Good Navigation Status

Lot 3 CEF PSA
STUDY ON SUPPORT MEASURES FOR THE IMPLEMENTATION OF THE TEN-T CORE NETWORK RELATED TO SEA PORTS, INLAND PORTS AND INLAND WATERWAY TRANSPORT

2nd of March 2016, Strasbourg

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Objective of the study

Substantiate the concept of "Good Navigation Status" referred to in article 15 paragraph 3(b) of Regulation 1315/2013:

“Rivers, canals and lakes are maintained so as to preserve Good Navigation Status while respecting the applicable environmental law”

Article 38: For inland navigation infrastructure within the TEN-T core network, Good Navigation Status has to be achieved (and thereafter preserved) by 31 December 2030.
Scope of the study

Entire TEN-T core inland waterway network

- Not only core network corridors
- All CEMT ≥ IV waterways
- Including (isolated) inland waterways in Sweden, Finland, Lithuania, Italy, Portugal and Spain
Expected result

• Technical input for a Staff Working Document by the European Commission DG MOVE

• A sound methodology and technical background for the legal interpretation Article 15/3/b

• Main challenge is to develop a broadly accepted concept, a common methodology that allows for a sufficient level of differentiation to the various corridors and specific demand requirements and transport characteristics.
How to get involved?

• Bilateral contacts with consortium members

• Regional or corridor based round table meetings (such as today’s)

• Become part of a Good Navigation Status Working Group of experts
  • Planned participants:
    o River commissions: CCNR, DC, MC, SC
    o (National and regional) waterway authorities
    o Experts from IWT industry
    o European Commission
    o Other waterway users/stakeholders/experts

• 4 GNS Working Group meetings planned (pan-European view)
Milestones

• Duration: Jan 2016 (Kick-off) – Oct 2017 (Final report)

• 1st Good Navigation Status Working Group meeting: June 2016 /TEN-T days Rotterdam
  • Broader audience - hear and validate first views/expectations on GNS in different corridors, ensure stakeholder involvement.

• 2nd & 3rd GNS Working Group meetings: 12/2016 & 3/2017
  • Technical experts - detailed discussion of intermediate results – GNS indicators, targets, KPIs, roadmaps towards improvement etc..

• 4th GNS Working Group meeting: May/June 2017 (TEN-T days 2017?)
  • Broader audience - communicate and validate the study results.
Good Navigation Status Study - Approach

• **Broad set** of possible dimensions as regards GNS as starting point (desk research)

• **Building on/Contributing to** the results of **further initiatives** (Corridor Work Plans, TENtec study, DINA, Market study Lot 1, etc.)

• Identify **additional** indicators on **Good Navigation Status**

• Select **recommended subsets** of suitable **KPIs:**
  - SMART
  - Reasonable for waterway managers
  - Suitable for specific waterway section
  - If applicable, needed steps towards operationalisation

• **Proposal** of **GNS target values** for sections in **2030**

• **Exemption criteria & network assessment** - additional GNS indicators

• **Roadmaps & Contribution Impact Assessment; Good Practice Guidelines**

- Study focuses on **technical content** and **methodology**

- Process is **supervised** by Steering Group chaired by the **European Commission** – link to political level

**Close cooperation with key stakeholders** (GNS working groups, bilateral contacts, regional fora...)

# Good Navigation Status - Dimensions

## Legal framework on navigation
- AGN, ECMT
- Belgrade Convention, Mannheim Act...
- National Guidelines, Operational agreements...

## Elements of a waterway
- Fairway...
- Locks...
- Mooring places...
- RIS...
- Waste disposal facilities...

## TEN-T Art. 15 on GNS

### Users of a waterway & requirements
- Passenger & freight transport...
- Power generation...
- Flood protection...
- Environmental interests...

### Supply side – procedures
- Transnational coordination...
- Maintenance strategy...

### Waterway/section characteristics
- Morphological characteristics...
- Water level fluctuations...
Good Navigation Status - First approaches...

...offers safe, secure, cost- and time-efficient transport to its users

- E.g. reliability of fairway parameters or locks, waiting times at locks, availability of on-shore power supply, speed restrictions...

...reflects the state-of-the-art of inland navigation technology

- E.g. equipment related to traffic management systems (RIS..), supply of clean fuels (LNG..), facilities for digital communications (WiFi hotspots..), environmental services (waste disposal..) ...

...is a result of a complex set of processes

- Transnational coordination mechanisms, pro-active interventions, data bases, water level prognosis ...

...respects (among others) the applicable environmental law

... is specific for various sections of a waterway
• GNS study is main **opportunity** to **support IWT** in **TEN-T network** development

• **Your input is key** and very welcome
  – Main aspects from your perspective?
  – Preferred ways to cooperate?
  – Intermediate results sent to you for feedback
Thank you for your attention!

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