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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-fourth session,
3-5 October 2000, agenda item 7 (b))

**FACILITATION OF BORDER CROSSING IN INTERNATIONAL
RAIL TRANSPORT**

Addendum 2

Transmitted by the Government of Luxembourg

At its fifty-third session, the Working Party on Rail Transport requested Governments to submit information to its next session on the following items (TRANS/SC.2/192, para. 30):

- (a) Average time spent by passenger and goods trains at main border crossings;
- (b) The progress made (in minutes) subsequent to the implementation of measures taken by Governments (e.g. for customs, police, sanitary and phytosanitary controls) and railways (e.g. for technical controls) for passenger and freight trains to reduce the delays during border crossing;
- (c) Other measures that are envisaged in future to eliminate delays during the crossing of borders;

(d) Succinct reports on bilateral and multilateral contacts which have taken place between Governments and railways of neighbouring countries in order to improve the crossing of borders in international rail traffic.

The information submitted to the secretariat is provided below, for consideration by the Working Party.

1. LUXEMBOURG

(a) (b) There is no waiting time at border points, for passenger trains. Police controls at German and Belgian borders and regular controls at French borders are conducted in transit.

For freight traffic, a new SNCB-CFL-SNCF agreement came into force on 10 January 2000, under which the three countries' railway undertakings take the following steps:

To dispense with all technical formalities when exchanging freight trains at the borders between the SNCF, the CFL and the SNCB;

To guarantee that such trains will have formations which are in conformity with established rules, recognized throughout each of the infrastructures where they are being exchanged.

The effects of the agreement extend to every freight train over its entire penetrating section as soon as it crosses any of the border points between the SNCF, the CFL and the SNCB.

At the same time several measures have been taken to adapt the data transmission system, essentially with regard to RID transport or special consignments. These changes avoid the networks having to stop the trains at the borders for outdoor acquisition of untransmitted data.

The agreement in question grew out of efforts to eliminate border stops for BELIFRET corridor trains entirely. It has been possible to extend the experience gained concerning the corridor to all transit trains.

Border stops by freight trains are therefore limited to locomotive changes due to divergent voltages, if necessary.

(d) Harmonization measures (item (g)) at the SNCF-CFL-SNCB intersections with regard to formation and braking of international freight trains have been extended to all national freight trains. With this step, the regulations in force until now have been simplified considerably.

(e) No particular remarks on this point.
