

BORDER CROSSING ISSUES BETWEEN EU AND NON EU COUNTRIES Railways

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The Nature of the Problem

- Different controls requirements at borders;
- Lack of coordination between different authorities within and between Countries;
- Infrastructure problems;
- Interoperability problems;
- Limited use of electronic equipment;
- Lack of leadership on Transport and Trade facilitation;
- Lack of monitoring of performance;



Problems at Rail Border Crossings

- Major incompatibilities with EU law;
- Lack of policy and administrative interoperability and harmonisation;
- Lack of common market rules;
- Diversity in signalling, information and communication systems;
- Time consuming and cumbersome procedures;
- Different organizations (e.g. OTIF, OSJD) and different regulatory regimes (e.g. CIM, SMGS) etc.



Operational Problems at Rail Border Crossings

- Different technical systems;
- Different gouges – cargo reloading;
- Different consignment notes;
- Lack of waggons for special commodities;
- Tracking and tracing still missing;
- Lack of “one-stop” system;
- Lack of common cross border organization;
- Lack of equipment and infrastructure.



Time consuming customs procedures

- Continuous problems;
- Customs procedure T2L;
- Physical isolation;
- Inadequate working times;
- Need of additional harmonisation;
- Need to optimise the effectiveness;

- The enlargement of EU is necessary.



Who suffers?

- **EU and continental coverage**
 - Freight Forwarders & Logistic service providers
national federations and confederations
 - Policy scope: EU legislation & neighbouring policy
- **Companies**
 - Global players
 - SME's and regional operators
 - Small & family businesses
 - Millions companies
 - ≈ 90% of Customs, 70% maritime, 90% air,
50% road and rail operations in Europe



Where improvements are needed

- Stronger requirement to improve infrastructure quality;
- Plans covering the whole logistics chain;
- Strict deadline for the start of freight;
- It is high time that rail services became more customer friendly;
- Legislation can improve the timing for rail freight service to become more efficient;
- All decisions of the governance bodies should be based on their impact and effect on service performance etc.



Thank you for your attention!

