



DE - CZ - AT - SK - HU - RO - BG - EL

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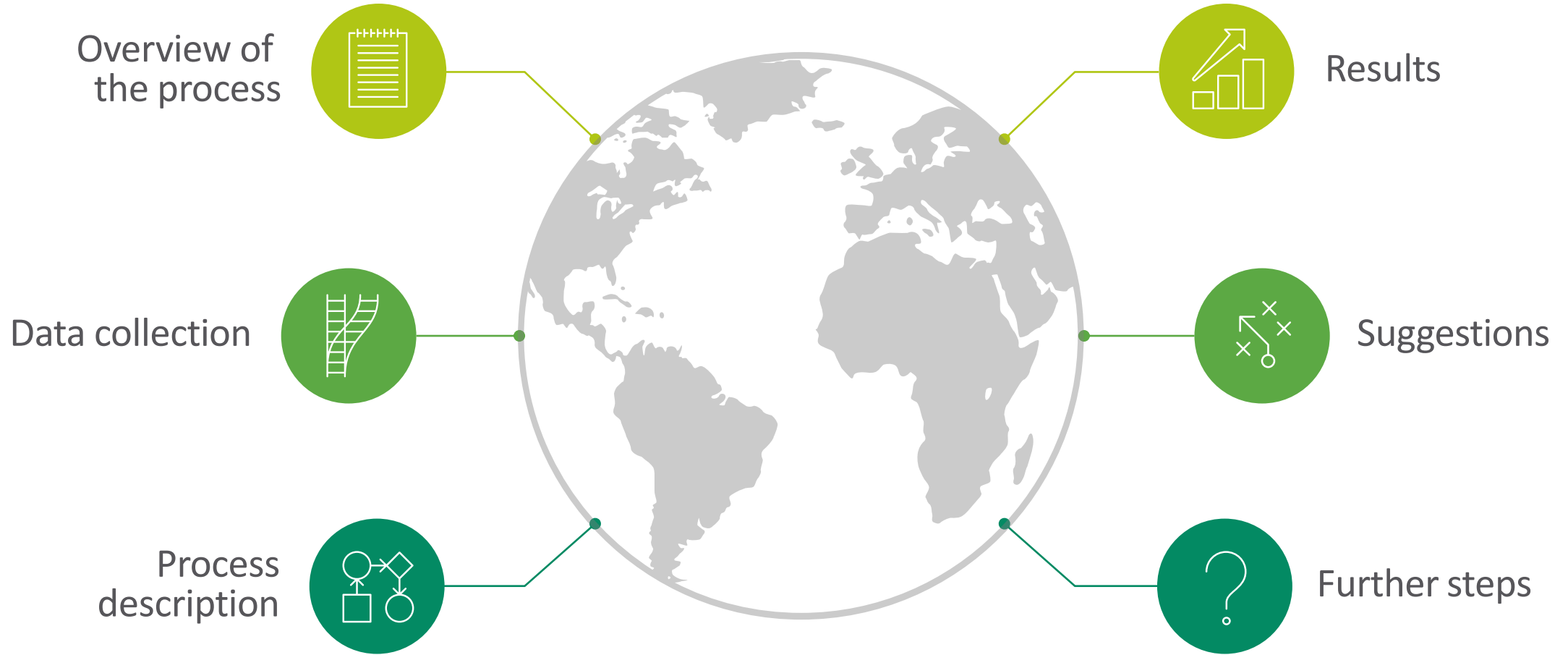


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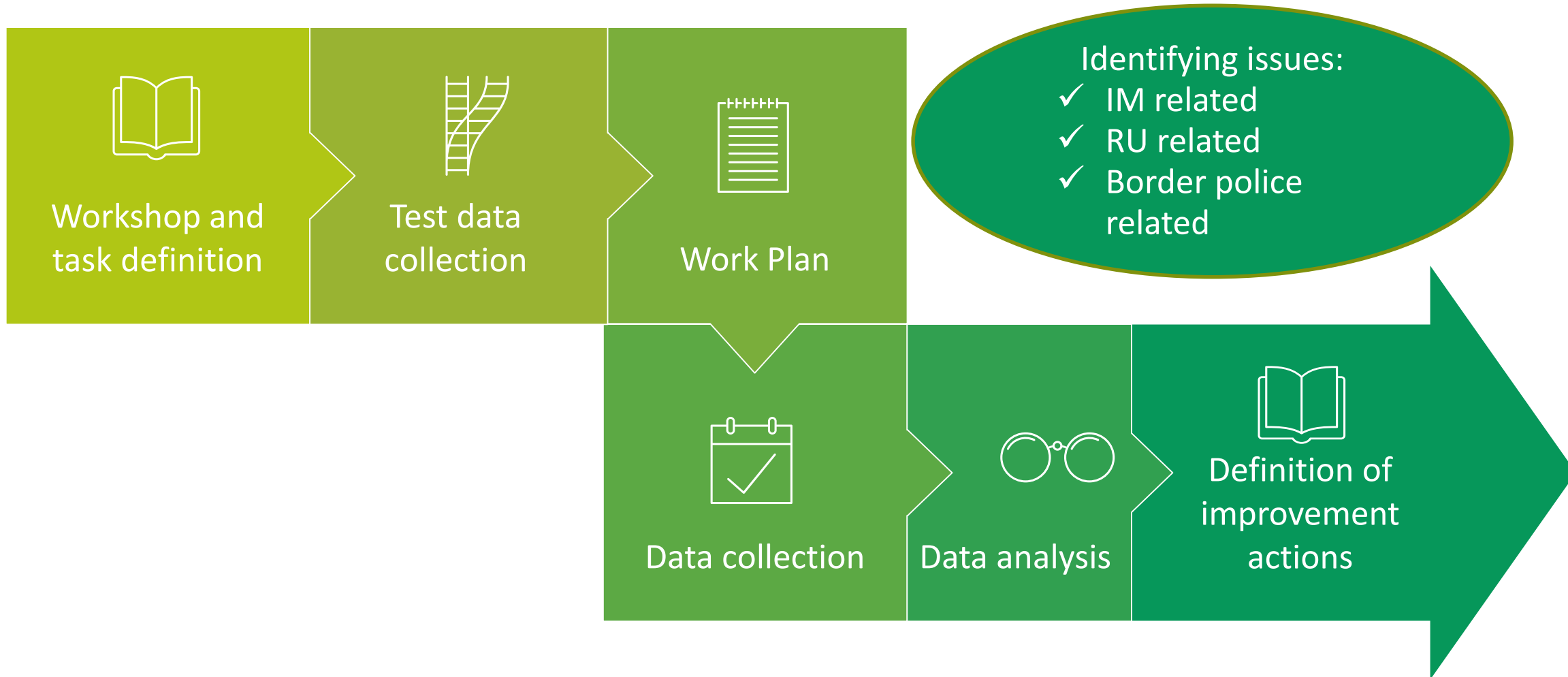
Results of the data collection at
Curtici – Lőkösháza
border crossing

5 October 2022

Topics to be presented



Overview of the process



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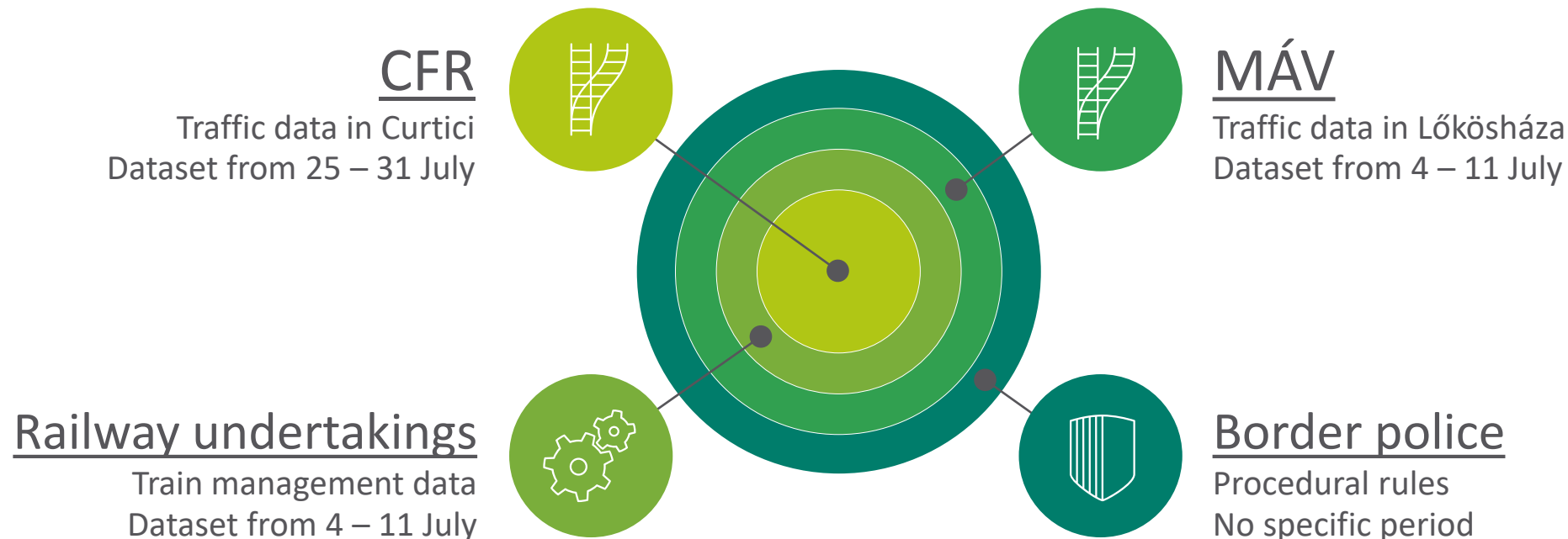


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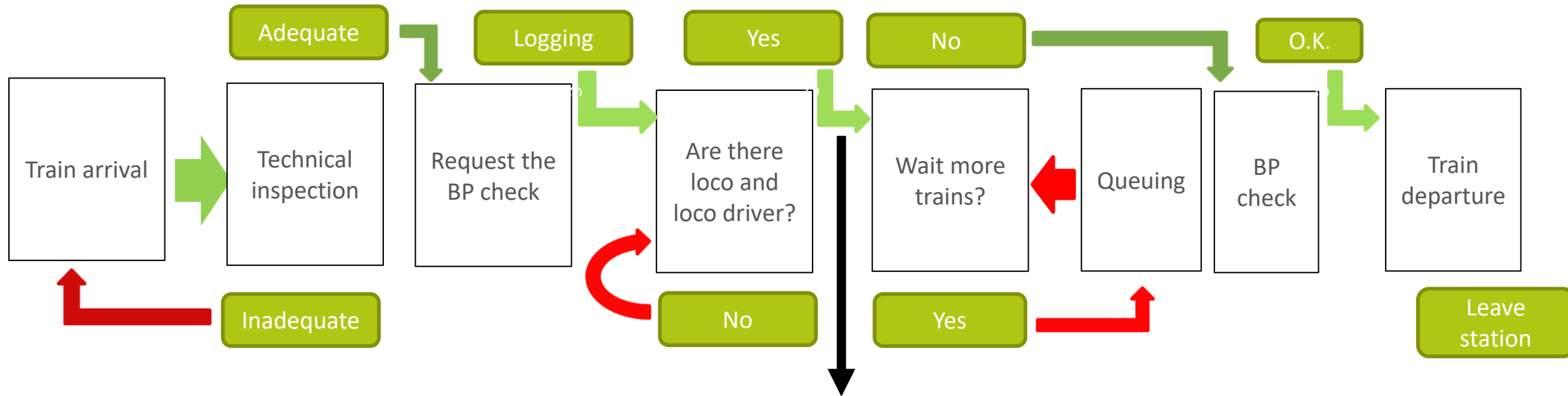
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Data collection



Measurement period set for 4 – 11 July (agreed by stakeholders on 7 June)

Process description



This is the point at which the train is considered ready to run:

- The cargo and the technical condition are in order
- The locomotive is on the train
- The loco driver is on the locomotive



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Request of BP check

The train is ready to run

MANAGED BY RAILWAY UNDERTAKINGS

It contains:

- Handover
- Technical inspection
- Shunting operations
- Loco change
- Loco driver change
- Elimination of deficiencies

Waiting for the train to be ready

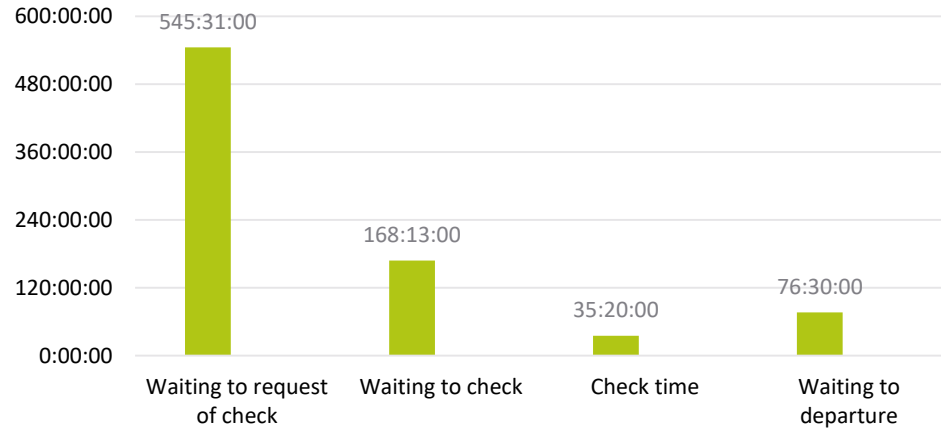
MANAGED BY BORDER POLICE

This time interval is unclear as we do not have the necessary data :

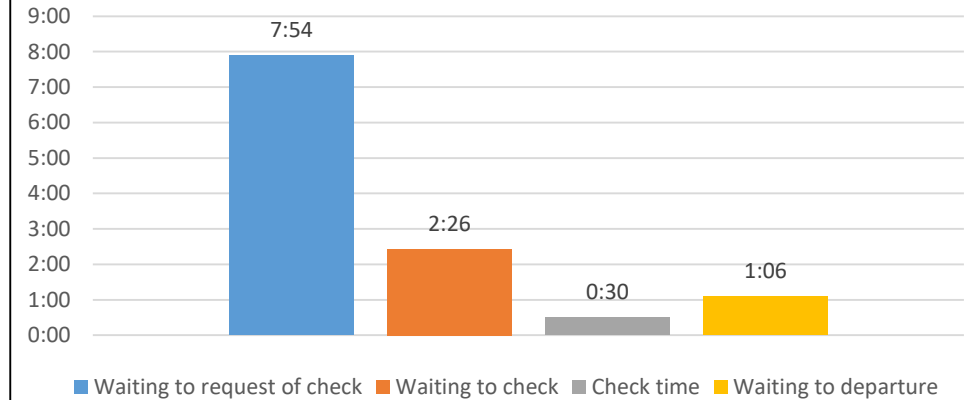
- The RU requested the check
- The train is not ready to run

Actual check time

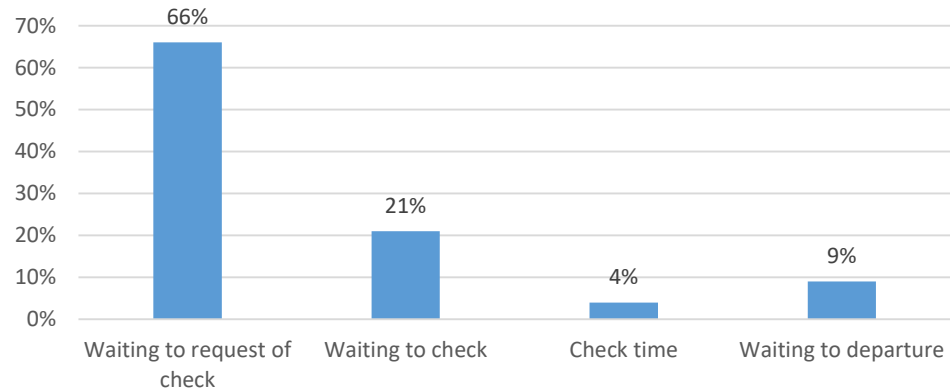
Total waiting times In Curtici S-N (hours)



Average waiting times in Curtici S-N (hours)

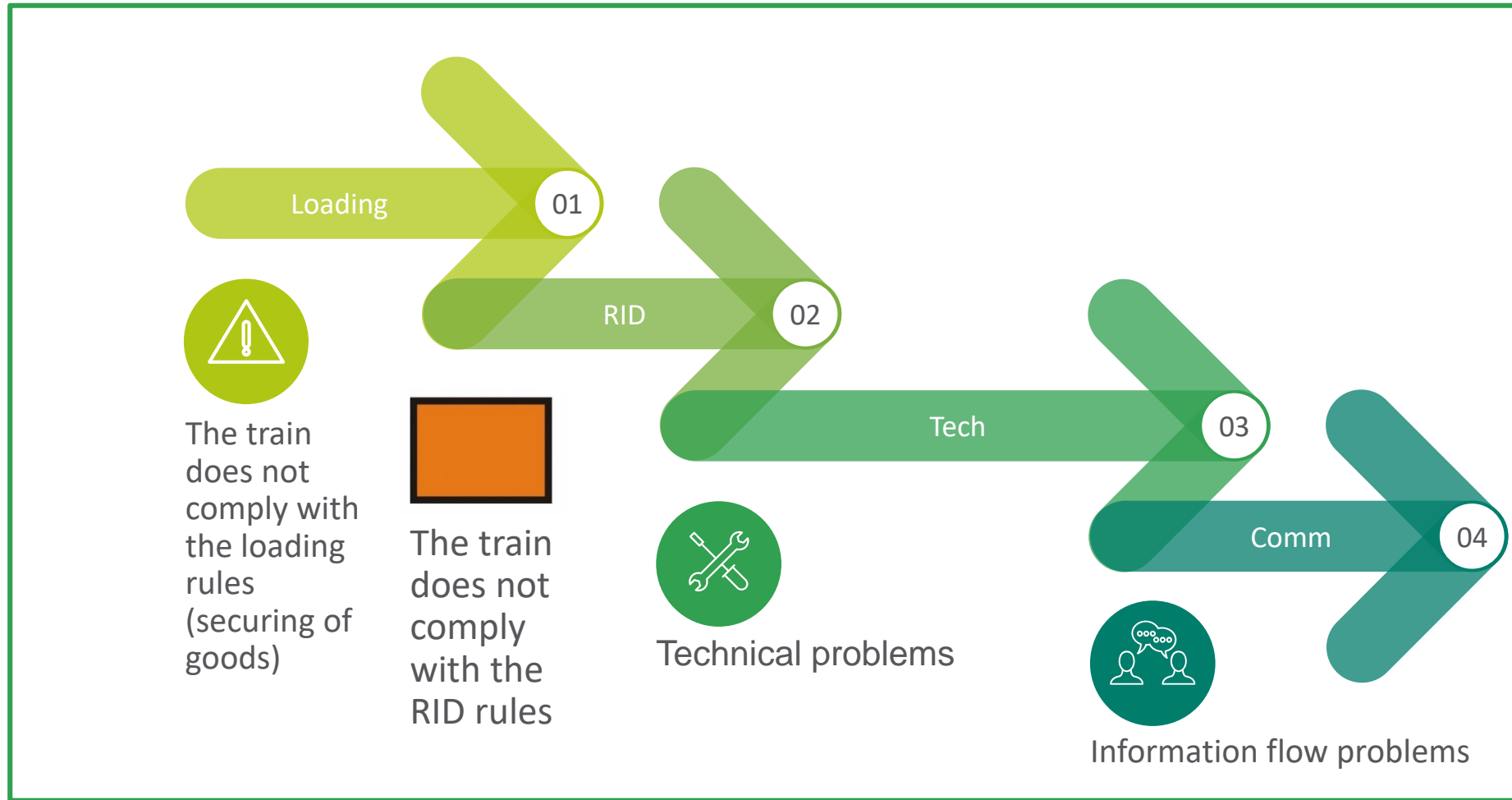


Waiting times in Curtici (S-N) in percentage statement



Results

Main reasons



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Suggestions for RUs



When picking up the train, they should consistently check compliance with the cargo securing rules, and refuse to accept the train in case of deficiencies.



When picking up the train, they should consistently check compliance with the RID rules, and refuse to accept the train in case of deficiencies.



They should propose the owners of the wagons that the wagons be made available in a condition suitable for carrying out transport tasks, if necessary, ensure the quick and professional elimination of technical defects.



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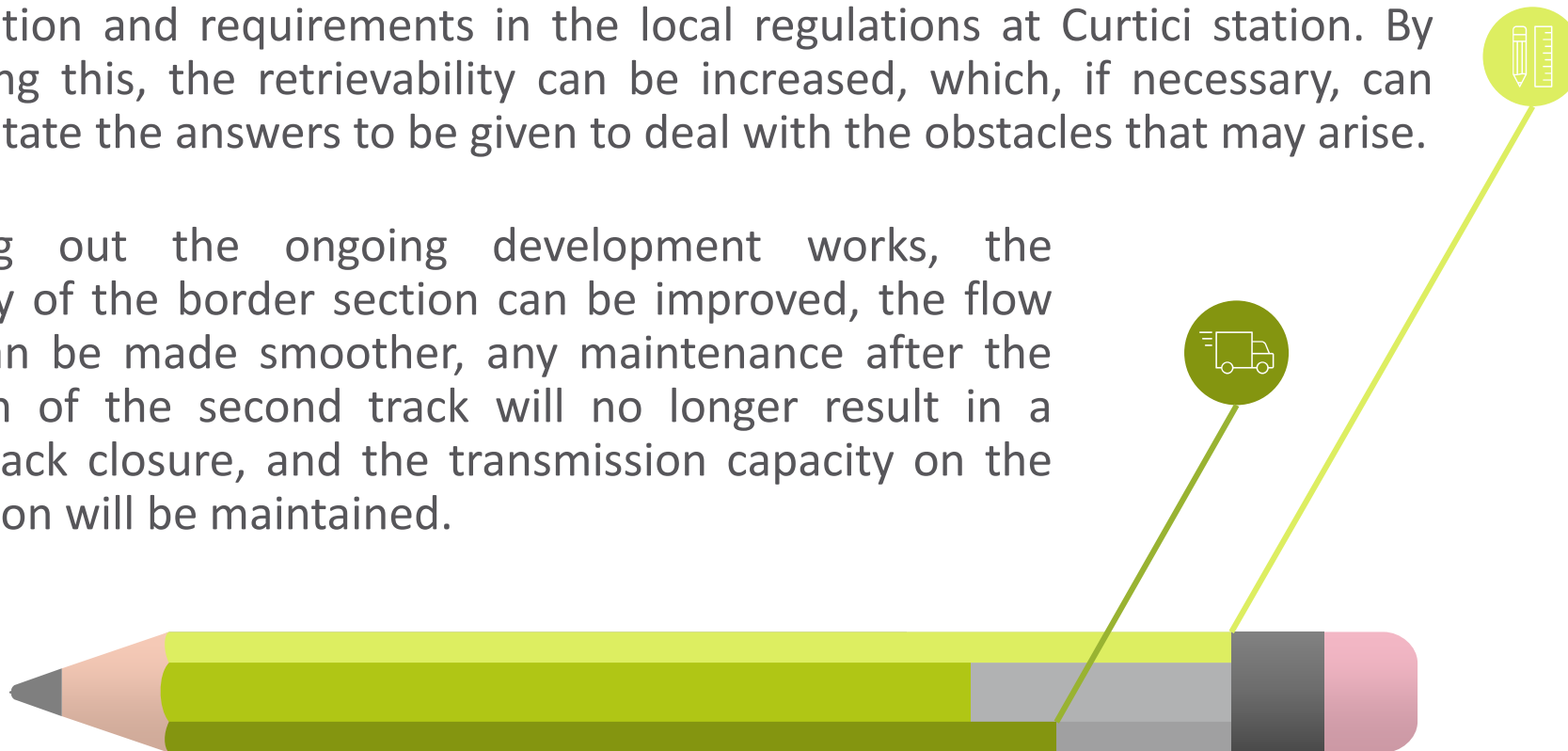


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Suggestions for IMs

We consider it necessary to clearly describe the individual processes and their implementation and requirements in the local regulations at Curtici station. By implementing this, the retrievability can be increased, which, if necessary, can greatly facilitate the answers to be given to deal with the obstacles that may arise.

By carrying out the ongoing development works, the permeability of the border section can be improved, the flow of traffic can be made smoother, any maintenance after the construction of the second track will no longer result in a complete track closure, and the transmission capacity on the border section will be maintained.



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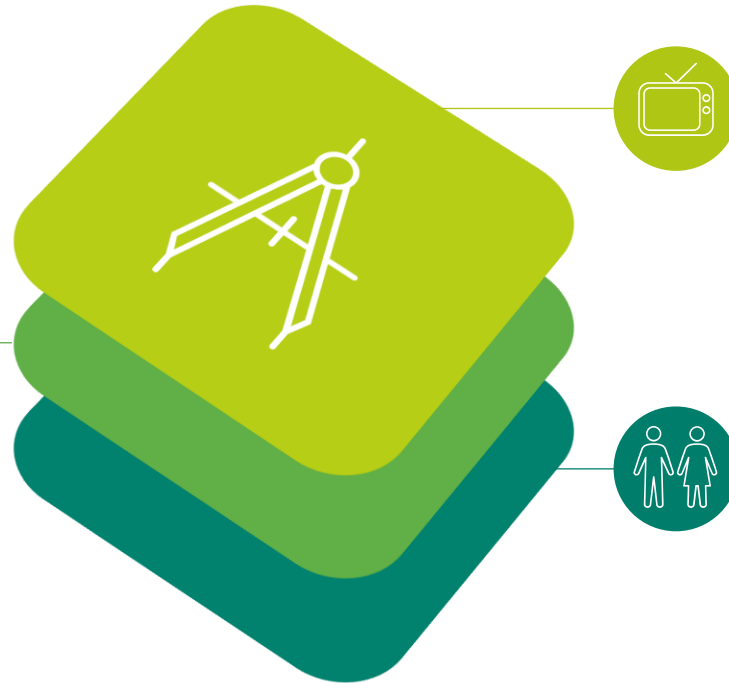


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We recommend that the border police check may be requested



only when the preconditions are met to start the inspection.



We recommend to install camera gates and X-ray gates, which can speed up the inspection process, and can even allow trains to pass without stopping.

In view of the completion of the infrastructure development works and the expected increase in traffic, we recommend the border police agencies to examine the necessity and feasibility of increasing the number of border police personnel.



Further steps



01



Repeated
monitoring of
border traffic
every 1/2 year
for a period of
1 week



02



Additional
suggestions
from concerned
partners



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