

## Discussion paper on Good Navigation Status (GNS) to prepare for the meeting on 20<sup>th</sup> of June

### Objective of the meeting

We refer to the documents distributed by the European Commission on 25<sup>th</sup> of May. The first pan-European meeting about Good Navigation Status (GNS) on 20<sup>th</sup> of June will serve to:

1. present and discuss the **context and purpose of the study on Good Navigation Status**;
2. provide opportunity for **feedback on the proposed scope and focus of the GNS concept** based on first desk research activities by the study consortium;
3. discuss **further ongoing activities in this field** and **identify focus areas for the GNS study** in order to maximize efficiency and achieve the underlying purpose;
4. outline the **ways to get involved** in the study.

The meeting is intended for professionals with operational, practical knowledge of inland waterways transport and infrastructures. The participating experts will be asked to **provide opinions and advice based on their own capacity and best professional knowledge**. Those opinions, views and contributions by the experts are **not supposed to represent formal positions or statements on behalf of organisations**

### Context and purpose of the study

The context of the study is formed by the **TEN-T Regulation<sup>1</sup>** which requires all waterways of the TEN-T core and comprehensive network to **feature a “Good Navigation Status” in 2030** the latest. The study aims to specify, in **close cooperation with relevant experts**, a **broadly accepted concept** of Good Navigation Status and a common methodology that allows for a **sufficient level of differentiation** to the various corridors and specific demand requirements and transport characteristics. Aiming at seamless navigation across EU waterways, GNS may cover:

- **safe, secure, cost- and time-efficient transport for its users**  
E.g. reliability of fairway parameters, waiting times at locks, availability of on-shore power supply, speed restrictions
- **a reflection of the relevant state - of - the - art and expected inland navigation technology**  
E.g. equipment related to traffic management systems (RIS..), supply of mooring places and clean fuels (LNG..), facilities for digital communications (WiFi hotspots..), environmental services (waste disposal..)
- **a result of a complex set of processes**  
E.g. transnational coordination mechanisms, pro-active interventions, databases, water level prognosis
- **interdependencies with further uses of the river**, in particular the requirements of the applicable environmental law

It is a major question to be answered in this study into what extent GNS will be based on quantitative indicators and targets and/or qualitative descriptions and objectives? And does it rather focus on output or on quality of procedures and processes at various geographic levels? And how to take into account the demand side in the GNS requirements, the current and potential volume of freight and passenger transport on the waterways?

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<sup>1</sup> Good Navigation Status is mentioned in TEN-T regulation 1315/2013 in article 15.3b:  
<http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32013R1315&from=EN>

## First desk research by the consortium

Based on first desk research, relevant aspects of inland waterways for seamless navigation have been identified and consolidated based on the service components of inland waterways. In the analysis it became clear that there are a number of national and international initiatives ongoing to further develop and improve the conditions for seamless and reliable navigation on the inland waterways in Europe. The identification of GNS elements and indicators done by the study will **build on the approaches and findings of these initiatives as much as possible in order to secure efficiency and achieve the underlying purpose**. Together with stakeholders and experts, the scope of GNS towards 2030 as well as the possibilities to link to existing or planned initiatives shall be identified as a first step in the study process.

## Preparation for the meeting on 20<sup>th</sup> of June

Starting from a broad perspective, it is now needed to identify the focus points of the study in order to give direction to the GNS concept and the further work to be done. The study consortium prepared an overview of the GNS elements in the TEN-T Guidelines and further possible elements and indicators that may be relevant for this topic (See Annex I). At this stage, it is not foreseen yet to discuss about targets of indicators. This may be a topic for a next meeting. The discussion for the 1<sup>st</sup> pan-European meeting shall focus on the definition of the scope and the elements of Good Navigation Status. We are therefore kindly asking you to provide comments and input on these GNS themes and issues by answering the following questions based on your expert knowledge:

- Which themes and elements would you see as the “**core**” of the GNS concept?
- Are there themes or elements **missing** in the overview prepared by the consortium (see Annex)?
- Are there themes and elements that **should not be addressed** in the GNS concept? Please explain.
- For which themes and elements do **appropriate working methods** exist? Can you refer to **best practices**? Please provide a brief description and specify the geographic coverage.
- Do you have **further remarks**?

We kindly ask you to prepare a **written, concise expert contribution taking these questions as guidance**, written in English language. Please feel free to add annexes with additional information (for example about projects, initiatives, etc.).

Please transmit your response by e-mail to Martin Quispel (Project manager) **until 7<sup>th</sup> of June** at the following e-mail address: [quispel@stc-nestra.nl](mailto:quispel@stc-nestra.nl). Please make clear in your response in case your contribution shall be anonymised.

You may also participate via this link: <https://indivsurvey.de/SurveyonGNS/43453/uip71Z>

In case you wish to involve additional experts, you may forward the link<sup>2</sup>.

Subsequently, the responses will be collected, analysed and structured. **The overview and findings will be presented on the 20<sup>th</sup> of June to support an effective and efficient discussion.**

In case of any questions or comments to this process, please don't hesitate to contact the consortium through one of the partners and/or via the project manager Martin Quispel (STC-NESTRA): e-mail [quispel@stc-nestra.nl](mailto:quispel@stc-nestra.nl) , phone: +31 (0) 6 129 52 382.

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<sup>2</sup> The annex to this document can also be accessed online via the following link:  
<http://www.nestra.net/download/Annex.pdf>

## ANNEX: First desk research: Overview of possible GNS elements

Element	Possible indicators	Remark
<b>Physical dimensions</b>		
Waterway links	Targeted length, width, depth, air draught for vessels (CEMT classification)	Reference water levels apply; Other targets than CEMT might be relevant;
Locks	Maximum available length, width, depth, air draught	The lock may consist of several chambers; the values need to refer to the chambers
Bridges	Available air clearance for vessels; available fairway width under bridge	Mainly relevant for container transports (2,3,4,5 layers)
<b>Availability of physical infrastructure over time</b>		
Waterway links	Score on targeted length, width, depth, air draught for vessels (CEMT classification)	Especially for free-flowing and tidal river sections, the scores are very dynamic; Information on the reference water levels and the hydrological situation are essential
Waterway links	Duration, frequency and reason of closures of the waterway section	Closures due to natural circumstances (e.g. high water, ice) or man-made (e.g. maintenance works, accidents, events)
Locks	Regular service times (schedule) and occurrence of disruptions possibly specified by the time of year	For example 24/7 operation. Disruptions to be specified by man-made or natural causes
Bridges	Regular service times (schedule) and occurrence of disruptions	Differentiation by fixed bridges and their air clearance Disruptions to be specified by man-made or natural causes
Vulnerability of network elements	Additional travel time via alternative route in case of closure, possibility to use alternative lock chambers	Vulnerable parts in the network require higher standards as regards the reliability and capacity
<b>Intensity/Capacity issues</b>		
Waterway links	Average waiting times or number of vessels waiting in case of single lane waterway configuration	
Locks	Average number of vessels waiting; average waiting time at lock complex; average lock cycle time; average capacity utilisation of lock complex (m2)	There are heterogeneous measurements and calculation methods in Europe
	RIS supported lock planning	Slot planning (e.g. CORISMA)
Bridges	Average number of vessels waiting; average waiting time before bridge opening; possible slot planning	
<b>Administrative processes in relation to efficiency of inland navigation</b>		
Waterway link	Waiting time at border crossings	e.g. at border crossing with non-EU countries
Ports	Waiting time in ports	e.g. for administrative formalities
Electronic Reporting	Availability of electronic (international) data exchange systems	Reference to EU Regulation 164/2010; ERINOT, PAXLIST, BERMAN

<b>Quantity and quality of information to users (RIS)<sup>3</sup></b>		
Waterway dimensions	Water level forecast at links, bridges, locks	Density of measurement points and reliability of forecast in relation to days
	Availability and quality of electronic maps (inland ECDIS)	
Waterway availability	Timeliness of notification of planned closures	e.g. due to maintenance / construction, planned events
	Timeliness of notification of unplanned closures	In case of accidents, sudden breakdowns,
	Ice messages and high water	Causing closures of waterways
<b>Facilities along waterways and in ports</b>		
Multimodal facilities	Terminal capacity (bulk & container) Quality of connections to road/rail/sea	Link to article 15.1 and other TEN-T guideline articles (e.g. 27-29)
Mooring places	Available mooring places for staying overnight, advance booking options	e.g. CORISMA, possibly differentiated to cruise vessels, dangerous cargo
Fresh water, waste disposal	Available locations for reception of ship-waste and fresh water replenishment	Link to Directive 2000/59/EC
Internet access	Coverage and costs of access to Internet (4G, 3G, WiFi) along the waterway	For getting access to information on fairway conditions, transmitting ETA info, etc.
Bunkering facilities	For regular gas-oil fuel and also for alternative fuels (e.g. LNG).	Link to Clean Power for Transport package
Shore power facilities	Capacity and density of connection points and price to be paid for shore power	Link to Clean Power for Transport package
<b>Waterway management</b>		
Maintenance plan	Is there a fairway maintenance plan and is the actual maintenance also executed on schedule according to a plan?	Definition of a quality maintenance plan (proactive, flexible, transnational...)?
	Implementation of maintenance plan	Is the plan executed accordingly?
	Level of international coordination of maintenance works and planning	What levels can be distinguished, formal, informal coordination?
	Formal consultation of users	e.g. about planning and desired maintenance works
	Part of Waterway Asset Management System	Transnational?
Marking plan	Existence of a fairway marking plan	Transnational?
<b>Incident management / emergency response</b>		
Dredging	Reaction time in emergency situations	e.g. after period of high water with lots of sedimentation in the river bed
Ice breaking	Reaction time to resolve ice	For timely response to ice on the waterways
Marking	Reaction time in emergency situations (fairway marking)	
Repair	Reaction time in emergency situations (repair of fairway-related infrastructure)	
Adapted traffic regulations	Reaction time in emergency situations (traffic regulations for safety)	e.g. after accidents

<sup>3</sup> Reference to EU regulations 909/2013 (Inland ECDIS), 416/2007 (Notices to Skippers)