



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/2000/6
25 July 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-fourth session, 3-5 October 2000,
agenda item 7 (b))

FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

Detailed monitoring system on border-crossing stopping times

Note by the secretariat

1. BACKGROUND

The Working Party, at its fifty-third session, agreed to collect more detailed information on border-crossing stopping times in some specific stations along certain European corridors, and asked the secretariat to define in detail the data to be collected, after consultation with the countries concerned (TRANS/SC.2/192, paras. 30-32). Accordingly, the secretariat circulated a first proposal with a short questionnaire among the countries concerned (i.e. Austria, Belarus, Belgium, Bulgaria, Czech Republic, France, Germany, Greece, Hungary, Italy, Poland, Romania, Russian Federation, Slovakia, Spain, Switzerland and Turkey). The questionnaire referred to the following issues:

- Whether the system should only cover freight trains, or refer also to passenger transport.
- Whether any of the proposed stations should be eliminated or replaced, in accordance with data availability.
- The different categories of freight trains to retain.
- Data availability for 3-month periods.
- Any peculiarities in the operation of the border stations in your country that could affect the monitoring system as proposed.

The informal meeting on rail transport held in Geneva on 15 June 2000 examined the information provided by the countries and made the following recommendations (TRANS/SC.2/2000/18):

- All the border-crossing stations initially identified by the Working Party should be maintained.
- Freight train categories should be simplified, and should be precisely defined, keeping at least the following categories: block trains, shuttle trains, empty trains.
- Due to lack of data availability in some stations, countries should be asked to transmit information only for a 2-week period of the year. This approach should make it easier for those countries that have not developed specific databases to collect all the information required, and would facilitate the reporting of actual stopping times (and not only scheduled stopping times).
- The secretariat should produce a new information request form including the modifications above and circulate it among the countries concerned.

2. TRAIN CATEGORIES

The monitoring system refers only to international freight trains. Five train categories will be considered (obviously, one specific train may belong to more than one category, and should be considered within all of them):

- Block trains.
- Shuttle trains (block trains circulating between the stations of origin and destination on a regular (at least once a week in each direction) basis).
- Container trains (block trains with containers only).
- Transit trains (block trains with origin and destination outside the country).
- Empty trains.
- Total international freight trains

3. DATA TO BE COLLECTED

Countries are requested to provide the following data (all values in minutes), collected during the first two weeks in February (i.e. first collection period would be from 7 to 20 February 2001):

- Scheduled stopping-time for delivery: stopping-time refers to the time since the scheduled arrival of the train until its scheduled handover to the neighbouring administration.
- Scheduled stopping-time for acceptance: stopping-time refers to the time since the scheduled handover of the train until the scheduled departure of the train.
- Real stopping-time for delivery: stopping-time refers to the time since the real arrival of the train until its real handover to the neighbouring administration.
- Real stopping-time for acceptance: stopping-time refers to the time since the real hand-over of the train until the real departure of the train.
- Delay at arrival.
- Delay at departure

The information should be processed and summarized in one table as follows:

Railway administration: _____
Border crossing point: _____
Period: 7-20 February 2001
Contact person and details: _____

Direction A

	No. of trains	Delay at arrival		Stopping times for delivery		
		Average	Std.deviation	Scheduled	Real	
					Average	Std.deviation
Block trains						
Shuttle trains						
Container trains						
Empty trains						
Transit trains						
Freight trains						

Direction B

	No. of trains	Delay at departure		Stopping times for acceptance		
		Average	Std.deviation	Scheduled	Real	
					Average	Std.deviation
Block trains						
Shuttle trains						
Container trains						
Empty trains						
Transit trains						
Freight trains						
