

## REVIEW OF TECHNICAL ACCEPTANCE AND PROCEDURES FOR TRACTION AND ROLLING STOCK

prepared by:

Klaus-Jürgen Uhl, Inter'l Border Crossings Expert  
Tatjana Jankovic, Regional Railway Expert

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



## Introduction, sources of information, meetings held

- Objective: to demonstrate the degree of alignment of procedures for technical acceptance and procedures for traction and rolling stock at border crossings in SEETO Participants and their compliance with EU legislation.
- The Consultant reviewed all technical acceptance procedures in SEETO Participants and discussed them in meetings with officials in Ministries and railway companies during the missions carried out in October - December 2008 and February - April 2009
- The Consultant has prepared an analysis for the present situation concerning technical acceptance procedures for traction and rolling stock at border crossings dividing them in certain categories.

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## TRACTION

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## Technical acceptance of traction at BCPs Change of traction and traction driver – Corridor X

Type	Criteria	Corridor X				Corridor Xb	Corridor Xc
		SLO-CRO	CRO-SER	SER-FYRMac	FYRMac-GRE	HU-SER	SER-BUL
Type 1	Change of traction and traction driver (Classical option)	SLO	SER	SER (for passenger) MAC (for freight)	MAC	SER	SER
Type 2	No change of traction but change of traction driver (increasingly used inside EU)						
Type 3	No change of traction nor of locomotive driver (ideal scenario, already used in EU)						

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## Technical acceptance of traction at BCPs Change of traction and traction driver – Corridor V

Type	Criteria	Corridor Vb		Corridor Vc		
		HU-CRO	CRO-SLO	HU-CRO	CRO-BIH	BIH-CRO
Type 1	Change of traction and traction driver (Classical option)	HU	SLO	HU	CRO	BIH
Type 2	No change of traction but change of traction driver (increasingly used inside EU)					
Type 3	No change of traction nor of locomotive driver (ideal scenario, already used in EU)					

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## Technical acceptance of traction at BCPs Change of traction and traction driver – Routes 2,4 and 10

Type	Criteria	Route 2	Route 4	Route 10		
		MNE-ALB	RO-SER	SER-MNE	SER-KOS	KOS-FYRMac (*)
Type 1	Change of traction and traction driver (Classical option)	MNE/ALB annually	SER	MNE	NA	MAC
Type 2	No change of traction but change of traction driver (increasingly used inside EU)					
Type 3	No change of traction nor of locomotive driver (ideal scenario, already used in EU)					

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## Observations

- At all border crossings in the SEETO region and with the neighbouring EU member states, the classical technical acceptance and the classical form of change of traction and locomotive drivers is used.
- It is important to convince the SEETO participants to modernise their change of traction and locomotive drivers.

## ROLLING STOCK

## Technical acceptance of rolling stock at BCPs - Criteria

Type	Criteria
Type 1	<b>Technical acceptance</b> of rolling stock carried out by the Infrastructure Manager or the department in charge of technical inspection in a state owned integrated railway at each border station.
Type 2A	<b>Joint technical acceptance</b> of rolling stock at one of two border stations carried out by the Infrastructure Manager or the respective department in an integrated state railway on the territory followed by the same technical inspection by the Infrastructure Manager of the neighbouring territory.
Type 2B	<b>Joint technical acceptance</b> of rolling stock at one of two border stations carried out by at least one of the Railway Undertakings followed by the technical inspector of the other Railway Undertaking or the competent Infrastructure Manager.
Type 3A	<b>Joint technical acceptance</b> in one of two border stations, that is to say, the inspectors of the two Infrastructure Managers <b>carry out jointly</b> the technical inspections.
Type 3B	<b>Joint technical acceptance</b> in one of two border stations, that is to say, the technical inspector of at least one Railway Undertaking carries out jointly the technical inspection with the technical inspector of another RU or IM.
Type 4	<b>Mutual acceptance</b> at least by the railway undertakings involved based on <b>so-called agreements of confidence</b> . There will be no other control once the train has arrived at the border.
Type 5	<b>Mutual acceptance</b> at least by the railway undertakings involved carried out at the <b>latest hinterland terminal</b> where the train is composed. No inspection at the border.

## Technical acceptance of rolling stock at BCPs – Corridor X

Type	Corridor X				Corridor Xb	Corridor Xc
	SLO-CRO	CRO-SER	SER-FYRMac	FYRMac-GRE	HU-SER	SER-BUL
Type 1						
Type 2A			SER (for freight) MAC (for passengers)	MAC	SER	
Type 2B	SLO (HZ Cargo for passenger and freight)	SER (HZ Cargo for passenger and freight)				
Type 3A						SER
Type 3B						
Type 4						
Type 5						

## Technical acceptance of rolling stock at BCPs – Corridor V

Type	Corridor Vb		Corridor Vc		
	HU-CRO	CRO-SLO	HU-CRO	CRO-BIH	BIH-CRO
Type 1					
Type 2A					
Type 2B		SLO (HZ Cargo for passenger and freight)		CRO (HZ Cargo for passenger and freight)	BIH (HZ Cargo for passenger and freight)
Type 3A					
Type 3B	HU (HZ Cargo for passenger and freight)		HU (HZ Cargo for passenger and freight)		
Type 4					
Type 5					

## Technical acceptance of rolling stock at BCPs – Routes 2,4 and 10

Type	Route 2	Route 4		Route 10	
	MNE-ALB	RO-SER	SER-MNE	SER-KOS	KOS-FYRMac (*)
Type 1	MNE + ALB	N.A.	MNE - until new agreement applied	N.A.	
Type 2A					MAC
Type 2B					
Type 3A			when new agreement will be applied		
Type 3B					
Type 4					
Type 5					

## Observations

- On the major corridors, Type III inspection of rolling stock prevails. They are linked with the change of traction.
- No mutual agreements of confidence exist among the state railway undertakings in the SEETO region. No non-state railway undertakings operate in the region.
- In order to reduce border stopping times and the cost of inspection, agreement of confidence for mutual acceptance has been proposed (CUU agreement).



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Thank you for your attention!



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