

# 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



# Objective of the study

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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  $\geq$ IV waterways
- Including (isolated) inland waterways in Sweden, Finland, Lithuania, Italy, Portugal and Spain

# Expected result

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- 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?

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- 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:
    - River commissions: CCNR, DC, MC, SC
    - (National and regional) waterway authorities
    - Experts from IWT industry
    - European Commission
    - Other waterway users/stakeholders/experts
  - 4 GNS Working Group meetings planned (pan-European view)


# Milestones

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- Duration: Jan 2016 (Kick-off) – Oct 2017 (Final report)
- 1<sup>st</sup> 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.
- 2<sup>nd</sup> & 3<sup>rd</sup> GNS Working Group meetings: 12/2016 & 3/2017
  - Technical experts - detailed discussion of intermediate results – GNS indicators, targets, KPIs, roadmaps towards improvement etc..
- 4<sup>th</sup> 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...

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...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

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- 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

# More information & contact details

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