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# ECONOMIC COMMISSION FOR EUROPE

# INLAND TRANSPORT COMMITTEE

<u>Working Party on Rail Transport</u> (Fifty-eighth session, 27-29 October 2004, agenda item 5 (b))

# FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

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

# Transmitted by the Governments of Germany, Hungary, Ireland, Lithuania, <u>Romania, Turkey and Ukraine</u>

The Working Party on Rail Transport, at its fifty-seventh session (21-23 October 2003), 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.2/200, para.18).

In connection with this item, the Working Party asked the Governments of all member countries to provide information on the reduction of the actual stopping time for all border crossing stations on the AGC lines on their respective territories and in compliance with Inland Transport Committee resolution No. 248 of 1999 which calls for the reduction of the border stopping time of shuttle trains in international traffic and to limit the overall waiting time at borders to 60 minutes (30 minutes for each of the neighbouring countries) and to submit information referred to in the monitoring system, for the period 7-20 February 2004.

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

\* \* \*

# TRANS/SC.2/2004/8/Add.1 page 2

# GERMANY

The Federal Republic of Germany welcomes all efforts to eliminate delays at the border in international rail freight transport. The delays continue to be a serious competitive disadvantage of international rail transport.

The main obstacles are the lack of access to the rail network and insufficient technical interoperability. The historical national orientation of the rail networks has led to a number of legal, commercial and technical incompatibilities in the railway sector. The Federal Government therefore expressly welcomes the latest progress that has been made in the framework of the European Union with regard to the implementation of a European railway market (White Paper, railway packages) and supports relevant efforts within the framework of the UNECE. It will only be possible to bring about a fundamental improvement in the border crossing times of the railways if the railways are given the possibility - similar to their competitors - to carry out cross-border transport operations in their own commercial responsibility.

The railways cooperate in bilateral and multilateral working groups with the aim of rapidly optimizing border-crossing procedures and shortening stopping times. In order to avoid repetition as regards current border crossings, border stopping times and their causes, reference is made to the results of an ECMT survey conducted in 2003 (CEMT/CS/INT(2003)1/REV1). The information relating to the Federal Republic of Germany shows that the maximum border stopping time of one hour is only exceeded at the border crossing points with Poland and the Czech Republic. With respect to these two countries, border crossings currently involve stopping times of up to three hours.

According to Deutsche Bahn AG, this is in particular due to the technical and legal transfer processes taking place between the railways (e.g. in freight transport). In particular, the following reasons were stated by Deutsche Bahn AG:

- technical problems with wagons (uncoupling of wagons)
- insufficient marking and labelling of dangerous goods (dangerous goods labels, plates, etc.)
- consignments requiring customs clearance (uncoupling of wagons in order to carry out veterinary and medical checks)
- missing or inadequate transport documents
- · advance data exchange belated or not carried out
- · delays incurred before arrival at the border
- · lack of resources (locomotives, train drivers, wagon inspectors)
- · lacking coordination between the control authorities of the two States as regards shift times and working hours at the border
- lacking coordination between the railway bodies of the two States as regards shift times and working hours at the border.

In order to illustrate the procedures followed at the border, a workflow chart of Deutsche Bahn AG covering both directions of traffic of the railway border crossing point Frankfurt-Oder bridge is shown on pages 4 and 5.

According to Deutsche Bahn AG, the recording of border-crossing times according to different train categories carried out over a longer period of time (7 to 20 February 2004) on the basis of the submitted questionnaire is only possible by making considerable efforts. Furthermore, the results of such a survey would in any case be of limited use since trains sometimes already incur delays before they arrive at the border. Therefore, no relevant data was collected.

#### IRELAND

There is no border crossing point in Ireland and trains do not stop for this reason. Only one railway line crosses the border between the Republic of Ireland and Northern Ireland. The two railway companies' trains and crews are qualified to operate on both systems. The number of freight trains using the line would be no more than three or four per day carrying either containers or bulk cement only.

# Workflow chart: railway border crossing point Frankfurt – Oder Bridge Direction DBAG (Frankfurt/Oder) → PKP (Rzepin)

No	Activity	Body	Staff involved	Hour		0							1							2							3		٦
				Mn.	30		10	20	3	04	05	0	60	70	80	90	100	01	10 <sup>-</sup>	120	130	) 14 I	0 15	50 1	160	170	180	) 19	0
																													_
1	Handing over of wagon list to PKP	DBAG	checker	-60	- 60 min.				$\square$						_			_		_								⊢	_
2	Uncoupling of DB locomotive	DBAG	shunting foreman	15		15	min.																						
3	Collection of documents from the train	DBAG	customs assistant/checker	5		5																							_
4	Handing over of documents to PKP	DBAG	order processing assistant	20			20	min.																					
5	Technical inspection of wagons	PKP	wagon inspector	55						55	min.																		_
6	Processing of transport documents	PKP	agent	30					E	30 r	nin.																		_
7	Train composition check	PKP	wagon inspector	40		rival								40 r	nin.													arture	_
8	Remedy of deficiencies concerning the documents/train	DBAG	assistant shunter / checker	40		rain ar												4	40 m	nin.								in dep	
9	Wagon repairs	DBAG	wagon inspector	30		t								Ľ	30 ı	min.												tra	_
10	Removal of damaged wagons	DBAG	assistant shunter	25														25	5 mir	n.								T	_
11	Coupling of PKP locomotive	PKP	train driver	5																	5								_
12	Brake test	PKP	wagon inspector	55																				55 r	nin.				_
13	Completion of transport documents	PKP	agent	10																		1(	ז						_
14	Bringing of transport documents to the train	PKP	agent	5																							Ę	5	_
									Π													П							

TRANS/SC.2/2004/8/Add.1 page 4

No.	Activity	Body	Staff involved	Hour	-		0						1						2	2							3		
				Min.		30	1	02	03	0	40	50	60	70 I	80 	90	100	11	0 12	20 1	30 I	140	15	10	60 <sup>·</sup>	170 I	180	) 19	90
1	Handing over of wagon list to DBAG	PKP	shift foreman	-60		60 min								_					_	_						_		+	-
-				-00														+	-	+			$\square$	-				++	
2	Uncoupling of PKP locomotive	DBAG	shunting foreman	15			15 m	nin.																					
3	Collection of documents from the train	PKP	agent	10			10																						
4	Handing over of documents to DBAG	PKP	agent	15				15 m	in.																				
5	Technical inspection of wagons	DBAG	wagon inspector	65							65	min.																	
6	Registration of train	DBAG	customs assistant	25					25 m	in.																			
7	Repairs of defective wagons	PKP	mechanic/wagon inspector	50									5	) mir	1.														
8	Uncoupling of defective wagons	DBAG	assistant shunter	30			_											30 m	nin.								are		
9	Processing of the consignment notes	DBAG	order processing assistant	55			arriva				5	55 m	in.														eparti		
10	Remedy of deficiencies concerning the documents/train	PKP	agent	40			train										10 mi	n.									train d		
11	Preparation of customs applications	DBAG	declarant	73										73	min.														– å
12	Customs clearance/customs examination	Zoll D	customs officer	40															Ľ	-	40 r	nin.							
13	Coupling of DBAG locomotive	DBAG	train driver	5																5	5								
14	Brake test, inspection of the repair works	DBAG	wagon inspector	45																			45	min.	<u></u>				
15	Completion of transport documents	DBAG	order processing assistant	15																				15	5 mi	in			
16	Bringing of transport documents to the train	DBAG	customs assistant	10																						1	0		

# Workflow chart: railway border crossing point Frankfurt – Oder Bridge Direction PKP (Rzepin) → DBAG (Frankfurt/Oder)

## Annex (English only)

#### HUNGARY

#### Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: GYÉKÉNYES (E 71), common border station with HZ (Croatia) Data collection period: 7-20 February 2004 Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: : <u>horvatha@mavrt.hu</u>.

	Number	Delay at departur	e	Stopp for c	ing time lelivery	A	verage tim of border	e per type control	1
	of trains	Number 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	9	1	97	210	285	21		168	96
Shuttle trains									
Container trains									
Empty trains									
Transit trains									
Other freight trains	47	9	53	150	306	43		187	76
Total freight	56	10	57*	160*	302*	39*		184*	79*
trains									

**Direction A** (trains leaving the country)

**Direction B** (trains entering the country)

	NT 1	Delay at departur	e	Stopp for ac	oing time	Α	verage tim	e per type	
	of trains	Number 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	24	11	80	134	203	25		108	70
Shuttle trains									
Container trains									
Empty trains	18	4	40	545	523			118	405
Transit trains									
Other freight trains	20	8	43	551	529	28		115	386
Total freight									
trains	62	23	60*	388*	401*	19*		113*	269*

\* mean weighted with the numbers of trains

Dir. A, col.8 waiting for transfer to HŽ and for the technical inspection of HZ.

Dir. B, col. 9 waiting for traction (locomotive) as a consequence of the delay at arrival.

Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: Komárom (E61), common border station with ZSSK (Slovakia)

Data collection period: 7-20 February 2004

Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.

,	Number	Delay at an	rival	Stopp for d	ing time elivery	I	Average ti of borde	me per typ er control	be
	of trains	Number 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	8	6	102	65	96	15		65	16
Empty trains	22	18	12	35	35			35	
Transit trains									
Other freight trains	54	50	6	85	90	30		60	
Total freight trains	84	74	15*	76*	21*			55*	0*

#### **Direction A** *(trains leaving the country)*

#### **Direction B** (trains entering the country)

		Delay at dep	arture	Stopp for ac	oing time	A	Average tin	me per typ	e
	Number of trains	Number 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	14	11	12	68	90	20		70	
Shuttle trains	1	1	43	49	66	15		51	
Container trains	4	1	111	101	132	20		70	42
Empty trains	4	3	116	45	60	15		45	
Transit trains									
Other freight trains	65	53	4	73	217	74		114	29
Total freight trains	88	69	12*	72*	184*	60*		101*	23*

\* Mean weighted with the numbers of trains.

Dir. A and B, col. 8: problems with consignment notes (especially in electronic form) as the station is specialized for oil products.

Dir. A col. 8: re-expedition activity.

Dir. B col. 6: no service at night.

Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: HODOS E 69), Common border station with SZ (Slovenia) Data collection period: 7-20 February 2004 Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.

	Number	Delay at ar	rival	Stopp for c	oing time lelivery	A	verage til of borde	me per typ er control	be
	of trains	Number 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	3	2	77	126	228	85		143	
Shuttle trains	5	1	117	130	168	63		105	
Container trains	6			76	103	33		46	24
Empty trains									
Transit trains									
Other freight trains	48	13	251	138	183	54		119	10
Total freight trains	62	16	217*	131*	176*	54*		112*	10*

**Direction A** *(trains leaving the country)* 

#### **Direction B** (trains entering the country)

	Number	Delay at de	parture	Stopp for ac	oing time	Α	verage til of borde	ne per typ r control	be
	of trains	Number 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			189	117	60	15	42	
Shuttle trains	7	6	187	200	219	83	15	121	
Container trains	4	1	1822	188	169	50	15	74	30
Empty trains									
Transit trains									
Other freight trains	42	18	331	158	322	66	15	218	23
Total freight trains	54	25	356*	166*	294*	67*	15*	192*	20*

\* Mean weighted with the numbers of trains.

Please indicate the principle reasons which caused the discrepancy between the scheduled stopping-time for delivery and the scheduled stopping time for acceptance and the real stopping-time for delivery and real stopping time for acceptance.

Dir. A and B col. 6 and 9: lasting control process of authorities or waiting for it.

Col 8: sorting wagons out of or in the trains because of technical deficiencies.

Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: MURAKERESZTÚR (E 69), common border station with HZ (Croatia) Data collection period: 7-20 February 2004

Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.

,	Number	Delay at arriv	/al	Stopp	oing time	A	verage ti	me per typ	be
	of			for c	lelivery		of border	control 1/	
	trains	Number of trains	Average	Scheduled	Real average	Customs	Police	Railway	Other
		with delay	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)
	1	2	3	4	5	6	7	8	9
Block trains	28	11	58	350	340	31	15	140	20
Shuttle trains	4	1	86	55	233	131	138	67	20
Container trains	10	4	61	300	491	58	34	328	30
Empty trains									
Transit trains									
Other freight trains	6	3	75	330	368	53	25	155	10
Total freight trains	48	19	63*	312*	366*	48*	30*	175*	21

**Direction A** (trains leaving the country)

**Direction B** (trains entering the country)

	Number	Delay at depa	rture	Stopp for ac	ing time	Α	verage til	ne per typ control <sup>1/</sup>	be
	of trains	Number 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	18			230	207	44	21	224	15
Shuttle trains	4	2	26	60	40	38	41	67	
Container trains	10	10	231	220	160	167	152	276	35
Empty trains	8			100	100		10		
Transit trains									
Other freight trains									
Total freight trains	40	12	197*	184*	157*	65*	54*	176*	15*

1/ There is overlapping with columns 6-9.

\* Mean weighted with the numbers of trains.

Dir. A, col. 4: overlapping is not possible for preparation to and for execution of the customs control.

col. 5. waiting for receiving by the Croatian Railways.

col. 8. longish preparation to the customs control.

col. 9. phyto-sanitary and veterinary control

Dir. B, col. 8: longish preparation to the customs control.

#### Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: KELEBIA (E 85) Data collection period: 7-20 February 2004 Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: <u>horvatha@mavrt.hu</u>.

,	Number	Delay at ar	rival	Stopp for d	ing time lelivery	A	verage til of borde	ne per typ r control	e
	of trains	Number 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	20	6	44	220	258	34	20	224	
Shuttle trains	4	3	61	220	147	26	20	121	
Container trains	20	6	90	220	230	42	20	188	
Empty trains	3	2	69	220	78		20	58	
Transit trains	38	14	142	220	243	42	20	200	
Other freight trains	40	10	52	220	254	42	20	212	
Total freight trains	125	41	89*	220	240*	40*	20	200*	

#### **Direction A** (trains leaving the country)

**Direction B** (trains entering the country)

	Number	Delay at dep	arture	Stopp	oing time	Α	verage ti	ne per typ	be
	of			for ac	ceptance	<i>a</i> .	of borde	r control	0.1
	trains	Number of	Average	Scheduled	Real average	Customs	Police	Railway	Other
		trains with delay	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)
	1	2	3	4	5	6	7	8	9
Block trains	23	14	353	170	160	24	20	116	
Shuttle trains	8	3	307	170	72	21	20	31	
Container trains	12	9	359	170	145	28		20	
Empty trains	6			170	28		20	89	
Transit trains	4	3	323	170	139	30	20	110	
Other freight trains	66	15	79	170	155	25	20	110	
Total freight trains	119	44	256*	170	142*	24*	20	94*	

\* Mean weighted with the numbers of trains.

Dir. A and B, col. 8: weakness in data exchange between the railways, weakness in technical condition of the wagons.

Railway administration: Hungarian State Railways Co, MÁV Co

**Border crossing point: HEGYESHALOM (E 50),** common border station with ÖBB (Austria) **Data collection period:** 7-20 February 2004

Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.

	Number	Delay at ar	rival	Stopp	ing time	Average time per type				
	of			for c	lelivery	a .	of borde	r control	0.1	
	trains	Number of trains with delay	Average	Scheduled	Real average	Customs (minutes)	Police	Railway	Other (minutes)	
	1	2	3	4	5	(initiates) 6	(ininutes) 7	(minutes) 8	<u>(initiates)</u> 9	
Block trains	109	40	70	70	75	12	20	43		
Shuttle trains	93	37	52	50	46	5	9	32		
Container trains	2			85	485	20	16	85	364	
Empty trains	6			50	63	11	7	45		
Transit trains	11	4	38	30	42	8	6	28		
Other freight trains	70	18	55	105	134	17	10	75	32	
Total freight trains	291	99	59*	70*	81*	11*	13*	47*	10*	

#### **Direction A** *(trains leaving the country)*

#### **Direction B** (trains entering the country)

	Number	Delay at dep	arture	Sopp	ing time	Average time per type				
	of trains	Number 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	102	47	43	70	94	11	19	16	47	
Shuttle trains	87	45	44	65	49	9	7	17	16	
Container trains										
Empty trains	3			50	117	10	8	99		
Transit trains	12	2	10	85	54	8	24	12	10	
Other freight trains	99	28	54	110	101	28	8	41	24	
Total freight trains	303	122	45*	82*	82*	16*	12*	25*	29*	

\* Mean weighted with the numbers of trains.

Please indicate the principle reasons which caused the discrepancy between the scheduled stopping-time for delivery and the scheduled stopping time for acceptance and the real stopping time for delivery and real stopping time for acceptance.

Dir. A and B, cols. 6-9: there are operation brakes on Sundays during daytime.

Dir. A, col. 8: traffic system (timetable for different kinds of freight trains) agreed with the Austrian Railways sorting wagons out of the trains because of technical deficiencies.

col. 9. need to adjust loads (to close doors of the containers).

Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: CURTICI (E 56), common border station with CFR (Romania) Data collection period: 7-20 February 2004 Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: <u>horvatha@mavrt.hu</u>.

(	C	,								
	1	Number	Delay at an	rival	Stopp for d	ing time	Average time per type of border control			
		of trains	Number 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		12	2	172	60	83	17		46	20
Container trains		9	2	52	150	228	40		122	66
Empty trains										
Transit trains		2			160	128	25		58	45
Other freight train	IS	74	39	205	160	181	42		91	48
Total freight trai	ins	97	43	196*	147*	175*	39*		89*	47*

#### **Direction A** *(trains leaving the country)*

#### **Direction B** (trains entering the country)

	Number	Delay at dep	arture	Stopp	oing time	Average time per type			
	Number			for acceptance		of border control			
	01 traina	Number of	Average	Scheduled	Real average	Customs	Police	Railway	Other
	trains	trains with delay	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)
	1	2	3	4	5	6	7	8	9
Block trains									
Shuttle trains	12	2	202	45	96	17		40	39
Container trains	4	3	320	140	304	45	25	60	174
Empty trains									
Transit trains									
Other freight trains	61	31	241	230	362	53	52	160	97
Total freight trains	77	36	245*	196*	317*	47*	42*	136*	92*

\* Mean weighted with the numbers of trains.

Dir. A col. 9:late stop of voltage in catenaries by the Romanian railways long preparation of documents to transfer to CFR
Dir. B, col. 9: traffic jams because of a single track and lack of block sections between the two border stations track closures by CFR on several days late supply of current in catenaries by CFR waiting for traction (locomotive of the Hungarian railways).

#### Railway administration: Hungarian State Railways Co, MÁV Co Border crossing point: STUROVO (E 52), common border station with ZSSK (Slovakia) Data collection period: 7-20 February 2004 Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.

	Manulau	Delay at a	rrival	Stoppi	ing time		Average ti	me per ty	pe
	Number			for de	elivery		of bord	er control	
	trains	Number of	Average (minutes)	Scheduled	Real	Customs	Police	Railway	Other
		trains with delay	(initiates)	(initiates)	(minutes)	(initiates)	(initiates)	(minutes)	(minutes)
	1	2	3	4	5	6	7	8	9
Block trains									
Shuttle trains									
Container trains									
Empty trains	8			85	138			138	
Transit trains									
Other freight trains	44	3	96	105	112	28		67	17
Total freight trains	52	3	96	102*	116*	24		78*	14*

**Direction A** *(trains leaving the country)* 

## **Direction B** (trains entering the country)

		Delay at dep	parture	Stopp	oing time	Average time per type			
	Number			for ac	ceptance		of border control		
	of	Number of	Average	Scheduled	Real average	Customs	Police	Railway	Other
	trains	trains with delay	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)	(minutes)
	1	2	3	4	5	6	7	8	9
Block trains									
Shuttle trains									
Container trains									
Empty trains									
Transit trains									
Other freight trains	35	5	139	80	125	27	15	83	
Total freight trains	35	5	139	80	125	27	15	83	

\* Mean weighted with the numbers of trains.

Dir. A and B, col. 8: freight calculation and preparation for customs control for other trains.

Dir. A, col. 8: technical deficiencies for empty trains.

## LITHUANIA

## Railway administration: Border crossing point: JONIŠKIS Data collection period: 7-20 February 2004

	Number	Delay a	at arrival	Stoppin for de	ng time livery		Average tir of borde	ne per type r control	
	of trains	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									
Empty trains									
Transit trains									
Other freight trains									
Total freight trains	30			30	30	30	10		

**Direction A** (*trains leaving the country*)

		Delay a	t arrival	Stoppin for del	g time ivery		Average ti of bord	ime per type er control	
	Number of trains	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									
Empty trains									
Transit trains									
Other freight trains									
Total freight trains	45			30	30	30	10		

# LITHUANIA (continued)

# Railway administration: Border crossing point: MOCKAVA Data collection period: 7-20 February 2004.

<b>Direction A</b> (trains leaving the country)
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	Number	Delay a	t arrival	Stoppin for del	g time ivery		Average tir of borde	ne per type er control	
	of trains	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									
Empty trains									
Transit trains									
Other freight trains									
Total freight trains	13			110	110	80	30	30	

		Delay at	arrival	Stoppin for del	g time ivery	Average time per type of border control			
	Number of trains	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									
Empty trains									
Transit trains									
Other freight trains									
Total freight trains	13			110	110	80	30	30	

#### ROMANIA

#### Railway administration: CFR Marfa SA Border Crossing Point: Curtici Data collection period: 7–20 February 2004 Contact person and details: Ferbinteanu Milica Laurentiu.

#### Average time per type Delay at arrival Stopping time Number of border control for delivery of Number of Average Scheduled Real Customs Police Railway Other trains (minutes) (minutes) (minutes) (minutes) (minutes) (minutes) trains with average delay (minutes) 1 2 3 4 5 7 8 9 6 12 3 Block trains 34 50 59 59 Shuttle trains 4 3 240 95 151 17 Container 20 114 trains Empty trains Transit trains Other 61 31 122 140 371 20 162 189 freight transit 77 37 396 285 581 40 335 Total 206 freight trains

# Direction A (trains leaving the country)

	Number Delay at d		y at departure Stopping time for acceptance			Average time per type of border control				
	of trains	Number of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (min.)	
	1	2	3	4	5	6	7	8	9	
Block trains	12	2	29	35	47	-	-	47	-	
Shuttle trains										
Container	9	2	12	120	124	54	-	63	7	
trains										
Empty trains										
Transit trains	2	-	-	110	43	18	-	25	-	
Other freight	74	39	108	110	178	51	-	66	61	
trains										
Total	97	43	149	375	392	123	-	201	68	
freight										
trains										

# **ROMANIA** (continued)

#### Railway administration: CFR Marfa SA Border Crossing Point: Giurgiu Nord - Russe Data collection period: 7– 20 February 2004 Contact person and details: Fierbinteanu Milica Laurentiu.

	(	0	5	/							
	Number	Delay at arriva		Stoppi	ng time	Average time per type					
	of			for de	livery	of border control					
	trains	Number of	Average	Scheduled	Real	Customs	Police	Railway	Other		
	trums	trains with	(minutes)	(minutes)	average	(minutes)	(minutes)	(minutes)	(minutes)		
	1	delay	2	4	(minutes)	6	7	0	0		
D1 1	1	2	3	4	3	0	/	8	9		
Block											
trains											
Shuttle											
trains											
Container	8	5	31	200	360	45	60	255	_		
turiur	0	5	51	200	500	ч.	00	255	_		
trains											
Empty											
trains											
Transit											
trains											
Other	45	14	61	200	369	50	60	250	9		
freight	ч.)	14	01	200	507	50	00	250	,		
neight											
transit											
Total	53	19	41	200	368	47	60	252	9		
freight											
trains											
-					1		1	1	1		

#### **Direction A** (trains leaving the country)

# **Direction B** (trains entering the country)

	Number	Delay at departure		Stoppin for acce	ng time	Average time per type of border control					
	of trains	Number of trains with delay	Average (minutes)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (min.)		
	1	2	3	4	5	6	7	8	9		
Block trains											
Shuttle											
trains											
Container											
trains											
Empty											
trains											
Transit											
trains											
Other	43	25	23	200	395	54	60	200	81		
freight											
trains											
Total	43	25	23	200	395	54	60	200	81		
freight											
trains											

Lack of BDZ towing locomotives.

The presence of only one Bulgarian customs officer per shift for all the freight trains in the station of Russe

#### TURKEY

#### Railway administration: Turkish State Rilways (TCDD) Border crossing point: Kapıkule Data collection period: 7-20 February 2004 Contact person and details: Mr. İzzet IŞIK.

	Number	Delay at a	Stoppi	ng time	Average time per type					
	rumber			for de	elivery	of border control				
	trains	Number 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	5	4	77	480	255	91	-	97	67	
trains										
Empty trains	10	7	100	375	63	-	-	42	21	
Transit trains										
Other freight	31	21	133	385	193	74	-	64	55	
trains										
Total freight	46	32	130	415	170	55	-	68	47	
trains										

#### **Direction A** (trains leaving the country)

# Direction B (trains entering the country)

	Number of trains	Delay at dep	Delay at departure		Stopping time for acceptance		Average time per type of border control			
		Number 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	9	3	17	485	403	208	-	123	72	
trains										
Empty trains	3	2	55	230	90	-	-	67	23	
Transit trains										
Other freight	43	31	34	478	178	75	-	69	34	
trains										
Total freight										
trains	55	36	35	397	223	94	-	86	43	

**Principal reasons which caused delays**: lack of staff, lack of advanced exchange of information, long custom inspection of wagon, requirement for standardized certificate, incomplete documents, lack of traction facilities in case of excessive freight, different working hours, lack of interest in respecting the timetable.

## UKRAINE

### Railway administration: UZ Ukrainian Railways Border crossing point: Zernovo Data collection period: 7-20 February 2004 Contact person and details: Mr. Kaminskii L.G.

	Number	Delay at arrival		Stopping time for delivery		Average time per type of border control			
	of trains	Number 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									
Empty trains	131	64	53	40	53			53	
Transit trains									
Other freight	180	81	90	185	195	7		83	
trains									
Total freight	311	145	74	124	135	4		70	
trains									

# **Direction A** (trains leaving the country)

	Number	Delay at departure		Stopping time		Average time per type			
	of trains	Number 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	42	18	118	305	311	5		113	
Shuttle trains									
Container									
trains									
Empty trains									
Transit trains									
Other freight	186	159	167	305	442	26		141	
trains									
Total freight	228	177	162	305	418	24		138	
trains									