

**Support for Implementing Measures for the South East
Core Regional Transport Network Multi Annual Plan
(EuropeAid/125783/C/SER/MULTI)**

**REGIONAL APPROACH FOR
IMPLEMENTING PASSENGER BORDER
CONTROLS ON MOVING TRAINS**

prepared by

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Introduction, sources of information

Objective:

- Propose a draft proposal for implementing passenger border control on moving trains at all SEETO border crossings

Sources of information:

Border control on moving trains between:

- Switzerland and Germany (before Schengen in 2009)
- Austria and Germany (before Schengen in 1995);
- Hungary and Austria (before Schengen in 2008);
- Serbia and Bulgaria 2005



Analysis of the present situation

Table 1. Corridor X

Type of control	Criteria	Corridor X				Corridor Xb	Corridor Xc
		SLO-CRO	CRO-SER	SER-MK	MK-GRE	HU-SER	SER-BUL
Type 1 Checks on standing trains	National authorities only on national territory	SLO	SER	SER, MK	MK, GRE	SER, HU	
	Joint checking on national and neighbouring territory						SER (ACTUAL)
Type 2 Checks on moving trains	National authorities only on national territory	CRO	CRO				
	Joint checking on national and neighbouring territory						SER-BUL (POSSIBLE)



Analysis of the present situation

Table 2. Corridor V

Type	Criteria	Corridor Vb	Corridor Vc		
		HU-CRO	HU-CRO	CRO-BIH	BIH-CRO
Type 1 Checks on standing trains	National authorities only on national territory		HU, CRO	CRO, BIH	BIH, CRO
	Joint checking on national and neighbouring territory				
Type 2 Checks on moving trains	National authorities only on national territory	CRO, HU			
	Joint checking on national and neighbouring territory				



Analysis of the present situation

Table 3. Routes 2, 4 and 10

Type	Criteria	Route 2	Route 4		Route 10		
		MNE-ALB	RO-SER	SER-MNE	SER-KOSOVO (under UNSCR 1244/99)	KOSOVO (under UNSCR 1244/99)- MK	
Type 1 Checks on standing trains	National authorities only on national territory	NO PASSENGER TRAINS	RO, SER	SER, MNE (ACTUAL)	NO CONTROL AT ALL	KOS, MK	
	Joint checking on national and neighbouring territory						
Type 2 Checks on moving trains	National authorities only on national territory						
	Joint checking on national and neighbouring territory			SER-MNE (NEW BCA)			



The present analysis shows the following results

- There already exist controls on moving trains with the SEETO Participants.
- Most of the controls on moving trains are carried out by the national border authorities on their national territory with two exceptions:
 - Bulgarian – Serbian border on Corridor X
 - Hungarian – Croatian border on Corridor Vb
- Most of the border controls are carried out on standing trains
- **There is no harmonised border control system for passengers on moving train on the corridors. So far it is a patchwork approach**



Proposal

- Inclusion of the respective articles concerning border control on moving trains in the framework border crossing agreement as well as bilateral agreements (BCAs).
- Inclusion of the respective articles for border authorities executing their activities on territories of a neighbouring state in an agreement between border police of neighbouring countries (BPA).



Special case of night trains

- Joint border control on night trains would require a **separate agreement** between the railway undertaking and the respective border police authorities based on the BCA and BPA.



Conclusion

With the application of such articles in the BCA and the subsequent BPA agreements:

- No stop of passenger trains simply for border control reasons since all formalities could be done on the moving trains.
- More customer orientation with competitive advantages with the respect to their major competitors bus and air:
- No necessity to have controls in standing trains as it is the case with the major competitor bus.
- No necessity to have controls before boarding and leaving the trains at it is the case for air.



Implementing activities by the SEETO Participants

Two approaches:

- Forming official joint working groups on a **bi-lateral basis** to discuss the acceptance of the proposed two agreements and, if required, modify them.
- Forming official multi-lateral working groups **per corridor/route** to discuss the acceptance of the proposed two agreements and, if required, modify them.



Thank you for your attention!

