



## **CABRI-Volga**

Cooperation Along a Big River:  
Institutional coordination among stakeholders for  
environmental risk management in the Volga basin

**Expert Group Meeting,  
Nizhny Novgorod, 28-29 September 2005**

### **Briefing Note**

#### **Expert Group 4 "Connecting Goods and People"**

##### **Objectives of the CABRI-Volga Project Phase "State-of-the-Art and Good Practices"**

- To provide the state-of-the-art in environmental risk management in large river basins
- To explore the status of coordination between institutions and multiple stakeholders, including civil society, business and water services providers, decision-makers, scientists
- To identify good and bad practices and lessons learned in coordination and cooperation between stakeholders

##### **1. Introduction**

The first CABRI-Volga Expert Group Meeting in Nizhny Novgorod falls into the project's initial phase during which the state-of-the-art and good practices are being identified and analysed. Within Expert Group 4 (EG4), CABRI-Volga aims to explore state-of-the-art and good practices in the **thematic areas** of:

- 1) intermodal freight transport,
- 2) intermodal public transport networks and services,
- 3) leisure mobility, and
- 4) clean water-and land-transport in the EU and Russia.

EG4 thereby considers all the interrelated roles a river such as the Volga (and its river basin) takes on when it comes to the transport of goods and people, i.e. the infrastructure for water-borne traffic and transport, a separating barrier between transport origins and destinations, the origin or destination of trips itself, and an ecological system affected by transport emissions and infrastructures.

About one dozen experts from Russia and the EU will have the opportunity for in-depth and moderated discussions at the EG4 meeting. The actual discussion time is limited to one full day (one afternoon plus one morning). Due to this time constraint, the EG4 discussions need to focus on a subset of the whole CABRI-Volga EG4 thematic areas. With the host city of Nizhny Novgorod being an important national and international transport knot, it was decided to focus the EG4 discussions primarily on transport infrastructures and services in large river basins with a special emphasis on exploring the state-of-the-art and opportunities for **intermodal freight and passenger transport** solutions for the Volga River basin (i.e. EG4's thematic areas 1 and 2). Leisure mobility and clean transport solutions (EG4's thematic areas 3 and 4) will only be discussed in the context of "intermodality".

**Intermodal freight transport:** Aiming at sustainable transport development, water-borne transport represents an important alternative mode. Its competitiveness depends to a large extent on the availability of appropriate interchange facilities at strategic locations. The planning, financing and operating of such facilities and the corresponding transport services needs to be discussed in the light of (inter)regional and local logistic patterns.

**Intermodal public transport networks and services:** Ferry services could establish missing links in public transport networks within cities (across the river) and between cities (along the river). To this end, they need to be fully integrated with the land public transport system (train, bus). This leads to coordination requirements regarding financing, modal combinations (carriage of vehicles or bicycles), interchange locations, scheduling, tariffs and ticketing, marketing as well as information services.

## **2. EG4 Discussion Topics**

Some of the questions and topics to be addressed at the EG4 meeting are:

### **2.1 Intermodality**

- What is the status of freight transport on the Volga and in the Volga River Basin? What are the prospects for the future?
- What is the status of Russian policies concerning intermodal freight (and passenger) transport?
- How could water-borne transport be integrated into a sustainable intermodal freight transport system? What are the technical and financial conditions and constraints?
- Is there a demand for passenger transport across the river, for example by ferry services or along the river between cities? Is the demand satisfied? Are new innovative solutions sought? In major cities? In the countryside?
- What requirements – technical and financial - should be satisfied in order to establish intermodal public transport networks and services across and along the river?

### **2.2 Institutional considerations**

- What is the status of cooperation between institutions (administration) and other stakeholders in terms of transport of goods and people on and along the Volga?
- What is the appropriate institutional design for transport and mobility management on the Volga and in the Volga River Basin?
- Are the responsibilities between different institutions involved in transport of goods and people clearly defined?

### **2.3 Public participation and stakeholder involvement**

- How can public participation in transport and mobility planning be increased?
- How can stakeholders (including transport operators and the private sector) be better involved in the decision-making process?

### **2.4 Other**

- What impacts will follow the increase of leisure mobility and tourism in the river basin and how can they be managed sustainably?
- How can the negative impacts of transport on the quality of air, water and soil in the river basin be reduced?

**Please feel free to suggest additional questions for the EG4 meeting. If possible, send them to [f.wefering@rupprecht-consult.de](mailto:f.wefering@rupprecht-consult.de) before 21 September. Thank you!**

## **3. Wider Context**

Two additional EG4 meetings will be held in Russia in 2006 with a different group of experts and local/regional stakeholders each time. Ultimately, CABRI-Volga strives to have analysed the specific implications for the development and implementation of environmental risk

management approaches and the promotion of sustainable transport strategies. At the end of the project, but initiated at the First Expert Group Meeting in Nizhny Novgorod, CABRI-Volga will also identify the requirements for coordination and future research and formulate recommendations for the respective stakeholders involved.

#### 4. Relevant Bibliography

The following literature sources will be placed on the CABRI-Volga website – [www.cabri-volga.org](http://www.cabri-volga.org) – separated into executive summaries, pre-selected case studies (where available) and the full report. Experts are welcome, but of course not required, to consult these sources. At the EG4 meeting itself, your expertise in the subject area and your willingness to report on practical examples and experiences is sought:

**Bäck, A. (2003).** Integration of Inland Navigation into managed intermodal Logistics Chains. Paper presented at the European Inland Waterway Navigation Conference in Győr, Hungary, 11-13 June 2003.

**BESTUFS (2004).** BESTUFS – Best Urban Freight Solutions – D2.4 Best Practice Handbook 2003. EU project BESTUFS 1999-TN.10003.

**CIVITAS Initiative (since 2002).** EU initiative to promote leaner and better transport in cities: [www.civitas-initiative.org](http://www.civitas-initiative.org).

**Emberger, G. (2004).** PLUME – Planning and Urban Mobility in Europe - Synthesis Report: Urban Freight Transport Measures. EU project EVK4-CT-2002-20011 “PLUME”.

**European Commission (1999).** Intermodality and Intermodal Freight Transport in the European Union. Communication from the Commission to the European Parliament and the Council.

**Marchal, P., Zhang, Z. and Kischeva, D (2003).** A Study on the Development of Intermodal Freight Transport between Belgium and Bulgaria. Joint Belgian-Bulgarian project “Development of new strategies of intermodal transportation chains along the Rhine-Main-Danube corridors”.

**Müller, G and Bührmann, S. (2004).** Towards Passenger Intermodality in the EU – Report in three parts: Report Part 1: Analysis of the Key Issues for Passenger Intermodality; Report Part 2: Analysis of the National Inventories on Passenger Intermodality; Report Part 3: Recommendations for Advancing Passenger Intermodality in the EU. EU – DG Transport and Environment project “Towards Passenger Intermodality in the EU - [http://europa.eu.int/comm/transport/intermodality/passenger/studies\\_en.htm](http://europa.eu.int/comm/transport/intermodality/passenger/studies_en.htm) (31 Aug. 2005).

**TNRUS (2000).** Nizhny Novgorod Regional Transport Development Strategic Planning Document. EU-TACIS project TNRUS 9804.

**ViaDonau.** Manual on Danube Navigation – Excerpt: Chapter B3 on Examples for the successful use of Danube navigation.

**ViaDonau.** 10 priorities to strengthen the role of the Danube waterway.

**VOYAGER Good Practice Case Studies (2003) and VOYAGER State-of-the-Art Report (2003).** EU Project VOYAGER – Vehicle for Mobility Advancing Public Passenger Transport in Europe: [www.rupprecht-consult.de/projects/voyager.html](http://www.rupprecht-consult.de/projects/voyager.html).