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INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

(Fifty-seventh session, 21-23 October 2003,
agenda item 8 (a))

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

Annual monitoring on the progress made in the facilitation
of border crossing in international rail transport

Transmitted by the Governments of Bulgaria, Greece, Hungary,
Russian Federation and Turkey

The Working Party on Rail Transport, at its fifty-fifth session (16-18 October 2001), considered, inter alia, questions related to the annual monitoring on the progress made in the facilitation of border crossing in international rail transport (TRANS/SC.2/196, paras. 26-32).

In connection with this item, the Working Party again asked the Governments of those countries where the following border stations are located: Ruse, Kulata, Svilengrad (Bulgaria), Promachon (Greece), Lököshaza (Hungary), Curtici and Giurgiu Nord (Romania), Suzemka (Russian Federation), Kapikule (Turkey) and Zernovo (Ukraine) to submit information referred to in the monitoring system, for the period 7-20 February 2003, (TRANS/SC.2/198, para. 15). The Working Party also asked Governments to provide information distinguishing, among all trains, those with delays and the principal reasons which caused those delays - customs, police controls, railway controls (e.g. lack of traction facilities, locomotives, lack of staff, different working hours, etc) or other types of controls.

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

* * *

BULGARIA

Railway administration: BDZ

Border crossing point: **Svilengrad**

Data collection period: 7-20 February 2003

Contact person and details:

Direction A (*trains leaving the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains	18	8	123	327	414	90	40	175	22
Shuttle trains									
Container trains	7	5	144	348	298	120	30	170	28
Empty trains									
Transit trains	1	1	20	355	360	100	40	175	40
Other freight trains	3	1	33	355	403	110	40	170	35
Total freight trains	29	15	115	346	368	105	38	172	31

Direction B (*trains entering the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains									
Shuttle trains									
Container trains	4	3	108	300	347	120	30	120	30
Empty trains	7	2	23	547	534	80	40	150	277
Transit trains									
Other freight trains									
Total freight trains	11	5	58	423	440	100	35	135	153

BULGARIA (continued)

Railway administration: BDZ
Border crossing point: **Kulata**
Data collection period: 7-20
February 2003
Contact person and details:

Direction A (*trains leaving the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains	15								
Shuttle trains									
Container trains									
Empty trains	18								
Transit trains									
Other freight trains	6								
Total freight trains	39	1	22	60	60	30	30	60	

Direction B (*trains entering the country*)

	No. of train	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains	2								
Shuttle trains									
Container trains									
Empty trains	1								
Transit trains	11								
Other freight trains	2								
Total freight trains	16			60	60	30	30	60	

BULGARIA (continued)

Railway administration: BDZ
 Border crossing point: **Dragoman**
 Data collection period: 7-20
 February 2003
 Contact person and details:

Direction A (*trains leaving the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains	19	19	187	27	27				
Shuttle trains									
Container trains	1			47	47				
Empty trains	9	9	276	21	21				
Transit trains	20	20	277	18	18				
Other freight trains	5	5	24	30	30				
Total freight trains	54	53	235	29	29				

Direction B (*trains entering the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains	5	5	578	104	387	15	5	84	
Shuttle trains									
Container trains									
Empty trains	4	4	720	61	648	15	5	41	
Transit trains	8	8	247	82	187	15	5	62	
Other freight trains	26	26	638	116	542	15	5	96	
Total freight trains	56	56	575	92	468	15	5	72	

During the period of this monitoring there was the strike of Serbian customs staff.

BULGARIA (continued)

Railway administration: BDZ
Border crossing point: **Rousse**
Data collection period: 7-20
February 2003
Contact person and details:

Direction A (*trains leaving the country*)

	No of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains									
Shuttle trains									
Container trains	3		-15	200	340	74	60	206	
Empty trains	3		-37	200	205	37	60	78	30
Transit trains									
Other freight trains	40		-265	200	395	84	60	201	50
Total freight trains	46		-234	200	379	81	60	193	45

Direction B (*trains entering the country*)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
Block trains									
Shuttle trains									
Container trains	1		250	200	265	40	60	165	
Empty trains									
Transit trains									
Other freight trains	45		100	200	422	93	60	196	73
Total freight trains	46		104	200	419	92	60	194	73

Most of the freight trains come from two directions at the border station Rousse marshalling yard. Here they change their number, due to formation of new trains for the corresponding direction abroad. The newly formed trains start after being accepted by the CFR (it is possible before definite time – as in case table A, column3)

40 minutes per train is the real time to check, by customs, that wagons are empty, as indicated, during the departure.

HUNGARY

Border crossing point: **Curtici**
common border station, Hungarian section
Data collection period: 7-20 February 2003
Contact person and details: dr. Szabó,
György, MÁV Co Ltd, email:
horvatha@mavrt.hu

Direction A (trains leaving the country)

	No. of trains	Delay at arrival		Stopping times for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	12	---	---	160	62	17	---	45	---
Shuttle trains									
Container trains	9	9	303	150	217	46	---	171	---
Empty trains									
Transit trains	1	---	---	160	100	15	---	85	---
Other freight trains	67	33	212	160	194	45	---	149	---
Total freight trains	89	42	231*	159*	177*	41*	---	136*	---

* mean (calculated)

Direction B (trains entering the country)

	No. of trains	Delay at departure		Stopping times for acceptance		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	12	---	---	140	78	22	---	56	---
Shuttle trains									
Container trains	8	8	484	140	355	49	34	272	---
Empty trains									
Transit trains	1	---	---	140	140	20	30	90	---
Other freight trains	47	28	110	230	297	50	46	201	---
Total freight trains	68	36	251*	202*	263*	45*	36*	182*	---

* mean (calculated).

Direction “A” and “B”

Column 5: the main reason for the excesses is the time consumed by the repeated insertion of data because of the incompatibility of the information systems of the railways (column 8) Compared with the previous monitoring in 2002, a significant consolidation could be observed, due to the more productive data insertion of the railways' commercial services and to the elimination of the obstacles under the column “Other causes”, namely of the shortage in railway technical service (late supply with locomotives, late implementation of brake control etc). The shortages caused by the incompatibility of the data transfer systems of neighbouring railways still exist, however. Their compatibility will be improved in 2003.

ROMANIA

Railway administration: CFR-MARFA
Border crossing point: Curtici - Lokoshaza
Data collection period: 7-20 February 2003
Contact person and details:

Direction A (trains leaving the country)

	No. of trains	Delay at arrival		Stopping time for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block	12				60	7		53	
Shuttle									
Container	8		476	95	264	15		169	86
Empty									
Transit	1			140	190	20		170	
Other freight trains	47		301	140	392	20	30	239	192
Total freight trains	68		194	112	161	16	30	158	70

Direction B (trains entering the country)

	No. of trains	Delay at departure		Stopping time for acceptance		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block	12		11		20			20	
Shuttle									
Container	9		298	120	119	61		51	7
Empty									
Transit	1				30			30	
Other freight trains	67		203	110	157	54		84	20
Total freight trains	89		126	110	82	29		47	7

ROMANIA (continued)

Railway administration: CFR-MARFA
Border crossing point: Giurgiu Nord - Russe
Data collection period: 7-20 February 2003
Contact person and details:

Direction A (trains leaving the country)

	No. of trains	Delay at arrival		Stopping time for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block									
Shuttle									
Container	3		-15	200	340	74	60	206	
Empty									
Transit	3		-37	200	205	37	60	78	30
Other freight trains	40		-265	200	396	84	60	201	50
Total freight trains	46		-243	200	379	81	60	193	45

Direction B (trains entering the country)

	No. of trains	Delay at departure		Stopping time for acceptance		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block									
Shuttle									
Container	1		250	200	265	40	60	165	
Empty									
Transit									
Other freight trains	45		100	200	422	93	60	196	73
Total freight trains	46		104	200	419	92	60	194	73

RUSSIAN FEDERATION

Railway administration:
Border crossing point:
Data collection period:
Contact person and details:

Moscow Railway
 Railway Station **Suzemka**
 7-20 February 2003
 Mr. Vadim Berzegov
 Ministry of Railway Transport of the Russian Federation
 Department of external Relations
 Tel.: (095) 262 16 28; Fax: (095) 975 24 11;
 E-mail: berzegov@css-mps.ru

Direction A (trains leaving the country)

	No. of trains	Delay at arrival		Stopping time for delivery		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block	33			81	81	46		35	
Shuttle									
Container									
Empty									
Transit									
Other freight trains	190			81	90	46		35	9
Total freight trains	223			81	86	46		35	5

Direction B (trains entering the country)

	No. of trains	Delay at departure		Stopping time for acceptance		Average time per type of border control			
		No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minute)	Railway (minutes)	Other (minutes)
0	1	2	3	4	5	6	7	8	9
Block	1			76	76	46		30	
Shuttle									
Container									
Empty	47			76	82	46		30	6
Transit									
Other freight trains	201			76	89	46		30	13
Total freight trains	249			76	82	46		30	6

The main reason for train delays in both directions (A and B) is the balance of normative volume of the trains coming to the railway station Suzemka (Russian Federation).

TURKEY

Railway administration: TURKISH STATE RAILWAYS (TCDD)
 Border crossing point: **Kapıkule**
 Data collection period: 7-20 February 2003
 Contact person and details: İzzet IŞIK, Deputy Director of Foreign Relations Dept.

Direction A (trains leaving the country)

	Delay at arrival		Stopping times for delivery		Average time per type of border control				
	No. of trains	No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	1	1	20	385	530	300	-	120	110
Shuttle trains									
Container trains	3	1	129	1044	1635	745	-	440	250
Empty trains	11	5	676	2410	2750	235	-	1125	1070
Transit trains	1	-	-	-	-	-	-	145	-
Other freight trains	5	4	539	1743	1502	205	-	330	357
Total freight trains	21	11	1364	5582	6417	1485	-	2160	1787

Direction B (trains entering the country)

	Delay at departure		Stopping times for acceptance		Average time per type of border control				
	No. of trains	No. of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains									
Shuttle trains									
Container trains	6	4	405	1275	3090	1950	-	660	315
Empty trains	4	3	115	455	160	-	-	80	260
Transit trains	12	5	495	3390	4667	2365	-	675	70
Other freight trains	5	1	75	1670	2140	1325	-	360	185
Total freight trains	27	13	1090	6790	10057	5640	-	1775	830

The principal reasons which caused delays are: lack of staff, early arrival of freight trains entering the country (before scheduled time), custom inspection of wagon, requirement for standardized certificate, lack of traction facilities in case of excessive freight.

