

MONITORING PERFORMANCE

prepared by

Klaus-Jürgen Uhl, International Border Crossings Expert
Tatjana Jankovic, Regional Railway Expert

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Introduction, sources of information

Objective:

- to find out the reasons for delays at border crossings at SEETO Participants
- to compare them with similar findings, using the same methodology, applied some years ago
- To find out if any improvement has taken place in the meanwhile

Selected BCPs:

Subotica: Corridor Xb, SER-HUN

Dimitrovgrad: Corridor X, SER-BUL

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Challenges

- The border crossing delays are one of the major competitive disadvantages of international rail transport.
- Border delays are not new, neither to the Region nor to the rest of Europe.
- Border delays exist, even if EU legislation and national legislation have already introduced the so-called internal market.

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Monitoring methodology (1)

Codification system for delays with 9 main items:

- A: Traffic
- B: Infrastructure
- C: Traction
- D: Train Formation
- E: Documentation
- F: Wagon Material
- G: Cargo (loading)
- H: Personnel
- I: Miscellaneous (Customs, border police, phyto-sanitary tasks, radiology)

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Monitoring methodology (2)

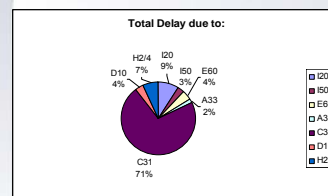
- With the proposed methodology the border authorities can easily introduce a border crossing monitoring system with minimal cost and relatively high efficiency.
- The monitoring system consists of a form and an explanatory note defining the symbols to be used
- The analysis of the form will give the results of delays and the reasons thereof.
- Training and introduction time is minimal.

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From BDŽ to ŽS: 20-26/10/2008



Legend:

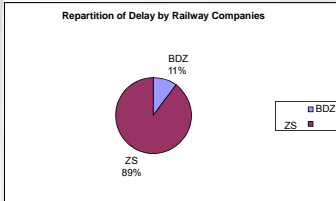
- -A33: Traffic (Delays accumulated)
- -C31: Traction came too late
- -D10: Train formation
- -E60: Documents for commercial trains
- -H2/4: Lack of Personnel in the station
- -I20: Customs control
- -I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From BDŽ to ZS: 20-26/10/2008



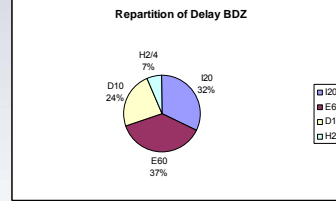
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From BDŽ to ZS: 20-26/10/2008



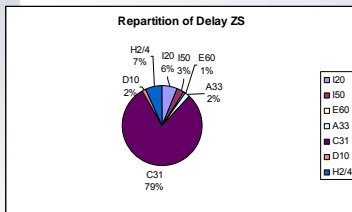
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From BDŽ to ZS: 20-26/10/2008



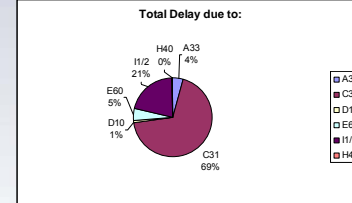
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From ZS to BDŽ: 16-22/03/2009



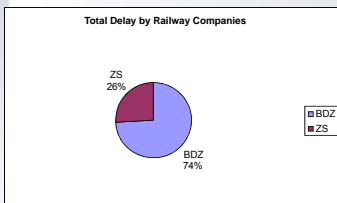
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

DIMITROVGRAD: MONITORING From ZS to BDŽ: 16-22/03/2009



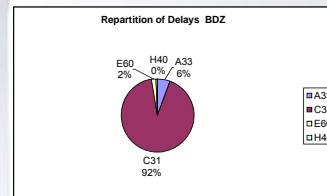
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



Results of the monitoring Performance at Dimitrovgrad

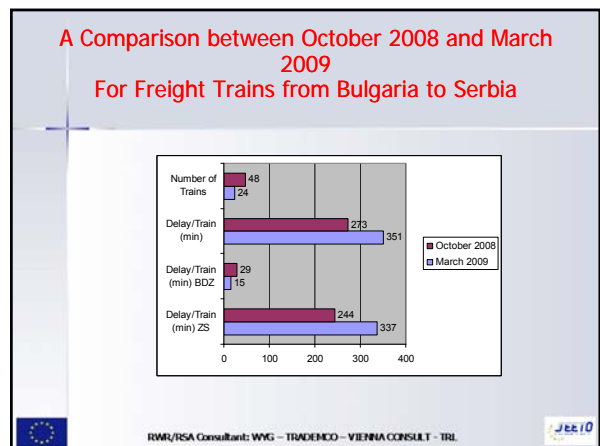
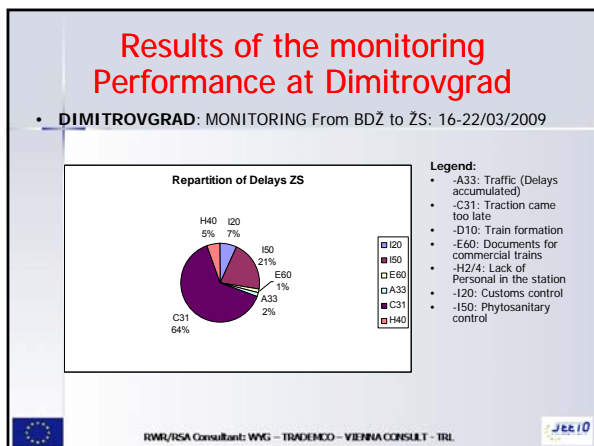
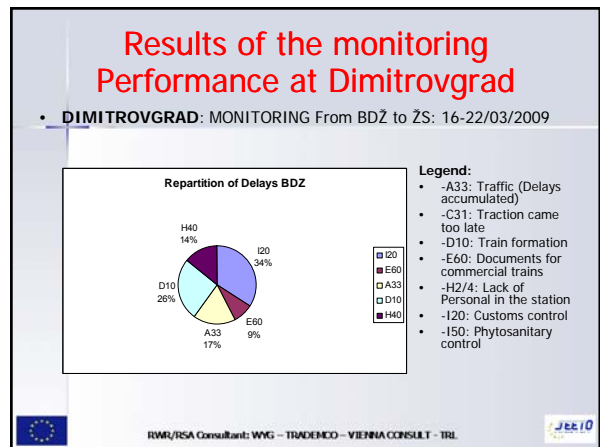
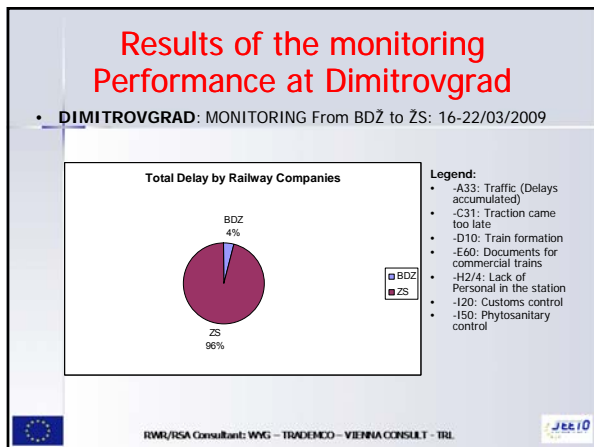
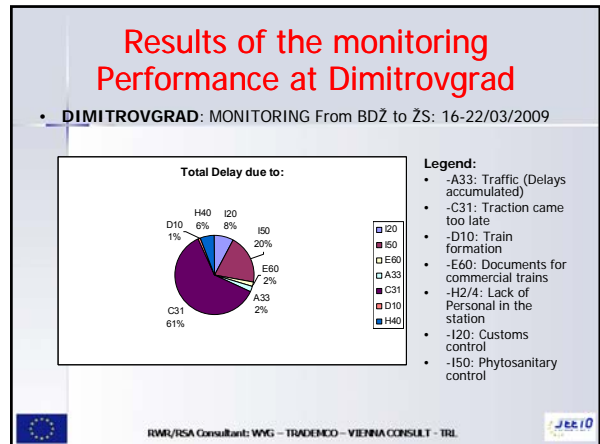
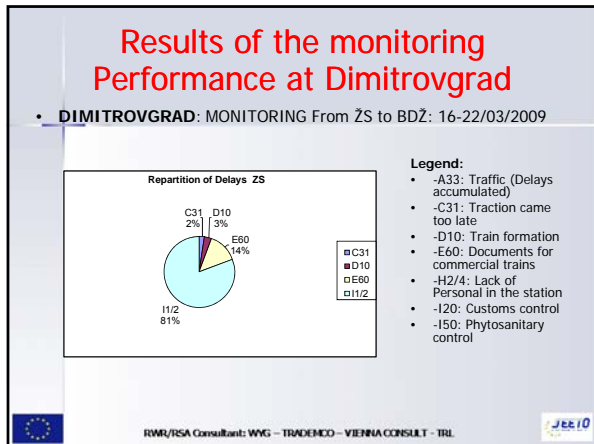
DIMITROVGRAD: MONITORING From ZS to BDŽ: 16-22/03/2009



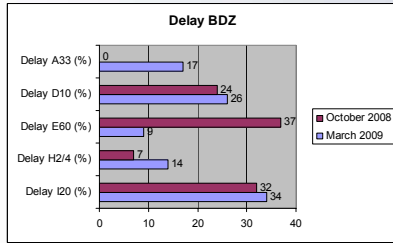
- Legend:**
- A33: Traffic (Delays accumulated)
 - C31: Traction came too late
 - D10: Train formation
 - E60: Documents for commercial trains
 - H2/4: Lack of Personal in the station
 - I20: Customs control
 - I50: Phytosanitary control

RWR/RSA Consultant: WVG – TRADEMCO – VIENNA CONSULT – TRL



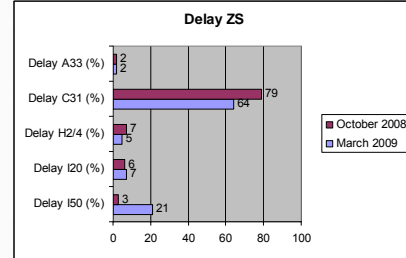


A Comparison between October 2008 and March 2009 For Freight Trains from Bulgaria to Serbia



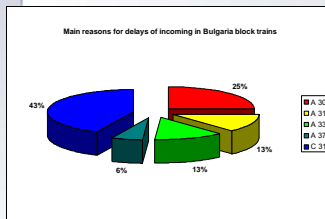
RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

A Comparison between October 2008 and March 2009 For Freight Trains from Bulgaria to Serbia



RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

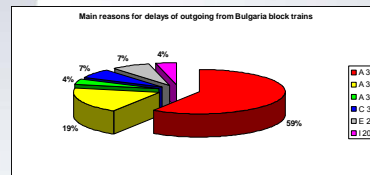
Main reasons for delays (SRB→BG) Dimitrovgrad/Dragoman (Dec. 2004)



- A30 = Train routing -no further specification
- A31 = occupied path
- A33 = Delay due to other (accumulated) delays
- A37 = Operational order of train dispatcher
- C31 = Late arrival of locomotive

RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

Main reasons for delays (BG→SRB) Dimitrovgrad/Dragoman (Dec. 2004)



- A30 = Train routing- No further specification
- A31 = Occupied path
- A33 = Delay due to other (accumulated) delays
- C31 = Late arrival of locomotive
- E22 = Annexes to consignment note lacking
- I20 = Customs, no further specification

RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

Result of the monitoring of BC performance (1)

Monitoring at Dimitrovgrad

- The main problems in Dimitrovgrad causing delays of freight trains are:

From Serbia to Bulgaria:

- due to BDŽ:
 - border and customs controls (55 %)
 - bad organisation of teams (20 %)
 - others (25 %)
- due to ŽS:
 - bad organisation of teams (45 %)
 - border and customs controls (25 %)
 - others (30 %)

RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

Result of the monitoring of BC performance (2)

Monitoring at Dimitrovgrad From Bulgaria to Serbia

- due to BDŽ:
 - border and customs controls (55 %)
 - incorrectly assembled trains (30 %)
 - others (15 %)
- due to ŽS:
 - the lack of locomotives (80 %)
 - bad organisation of teams (9 %)
 - border and customs controls (9 %)

RWR/ISA Consultant: WVG – TRADECO – VIENNA CONSULT – TRL

Result of the monitoring of BC performance (3)

- Inefficient coordination of the different tasks
- organisation structure of ZS (Infrastructure, commercial services, operations etc.) does not lead to clear division of responsibility.

Suggestion:

- **Clear working structure with clearly defined responsibilities**
- Method: "project management structure" either separate or joint (SRB-BG)



Result of the monitoring of BC performance (4)

- **Although there was a decrease in the number of trains of 50 % of freight train between October 2008 and March 2009, the accumulated delay by trains increased by 40 % in the same time on Serbian side but diminished by 50 % on Bulgarian side.**



Thank you for your attention!

