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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Rail Transport  
(Fifty-sixth session, 16-18 October 2002,  
agenda item 6 (a))

**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 Government of Romania

The Working Party on Rail Transport, at its fifty-fifth session (16-18 October 2001), considered inter alia questions related to the annual monitoring on the progress made in the facilitation of border crossing in international rail transport (TRANS/SC.2/196, paras. 26-32).

In connection with this item, the Working Party again asked the Governments of those countries where the following border stations are located: Ruse, Kulata, Svilengrad (Bulgaria), Promachon (Greece), Lököshaza (Hungary), Curtici and Giurgiu Nord (Romania), Suzemka (Russian Federation), Kapikule (Turkey) and Zernovo (Ukraine) to submit information referred to in the monitoring system, for the period 7-20 February 2002 (TRANS/SC.2/196, para. 28). The Working Party also asked the Governments to provide additional information on the principle reasons which caused delays related to custom, police and railway controls (e.g. lack of traction facilities, locomotives, lack of staff, different working hours, etc).

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

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**ROMANIA****Border Crossing point: CURTICI****Railway administration:**

CFR-MARFA

**Border crossing point:**

Curtici, common border station with Hungary

**Data collection period:**

7-20 February 2002

**Contact person and details:****Direction A (trains leaving the country)**

	Number of trains	Delay at arrival Average (minutes)	Stopping times for delivery		Average time per type of border control				
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)	
			1	2	3	4	5	6	7
Block trains									
Shuttle trains									
Container trains	5	309	95	170	16	37	137	17	
Empty trains	3	40	140	710	20	30	341	349	
Transit trains	2	92	140	140	20	30	120		
Other freight trains	67	133	140	525	20	38	310	195	
<b>TOTAL FREIGHT TRAINS</b>	<b>77</b>	<b>140</b>	<b>137</b>	<b>499</b>	<b>20</b>	<b>37</b>	<b>295</b>	<b>184</b>	

**Direction B (trains entering the country)**

	Number of trains	Delay at departure Average (minutes)	Stopping times for acceptance		Average time per type of border control			
			Scheduled (minutes)	Real average (minutes)	Customs (minutes)	Police (minutes)	Railway (minutes)	Other (minutes)
			1	2	3	4	5	6
Block trains								
Shuttle trains								
Container trains	9	170	120	122	62	30	60	
Empty trains								
Transit trains	4		110	69	36	30	33	
Other freight trains	83	109	110	212	59	30	70	83
<b>TOTAL FREIGHT TRAINS</b>	<b>96</b>	<b>110</b>	<b>111</b>	<b>197</b>	<b>59</b>	<b>30</b>	<b>67</b>	<b>71</b>

Notes to the Questionnaire on Curtici, common border station with Hungary, Romanian Section

Direction A

Other trains – There are trains assembled at the station Curtici, therefore they do not have arrival time;

The time indicated in the release of train in the MAV document is considered as departure time from the border station;

Even if the train does not leave at time indicated at the document, stopping time is counted at the account of MAV, therefore there is no delay in arrival and stopping time for release of train.

There are trains included in categories block trains, private (company) trains, container trains; they are included in all categories.

The total number of trains represents the total of registered trains, counted only once.

The total average delay and total average stopping time were not calculated because 62 trains in the category other trains did not have neither delays nor stopping time for release of trains.

Same considerations are valid for direction B. In this context, trains from category “other “trains” are disassembled at the station Curtici.

**ROMANIA**

**Border Crossing point: GIURGIU NORD - RUSSE**

**Railway administration:**

CFR-MARFA

**Border crossing point:**

Giurgiu Nord - Russe

**Data collection period:**

7 – 20 February 2002

**Contact person and details:**

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

	Number of trains	Delay at arrival Average (minutes)	Stopping times for delivery		Average time per type of border control			
			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	-19	200	338	40	25	57	6
Empty trains	4	-93	200	229	28	27	53	
Transit trains	9	-61	200	290	36	21	61	14
Other freight trains	39	-21	200	133	22	10	42	10
<b>TOTAL FREIGHT TRAINS</b>	<b>58</b>	<b>-32</b>	<b>200</b>	<b>185</b>	<b>26</b>	<b>15</b>	<b>47</b>	<b>10</b>

**Direction B (trains entering the country)**

	Number of trains	Delay at departure Average (minutes)	Stopping times for acceptance		Average time per type of border control			
			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	2	-93	200	275	75	30	150	20
Empty trains	15	102	200	322	31	27	119	145
Transit trains	4	-48	200	256	46	28	144	38
Other freight trains	29	64	200	210	35	25	87	63
<b>TOTAL FREIGHT TRAINS</b>	<b>50</b>	<b>60</b>	<b>200</b>	<b>250</b>	<b>36</b>	<b>22</b>	<b>104</b>	<b>88</b>

Note: For the common frontier station Russe with BDZ, there is a protocol which stipulates that trains coming from BDZ, stopping time is counted at the account of BDZ and for trains leaving from CFR-MARFA towards BDZ network, stopping time is on the account of CFR-MARFA.

Also, for direction B, the time indicated in the BDZ document is the real departure time from the station therefore stopping time is zero. However, trains do not depart according to the schedule and therefore delay at departure is entered.

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