

European Commission TAEIX

## Report from the Corridor IV

Analysis of rail border crossing procedures in Southeast Europe

Have waiting times been cut in the end?

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1

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## The competitive situation of Corridors IV and X

2

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## Border stopping times (1)

	Timetable (min)	Real average (min)
<b>Subotica</b>		
Freight	180	225
Passenger	32,5	32,5
<b>Curtici</b>		
Freight		
CFR Marfa/RCH trains	235	180
Private freight trains	40	40
Passenger	15	19
<b>Ruse</b>		
Freight		
CFR Marfa/BDZ trains	230	260
Private freight trains	120	120
Passenger	35	83

4

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## Border stopping times (2)

	Timetable (min)	Real average (min)
<b>Svilengrad</b>		
Freight	120	300
Passenger	35	45
<b>Dimitrovgrad</b>		
Freight	400	269
Passenger	60	75

4

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## Freight train speed in the Corridors IV and X

	Commercial speed including border stopping times	Commercial speed excluding border stopping times
Corridor IV, state railways, according to World Bank questionnaire	27 km/h	37 km/h
Corridor X, state railways, according to World Bank questionnaire	25 km/h	36 km/h
Corridor X, timetable 2008/2009 (source: SZ)	26 km/h	38 km/h
Corridor X, timetable 2009/2010 (source: SZ)	35 km/h	44 km/h
Corridor X, monitoring data based on real transit times provided by private freight forwarder	14 km/h	No data provided
Corridor X, AdriaKombi test train on March 16/17, 2009	45 km/h	54 km/h

5

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## Major reasons for delays according to the monitoring

- Inefficient organisation of teams between the two incumbent state railways due to lack of an efficient communication between each other,
- Lack of locomotives,
- Incorrectly assembled trains in the hinterland,
- Border police and customs controls.

6



## State RUs vs. private RUs (1)

- **The incumbent state railways still treat the border as if the liberalised European railway market did not exist.**
- **The private operators have already simplified their procedures according to the new (competitive) situation.**

7



## State RUs vs. private RUs (2)

- Customer requirements
- Additional costs
- Available traction

8



## State RUs vs. private RUs (3)

- Lengthy “technologies”
- No CUU applications at the border
- Mutual acceptance vs. mutual lack of trust.
- Different concepts of joint inspection

9



## Main problems and challenges

Legal basis
Technology
Information flows
Inaccurate documents
Investment is not the biggest problem

10



## Legal basis

- EU-compliance of border crossing agreements
- Liberal acceptance of non-rail transport documents
- Examples: Romanian-Hungarian BCA (Curtici), Bulgaria and Turkey, Bulgaria and Romania

11



## Dispatching procedures

- The market shall decide who is more efficient.
- Arbitrary measurements of the duration by state railways
- Distortion of competition

12

## Information flows

- Lack of communication between the border authorities and railway actors
- Lack of application of electronic technology
- Best practice: maritime shipping and air transport
- Challenge: mentality or mental refusal

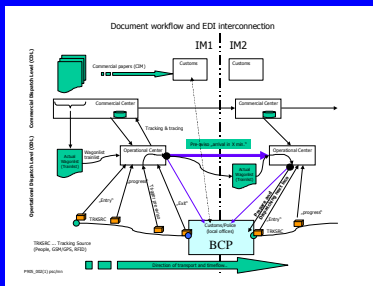
13

## EDI requirements

- Electronic Data Interchange (EDI)-link between the border crossing's IT
- Customs clearance in advance using e-consignment notes
- Accurate advance information (pre-arrival aviso) from current infrastructure manager on train position and estimated arrival time
- Based on advance information traction for ongoing trip (on IM2 network) available

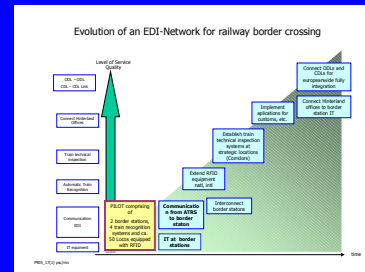
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## Proposed EDI structure



15

## Possible evolution of an EDI-network



16

## Documentation

- Reproduction in a time-consuming manner
- No or embryonic exchange of electronic data
- European single market

17

## Investment measures

- No need except for electronic data exchange
- **Challenge of the future:** speed of RoRo ships
- Increased infrastructure fees

18

## Recommendations

- Institutional and regulatory improvements
- Application in the field
- Transfer the border crossing activities to inland terminals
- Limited but clearly defined investment in state of the art EDI technology
- Stop producing studies (which only deal with the state railways)

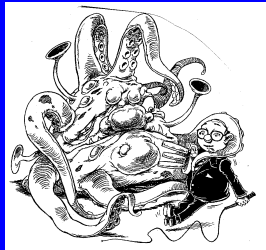
19

## Final impression

- At present, neither corridor has a competitive advantage over the other concerning quality (speed, punctuality, reliability) and distance.
- **It is the transport price that decides on the choice of the corridor.**

20

## The result of the European Union Railway Packages ...



21

# Thank you.

22