order to ampre	we the periorina	rcc und sustainau	naty or the European	r aviation system, or
In the promotion of projects of common interest related to air transport infrast	tructure ar	nd in addition to the pri	wities set out in Article 10, priority shall be	given to the follo	wina:					
(a) increase airport capacity:	indictione, or	No.	The second of th	given to the lone	muig.	T T	1	1	1	1
(b) supporting the implementation of the Single European Sky and of air	1									
traffic management systems, in particular those deploying the SESAP system.		No								
(c) improving multi-modal interconnections between airports and										that local planning
infrastructure for other transport modes.										authorities consult
										the DfT's Aviation
										Division on draft
										development plans
										policies and
		Yes	NIDDO 17 Tono or an all Discorder							proposals relating to airports and
			NPPG 17 Transport and Planning							airfields, so as to
										avoid development
										close to an airport
										or airfield that is
	Article					Financing/Tende			Developer	incompartible with
	26 (p.			Planning	Projection	ring	Construction	Maintainance	Contributions?	any existing or
(d) improving sustainability and mitigating the environmental impact from	16)									advise on the
aviation:										relevance of
avation,										pollution controls
awattori,										
avaun,										and air quality
avatuut,										considerations to
амашля,			Diamaina Aduina Note (DAN) 51 Diamaina							considerations to the exercise of
ervasuur,			Planning Advice Note (PAN) 51 Planning and Environmental Protection							considerations to the exercise of planning functions
омошил,		Yes	Planning Advice Note (PAN) 51 Planning and Environmental Protection;							considerations to the exercise of
erestatur,		Yes	and Environmental Protection;							considerations to the exercise of planning functions
aventuori.		Yes								considerations to the exercise of planning functions in Scotland.
ereduci.		Yes	and Environmental Protection;							considerations to the exercise of planning functions in Scotland. PAN56: Gives
aventuori.		Yes	and Environmental Protection;							considerations to the exercise of planning functions in Scotland. PAN56: Gives advise to local planning authorities in
aventuoi.		Yes	and Environmental Protection;							considerations to the exercise of planning functions in Scotland. PAN56: Gives advise to local planning authorities in Scotland on the
erentuci.		Yes	and Environmental Protection;	Planning					Developer Contributions?	considerations to the exercise of planning functions in Scotland. PAN56: Gives advise to local planning authorities in

6. MULTIMODAL TRANSPORT

Criteria/Demands	Sourc	Yes/No	Documentation regarding				e on:		Other	Comments
Citterta/ Demanus	e	Tes/IVU	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
Freight terminals or logistic platforms shall comply with at least one of the follo	owing crite	ria:								
(a) its annual transhipment of freight exceeds, for non-bulk cargo, 800 000 tons										
(b) where there is no freight terminal or logistic platform complying with point	(a) in a NI	JTS 2 region, it is the m	ain freight terminal or logistic platform des	ignated by the M	ember State conce	rned, linked at lea	t to roads and ra	ailways for that NI	JTS 2 region, or in the	case of Member
Transport infrastructure requirements										
Member States shall ensure, in a fair and non-discriminatory way, that:										
 (a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of freight and passengers; 	Article 28 (p.17)	Yes	Design Manual for Roads and Bridges (DMRB) - various volumes	Planning	Projection	Financing/Tende	Construction	Maintainance	Developer Contributions?	
(b) without prejudice to the applicable provisions laid down in Union and		Yes	NPPG 17 Transport and Planning	Planning	Projection	Financing/Tende	Construction	Maintainance	Developer	
(c) without prejudice to the applicable provisions laid down in Union and national law, continuous passenger traffic across the comprehensive network should be facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and where	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 devices	s for movin	g freight between diffe	rent transport modes and for the positionis	ng and storage of	freight.					
Priorities for multimodal infrastructure development										
In the promotion of projects of common interest related to multimodal transpo	ort infrastru	cture, and in addition t	o the general priorities set out in Article 10	, priority shall be	given to the follow	ving:				
(a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where		No								
(b) removing the main technical and administrative barriers to multimodal	Article 29 (p.17)	No								
(c) developing a smooth flow of information between the transport modes and enabling the provision of multimodal and single-mode services across the		No								

7.1. Requirements for Core Rail Network

Critoria/Domando	Criteria/Demands Sourc Yes/No Documentation regarding Regional influence on:					Otner	Comments			
Citterta/ Demants	е	Tes/NO	covered regultations in the	1	2	3	4	5	(please	Comments
Infrastructure components										
 Innovative technologies, telematic applications and regulatory and gove 									both passengers and	freight transport
2. The infrastructure of the core network shall meet all the requirements set ou	t in Chapt	er II. In addition, the foll	owing requirements shall also be met by t	ne infrastructure o	of the core network	, without prejudic	e to paragraph 3:			
(a) for rail transport infrastructure										
 full electrification of the line tracks and, as far as necessary for electric train operations, sidings; 		No								
(ii) freight lines of the core network as indicated in Annex I: at least 22.5 t axle load, 100 km/h line speed and the possibility to run trains with a length of	Article	No								
(iii) full deployment of ERTMS;	39 (p.19)	No								
(iv) nominal track gauge for new railway lines: 1435 mm except in cases where the new line is an extension on a network the track gauge of which is different		No								
Isolated networks are exempted from the requirements (i) to (iii).										
3. Without prejudice to Directive 2008/57/EC, at the request of a Member State	as regard	is railway transport infra-	structure, exemptions may be granted by t	ne Commission in	duly justified case	s as regards the tr	ain length, ERTM:	axle load, elect	rification and line spe	ed.

7.2. Requirements for Core Road Network

Criteria/Demands	Sourc Yes/No Documentation regarding Regional influence on:						Other	Comments		
Criteria/ Demands	е	Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
(c) for road transport infrastructure:										
- the requirements under points a) or (b) of Article 17 (3)		No								
 the development of rest areas on motorways approximately every 100 	Article									
kilometres in line with the needs of society, market and environment, in order		No								
inter alia to provide appropriate parking space for commercial road users with	39 (p.19)									
- availability of alternative clean fuels;		No								

7.5. Requirements for Core Waterway and Maritime Network

Criteria/Demands		Yes/No	Documentation regarding covered regultations in the		Regio		Other (please	Comments		
	е		field	1	2	3	4	5	indicate)	
(b) for inland waterway and maritime transport infrastructure:										
 availability of alternative clean fuels; 	Article 39 (p.10)	No								

7.4. Requirements for Core Air Network

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

8. COMMON PROVISIONS

8. COMMON PROVISIONS	Sourc		Documentation regarding		Ponic	anal influenc	o on:		Other	
Criteria/Demands	e	Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
Urban Nodes										
When developing the comprehensive network in urban nodes, Member States	shall, wher	e feasible, aim to ensur	e: •							THOU VALLE TOT LITE
(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the										TEN-TaNS analyses
(b) for freight transport: interconnection between rail, road, and, as		Yes	NPPG 17 Transport and Planning	Planning	Projection	Financing/Tende	Construction	maintainance	Developer	A, B and C Koads
(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;		Yes	Design Manual for Roads and Bridges (DMRB) - various volumes			Financing/Tende			Developer	
	1 1			Planning	Projection	ring	Construction	Maintainance	Contributions?	A,B and C Roads
 (d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres; 		Yes	Design Manual for Roads and Bridges (DMRB) - various volumes	Planning	Projection	Financing/Tende ring	Construction	Maintainance	Developer Contributions?	A. B and C Roads
(e) mitigating exposure of urban areas to negative effects of transiting rail and	Article			i willing	rrojection	iuig	CONSTRUCTION	- Indirection of the control of the	CONTRIBUTIONS:	A, D and C Houds
road transport, which may include bypassing of urban areas;	Article 30 (p.17)	Yes	Design Manual for Roads and Bridges (DMRB) - various volumes	Planning	Part and an	Financing/Tende	Construction	Maintainance	Developer Contributions?	A, B and C Roads
(f) promotion of efficient low-noise and low-carbon urban freight delivery.	1			Planning	Projection	ring	Construction	maintainance	Contributions:	the Switched On
to principle of the late of th		Yes	Switched On Scotland - A Roadmap to Widespread Adoption of Plug-in Vehicles							Scotland map and installation of recharging points (Grants provided to LAs by Scottish Government)
				DI	B	Financing/Tende	c		Barrier and the s	Partnerships such
Tolomatic Applications				Planning	Projection	ring	Construction	Maintainance	Partnerships	as the North East
Telematic Applications 1. Telematic applications shall enable traffic management and the exchange of	informatio	on within and between t	ransport modes for multi-modal transport	operations and va	lue added transpo	rt-related services.	improving safety	v. security and env	vironmental performa	ance, as well as
simplifying administrative procedures. Telematic applications shall facilitate se	amless con	nection between the in	frastructure of the comprehensive network	and the infrastru	cture for regional a	and local transport		,,		
 Telematic applications shall be deployed where feasible across the Union, in The Telematic applications referred to in this Article shall, for the respective 										
for railways: ERTMS:	Article	No.	I and a second	ı	1		l	Ι	T T	1
	31 (p.17)									
for inland waterways: River Information Services; for road transport: ITS;	1	No	CCTV and, subsequently, adaptive urban							CCTV and SCOOT;
- to road dansport. 113,	Article 31 (p.18)	Yes	traffic control systems (such as SCOOT) in operation in various LAs across Scotland	Planning	Projection	Financing/Tende ring	Construction	Maintainance		(b) Road Safety working Group of SCOTS
- for maritime transport: VTMIS and e-Maritime services, including single	1 "									
window services such as the maritime single window, port community systems	·	No								Reserved matter.
- for air transport: air traffic management systems, in particular those resulting		No								Reserved matter.
Sustainable Freight transport services										
Member States shall now particular attention to projects of common interest wi		rovide efficient freight:	ransport services that use the infrastructur	e of the compreh	ensive network as	well as contribute	to reducing carb	on dioxide emissio	ons and other negati	ve environmental
Member States shall pay particular attention to projects of common interest wi	hich both p	rovide efficient freight		e of the compreh	ensive network as	well as contribute	to reducing carb	on dioxide emission	ons and other negati	
Member-States shall pay particular attention to projects of common interest wi (a) improve sustainable use of transport infrastructure, including its efficient management;	hich both p	rovide efficient freight Yes	ransport services that use the infrastructur CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scotland	e of the compreh	ensive network as Projection	Financing/Tende	to reducing carb	on dioxide emissio	ons and other negati	cCTV and SCOOT; (b) Road Safety working Group of SCOTS
Member States shall pay particular attention to projects of common interest will objingrove ustating be use of transport infrastructure, including its efficient management of univolative transport services, including its efficient just personate the appropriet of univolative transport services, including through Motorway for the Sea telemental opportances and extending through Motorway for the Sea telemental positions and the charge stately related goods of those services, as well as the establishment of relevant stacky related goods of those services, as well as the establishment of relevant to the control of the services and use the setablishment of relevant to the services of the services are used as the establishment of relevant to the services of the services are used as the establishment of relevant to the services of the services are used as the establishment of relevant to the services of the services are the services are the services of the services are the services of the services are the services of the services are the services are the services of the services are the se	Article		CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across			Financing/Tende			ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of
Member States shall pay particular attention to projects of common interest is obj improve sustained use of transport infrastructure, including its efficient management; 10) promote the stepsyment or innovative transport services, including through Motomys of the Sea, telematic applications and the development of the arcitizing infrastructure, necessary to achieve mainly environmental and stelly related goals of those services, as well as the establishment of relevant clip Scillatia mildi-modal transport service operations including the necessary companying information flows and unprice coperation between transport		Yes Yes No	CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across			Financing/Tende			ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of
Member States shall pay particular attention to projects of common interest is ob improve sustainable use of transport infrastructure, including its efficient management. The properties of t	Article	Yes Yes	CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across			Financing/Tende			ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of
Member States shall pay particular attention to projects of common interest is obj improve sustained use of transport infrastructure, including its efficient management; (to) promote the applyment of innovative transport services, including its through Motorways of the Sea, telemantic applications and the development of the arcitalisty infrastructure, necessary to achieve mainly environmental and startly related goals of those services, as well as the stabilisment of relevant (5) fiscilitatis infinish invocation startly and the services are proportionally and the services are serviced to the services are consistent of the services are serviced to (5) stirulate resource and carbon efficiency, notably in the fields of vehicle of anything provided information of fleet (characteristics and performance, or adaptive provided information of fleet (characteristics) and performance.	Article	Yes Yes No	CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across			Financing/Tende			ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of
Nember States shall pay particular attention to projects of common interest is obj improve sustainable use of transport infrastructure, including its efficient management of the properties of univolative transport services, including its through Motorway of the Sex, telematic applications and the development of the arcitizary infrastructure, necessary to achieve mainly environmental and safety related goals of those services, as well as the stabilisment of relevant Cl facilitate multi-modal transport service operations including the necessary accompanying information flows and improve cooperation between transport (0) stimulate resource and carbon efficiency, rotately in the fields of vehicles practice distinuishingsing sostems and companions planning (s) analysis provide information on field characteristics and performance, (c) migrow links to the mod subtracted and colorated parts or the Union, in	Article	Yes Yes No No No	CCIV and, subsequently, adaptive urban traffic control systems (such as SCO01) in operation in various LAs across Scotland	Planning	Projection	Financing/Tende	Construction	Maintainance	ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of SCOTS
Nember States shall pay particular attention to projects of common interest is objective control of the contro	Article	Yes Yes No	CCTV and, subsequently, adaptive urban traffic control systems (such as SCOOT) in operation in various LAs across			Financing/Tende			ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of
Nember States shall pay particular attention to projects of common interest will obligative control to the state of the st	Article 32 (p.18)	Yes Yes No No No Yes	CCIV and, subsequently, adaptive urban traffic control systems (such as SCO01) in operation in various LAs across Scotland	Planning	Projection	Financing/Tende	Construction	Maintainance	ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of SCOTS
Nember States shall pay particular attention to projects of common interest is objective control of the contro	Article 32 (p.18)	Yes Yes No No No Yes	CCIV and, subsequently, adoptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scottland por se, as some occur annotates an some second so	Planning	Projection	Financing/Tende	Construction	Maintainance	ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of SCOTS Example: Dx operated ferry links Vanous actions,
Nember States shall pay particular attention to projects of common interest is ob improve satisfacture. It is a straightful to the development of through Notorways of the Sex Islammic applications and the development of the excitaging without the straightful to the straightful	Article 32 (p.18)	Yes Yes No No No Yes whents and deployments and deployments and deployments.	CCTV and, subsequently, adoptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scotland per se, as some social assurptions in Scotland over the Scotland over the Scotland over the Scotland over distinctively remote and s, the aim shall be in particular to:	Planning Planning	Projection Projection	Financing/Tendering	Construction	Maintainance Maintainance	ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of SCOTS SCOTS Vanous actions, coming under they, coming under they (a) Public Sector Leadership; (b) Strategic
Nember States shall pay particular attention to projects of common interest will oil process under shall be use of transport infestructure, including its efficient management (a) improve under shall be used to transport infestructure). The control of the contro	Article 32 (p.18)	Yes Yes No No No Ves oments and deployment Yes	CCIV and, subsequently, adoptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scottland por se, as some occur annotates an some second so	Planning	Projection Projection Projection	Financing/Tende ring Financing/Tende ring Financing/Tende	Construction Construction Construction	Maintainance Maintainance Maintainance	ons and other negati	CCTV and SCOOT; (b) Road Safety working Group of SCOTS SCOTS Vancus actions, coming under the following heading: (a) Public Sector Leadership: Leadership:
Nember States shall pay particular attention to projects of common interest is ob improve satisfacture. It is a straightful to the development of through Notorways of the Sex Islammic applications and the development of the excitaging without the straightful to the straightful	Article 32 (p.18)	Yes Yes No No No Ves oments and deployment Yes	CCIV and, subsequently, adoptive urban traffic control systems (such as SCOOT) in operation in various LAs across Scottland por se, as some occur annotates an some second so	Planning Planning Planning Planning	Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction	Maintainance Maintainance Maintainance	ons and other negations and other negations and other negations are selected to the selected selected to the selected se	CCTV and SCOOT; (b) Road Safety working Group of SCOTS SCOTS Vancus actions, coming under the following headings: (a) Public Sector Leadership: (b) Strategic Investments;
Nember States shall pay particular attention to projects of common interest is do improve satisfacture, including its efficient management; (10) premote the appayment of minorative transport services, including its efficient management; (10) premote the appayment of minorative transport services, including the finding of the arcitilative strength services, including the finding of the arcitilative services, and are services and arcitication of the arcitilative inflammation of the sex services, and as the establishment of relevant CS including inflammation of the services, and set the establishment of relevant CS including insular moderate and extraor services of the services and services of the services of	Article 32 (p.18)	Yes Yes No No No Yes ornents and deployment Yes Yes	CCTV and, subsequently, adoptive urban tradific control systems (such as SCODI) in operation in various LAs across Scotland per sec. as source occur assironizes in Scotland Cover distinctively remote and subsequently and subsequently remote and subsequently remote and subsequently remote and subsequently remote and Vehicles Strategic Road Safety Plan (Transport Scotland): Strategic Road Safety Plan (Transport Scotland):	Planning Planning	Projection Projection Projection Projection	Financing/Tende ring Variancing/Tende ring Financing/Tende ring	Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		CCTV and SCOOT; (b) Road Safety working Group of SCOTS SCOTS SCOTS Vanous actions, coming under the scots of SCOTS vanous actions,
Nember States shall pay particular attention to projects of common interest is obligation of the property of	Article 32 (p.18) cal develop Article	Yes Ves No No No Ves whents and deployment Yes Yes Yes	CCTV and, subsequently, adaptive urban tradific control systems (such as SCODI) in operation in various LAs across Sortiand part at a source foca accommend to Scotland part at a source foca accommend to Scotland cover distinctively remote and s, the aim shall be in particular to: Widespread Adoption of Plug-in Vehicles Strategic Road Safety Plan (Transport Scotland): Scotland's Road Safety Plan (Transport Scotland): Scotland's Road Safety Plan (Transport Scotland): Scotland's Road Safety Prantework 2020	Planning Planning Planning Planning	Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance	Partnerships	CCTV and SCOOT; (b) Road Safety working Group of SCOTS SCOTS SCOTS Vanous actions, coming under the scots of SCOTS vanous actions,
Nember States shall pay particular attention to projects of common interest will oil progress unfainable use of transport infrastructure, including its efficient management; 10) promote the deployment of unovative transport services, including the fifteen through Motorways of the Sea, telematic applications and the development of the ancillary infrastructure, necessary to achieve mainly environmental and stately related goals of those services, as well as the establishment of relevant (5) lizidizities missil-micilla transport service operations including the necessary of the property of the propert	Article 32 (p.18) cal develop Article	Yes Yes No No No Yes ornents and deployment Yes Yes	CCTV and subsequently, adaptive urban tradition control systems (such as SCOD) in operation in various IAs across Coolined port on, as some social association in Scotland Cover distinctively remote and cut-of-control cover distinctively remote and cut	Planning Planning Planning Planning	Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance		CCV and SCOOT: (b) Road Safety working Group of SCOTS of S
Nember States shall pay particular attention to projects of common interest is obligation of the property of	Article 32 (p.18) cal develop Article	Yes Ves No No No Ves whents and deployment Yes Yes Yes	CCTV and, subsequently, adaptive urban tradific control systems (such as SCODI) in operation in various LAs across Sortiand part at a source foca accommend to Scotland part at a source foca accommend to Scotland cover distinctively remote and s, the aim shall be in particular to: Widespread Adoption of Plug-in Vehicles Strategic Road Safety Plan (Transport Scotland): Scotland's Road Safety Plan (Transport Scotland): Scotland's Road Safety Plan (Transport Scotland): Scotland's Road Safety Prantework 2020	Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance	Partnerships	CCTV and SCOOT: (b) Road Safety working Group of SCOOT: (b) Road Safety working Group of SCOOT: (c) Scoot Safety S
Nember States shall pay particular attention to projects of common interest is obligation of the property of	Article 32 (p.18) cal develop Article	Ves Ves No No No No Ves oments and deployment Ves Ves Yes	CCTV and, subsequently, adaptive urban tradition control systems (such as SCOD) in operation in various LAs across Continued part or, as some social association in various LAs across Continued part or, as some social associations in SCOD and Cover distinctively remote and s. the aim shall be in particular to the social continued of the s	Planning Planning Planning Planning	Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance	Partnerships	CCTV and SCOOT: (b) Road Safety working Group of SCOTS COTS COTS
Nember States shall pay particular attention to projects of common interest will objuryous variables use of transport infrastructure, including its efficient management; (10) promote the objuryment of trinovative transport services, including its efficient management; (10) promote the objuryment of trinovative transport services, including the though Motorways of the Sex telematic applications and the development of the excitation of the sex of the excitation of the development of the excitation of the sex of the excitation of	Article 32 (p.18) cal develop Article	Ves Ves No No No No Ves Ves Ves Ves Ves Ves Ves	CCTV and, subsequently, adaptive unban traffic control systems (such as SCOD1) in operation in various LAs across Collection of the Collec	Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance	Partnerships	CCTV and SCOOT: (b) Road Safety working Group of SCOOT: (b) Road Safety working Group of SCOOT: (c) Scoot Safety S
Nember States shall pay particular attention to projects of common interest will obligate on the control of the	Article 32 (p.18) cal develop Article	Ves Ves No No No No Ves oments and deployment Ves Ves Yes	CCTV and, subsequently, adaptive urban tradition control systems (such as SCOD) in operation in various LAs across Continued part or, as some social association in various LAs across Continued part or, as some social associations in SCOD and Cover distinctively remote and s. the aim shall be in particular to the social continued of the s	Planning Planning Planning Planning Planning	Projection Projection Projection Projection Projection	Financing/Tende Financing/Tende Financing/Tende Financing/Tende Financing/Tende	Construction Construction Construction Construction Construction	Maintainance Maintainance Maintainance Maintainance Maintainance Maintainance	Partnerships	CCTV and SCOOT: (b) Road Safety working Group of SCOOT: (b) Road Safety working Group of SCOOT: (c) Scoot Safety S

In the last of the				
C Roads				
C Roads				
ched On I map and ion of ng points provided to cottish nent)				
hips such				
hips such lorth East ell as				
id SCOOT; I Safety Group of				
d matter. n matter. mental id SCOOT; I Safety Group of				
d ferry links				
d derry links actions, under the g headings: c Sector hip; egic ents; safety				
ents; safety ; ible to put sework into				
d SCOOT; I Safety Group of				

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)	103	Strategic Road Safety Plan (Transport Scotland); Scotland Road Safety Framework 2020	Planning		Financing/Tende ring	Construction	Maintainance	Partnerships; Promotion	as road safety partners responsible to put the framework into action
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	PAN 51 Planning and Environmental Protection	Planning						
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/EEC, 2000/60/EC, 2001/43/EC, 2009/147/EC and 2011/93/EU.	Article 36 (p.18)	Yes	Planning Regulations (Environmental impact Assessment) (Scotland) Regulations 2011: Payla 1,2013 Environmental Impact Assessment + PAN 1,2013 Annex 1 Design Manual for Roads and Bridges Environmental Assessment on implications of Highways and/or Roads Projects in Accordance with the Provisions of the Conservation (Natural	Planning		Financing/Tende	Construction	Maintainance		Also covers regulations regarding environmental compensation measures (e.g. compensatory habitat creation etc.)
Accessibility for all users										
Transport untrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and narrangers with a disability.	Article 37 (p.19)									

9. Clean Power for Transport

9.1 General framework

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	onal influer	ice on:		Other	Comments
Cittertal Demands	e	Tes/IVO	covered regultations in the	1	2	3	4	5	(please	Comments
National Policy Framework										
Each Member State shall adopt a national policy framework for the ma	rket development o	of alternative fuels infr	astructure, that will contain at least the follow	ing elements:						
 assessment of the state and future development of alternative fu 	els infrastructure, in	cluding, where availab	le, cross-border continuity;							
 objectives and committments on national targets, as required un 	der Articles 4(1), 6(2	2a), 6(3), 6(6) and, when	e applicable, 4(4) and 5(1), for the developme	nt of alternative	e fuels infrastructu	re;				
 assessment of measures necessary to ensure that the objectives 	ontained in their n	ational policy framewo	rk 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 consultation	ns or joint policy fra	meworks, with the ain	of achieving the objectives of this Directive.							
Support measures for alternative fuels infrastructure shall be impleme	nted in compliance	with the State aid rule	s contained in TFEU.							
Member States shall notify their national policy frameworks to the Co	nmission (within 36	months from the date	of entry into force of this Directive].							
Based on the national policy frameworks, the Commission shall publis	and update regul	arly information on the	objectives and committments submitted by e	ach Member St	ate regarding:					
 number of recharging points accessible to the public; 										
- refuelling points for LNG at maritime and inland ports;										
- refuelling points for LNG accessible to the public for motor vehicles;										
 CNG refuelling points accessible to the public for motor vehicles. 										
Where appropriate, the following information shall also be published	egarding:									
 hydrogen refuelling points accessible to the public; 										
- infrastructure for shore-side electricity supply in maritime and inland	ports.									
The Commission shall assist Member States through the reporting on	he national policy	frameworks with a view	to assess their coherence and in the coopera	tion process se	t out in paragraph	2.				
Each Member State shall submit a report to the Commission on the in	plementation of the	e national policy frame	work [three years after the deadline of notific	tion set in Arti	cle 3(5)], and ever	y three years the	reafter. These repo	rts shall cover info	rmation set out in A	nnex I.
Member States shall bring into force the laws, regulations and admini										
provisions, they shall contain a reference to this Directive, or be accor-			on of their official publication. The methods o	making such n	eference shall be	laid down by Mer	mber States. Memb	er States shall con	nmunicate to the Co	mmission the text of
the main provisions of national law which they adopt in the field cover	ed by this Directive									

9.2. Electricity supply

Criteria/Demands	Sourc	Yes/No	Documentation regarding		Regio	onal influenc	e on:		Other	Comments
,	е	163/140	covered regultations in the	1	2	3	4	5	(please	Comments
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	Article 4, 51& 2a	No								
Hember States shall ensure that normal power rechanging points for electric whelches, excluding wireless or inductive units, deployed or renewed as from 136 months from the date of ensy into force of this Directivel; comply at least with the technical specifications set out on Annex III.1 and comply with specific safety requirements in force at rustional level. Member States shall ensure that high power rechanging points for electric vehicles, excluding wireless or inductive units, deployed or renewed as from 156 months from the date of energy into price of this Oise-teric-omply at least 156 months from the date of energy into price of this Oise-teric-omply at least 156 months from the date of energy into price of this Oise-teric-omply at least 156 months from the date of energy into price of this Oise-teric-omply at least 156 months from the great of the Oise-teric order of the Oise-teric-omply at least 156 months from the great of the Oise-teric order of the Oise-teric-omply at least 156 months from the great of the Oise-teric order of the Oise-teric-order of the 156 months from the Oise-teric order of the Oise-teric order of the 156 months from the Oise-teric order of the Oise-teric order of the 156 months from the Oise-teric order of the Oise-teric order of the 156 months from the Oise-teric order of the Oise-teric order of the 156 months from the Oise-teric order order order or the Oise-teric order order order order or 156 months from the Oise-teric order ord	Article 4, §3	No								
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	4, §6	No								
Shore side electricity									•	
Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels or sea-going ships in maritime and inland ports is assessed in their national policy frameworks and installed provided that there is demand and the costs are not disproportionate to the benefits, including	Article 4, §4	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	Article 4, §5	No	LA owned ports?							
Electricity supply										
Member Sates shall ensure that operations of rechanging points accessible to the public are the top purchase electrifyth from any EU electrify supplier. It is the public are the top purchase electrify from any EU electrify supplier in the allowed to provide electric vehicle rechanging services to customers on a constructual basis, including in the name and to helder of other service providers accessible to the public shall also provide for all hock changing possible, without entering in a contract with the electricity supplier or operator concerned. Member Sates shall be some that prices changed by the operators of rechanging	Article 4, 58, 58a and 58b	No								Incliding 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 distribution system operators cooperate on a non-discriminatory basis with any person which establishes or operates recharging points accessible to the public.	Article 4, §9	No								
Member States shall ensure that the legal framework allows that electricity supply for a recharging point can be contracted with other suppliers than the supplier of the household or premises where these recharging points are	Article 4, §10	No								
9.3. Hydrogen supply										
Criteria/Demands	Sourc e	Yes/No	Documentation regarding covered regultations in the	1	Regio 2	onal influence	e on:	5	Other (please	Comments
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 actuacy characteristics and the properties of the properties of properties of the properties of the properties of the properties of properties of the properties of properties of the properties of properties of the properties of properties of properties prope	Article 5, §1	Yes	Transport Scotland is an active member of UK and European projects to share knowledge, expertise and emerging research findings on	Planning	Projection	Financing/Tende	Construction	Maintainance	Intereuropean 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 Directive1 comply with the technical	Article 5, §2	Yes	hydrogen's potential in transport. One such project will see Europe's	Planning	Projection	Financing/Tende	Construction	Maintainance	Research Partnerships	

9.4. Natural gas supply	Sourc		Documentation regarding		Regio	nal influenc	e on:		Other	_
Criteria/Demands		Yes/No	covered regultations in the	1	2	3	4	5	(please	Comments
General considerations on LNG			,						(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Liqueffect Natural Cas (LNG) is an attractive fluid alternative for vessels to meet the requirements for decreasing the supplur connent in marine fluels in the Sulphur Emission Control Areax, affecting half of the ships sailing in European Short Sea Shipping, as provided for by Directive 2012/33/EU of the surpean Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels. A core network of LNG refolling points for maritime and inland vaterway vessels.	Cons. 21	No								
should be available at least by the end of 2030. The initial focus on the core network should not rule out that in the longer perspective LNG is also made available at ports outside the core network, in particular those ports that are important for vessels not engaged in transport operations.										
LNG, including liquified bio-methane might also offer a cost-efficient technology for heavy duty vehicles to meet the stringent pollutant emission	Cons. 22	No								
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 LING infrastructure as it covers the main traffic flows and allows for network	Cons. 23	No	LA owned ports?							
Ports and indland waterways										
Member States shall ensure that an appropriate number of refluetling points for IMG is provided at maritime ports to allow for the circulation of IMG inland waterway vessels or sea-going ships throughout the TEN-T Core Network by [31 December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage.	Article 6, §1	No	LA owned ports?							
for LNG is provided at inland ports to allow for the circulation of LNG inland waterway vessels or sea-going ships throughout the TEN-T Core Network, by [31] December 2030] at the latest. Member States shall co-operate with neighbouring Member States where necessary to ensure adequate coverage	Article 6, §2	No								
Member States shall designate in their national policy frameworks the maritime and inland ports that shall provide access to refuelling points for LNG pursuant to paragraphs 1 and 2.	Article 6, §2a	No								
Road transport										
Member States shall set up in their national policy frameworks an appropriate number of refuelling points for LNG accessible to the public on the TEN-T Core Network to allow Union-wide circulation of heavy duty motor vehicles and shall ensure that they are established by (33) December 2030) at the	Article 6, §3	No								
Member States shall set up in their national policy frameworks an appropriate number of CNG refuelling points accessible to the public, in particular focussing on the TEN-T Core Network and urban agglomerations to allow the Union-wide circulation of CNG motor vehicles and shall ensure that they are	Article 6, §6	No								
Member States shall ensure that CNG refuelling points for motor vehicles deployed or renewed [36 months from the date of entry into force of this Directive] comply with the technical specifications set out in Annex III.3.3.1.	Article 6, §7	No								

Criteria/Demands	Joure	Yes/No	Documentation regarding		Kegti	onat untuen	Le OII.		Other	Comments
Citterta/ Demands	e res/140	res/NO	covered regultations in the	1	2	3	4	5	(please	Comments
User infromation for transport fuels										
Without prejudice to Directive 2009/30/EC, Member States shall ensure that in motor vehicle manuals, at refuelling and recharging points, and motor veh			nation as to which motor vehicles in circulat	ion can be regula	rly fuelled with in	dividual fuels or re	charged by recha	rging points put	on the market is made	available, including
Member States shall ensure that the data of the geographic location of the re where available, the data may include information on real-time accessibility:				ered in this Directi	ive, when available	e, is accessible in a	n open and non-	discriminatory ba	sis to all users. For rec	harging points,