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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Rail Transport  
(Fifty-fourth session, 3-5 October 2000,  
agenda item 7 (b))

**FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT**

Transmitted by the Governments of Estonia, Norway and Turkey

The Working Party on Rail Transport, at its fifty-third session, asked Governments to submit information on the following questions (TRANS/SC.2/192, paragraph 30):

- (a) Average time spent by passenger and goods trains at main border crossings.
- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.
- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.
- (d) Succinct reports on bilateral and multilateral contacts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

The information transmitted to the secretariat is set out in detail below for consideration by the Working Party.

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## 1. ESTONIA

- (a) Average time spent by passenger and goods trains at main border crossings.

Valga (Estonian-Latvian border) station: 20 minutes formerly for passenger trains. At present there are no passenger trains in the European direction. 3 hours for freight.

- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.

Progress has been made in the Valga station, with a reduction from 4 hours to 3 hours for freight. There are no passenger trains crossing Valga border station.

- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.

The Estonian Customs Boards acceptance for using a common database has been applied for.

- (d) Succinct reports on bilateral and multilateral contacts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

According to the rules. Implementation of electronic document system and databases.

## 2. NORWAY

- (a) Average stopping times

The passenger times stop at the borders in accordance with the timetables. The delays result from reasons, which have been analyzed at the meetings of SECI Working Sub-group. The new timetable envisages average stopping times of about 30 – 50 min., but some last for 85 and 122 min.

The average stopping times of freight trains at the Bulgarian border crossing points are of about 2 or 3 hours and in some cases exceed 10 hours.

- (b) Envisaged measures for the alleviation of delays at the border crossings.

It is envisaged that common controls will be organized by the police and customs authorities of the neighbouring countries, as well controls on-board of the trains during movement times. There is a proposal for the interoperable use of the locomotive rolling stock of the shuttle-trains.

(c), (d) Bilateral and multilateral contacts.

The monitoring and the international contacts are undertaken mainly by the Ad Hoc Working Group for the reduction of border stopping times of shuttle-trains, which is a part of Project IV Group for transport infrastructure development under the South-Eastern Europe Cooperation Initiative.

The contacts are actuated bilaterally as well as between the interministerial commissions for railway transport.

### **3. TURKEY**

(a) Average stopping times.

- For passenger trains: average waiting time for arrivals to TCDD is 87 minutes; for departures from TCDD is 13 minutes.
- For arrivals to TCDD: waiting time for custom controls is 78 minutes, and waiting time for police controls is 33 minutes.
- For departures from TCDD, waiting time for custom controls is 31 minutes, and waiting time for police controls is 29 minutes.
- For freight trains: 90 minutes

(b) Inter-ministerial meetings/studies between police, customs and other related State authorities for the reduction of border stoppings of international trains are on-going. However, no concrete results have been achieved till today.

(c) Regarding the studies within the framework of SECI for reducing the stopping times of international trains at the borders, a list has been prepared and submitted to the co-ordinating administration (BDZ), with the equipment needed for the transfer of the data related to the train to enable the preparation of the related procedures before the arrival of the train.

(d) There is no direct agreement concluded for the reduction of stopping times at border-crossings between TCDD and other neighbouring Administrations, but bilateral and multilateral works/studies for that aim within the framework of SECI and SERG are on-going.

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