



**ЭКОНОМИЧЕСКИЙ
И СОЦИАЛЬНЫЙ СОВЕТ**

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ЕВРОПЕЙСКАЯ ЭКОНОМИЧЕСКАЯ КОМИССИЯ

КОМИТЕТ ПО ВНУТРЕННЕМУ ТРАНСПОРТУ

Рабочая группа по железнодорожному транспорту

(Пятьдесят восьмая сессия, 27-29 октября 2004 года,
пункт 5 b) повестки дня)

**ОБЛЕГЧЕНИЕ ПЕРЕСЕЧЕНИЯ ГРАНИЦ В ХОДЕ МЕЖДУНАРОДНЫХ
ЖЕЛЕЗНОДОРОЖНЫХ ПЕРЕВОЗОК**

Ежегодное наблюдение за достигнутым прогрессом в области облегчения пересечения
границ в международном железнодорожном сообщении

Передано правительствами Германии, Венгрии, Ирландии, Литвы, Румынии,
Турции и Украины

На своей пятьдесят седьмой сессии (21-23 октября 2003 года) Рабочая группа по железнодорожному транспорту рассмотрела, в частности, вопросы, касающиеся ежегодного наблюдения за достигнутым прогрессом в области облегчения пересечения границ в процессе международных железнодорожных перевозок (TRANS/SC.2/200, пункт 18).

В связи с этим вопросом Рабочая группа обратилась к правительствам всех государств-членов с просьбой представить сведения о сокращении фактического времени простоя на всех станциях в пунктах пересечения границ, находящихся на линиях СМЖЛ, проходящих по их соответствующим территориям, в соответствии с резолюцией 248

Комитета по внутреннему транспорту от 1999 года, призывающей сократить время простоя челночных поездов на границах в ходе международных перевозок и ограничить общее время ожидания на границах до 60 минут (30 минут для каждой из соседних стран), а также передать требующуюся для этой системы наблюдения информацию за период с 7 по 20 февраля 2004 года.

Переданная в секретариат информация подробно излагается ниже для рассмотрения Рабочей группой.

* * *

ГЕРМАНИЯ

Федеративная Республика Германия приветствует все усилия, направленные на ликвидацию задержек на границах в ходе международных железнодорожных грузовых перевозок. Такие задержки по-прежнему являются фактором, наносящим серьезный ущерб конкурентоспособности международного железнодорожного транспорта.

Основными препятствиями являются отсутствие доступа к железнодорожной сети и недостаточная техническая эксплуатационная совместимость. Исторически сложившаяся национальная ориентация железнодорожных сетей привела к возникновению ряда элементов правовой, коммерческой и технической несовместимости в железнодорожном секторе. Поэтому федеральное правительство однозначно приветствует прогресс, достигнутый в последнее время в рамках Европейского союза в области формирования европейского рынка железнодорожных перевозок ("Белая книга", железнодорожные пакеты), и поддерживает соответствующие усилия, предпринимаемые в рамках ЕЭК ООН. Добиться значительного сокращения времени, требующегося для пересечения границ в ходе железнодорожных перевозок, можно будет лишь в том случае, если железным дорогам, как и их конкурентам, будет предоставлена возможность осуществлять перевозки через границы под свою коммерческую ответственность.

Железные дороги сотрудничают в рамках двусторонних и многосторонних рабочих групп с целью обеспечения быстрой оптимизации процедур пересечения границ и сокращения времени простоя. Во избежание повторения информации, касающейся существующих пунктов пересечения границ, времени простоя на границах и его причин, следует сослаться на результаты обследования, проведенного ЕКМТ в 2003 году (СЕМТ/СS/INT(2003)1/REV1). Информация, касающаяся Федеративной Республики Германии, свидетельствует о том, что максимальное время простоя на границах, составляющее 1 час, превышает лишь в пунктах пересечения границ с Польшей и Чешской Республикой. Что касается этих двух стран, то время простоя в пунктах пересечения границ с ними составляет до 3 часов.

По данным компании "Дойче бан АГ", это вызвано, в частности, техническими и юридическими процедурами передачи между железными дорогами (например, в процессе грузовых перевозок). В частности, компания "Дойче бан АГ" назвала следующие причины:

- технические проблемы с вагонами (отцепление вагонов);

- недостаточность маркировки и знаков на опасных грузах (знаки опасности, таблички и т.д.);
- грузы, требующие таможенной очистки (отцепление вагонов с целью проведения ветеринарных и медицинских проверок);
- отсутствие или неадекватность транспортных документов;
- проведение с опозданием или непроведение обмена предварительными данными;
- задержки перед прибытием на границу;
- нехватка ресурсов (локомотивов, машинистов, осмотрщиков вагонов);
- отсутствие координации между контролирующими органами двух государств, в том что касается графиков работы смен и рабочего времени на границе;
- отсутствие координации между железнодорожными администрациями двух государств, в том что касается графика работы смен и рабочего времени на границе.

Для того чтобы проиллюстрировать процедуры, применяемые на границе, на страницах 6 и 7 приведена диаграмма последовательности операций компании "Дойче бан АГ", охватывающая движение в обоих направлениях по железной дороге в пункте пересечения границы Франкфурт - мост через реку Одер.

Согласно "Дойче бан АГ" регистрация времени пересечения границы различными категориями поездов, проводившаяся в течение более длительного периода времени (7-20 февраля 2004 года) на основе представленного вопросника, была возможна лишь благодаря значительным усилиям. Более того, результаты такого обследования в любом случае имели бы ограниченное применение, поскольку в процессе движения поездов иногда происходят задержки еще до их прибытия на границу. Поэтому никаких полезных данных собрано не было.

ИРЛАНДИЯ

В Ирландии не существует каких-либо пунктов пересечения границы, и по этой причине поезда не останавливаются. Лишь одна железнодорожная линия пересекает границу между Ирландской Республикой и Северной Ирландией. Поезда и поездные бригады двух железнодорожных компаний подготовлены для работы в обеих системах. Количество грузовых поездов, использующих эту линию, составляет не более 3-4 в сутки, при этом перевозятся лишь контейнеры или насыпной цемент.

Диаграмма последовательности операций: пограничная железнодорожная станция Франкфурт - мост через реку Одер
 Дирекция ДБАГ (Франкфурт/Одер) → ПЖД (Ржепин)

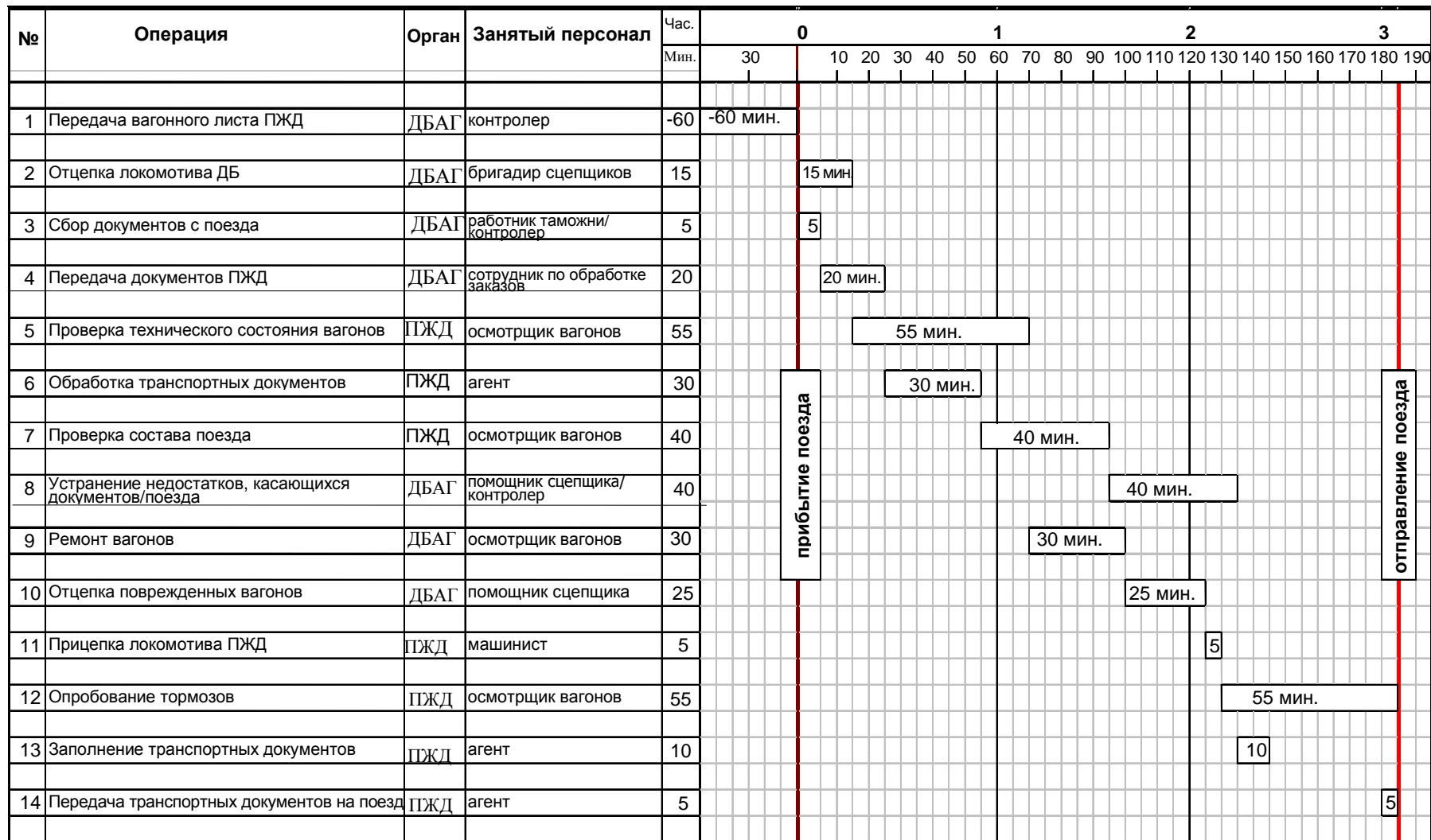
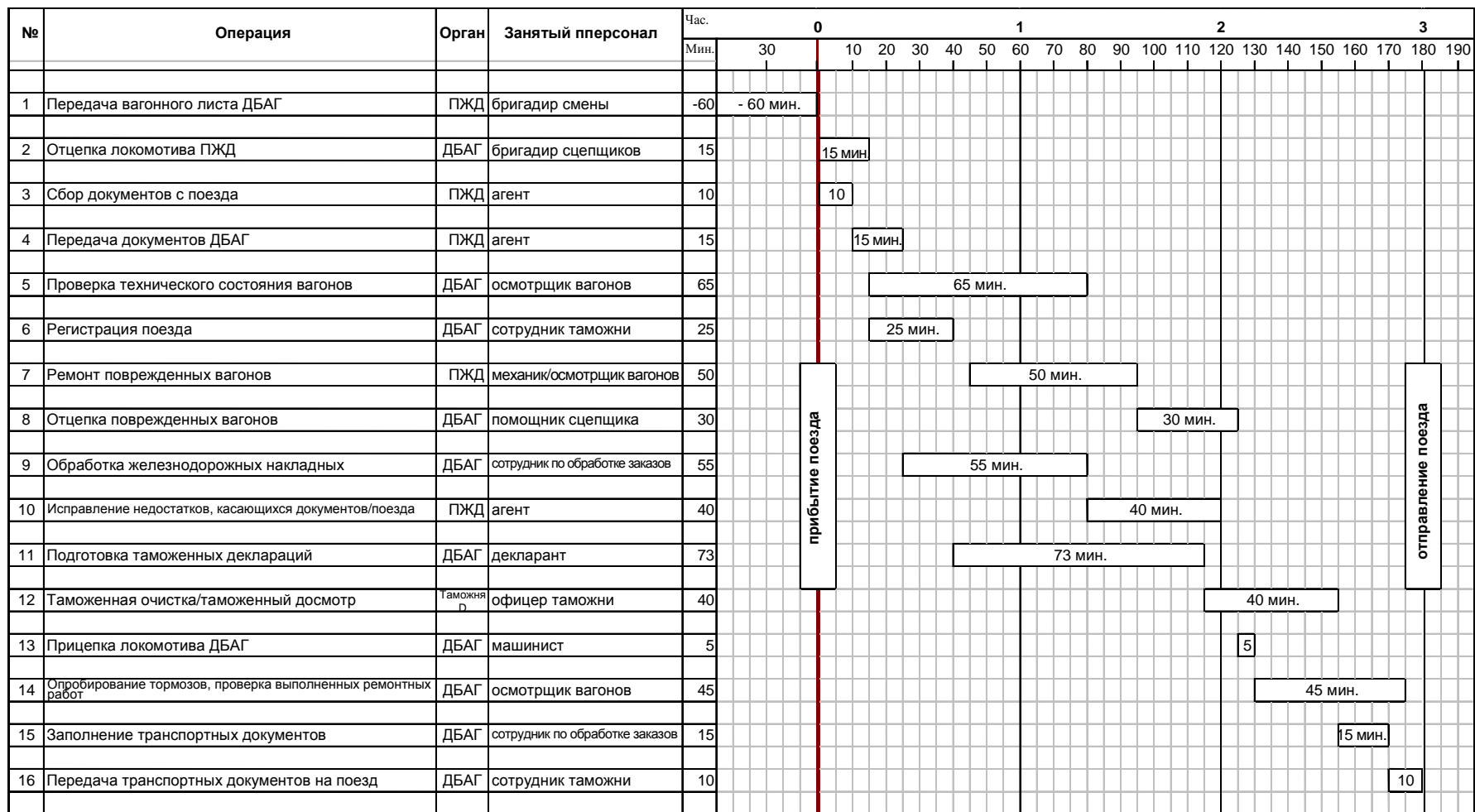


Диаграмма последовательности операций: пограничная железнодорожная станция Франкфурт - мост через реку Одер
 Дирекция ПЖД (Ржепин) → ДБАГ (Франкфурт/Одер)



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: : horvatha@mavrt.hu.**Direction A (trains leaving the country)**

	Number of trains	Delay at departure		Stopping time for delivery		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	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 trains	56	10	57*	160*	302*	39*		184*	79*

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)	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.

HUNGARY (continued)**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 2004Contact person and details: dr. Gy. Szabó, phone: +361-342 8984, e-mail: horvatha@mavrt.hu.**Direction A** (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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 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 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)	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.

HUNGARY (continued)**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.**Direction A** (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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	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 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)	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.

HUNGARY (continued)**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.**Direction A** (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		Average time per type of border control ^{1/}			
		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	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 B (*trains entering the country*)

	Number of trains	Delay at departure		Stopping time for acceptance		Average time per type of border control ^{1/}			
		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.

HUNGARY (continued)**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: horvatha@mavrt.hu.**Direction A** (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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	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 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)	Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (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.

UNGARY (continued)

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.

Direction A (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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	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 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)	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).

HUNGARY (continued)**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: horvatha@mavrt.hu.**Direction A** (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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	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 trains	74	39	205	160	181	42		91	48
Total freight trains	97	43	196*	147*	175*	39*		89*	47*

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)	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	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).

HUNGARY (continued)

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.

Direction A (*trains leaving the country*)

	Number of trains	Delay at arrival		Stopping time for delivery		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 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 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)	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									
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****Direction A (trains leaving the country)**

	Number 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 (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 B (trains entering the country)

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

	Number 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 (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	

Direction B (*trains entering the country*)

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

	Number of trains	Delay at arrival		Stopping time for delivery		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	12	3	34	50	59	-	-	59	-
Shuttle trains									
Container trains	4	3	240	95	151	20	-	114	17
Empty trains									
Transit trains									
Other freight transit	61	31	122	140	371	20	-	162	189
Total freight trains	77	37	396	285	581	40	-	335	206

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)	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 trains	9	2	12	120	124	54	-	63	7
Empty trains									
Transit trains	2	-	-	110	43	18	-	25	-
Other freight trains	74	39	108	110	178	51	-	66	61
Total freight trains	97	43	149	375	392	123	-	201	68

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

	Number of trains	Delay at arrival		Stopping time for delivery		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 trains	8	5	31	200	360	45	60	255	-
Empty trains									
Transit trains									
Other freight transit	45	14	61	200	369	50	60	250	9
Total freight trains	53	19	41	200	368	47	60	252	9

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)	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 freight trains	43	25	23	200	395	54	60	200	81
Total freight trains	43	25	23	200	395	54	60	200	81

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 Railways (TCDD)

Border crossing point: Kapıkule

Data collection period: 7-20 February 2004

Contact person and details: Mr. İzzet IŞIK.

Direction A (trains leaving the country)

	Number of trains	Delay at arrival		Stopping time for delivery		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 trains	5	4	77	480	255	91	-	97	67	
Empty trains	10	7	100	375	63	-	-	42	21	
Transit trains										
Other freight trains	31	21	133	385	193	74	-	64	55	
Total freight trains	46	32	130	415	170	55	-	68	47	

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)	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	9	3	17	485	403	208	-	123	72
Empty trains	3	2	55	230	90	-	-	67	23
Transit trains									
Other freight trains	43	31	34	478	178	75	-	69	34
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.

Direction A (trains leaving the country)

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

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)	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 trains	186	159	167	305	442	26		141	
Total freight trains	228	177	162	305	418	24		138	