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
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
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...
...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**
Cooperation

- 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