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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

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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 Government of the Czech Republic

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Petrovice u Karviné (with Poland)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	17	2	31	187	153		30	90	33
Shuttle trains	0								
Container trains	2	0	0	157	129		30	82	17
Empty trains	12	1	49	150	117		15	55	47
Transit trains	94	15	38	228	201		30	88	83
Other freight trains	35	10	50	236	207		30	135	42
TOTAL FREIGHT TRAINS	160	28	26						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	24	1	60	171	120		30	70	20
Shuttle trains	0								
Container trains	3	0	0	150	115		30	76	9
Empty trains	5	0	0	70	59		15	44	
Transit trains	59	5	34	167	139		30	83	26
Other freight trains	34	7	66	170	159		30	109	20
TOTAL FREIGHT TRAINS	125	13	53						

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Mosty u Jablunkova (with Slovakia)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	38	26	246	25	31			31	
Shuttle trains	0								
Container trains	0								
Empty trains	101	73	193	28	25			25	
Transit trains	0								
Other freight trains	47	35	203	59	86			86	
TOTAL FREIGHT TRAINS	186	134	206						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	138	99	288	30	25			25	
Shuttle trains	0								
Container trains	0								
Empty trains	8	3	312	27	22			22	
Transit trains	0								
Other freight trains	32	23	201	63	87			87	
TOTAL FREIGHT TRAINS	178	125	273						

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Lichkov (with Poland)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	5	1	44	45	25			25	
Shuttle trains	0								
Container trains	3	0	0	20	20			20	
Empty trains	2	0	0	100	33			33	
Transit trains	0								
Other freight trains	38	9	33	100	52			52	
TOTAL FREIGHT TRAINS	48	10	34						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	6	3	59	85	26			26	
Shuttle trains	0								
Container trains	2	2	27	10	10			10	
Empty trains	1	1	15	50	45			45	
Transit trains	19	5	37	80	67			67	
Other freight trains	35	9	34	90	65			65	
TOTAL FREIGHT TRAINS	63	20	37						

Principal 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:

- Waiting for locomotives
- Late arrival of trains to border station
- Long customs' inspections
- Calamitous snowfall

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Horní Lideč (with Slovakia)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	30	28	11	57	69			69	
Shuttle trains	0								
Container trains	0								
Empty trains	7	6	97	57	50			50	
Transit trains	0								
Other freight trains	60	59	5	108	111			111	
TOTAL FREIGHT TRAINS	97	93	13						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	11	8	35	74	192			192	
Shuttle trains	0								
Container trains	4	0	0	65	204			204	
Empty trains	1	0	0	45	176			176	
Transit trains	0								
Other freight trains	78	72	6	98	241			241	
TOTAL FREIGHT TRAINS	94	80	9						

Principal 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:

Waiting for locomotives

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Horní Dvořiště (with Austria)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	47	23	35	137	288		10	127	151
Shuttle trains	0								
Container trains	0								
Empty trains	0								
Transit trains	0								
Other freight trains	83	17	13	160	190		10	150	30
TOTAL FREIGHT TRAINS	130	40	26						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	1	0	0	128	148		10	118	20
Shuttle trains	0								
Container trains	0								
Empty trains	34	18	65	42	46		10	32	4
Transit trains	0								
Other freight trains	87	32	35	140	109		10	91	8
TOTAL FREIGHT TRAINS	122	50	46						

Principal 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:

Many trains arrive sooner than according to the timetable and then wait.

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Frýdlant (with Poland)
 Data collection period: 7-20 February 2005 .
 Contact person and details:

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 (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	10	0	0	155	60		15	45	
Shuttle trains	0								
Container trains	0								
Empty trains	9	0	0	155	100		15	50	35
Transit trains	0								
Other freight trains	15	0	0	155	100		15	50	35
TOTAL FREIGHT TRAINS	34	0	0						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	12	0	0	192	60		15	30	15
Shuttle trains	0								
Container trains	0								
Empty trains	9	2	80	192	160		15	90	55
Transit trains	0								
Other freight trains	14	2	80	192	160		15	100	45
TOTAL FREIGHT TRAINS	35	4	80						

Principal 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:

Completion list from PKP is often contrary to the facts.

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Děčín (with Germany)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	7	96	55	72			72	
Shuttle trains	36	10	46	10	16			16	
Container trains	36	4	35	10	14			14	
Empty trains	5	1	85	40	40			40	
Transit trains	68	55	103	47	61			61	
Other freight trains	120	85	130	154	193			193	
TOTAL FREIGHT TRAINS	285	162	112						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	4	0	0	46	46			46	
Shuttle trains	45	15	147	10	18			18	
Container trains	25	10	116	24	31			31	
Empty trains	11	2	11	39	41			41	
Transit trains	48	10	39	52	66			66	
Other freight trains	143	41	47	143	176			176	
TOTAL FREIGHT TRAINS	276	78	73						

Principal 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:

Waiting for locomotives
 Many auxiliary trains

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Cheb (with Germany)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	29	0	0	100	170			170	
Shuttle trains	0								
Container trains	0								
Empty trains	0								
Transit trains	20	0	0	100	150			150	
Other freight trains	14	0	0	140	135			135	
TOTAL FREIGHT TRAINS	63	0	0						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	2	0	0	100	90			90	
Shuttle trains	0								
Container trains	0								
Empty trains	11	1	8	100	80			80	
Transit trains	2	0	0	100	100			100	
Other freight trains	26	7	20	120	110			110	
TOTAL FREIGHT TRAINS	41	8	19						

Principal 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:

Long preparation of documentation by DB personnel.

Railway administration: České dráhy (Czech Railways)
Border crossing point: Bohumín (with Poland)
Data collection period: 7-20 February 2005
Contact person and details:

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 (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	6	4	306	85	134			102	32
Shuttle trains	0								
Container trains	4	2	75	85	123			83	40
Empty trains	81	53	211	40	82			40	42
Transit trains	0								
Other freight trains	37	17	261	140	136			136	
TOTAL FREIGHT TRAINS	128	76	224						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	34	29	155	35	41			41	
Shuttle trains	0								
Container trains	4	1	15	35	47			47	
Empty trains	2	2	212	20	25			25	
Transit trains	52	25	188	35	41			41	
Other freight trains	49	40	117	60	59			59	
TOTAL FREIGHT TRAINS	141	97	148						

Principal 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:

Waiting for locomotives
Long examination by carriage examiners of PKP

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Břeclav (with Austria)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	122	73	361	50	59			59	
Shuttle trains	0								
Container trains	17	9	41	33	30			30	
Empty trains	0								
Transit trains	114	64	96	60	56			56	
Other freight trains	41	23	205	65	64			64	
TOTAL FREIGHT TRAINS	294	169	222						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	90	38	56	50	45			45	
Shuttle trains	0								
Container trains	6	1	3	43	47			47	
Empty trains	99	38	58	40	45			45	
Transit trains	66	29	42	50	47			47	
Other freight trains	7	4	38	50	57			57	
TOTAL FREIGHT TRAINS	268	110	52						

Principal 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:

Late arrival of trains to border station

Railway administration: České dráhy (Czech Railways)
 Border crossing point: Český Těšín (with Poland)
 Data collection period: 7-20 February 2005
 Contact person and details:

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 (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	10	8	101	120	100			100	
Shuttle trains	0								
Container trains	0								
Empty trains	56	35	94	70	57			57	
Transit trains	0								
Other freight trains	26	15	88	107	77			77	
TOTAL FREIGHT TRAINS	92	58	94						

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 (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
	1	2	3	4	5	6	7	8	9
Block trains	65	55	17	82	74			74	
Shuttle trains	0								
Container trains	0								
Empty trains	0								
Transit trains	4	1	28	51	43			43	
Other freight trains	21	7	29	51	52			52	
TOTAL FREIGHT TRAINS	90	63	19						
