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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-sixth session, 16-18 October 2002,
agenda item 6 (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 Hungary, Russian Federation, Turkey and Ukraine

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 2002, (TRANS/SC.2/196, para. 28). The Working Party also asked the Governments to provide additional information on the principal reasons which caused delays related to customs, police and railway controls (e.g. lack of traction facilities, locomotives, lack of staff, different working hours, etc.).

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

* * *

HUNGARY**Border Crossing point: CURTICI****Railway administration:**

Hungarian State Railways Co. Ltd. MÁV Co. Ltd.

Border crossing point:

Curtici, common border station with Romania

Data collection period:

7-20 February 2002

Contact person and details:

Dr. Szabó György, MÁV Co. LTD.

e-mail: edesl@mavrt.hu

Direction A (trains leaving the country)

	Number of trains	Delay at arrival Average (minutes)	Stopping times for delivery		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains	4 (1)	248	160	281	38 (40)		192 (80)	51 (40)
Shuttle trains								
Container trains	9 (6)	170	150	239	41 (40)		144 (70)	54 (40)
Empty trains								
Transit trains	4 (0)		160	144	18 (40)		70 (80)	56 (40)
Other freight trains	79 (43)	102	160	226	42 (40)		116 (80)	68 (40)
TOTAL FREIGHT TRAINS	96 (50)	110	159*	226	41 (40)		120	65 (40)

* mean (calculated)

Direction B (trains entering the country)

	Number of trains	Delay at departure Average (minutes)	Stopping times for acceptance		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains								
Shuttle trains								
Container trains	5 (5)	309	140	324	48 (40)	75 (30)	158 (55)	43 (30)
Empty trains	3 (3)	40	230	187	- (50)	30 (30)	115(120)	42 (30)
Transit trains	2 (1)	92	230	105	27 (50)	20 (30)	38 (120)	20 (30)
Other freight trains	67 (35)	133	230	317	44 (50)	59 (30)	175(120)	39 (30)
TOTAL FREIGHT TRAINS	77 (44)	140	224*	307	42	58	168	39

* mean (calculated)

The basic component of the delays in border control procedures is within the sphere of the Hungarian State Railways Co. Ltd., namely, in surveying and preparation of documents to the consignments, by its commercial service, for the control of the authorities.

The main reasons of delays at this phase are that:

- This service is carried out by a single channel, i.e. by one shift only for both directions with regard to the low number of trains (cca. 5 trains per direction per 24 hours) which, on the other hand, causes jams in case of any coincidence of two arrivals occurring often, on account of the passenger trains' periods and of the poor punctuality of freight traffic.
- The machines for electronic data processing are in shortage of maintenance at the adequate level and need timely replacements. Measures are in preparation to act appropriately.
- A new factor extending that phase for entering trains compared to 2001, is that MÁV's commercial service as a general presenter of the entering consignments to Hungarian customs authority, has the duty to certify the clients' capability to pay the customs' fee as a precondition to customs' control, by the force of the new law.

As for entering trains, another delay factor is that Romanian border policemen give priority to the passenger trains.

Notes to the Questionnaire on Curtici, common border station in Romania, Hungarian Section

Direction A

- Column 1: in brackets: of which arrived with delay
 Columns 5, 7, 8: in brackets: as provided by the local technology (summing up, they make the scheduled stopping time.)
 Column 6: Romanian border police controls parallel with the railway control (Hungarian border police control is carried out still in Hungary, at Lökösháza station, in 15 minutes stopping time as provided by the timetables of the trains)
 Column 8: stopping the voltage over the train and previous survey of the wagons' list by the Rumanian railway when the train arrives at Curtici from Hungary

Direction B

- Column 1: in brackets: of which departed with delay
 Columns 5, 6, 7, 8: in brackets: as provided by the local technology (summing up, they make the scheduled stopping time.)
 Column 6: Hungarian border police controls take place at Lökösháza in Hungary, in 15 minutes stopping time as provided by the timetables of the trains.
 Column 8: Closing with the locomotive, braking test and waiting because of traffic difficulties before the train leaves Curtici for Hungary.

Directions A and B

- Column 7: lack of parallel staff for peaks, with regard to the law of exploitation in general

Direction B

Column 5: lack of staff (Romanian policemen give priority to passenger trains)

RUSSIAN FEDERATION

Border Crossing point: SUZEMKA

Railway administration: Moscow Railway Company
Border crossing point: Railway Station Suzemka
Data collection period: 7 – 20 February 2002
Contact person and details: Mr. Vadim Berzegov
 telephone: (095) 262 16 28
 fax: (095) 975 24 11

Direction A (trains leaving the country)

	Number of trains	Delay at arrival Average (minutes)	Stopping times for delivery		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains								
Shuttle trains								
Container trains								
Empty trains								
Transit trains	27		163	236	46		46	117
Other freight trains								
TOTAL FREIGHT TRAINS	27		163	236	46		46	117

Direction B (trains entering the country)

	Number of trains	Delay at departure Average (minutes)	Stopping times for acceptance		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains								
Shuttle trains								
Container trains								
Empty trains	19		113	146	46		46	67
Transit trains	16		113	183	58		46	67
Other freight trains								
TOTAL FREIGHT TRAINS	35		113	163	51,5		46	67

The main reason for the train's delays is execution of the Russian Custom Inspection's requirements of the control for rolling stock and transported cargo.

TURKEY

Border Crossing point: KAPIKULE

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

Turkish State Railways (TCDD)
 Railway Station Kapikule
 7 – 20 February 2002
 Mr. Izzet İşik, Deputy Director of Foreign Relations
 Department
 telephone:
 fax:

Direction A (trains leaving the country)

	Number of trains	Delay at arrival Average (minutes)	Stopping times for delivery		Average time per type of border control				
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)	
			1	2	3	4	5	6	7
Block trains									
Shuttle trains									
Container trains	6	117	220	184	60		124		
Empty trains	6		120	349			349		
Transit trains									
Other freight trains	17	61	182	188	90		98		
TOTAL FREIGHT TRAINS	29								

Direction B (trains entering the country)

	Number of trains	Delay at departure Average (minutes)	Stopping times for acceptance		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
			1	2	3	4	5	6
Block trains								
Shuttle trains								
Container trains	5	135	255	873	517		356	
Empty trains								
Transit trains								
Other freight trains	29	17	215	5072	4006		1066	
TOTAL FREIGHT TRAINS	34							
