

Good Navigation Status

2nd of November,
Geneva

UN-ECE 60th Working Party on IWT



Background and purpose of 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.”

Background and purpose of GNS study



Entire TEN-T inland waterway network

- Not only core network corridors
- 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 and non-EU countries

Implications and possible outcome

- **Use of result is “open”:**
 - **Technical background** for the legal interpretation of Article 15 §3.(b): e.g.
 - Input for further policies by DG MOVE
 - Basis for project selection criteria by INEA (CEF funding..)
- **No new targets will be set by the study**
 - Proposals, oriented on existing agreements
 - Focus on „how to implement targets“ and „monitor performance“

Planned Deliverables

Study 1/2016 – 10/2017:

- Agreed **GNS components and requirements** (quant./qual.)
- **Monitoring** and reporting options and requirements
- Input to **TENtec Database IWW Glossary**
- Specification of **exemption criteria** to Art. 15 § 3.(a)
- **GNS network assessment** - GNS parameters and KPIs
- **Roadmaps** for critical GNS sections
- **Good Practice Guidelines** for implementation of GNS

Current status

- Ongoing bilateral expert contacts and discussions
- Survey on GNS elements among European GNS Working Group
- Input to updated draft TENtec glossary, data collection ongoing
- Draft discussion papers on GNS concept
- Presentation, discussion of concept:
 - EFIP Executive Committee , 7 – 8 April '16, Vukovar
 - CCNR Roundtable 2 March '16, Strasbourg
 - Pan-European meeting on 20 June '16, Rotterdam
 - Joint Statement meeting Danube, 15 September '16, Budapest
 - Meeting with experts representing transport users, 13 Oct '16, Brussels
 - Regional workshops Klaipeda, Budapest, Strasbourg, Berlin in Sept/Oct.'16

The GNS Working Group

- Purpose: to keep track of work and exchange feedback, discuss intermediate results

- Members:
 - Experts from river commissions: CCNR, DC, MC, SC
 - Experts from national and regional waterway managers and ministries of transport
 - Experts from the European Commission
 - Experts from IWT industry
 - Other experts....

- Method: 3 pan European meetings (2016 – 2017), regional workshops, dedicated meetings and/or surveys

Today's session

Specific focus of discussion with you:

- Your feedback on the overall GNS concept and approach
- Relevant links between GNS, AGN and the Blue Book?
- Added value of the GNS concept for non-EU member States
- Possible role of UNECE as regards the pan-European roll-out of GNS?

Background of GNS concept

- **What is important for Good Navigation Status?**
 - Reliability and predictability of transport
 - Maximising payload on board, economies of scale
 - Minimising waiting times
 - Sustainability
 - Safety

- **Article 15 b:** “Rivers, canals and lakes are maintained so as to preserve good navigation status”
 - key focus **physical waterway infrastructure**

Proposed definition of “Good Navigation Status”

“Good Navigation Status (GNS) means the state of the inland navigation transport network, which enables **efficient, reliable** and **safe** navigation for users by ensuring **minimum waterway parameter values** and **levels of service.**”

Moreover, GNS is to be achieved considering the wider socioeconomic and environmental **sustainability** of waterway management.

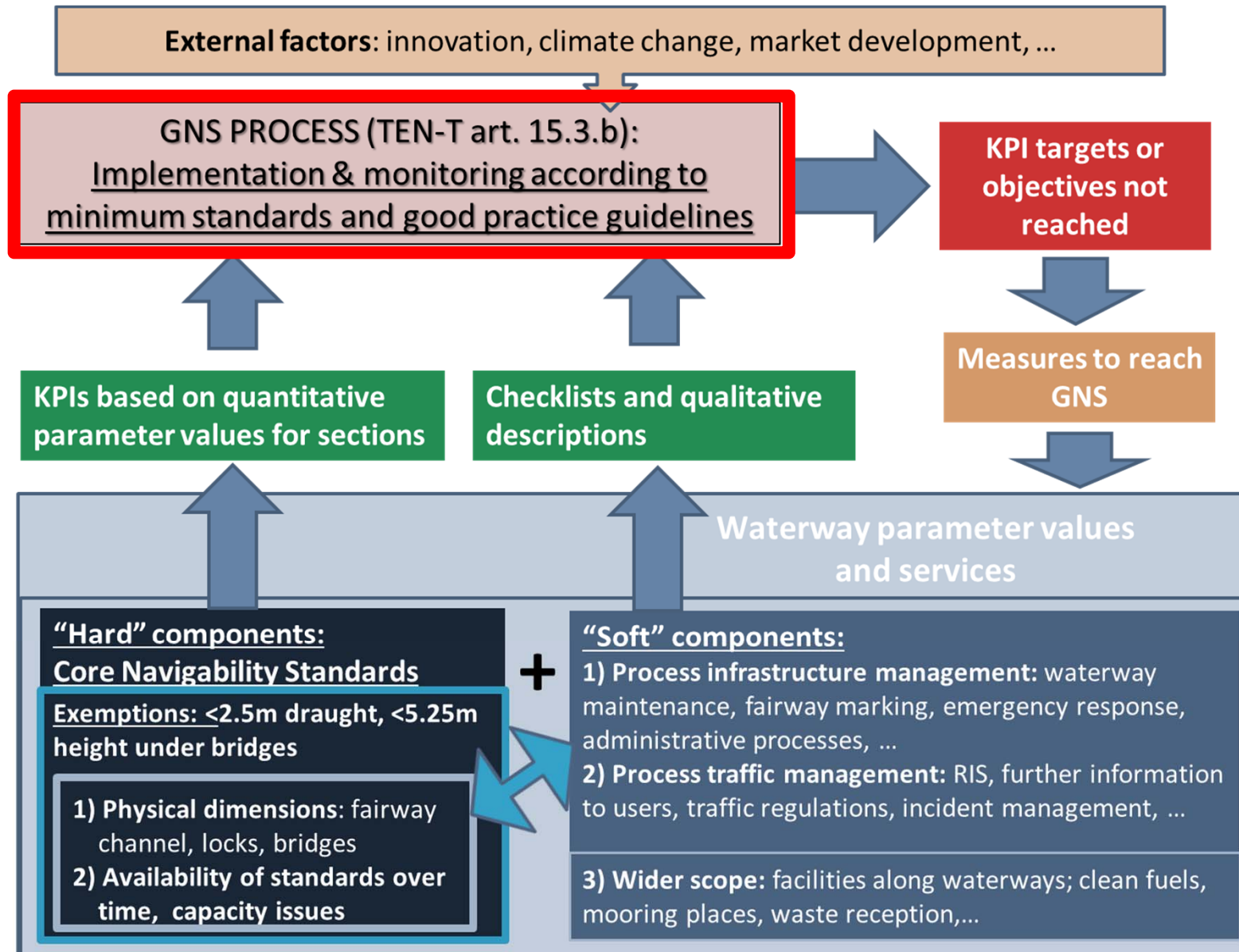
Main findings from meetings & workshops

- Focus on *physical waterway characteristics*, on *how to achieve and maintain current standards* (no new targets); attention to proper reference water levels for vertical dimensions (draught, height under bridges)
- *Flexible concept needed, allow differentiation* between type of waterways, regional conditions, required focus on soft and/or hard components
- GNS elements shall *not duplicate relevant existing legal regulations* and link to available working mechanisms (e.g. CCNR)
- GNS shall foster the *exchange of good practices* and benchmarks
- *Monitoring* shall be a major topic in work on GNS
- Good practices for *supranational cooperation* to be extended
- **Wide stakeholder involvement** is key; environmental issues, other users...
- Transport users: *seamless, reliable and predictable transport*, attention to KPI journey time, forecasts water level, communication/coordination
- How to limit *administrative burden* for monitoring and exemptions?
- Some specific issues: mixed traffic, lakes, ice, passenger vessels, reliability of locks and corridor management

Specification of current approach towards GNS;

**part a) minimum requirements for the GNS
development process**

Position of process in the GNS concept



Process to develop GNS I

Draft minimum standards (I/II):

- Objectives/Measures are developed in a **coordinated way between waterway managers** on various levels
- Systematic consideration of:
 - **TEN-T minimum requirements**
 - The **transport potential demand and user requirements** of a waterway section, both domestic and foreign => **can lead to higher requirements beyond minimum TEN-T requirements**
 - Possibilities of **innovation and technological developments**
 - Overall socio economic impacts of measures (costs vs benefits)
 - The **applicable environmental law**. Where possible, **synergies** are created (“**working with nature**”)
 - **Further uses** of a river, canal or lake (cross-sectoral)

Process to develop GNS II

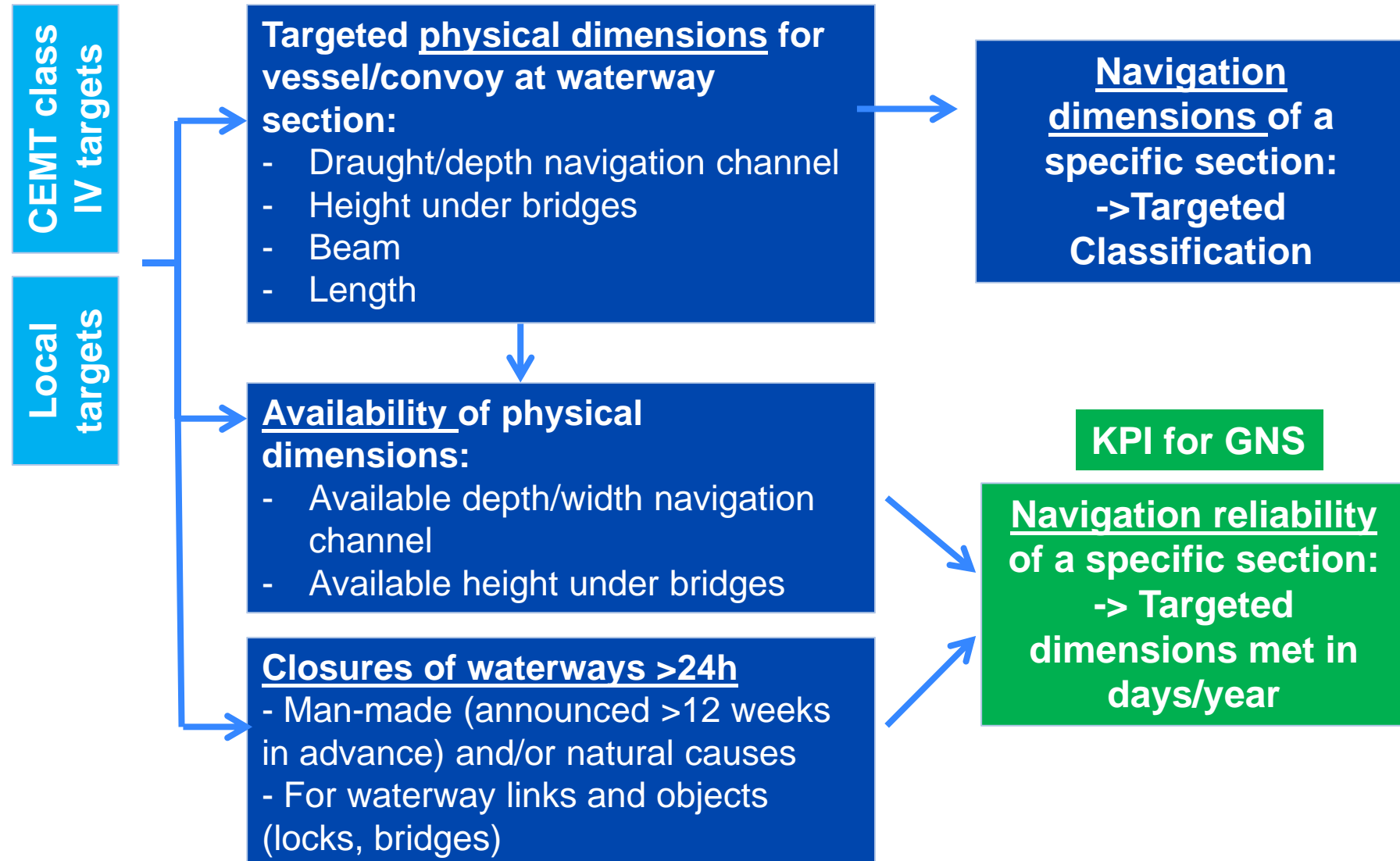
Draft minimum standards (II/II):

- **Monitoring** of implementation and effectiveness of measures
 - Targeting a **continuous improvement process and pro-active implementation**
- **Regular implementation** of the process, frequency depending on the type of measures and maturity as regards GNS
- **Communication and discussion** with the **involved users** by the waterway managers about status and planned measures

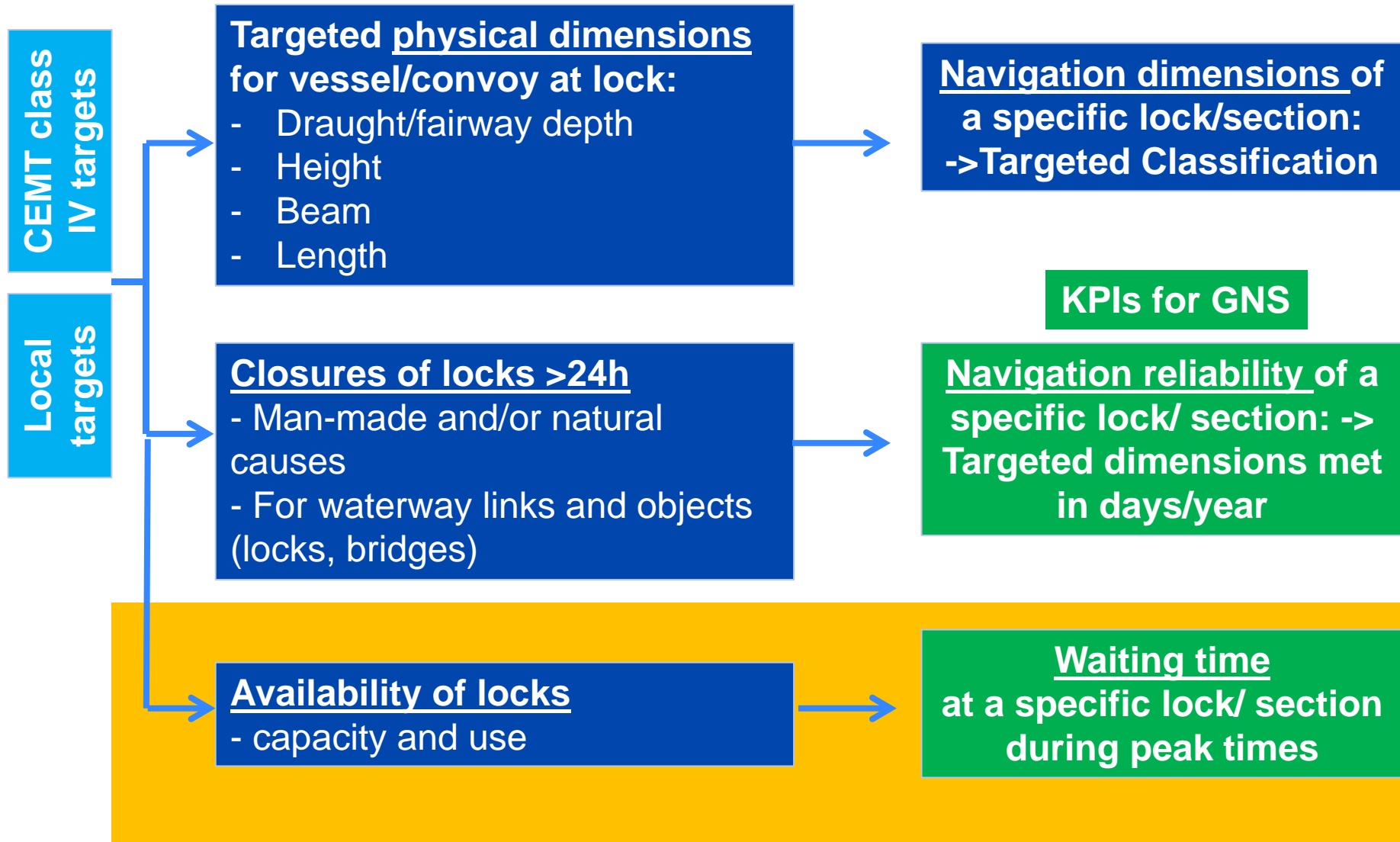


part b) KPIs and monitoring

KPI Navigation Reliability



KPIs - lock





part c) Exemption process and criteria

Understanding of Article 15.3 (a)

Article 15.3 (a):

*rivers, canals and lakes comply with the minimum requirements for **class IV waterways** as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation.*

*At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission from the **minimum requirements on draught (less than 2,50 m)** and on **minimum height under bridges (less than 5,25 m)**;*

Exemption criteria

- **First list of proposed topics** for exemption criteria from regional workshops:
 - local conditions (hydrology, hydro-morphology, further uses of a river..)
 - extreme weather events (floods,...)
 - environmental requirements (e.g. WFD)
 - benefit/cost ratio less than 1
 - cultural heritage

- **Mainly relevant for free-flowing sections**

Exemption criteria

Possibly a differentiation between ex ante / ex post exemptions:

➤ **Ex ante exemptions:**

- General for longer time, notably for free flowing river sections, e.g. middle Rhine profile 2.1 metres draught on 345 days/year
- Closures due to planned maintenance/ construction works

➤ **Ex post exemptions:**

- Closures of waterways in a certain year and their justification
- Not reaching minimum standards or agreed local standards for draught and height under bridges

➤ Data in TENtec to facilitate monitoring and reporting



part d) Guidelines for GNS development

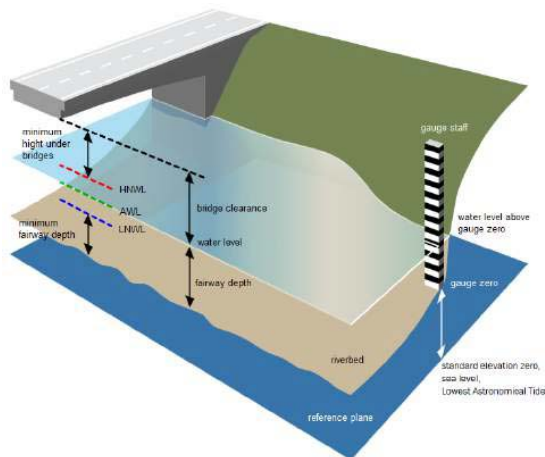
GNS study deliverables

Proposed contents for the broader public:

- I. Introduction and reference to further manuals
- II. Basic information on fairway parameters and navigability
- III. Definition of GNS and implications
- IV. Minimum standards of a process on GNS development
- V. Overview on selected Good Practices:
 - manuals and guidance documents
 - maintenance and rehabilitation
 - user involvement process
- VI. Checklists for selected soft components
- VII. Further topics in need of discussion
 - Waterway/infrastructure management
 - Traffic management
 - Wider scope and facilities along waterway

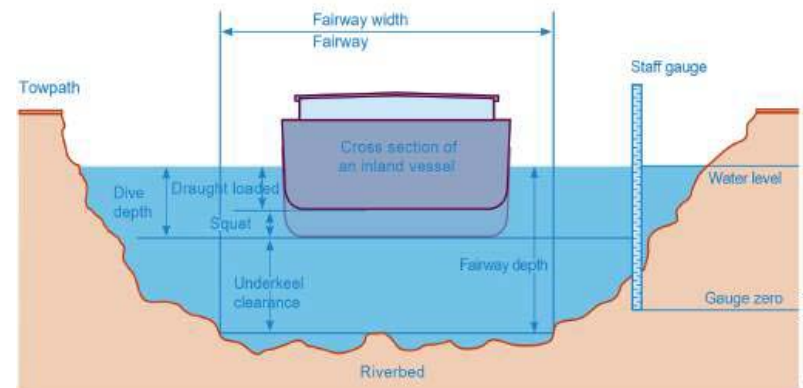
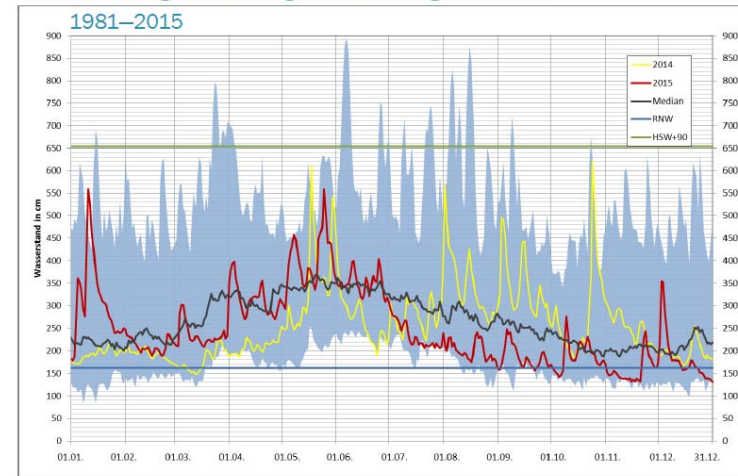
II. Fairway parameters and navigability

- Key vocabulary and definitions
- Reference water levels
- Water levels and fairway depth
- Fairway depth and draught
- ...



Source: Xavax

Wasserdargebot: Pegel Wildungsmauer viadonau



Source: via donau

VI. Checklist for soft components

- Process related components: infrastructure and traffic management
 - Providing further information to users
 - Traffic regulations
 - Incident management
 - Administrative processes
 - Emergency response

- Wider range of topics
 - mooring places
 - internet access
 - waste reception facilities

Some final remarks

- Balance to be found between
 - monitoring and reporting requirements
 - administrative burden
 - added value of GNS concept for the relevant area (tailor-made)
- Differentiation needed:
 - Mature areas versus developing areas
 - Canals vs (free flowing) rivers
 - Specific needs (e.g. lakes, ice, heavy traffic, sensitive areas,...)
- This study has rather limited resources. It can provide a first framework and address key issues but can not provide all answers and guidance from a top-down EU perspective.

Some final remarks

- Need for more elaboration and more tailor-made / regionalised GNS approaches (e.g. free flowing rivers), broadening the guidelines and understanding about exemptions.
- KPI on reliability of journeys in relation to locks/bridges: waiting times at locks or further elaboration taking into account new technologies
- Development time is needed for further elaboration and understanding and tailor-made approaches, in particular if infrastructural measures are needed to reach the Good Navigation Status in 2031.

Discussion topics

- How do you see the overall GNS concept and approach?
- Relevant links between GNS, AGN and the Blue Book?
- Added value of the GNS concept for non-EU member States?
- What could be a possible role of UNECE as regards the pan-European roll-out of GNS?

Thank you for your attention!

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