



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/SC.2/2002/8/Add.1  
12 August 2002

Original: ENGLISH

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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 Government of Bulgaria

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.

\* \* \*

**BULGARIA****Data collection period:** 7-20 February 2002**Contact person and details:** Dragoman**Direction A (trains leaving the country)**

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	12	+68	168	58	50	20	108	0
Shuttle trains	6	+27	96	19	19	20	58	0
Container trains	7	+54	193	48	48	20	122	0
Empty trains	14	+18	181	3	3	20	93	18
Transit trains	0	0	0	0	0	0	0	0
Other freight trains	7	+28	194	28	28	20	131	34
Total freight trains	<b>47</b>							52

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	0	0	0	0	0	0	0	0
Shuttle trains	0	0	0	0	0	0	0	0
Container trains	0	0	0	0	0	0	0	0
Empty trains	26	-47	170	+21	50	20	121	24
Transit trains	14	+77	191	-107	30	27	77	0
Other freight trains	15	-21	196	+19	55	31	141	19
Total freight trains	<b>55</b>							43

Total time for delivery is shorter than the sum of the time for each type of border controls by reason of common operations.

+ the train arrives with delay.

- the train arrives before the timetable.

Please indicate the principle reasons which caused the delays related to customs, police and railway controls (e.g. lack of traction, facilities, locomotives, lack of staff, different hours, etc.)

1. Ineffective technical equipment.
2. Insufficient communications.
2. Problems with electrification.

The information provided by the control operators is not effectively used.

**Data collection period:** 7-20 February 2002  
**Contact person and details:** Kulata

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains	14	-	62	-	35	10	42	-
Shuttle trains	5	-	49	-	25	10	42	-
Container trains	7	-	62	-	35	10	48	-
Empty trains	0							
Transit trains	0							
Other freight trains	0							
Total freight trains	26							-

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8
Block trains	0							
Shuttle trains	5		49		25	10	43	-
Container trains	0							
Empty trains	0							
Transit trains	14		45		20	10	43	-
Other freight trains	3		49		35	10	48	13
Total freight trains	22							

Total time for delivery is shorter than the sum of the time for each type of border control by reason of common operations.

Please indicate the principle reasons which caused the delays related to customs, police and railway controls (e.g. lack of traction, facilities, locomotives, lack of staff, different hours, etc.)

1. Ineffective technical equipment
2. Problems with electrification.
3. The information provided is not effectively used by the control operators.

**Data collection period:** 7-20 February 2002**Contact person and details:** SvilengradDirection **A** (*trains leaving the country*)

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	6	28	180	14	50	20	140	10
Shuttle trains	0	0	0	0	0	0	0	0
Container trains	5	103	180	21	55	20	153	42
Empty trains	1	0	180	18	50	20	130	12
Transit trains	14	0	80	0	10	30	70	0
Other freight trains	54	31	180	41	55	20	140	68
Total freight trains	<b>80</b>							

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	8	-14	195	0	65	20	115	10
Shuttle trains	0	0	0	0	0	0	0	0
Container trains	6	68	205	14	75	20	112	42
Empty trains	14	0	215	28	65	20	180	12
Transit trains	2	0	90	10	20	30	60	0
Other freight trains	38	18	195	12	65	20	132	68
Total freight trains	<b>68</b>							

Please indicate the principle reasons which caused the delays related to customs, police and railway controls (e.g. lack of traction, facilities, locomotives, lack of staff, different hours, etc.)

**Data collection period:** 7-20 February 2002  
**Contact person and details:** Russe

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b><u>2</u></b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	10		140	12	55	10	85	
Shuttle trains	5		80	0	30	10	65	
Container trains	6		180	0	65	10	115	
Empty trains	0		0	0	0	0	0	
Transit trains	0		0	0	0	0	0	
Other freight trains	28		140	43	55	10	85	33
Total freight trains	<b>49</b>							

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

	No. of trains	Delay at arrival	Stopping times for delivery		Average time per type of border control			
		<u>AVERAGE (minutes)</u>	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	<b>1</b>	<b><u>2</u></b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
Block trains	0							
Shuttle trains	5		+105		45	10	60	
Container trains	5	-48	+195		75	10	130	
Empty trains	0		0		0			
Transit trains	1		+70		20	10	50	
Other freight trains	27		+195		85	10	115	45
Total freight trains	<b>38</b>							

Total time for delivery is shorter than the sum of the time for each type of border controls by reason of common operations.

+ the train arrives with delay.

- the train arrives before the timetable.

**Please indicate the principle reasons which caused the delays related to customs, police and railway controls (e.g. lack of traction, facilities, locomotives, lack of staff, different hours, etc.)**

Technical equipment.