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COMMISSION ÉCONOMIQUE POUR L'EUROPE

COMITÉ DES TRANSPORTS INTÉRIEURS

Groupe de travail des transports par chemin de fer
(Cinquante-huitième session, 27-29 octobre 2004,
point 5 b) de l'ordre du jour)

**FACILITATION DU PASSAGE DES FRONTIÈRES DANS
LE TRANSPORT FERROVIAIRE INTERNATIONAL**

Suivi annuel des progrès accomplis en matière de facilitation du passage
des frontières dans le transport ferroviaire international

Communication des Gouvernements de l'Allemagne, de la Hongrie,
de l'Irlande, de la Lituanie, de la Roumanie,
de la Turquie et de l'Ukraine

À sa cinquante-septième session (21-23 octobre 2003), le Groupe de travail des transports par chemin de fer a examiné notamment la question du suivi annuel des progrès accomplis dans la facilitation du passage des frontières dans le transport ferroviaire international (TRANS/SC.2/200, par. 18).

À ce sujet, le Groupe de travail a demandé aux gouvernements de tous les pays membres de fournir des renseignements concernant la réduction des temps d'arrêt réels à toutes les gares frontière des lignes AGC situées sur leur territoire, conformément à la résolution 248 (1999) du Comité des transports intérieurs, qui demande de réduire le temps d'arrêt aux frontières des trains-navettes en circulation internationale et de limiter le temps d'attente total aux frontières à 60 minutes (à savoir 30 minutes pour chacun des pays limitrophes). Il a également prié les gouvernements de communiquer les données recueillies du 7 au 20 février 2004 dans le cadre du système de suivi.

Les données communiquées au secrétariat sont présentées ci-après de manière détaillée à l'intention du Groupe de travail.

ALLEMAGNE

La République fédérale d'Allemagne se félicite de tous les efforts déployés pour supprimer les pertes de temps aux frontières dans le transport ferroviaire international, qui continuent de desservir fortement ce mode de transport du point de vue de la compétitivité.

Les principaux obstacles sont l'accès insuffisant au réseau ferroviaire et le manque d'interopérabilité technique. Les conceptions initialement nationales des réseaux ferroviaires ont entraîné un certain nombre d'incompatibilités d'ordre réglementaire, commercial et technique dans le secteur des chemins de fer. Le Gouvernement fédéral est par conséquent très satisfait des récents progrès réalisés dans le cadre de l'Union européenne en ce qui concerne la mise en place d'un espace ferroviaire européen (Livre blanc, paquets ferroviaires) et soutient l'action menée à cet égard dans le cadre de la CEE. Les temps de passage des frontières ne pourront être sensiblement réduits que si les compagnies de chemins de fer sont autorisées, à l'instar de leurs concurrents, à effectuer des opérations de transport internationales sous leur propre responsabilité commerciale.

Les administrations des chemins de fer participent aux activités de groupes de travail bilatéraux et multilatéraux en vue d'optimiser rapidement les procédures de passage des frontières et de réduire les temps d'arrêt. Pour éviter de reproduire la situation actuelle en ce qui concerne les temps d'arrêt à la frontière et leurs causes, il peut être utile de se reporter aux résultats d'une enquête de la CEMT effectuée en 2003 (CEMT/CS/INT(2003)1/REV1). Les renseignements relatifs à la République fédérale d'Allemagne montrent que la durée maximum d'une heure d'arrêt à la frontière n'est dépassée qu'aux points frontière avec la Pologne et la République tchèque, où les temps d'arrêt peuvent aller jusqu'à trois heures.

D'après la Deutsche Bahn AG, ces délais sont dus en particulier aux ajustements techniques et réglementaires à effectuer entre les chemins de fer (par exemple dans le transport de fret). Les principales causes énumérées par la Deutsche Bahn AG sont les suivantes:

- Problèmes techniques concernant les wagons (dételage des wagons);
- Lacunes au niveau du marquage et de l'étiquetage des marchandises dangereuses (étiquettes, plaques, etc.);
- Chargements devant être dédouanés (dételage des wagons pour permettre les contrôles vétérinaires et médicaux);
- Documents de transport manquants ou inadéquats;
- Données à fournir à l'avance communiquées tardivement ou pas du tout;
- Retards accumulés avant l'arrivée à la frontière;
- Manque de ressources (locomotives, conducteurs de trains, contrôleurs de rames);

- Manque de coordination entre les autorités de contrôle des deux États pour ce qui est de la rotation des équipes et des horaires de travail à la frontière;
- Manque de coordination entre les compagnies ferroviaires des deux États pour ce qui est de la rotation des équipes et des horaires de travail à la frontière.

Pour illustrer les procédures appliquées à la frontière, un tableau de la Deutsche Bahn AG sur le déroulement des opérations, dans les deux sens de circulation, à la gare frontière de Francfort-sur-l'Oder, est reproduit aux pages 4 et 5.

D'après la Deutsche Bahn AG, l'enregistrement des temps de passage des frontières par catégorie de trains sur une période longue (7-20 février 2004) à partir du questionnaire communiqué est très contraignant. En outre, les résultats d'une enquête de ce type ne peuvent de toute façon présenter qu'un intérêt limité dans la mesure où les trains accumulent parfois du retard avant d'atteindre la frontière. Par conséquent, aucune donnée pertinente n'a été recueillie.

IRLANDE

Il n'y a pas de point frontière en Irlande et donc pas de temps d'arrêt pour les trains. Une ligne ferroviaire seulement traverse la frontière entre la République d'Irlande et l'Irlande du Nord. Les trains et les équipages des deux compagnies de chemin de fer sont opérationnels sur les deux systèmes. Il n'y a pas plus de trois ou quatre trains de marchandises qui empruntent la ligne chaque jour, leur chargement se composant exclusivement soit de conteneurs, soit de ciment en vrac.

Tableau récapitulatif du déroulement des opérations: point de passage de la frontière au pont de Francfort-sur-l'Oder
 Direction DBAG (Francfort-sur-l'Oder) → PKP (Rzepin)

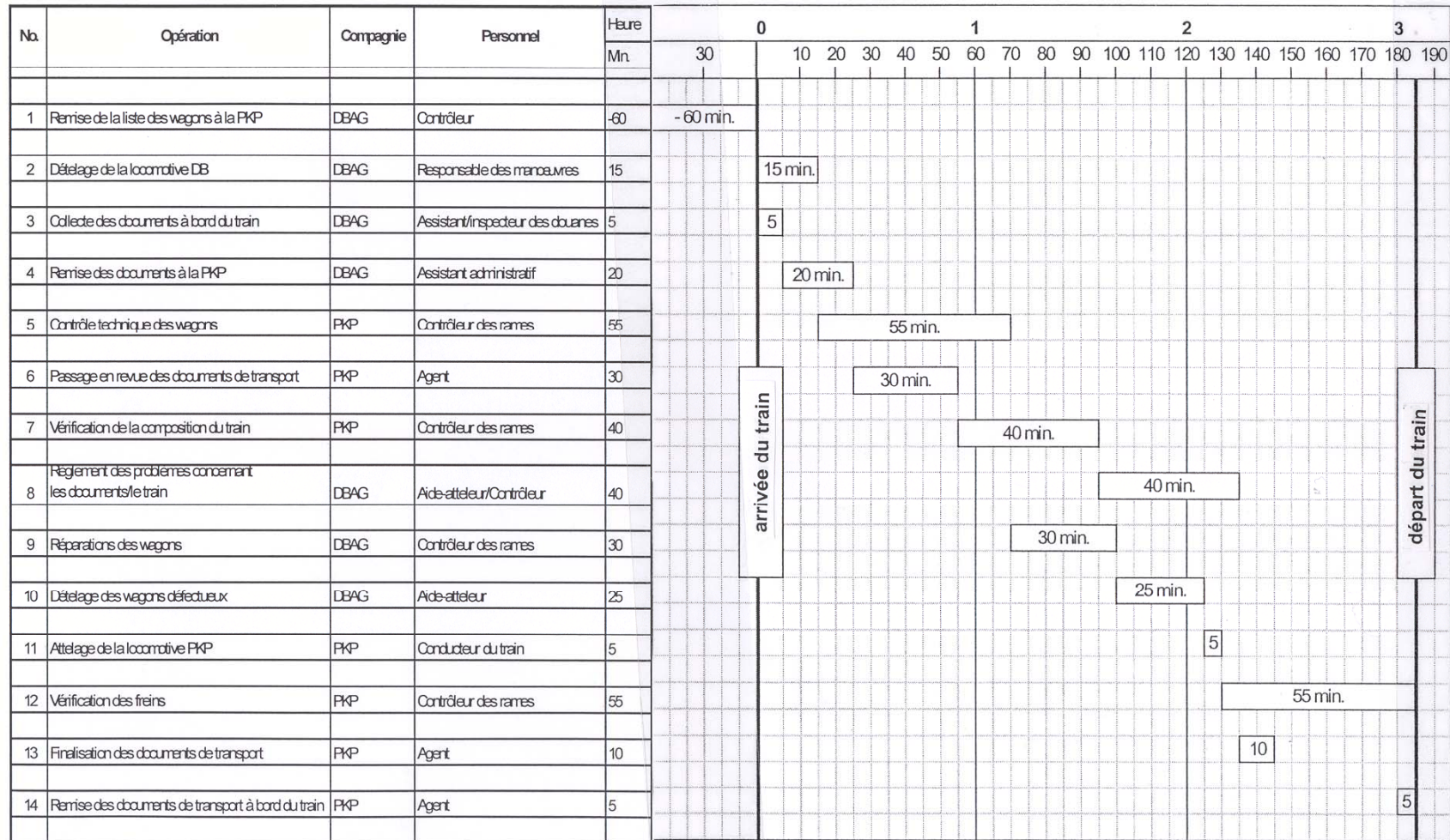


Tableau récapitulatif du déroulement des opérations: point de passage de la frontière au pont de Francfort-sur-l'Oder
 Direction PKP (Rzepin) → DBAG (Francfort-sur-l'Oder)

No.	Opération	Compagnie	Personnel	Heure Mn.	0 1 2 3																							
					30	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190				
1	Remise de la liste des wagons à la DBAG	PKP	Chef d'équipe	-60	-60 min.																							
2	Dételage de la locomotive PKP	DBAG	Responsable des manœuvres	15	15 min.																							
3	Collecte des documents à bord du train	PKP	Agent	10	10																							
4	Remise des documents à la DBAG	PKP	Agent	15	15 min.																							
5	Contrôle technique des wagons	DBAG	Contrôleur des rames	65	65 min.																							
6	Enregistrement du train	DBAG	Assistant des douanes	25	25 min.																							
7	Réparation des wagons défectueux	PKP	Mécanicien/Contrôleur des rames	50	50 min.																							
8	Dételage des wagons défectueux	DBAG	Aide-attelleur	30	30 min.																							
9	Passage en revue des lettres de voiture	DBAG	Assistant administratif	55	55 min.																							
10	Règlement des problèmes concernant les documents/le train	PKP	Agent	40	40 min.																							
11	Préparation des documents douaniers	DBAG	Déclarant	73	73 min.																							
12	Dédouanement/contrôle douanier	Douane allemande	Douanier	40	40 min.																							
13	Attelage de la locomotive DBAG	DBAG	Conducteur du train	5	5																							
14	Vérification des freins, contrôle des réparations	DBAG	Contrôleur des rames	45	45 min.																							
15	Finalisation des documents de transport	DBAG	Assistant administratif	15	15 min.																							
16	Remise des documents de transport à bord du train	DBAG	Assistant des douanes	10	10																							

**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 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	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			
		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.

HUNGARY (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 CFRDir. 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			
		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									
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			
		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									
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			
		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									
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			
		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									
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 (minutes)
	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 (minutes)
	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	9
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	
