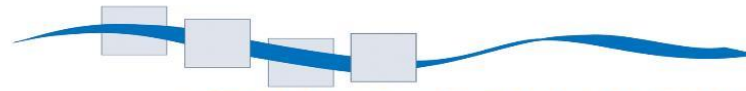




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INTERNATIONAL SAVA RIVER BASIN COMMISSION



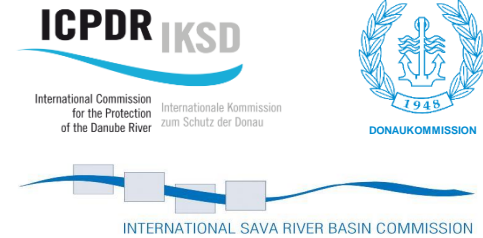
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Joint Statement on Inland Navigation and Environmental Sustainability 2.0: Road Map Towards Revision



A presentation coordinated between the ICPDR, ISRBC and the DC

What is the problem?



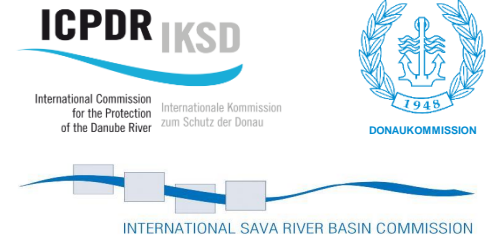
Inland navigation:

- Unreliable fairway conditions at critical bottlenecks during low waters
- Partly insufficient maintenance/rehabilitation activities
- Delays of projects for various reasons
- > Inland navigation basically requires **stable** waterway conditions

Nature conservation/protection:

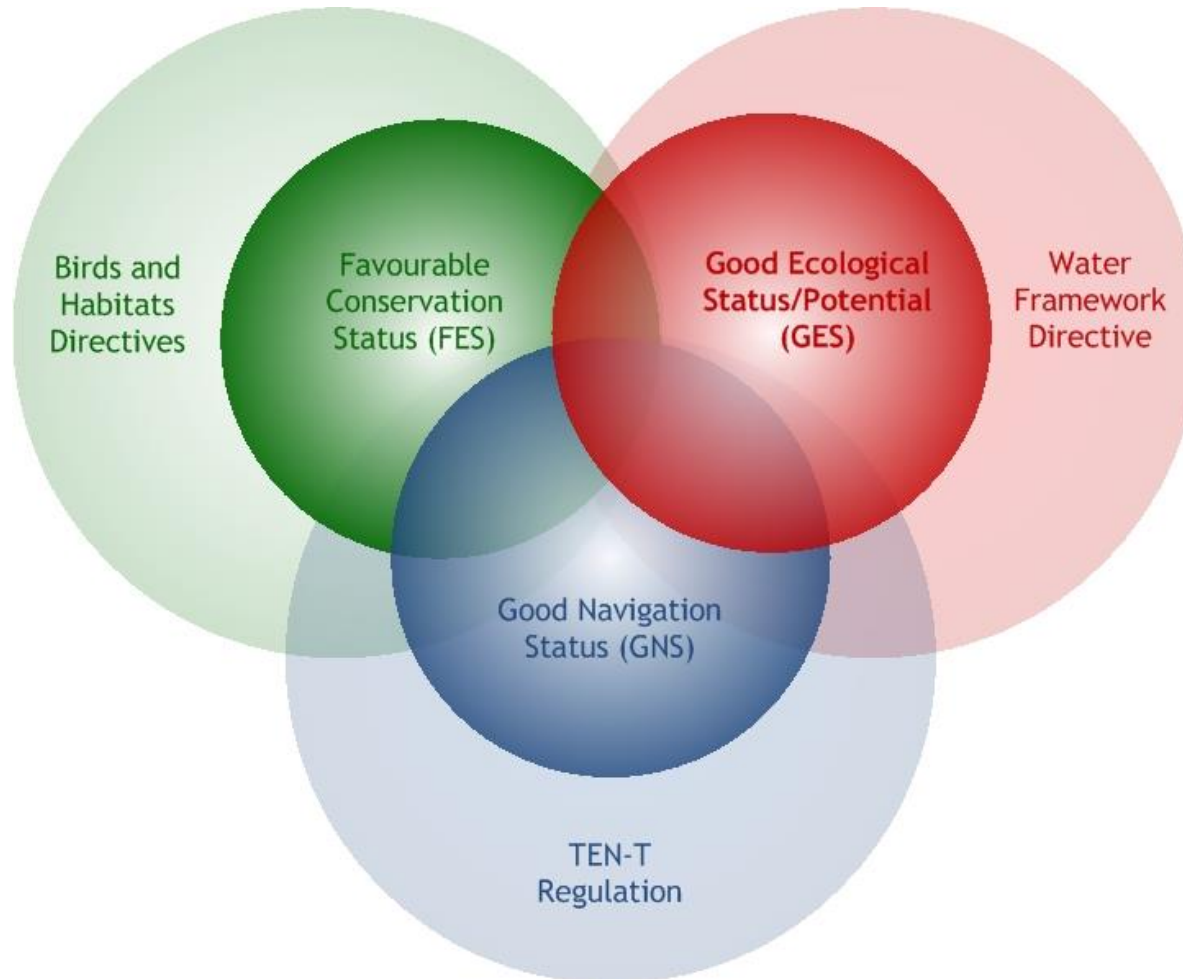
- Degradation/fragmentation of habitats
- Hydromorphological alterations
- Loss of biomass/biodiversity
- Insufficient ecological status of surface waters
- > Riverine habitats basically require basic conditions and **dynamics**

Overarching Objectives for the Danube & Sava RBs



- **TEN-T Regulation (1315/2013)** aims at achieving Good Navigation Status (GNS)
- **Water Framework Directive (2000/60/EC)** aims at Good Ecological Status/Potential (GES/GEP)
- **Habitats Directives (92/43/EEC)** aims at achieving Favourable Conservation Status (FCS)
- **EU Green Deal and EU Biodiversity Strategy**
- **European Climate Law (Regulation (EU) 2021/1119)** aiming at climate neutrality by 2050
- **Nature Restoration Law (Commission proposal)** aims to restore ecosystems, habitats and species across the EU's land and sea areas

Overlapping & Contradicting Objectives for Integration

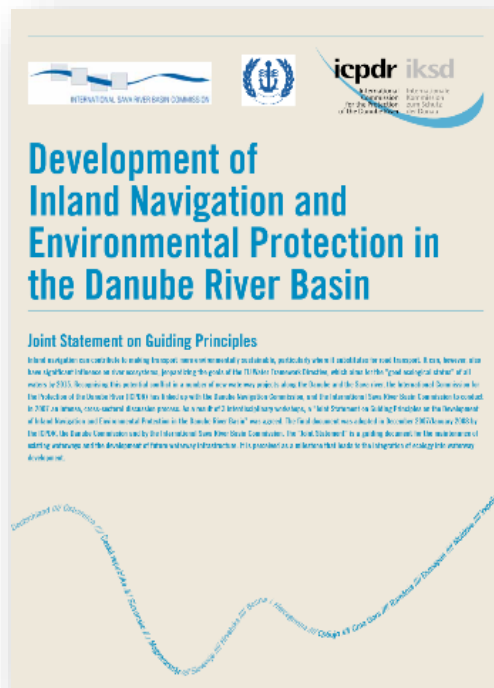


Joint Statement on Inland Navigation & Environmental Sustainability



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Joint Statement on Guiding Principles (2007):

- Developed to overcome and integrate conflicting objectives/legal requirements
- The Joint Statement was agreed among the ICPDR, the DC and the ISRBC after a 1-year
- Cross-sectoral stakeholder consultation process

Main Aim of Joint Statement



To **provide guidance to decision makers** dealing with inland waterway transport (IWT) and environmental sustainability as well as **to water managers** preparing relevant riverine environmental and navigation plans, programmes and projects.

- Focus on structural interventions and measures on rivers serving IWT (e.g. low-water regulation; hydraulic structures)
- Non-structural measures will however also have to be undertaken (e.g. dredging, fairway marking) to upgrade and maintain waterways

Main JS Recommendations



Integrated planning approach for the Danube River Basin:

- Multi-use riverine landscapes ensuring and enabling functioning habitats for fauna and flora, flood protection, inland navigation, fisheries, tourism, etc.
- **Multi-disciplinary planning and decision-making processes** based on catchment-wide thinking and cross-border cooperation

Practical Manual to support the Joint Statement (2010)

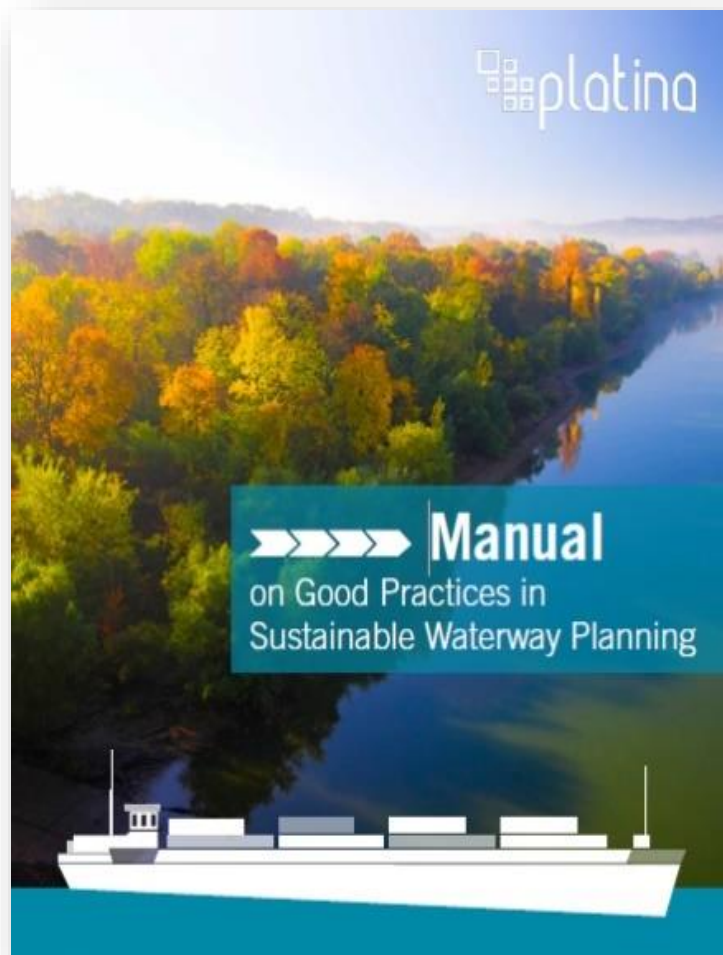
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Practical guidance and examples:

- How to implement the integrated planning principles as recommended by the JS document
- Guiding model for an integrated planning process
- The (implicit) focus of the manual is on large infrastructure projects

Experiences with JS Process since 2007



Yearly JS Meeting (organised by ICPDR, DC and ISRBC)

- Stakeholder Discussion of JS progress and how to improve the implementation of the Joint Statement in waterway projects

First years of implementation:

- Lack of substantial number of concrete project initiatives and focus on a few larger infrastructure projects

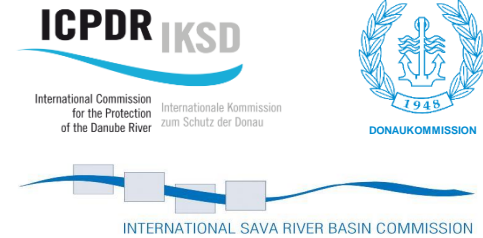
Later years:

- Some more projects reported
- Repeated discussion resulted in loss of stakeholder interest and engagement
- Absence of some IWT country representatives

Counteraction by three organizing Commissions in 2019

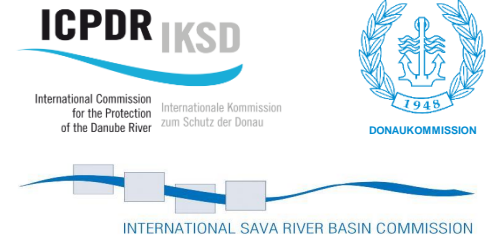
- 2nd day of JS meeting for in-depth discussion of relevant issues (e.g. Sediment management; CC Impact; Education and training of future river engineers in view of climate change)

Changes Since 2007



- **Legal frameworks** (e.g. European Green Deal; Biodiversity Strategy 2030; revised TEN-T regulations)
- Incremental but still **limited scientific knowledge on the impacts of climate change/drought events** on navigation and river ecosystems
 - Need for improvement of navigability and environmental functioning of river ecosystems due to **negative impact of climate change**
- Increasing (or worsening) **bottlenecks in institutional capacity**, especially in human resources, in the competent national navigation, waterway and environmental authorities.
- Increasing **discrepancies** between increasingly complex and ambitious **EU environmental and transport legislation and capacity of national administrations** to implement them promptly and to a high standard.

Changes Since 2007



- Stronger focus on **sediment management and proactive waterway maintenance approach**, supported by Waterway Asset Management Systems (WAMS)
- More attention for **nature-based solutions (NBS)**
- Stronger focus on **adaptive and flexible management approaches considering quickly changing climate/river dynamics** for more resilient and sustainable waterway management
- Focus shift from mere waterway management to **integrated river management**
- Extended **tool kit** for and experience with combined navigation and nature conservation/restoration projects

Extended tool kit for integrated & dynamic river management



River bank restoration



Ecological river bank stabilisation



Creation of gravel structures



Side arm reconnection



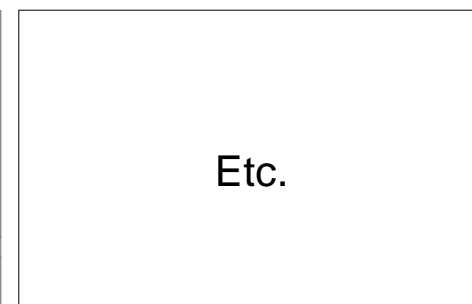
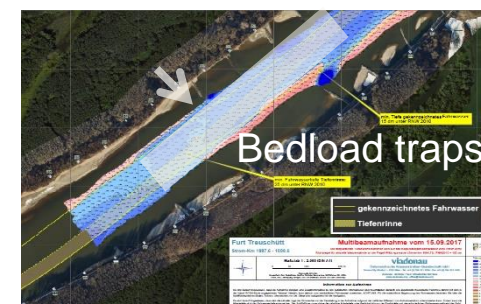
Inclined groynes with back channel



Continuous sediment management



GPS supported fairway marking



Etc.

Extreme Events since 2007

- 100-yearly flood in 2013
- Extreme drought and low water levels in 2018 & 2022



Kick-Off

Joint Statement 2.0 Process



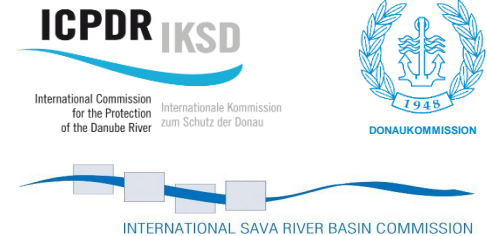
Agreement of 3 Commissions to adapt the Joint Statement to the new challenges in the field of navigation and environmental protection

- Formal adoption of the decision by all Commissions
- Overall coordination: ICPDR
- Sava Commission kindly offered the possibility to financially support the updating process through SDIP
- Cooperation with the EUSDR Presidency 2023/2024
- Stakeholder involvement

Kick-off discussion towards JS 2.0

Today - 14th Joint Statement Meeting

Objectives: Joint Statement 2.0 process



- **Equally secure Good Navigation Status (GNS) and Good Ecological Status (GES)/Potential** in the Danube and Sava River Basin
- Enable creation of a **resilient Danube and Sava river basin**
- Define, establish and **implement dynamic and integrative management approach as a new standard**
- Address river dynamics in the Danube Basin with technical actions and solutions that are innovative/integrative with the potential to **adapt flexibly to quickly changing climate conditions**

Road Map



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1	Preparation of Program for review and update of the Joint Statement document and its Manual and submission to the World Bank for approval	September 2023
2	Kick off discussion on relaunch of Joint Statement process and adaptation of Joint Statement document during Joint Statement meeting (objectives, prerequisites, scope of revised Joint Statement, suggestions for renewed Joint Statement principles)	September 2023
3	Preparation of Terms of Reference for accompanying SDIP consultancy project	September / October 2023
4	Follow-up discussion on update of Joint Statement document during EUSDR Steering Group meetings (objectives, prerequisites, scope of updated Joint Statement, suggestions for renewed Joint Statement principles)	Autumn 2023
5	Tender procedure for consultancy services and signing the contract	October 2023 – February/March 2024

Road Map



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6	<p>Review of Joint Statement <u>document</u> (based on inputs from milestones 3+4)</p> <ul style="list-style-type: none">○ Developments in Danube ecological status since 2007○ Developments in Danube waterway transport since 2007○ Reflection/developments regarding climate change and increasing drought/low water level event.○ Analysis of significant changes in legal, institutional, policy and project landscape since 2007 (desk research, interviews)○ Evaluation of implementation and monitoring process of the Joint Statement since 2007 (workshops, interviews)	October 2023 - August 2024
7	<p>Inclusion of integrated management approach and reference to most important objectives/prerequisites regarding the revised Joint Statement in Danube Transport Ministers Conclusions</p>	April 2024
8	<p>Drafting and elaboration of Joint Statement document and JS Manual with renewed principles for integrated river management, through collaborative process of consultation with stakeholders</p>	March 2024 - August 2024

Road Map



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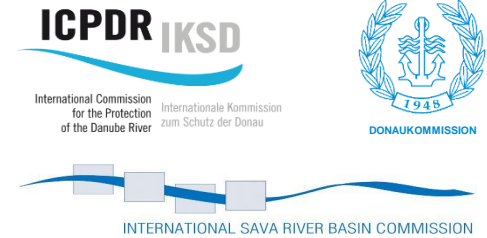
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9	Presentation of final draft Joint Statement document in the JS meeting (Vienna)	September 2024
10	ICPDR formal adoption of the JS at 27 th ICPDR Ordinary Meeting / JS update ceremony between ICPDR, DC, ISRBC and the EUSDR AT Presidency	December 2024
11	Formal adoption of the JS document by the DC and ISRBC	December 2024 / February 2025
12	Development of <u>knowledge basis</u> (e.g. electronic database based on Platina Manual) facilitating future Joint Statement <u>process</u> and knowledge transfer as well as a adapted METEET know-how transfer initiative	September 2024 - September 2025
13	Launch of the knowledge basis in the frame of the JS Meeting (Budapest)	September 2025

Kick-Off Discussion



Views and discussion on JS 2.0 process and document

- Scope of Joint Statement 2.0
- Objectives and focus of JS 2.0
- Prerequisites
- Suggestions for renewed JS principles
- Stakeholder involvement
- Knowledge management database