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**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**

Annual monitoring on the progress made in the facilitation  
of border crossing in international rail transport

Transmitted by the Governments of Armenia, Bulgaria, Czech Republic, Denmark, Finland,  
Germany, Hungary, Latvia, Lithuania, Macedonia, Netherlands, Slovakia, Slovenia, Sweden and  
United Kingdom

The Working Party on Rail Transport, at its fifty-third session, asked Governments to submit information on the following questions (TRANS/SC.2/192, para. 30):

- (a) Average time spent by passenger and goods trains at main border crossings.
- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.
- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.
- (d) Succinct reports on bilateral and multilateral contacts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

The information transmitted to the secretariat is set out in detail below for consideration by the Working Party.

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## **1. ARMENIA**

- (a) Average time spent by passenger and goods trains at main border crossing.

The only active border crossing in the Armenian Railway Department is Ayrum-Sadakhlo (about 15km), crossing time of which is 25 minutes. At the border station Ayrum, Republic of Armenia customs, policy, sanitary and phytosanitary controls are implemented within 1-4 hours depending on the train, the quantity of cargo transported and the quality of corresponding documentation.

- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.

According to the order of Armenian Government, Armenian Railway Department has constructed a railway scales in Ayrum railway station which has strictly accelerated the works of weighing and customizing of the delivering and receiving freight wagons. The future implementation of extension works in border station Ayrum is being planned. The elaboration procedure of documents concerning cooperation between the Armenian Railway Department and the Customs Department is being laid down. This procedure will help to arrange the interaction of two Departments with a view to providing the admission and dispatch of freight and passenger trains as soon as possible.

## **2. BULGARIA**

- (a) Average stopping times

The passenger trains stop at the borders in accordance with the time-tables. The delays result from reasons which have been analyzed at the meetings of SECI Working Sub-group. The new timetable envisages average stopping times of about 30 – 50 min., but some last for 85 and 122 min.

The average stopping times of freight trains at the Bulgarian border crossing points are of about 2 or 3 hours and in some cases exceed 10 hours.

- (b) Envisaged measures for the alleviation of delays at the border crossings

It is envisaged that common controls will be organized by the police and customs authorities of the neighbouring countries, as well controls onboard of the trains during movement times. There is a proposal for interoperable use of the locomotive rolling stock of the shuttle-trains.

- (c), (d) Bilateral and multilateral contacts, monitoring over the implementation of Resolution No 248.

The monitoring and the international contacts are undertaken mainly by the Ad Hoc Working Group for the reduction of border stopping times of shuttle-trains, which is a part of

Project IV Group for transport infrastructure development under the South-Eastern Europe Cooperation Initiative.

The contacts are actuated bilaterally as well between the interministerial commissions for railway transport.

### 3. CZECH REPUBLIC

(a) average time spent on the main border crossings (situation as at JR 2000/2001)

#### 1. passenger (long-distance) trains

Breclav (direction: Austria)

all passenger transport trains	12 trains	9.8 min
of which EC/IC	10	9.2

Breclav (direction: Slovakia)

all passenger transport trains	22 trains	8.7 min
of which EC/IC	8	6.5

Horni Lidec

all passenger transport trains	8	14.4 min
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Cadca (joint border crossing station - PPS - on neighbouring territory)

all passenger transport trains	26	9.6 min
of which EC/IC	4	5.0

Petrovice u Karvine

all passenger transport trains	14	18.1 min
of which EC/IC	4	13.5

Decin

all passenger transport trains	18	7.4 min
of which EC/IC	12	3.0

Cheb

all passenger transport trains	6 trains	15.8 min
of which EC/IC	2	16.5

## Furth im Wald (joint PPS on neighbouring territory)

all passenger transport trains	4	10.3 min
of which EC/IC	2	10.5

## Horni Dvoriste

all passenger transport trains	4	6.3 min
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2 freight trains

The average time spent by freight trains on main border crossings (in minutes) according to technological principles and stays under GVD is set out in the table below:

PPS number	PPS name	Ro-La transit	Ro-La exp/imp	Combined transit	Combined exp/imp	Integrated transit	Integrated exp/imp	Mixed transit with customs check	Mixed transit without customs check	Mixed exp/imp with customs check
		1	2	3	4	5	6	7	8	9
506725	Frydlant v Cech.				60		60/60			90/90
300244	Bohumín					235	455/235	200		603/545
300343	Petrovice u K.	60					190/190	160		255/280
300558	Breclav			100	100	113	113/129	137	80	143/137
300848	Mosty u Jablunk.	35		95			188/178	155		345/360
300921	Horní Lidec				160		168/88			238/253
301457	Lanzhot			115		125	90/80	125		295/295
504407	Lichkov									280/220
507194	Decín		5	90	140/175	90	95/110	175		255/250
700351	Cheb						110/100			140/160
702225	Horní Dvoriste		20/20			70				125/144

- (b) progress made (in minutes) following the implementation of measures adopted by governments and railways for freight trains regarding hold-ups when crossing borders:

1 passenger (long-distance) trains

Stays at border stations have stabilized - only slightly shorter stays have been registered for trains travelling through the day. A more marked curtailment for night trains, bringing stays down to the level of day trains, is not possible because of the requirements of the border police and customs administration.

EC and IC trains not exchanging locomotives record stays of 3-5 minutes.

2. freight trains

Since 1996, when the Visegrad States acceded to the Association Agreements, a fundamental curtailment in freight train stays has been achieved, mainly at border crossings between the Czech Republic and Slovakia (Mosty u Jablunkova/Cadca, Horni Lidec/Luky pod Makytou, and Lanzhot/Kuty). Customs, veterinary, phyto-sanitary, and railway employees from both countries work in collaboration with each other at these border crossings, simplified technological processes have been agreed for specific trains with mass substrates and sets of empty carriages. The hand-over of sets of empty carriages at the above-mentioned border crossings has been shortened from the original 90-120 minutes to 30-40 minutes, a saving of 70 minutes per train, and the stay for integrated trains with mass substrates has been cut by 70-90 minutes per train. In cooperation with the customs administration of the Czech Republic, the greatest cut at other border crossings has been for freight trains passing through the Czech Republic via the joint crossing station at Breclav. The saving is 59 minutes per train. At the border crossings between the Czech Republic and Poland, at Frydlant v Cechach/Zawidow and Bohumin/Chalupki, a curtailment in the stays of specific freight trains has been made of approximately 30 minutes per train. Another cut in stay for specific freight trains has also been agreed with the customs administration of the Czech Republic at Cheb, the joint border station between the Czech Republic and Germany; train waiting times at Cheb have been cut by 40 minutes per train.

(c) other measures anticipated in the future to eliminate hold-ups when crossing borders

At present, negotiations are under way to make a partial cut in the stay of freight trains at the Decin/Bad Schandau border crossing. We expect a more clear-cut change in the shortening of the period for freight trains at railway border crossings once further amendments have been made to Czech legislation, i.e. once it has been coordinated with EU legislation, with the current expansion in the number of trains taken on being made as an 'act of faith'. Technological changes have now been prepared at CD that focus primarily on information technology and the mutual exchange of data between individual railways, whereby data so far secured by CD at border crossings can be identified at selected interior railway stations. At present the trial operation of mutual data exchange regarding carriages and consignments between CD and ZSR and CD and OBB is under way.

(d) brief reports on bilateral and multilateral contacts made between governments and the railways of neighbouring countries to improve border crossings in international railway operations.

Permanent working groups have been set up to improve times spent at individual railway border crossings at the level of the following railway administrations: CD - ZSR, CD - PKP, CD - OBB, and DB - CD - ZSR. These working groups also discuss the transportation and operating problems of border stations.

#### **4. DENMARK**

- (a)(b) Average time spent by passenger trains at main border crossings is 10 minutes, and by goods trains 0 minutes.
- (c)(d) For more than a year now, DSB has been co-operating with DB and SJ in a steering group and nine working groups with a view to ensuring that the opening of the fixed link between Denmark and Sweden will not present traffic, staff, technical or administrative obstacles hindering border crossings. The fixed link between Denmark and Sweden will be opened on 1 July 2000.

#### **5. FINLAND**

- (a) Average time spent by passenger trains at main border crossings

Time spent at border crossing:

1995	40 minutes
1996	40 minutes
1997	20 minutes
1998	20 minutes
1999	20 minutes

- (b) The progress made (in minutes) subsequent to the implementation.

Since 1997 the border formalities (passport inspection, customs clearance) have been made in the train when moving within Finland. The remaining time is needed for the engine change.

- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders

Project High Speed Train Helsinki-St. Petersburg, by which the engine change can be eliminated.

- (d) Succinct reports on bilateral and multilateral contacts

The Ministers of Transport and Foreign Affairs of the Russian Federation and Finland have been active in achieving the above results together with the corresponding railways.

#### **6. GERMANY**

- (a) Average time spent by passenger and goods trains at main border crossings

For the individual types of transport, Deutsche Bahn AG ascertained average stopping times as follows:

*Goods transport*

- 2-5 minutes continuous use of locomotive, without change of power supply system (e.g. change-over to Austrian ÖBB).
- 20-30 minutes change of locomotive at the points of change of power supply systems (change-over to all other railways)
- 4 hours at borders to third countries (PKP and CD)

The necessary activities of public authorities and the railways are, as far as possible, carried out on the moving train or at identified internal interchange stations.

*Local Passenger transport*

The average stopping times of regional trains of DB Regio AG at border crossings in the majority of cases amount to 1 to 2 minutes and are thus determined by the time required by passengers to alight and board. In individual cases, there are also stops of between 3 and 8 minutes (e.g. Basel Badischer Bahnhof/Switzerland, Saargemünd/France) which, however, are mainly due to operational (change of train length) or timetable reasons. In cross-border traffic with Poland, average stopping times of 14 minutes compared with the agreed 2 minutes cause considerable delays on the Polish side in Szczecin Gumenice. Despite concluded agreements on border-crossing procedures, the Polish authorities carry out controls during the stop instead of when the train is moving.

*Long-distance passenger transport*

Denmark	Schengen external border		
	Flensburg	2 minutes	change of locomotive DB/DSB
	Rødby	5 minutes	until ferry departure
	Puttgarden	10 minutes	time between arrival and departure of ferry
Poland	Schengen external border (use of multi-system locomotives of DB and PKP)		
	Frankfurt/Oder	3 minutes	
	Reppen	10 minutes	change of locomotive DB/PKP
	Görtlitz	15 minutes	change of locomotive DB/PKP
	Zgordelec	1 minute	
Czech Republic	Schengen external border (use of multi-system locomotives)		
	Bad Schandau	2 minutes	change of locomotive DB/ĚB
	DeĚin	3 minutes	
	Furth im Wald	10 minutes	change of locomotive DB/ĚB
	Domazlice	2 minutes	
	Cheb	16 minutes	attachment and removal of coaches and

## change of locomotive DB/EB

Austria	Member of Schengen Agreement (through traffic of all trains without customs and passenger control)	
	Passau	2 minutes
	Schärding	1 minute
	Salzburg	10 minutes      system stop, no border stop
	Kufstein	2 minutes
Switzerland	Schengen external border (through traffic of all trains)	
	Singen	5 minutes      system stop, no border stop
	Schaffhausen	3 minutes
	Basel Badischer	2 minutes
	Bahnhof	
	Basel SBB	13 minutes      system stop, no border stop
France	Member of Schengen Agreement (use of multi-system locomotives)	
	Kehl	1 minute
	Strasbourg	13 minutes      change of locomotive DB/SNCF and partly turning
	Saarbrücken	2 minutes
	Forbach	2 minutes
Luxembourg	Member of Schengen Agreement (use of multi-system locomotives)	
Trier	2 minutes	
Wasserbillig	1 minute	
Belgium	Member of Schengen Agreement (through traffic of all trains, use of multi-system locomotives of SNCF;Thalys and, in future, ICE3)	
	Aachen	3 minutes
	Verviers	2 minutes
Netherlands	Member of Schengen Agreement	
	Emmerich	no more time spent at border as from 5 November 2000 because of ICE3 operation
	Bad Bentheim	10 minutes      change of locomotive DB/NS
	Hengelo	1 minute



- (b) The progress made subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing

In freight traffic progress has been made in recent years in marginal areas by:

- Extension of online data exchange by means of HERMES train-on-line message system (all neighbouring railways except Poland, Czech Republic and Lithuania/Russian Federation)
- Extension of data transmission via fax to Poland and Czech Republic

At the borders to third States, controls by State authorities are still carried out. Simplified procedures (Visegrad Agreement) have not yet been incorporated into the national laws of these countries. At the eastern border (PKP, ÈD) technical control of wagons and full data collection by the railways are still necessary.

In local passenger traffic it has been possible to reduce the time spent at border crossings by

- keeping permanent conductor's reports and permanent braking sheets,
- using system-conforming vehicles (eg. BR 181) and
- agreements to abolish controls in stationary trains.

If controls in stationary trains were abolished, the stopping time might be reduced from 6 minutes to 1 minute on the German side at Grambow station. In Poland, it would be theoretically possible to reduce the stopping time by up to 20 minutes in Szczecin Gumenice, but this has not yet been realized.

- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.

- increased use of multi-system locomotives,
- shifting of state and technical railway tasks to the train-formation yards.
- extension of online data exchange via HERMES,
- adherence by the Polish side to agreements concluded for local passenger traffic.

- (d) Succinct reports on bilateral and multilateral contacts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic

Deutsche Bahn AG maintains permanent contacts with all partner railways both at specialist level and in international bodies. In border areas local transport services (e.g. with PKP and ÈD) are co-ordinated at regular intervals. In addition, working parties (e.g. with SNCF) have been established with the participation of representatives from the countries and regions, in order to make joint efforts for the further development of local cross-border traffic.

## 7. HUNGARY

### (a) Stays of Passenger Trains at Hungarian Border Stations, in Minutes

Train types	Austria	Slovakia	Romania	Yugoslavia	Croatia	Ukraine
EuroCity trains	3	5	20	-	-	-
International express trains	10	10	30	25	35	45
Other international trains	-	15	25	20	10	-

### Stays of Freight Trains at Hungarian Border Stations, in Minutes

	Hegyeshalom		Komárom		Stúrovo		Curtici*	
	from	to	from	to	from	to	from	to
Train types	Austria		Slovakia		Slovakia		Romania	
EUC and mixed	145	160		185	215	180		
TEC	100	130						
Direct			175					
Container							270	162
Train for one client	95	80						
ROLA	75	50						
Train with single waybill	115	110						
Empty	85	75						

	Kelebia		Gyékényes*		Murakersztúr*			
	from	to	from	to	from	to		
Train types	Yugoslavia		Croatia		Croatia			
EUC and mixed	155	205	220	355	235	330		
TEC								
Direct		155						
Container		155			220	300		

\* Common border station.

Train for one client								
ROLA					60	55		
Train with single waybill								
Empty								

(b)

No reduction in stays has taken place in the 1999/2000 timetable period for passenger trains.

In freight traffic, as a result of successive revisions of the border crossing processes, the normative times for staying have even been extended because of the new requirements from the legislation and from the clients as follows:

- The new Customs Law of 1997 put some new obligations on customs services at State borders contrary to which their staff remained on the same budget for reasons of economy.
- In part to counterbalance this, a nation wide electronic customs identifications system (Hung. abbr. "VÁMREG") was put in operation in 1999 but is still in an initial phase.
- Disputes with partner railways on the application of COTIF's provisions on the distribution of the responsibility for damages and on the application of plombs and also the need for stronger supervision over dangerous goods made it necessary to implement control procedures at the border stations more strictly and extensively.
- Clients require the time-consuming re-expedition service in East-West foreign trade more frequently, for customs law, civil law and transport law reasons.
- Similarly they need to implement more extensively the customs control at the border both on their import and export consignments.

In summary, the difficulties deriving from Hungary's bridge position to the EU and, later on, from the fact that she must keep the border control on behalf of the Union when she attached to it, hinder more spectacular reductions in border crossing stays.

(c)

From the 2000/2001 timetable, by the agreement with Croatian partners, passengers will be checked aboard the trains in motion, leaving for Croatia so the stay at Murakeresztúr and Gyékényes border stations will be cut by 10-15 minutes from the 35 minutes at present.

The actions envisaged to shorten stays in freight transport are:

- to continue building HERMES connections with neighbouring railways on the basis of the Traffic Management Information System of the national railway being in operation since 1997;
- to continue coupling the electronic information system of the railway and of the authorities in relation to all border stations;
- to increase the staff depending on the actual needs;

- to continue revising and modernizing the technologies at the border stations, commonly with partner railways and authorities;
- to put all these in practice at the new common border station with Slovenia at Hodos due to open in 2001 providing no more than 60 minutes' long technologies.

(d)

In 1999 negotiations were carried out between the related parties with

- Slovakia to reorganize phyto-sanitary control service adjusted better to clients' needs;
- Croatia, to introduce passengers' checking aboard the trains from 2000/2001;
- Romania, to introduce passengers' checking aboard the trains through Lökösháza/Curtici from 2001/2002 and to reduce technological times for freight trains at the common border station Curtici (in Romania).

## **8. LATVIA**

(a) Average time spent by passenger and goods trains at main border crossings:

The average time spent by passenger trains at the border crossings for customs and border controls is 30 to 40 minutes, by freight trains - 30 minutes.

(b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.

The time spent by passenger trains at the border crossings was 45 to 50 minutes in 1994 and 1995. The real time is 15 to 20 minutes which is achieved by cooperating customs, border guards and railway to reduce the delays during border crossings.

(c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.

For the time being the possibility is under consideration to realise customs and border controls during the movement of train.

(d) Succinct reports on bilateral and multilateral contracts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

Contracts have been made between Governments and railways of Latvia, Lithuania and Estonia to improve the crossing of borders in the international rail traffic as customs and border controls are realised only on one border (receiver side), therefore the border crossing process is accelerated.

## **9. LITHUANIA**

- (a) Average time spent by passenger and goods trains at main border crossings.

Average time spent by passenger trains at the border crossings is 15 minutes, by freight trains, from 30 to 200 minutes.

- (b) The progress made (in minutes) subsequent to the implementation of measures taken by the Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.

Passenger trains' delay time at the borders is being reduced annually.

- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.

The implementation of some measures for the reduction of delays at the borders is envisaged:

- Upgrading of the infrastructure of border stations.
- The reconstruction of Kena and Kybartai border stations.
- Train delays' time will be reduced with the installation of the automatic gauge change facility in Mockava station and the improvement of the border control procedures.

- (d) Succinct reports on bilateral and multilateral contacts which have taken place between your Government and the railways of your country with the Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

Draft Agreement on the Direct Communication by Rail and Draft Cross-border Agreement between the JSC "Lithuanian Railways" and Ministry of Railways of the Russian Federation have been prepared, as well as drafts of Agreements between JSC "Lithuanian Railways" and the Railways of Belarus and Latvian Railways. The texts of the drafts are being adjusted in the meanwhile. After coming into force of these Agreements the crossing of borders with these countries will improve.

## **10. MACEDONIA**

- (a)

Average time spent at main border crossings is 30 minutes for passenger trains and 120-130 minutes for goods trains.

- (d)

Investment is under way intended for SS, TC, and electrification in the border section Idomeni-Gevgelija in 2000, agreement between CH-MZ.

## 11. NETHERLANDS

In general the Dutch government wants to reduce even further the delays during border crossing. In several international Committees the Government settles agreements and standards to improve the border crossing of passenger and freight trains.

For example, in the past the Dutch Government agreed with the Polish Government to reduce the border delay on the German-Polish border for freight trains from the Netherlands into Poland. Trains will be handled as fast as possible. There was an agreement about replacing the customs formalities and other controls from the country-border to the rail terminal. Controls at the terminal make it possible for freight trains to accelerate their average speed.

Any stop while border crossing is one too many. A short stop at the border for a necessary shift of locomotives and exchange of some documents could be implemented in a shuttle service time schedule.

However, often more formalities have to be done at the border, mainly while crossing the EU border with third countries, especially if the transport of perishable goods is involved. Then also veterinarian and phyto-sanitary controls of these goods are required. In many cases wagons then have to be separated from the shuttle train to check the goods in conditioned rooms. It means shunting of train equipment again, extra time delays and extra costs for the operator of the shuttle.

It is obvious that these controls should be avoided, at least during the journey. All border formalities should be moved to the terminals of departure and arrival in comparison with air freight transport.

The Flemish and Dutch government agreed to start a new freight railway from Rotterdam to Antwerp. This railway improves the rail capacity for border crossing of freight trains especially for the traffic between the port of Rotterdam and the port of Antwerp.

## 12. SLOVAKIA

(a) Average time spent by passenger and goods trains at main border crossings.

Passenger trains stay on the border crossings from 5 to 15 minutes.

Freight trains stay on border crossings as follows (in minutes):

Railway station /type of train	Direction	
Èadca	Ž SR - ÈD	ÈD - Ž SR
mixed	340	340
unit train – 1 way - bill declaration	163	163
40 way - bills declarations	173	233

empty	138	138
simplified – connected	80	75
- empty	30	30
Horní Lideč (ÈD)	ŽSR – ÈD	ÈD – ŽSR
mixed	253	238
unit train	158	128
empty	95	95
simplified – connected	88	88
- empty	43	43
Kúty	ŽSR – ÈD	ÈD – ŽSR
mixed	205	215
unit train	160	150
NEX	105	115
empty	130	135
simplified – connected	80	90
- empty	30	30
Devínska Nová Ves	ŽSR – OBB	OBB – ŽSR
mixed	120	90
unit train	70	60
empty	--	55
combined transport	65	60
EUC	80	70
Rajka (MÁV)	ŽSR – MÁV	MÁV – ŽSR
mixed	200	205
empty	115	135
NEX	100	105
Komárom (MÁV)	ŽSR – MÁV	MÁV – ŽSR
mixed	200	185
empty	125	125
NEX	---	95
Štúrovo	ŽSR – MÁV	MÁV – ŽSR
mixed	190	165
empty	135	125

NEX	100	80
Èierna nad Tisou	ŽSR – UZ	UZ – ŽSR
terminating mixed – normal gauge	--	66
- broad gauge	--	77
starting mixed – broad gauge	80	--
Skalité	ŽSR – PKP	PKP – ŽSR
mixed	290	210
empty	95	95

- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing.

At border crossings ŽSR – ÈD the railways have introduced a "simplified consignment of freight trains" which applies to railway stations Kúty, Horní Lideè and Èadca and shall be prolonged also the line timetable to 2000/01.

Time saving:

Èadca exchange railway station:

- Delivery of empty wagons as unit train from 138 to 30 minutes,
- Unit trains from 163 to 80 minutes.

Horní Lideè exchange railway station:

- Delivery of empty wagons as unit train from 95 minutes to 43 minutes,
- Unit trains from 158 to 88 minutes.

Kúty exchange railway station:

- Delivery of empty wagons as unit train from 135 to 30 minutes,
- Unit trains from 160 to 90 minutes.

State authorities (Bureau of Customs) introduced "A Covenant on Common Transit Regime", which was applied at the border crossing with the Czech Republic. On other frontier crossings it has not been applied as other neighbouring countries have not yet signed this Covenant.

Modified technological time (time savings):

Kúty exchange railway station:

- Empty unit trains, non- simplified delivery of empty wagons from 135 to 130 minutes,
- Unit trains, simplified exchange of rolling stock from 90 to 76 minutes,
- Express freight trains from 125 to 115 minutes.



Horní Lideč exchange railway station:

- Unit trains, non-simplified exchange of rolling stock with readjustment of accompanying train documents from 73 to 58 minutes,
- Mixed trains, non-simplified exchange of rolling stock with readjustment of accompanying train documents from 180 to 153 minutes.

Èadca exchange railway station:

- Mixed trains from 360 to 340 minutes,
- Unit trains from 203 to 163 minutes.

- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders.

Within the application of the "Covenant on Common Transit Regime" the Slovak Railways strive to shift negotiation of export consignments to the points of departure. However, this is hampered by and insufficient number of internal customs offices at railway stations and limited working hours (which are non-stop at border crossings).

- (d) Brief reports on bilateral and multilateral contacts which have taken place between the Government and railways of neighbouring countries in order to improve the crossing of borders in international railway traffic.

Based on bilateral contacts, the Slovak Railways have established a permanent working group with each neighbouring railway, who meet once or twice a year to solve fundamental issues relating to the crossing of frontiers in railway transport. In addition, biannual frontier conferences are held in adjacent regional railway units with each neighbouring railway, at which the operational transport situation of individual frontier crossing stations is solved.

In co-operation with the Polish railways, the operating efficiency of Èadca–Skalité–Zwardò–Ž ywiec railway has been increased.

### **13. SLOVENIA**

The national programme for the development of the railway infrastructure covers the period up to 2005. At first step towards the implementation of the programme is the construction of the railway link between Slovenia and Hungary, which is currently in progress, and should be completed this year.

The Railway Office also plays an active role within international associations in this field, and a number of agreements have been concluded with neighbouring countries which makes a contribution towards improving the quality of rail transport and thereby helping to increase the competitiveness of rail transport in the transport service market.

The Republic of Slovenia settled the questions concerning the international relations in transport (Protocol no. 9) with the admission of an Additional Protocol to the Agreement between the Republic of Slovenia and the European Union in the field of transport in 1993. The

Republic of Slovenia will also prepare everything required for the ratification of agreements with the European Union in the field of transport at the latest by 31 December 2002.

#### **14. SWEDEN**

(a)

Trains crossing the Swedish border have no additional stopping time at the border.

(b)

The Swedish Government has taken no measures to reduce delays during the crossing of the border.

#### **15. UNITED KINGDOM**

(a) Average time spent by passenger and goods trains at main border crossings

The UK Government has agreed with the passenger train operators for trains through the Channel Tunnel that border control formalities will be carried out on the trains or at destinations, so these trains will not be required to stop at the UK/France border.

In the case of international freight trains, a requirement of the Channel Tunnel Intergovernmental Commission is that safety and security checks must be carried out by the railway operators before the trains enter the Tunnel. Locomotive and/or crew changes are combined with these checks to minimise the time trains are delayed.

(c) Other measures envisaged in future to eliminate delays during the crossing of borders

The UK Government considers that the measures, which have been taken for through trains using the Channel Tunnel, are proving to be both expedient and successful. No new measures are currently envisaged. However, should any problems be identified from operational experience, remedies will be sought.

(d) Bilateral and multilateral contacts with Governments and railways of neighbouring countries to improve the crossing of borders in international rail traffic

The UK and French Governments have agreed binational Regulations transposing the EC Open Access Directive (91/440) and the supplementary Directive on train path allocation (95/49) to the Channel Tunnel. Implementation procedures for these Regulations are now in hand.

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