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## *Rail Border Crossings*

# **Integration and Interoperability challenges and opportunities**

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# Non-tariff barriers to international rail transport

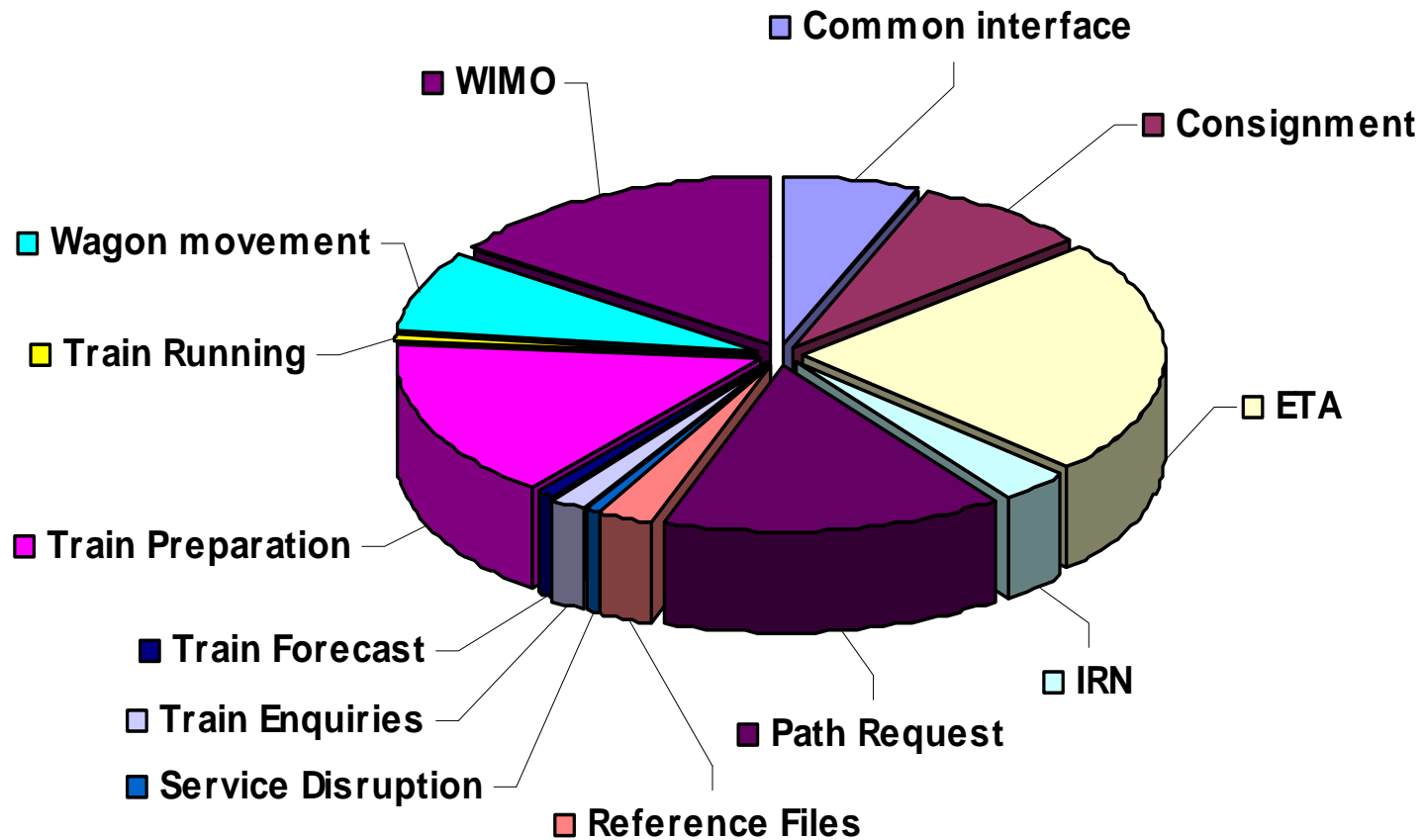
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- **Border crossings with time consuming and cumbersome procedures**
- **Interoperability difficulties**
- **Weak or non-existent national agency and cross-border cooperation**
- **Different organizations (e.g. OTIF, OSJD) and different regulatory regimes (e.g. CIM, SMGS)**





# Interoperability: TAF TSI functions to be implemented before 2014



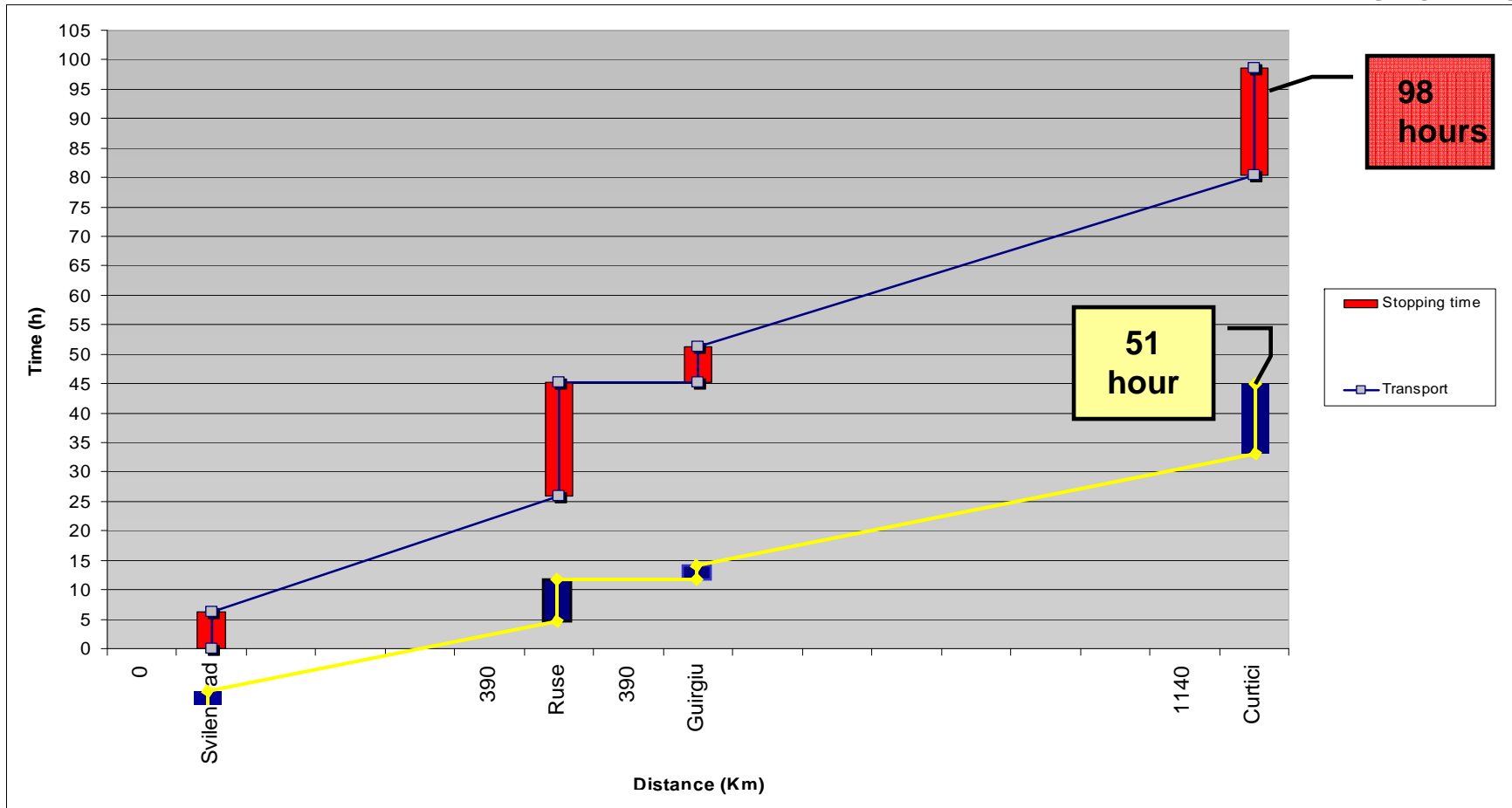
## Institutional arrangements to overcome weak inter-agency cooperation

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- Agree upon leading implementation agency, e.g. Ministry of Finance
- A National Coordinator assures political commitment on a high inter-institutional level, within country and between countries
- Project Implementation Team (PIT) within lead agency prepares activities
- The PIT coordinates the project components implementation among the rest of the Ministries and Border Agencies

# Benefits of corridor approach in border crossing processing (Corridor IV/IX)

# 47 hours



Source: TTFSE 2006

# Streamlining border processing – best practices

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- Dragoman (Bulgaria) – Dimitrovgrad (Serbia) integrated rail border crossing
- Viking container train (Lithuania/CIS border) processing in 30 minutes
- Joint CIM/SMGS electronic consignment note to save transport time/costs along EurAsian rail corridors

# Streamlining border processing - Conclusion

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- Improves quality and reliability of rail freight services over medium/long distance
- Optimizes impact of administrative, operational, and legislative reforms in rail transport
- Enhances overall rail corridor capacity
- Reduces transport costs and supports economic integration of regions

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***Thank you for your  
attention!***

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