



# **Report from the Corridor IV**

**Analysis of rail border crossing procedures in  
Southeast Europe**

**Have waiting times been cut in the end?**

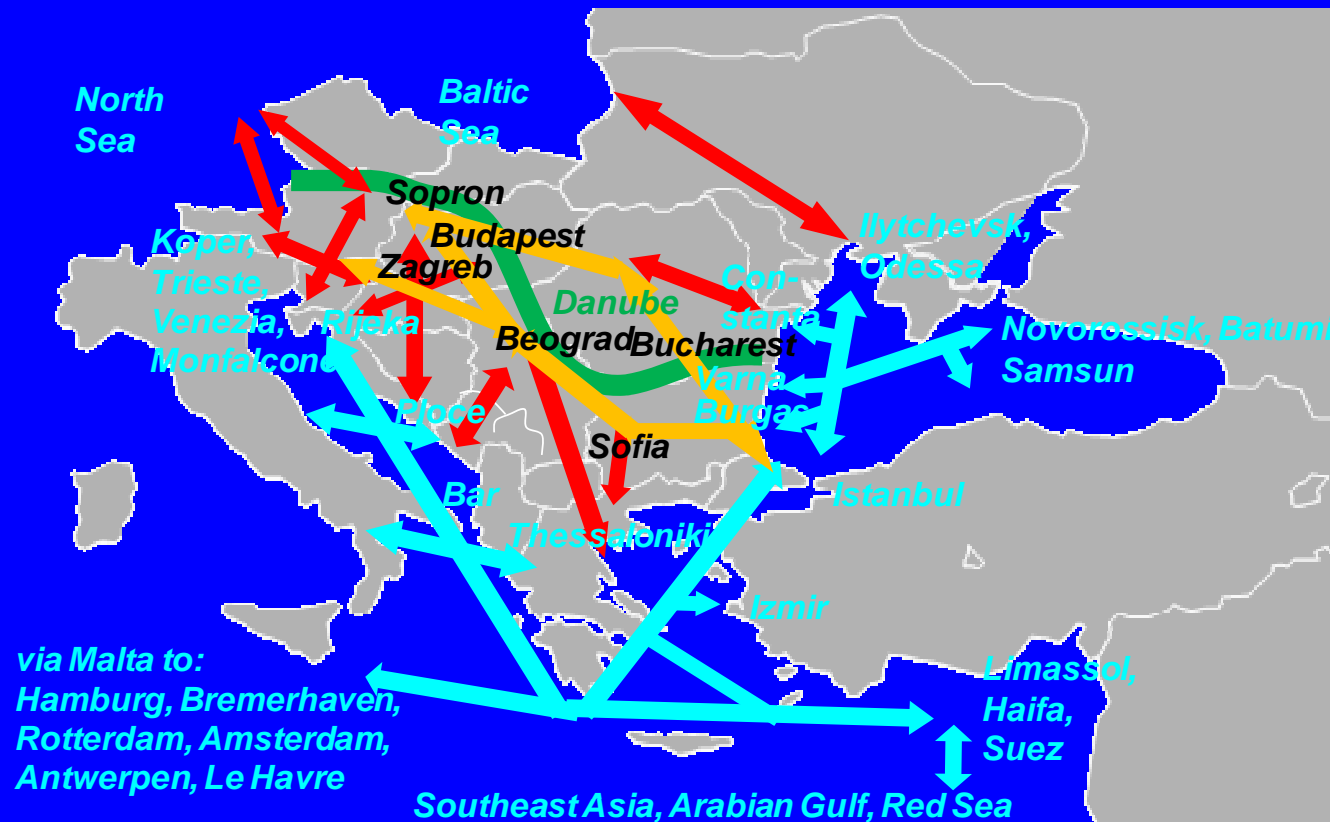
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# The competitive situation of Corridors IV and X



# 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                 |

# 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                 |

# 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  |
| <b>Corridor X, monitoring data based on real transit times provided by private freight forwarder</b> | <b>14 km/h</b>                                   | No data provided                                 |
| <b>Corridor X, AdriaKombi test train on March 16/17, 2009</b>  | <b>45 km/h</b>                                   | 54 km/h  |

## 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.

## 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.**

## State RUs vs. private RUs (2)

- Customer requirements
- Additional costs
- Available traction



## 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

# Main problems and challenges

Legal basis

Technology

Information flows

Inaccurate documents

Investment is not the biggest problem

## 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

# Dispatching procedures

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

# 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

# Documentation

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

# Investment measures

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

# Recommendations

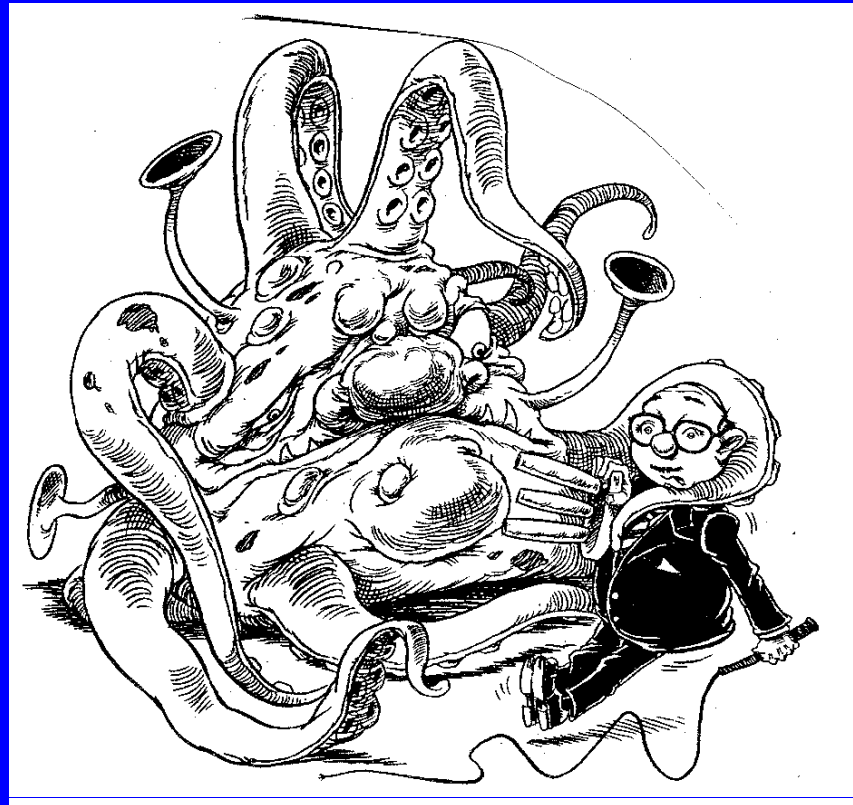
- Institutional and regulatory improvements
- Application in the field
- Transfer the border crossing activities to inland terminals
- Limited but clearly defined investment in state of the art EDI technology
- Stop producing studies (which only deal with the state railways)



# 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.

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



**Thank you.**