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## ECONOMIC COMMISSION FOR EUROPE

## INLAND TRANSPORT COMMITTEE

## Working Party on Rail Transport

(Fifty-ninth session, Paris (France), 24-25 November 2005, 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 Bulgaria, Finland, Lithuania, Luxembourg and Turkey

The Working Party on Rail Transport, at its fifty-eighth session (27-29 October 2004), 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.2/202, para.13).

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 2005.

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

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## BULGARIA

Railway administration:
Border crossing point:
Data collection period:
Contact person and details: Georgi Ivanov, tel. 0035929324127

Direction A (trains leaving the country)

|  | Number of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled <br> (minutes) | Real average (minutes) | Customs <br> (minutes) | $\begin{array}{\|c\|} \hline \text { Police } \\ \text { (minutes) } \end{array}$ | Railway <br> (minutes) | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains | 30 | 16 | 85 | 197 | 291 | 65 | 20 | 80 | 18 |
| Shuttle trains | 9 | 6 | 312 | 235 | 406 | 40 | 15 | 40 | 10 |
| Container trains | 7 | 6 | 312 | 206 | 367 | 60 | 20 | 60 | 15 |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT TRAINS | 46 | 28 | 236 | 212 | 355 | 55 | 18 | 60 | 14 |

Direction B (trains entering the country)

|  | Number <br> of trains | Delay at departure |  | Stopping times for acceptanc |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled <br> (minutes) | Real average (minutes) | Customs <br> (minutes) | $\begin{gathered} \text { Police } \\ \text { (minutes) } \end{gathered}$ | Railway (minutes) | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains | 15 | 5 | 72 | 235 | 195 | 50 | 15 | 62 | 14 |
| Shuttle trains | 8 | 5 | 209 | 130 | 132 | 50 | 15 | 50 | 10 |
| Container trains | 7 | 7 | 145 | 145 | 150 | 55 | 15 | 50 | 10 |
| Empty trains | 7 | 4 | 21 | 140 | 128 | 20 | 25 | 60 | 10 |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT TRAINS | 37 | 21 | 107 | 162 | 151 | 44 | 18 | 46 | 11 |

## Direction A - trains leaving the country

1. Untimely acceptance by the Turkish Railways (TCDD).
2. Train traffic schedule violation (diversions).
3. Delays due to the delay of train locomotive.

## Direction B - trains entering the country

1. Arrival with delay due to the Turkish Railways (TCDD).
2. Occupied train path.
3. Delays due to the delay of train locomotive.

* The shuttle trains are of Transfesa.

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| Railway administration: | BDZ |
| :--- | :--- |
| Border crossing point: | RUSE |
| Data collection period: | 7-20 February 2005 |
| Contact person and details: | Georgi Ivanov, tel. 0035929324127 |

Direction A (trains leaving the country)

|  | Number of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | $\begin{gathered} \text { Average } \\ \text { (minutes) } \end{gathered}$ | $\begin{array}{\|c\|} \text { Scheduled } \\ \text { (minutes) } \end{array}$ | Real average (minutes) | Customs <br> (minutes) | $\begin{gathered} \text { Police } \\ \text { (minutes) } \end{gathered}$ | Railway <br> (minutes) | $\begin{array}{\|c\|} \text { Other } \\ \text { (minutes) } \end{array}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains | 7 | 4 | 217 | 135 | 521 | 22 | 14 | 397 | 88 |
| Container trains | 7 | 5 | 176 | 220 | 581 | 25 | 16 | 430 | 110 |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains | 44 |  |  | 200 | 624 | 35 | 13 | 576 |  |
| TOTAL FREIGHT TRAINS | 58 | 9 | 194 | 196 | 606 | 32 | 14 | 536 | 24 |

Direction B (trains entering the country)

|  | Number of trains | Delay at departure |  | Stopping times for acceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | $\begin{aligned} & \text { Scheduled } \\ & \text { (minutes) } \end{aligned}$ | Real average (minutes) | Customs (minutes) | Police (minutes) | Railway (minutes) | $\begin{gathered} \text { Other } \\ \text { (minutes) } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains | 7 | 7 | 692 | 180 | 391 | 39 | 7 | 182 | 163 |
| Container trains | 7 | 7 | 683 | 205 | 536 | 122 | 9 | 271 | 134 |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains | 55 |  |  | 200 | 460 | 106 | 11 | 325 | 18 |
| TOTAL FREIGHT TRAINS | 89 | 14 | 687 | 198 | 461 | 101 | 11 | 324 | 45 |

1. Lack of uniform technology of activities between Bulgarian and Romanian border authorities and railway administrations.
2. Delivery and acceptance of technically faulty wagons.

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Railway administration: BDZ
Border crossing point: KULATA
Data collection period: 7-20 February 2005
Contact person and details: Georgi Ivanov, tel. 0035929324127
Direction A (trains leaving the country)

|  | Number of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | $\begin{array}{\|c\|} \hline \text { Average } \\ \text { (minutes) } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { Scheduled } \\ \text { (minutes) } \\ \hline \end{array}$ | Real average (minutes) | $\begin{array}{\|c} \text { Customs } \\ \text { (minutes) } \\ \hline \end{array}$ | $\begin{gathered} \text { Police } \\ \text { (minutes) } \end{gathered}$ | $\begin{gathered} \text { Railway } \\ \text { (minutes) } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Other } \\ \text { (minutes) } \\ \hline \end{array}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains | 3 |  |  | 60 | 120 | 40 |  | 80 |  |
| Empty trains | 6 |  |  | 60 | 120 |  |  | 120 |  |
| Transit trains | 10 |  |  | 60 | 240 | 30 |  | 210 |  |
| Other freight trains | 33 |  |  | 60 | 180 | 30 |  | 150 |  |
| TOTAL FREIGHT TRAINS | 52 |  |  | 60 | 181 | 27 |  | 128 |  |

Direction B (trains entering the country)

|  | Number of trains | Delay at departure |  | Stopping times for acceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average (minutes) | Scheduled (minutes) | Real average (minutes) | Customs <br> (minutes) | Police (minutes) | Railway <br> (minutes) | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains | 3 |  |  | 60 | 133 | 30 |  | 83 | 30 |
| Empty trains | 17 |  |  | 60 | 630 |  |  | 630 |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains | 12 |  |  | 60 | 380 | 30 |  | 350 |  |
| TOTAL FREIGHT TRAINS | 32 |  |  | 60 | 490 | 14 |  | 472 | 2 |

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Railway administration: BDZ
Border crossing point: DRAGOMAN
Data collection period: 7-20 February 2005
Contact person and details: Georgi Ivanov, tel. 0035929324127
Direction A (trains leaving the country)

|  | Number of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | $\begin{array}{\|c\|} \hline \text { Scheduled } \\ \text { (minutes) } \end{array}$ | Real average (minutes) | Customs <br> (minutes) | Police (minutes) | Railway <br> (minutes) | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains | 12 | 11 | 360 | 120 | 255 | 70 | 35 | 150 |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains | 19 | 17 | 120 | 136 | 145 | 35 | 20 | 81 |  |
| Transit trains | 12 | 11 | 216 | 210 | 247 | 120 | 30 | 77 | 20 |
| Other freight trains | 11 | 11 | 232 | 180 | 237 | 100 | 30 | 87 | 20 |
| TOTAL FREIGHT TRAINS | 54 | 50 |  |  |  |  |  |  |  |

Direction B (trains entering the country)

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{3}{*}{} \& \multirow[t]{2}{*}{Number of trains} \& \multicolumn{2}{|l|}{Delay at departure} \& \multicolumn{2}{|l|}{Stopping times for acceptance} \& \multicolumn{4}{|l|}{Average time per type of border control} <br>
\hline \& \& Number of trains with delay \& Average
(minutes) \& $$
\begin{array}{|c|}
\hline \text { Scheduled } \\
\text { (minutes) }
\end{array}
$$ \& Real average
(minutes) \& $$
\begin{aligned}
& \text { Customs } \\
& \text { (minutes) }
\end{aligned}
$$ \& $$
\begin{array}{|c|}
\hline \text { Police } \\
\text { (minutes) } \\
\hline
\end{array}
$$ \& Railway
(minutes) \& $$
\begin{array}{|c}
\text { Other } \\
\text { (minutes) }
\end{array}
$$ <br>
\hline \& 1 \& \multirow[t]{2}{*}{2
3} \& \multirow[t]{2}{*}{3
473} \& \multirow[t]{2}{*}{4
137} \& \multirow[t]{2}{*}{$\begin{array}{lr}5 & \\ \\ & 232 \\ \end{array}$} \& \multirow[t]{2}{*}{6

70} \& \multirow[t]{2}{*}{7
25} \& \multirow[t]{2}{*}{8
137} \& 9 <br>
\hline Block trains \& 3 \& \& \& \& \& \& \& \& <br>
\hline Shuttle trains \& \& \& \& \& \& \& \& \& <br>
\hline Container trains \& \& \& \& \& \& \& \& \& <br>
\hline Empty trains \& 5 \& 5 \& 420 \& 130 \& 276 \& 30 \& 10 \& 236 \& <br>
\hline Transit trains \& 40 \& 40 \& 627 \& 250 \& 516 \& 180 \& 40 \& 206 \& 30 <br>
\hline Other freight trains \& 29 \& 29 \& 655 \& 157 \& 404 \& 120 \& 30 \& 224 \& 30 <br>
\hline TOTAL FREIGHT TRAINS \& 77 \& 77 \& \& \& \& \& \& \& <br>
\hline
\end{tabular}

1. Delays at arrival.
2. Commercial and technical irregularities.
3. Bad organization of shunting activities.
4. Train traffic schedule violation (diversions).
5. Much more technological time needed for the customs, phytosanitary and veterinary control for some trains.
6. Acceptance of trains from JZ with delay.

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Railway administration: BDZ
Border crossing point: KARDAM
Data collection period: 7-20 February 2005
Contact person and details:
Direction A (trains leaving the country)

|  | Number <br> of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled (minutes) | Real average (minutes) | Customs <br> (minutes) | Police <br> (minutes) | Railway <br> (minutes) | Other <br> (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains | 1 |  |  | 72 | 60 | 20 |  | 40 |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT TRAINS | 1 |  |  | 72 | 60 | 20 |  | 40 |  |

Direction B (trains entering the country)

|  | Number <br> of trains | Delay at departure |  | Stopping times foracceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled (minutes) | Real average (minutes) | Customs <br> (minutes) | Police (minutes) | Railway <br> (minutes) | $\begin{array}{\|c} \text { Other } \\ \text { (minutes) } \end{array}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains | 1 |  |  | 39 | 15 |  |  | 15 |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT TRAINS | 1 |  |  | 39 | 15 |  |  | 15 |  |

## FINLAND

VR Ltd (Finnish Railways)/VR Cargo

| Border crossing point | Number of freight trains per <br> day (scheduled, each <br> direction) | Average number of freight <br> trains per day (been carried, <br> each direction) |
| :--- | :---: | :---: |
| Vainikkala (Buslovskaja) | 16 trains | 9 trains |
| Imatrankoski (Svetogorsk) | 7 trains | 5 trains |
| Niirala (Värtsilä) | 6 trains | 4 trains |
| Vartius (Kivijärvi) | 5 trains | 2 trains |

There are no major delays related to Finnish customs or police controls.

## LITHUANIA

Railway administration: JSC "Lietuvos gelezinkeliai"
Border crossing point: Joniskis, Mockava
Data collection period: 7-20 February 2005
Contact person and details: Inesa Glazunova, I.glazunova@litrail.lt
Direction A (trains leaving the country)

|  | Number <br> of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled (minutes) | Real average (minutes) | Customs (minutes) | Police (minutes) | $\begin{aligned} & \text { Railway } \\ & \text { (minutes) } \end{aligned}$ | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains (Joniskis) | 30 |  |  | 15 |  |  |  |  |  |
| Other freight trains (Mockava) | 18 |  |  | 213 | 170 |  |  |  |  |
| TOTAL FREIGHT TRAINS | 48 |  |  |  |  |  |  |  |  |

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Direction B (trains entering the country)

|  | Number <br> of trains | Delay at departure |  | Stopping times for acceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | $\begin{aligned} & \text { Average } \\ & \text { (minutes) } \end{aligned}$ | Schedule <br> d <br> (minutes) | Real average (minutes) | Customs <br> (minutes) | Police <br> (minutes) | Railway <br> (minutes | $\begin{gathered} \text { Other } \\ \text { (minutes) } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains (Joniskis) | 28 |  |  | 20 | 15 |  | 15 |  |  |
| Other freight trains (Mockava) | 17 |  |  | 213 | 170 |  |  |  |  |
| TOTAL FREIGHT TRAINS | 45 |  |  |  |  |  |  |  |  |

## LUXEMBOURG

## Direction A (trains leaving the country)

|  | Number of trains | Delay at departure |  | Stopping time for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{gathered} \text { Number of } \\ \text { trains with delay } \end{gathered}$ | $\begin{aligned} & \text { Average } \\ & \text { (minutes) } \end{aligned}$ | $\left.\begin{array}{\|c} \text { Scheduled } \\ (\text { minutes } \end{array}\right)$ | Real average (minutes) | Customs (minutes) | $\begin{array}{\|c} \hline \begin{array}{c} \text { Police } \\ \text { (minutes) } \end{array} \end{array}$ | Railway | $\begin{gathered} \text { Other } \\ \text { (minutes) } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT TRAINS | 442 | 145 | 41 |  |  |  |  |  |  |

## Direction B (trains entering the country)

|  | Number of trains | Delay at departure |  | Stopping time for acceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average (minutes) | $\begin{array}{\|c\|} \hline \text { Scheduled } \\ \text { (minutes) } \end{array}$ | $\begin{gathered} \text { Real average } \\ \text { (minutes) } \end{gathered}$ | Customs (minutes) | $\begin{array}{\|c} \hline \text { Police } \\ \text { (minutes) } \end{array}$ | Railway (minutes) | $\begin{gathered} \text { Other } \\ \text { (minutes) } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains |  |  |  |  |  |  |  |  |  |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains |  |  |  |  |  |  |  |  |  |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains |  |  |  |  |  |  |  |  |  |
| Other freight trains |  |  |  |  |  |  |  |  |  |
| TOTAL FREIGHT | 473 | 191 | 46 |  |  |  |  |  |  |

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TRAINS

## TURKEY

Railway administration: TURKISH STATE RAILWAYS (TCDD)
Border crossing point: Kapikule
Data collection period: 7-20 February 2005
Contact person and details: Filiz Aydinoglu, Chief of Foreign Relations Department
Direction A (trains leaving the country)

|  | Number of trains | Delay at arrival |  | Stopping times for delivery |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled <br> (minutes) | Real average (minutes) | Customs <br> (minutes) | Police (minutes) | Railway <br> (minutes) | Other (minutes) |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains | 9 | 7 | 158 | 203 | 339 | 140 |  | 75 | 124 |
| Shuttle trains |  |  |  |  |  |  |  |  |  |
| Container trains | 5 | 5 | 200 | 253 | 332 | 112 |  | 145 | 75 |
| Empty trains | 2 | 2 | 50 | 75 | 80 |  |  | 65 | 15 |
| Transit trains | 18 | 12 | 46 | 126 | 194 | 87 |  | 80 | 27 |
| Other freight trains | 31 | 18 | 71 | 84 | 122 | 37 |  | 72 | 13 |
| TOTAL FREIGHT TRAINS | 65 | 44 | 85 | 125 | 213 | 75 |  | 87 | 51 |

Direction B (trains entering the country)

|  | Number of trains | Delay at departure |  | Stopping times for acceptance |  | Average time per type of border control |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of trains with delay | Average <br> (minutes) | Scheduled <br> (minutes) | Real average (minutes) | Customs <br> (minutes) | $\begin{array}{\|c\|} \hline \text { Police } \\ \text { (minutes) } \\ \hline \end{array}$ | Railway <br> (minutes) | $\begin{gathered} \text { Other } \\ \text { (minutes) } \end{gathered}$ |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Block trains | 9 | 6 | 104 | 197 | 191 | 67 |  | 86 | 38 |
| Shuttle trains | 1 | 1. | 385 | 140 | 130 | 96 |  | 34 |  |
| Container trains | 7 | 5 | 154 | 183 | 362 | 179 |  | 173 | 10 |
| Empty trains |  |  |  |  |  |  |  |  |  |
| Transit trains | 29 | 21 | 92 | 99 | 135 | 64 |  | 53 | 18 |
| Other freight trains | 27 | 17 | 74 | 98 | 176 | 48 |  | 41 | 87 |
| TOTAL FREIGHT TRAINS | 73 | 50 | 97 | 119 | 199 | 91 |  | 77 | 31 |

Unfavourable weather conditions, lack of traction facilities in case of excessive freight traffic, lack of staff, long customs inspection of wagon, different working hours.

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