

Meeting Report

Version – 24 June 2016

First meeting of pan-European Working Group on Good Navigation Status (GNS)

Rotterdam, 20th of June, TEN-T Days, 9:30 – 11:30 hrs

Agenda

Chair: Martin Quispel, STC-NESTRA

- 1) Welcome and introduction (DG MOVE – Head of Unit Ports & Inland Navigation, Dimitrios Theologitis)
- 2) The study
 - a) Presentation of GNS study, first results (viadonau - Gudrun Maierbrugger)
 - b) The survey and responses on discussion paper (Planco - Henrik Armbrecht)
 - c) First draft proposal for structuring the GNS concept (Planco - Henrik Armbrecht)
 - d) Discussion
- 3) Next steps
 - a) Conclusions and next steps (chair)
 - b) Discussion, ideas for further contributions to the process
- 4) Wrap up and closing (chair)

Note

- The attendance list is attached in the Annex I of these minutes
- Annex II contains the slides presented at the meeting
- The viewpoints given by the participants in the meeting are expert opinions, and do not necessarily represent the position of their organisations. For that reason, the statements and discussion findings are presented in an anonymous way in this document.

1. Welcome and introduction

Mr. Dimitrios Theologitis, Head of Unit Ports & Inland Navigation - DG MOVE, welcomes the participants and explains the background and purpose of GNS.

The group brought together today has a clear and straightforward mandate: contribute to substantiate the concept of GNS which will provide a concrete goal for waterway managers. Achieving GNS in all waterways of the EU comprehensive network by year 2030 is a legally binding obligation of the TEN-T Regulation. Defining precisely the parameters of GNS, taking notice of the situation of the different dimensions of such a concept, has major implications. In terms of EU support, GNS will constitute key criteria for funding and support of projects, and it will also be also of capital importance for monitoring the efforts of Member States in achieving the completion of the TEN-T networks.

The Commission's goals with the GNS are to develop set of parameters and requirements for waterways infrastructures fit to the purpose of attaining safe, secure, cost-efficient and environmental sustainable inland navigation in Europe. The Commission works for long term sustainability: in this sector of activity, improving navigation conditions of rivers, canals and lakes goes hand by hand with the environmental improvement. Furthermore, Inland Waterways are also engines of economic development for many regions, with growing importance of river tourism activities.

The contribution of the GNS working group is to support the consortium in delivering robust technical work based on sound scientific and technological approaches. Participants are invited to provide their professional expert views, not to provide policy statements and/or general positions. Results of the study are expected at the end of 2017.

Once the technical set up has been established, the Commission will see the best way to proceed, taking also into account the EU requirements for Better Regulation. The main point is that the study results will be an important document for the service improvement of IWT.

2. The study

Martin Quispel welcomes the participants and introduces the consortium carrying out the GNS study, and explains the expected main result of this first pan-European meeting on GNS. A number of contributions and reactions to the discussion paper have been received already; participants who may want to contribute after this meeting are still welcome to do so within two weeks. The purpose of today is to discuss the concept of GNS, the scope, the distinction between different elements as regards their priority in the GNS concept in order to get a clear direction on the focus of the study and to decide on next steps.

2a Presentation of GNS study and first results

Please see Annex II for the full presentation (slide 4-19).

Gudrun Maierbrugger presents an overview of the GNS study. Main points concern:

- The objective of the GNS study is to substantiate Article 15 §3.(b) of TEN-T Guidelines (Reg.1315/2013) as regards Good Navigation Status: Member States shall ensure that on the Comprehensive Network “*Rivers, canals and lakes are maintained so as to preserve Good Navigation Status while respecting the applicable environmental law*”, and 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.*”
- The study concerns the comprehensive TEN-T inland waterway network, not only core network corridors, but all CEMT \geq IV waterways, including (isolated) inland waterways in Sweden, Finland, Lithuania, Italy, Portugal and Spain, and it will also provide good practice of interest for CEMT <IV waterways and possibly countries outside the EU (e.g. link to UN-ECE).
- The study will provide the technical background for the legal interpretation of Article 15 §3. (b), e.g. it may serve as input for a Staff Working Document by DG MOVE.

- The main challenge is to develop a broadly accepted GNS concept and a common methodology, to allow for sufficient differentiation to regional requirements. The study focuses on technical content and methodology.
- The study is technical and supervised by a Steering Group chaired by the EC and the Danube Commission. During the study, continuous close cooperation with key stakeholders will be enacted. It does not start from scratch, but makes maximum use of synergies, as it will complement ongoing initiatives and take up existing results. Meetings and efforts are combined as much as possible.
- The expected outcomes relate to agreed GNS elements and possible indicators (quantitative and qualitative), monitoring and reporting options and requirements, input to the TENtec Database - IWW Glossary, specification of exemption criteria to Article 15 § 3.(a), a waterway network assessment as regards GNS indicators, roadmaps for critical GNS sections, and Good Practice Guidelines for implementation of the GNS concept towards the year 2030.
- Already significant work has been done by the consortium to develop and fine-tune indicators for a possible monitoring of GNS which are now taken up in the updated Glossary for TENtec. Data collection for these indicators has started, carried out by another consortium. The data is expected to become available after summer and can feed the GNS network assessment and development of the GNS roadmap.
- There are several ways for stakeholders to get involved: the Pan-European Working Group on Good Navigation Status (today being the first meeting, a 2nd and 3rd meeting will follow), regional and/or topical round table meetings (amongst others 7th Sep 2016 for the Nordic countries (SE, FI, LT), 14th Sep 2016 for the Danube area, 16th Sep for Rhine area, and in Oct 2016 for the 'East-West' inland waterway corridor (DE, CZ, PL).

2b Survey and responses on the discussion paper

Please see Annex II for the full presentation (slide 20-27).

Henrik Armbrrecht presents the survey results. The main points concern:

- A survey was based on a discussion paper which was produced as a first result of the study. Response rate among the experts present today is very high (78%), with a good mix of responses among the different types of backgrounds of the experts. The vast majority of experts agree with the overall approach, but with very different positions when it comes to details. Some experts have not (yet) responded, this can still be done after this meeting within two weeks (until 3rd of July).
- The following overall statements were derived from the survey:
 - The GNS concept shall be flexible and take regional conditions and different user types properly into account.
 - The focus needs to be on how to achieve and maintain GNS based on agreed waterway standards rather than setting new quantitative standards and targets.
 - The legal interpretation of GNS shall not duplicate relevant existing legal regulations.

- Good practices for supranational cooperation exist, but would need to be extended.
 - GNS shall foster the exchange of good practices and benchmarks.
 - The GNS study activities should focus on implementation of agreed standards and implementation of regulations/plans.
 - Monitoring shall be a major topic in work on GNS
- A main conclusion is that there is a wide range of positions, ranging from “*All categories are of high relevance*” to “*the GNS concept is too broad*”. Additional remarks concern:
 - Focus GNS on elements concerning *Navigation*; the wider logistic topics need to be separated from GNS.
 - Limit the scope of GNS to the role and legal competences of waterway administrations.
 - Harmonisation requirements: standards, used vocabulary etc.
 - Address the coverage of coastal navigation, mixed traffic.
 - A number of existing good practices and appropriate methods are already in place and have to be taken into account and need not to be duplicated by the GNS concept

Summary of the items for clarification and discussions:

- It was stressed that the presentation provides a first view on the GNS scope and elements. It needs to be further elaborated and fine-tuned, in particular by means of more in-depth discussions on corridor level. Furthermore, additional comments and feedback from experts is welcomed and will be taken into account
- For some waterways where there is not yet any idea on what GNS is, how can GNS be reached? The starting points for GNS are the agreements in place; these give the reference, such as AGN, CEMT and the TEN-T Guidelines. The focus of the study is not to provide targets for higher standards. Guidance will be given on how to enforce current agreed standards, in order to improve reliability of navigation conditions.
- There is a wide variety in Europe of waterway types and the way they are and can be used for transport. In some countries the network is less developed. In the study, the differences between the networks will be taken into account.
- Germany and France are two important IWT countries for which the related national experts from the waterway authorities from these countries have not (yet) reacted to the survey. Their input and feedback will be collected by means of bilateral discussions for which their experts already contacted and agreed to collaborate and provide further information and views.
- When the study mentions the responses from the River Commissions, both the environmental river organisations (ICPDR, ICPR) are meant and the navigation commissions (CCNR, DC, Sava Commission), five in total.
- Growth of IWT transport performance and modal shift opportunities are relevant to link to GNS. Among others, an expert from the European Shippers Council is member of the GNS Working Group to address this topic. In addition, expertise is available among the study consortium partners that was gained through many modal shift studies. In general, shippers are willing to move cargo to IWT, but are constrained by lack of reliable and seamless navigation conditions on waterway corridors due to inter alia low fairway depths, service level and poor waterway maintenance conditions. Availability of good waterway

infrastructure is a condition sine qua non. It is a chicken and egg situation; achieving and enforcing standards is an important issue in the study.

- How will 'critical' be defined in critical roadmaps? In the coming year, first the GNS concept and indicator framework will be developed. Next, this will be applied and tested for the TEN-T IWT network using the new data coming from TENtec. It can then be determined which part is already fine in terms of GNS and stock taking can be done on sections for which the GNS is not yet planned to be reached in 2030. During this process the projects in the pipeline will be taken into account and also the exemption criteria will be further discussed.

2c First draft proposal for structuring the GNS concept

Please see Annex II for the full presentation (slide 28-31).

Henrik Armbrecht presents the outline of the proposed GNS concept. The main points concern:

- The consortium proposes to structure the GNS around three levels: the Core of GNS, a Level 1 and Level 2:
 - The Core applies to the entire TEN-T waterway network, with a focus on physical waterway infrastructure (navigability standards for users); it contains the elements for which priority was confirmed by survey and study research; for areas which are not covered by European regulations on waterway infrastructure parameters. SMART criteria shall apply, meaning that it shall be feasible to work with a quantitative indicator for all European TEN-T waterways.
 - Level 1 contains additional GNS elements for which the survey and research show high relevance; with possible relevance only in specific regions, and with large regional differences; specific regulations might already apply for the element, e.g. the RIS Guidelines; SMART criteria need not apply, meaning that it could also be addressed by means of a qualitative approach if a quantitative indicator for Europe is not feasible.
 - For Level 2, the survey and research show relevance; with possible relevance only in specific regions, and with large regional differences; SMART criteria need not apply, no European quantitative indicator is possible.
- In defining the smart indicators, input from the experts is strongly desired. This is planned to be a topic for the planned regional meetings of the GNS working group.
- The following is proposed for structuring:

<p>Regional/national standards: Fairway, locks, bridges; Reliability of standards:</p> <ul style="list-style-type: none"> • Availability over time • Capacity issues <p>Environmental law (WFD etc.)</p>	CORE
Exemption criteria	
<p>RIS minimum requirements (e.g. Reg.909/2013, 416/2007) Alternative clean fuels (e.g. Reg. 2014/94) Traffic regulations (e.g. Police regulations) Waterway Management: Maintenance & Marking Plan Further information to users Facilities along waterways (e.g. ports/terminals, mooring places) ...</p>	LEVEL 1
<p>Administrative processes Incident management and emergency response Further functions of the waterway, climate change </p>	LEVEL 2
Implementation and monitoring	

2d Discussion

Summary of the items discussed:

- A main discussion point is the combination of technical standards and environmental issues, there may be conflicts, and it might be confusing. Environmental law is explicitly mentioned in the TEN-T guidelines, both transport and environment have to be kept in mind. For example, the Water Framework Directive does also take into account the transportation function of waterways and provides an option for making exemptions. It needs to be further clarified how environment and transport shall interact in the GNS concept. In particular when addressing exemption criteria for GNS, environmental legislation will be relevant. The study consortium will further discuss with the EC and Steering Group (including EC DG Environment) on how the subject can be addressed effectively and efficiently. It shall be noted that another study is being planned by DG Environment to give guidance on the implementation of the WFD in relation to navigation.
- Indicators on waterway management and maintenance may not work for whole of Europe and therefore a more qualitative approach is more appropriate. The elements that are more qualitative can be addressed in the GNS Good Practice guidelines document.
- The views and expertise from waterway transport users will be taken into account in determining GNS. A good practice in this respect is the situation in The Netherlands with the Centraal Overleg Vaarwegen that provides a long list of possible measures to improve navigation conditions for the users.
- A distinction should be made between canals, rivers and especially lakes. Lakes have a completely different environment while European legislation was mainly made for rivers and

canals. The regional issues, e.g. how to deal with lakes, but also the mix with coastal shipping will be included in next stage (regional working meeting in Klaipeda).

- The three levels do need more clarification and validation. A validation will be done in the network assessment task, using quantitative data from TENtec about inland waterways. This addresses already the elements for the CORE level into large extent. This topic will be further elaborated and discussed at the next regional working meetings.
- Once GNS has been defined, how to implement and improve and to make sure the agreed standards are achieved? Environmental impact assessments are a prerequisite; here no focus is needed in the study. Specific references are needed for IWT, especially addressing navigation reliability for different sections and different parts of Europe.

The European Commission desires very practical output of the study in the first place. GNS is to be achieved by 2030 and administrations and all parties concerned need guidance about how to do it. The exact next steps are not known today. The discussion about "a new regulation on GNS" is out of context, but the concept has practical implications and it needs to be much more specified and tangible: it can be used, for example, for the selection and rating of project proposals and/or strengthening master plans.

- It is remarked that also for Level 1 elements, a lot of things have to be done, like fairway marking, RIS, etc., this applies to all navigable waterways. Fairway marking could be an indicator in the CORE. Some elements are already covered by regulations, others not.

3. Conclusions and next steps

Please see Annex II for the full presentation (slide 32-35).

The main conclusions at this stage in the study are:

- Regional differentiation of GNS according to waterway and traffic characteristics is required; it makes sense to have more in-depth discussions on GNS themes, elements and indicators on a more regional/corridor basis.
- Several relevant regulations/initiatives exist already and have to be considered/ taken up for the GNS concept.
- GNS shall not focus on target values, but provide guidelines and a platform to foster implementation of the already agreed standards and reliable navigability on the waterways.
- Transnational coordination is implemented, but needs to be extended.
- Monitoring and enforcement is important part of GNS concept. For this, quantitative indicators are needed and therefore the SMART criteria are important.
- Consideration of environmental issues shall get a place while elaborating the exemption criteria.

For the next steps, the following is foreseen:

- The presentation and a meeting report will be sent to WG.
- Some stakeholders have waited with reactions for this WG meeting. Reactions, ideas, proposals and comments can still be given within two weeks (3rd of July).
- Results of this working group meeting and additional contributions will be taken up for the further work on the GNS concept.
- Bilateral consultations will take place and the regional workshops will be prepared:
 - 7th September 2016, Klaipeda: Nordic countries (SE, FI, LT), in combination with EMMA project
 - 14th September 2016, Budapest: Danube area, in combination with Danube Commission - Working Group on hydro technology and the Joint Statement meeting in cooperation with the ICPDR and the Sava Commission
 - 16th September 2016, Strasbourg: Rhine area, hosted by Central Commission for the Navigation of the Rhine and linked to a meeting of the Infrastructure Committee working group
 - October 2016:, Berlin East-West inland waterway corridor (DE, CZ, PL), in combination with EMMA project
- Further discussions to take place on European level (2nd & 3rd Pan-European GNS WG meetings / consultations).

The WG agrees on the next steps and the plans put forward.

4. Wrap up and closing

Martin Quispel thanks all participants for their valuable contributions and their presence today. It is clear that there are still a lot of questions and it is good to have them on the table. As this is the first pan-European meeting, there is time to work together and to find the answers. Meeting is closed.

Annex I – List of participating experts from the GNS Working Group

<u>Name</u>	<u>Organisation</u>
1. Axiö Johan	Swedish Maritime Administration (SE)
2. Bernabei Cesare	European Commission
3. Bernardi Barbara	INEA
4. Betz Johannes	Port of Hamburg (DE)
5. Birkhuber Bernd	Federal Ministry of Transport, Innovation and Technology (AT)
6. Bollati Julien	INEA
7. Buitenkamp Willem	Europea Shipper's Council
8. Bukovský Jan	Waterways Directorate of the Czech Republic (CZ)
9. Cabadaj Roman	Waterborne Transport Development Agency (SK)
10. Cindric Marijana	Ministry of Maritime Affairs, Transport and Infrastructure (HR)
11. Dabrowski Wojtech	Ministry of Transport of the Czech Republic (CZ)
12. de Britto Patrício-Dias Jorge	European Commission
13. De Schepper Karin	Inland Navigation Europe
14. Dewalque Nadège	nv De Scheepvaart (BE)
15. Fajardo Jocelyn	European Commission
16. Fojtu Lubomir	The Waterways Directorate of the Czech Republic (CZ)
17. Gangi Laura	Int. Commission for the Protection of the Rhine
18. Gerencsér Zsolt	Ministry of National Development (HU)
19. Hacksteiner Theresia	European Barge Union
20. Harrie de Leijer	STC-NESTRA (NL)
21. Hubalek Lidja	Agency for Inland Waterways (HR)
22. Kamienas Laimonas	Lithuanian Inland Waterway Authority (LT)
23. Lavelle Perrine	Voies Navigables de France (FR)
24. Legeay Guillaume	Central Commission for Navigation on the Rhine CCNR
25. Maierbrugger Gudrun	Viadonau (AT)

26. Margic Petar	Danube Commission
27. Milkovic Zeljko	Interational Sava River Basin Commission
28. Moretti Marcelo	AIPO (IT)
29. Opsomer Johan	Port of Brussels (BE)
30. Paajanen Malla	Malla Paajanen Consulting (FI)
31. Pareti Francesco	Reti Autostrade Mediterranee S.p.a. (IT)
32. Pauli Gernot	Central Commission for Navigation on the Rhine CCNR
33. Poirier Guy	Ministry of Environment, Energy and the Sea (FR)
34. Quispel Martin	STC-NESTRA (NL)
35. Rousseau Christelle	European Commission
36. Schindler Horst	Danube Commission
37. Soare Romeo	AFDJ RA Galati (RO)
38. Stemmer Alexander	Danube Commission
39. Stròjwas Michal	Ministry of Maritime Economy and Inland Navigation (PL)
40. Ten Broeke Ivo	Ministry of Infrastructure and Environment (NL)
41. Theologitis Dimitrios	European Commission
42. Tieman Robert	Feport/Deltalinqs (NL)
43. Toma Jante	Danube Strategy Point
44. Turf Sim	Flemish Department of Mobility and Public Works (BE)
45. Urrutia Bernardo	European Commission
46. van den Bosch Alexander	European Federation of Inland Ports
47. van Doorn Dick	Van Doorn Consultancy (NL)
48. Vanderhaegen Marc	European Commission
49. Ward John	Canal & River Trust (GB)
50. Zavadsky Ivan	Int. Commission for the Protection of the Danube River ICPDR

Annex II – slides of presentation GNS Working Group



Good Navigation Status

1st pan-European Working Group meeting

20th of June, Rotterdam, TEN-T days



Agenda

1. Welcome and introduction (DG MOVE – Head of Unit Ports & Inland Navigation, Dimitrios Theologitis)

2. The study

- a) Presentation of GNS study, first results, the GNSWG (viadonau - Gudrun Maierbrugger)
- b) The survey and responses on discussion paper (Planco - Henrik Armbrecht)
- c) First draft proposal for structuring the GNS concept (Planco - Henrik Armbrecht)
- d) Discussion (all – 10h40)

3. Next steps

- a) Conclusions and next steps (STC-NESTRA, Martin Quispel)
- b) Discussion, ideas for further contributions to the process

4. Wrap up and closing (STC-NESTRA, Martin Quispel)

1st Pan-European Working Group

2. Presentation of the study

Study consortium,
Gudrun Maierbrugger - viadonau,
Henrik Armbrecht - Planco

3

Objective of the GNS study

- To substantiate Article 15 §3.(b) of TEN-T Guidelines (Reg.1315/2013) as regards Good Navigation Status:

Member States shall ensure that on the Comprehensive Network

“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.**”

4

Scope of the study



Entire TEN-T 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
- Good Practice also of interest for CEMT <IV waterways

5

Expected result

- **Technical background** for the legal interpretation of Article 15 §3.(b),
 - e.g. input for a Staff Working Document by DG MOVE
- Main challenge:
 - to develop a **broadly accepted GNS concept** and a **common methodology**
 - to allow for sufficient **differentiation to regional requirements**

6

Points of attention

- Study focuses on **technical content** and **methodology**
- Process is **supervised** by a Steering Group co-chaired by **European Commission** and **Danube Commission**
- **Close cooperation with key stakeholders** and continuous involvement
- **Maximum use of synergies:**
 - study **complements ongoing initiatives as regards GNS** and **takes up existing results** (e.g. Core Network Corridors, work done by river commissions, UNECE)
 - **combine** meetings and efforts as much as possible

7

Expected outcomes

- Agreed **GNS Elements** and **possible indicators** (quant./qual.)
- **Monitoring** and reporting options and requirements
- Input to **TENtec Database** IWW Glossary
(Final drafts early 2017)

- Specification of **exemption criteria** to Art. 15 § 3.(a)
- GNS **network assessment** - additional GNS indicators
- **Roadmaps** for critical GNS sections
- **Good Practice Guidelines** for implementation of GNS
(Final drafts mid 2017)

8

Examples



9

Status of Work: Selection

- Ongoing bilateral expert contacts and discussions
- Presentation, discussion of concept:
 - EFIP Executive Committee , 7 – 8 April 2016, Vukovar
 - CCNR Roundtable 2 March 2016, Strasbourg
- Survey on GNS elements among European Working Group
- Input to updated draft TENTec glossary

10

Status of Work: TENtec Glossary

- TENtec: European database to coordinate and support the TEN-T Network development
- IWW part: parameters on characteristics and performance of waterway links, locks and bridges
- GNS study provided input for revised glossary: improved parameters and definitions
- Ready for Loop I data collection: 2016, further loops as of 2017
- Basis for (general and GNS) network assessment!
- Basis for a meaningful set of data for 2016 and the next years to come (consistency, practicability, etc.)
- Ongoing exercise → constant input by GNS study

11

Ways to get involved

- **Pan-European Working Group** on Good Navigation Status
- **Regional** and/or topical **round table meetings**
- **Bilateral contacts** with consortium members

12

The Pan-European Working Group

- Purpose:
 - to keep track of work and exchange feedback, discuss intermediate results from a pan-European view
- Members:
 - River commissions: CCNR, DC, MC, SC
 - National and regional waterway managers (whole Europe)
 - Experts from IWT industry
 - European Commission
 - Other waterway users/stakeholders/experts
- Method:
 - Meetings and/or surveys

13

The Pan-European Working Group

- **1st Pan-European Working Group meeting: 20 June 2016**
Broader audience, on invitation:
 - Explain context and purpose
 - Validate first views on GNS in different corridors
 - Validate key contacts for communication
- **2nd Pan-European Working Group consultation: 2016/2017**
Technical experts, nominated by key contacts:
 - Discussion of intermediate results and selected topics, e.g. indicators, exemption criteria, network assessment, good practises...
 - Electronic survey or possibly combined meeting (NAIADES Implementation, ...)
- **3rd GNS pan-European Working Group meeting: mid/end 2017**
Broader audience:
 - Communicate and validate the study results

14

The Pan-European Working Group

- **1st Pan-European Working Group meeting: 20 June 2016**

Broader audience, on invitation:

- Explain context and purpose
- Validate first views on GNS in different corridors
- Validate key contacts for communication

- **2nd Pan-European Working Group consultation: 2016/2017**

Technical experts, nominated by key contacts:

- Discussion of intermediate results and selected topics, e.g. indicators, exemption criteria, network assessment, good practises...
- Electronic survey or possibly combined meeting (NAIADES Implementation, ...

- **3rd GNS pan-European Working Group meeting: mid/end 2017**

Broader audience:

- Communicate and validate the study results

15

The Pan-European Working Group

- **1st Pan-European Working Group meeting: 20 June 2016**

Broader audience, on invitation:

- Explain context and purpose
- Validate first views on GNS in different corridors
- Validate key contacts for communication

- **2nd Pan-European Working Group consultation: 2016/2017**

Technical experts, nominated by key contacts:

- Discussion of intermediate results and selected topics, e.g. indicators, exemption criteria, network assessment, good practises...
- Electronic survey or possibly combined meeting (NAIADES Implementation, ...

- **3rd GNS pan-European Working Group meeting: mid/end 2017**

Broader audience:

- Communicate and validate the study results

16

Regional round tables

- Open for all experts from the GNS Working Group

- Regional/topical focus, e.g.:
 - GNS elements for the corridor/region
 - First network assessment, exemption criteria
 - good practices and needed guidelines
 - Indicators for implementation of waterway management and locks
 - Implications of Water Framework Directive
 - ...

17

Upcoming regional round tables

- 7th September 2016: Nordic countries (SE, FI, LT)
 - In combination with EMMA project

- 14th September 2016: Danube area
 - In combination with Danube Commission - Working Group on hydro technology (13th September)

- 16th September 2016: Rhine area
 - In combination with Central Commission for the Navigation of the Rhine - Infrastructure Committee

- October 2016: East-West inland waterway corridor (DE, CZ, PL)
 - In combination with EMMA project

-

18

1st Pan-European Working Group

Questions for clarification

19

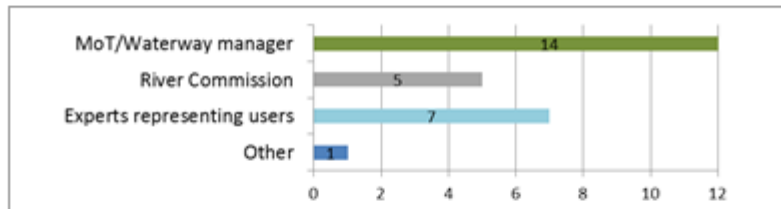
1st Pan-European Working Group

Results of survey on GNS elements and scope

20

Responses on discussion paper survey

- 27 responses via e-mail and electronic survey out of 35, response rate: 78%



- Vast majority agrees with overall approach
- Diverse positions
- Extensive contributions

21

Responses on discussion paper survey

- MoT/Waterway Managers (14):

- Italy
- The Netherlands
- Finland
- Sweden
- Hungary
- Romania
- Belgium (2x)
- Croatia
- Czech Republic
- Austria
- Slovakia
- Lithuania
- United Kingdom



22

General statements

- GNS concept shall be flexible and take **regional conditions** and **different user segments** into account
- The focus needs to be laid on **how to achieve and maintain GNS** rather than setting quantitative targets
- GNS elements shall **not duplicate relevant existing legal regulations**
- Good practices for **supranational cooperation** exist, but need to be extended
- GNS shall foster the **exchange of good practices** and benchmarks
- GNS activities should contribute to the **achievement of agreed standards** and implementation of regulations/plans
- **Monitoring** shall be a major topic in work on GNS

23

Main outcome

Wide range of positions:

From

All categories are of high relevance

to

GNS concept is too broad

24

Additional remarks

- Focus on navigation; operations and logistics topics need to be separated from GNS
- Limitation of GNS to competencies of waterway administrations
- Harmonisation requirements: standards, used vocabulary etc.
- Coverage of coastal navigation, mixed traffic

25

Best practices, appropriate methods

Guidelines (examples)

- Manuals on Good Practices in Sustainable Waterway Planning (PLATINA I + II)
- FAIRway, Newada-Duo projects
- CCNR & ICPR: river design & maintenance for navigation and ecology
- DC, ICPDR and ISRBC: Guiding Principles on the Development of inland navigation and environment protection in the Danube Region
- NL: Rijkswaterstaat Waterway Guidelines document, Beheersplan Rijkswateren
- DE: Hydrological measurements at the Rhine ; Emergency response at the Rhine and waterway maintenance documents by waterways and shipping administration; Transport infrastructure report by MoT

Cooperation/ exchange (examples)

- Cooperation in river commissions
- Bilateral cooperation, e.g. exchange Rijkswaterstaat (NL) - WSV (DE), cooperation of Belgian waterway managers
- NL: Centraal Overleg Vaarwegen input from private sector, users

26

1st Pan-European Working Group

Questions for clarification

27

1st Pan-European Working Group

Proposal by the study consortium on scope and structuring the GNS concept

28

Proposal for structuring

Research and survey show a need for different GNS levels and structuring of elements

CORE	<ul style="list-style-type: none"> • Applies to the entire TEN-T waterway network • Focus physical waterway infrastructure (navigability standards for users) • Survey and research confirm priority • Not covered by other regulation than TEN-T • SMART criteria apply: feasible to have a quantitative European indicator
LEVEL 1	<ul style="list-style-type: none"> • Survey and research show high relevance • Might be relevant only in specific regions, large regional differences • Specific regulations might already apply for the element • SMART criteria need not apply, no European quantitative indicator
LEVEL 2	<ul style="list-style-type: none"> • Survey and research show relevance • Might be relevant only in specific regions, large regional differences • SMART criteria need not apply, no European quantitative indicator

29

Proposal for structuring

Regional/national standards: Fairway, locks, bridges; Reliability of standards: <ul style="list-style-type: none"> • Availability over time • Capacity issues Environmental law (WFD etc.)	CORE
Exemption criteria	
RIS minimum requirements (e.g. Reg. 909/2013, 416/2007) Alternative clean fuels (e.g. Reg. 2014/94) Traffic regulations (e.g. Police regulations) Waterway Management: Maintenance & Marking Plan Further information to users Facilities along waterways (e.g. ports/terminals, mooring places) ...	LEVEL 1
Administrative processes Incident management and emergency response Further functions of the waterway, climate change	LEVEL 2
Implementation and monitoring	

1st Pan-European Working Group

Questions for clarification
&
Discussion!

31

1st Pan-European Working Group

3. Next steps

Study consortium,
Martin Quispel – STC-NESTRA

32

Conclusions

- **Regional differentiation** of GNS according to waterway and traffic characteristics is required
- Several relevant **regulations/initiatives exist** already and have to be considered/taken up for the GNS concept
- GNS should not focus on target values, but provide **guidelines and a platform to foster implementation**
- **Transnational coordination** is implemented, but needs to be extended
- **Monitoring** is important part of GNS concept
- Consideration of **environmental issues** in exemption criteria

33

Next steps

- Presentation and concise meeting report sent to WG
- Additional contributions welcome within two weeks time
- Results of the working group meeting will be taken up for the further work on the GNS concept
- Bilateral consultations
- Regional workshops
 - Rhine area
 - Danube area
 - East-West inland waterway corridor
 - Baltic countries
- Further discussion on European level
 - 2nd & 3rd Pan-European GNS WG meetings

34

1st Pan-European Working Group

Questions for clarification
&
Discussion!

35

1st Pan-European Working Group

4. Wrap up and closing

36